



May 2019



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

South Dakota State Historical Society
Contract # 2018C-563

Prepared by:
Caitlin Herrnstadt, Architectural Historian
Johnson, Mirmiran & Thompson

Prepared for:
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900 Governors Drive
Pierre, South Dakota 57501

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ABSTRACT

The Reconnaissance-Level Architectural Survey of Haakon and Mellette Counties, South Dakota was conducted by Johnson, Mirmiran & Thompson (JMT). The purpose of the project is to provide a comprehensive record of properties that are potentially eligible for the National Register of Historic Places and to update the record of those properties previously surveyed and determined eligible in Haakon and Mellette Counties. Survey forms and a copy of this report will be on file at the South Dakota State Historical Society (SDSHS). The survey and report were conducted and prepared in accordance with the *South Dakota Historic Resource Survey Manual*, 2006 revised edition.

The survey was conducted under the direction of Caitlin Herrnstadt, Architectural Historian. Fieldwork was conducted by Ms. Herrnstadt and Sarah Johnson, Architectural Historian, with contract oversight by Mary Alfson Tinsman. Ms. Herrnstadt, Ms. Johnson, and Ms. Alfson Tinsman are all qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between September 9 and September 19, 2018. The survey encompassed the whole of Haakon and Mellette Counties.

Fieldwork focused on two goals. The first goal of the survey was to update the record of those properties in Haakon and Mellette Counties previously surveyed and determined eligible for the National Register of Historic Places. The second goal of the survey was to record previously unidentified resources eligible for the National Register. Previously identified resources recommended Not Eligible for listing in the National Register of Historic Places were not reevaluated as part of this project.

A total of 59 historic properties, including 25 structures, 33 bridges, and one cemetery, had been previously recorded in Haakon County. Of those, three properties were listed in or recommended eligible for listing in the National Register of Historic Places; 53 were recommended not eligible; two were unevaluated; and one was demolished and delisted in 2014. Of the three recommended eligible, one, a barn, was inaccessible. Of the 53 recommended not eligible, three bridges mentioned that they would be considered eligible by 2018 if physical integrity remained intact. These bridges were re-evaluated.

Fifty of the fifty-three previously surveyed resources that were recommended not eligible were not revisited as part of this project. The two previously surveyed, but unevaluated properties were not located in the field. The reconnaissance survey therefore revisited seven of the previously recorded historic properties, including the three bridges that mentioned that they would be considered eligible by 2018 if physical integrity remained intact. Of those, two resources previously recommended Eligible for listing in the National Register are now recommended not eligible. One resource, the First National Bank of Midland, was delisted in 2014 due to demolition. One of the previously recorded resources that was recommended Eligible was not sufficiently

visible from the public right-of-way to make an updated eligibility recommendation and is recommended for additional fieldwork. The three bridges that mentioned that they would be considered eligible by 2018 if physical integrity remained intact, are recommended Not Eligible based on the Advisory Council on Historic Preservation (ACHP) 2012 Program Comment on common concrete and steel bridges. This comment states that these postwar concrete and steel bridges are Not Eligible due to their common type and because they were constructed in vast quantities after WWII.

The survey resulted in the documentation of 27 previously unidentified properties that are recommended potentially eligible for the National Register. Of those, 22 are located in downtown Philip, within a potential commercial historic district. One of the contributing resources to the potential commercial district was individually listed in 2010 but did not have a Cultural Resource Geographic Research Information Display (CRGRID) record. One resource, the Missile Inn Bed & Breakfast, is recommended potentially eligible as a district containing two structures. Another resource, Alleman Station, is recommended potentially eligible as a district containing five structures.

A total of 28 historic properties, including 17 structures and 11 bridges, had been previously recorded in Mellette County. Of those, five properties were listed in or recommended Eligible for listing in the National Register of Historic Places; 23 were recommended Not Eligible. Of the five recommended eligible, one bridge was inaccessible, and another bridge had been replaced or demolished. Of the 23 recommended not eligible, the survey form for one bridge mentioned that it would be considered eligible by 2018 if physical integrity remained intact. This bridge was re-evaluated.

Twenty-two of the twenty-three previously surveyed resources that were recommended not eligible were not revisited as part of this project. One previously recommended eligible resource was not located in the field. The reconnaissance survey therefore revisited five of the previously recorded historic properties including the bridge that mentioned it would be considered eligible by 2018 if physical integrity remained intact. Of those, two resources lack integrity and are considered Not Eligible, and one resource appears to have been replaced and should be considered for delisting. One of the previously recorded resources that was recommended eligible was located on a private road and was not sufficiently visible from the public right-of-way. Therefore, an updated eligibility recommendation could not be made, and the resource is recommended for additional fieldwork. The one bridge that mentioned that it would be considered eligible by 2018 if physical integrity remained intact, is recommended Not Eligible based on the ACHP's 2012 Program Comment on common steel and concrete bridges.

The survey resulted in the documentation of three previously unidentified properties in Mellette County that are recommended potentially eligible for the National Register. One of these resources, a farm, is recommended potentially eligible as a district containing six structures.

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INTRODUCTION

This report documents the results of a reconnaissance-level survey of Haakon and Mellette Counties, South Dakota, conducted by Johnson, Mirmiran & Thompson (JMT) for the South Dakota State Historic Preservation Office (SD SHPO) of the South Dakota State Historical Society (SDSHS). The purpose of the project is to provide a comprehensive record of properties that are potentially eligible for the National Register of Historic Places and to update the record of those properties previously surveyed in Haakon and Mellette Counties. Survey forms and a copy of this report will be on file at SDSHS.

Haakon and Mellette Counties are rural, agricultural counties situated in the West River portion of South Dakota. The term West River refers to the portion of the state located west of the Missouri River and is characterized by a dry, arid climate, better adapted to cattle ranching and dryland farming. Due to the area's harsh and remote conditions (including the Badlands), West River saw later settlement than those portions of South Dakota located on the east side of the Missouri River. Much of the settlement was spurred by the Black Hills gold rush, located in the southwest corner of the West River region. Haakon County encompasses approximately 1,827 square miles and is divided into two areas of unorganized territory: East Haakon and West Haakon. The county consists of two towns and two unincorporated communities. The towns include Philip (county seat) and Midland, and the unincorporated communities include Milesville and Nowlin. According to the 2010 Census, the county had a population of approximately 1,937 people, of which about 779 live in the Town of Philip (United States Census Bureau 2010, 2016). Mellette County encompasses approximately 1,311 square miles and consists of 16 townships with one city and one town. The city is White River (county seat) and the town is Wood. There are two census-designated places, Corn Creek and Norris. According to the 2010 Census, the county had a population of approximately 2,048 people, of which about 581 live in the City of White River (United States Census Bureau 2010, 2016).

The reconnaissance-level survey, which covered all properties visible from the public road within the counties, was conducted by Caitlin Herrnstadt and Sarah Johnson, both Architectural Historians at JMT. Fieldwork occurred between September 9 and September 19, 2018. Ms. Herrnstadt completed the archival research, data entry and analysis, and report preparation. The survey and report were conducted and prepared in accordance with the *South Dakota Historic Resource Survey Manual* (Rogers, et. al. 2006).

PROJECT SETTING

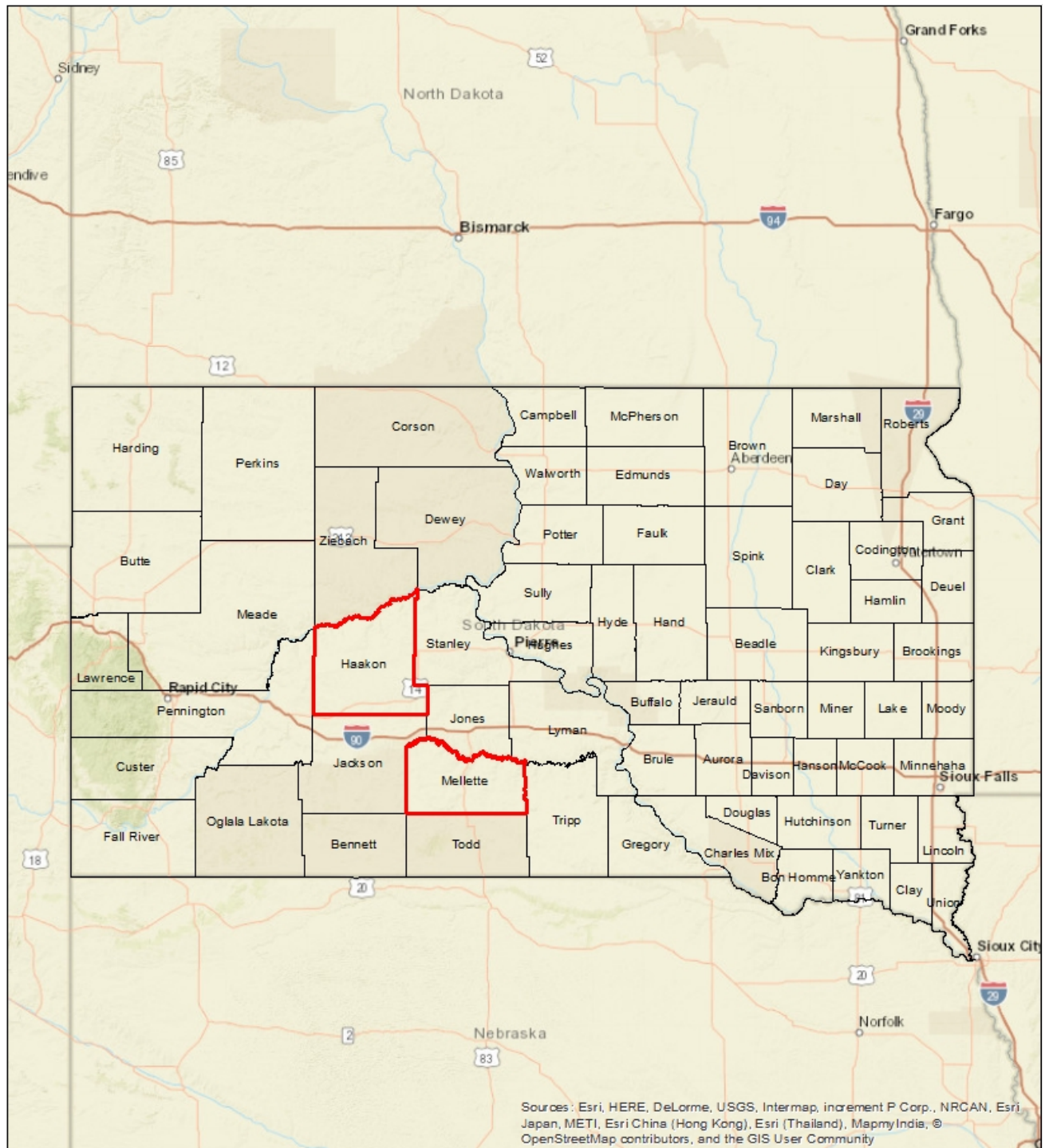
Haakon and Mellette Counties are rural, agricultural areas in the West River portion of South Dakota (Figure 1). Haakon County is located within the Pierre Hills division of the Missouri Plateau physiographic region. Mellette County is located within the Pierre Hills and Southern Plateaus divisions of the Missouri Plateau physiographic region. The Pierre Hills is described as a series of smooth hills and ridges with rounded tops and the Southern Plateaus is described as a series of benches and buttes, underlain by Tertiary sandstones, siltstones, and shale. The Badlands comprise the northern part of this region (Malo 1997). Mellette County lies in the West River drainage basin where the east-flowing White River forms the northern boundary of the



county. Halfway across the county, the White River is joined by the Little White River, which flows north across the middle of the county. Approximately one-third of the county's land is very hilly or is Badlands, which limits the land use of a major portion of the county to livestock grazing (Mellette County Centennial Committee 1961: 686). The majority of both counties are sparsely developed, with low population density. In 2010, The population density of Haakon County was 1.1 inhabitants and 0.6 housing units per square mile. The Town of Philip, the largest in the county, is about 0.60 square miles and had a 2010 population density of 1,298.3 persons per square mile (779 total population) and 705 housing units per square mile. The population density of Mellette County was 2 inhabitants and 1 housing unit per square mile. The City of White River, the largest in the county, is about 0.52 square miles and had a 2010 population density of 1,117.3 persons per square mile (581 total population) and 471.2 housing units per square mile (United States Census Bureau 2010, 2016).

The land is mostly privately-owned agricultural farmland, which has been and continues to be the primary land use in both counties. Roughly 33% of Mellette County is known as "Rosebud Off-Reservation Trust Land" and is trust land associated with the Rosebud Reservation located to the south of the county.

RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

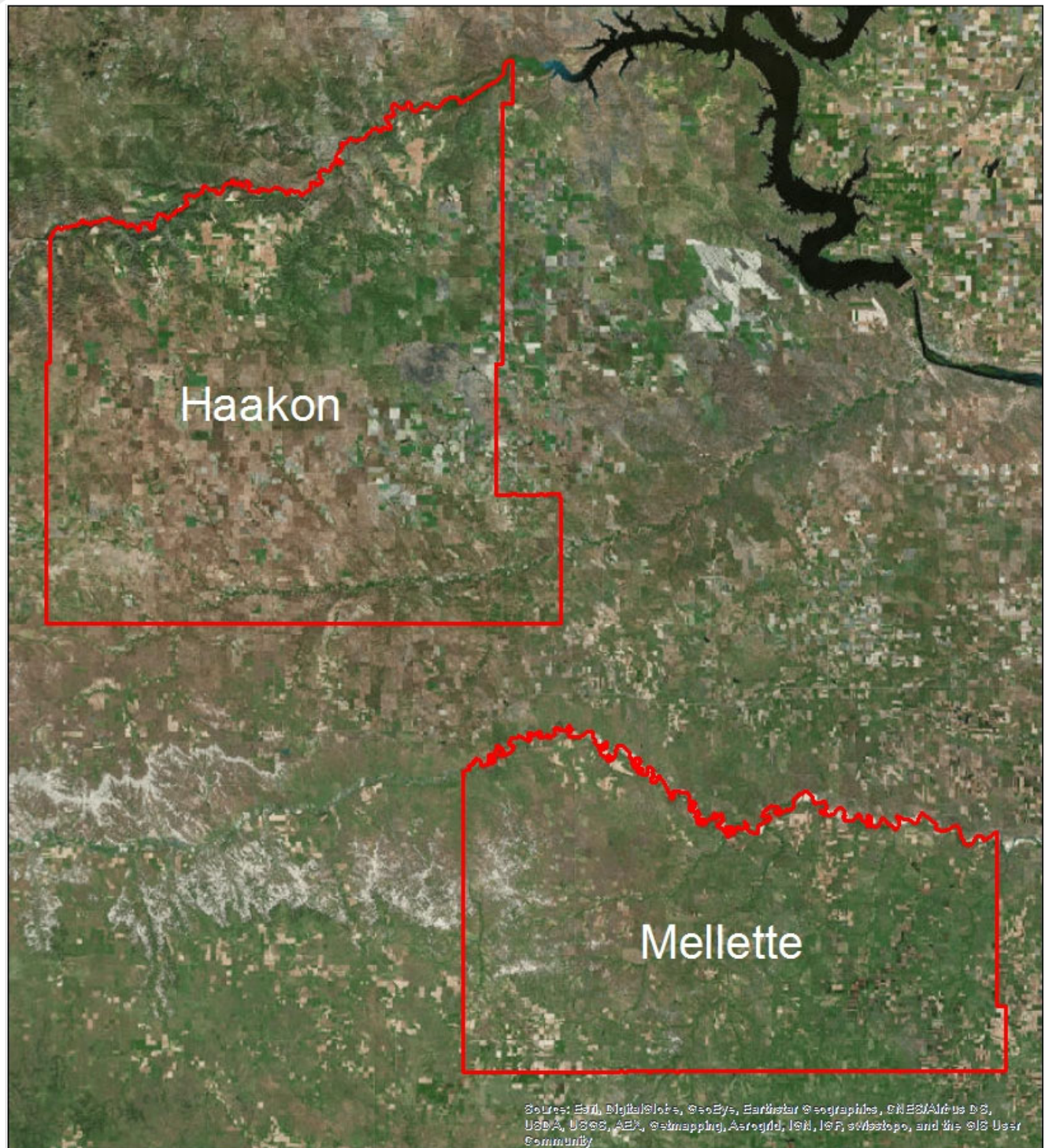


Reconnaissance-Level
Architectural Survey
Haakon and Mellette
Counties,
South Dakota

Figure 1: Project Location Map

0 37.5 75 150 Miles





Reconnaissance-Level
Architectural Survey
Haakon and Mellette
Counties,
South Dakota

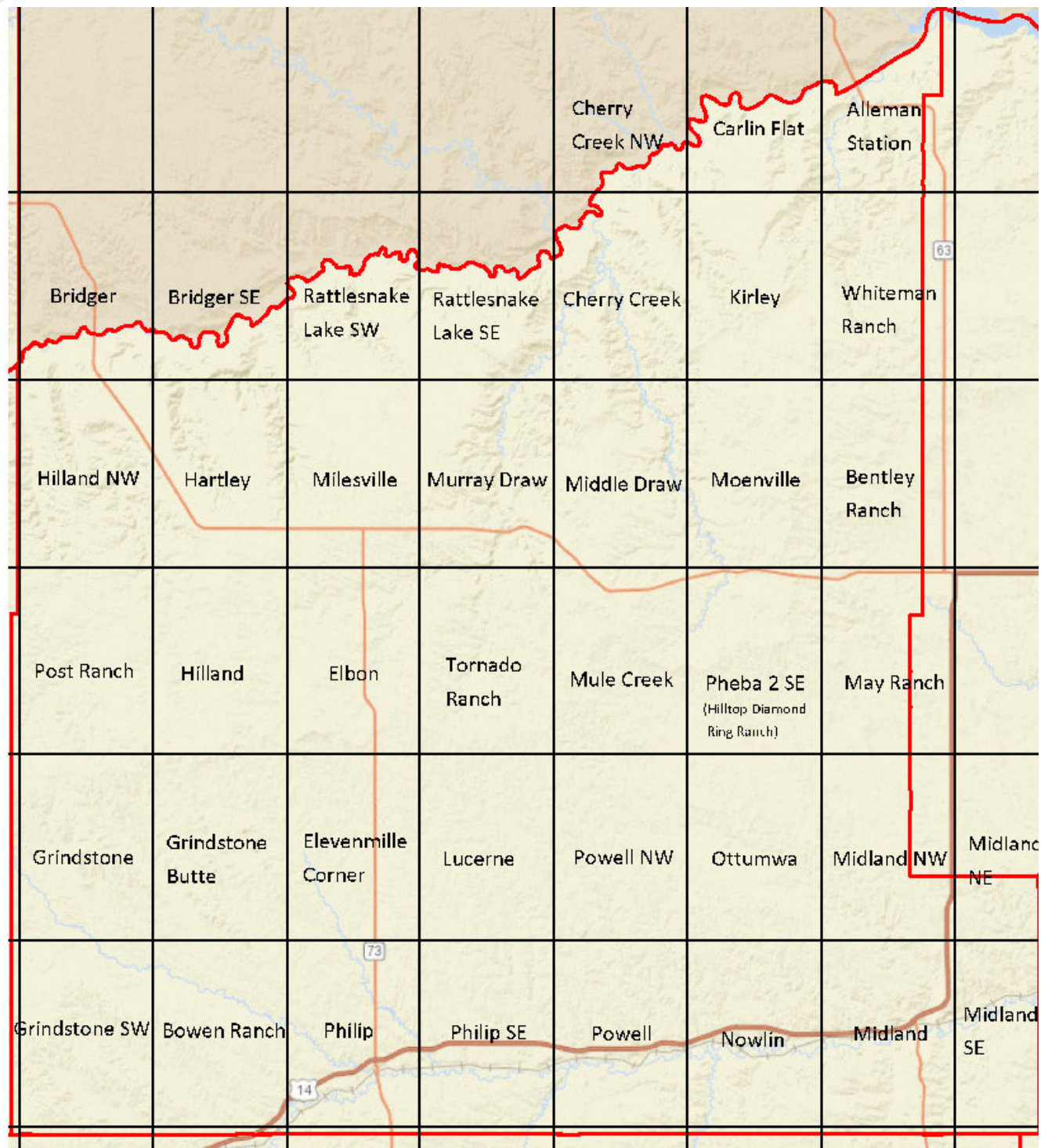
Figure 2: Project Location Map

0 5 10 20 Miles





RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

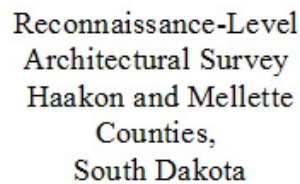
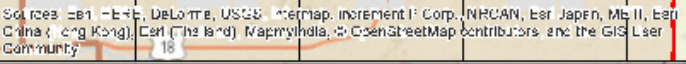


Reconnaissance-Level
Architectural Survey
Haakon and Mellette
Counties,
South Dakota

Figure 3: Haakon County Quads

0 37.5 75 150 Miles





0 37.5 75 150 Miles





SURVEY METHODOLOGY

SURVEYORS AND SURVEY DATES

The Haakon and Mellette Counties reconnaissance survey was conducted by Caitlin Herrnstadt and Sarah Johnson, with contract oversight by Mary Alfson Tinsman. Ms. Herrnstadt, Ms. Johnson, and Ms. Alfson Tinsman are all qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between September 9 and September 19, 2018.

SURVEY OBJECTIVES

The reconnaissance survey for Haakon and Mellette Counties was undertaken to accomplish three primary objectives. First, the survey updated all records for properties previously determined eligible and surveyed more than five years ago to ensure accuracy (including location data) and note any changes since the previous survey. Second, following the guidelines established in the *South Dakota Historic Resources Survey Manuel*, each structure, bridge, and cemetery that appears to be eligible for the National Register of Historic Places that had not been previously surveyed was recorded on a new South Dakota Historic Sites Structures Form. Third, recommendations for additional research were developed.

SOURCES

Background research for the reconnaissance survey of Haakon and Mellette Counties began with an assessment of existing survey data. Information on previously surveyed or documented resources was downloaded from the South Dakota State Historical Society (SDSHS) Cultural Resource Geographic Research Information Display (CRGRID). Eligible resources with surveys older than five years were noted and would be resurveyed in the field. This included any building, structure, and cemetery previously documented in Haakon and Mellette Counties. Copies of building survey reports for nearby counties were obtained for reference from the SDSHS. Archival research at the SDSHS was conducted and the sources found included historic maps and atlases (including USGS topographic maps), broad architectural surveys of South Dakota, and town and county centennial history publications. Historic contexts on file with the SDSHS were also reviewed for applicability.

RESEARCH DESIGN

The reconnaissance survey of Haakon and Mellette Counties was a two-part survey. First, all eligible resources with a survey date older than five years would be revisited. If necessary, the existing information would be updated to ensure accuracy (including location data) and any new information would be added to reflect changes or alterations from the previous survey. Second, previously unidentified resources older than 40 years that appear eligible for the National Register would be documented and uploaded to CRGRID.



Previously determined site Not Eligible for listing in the National Register of Historic Places were not reevaluated as part of this project.

To identify those properties that would be newly surveyed, JMT referred to the 1983 or 1987 editions of the USGS topographic maps covering Haakon and Mellette Counties whenever possible, as no 1972 editions were available. All properties identified on the maps and found in the field would be at least 31 years old at the time of the survey. If the 1983 or 1987 maps were not available, the next available map (often 1955) was used. In some instances, the only available maps were from 2017. Regardless of date, each map was printed and all properties on the maps were highlighted then visited in the field. Every publicly accessible road in Haakon and Mellette Counties were traveled. Properties that retained integrity were evaluated using the National Register Criteria Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 1997). If the property met the eligibility requirements and could be considered potentially eligible for the National Register, it was documented on a South Dakota SHPO Historic Sites Survey Structure Form. The surveyor noted location information and building characteristics, drew a site plan, and photographed all buildings associated with the property as visible from the public right-of-way.

All potentially eligible properties surveyed in the field were reviewed collectively before the final inventory list was submitted to the SHPO for review and comment.

SURVEY RESULTS

A total of 59 historic properties, including 25 structures, 33 bridges, and one cemetery, had been previously recorded in Haakon County. Of those, three properties were listed in or recommended eligible for listing in the National Register of Historic Places; 53 were recommended not eligible; two were unevaluated; and one was demolished and delisted in 2014. Of the three recommended eligible, one, a barn, was inaccessible. Of the 53 recommended not eligible, three bridges mentioned that they would be considered eligible by 2018 if physical integrity remained intact. These bridges were re-evaluated.

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The survey resulted in the documentation of three previously unidentified properties in Mellette County that are recommended potentially eligible for the National Register. One of these resources, a farm, is recommended potentially eligible as a district containing six structures.



RELEVANT BACKGROUND INFORMATION¹

INTRODUCTION

Haakon and Mellette Counties are rural, agricultural counties situated in the West River portion of South Dakota. The term West River refers to the portion of the state located west of the Missouri River and is characterized by a dry, arid climate, better adapted to cattle ranching and dryland farming. Due to the area's harsh and remote conditions (including the Badlands), West River saw later settlement than those portions of South Dakota located on the east side of the Missouri River. Much of the settlement was spurred by the Black Hills gold rush, located in the southwest corner of the West River region.

The areas that would come to comprise Haakon and Mellette counties were initially part of the Dakota Territory, a vast area in the northern Plains that was part of the land acquired in the Louisiana Purchase in 1803. At the persistence of Dakota residents in 1859 and 1861, Congress officially incorporated the Dakota Territory with the signing of the Organic Act on March 2, 1861. The first Dakota Territorial Legislature in 1862 delineated 18 counties to cover the large area. Numerous boundary changes and county subdivisions occurred throughout the following two decades, as smaller and more manageable-sized counties and municipalities were established ("Centennial History" 1981). Haakon County was created in 1914 and organized in 1915 from Stanley County (Pioneer Publishing House 1957: 18). Mellette County was created in 1909 and organized in 1911 from Meyer County (Mellette County Centennial Committee 1961: 4).

EARLY SETTLEMENT (1850-1910)

The Sisseton, Wahpeton, Mdewakanton, and Wahpekute bands of Santee Sioux Indians inhabited the land between the Blue Earth River (in modern day Minnesota) and the James River in South Dakota. Their chief village was located near Lake Traverse, and they had occupied the land for a great number of years before first contact with European explorers in the eighteenth century (Kohoutek 1939:1). The Lakota, one of the earlier Sioux clans to leave Minnesota, settled in the Sioux and James River valleys during the 18th century, and later pushed west past the Missouri River to hunt buffalo. During this time the Teton Lakota had occasional contact with white men who passed through their land. Euro-Americans were tolerated and considered useful trading partners (Dakota, Nakota, Lakota Life n.d.: 13).

Early European exploration of the northern Plains began as early as the first half of the eighteenth century, including the exploration of the Coteau des Prairies region by Joseph N. Nicollet in the 1830's (Nikolas, et al 1997:4), but Euro-American settlement did not gain momentum until the mid- to late nineteenth century. Settlement was specifically catalyzed by the arrival of the railroads and the passage of the Homestead Act of 1862. As described in the *Homesteading and Agricultural Development Context* on file at the SD SHPO,

¹ Parts of "Early Settlement," "Railroad Industry and the Great Dakota Boom," "The Great Dakota Bust," "Early Twentieth-Century Growth and Decline," and "Mid-Twentieth Century to Today" are adapted from JMT's "Reconnaissance-Level Survey of Clark County, South Dakota," Lindsey Allen, 2015 and JMT's "Reconnaissance-Level Survey of Roberts County, South Dakota," Chrissy Leggio, 2018.



The Homestead Act of 1862 was the embodiment of the Republican ideal of an agricultural society founded upon small land holdings. Land was made available to any head of family or person over 21, who was a citizen of the U.S. or had filed a declaration to become one. Quarter sections of land were distributed free provided the property was lived and worked on for a period of five years. There was also an option to purchase the land after six months of residency for \$1.25 an acre. Originally, the Homestead Act applied only to surveyed land but in 1880 it was expanded to include unsurveyed land. (Brooks and Jacon 1994:12)

Several subsequent federal acts encouraged additional settlement throughout the western United States. Most of these acts were meant to entice settlers to the more arid regions of the west, where land was more difficult to develop. In most of these acts, the settler could acquire a specific size tract of land for a reduced fee if he met particular requirements within a certain amount of time. In South Dakota, these acts included the Timber Culture Act of 1873, the Desert Land Act of 1877, the Timber and Stone Act of 1878, the Enlarged Homestead Act of 1909, the Stock Raising Homestead Act of 1914, and the Taylor Grazing Act of 1934 (Brooks and Jacon 1994:11-14). Even without specific deed and land patent research to know which Act was used for which settlement, the results of these federal requirements can still be seen on the landscape. The acts typically granted land in 160-acre, 320-acre, and 640-acre tracts. This equates to one-quarter, one-half, and one square mile tracts of land which had been surveyed as a result of the Land Ordinance of 1785.

The area at large was relatively slow to develop in the decade following the 1862 Homestead Act. Much of the land in the Dakotas, beyond designated reservation land, was still inhabited by Native American tribes and conflict over ownership prevented the government from securing land to divest through these federal acts. Other more desirable agricultural land was still available for homesteading elsewhere in the west and, though land had been acquired by railroad companies, they did not extend lines into South Dakota until the end of the 1860s (Brooks and Jacon 1994:14). A mini-boom occurred between 1868 and 1873, after the Civil War and the Sioux Uprising concluded. Growth in the southeast corner of South Dakota was spurred with the arrival of the Sioux City and Pacific Railroad in 1868 and interest in developing farther north grew. Major federal land grants were transferred to railroad companies, but growth remained slow and ultimately halted during the Panic of 1873 (Hufstetler and Bedeau 2007:8-9). The Panic of 1873 was a financial crisis that triggered a depression in both North America and Europe. This depression, which lasted until 1878, slowed development and growth throughout South Dakota and the rest of the country

In 1889, South Dakota became a state and that same year the Sioux reluctantly ceded nine million acres of the Great Sioux Reservation to the federal government. On February 10, 1890, the Great Sioux Reservation was officially opened for settlement. After an initial land rush, settlement in the area slowed due to the region's semi-arid climate and fear of Native Americans who had become involved in a messianic religion (Brooks and Jacon 1994:9).

At the end of 1889, surplus lands on the Sisseton reservation in eastern South Dakota were opened to homesteaders. By 1895 Yankton Reservation lands were also opened to settlement. Then between 1904 and 1913, The final wave of homesteaders arrived settling the over 4 million acres on the Rosebud, Pine Ridge, Lower Brule, Cheyenne River, and Standing Rock reservations located West River (Brooks and Jacon 1994:9).



Homesteading in West River was a wholly different experience from homesteading in eastern South Dakota. In eastern South Dakota homesteaders chose their land, however, West River was allocated by property. Applicants lined up at registration offices and registered for the land drawing (Brooks and Jacon 1994:9). Between 1898 and 1920 one last group of settlers rushed to occupy the remainder of West River land.

Land use in western South Dakota differed from land use in eastern South Dakota. Much of West River land settled by Euro-Americans was used for ranching. In 1880, the Black Hills Livestock Association was established with sixty members. “The following years were considered the bonanza period of cattle ranching” (9). Large cattle companies financed by money originating in England, Scotland, and the eastern United States dominated West River. By 1884 between 700,000 and 800,000 head of cattle roamed the area. A particularly severe winter in 1887 coupled with the ensuing encroachment of homesteaders brought an end to large ranching operations. They were replaced by moderate size ranches. In the 1890s, approximately fifty companies were running medium size herds. Many West River homesteaders found it difficult to farm the semi-arid lands and instead turned to small ranching operations of cattle, sheep, and horses. (Brooks and Jacon 1994:10).

RAILROAD INDUSTRY AND THE GREAT DAKOTA BOOM

The Great Dakota Boom describes a brief period of time between 1878 and 1887 when an immense amount of land in the Dakota Territory was claimed and settled. The 1870s Gold Rush in the Black Hills of western South Dakota spurred major interest in settlement and expansion and The Panic of 1873 displaced many easterners. Thousands descended into the Dakotas from eastern states, Canada, and Europe. Though the Homestead Act and subsequent federal incentives helped make it possible to own property, much of this boom can be attributed to the growth of the railroad industry. The railroads made it possible to travel throughout and ship mining and agricultural products from the newly settled land. Described in *South Dakota's Railroads: An Historic Context*,

The railroad was by far the most important component of [the] transportation matrix. Since the construction of the state's first railway lines in the 1870s, South Dakota's railroads have played a predominant role in the economic and social history of the state. In most regions of South Dakota, the construction of a railroad was the signal for Euro-American settlement to begin, and the routing of a railway line directly correlated with local settlement patterns. Often, the railway companies influenced the settlement process still further by actively recruiting homesteaders to South Dakota, and by platting townsites to serve as community centers for the new arrivals. (Hufstetler and Bedeau 2007:4)

In the eastern half of the state, where the land was fertile and heavily utilized for agricultural purposes, a “web-like network of railroad branch lines” was constructed (Hufstetler and Bedeau 2007:5). The network was extensive and helped to serve the numerous dispersed small farms that had come to occupy nearly all available land in the entire eastern half of the state. The railroads carried both passengers and goods. In West River, where land became more uneven, less fertile and used primarily for ranching, only a skeletal railroad network was necessary. Additionally, much of western South Dakota remained part of the Great



Sioux Reservation, and despite their best efforts, the railroad companies were unable to convince either the tribes or the federal government to allow for construction through reservation land. So, although the railroad had reached the Missouri River by the early 1880s, they were unable to proceed through West River until the Great Sioux Reservation was partitioned in 1889 (10). The one exception was the Black Hills region where mining and logging served as a draw for railroad developers (5). During the 1870s Gold Rush, the Black Hills were physically isolated. “Mining operations and towns alike were dependent on costly and unreliable overland freighting operations for both passenger and freight hauling” (10). Due to the financial potential, both the Milwaukee and North Western railroads were keen to reach the Black Hills.

The impact of the railroad on the Dakota Territory at large during this boom is easily evident in the population boom of the area. “In 1870 the southern half of the Territory had 11,776 residents. By 1880, only two years into the boom, that number stood at 98,268 while five years later the population had mushroomed to 263,411. During the same period, railroad mileage went from zero to 2,456.1 miles. The number of platted towns rose from 6 to 213” (Hufstetler and Bedeau 2007:12). The railroad companies hired immigration agents and dispersed advertisements and literature throughout the country, recruiting settlers to the towns along their railways. About half of the towns platted during this boom were done so by the railroad companies themselves, while many others were platted by individuals who were associated with railroad companies. The companies and associated individuals purchased large swaths of land for little money, announced that a new railroad line would be coming through the area, and sold parcels of land for a big profit (13). This development followed similar patterns in Haakon and Mellette counties, though later than in the areas east of the Missouri River.

According to Hufstetler and Bedeau, railroad companies often used standardized town plans to lay out new development along the railroads. The Milwaukee favored a plan known as the “T” town, where the town was platted on only one side of the tracks. The commercial “Main Street” ran perpendicular to the tracks and terminated at the depot, thus creating the “T” after which the plan was named. The Chicago and North Western Railroad (the North Western) also favored a perpendicular Main Street, but the company platted on both sides of the tracks. The North Western numbered the streets parallel to the tracks and named perpendicular streets after states. The Milwaukee either numbered perpendicular avenues or named them after railroad officials and stockholders. Town names were also up to the railroad company. The officials in charge of laying out the towns would name them after the locations from which they came or for important stakeholders or investors (14).

THE GREAT DAKOTA BUST (1887-1900)

The rain that boosted agricultural production in the early 1880s became unreliable in the late 1880s and a series of droughts strained farming operations throughout the state. Until the late 1880s, most South Dakota farms were producing primarily wheat, but overproduction of the crop caused prices to steadily drop over the coming decade. Farms had to diversify in order to reduce their dependence on a singular commodity. This included growing corn and alfalfa and introducing dairying and livestock raising. Despite earning statehood in 1889, worsening climate conditions and the Panic of 1893 hit the area of South Dakota between the James and Missouri rivers especially hard in the early 1890s. According to the *Homesteading and*



Agricultural Development Context, this area was the most recently settled and thus experienced the greatest decline in population growth as a result of these hardships (Brooks and Jacon 1994:19).

The success of the railroad companies in the state at large also fell sharply during this time. Climate and economic hardships discouraged big expansion campaigns and most construction during this period was done by smaller branch companies eager to capture some of the traffic from the major railways. Not only did growth stagnate, the corporate makeup of the railroad industry changed. Hufstetler and Bedeau explain,

The Panic of 1893 had caused the financial ruin of many of America's major railways; by 1895 one-quarter of the nation's railway capitalization was in bankruptcy. This provided acquisition opportunities for those established capitalists who had weathered the panic. By 1900 the vast majority of American railroads were controlled by a few large corporate interests, working through interlocking directorates and well-known financiers such as J.P. Morgan. The two dominant companies in South Dakota were no exception. The Milwaukee came under the ownership of William Rockefeller and Henry Flagler, two of the nine trustees of the Standard Oil Trust. The North Western had long been connected with the Vanderbilt corporate empire, based on the powerful New York Central Railroad, and came firmly under the control of the Vanderbilts during the 1890s. (Hufstetler and Bedeau 2007:17)

Weather conditions finally improved in the late 1890s and by the turn of the 20th century, the area east of the Missouri River was fully settled. Brooks and Jacon note that the average farm in 1890 was 227 acres and by 1900 grew to 362 acres. Farmers who held out during the bust acquired and developed the land abandoned by others and successful farms further diversified their production and improved their irrigation measures (1994:20).

EARLY TWENTIETH-CENTURY GROWTH AND DECLINE

The climate and economic conditions of South Dakota generally stabilized by the turn of the 20th century and the state entered what is referred to as the Second Dakota Boom (1902-1915). This boom primarily characterizes the agricultural, ranching, and railroad boom in West River. New land in western South Dakota became available to white settlers after the federal government negotiated and established reservation lands in the 1890s and 1900s. Experimental farming techniques were introduced and promoted to encourage production of the more arid regions of land. Railroad companies who had begun to extend lines into the west before the late-nineteenth-century bust resumed operations (Brooks and Jacon 1994:20).

Much of West River's growth followed the development of the railroad across the Missouri River. The Chicago and North Western and the Chicago, Milwaukee and St. Paul were the two railroads interested in pursuit. The two lines developed a fierce rivalry as they vied to be the first railroad to reach the Black Hills. Boomtowns appeared in West River wherever the railroads halted construction for the season, and these towns developed within the span of only a few years (20).

Since it was in the best interest of the railroads to encourage and improve the agricultural industry throughout the state, railroad companies developed programs to market agriculture and educate farmers.



“Railroads across the country employed combinations of . . . techniques in their efforts to educate the rural population: free or reduced fares for farmers and agricultural experts; informational literature; traveling exhibit cars or static displays at community fairs; contexts and prizes; demonstrating farms; and special trains” (Brooks and Jacon 1994:22). This collaboration between the railroad and agricultural education community began in South Dakota in 1905 and peaked between 1913-1915 (22).

A severe drought from 1910-1911 once again affected South Dakota. Many settlers who had just begun in the arid western regions of the state left, and those who stayed continued to adapt with diversified products, crop rotation, and dairying. The drought forced many West River homesteaders to accept the fact that the region’s climate would always vary wildly, which would make it difficult to operate a consistently successful farm (Brooks and Jacon 1994:23-24). Again, agricultural education organizations disseminated information to encourage people to stay, offering new and alternative farming techniques to help with the severe climate conditions. West River newspapers published articles aiming to convince homesteaders to remain in the area. Many of these articles highlighted the large area affected by drought and posed questions such as “would it be any better there than here” or “Where are you going to go?” A series of state and federal aid programs were introduced in the mid-1910s, but their success was limited. (Brooks and Jacon 1994:24-25).

It was the country’s involvement in World War I that pulled the state into a brief period of success. The war greatly increased food demand and production boomed during the late 1910s. Beef exports increased 126 percent, pork 207 percent, and wheat 418 percent. To meet demands created by this war economy, farmers required more land and as a result, land prices rose sharply (25). The railroads also boomed. Increased demand for transportation led to substantial profits for railroad companies, even amidst new federal regulations to control service and competition among rail lines (Hufstetler and Bedeau 2007:21).

Unfortunately, when World War I ended and the agricultural industry in Europe became self-sufficient, farm prices plummeted and the country entered a significant farming depression, which extended to the rail lines that serviced this industry. The federal rural aid program that started in 1917 had failed. By 1924, South Dakota held “the highest per-capita state debt in the nation” (Brooks and Jacon 1994:26). The credit obligations and the investments made by farmers to meet wartime demands such as land purchases and machinery investments, could not be met and many banks foreclosed mortgages. Smaller farms were absorbed by larger farms and farm tenancy grew. The populations of Haakon and Mellette counties reached their all-time peaks of 4,679 and 5,293 persons respectively by the 1930 census, but their populations began a steady decline thereafter, a downward trend that continued for Haakon County until 2010 and Mellette County until the 1990s when their populations plateaued at around 1,900 and 2,000 respectively (Population of Haakon County; Population of Mellette County).

Despite this depression, several farms grew in size and expanded into areas that were previously determined substandard for cultivation. This expansion was due primarily to the introduction of the tractor and the combine, machines that made it possible for farmers to move more efficiently through and cultivate fields. The shorter harvest period “created the need for more storage and distribution facilities such as grain elevators and railroad cars,” and “the high cost of the combine led operators to plant a variety of crops, so the machine was useful over a range of harvest times” (Brooks and Jacon 1994:27). This mechanization resulted in a larger number of acres farmed by fewer, larger farms.



The agricultural industry continued to suffer through the 1930s and the Great Depression. Drought, dust storms, grasshopper plagues, and harsh winters, together with the severe economic conditions, left South Dakota with a major revenue and population loss. South Dakota experienced a 7 percent population drop—the greatest in the nation—and many who remained in the region relocated to urban areas (Brooks and Jacon 1994:27). The first federal aid programs targeting rural agricultural areas began in 1933 with the Agricultural Adjustment Act and Farm Credit Act. Their purposes were to gradually control and increase farm prices and establish a credit program to stabilize the industry. Several other acts were passed in the 1930s to establish conservation programs and to rehabilitate and resettle farms on marginally productive lands. This included the 1934 one-time cattle buying program, which sought to dampen the effects of a drought that had been especially devastating to West River (28). Another boost to the agricultural industry was the Rural Electrification Administration, established in 1935. Towns and cities had already been electrified, but it remained out of reach for the rural populations. Though slow to take off in South Dakota, the number of farms with electricity grew from 4 percent in 1939 to 69 percent by 1950 (29).

The railroad industry also suffered greatly during this time. The popularity and proliferation of the automobile industry, beginning in the 1920s, changed the future of the rail industry. Lower production meant less need for freight transport and the new trucking industry allowed farmers to transport their own goods across short distances. Furthermore, as rural populations declined, and personal automobiles became affordable, there was less demand for passenger service. This trend would extend through the 20th century, even as the agricultural industry regained strength (Hufstetler and Bedeau 2007:22).

The aid programs proved successful and by 1940, farm prices were up, and the profits made by farmers were reinvested into new and increasingly efficient equipment. The electrification and mechanization of farms, however, “changed the face of South Dakota forever. Gone were many small operations unable to purchase increasingly expensive equipment and the additional land needed for efficient operation of the machinery. More products could be produced and shipped in a shorter time, reducing the demand for farm labor and allowing farmers to operate on larger tracts of land” (Brooks and Jacon 1994:29). The number of farms decreased from 101,224 in 1915 to 68,705 by 1945, a 30-percent drop (Hufstetler and Bedeau 2007:22).

MID-TWENTIETH CENTURY TO TODAY

South Dakota farms and railroad companies once again experienced the boom of wartime economy with high demands for food production during World War II and the Korean War; and, as it did before, South Dakota subsequently went through a similar bust after wartime demands waned and agricultural prices dropped. This unpredictable industry continued to widen the gap between small and large farms. “Faced with increasing operating costs and competition from operators who were farming ever larger tracts of land with increasingly efficient machines, many smaller farmers left the business” (Brooks and Jacon 1994:29). The number of South Dakota farms continuously declined from 1935 to the late twentieth century while the average size of farms continued to grow (30).

As farms were consolidating, so too were the railroads. Technological advances after World War II, particularly the transition from steam to diesel locomotives, allowed railroads to operate more efficiently.



This new system required less maintenance, less fuel, and allowed trains to travel farther between stops. This improved efficiency allowed companies to remove now-outdated or underused infrastructure, including coaling towers and water tanks, and to consolidate roundhouses and service facilities. Additionally, many small-town stations and depots were closed as passenger and freight demands shrank. The railway telegraph became a thing of the past with the increased use of the telephone and radio. A shrinking rural population and the closure of rural stations meant the permanent demise of many of the small railroad towns (Hufstetler and Bedeau 2007:23).

With the decline of rail service, automobile travel increased in popularity. The enactment of the Federal Aid Highway Act of 1956 resulted in the construction of an Interstate Highway system. Although Mellette County features U.S. Route 83 and Haakon County features U.S. Route 14, the majority of both counties are reachable only by rural county roads. State-wide, the construction of the highway contributed to building booms in Sioux Falls, Brookings, and Watertown during the second half of the 20th century. While some small towns, particularly those at a distance from a highway, suffered during the mid-20th century, some thrived. Housing developments, schools, and churches were erected in towns that prospered. In general, the architectural styles of buildings constructed during this period moved away from the traditional types and styles seen in previous periods to a Modern style (Dennis 2007:10). The Mellette County Courthouse is an example of development in West River during this period and reflects a Modern stylistic influence in materials as well as design, including the use of glass, steel, and aluminum. Some residential examples of Modern residential construction can be found in Philip, including a handful of Ranch and split-level dwellings.

With shrinking demand, the railroads' branch lines became unprofitable. Hundreds of miles of track were abandoned and removed beginning in the 1960s. The Milwaukee, one of the state's largest rail lines, entered bankruptcy for the third time in 1977 and proposed abandoning all its rails in South Dakota. "By 1980, 60% of South Dakota's rail mileage had been abandoned, gravely reducing transportation options for the state's struggling communities" (Hufstetler and Bedeau 2007:24). In order to maintain a basic rail network, the state established the South Dakota Rail Authority in 1980, which purchased 1,254 miles of track and rail facilities primarily from the Milwaukee. Several small private railroads were established and operated short lines on former large lines like the Milwaukee, North Western, and Great Northern tracks, with relatively low operating costs (24).

HAAKON COUNTY HISTORY

Early Settlement

Haakon County developed in much the same way as the west of West River and the earliest Euro-American settlers in Haakon County were involved in the livestock industry. The area "afforded plenty of good water, feed and shelter, this making a desirable ranch county. Most pioneers settled along rivers or creeks so they would have plenty of water, while the breaks afforded excellent pasture and shelter for stock" (Centennial Atlas 1992: 3). Some communities began to develop in what would become Haakon County after the land was opened to settlement in 1890. However, towns including Philip, Midland, and Nowlin did not start developing in earnest until the railroad reached the area in 1907.



Formed from a portion of Stanley County, Haakon was created in 1914 and organized in 1915. Movement for dividing Stanley County began in 1910 when a proposal was made to turn the west half of the Stanley into Iowa County. This proposal faced strong opposition and two additional plans were developed. Each plan faced so much opposition that all three lost in the 1910 election. In 1914, a campaign for dividing the county was renewed and this time proponents of the idea agreed on a single plan: create two new counties, Jackson and Haakon. This plan won in the regular election held on November 2, 1913. The governor of South Dakota called a special election for January 26, 1915 in each of the new counties. In this election citizens would elect the first set of officers and select a county seat. At that election, Philip received 579 out of 1010 votes. The other votes were divided between Midland, Powell, Nowlin, Lucerne, and Milesville (Pioneer Publishing House 1957: 18).

Philip

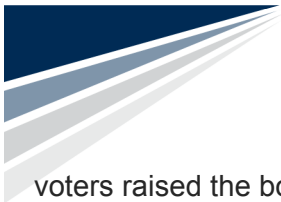
The town of Philip was named for James (Scotty) Philip, “frontiersman, Indian scout, statesmen, and preserver of the buffalo” (3). On May 9, 1907 lots went up for sale in what would become Philip, located on the banks of the Bad River just south of the junction of its forks in what was then western Stanley County. A.W. Prewitt, a newspaper editor, was the first to anticipate the growth of Philip. He moved to the area in February 1906 and published the first issue of the *Bad River News*. Six months later he moved half a mile west of the townsite to wait for the town lot sale. Businessmen gathered in 1906 and 1907 setting up shop along the banks of the Bad River including saloons (including the 73 saloon), a shoemaker, barbershop, etc. The Western Town Lot Company, organized by the Chicago and Northwestern Railroad, purchased the land for the Philip townsite. The townsite was platted on September 20, 1906. Most of the land came from Myrtle Dupree and F.E. Morrison (6). The town got telephone lines when the railroad came through in 1907.

In August 1907, residents decided to construct a two-room school house in town and one-room school in the western part of town. In 1910 work began on a new brick school building. It was a four-room building with plans for additions. This building burned in 1913 and a larger building was built in 1914 in its place (13). The 1914 school was torn down ca. 2018.

In September 1910, the Philip city council passed a resolution to issue \$13,000 bonds for installing city waterworks, and the contractor started work in the spring of 1911. He erected the water supply tank on the hill at the north end of Center Street. Water mains were laid in the summer 1911. The well was located on the lot near the current fire hall (13).

Originally the town had gasoline powered street lights, but eventually converted to electricity. In October 1911, F.E. Morrison asked the city council for a franchise for electric lights, but there is no further report on whether the franchise was granted. In April 1917 there was a notice in the paper for those who wanted to have their property wired for electricity and a notice in July of the same year that electric lights were turned on first the first time (13).

After World War I, building improvements continued in Philip. In 1919 ten blocks of cement sidewalk were added and work started on the new First State Bank Building. In December 1919 a special election was held to vote on a \$40,000 bond issue which would finance enlargement of the waterworks and the construction of a new sewer system. However, \$40,000 was not enough money and in February of 1920,



voters raised the bond issue to \$50,000 (35). By 1930, the town had grown enough that Philip needed to find a larger water supply. During the April 15th election, a \$10,000 bond issue was passed to fund this endeavor. This again was not enough money, but voters would not allow another \$19,000 bond issue so the city council had to turn to more shallow wells and water conservation. Between 1933-1934 a bond to finance an artesian well was passed and completed. This provided adequate supply for a few years, but the shortage returned in 1936 (36).

A large fire on October 6, 1920 almost wiped out the business district of Philip. It began at the Schimke Furniture store and destroyed all of the buildings on the west side of Center Avenue between the Bank of Philip and First State Bank. In 1927 the corner stone of the Masonic Temple was laid. The building was dedicated on August 25th. When the Senechal Hotel was constructed that same year, the oldest building in town constructed in 1907 by Byron L. Clow, U.S. Land Commissioner, was torn down to make space. (40).

In 1930, a new Art Deco courthouse was approved and constructed at a cost of \$115,000 to the taxpayers. At the time of this report, the courthouse was in the process of being nominated for listing in the National Register of Historic Places.

Midland

Midland was settled by J.C. (Charlie) Russell in 1890 after the area was opened to Euro-American settlement. Russell named the site Midland because "it was believed to be about midway between the Missouri River and the south fork of the Cheyenne River" (Pioneers Club of Western South Dakota 1965: 179). Russell constructed a small building where he both lived and operated a store using the stock of goods he brought with him from Pierre. A large part of Russell's business was based on trade with the Sioux who passed by Midland via the old Spotted Tail Trail which ran north from the Pine Ridge Reservation. He also operated a large 20-acre farm where he grew corn and potatoes and owned and published Midland's first newspaper, the *Western Star*. In 1891, Russell built a hotel and hired Mrs. Emily Hall to operate it (179).

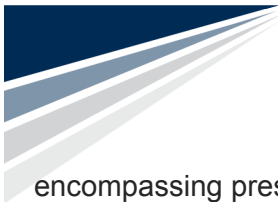
The town did not see much growth until the Chicago and Northwestern Railroad was extended west from Pierre in 1906. Lots in the townsite were sold in 1906, although a few additional buildings had been constructed in 1905 in what was known as East Midland just outside of the main townsite (179).

MELLETE COUNTY HISTORY

Early Settlement

Mellette County lies in the West River drainage basin. The east-flowing White River forms the northern boundary of the county. Halfway across the county, the White River is joined by the Little White River which flows north across the middle of the county. Approximately one-third of Mellette County is either hilly or part of the Badlands, which limits the livestock grazing capabilities throughout the county (Mellette County Historical Society 1986: 686).

Mellette County was created in 1909 and organized in 1911, the same year that the Rosebud Indian Reservation was opened for homesteading. Prior to settlement by European-Americans, the lands



encompassing present-day Mellette, Bennett, Gregory, Todd, Tripp, and Washabaugh counties were known as “Rosebud Country” or the Rosebud Reservation. This land had been given to the Sioux Indians in the Fort Laramie Treaty of 1868, which set aside the part of the United States that the Lakota people considered as their homeland for their use (1). The Rosebud Sioux Reservation was officially created by an agreement with the federal government in 1889. It encompassed the current counties of Mellette, Todd, Trip, and parts of Gregory and Lyman. The Agreement allowed for the implementation of the Dawes Act on the Rosebud Reservation, which “called for the allotment of Indian reservation lands to individual Indians who would, after a period of 25 years, be granted title and private ownership to their land. Unallotted lands were ceded to the United States government” (1). Additionally, these individuals would be granted United States citizenship. Few Native Americans took part in this opportunity because accepting these allotments meant that the individuals lived separately from the tribe. The underlying purpose of the Dawes Act was abolishment of tribal and communal land ownership and assimilation into American culture. Much of the land remained unallotted and large amounts of the reservation land base were ceded to the United States Government as result of this Act (1).

Early social life on the Rosebud Reservation was severely restricted by government policies forbidding gatherings previously considered integral to the Lakota lifestyle including pow-wows (wacipis), giveaways, and religious gatherings (like the Sundance). The economy of the early Rosebud Reservation was primarily based on a system of rations and annuities promised through treaties and other agreements. It was also based on the development of cattle ranching and horse breeding. In 1878, the Rosebud Agency Bureau of Indian Affairs was created, and governmental activities associated with the establishment of the Agency created another source of wage income for Native Americans. Conditions on the Reservation were very poor and during the late 1800s and early 1900s it was often barely tolerable. Provisions for annuities and rations were inadequate and people often had to travel hundreds of miles to pick up provisions during issue day at the Agency (1).

Prior to 1868, education was largely provided by missionaries from the Episcopal and Catholic Churches. “Education was seen as a force which encouraged conversion to Christianity as well as providing skills for the future” (1). When the Agency was established it came with a provision for boarding school education to be provided by the Bureau of Indian Affairs. “Later many counties and towns established public day schools as an alternative to the mission and boarding schools” (1). After the Fort Laramie Treaty in 1868, Native Americans became wards of the government and an official school system was established.

As in the rest of West River, before land was opened to homesteading, cattle grazed on the unorganized land that would become Mellette County. In 1909, Mellette County was established and named for Arthur C. Mellette, who was the last governor of Dakota Territory and the first governor of the state of South Dakota. In early 1911, the governor of South Dakota issued a proclamation scheduling the first Mellette County election for May 25, 1911. At this election White River was selected over Wood to be the county seat. The first board of commissioners meeting was held on May 31, 1911. In October of that year, 466,562 acres of “Rosebud Country” were opened to settlement by the federal government. Land prices varied from 25 cents to \$6 per acre. People put their name on a list for the chance to get a farm in the county. Names and numbers were drawn at the land office in Gregory. By the spring of 1912, homesteaders were able to erect homes on their newly awarded land. (Mellette County: 1911-1961: 4). These first homesteaders were largely cattlemen and ranchers. It wasn’t until the 1920s that farmers began to work in earnest to “break the sod and till the soil” (301). Southeast and southwest portions of the county were the first to be extensively farmed. Typically, flax was planted the first year and wheat was planted the second year. Reflecting trends throughout the



country, the 1930s were harsh times in Mellette County. Drought and windstorms were prevalent. The harsh conditions caused many people to leave the area during these years (303).

White River

White River was founded in May 1911 and incorporated in April 1912. The name and location of the town was selected by the Colonel C.P. Jordan and members of the Western Townsite Company of Dallas, South Dakota. At the first county election on May 25, 1911, White River was chosen as the county seat. Those in favor of this choice touted the town's abundance of good water and location at the exact geographic center of the county (38).

On May 22, 1911 construction began on the first building in White River, the John Hight store. Between July and August of the same year, the Western Townsite Company constructed the courthouse and rented it to the county for county offices and court hearings (1961: 38). The county purchased the building from the Western Townsite Company in 1914 (1983: 666). In January 1912 White River was chosen as a temporary filing point for all homesteaders in Mellette County. Throughout this time there were approximately 3,000 non-residents in White River waiting for the opportunity to purchase land. The first filing was in May 1912 and the second was in August of the same year (1961: 39).

On January 28, 1924 a fire destroyed multiple buildings in town. The first electric lights in White River were "furnished by an engine type electric plant installed by F.W. Schwarz" (1961: 41). This method was inadequate and in 1924, the town built a hydroelectric plant on the Little White River. The plant was sold to the Central Electric and Gas Company in 1927 and subsequently to Donald D. Jones in 1944. In 1943 a water system was planned and several wells were dug near the Little White River (1961: 41).

In 1961, Mellette County commissioners began to discuss constructing a new courthouse. In 1963, they applied for a \$180,000 grant, but were declined. A year later, the commissioners hired architects Flahart, Dittman and Henzel of Rapid City to make plans for a bid-letting on a new building. The Kidder Construction Company of Gordon, Nebraska won with the bid of \$128,000. The new building was constructed directly north of the old courthouse and officially opened in May of 1964. In 1972, improvements were made in the basement of the building, which included the vault and a city room (1983: 684). Today it is a rare example of Mid-Century architecture located in Mellette County.

Wood

Named for Albert K. Wood, a pioneer merchant and "booster" of the community, Wood was organized in 1911. Albert K. Wood operated an Indian trading post for some time before Mellette County was opened for settlement. He helped lay out the town, organize the Wood Townsite Company, and was also a strong proponent of organizing and opening Mellette County for settlement.

The *Mellette County Pioneer* was located in town and printed its first issue on February 16, 1912. The First State Bank opened in February 1912 as well, and daily mail service began in March of the same year. Wood received electricity in November 1919 when the Wood Electric Light and Power Company began operating. Representatives from the Chicago, Northwestern Railroad originally visited Wood in May 1913 to look at



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extending the line from Winner to Wood, but construction did not commence until November of 1928 and regular service began in November 1929. Wood was incorporated in June 1929 and formed an independent school district in August of 1937 (1961: 48-50)



SURVEY RESULTS

A total of 59 historic properties, including 25 structures, 33 bridges, and one cemetery, had been previously recorded in Haakon County. Of those, three properties were listed in or recommended eligible for listing in the National Register of Historic Places; 53 were recommended not eligible; two were unevaluated; and one was demolished and delisted in 2014. Of the three recommended eligible, one, a barn, was inaccessible. Of the 53 recommended not eligible, three bridges mentioned that they would be considered eligible by 2018 if physical integrity remained intact. These bridges were re-evaluated.

Fifty of the fifty-three previously surveyed resources that were recommended not eligible were not revisited as part of this project. The two previously surveyed, but unevaluated properties were not located in the field. The reconnaissance survey therefore revisited seven of the previously recorded historic properties, including the three bridges that mentioned that they would be considered eligible by 2018 if physical integrity remained intact. Of those, two resources previously recommended Eligible for listing in the National Register are now recommended not eligible. One resource, the First National Bank of Midland, was delisted in 2014 due to demolition. One of the previously recorded resources that was recommended Eligible was not sufficiently visible from the public right-of-way to make an updated eligibility recommendation and is recommended for additional fieldwork. The three bridges that mentioned that they would be considered eligible by 2018 if physical integrity remained intact, are recommended Not Eligible based on the Advisory Council on Historic Preservation (ACHP) 2012 Program Comment on common concrete and steel bridges. This comment states that these postwar concrete and steel bridges are Not Eligible due to their common type and because they were constructed in vast quantities after WWII.

The survey resulted in the documentation of 27 previously unidentified properties that are recommended potentially eligible for the National Register. Of those, 22 are located in downtown Philip, within a potential commercial historic district. One of the contributing resources to the potential commercial district was individually listed in 2010 but did not have a CRGRID record. One resource, the Missile Inn Bed & Breakfast, is recommended potentially eligible as a district containing two structures. Another resource, Alleman Station, is recommended potentially eligible as a district containing five structures.

A total of 28 historic properties, including 17 structures and 11 bridges, had been previously recorded in Mellette County. Of those, five properties were listed in or recommended Eligible for listing in the National Register of Historic Places; 23 were recommended Not Eligible. Of the five recommended eligible, one bridge was inaccessible, and another bridge had been replaced or demolished. Of the 23 recommended not eligible, the survey form for one bridge mentioned that it would be considered eligible by 2018 if physical integrity remained intact. This bridge was re-evaluated.

Twenty-two of the twenty-three previously surveyed resources that were recommended not eligible were not revisited as part of this project. One previously recommended eligible resource was not located in the field. The reconnaissance survey therefore revisited five of the previously recorded historic properties including the bridge that mentioned it would be considered eligible by 2018 if physical integrity remained intact. Of those, two resources lack integrity and are considered Not Eligible, and one resource appears to have been replaced and should be considered for delisting. One of the previously recorded resources that was



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

recommended eligible was located on a private road and was not sufficiently visible from the public right-of-way. Therefore, an updated eligibility recommendation could not be made, and the resource is recommended for additional fieldwork. The one bridge that mentioned that it would be considered eligible by 2018 if physical integrity remained intact, is recommended Not Eligible based on the ACHP's 2012 Program Comment on common steel and concrete bridges.

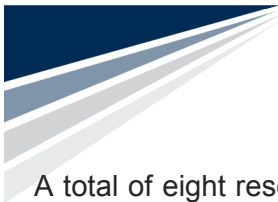
The survey resulted in the documentation of three previously unidentified properties in Mellette County that are recommended potentially eligible for the National Register. One of these resources, a farm, is recommended potentially eligible as a district containing six structures.

There are a total of four resources in Haakon and Mellette Counties listed in the National Register of Historic Places; each was reevaluated during this survey. JMT recommends that two of the properties, the First National Bank of Midland and the Stamford Bridge, previously determined eligible are no longer eligible for listing in the National or State Registers due to loss of integrity or demolition. One property was listed in 2010 but did not have a CRGRID record and was therefore surveyed without knowing that it was already listed in the National Register. The following list includes all National Register-listed properties and the results of the survey:

Previously Recorded Properties Listed in the National Register			
SHPO ID No.	Resource Name	Resource Location	Survey Results
Haakon County			
HK00000007	First National Bank of Midland	Main Street	Delisted in 2014 (No Longer Extant)
HK00000072	Waddell Block	203 E Pine St	Listed in 2010
Mellette County			
MT00000001	Br. No. 48-244-204	Power Dam Road	The property was located down a private road and was not visible from the public right-of-way
MT00000002	Stamford Bridge	County Hwy 6 (Stamford Road)	Replaced 2016. Should be delisted.

JMT recommends that one property previously determined eligible, the Four Corners Bridge, remains eligible for the National Register. The property is listed in the following table:

Previously Recorded Properties Recommended Eligible for the National or State Register			
SHPO ID No.	Resource Name	Resource Location	Recommendation
Haakon County			
HK00000001	Four Corners Bridge	Ash Creek Road	National Register Eligible



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

A total of eight resources were newly identified as potentially eligible for listing in the National Register of Historic Places. They retain sufficient integrity of location, feeling, association, setting, materials, workmanship, and/or design in order to be considered potentially eligible for the National Register. The majority of the resources are dwellings, barns, and commercial institutional buildings that possess distinct architectural details and represent the best example of a particular type or style of building in the county. These resources would likely be eligible for the National Register under Criterion C. Additionally, a potential Philip Commercial Historic District with 18 contributing and 4 non-contributing resources was identified. This historic district would be eligible under Criterion A for the role it played during the settlement and growth of the town. See Appendix D for a full list of the surveyed resources located in the potential Philip Commercial Historic District. Also note that the reconnaissance survey was conducted from the public right-of-way and additional research and photographs will be necessary to pursue National Register listing.

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Recommendation
Haakon County			
HK00000074	Philip United Methodist Church	105 Howard Ave	Eligible
HK00000080	Ginny's Coffee Shop	300 Pine Street	Eligible
HK00000081	Commercial Building	406 Main Street	Eligible
HK00400001- HK00400005	Alleman Station	SD63	Eligible District (2 contributing/ 3 non-contributing)
HK00600001- HK00600002	Missile Inn Bed & Breakfast	22024 10 Mile Road	Eligible District (2 contributing)
Mellette County			
MT00000031	Mellette County Courthouse	321 E 4th St	Eligible
MT00000032	Kirch Memorial Library	1st Street	Eligible
MT00300001- MT00300006	Farm	Ridgeway Rd	Eligible District (2 contributing/ 4 non-contributing)



CONCLUSION AND RECOMMENDATIONS

As a result of the reconnaissance survey of Haakon and Mellette Counties, JMT recommends one topic for further research. JMT's surveyors identified potential for a historic district within the Town of Philip. Many of the properties that retained high integrity of location, design, setting, materials, workmanship, feeling, and/or association lacked the individual architectural distinction or historic significance to warrant consideration for individual National Register eligibility. While these properties lack individual significance, if evaluated as a district, JMT believes there may be potential for a commercial district along Center Avenue. Further research on the historical development of Philip, an analysis of current and historical mapping, and additional architectural surveying would be required.



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RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

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APPENDIX A – PREVIOUSLY DETERMINED ELIGIBLE



PREVIOUS DETERMINATIONS OF ELIGIBILITY

JMT has recommended additional survey for a potential district in the Town of Phillip, which is discussed on page 27 and 29. Below is a complete list of the Haakon County and Mellette County resources that were previously determined eligible for, or listed in, the National Register of Historic Places, and which were last surveyed five or more years before the Reconnaissance-Level Survey of Haakon County (7 total) and Mellette County (6 total). This includes four bridges which had previous determinations of *Not Eligible* due to age but were suggested as being potentially eligible once they reached fifty years old. However, the Advisory Council on Historic Preservation issued a Program Comment in 2012 on common concrete and steel bridges. Under that Program Comment, postwar concrete and steel bridges are considered *Not Eligible* due to their common type and because they were constructed in vast quantities after WWII. The table includes both the prior determination and JMT's recommendation.

Resources Previously Evaluated for the National Register of Historic Places					
SHPO ID No.	Resource Name	Property Address	City	Prior Determination	Survey Recommendation
Haakon County Resources					
HK00000007	First National Bank of Midland	Main St	Midland	NR Listed	No Longer Extant – Not Eligible
HK00100001	Barn	HCR 69 Box 523	Midland	NR Eligible	Not Accessible
HK00200001	Barn	North side of 230th St between 206th & 207th Aves	Philip	NR Eligible	Not Eligible
HK00000001	Br. No. 28-003-156 (Four Corners Bridge)	Ash Creek Road\	Milesville	NR Eligible	Eligible
HK00000025	Br. No. 28-035-151	IRR SD034	Milesville	Not Eligible (Age)	Not Eligible
HK00000035	Br. No. 28-171-492	SD073	Philip	Not Eligible (Age)	Not Eligible
HK00000049	Br. No. 28-439-472	County Rd	Midland	Not Eligible (Age)	Not Eligible
Mellette County Resources					
MT00000004	White River Public School	2nd and Brock Sts	White River	NR Eligible	Not Eligible
MT00000005	Wood School	101 School St	Wood	NR Eligible	Not Eligible
MT00000001	Br. No. 48-244-204	Power Dam Rd	White River	NR Listed	Not Accessible



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES,
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MT00000002	Br. No 48-102-010 (Stamford Bridge)	C Hwy 6/ Stamford Rd	Cedar Butte	NR Listed	Not Eligible - Replaced
MT00000028	Br. No. 48-480-298	IRR AR County Rd	Mosher	Not Eligible (Age)	Not Eligible
MT00200001	Endes Farm	263rd St between High Hill Rd and 278th Ave	White River SE	NR Eligible	Not Found



APPENDIX B – NEWLY IDENTIFIED INDIVIDUALLY ELIGIBLE RURAL PROPERTIES



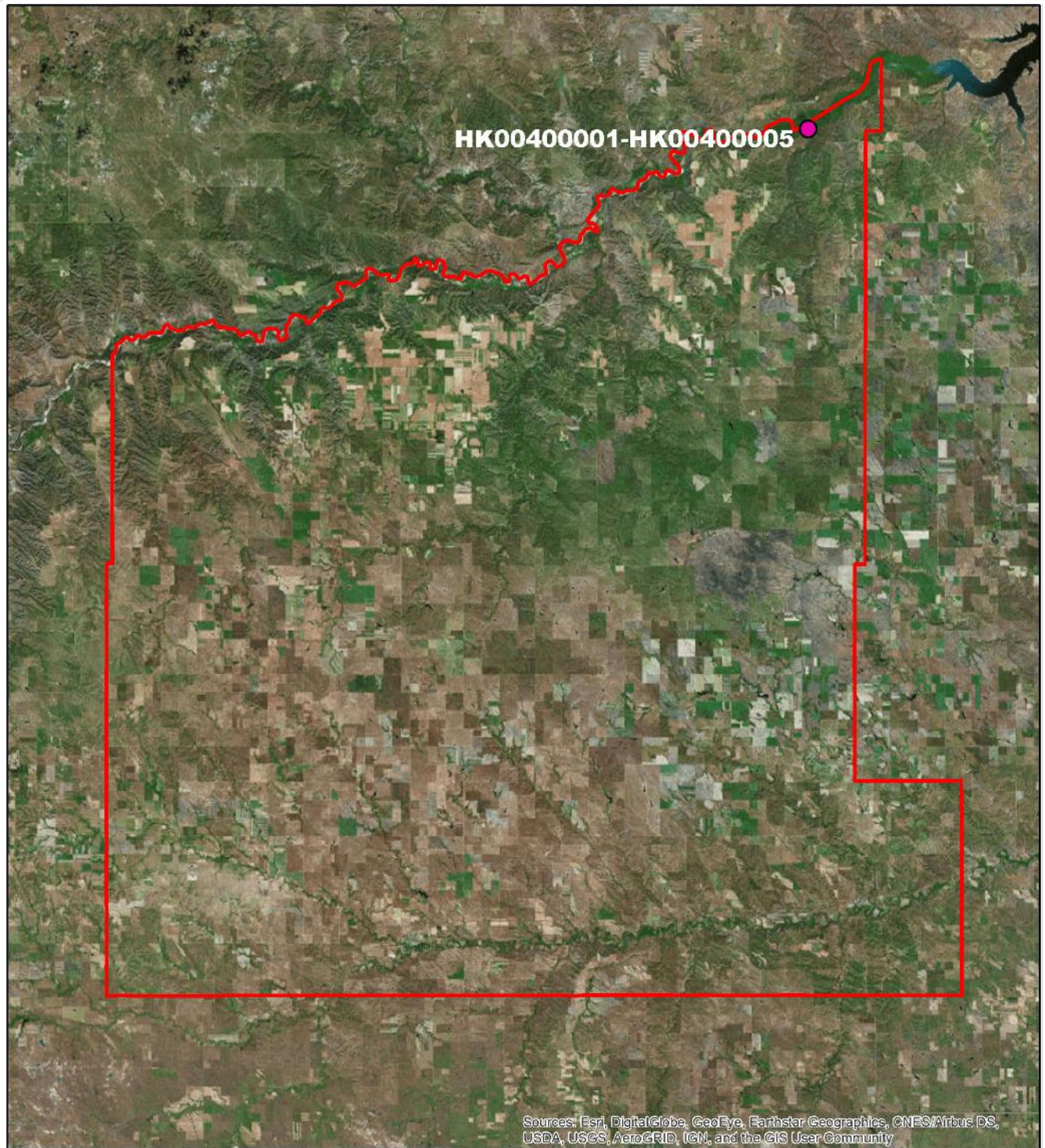
RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES,
SOUTH DAKOTA

Kirley Vicinity (Haakon County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Alleman Station Historic District			
HK00400001	Alleman Station - Gambrel Barn	SD 63 just south of Cheyenne River	T9N R24E S32
HK00400002	Alleman Station - Farmhouse	SD 63 just south of Cheyenne River	T9N R24E S32
HK00400003	Alleman Station - Chicken Coop	SD 63 just south of Cheyenne River	T9N R24E S32
HK00400004	Alleman Station - Farmhouse #2	SD 63 just south of Cheyenne River	T9N R24E S32
HK00400005	Alleman Station - Outbuilding	SD 63 just south of Cheyenne River	T9N R24E S32



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA



Reconnaissance-Level
Architectural Survey
Haakon and Mellette
Counties,
South Dakota

Appendix B: Individually Eligible Rural Properties

0 5 10 20 Miles





HK00400001-HK00400005 – Alleman Station – Overview (Kirley Vicinity)



HK00400001 – Alleman Station – Gambrel Barn (Kirley Vicinity)

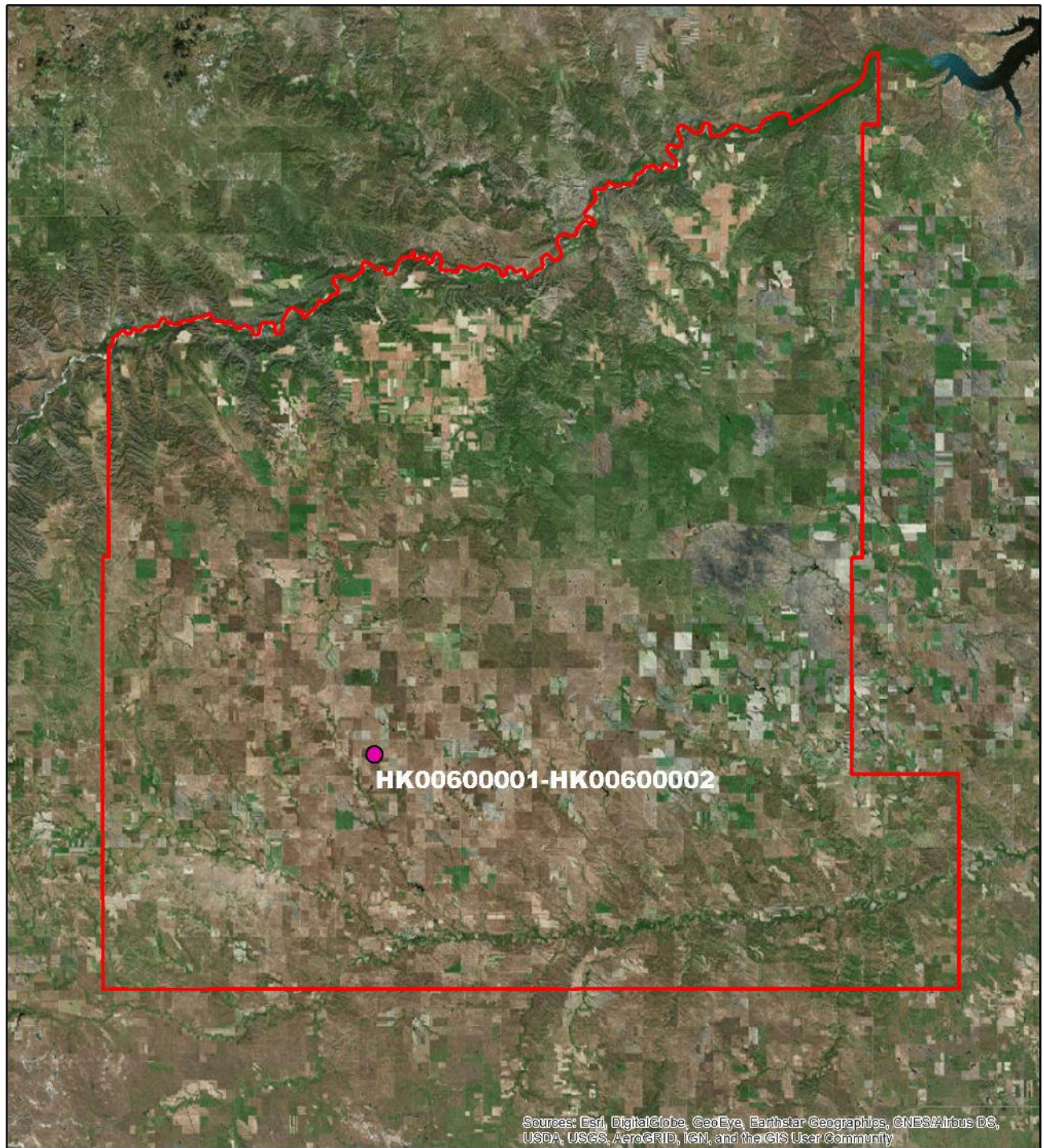


Philip Vicinity (Haakon County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Missile Inn Bed & Breakfast Historic District			
HK00600001	Missile Inn Bed & Breakfast / Minuteman Missile - Launch Control Facility	22024 10 Mile Road	T3N R20E S27
HK00600002	Missile Inn Bed & Breakfast / Minuteman Missile - Silo	22024 10 Mile Road	T3N R20E S27



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA



Reconnaissance-Level
Architectural Survey
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Counties,
South Dakota

Appendix B: Individually Eligible Rural Properties

0 5 10 20 Miles





HK00600001 and HK00600002 – Missile Inn Bed & Breakfast (Philip Vicinity)

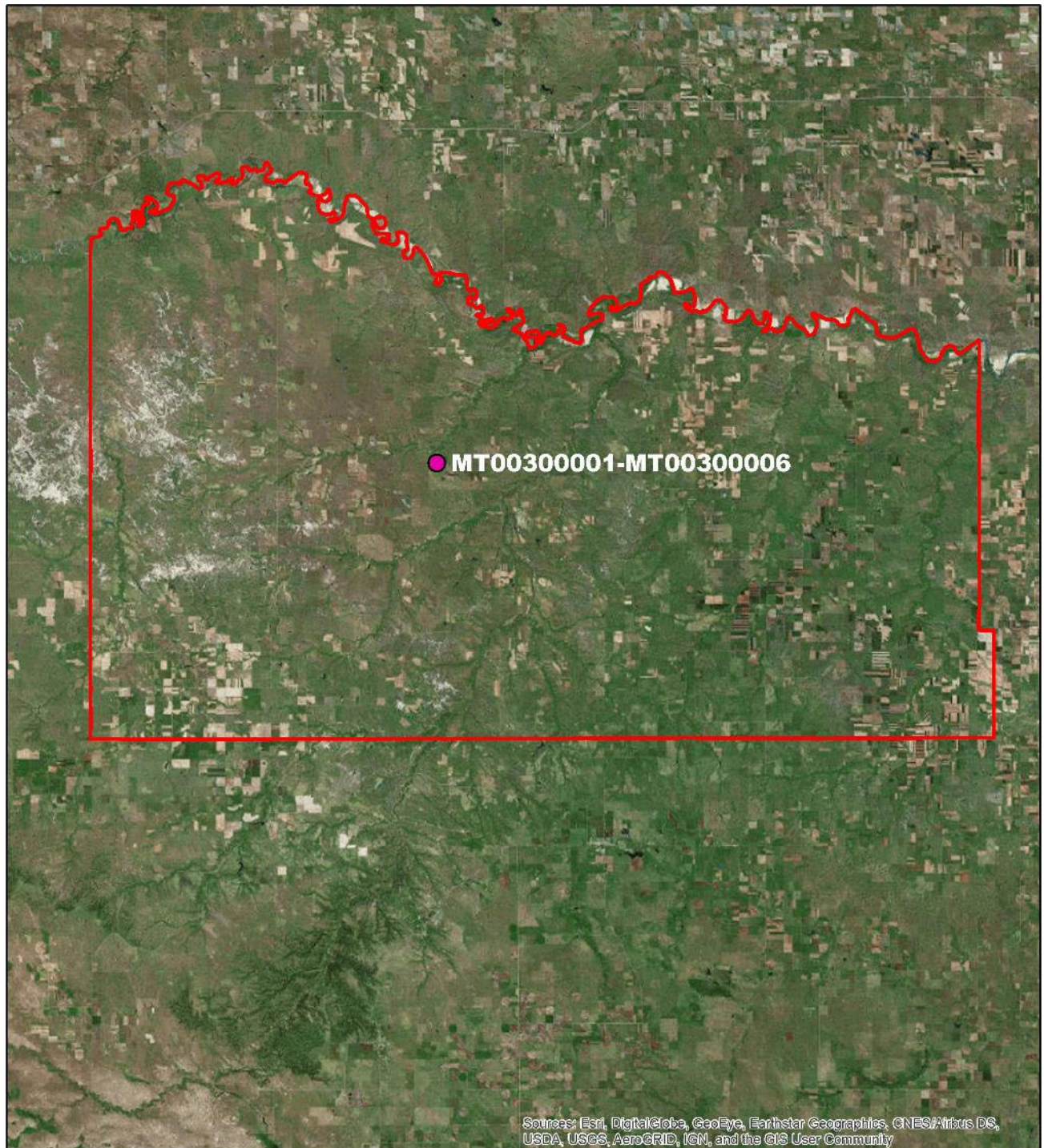


HK00600001 and HK00600002 – Missile Inn Bed & Breakfast (Philip Vicinity)



White River Vicinity (Mellette County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Range Section,
Farm Historic District			
MT00300001	Farm - Gambrel Barn	Ridgeway Road	T42N 30W S13
MT00300002	Farm - Gable Barn	Ridgeway Road	T42N 30W S13
MT00300003	Farm - Outbuilding	Ridgeway Road	T42N 30W S13
MT00300004	Farm - Farmhouse	Ridgeway Road	T42N 30W S13
MT00300005	Farm - Outbuilding	Ridgeway Road	T42N 30W S13
MT00300006	Farm - Shed	Ridgeway Road	T42N 30W S13



Reconnaissance-Level
Architectural Survey
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Appendix B: Individually Eligible Rural Properties

0 5 10 20 Miles





MT00300001- MT00300006 – Farm – (White River Vicinity)



MT00300001- MT00300006 – Farm – (White River Vicinity)

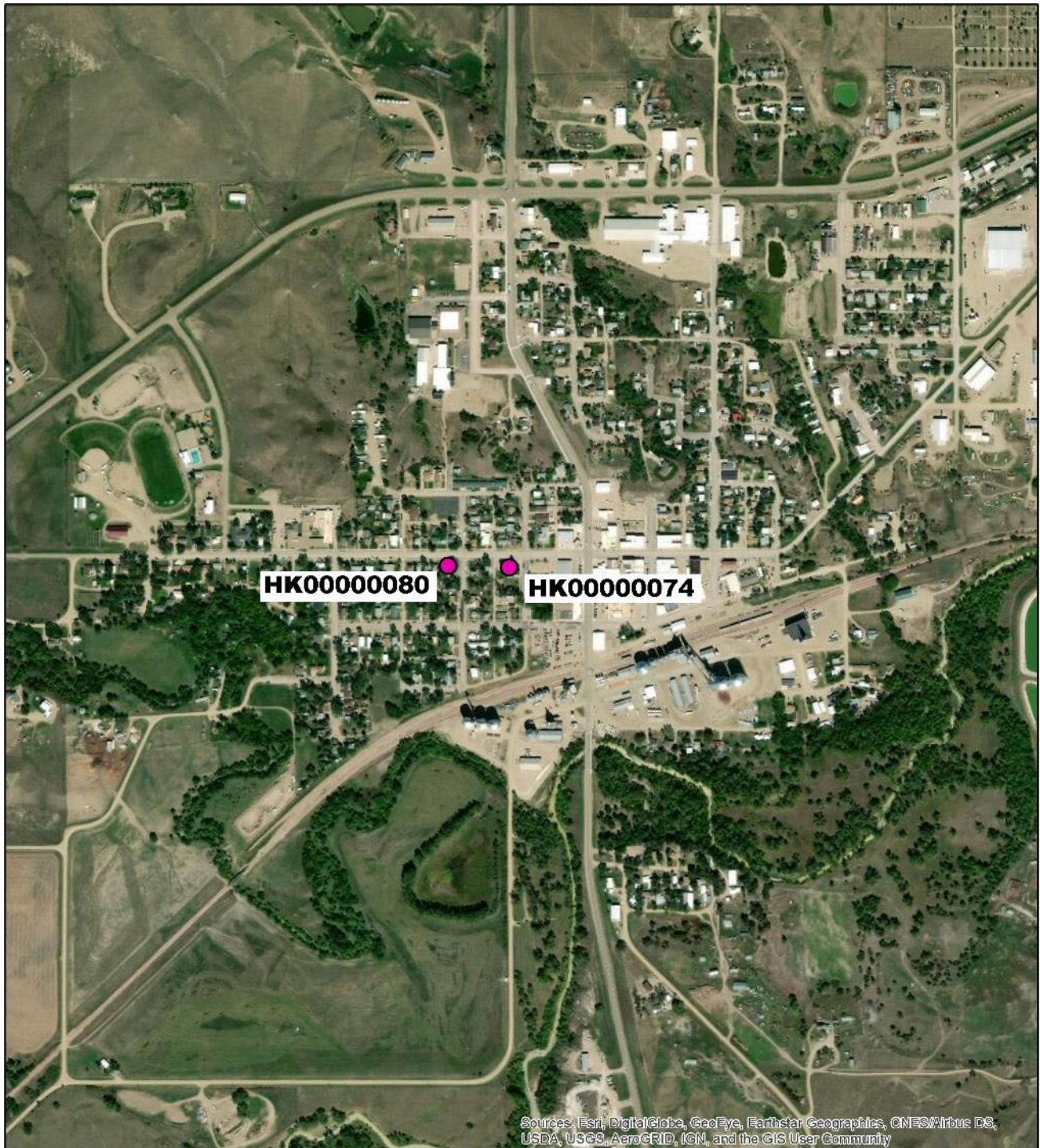


APPENDIX C – NEWLY IDENTIFIED INDIVIDUALLY ELIGIBLE CITY PROPERTIES



Philip (Haakon County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Philip			
HK00000074	Phillip United Methodist Church	105 Howard Ave	T1N R20E S14
HK00000080	Ginny's Coffee Shop	300 Pine Street	T1N R20E S14



Reconnaissance-Level
Architectural Survey
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Appendix C: Individually Eligible City Properties

0 0.1 0.2 0.4 Miles





HK00000074 – Phillip United Methodist Church (Philip)



HK00000074 – Phillip United Methodist Church (Philip)



HK00000080 – Ginny's Coffee Shop (Philip)



HK00000080 – Ginny's Coffee Shop (Philip)



Midland (Haakon County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Midland			
HK00000081	Commercial Building	406 Main Street	T1N R25E S6



Reconnaissance-Level
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Appendix C: Individually Eligible City Properties

0 0.05 0.1 0.2 Miles





HK00000081 – Commercial Building (Midland)



HK00000081 – Commercial Building (Midland)



White River (Mellette County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
White River			
MT00000031	Mellette County Courthouse	321 E 4th St	T42N R29W S35



Reconnaissance-Level
Architectural Survey
Haakon and Mellette
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South Dakota

Appendix C: Individually Eligible City Properties

0 0.075 0.15 0.3 Miles





MT00000031 – Mellette County Courthouse (White River)

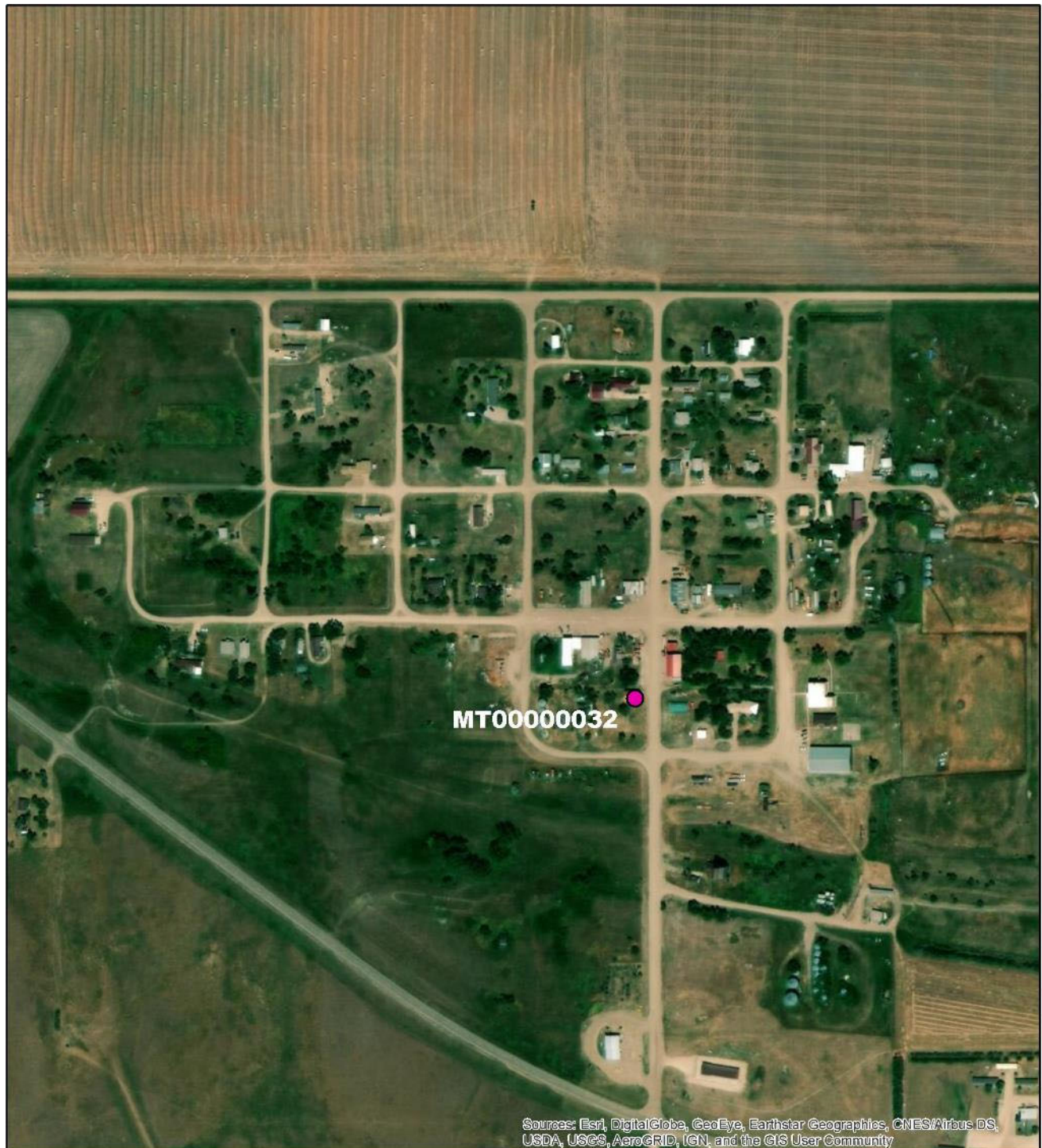


MT00000031 – Mellette County Courthouse (White River)



Wood (Mellette County)

Newly Recorded Properties Recommended Eligible for the National Register				
SHPO ID No.	Resource Name	Resource Location	Township, Range	Section,
Wood				
MT00000032	Kirch Memorial Library	1st Street	T41N R27W S25	



Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Reconnaissance-Level
Architectural Survey
Haakon and Mellette
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Appendix C: Individually Eligible City Properties

0 0.05 0.1 0.2 Miles





MT00000032 – Kirch Memorial Library (Wood)



MT00000032 – Kirch Memorial Library (Wood)



APPENDIX D – NEWLY IDENTIFIED POTENTIAL HISTORIC DISTRICT



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES, SOUTH DAKOTA

Philip (Haakon County)

Newly Recorded Properties Recommended Eligible for the National Register				
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range	Contributing/Non-Contributing
Philip Commercial Historic District				
HK00000057	Commercial Building	110 S Center Ave	T1N R20E S13	Contributing
HK00000058	Commercial Building	120 S Center Ave	T1N R20E S13	Contributing
HK00000059	Dakota Country Pharmacy	130 S Center Ave	T1N R20E S13	Contributing
HK00000060	Jones Saddlery	140 S Center Ave	T1N R20E S13	Contributing
HK00000061	Commercial Building	150 S Center Ave	T1N R20E S13	Contributing
HK00000062	The Steakhouse	160 S Center Ave	T1N R20E S13	Contributing
HK00000063	Commercial Building	185 S Center Ave	T1N R20E S13	Contributing
HK00000064	Pizza Etc.	175 S Center Ave	T1N R20E S13	Contributing
HK00000065	Commercial Building	165 S Center Ave	T1N R20E S13	Contributing
HK00000066	Embroidery & More	155 S Center Ave	T1N R20E S13	Contributing
HK00000067	Commercial Building	145 S Center Ave	T1N R20E S13	Contributing
HK00000068	Peterson's Variety	135 S Center Ave	T1N R20E S13	Contributing
HK00000069	Commercial Building	125 S Center Ave	T1N R20E S13	Contributing
HK00000070	Bad River Senior Citizens Center	115 S Center Ave	T1N R20E S13	Contributing
HK00000071	First State Bank	105 S Center Ave	T1N R20E S13	Contributing
HK00000072	Waddell Block	203 E Pine St	T1N R20E S13	Contributing (NR Listed in 2010)
HK00000073	73-Saloon	207 E Oak St	T1N R20E S13	Non-Contributing
HK00000075	U.S. Post Office	214 Pine Street	T1N R20E S13	Contributing
HK00000076	Philip Hardware	210 Pine Street	T1N R20E S13	Non-Contributing



RECONNAISSANCE-LEVEL SURVEY OF HAAKON AND MELLETTE COUNTIES,
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HK00000077	Commercial Building	100-102 S Center Ave	T1N R20E S13	Non-Contributing
HK00000078	Gem Theater	104 S Center Ave	T1N R20E S13	Non-Contributing
HK00000079	The Senechal	101 S Center Ave	T1N R20E S13	Contributing





Potential Philip Commercial Historic District (Philip)



Potential Philip Commercial Historic District (Philip)



Potential Philip Commercial Historic District (Philip)



Potential Philip Commercial Historic District (Philip)