



May 2020



RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES, SOUTH DAKOTA

**South Dakota State Historical Society
Contract # 2019C-486**

Prepared by:

Caitlin Herrnstadt, Architectural Historian
Johnson, Mirmiran & Thompson

Prepared for:

South Dakota State Historical Society

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Prepared for:
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900 Governors Drive
Pierre, South Dakota 57501

Prepared by:
Caitlin Herrnstadt, Architectural Historian
Johnson, Mirmiran & Thompson
1600 Market Street, Suite 520
Philadelphia, PA 19148

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ABSTRACT

The Reconnaissance-Level Architectural Survey of Hand and Hyde 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 Hand and Hyde 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 Herrnsstadt, Architectural Historian. Fieldwork was conducted by Ms. Herrnsstadt and Mary Alfson Tinsman, Vice President of Natural and Cultural Resources. Ms. Herrnsstadt and Ms. Alfson Tinsman are both qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between September 11 and September 20, 2019. The survey encompassed the whole of Hand and Hyde Counties.

Fieldwork focused on two goals. The first goal of the survey was to update the record of those properties in Hand and Hyde 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 or resources that have been surveyed within the last five years were not reevaluated as part of this project.

A total of 168 historic properties, including 71 structures, 96 bridges, and 1 archaeological site had been previously recorded in Hand County.¹ Of those, 34 properties, including the archaeological site, were listed in or recommended eligible for listing in the National Register of Historic Places; 32 were unevaluated; 102 were recommended not eligible; 1 was an archaeology site. Previously surveyed resources that were recommended not eligible or had been surveyed within the last five years were not revisited as part of this project. The archaeology site was not revisited, and 1 unevaluated resource was missing locational data and was therefore not resurveyed. The reconnaissance survey therefore revisited 64 of the previously recorded historic properties (33 listed or eligible and 31 unevaluated).

During the course of the reconnaissance survey, a total of 6 previously surveyed properties were either inaccessible or not located in the field (5 listed or eligible and 1 unevaluated). Of those listed or eligible resources revisited during the survey, 7 were no longer extant, having been replaced or demolished and 1 was highly modified with large additions. These 8 resources are now recommended not eligible. Of the unevaluated resources revisited 2 are now recommended

¹ This total does not include resources surveyed within the last five years.

potentially eligible and 3 resources are no longer extant and are now recommended not eligible. Two bridges previously determined eligible are now 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 9 previously unidentified properties, 7 of which are recommended potentially eligible for the National Register and 2 which were surveyed, but ultimately determined not eligible. One resource, the St. Liborius Church and School, is recommended potentially eligible as a district containing two structures, the church and parsonage.

A total of 53 historic properties, including 36 structures, 17 bridges, and 1 archaeological site had been previously recorded in Hyde County.² Of those, 9 properties, including the archaeological site were listed in or recommended eligible for listing in the National Register of Historic Places; 14 were unevaluated; 30 were recommended not eligible; 1 was an archaeology site. Previously surveyed resources that were recommended not eligible or had been surveyed within the last five years were not revisited as part of this project. The archaeology site was also not revisited. The reconnaissance survey therefore revisited 22 of the previously recorded historic properties (8 listed or eligible and 14 unevaluated).

During the course of the reconnaissance survey, 1 previously surveyed and recommended eligible resource, Bridge #35-098-430 (HE-000-00013), was inaccessible due to road closures. Of those listed or eligible resources revisited during the survey, 2 were no longer extant, having been demolished. One of these resources, the Franklin Hotel (HE-000-00006), was removed from the National Register. The Gerhardt House (HE-000-00004) remained listed. Of the unevaluated resources revisited 3 are now recommended potentially eligible; 3 resources are no longer extant and 8 are in poor condition or have been highly modified. These 11 previously unevaluated resources are now recommended not eligible.

The survey resulted in the documentation of 1 previously unidentified property in Hyde County. However, this resource was determined not eligible due to poor condition and the presence of replacement materials.

² This total does not include resources surveyed within the last five years.

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INTRODUCTION

This report documents the results of a reconnaissance-level survey of Hand and Hyde 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 Hand and Hyde Counties. Survey forms and a copy of this report will be on file at SDSHS.

Hand and Hyde Counties are rural, agricultural areas in central South Dakota. Hand County encompasses approximately 1,440 square miles and consists of 36 townships with four incorporated communities and three unincorporated communities. The incorporated communities include Miller (county seat), Ree Heights, St. Lawrence, and Wessington. The unincorporated communities include Miller/Dale Colony, Polo, and Vayland. There is one unorganized territory, Northwest Hand. According to the 2010 Census, the county had a population of approximately 3,431 people, of which about 1,489 live in the Town of Miller (United States Census Bureau 2010, 2016). Hyde County encompasses approximately 866 square miles and consists of 14 townships with one city and two towns. The city is Highmore (county seat) and the towns are Holabird and Stephan. There are two unorganized territories, Central Hyde and North Hyde. Part of the Crow Creek Indian Reservation is located within Hyde County. According to the 2010 Census, the county had a population of approximately 1,420 people, of which about 795 live in the City of Highmore (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 Herrnsstadt and Mary Alfson Tinsman, both Architectural Historians at JMT. Fieldwork occurred between September 11 and September 20, 2019. Ms. Herrnsstadt 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

Hand and Hyde Counties are rural, agricultural counties located in central South Dakota (Figure 1). Hand and Hyde counties are both located within the Coteau du Missouri division of the Missouri Plateau physiographic region, within the Great Plains Province. The Coteau du Missouri is separated from the main body of the Missouri Plateau by the Missouri River. It is described as a highland area covered with glacial deposits and underlain by Pierre shale and older formations. "Several broad sags traverse the Coteau, which mark the positions of former stream valleys of eastern continuations of the Grand, Moreau, Cheyenne, Bad, and White rivers (Flint, 1955). There is no major stream that drains the Coteau du Missouri today" (Malo 1997). Hand County lies at the summit of the Coteau du Missouri and therefore has no large streams but does feature multiple smaller ones that drain into the Sand and Crow creeks and Turtle River. The county's most distinctive topographical feature is an extensive plateau known as the Wessington Hills, which extends

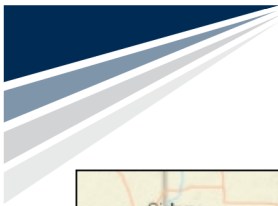


RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES, SOUTH DAKOTA

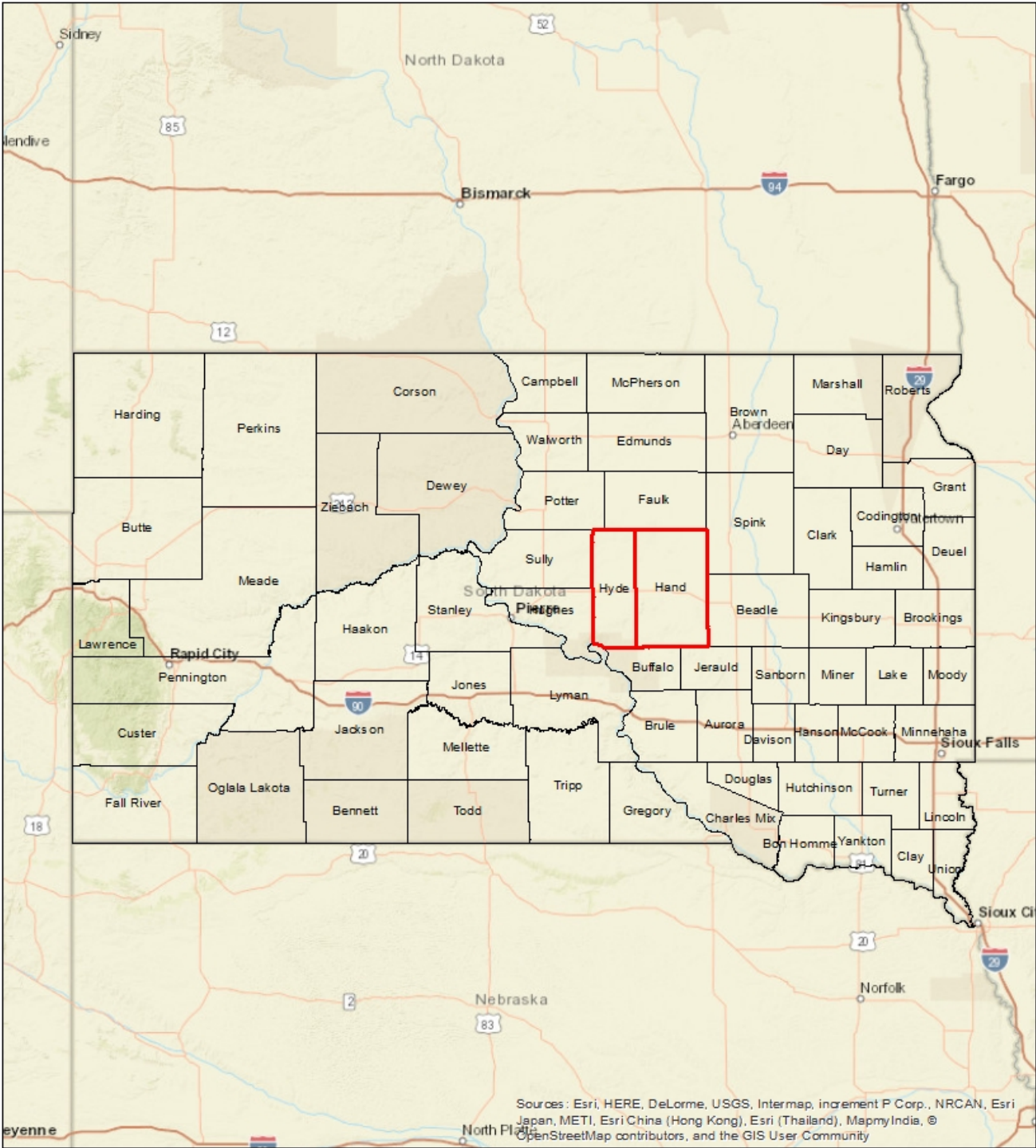
just West of Wessington to the southeast corner of the county (Parker 1960: n.p). The Missouri River forms the southwestern boundary of Hyde County.

The majority of both counties are sparsely developed, with low population density. In 2010, The population density of Hand County was 2.4 inhabitants and 1.3 housing units per square mile. The Town of Miller, the largest in the county, is about 0.98 square miles and had a 2010 population density of 1,519.4 persons per square mile (1,489 total population) and 856.1 housing units per square mile. The population density of Hyde County was 1.7 inhabitants and 0.8 housing units per square mile. The City of Highmore, the largest in the county, is about 1.89 square miles and had a 2010 population density of 420.6 persons per square mile (795 total population) and 207.9 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.

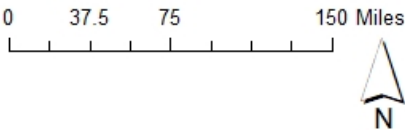


RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES,
SOUTH DAKOTA



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

Figure 1: Project Location Map



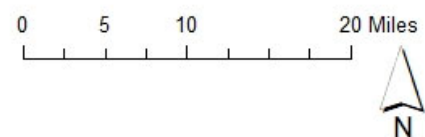


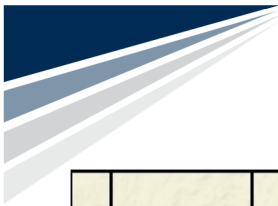
RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES, SOUTH DAKOTA



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

Figure 2: Project Location Map



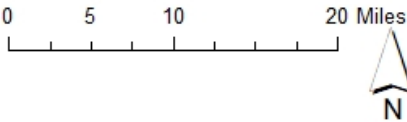


RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES,
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Reconnaissance-Level
Architectural Survey
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Figure 3: Hand and Hyde
County Quads





SURVEY METHODOLOGY

SURVEYORS AND SURVEY DATES

The Hand and Hyde Counties reconnaissance survey was conducted by Caitlin Herrnstadt and Mary Alfson Tinsman. Ms. Herrnstadt 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 11 and September 20, 2019.

SURVEY OBJECTIVES

The reconnaissance survey for Hand and Hyde 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 Manual*, 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 Hand and Hyde 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). Listed, eligible, or previously unevaluated resources with surveys older than five years were noted and resurveyed in the field. This included any building, structure, and cemetery previously documented in Hand and Hyde 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 Hand and Hyde Counties was a two-part survey. First, all listed, eligible, and previously unevaluated 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 sites 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 1960s or 1970s editions of the USGS topographic maps covering Hand and Hyde Counties whenever possible. All properties identified on the maps and found in the field would be at least 40 years old at the time of the survey. If the 1960s or 1970s 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 Hand and Hyde Counties were traveled. Due to flooding in the area, some public roads were impassible and were therefore not surveyed. 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 168 historic properties, including 71 structures, 96 bridges, and 1 archaeological site had been previously recorded in Hand County.³ Of those, 34 properties, including the archaeological site, were listed in or recommended eligible for listing in the National Register of Historic Places; 32 were unevaluated; 102 were recommended not eligible; 1 was an archaeology site. Previously surveyed resources that were recommended not eligible or had been surveyed within the last five years were not revisited as part of this project. The archaeology site was not revisited, and 1 unevaluated resource was missing locational data and was therefore not resurveyed. The reconnaissance survey therefore revisited 64 of the previously recorded historic properties (33 listed or eligible and 31 unevaluated).

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steel bridges are not eligible due to their common type and because they were constructed in vast quantities after WWII.

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The survey resulted in the documentation of 1 previously unidentified property in Hyde County. However, this resource was determined not eligible due to poor condition and the presence of replacement materials.

RELEVANT BACKGROUND INFORMATION⁵

INTRODUCTION

Hand and Hyde Counties are rural, agricultural counties in central South Dakota situated just east of the Missouri River. The areas that would come to comprise Hand and Hyde 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

⁴ This total does not include resources surveyed within the last five years.

⁵ 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, JMT's "Reconnaissance-Level Survey of Roberts County, South Dakota," Chrissy Leggio, 2018, and JMT's "Reconnaissance-Level Survey of Haakon and Mellette Counties, South Dakota," Caitlin Hernstadt, 2019.



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). Hand County was created in 1873 by the Dakota Territorial Legislation. The county’s boundaries were intermittently realigned before settling on its present boundaries in 1882. (Heidepriem 1978: 8). Hyde County was created in 1882 and organized in 1883 (American Atlas Co. 1978: 3).

EARLY SETTLEMENT (1850-1910)

The Sisseton, Mdewakanton, Wahpeton, 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 1830s (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,

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 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).

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.

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 Hand and Hyde counties.

According to Hufstetler and Bedeau, railroad companies often used standardized town plans to layout 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).

Both Hand and Hyde counties can attribute settlement and the establishment of towns to the arrival of the Dakota Central Railroad Company, later known as the Chicago and Northwestern. During the late 1870s, the company formalized plans to lay tracks from Tracy, Minnesota west to Pierre and the Missouri River. The agreed upon route would cut right through both Hand and Hyde counties (Heidepriem 1978: 9).

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).

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 homesteaders West of the Missouri River 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). However, counties in the eastern half of the South Dakota did not see the same exodus as those west of the Missouri River. The population of Hand and Hyde Counties were not significantly affected: between 1910 and 1920 the population of Hand County grew 11% from 7,870 to 8,778 and the population of Hyde County grew 0.2% from 3,307 to 3,315 (Population of Hand County; Population of Hyde County). 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). Farmers in Hand county were encouraged to increase yields and cultivated lands rose from 213,000 acres to 265,000 acres (Parker 1960, 78). 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 Hand and Hyde counties reached their all-time peaks of 9,485 and 3,690 persons respectively by the 1930 census, but their populations began a steady decline thereafter, a downward trend that continued for both counties through the present (Population of Hand and Hyde Counties).

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 areas west of the Missouri 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).

The decline of rail service was furthered along by the rise of automobile travel, which soon became the dominant form of transportation in the United States. The enactment of the Federal Aid Highway Act of 1956 resulted in the construction of an Interstate Highway system. U.S Highway 14 runs east to west through both Hyde and Hand counties. SD Highway 47 runs north to south through Highmore in Hyde County, and SD Highway 45 runs north to south through Miller in Hand County. Despite the presence of these roads, 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 Hyde County Memorial Auditorium is an example of development in the area during this period and reflects a transitional style between Art Deco and Art Moderne. Some residential examples of Modern residential construction can be found in Highmore and Miller, 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 Chicago, Milwaukee, St. Paul and Pacific Railroad (also known as the Milwaukee Road), 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 Road. 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).

HAND COUNTY HISTORY

Early Settlement

Hand County was established in 1873 by the Dakota Territorial Legislation from a portion of Buffalo County. Hand County's boundaries were intermittently realigned before settling on its present boundaries in 1882 (Heidepriem 1978: 8). The earliest settlers of Hand County arrived in the 1870s, however they did not



publicize or document their endeavors, and therefore little is known about who was present or their purpose for settling. The first well-documented settler was Henry Kile (Kyle), who set up camp near Turtle Creek in 1880 with his mother and brother. His settlement was located near present-day St. Lawrence (Parker 1960:9).

As was the case in much of the Dakota Territory, development and population growth was helped along by the arrival of the railroad. In 1879, the Dakota Central Railroad Company, later known as the Chicago and Northwestern, formalized plans to lay tracks from Tracy, Minnesota west to Pierre and the Missouri River. Their planned route cut through the middle of Hand County. The company marked two potential townsites in Hand County with “sidings” – small shacks located along the rail right of way. Siding Number 3 became St. Lawrence and Siding Number 4 became Ree Heights. Another siding was later added to the railroad – this became the town of Miller (Heidepriem 1978: 9).

In November 1882, Miller was officially named county seat over St. Lawrence. According to a 1904 account of the History of Hand County by F.E. Saltmarsh,

There was the usual bitter feeling engendered by county seat fights and charges of fraud were made by both sides. St. Lawrence, though defeated was not conquered and the bitterest rivalry continued between the towns while the feeling grew that the question was not yet settled for all time. And when in September, 1888, the board of county commissioners passed a resolution submitted to the voters of the county the proposition to issue bonds for \$12,000 to build a court house St. Lawrence took advantage of the opportunity to put up another county seat fight (Parker 1960:11).

Despite a hard-fought battle, St. Lawrence was unable to secure the votes necessary to move the county seat and Miller kept its position.

Miller

The City of Miller was named for Henry Miller, a pioneer and native of Iowa. Miller, who had personal connections in the Dakota Central Railroad, made several trips to their headquarters in Chicago to convince the company to offer Miller and his fellow pioneers reduced rates for passage to Hand County. Miller arrived in September 1881 with 22 men. They stayed only long enough to draw lots for their claims before returning to Iowa to gather their families and belongings. They left behind a crew of men to construct temporary buildings for them. Miller purchased the original 40-acre site from a Sioux Indian named Alex Dumerce. The original plat of Miller consisted of Blocks 1-4. Today this encompasses the four blocks on the west side of Broadway (Heidepriem 1978: 11).

Due to Henry Miller’s urging, railroad construction crews arrived almost immediately after the original 22 men. Crews completed a depot in three days, and after that construction in the town progressed quickly. Miller soon boasted two hotels, a grocery store, and two hardware stores (11). In October 1881, a post office was established in Miller with Henry Miller as postmaster (Parker 1960: 45). The Miller Roller Mill opened in July 1886, which ground flour and feed until 1900 after which it was used only for the storage of food (54). That



same year, the first artesian well was established in the city. Prior to that time, Miller had no easy access to water, something that St. Lawrence made known during the fight for county seat (Heidepriem 1978: 152).

In 1890, county voters approved a bond issue to construct the first Hand County Courthouse. A brick veneered building was completed in 1893 and lasted for over thirty years. In 1929, a new, Art Deco style courthouse was constructed at the same location (152). This courthouse remains extant today and was listed in the National Register of Historic Places in 1994.

St. Lawrence

St. Lawrence is another railroad town located approximately one mile east of Miller on the west side of Turtle Creek. The town was established in 1882 when a few Chicago speculators led by Don H. Porter purchased 80 acres of land from the George P. Sayles claim. Porter and Sayles convinced the Dakota Central Railroad Company to place a depot and side track through their land. After laying out present-day St. Lawrence, the two men gave the remaining lots to the railroad. A year earlier, pioneer John M. King had built a home on the east side of Turtle Creek, only a quarter of a mile east of present-day St. Lawrence. King laid out a town called Rex, which he tried in earnest to develop. However, by May 1882 it was clear that St. Lawrence was more successful than Rex and King gave up his attempts to develop the town. Soon after, the first post office in Hand County was founded in St. Lawrence with King as the postmaster (Parker 1960: 40).

During the late 19th and early 20th centuries, St. Lawrence was at the center of an extensive dairy region. At multiple points during this time, the town held the title of the leading exporter of cream among all other towns located along this branch of the Chicago & North Western Railroad (Parker 1960: 26, 40).

Ree Heights

Ree Heights is located in the west central part of the Hand County. The town is named for the Ree Hills which are located just south of town. It was settled and named by W.E. Johnson in May 1882. The original plat was one square mile. A few months after platting, the town became an active trading point with a post office, two hotels, three dry goods stores, two hardware stores, a furniture store, three blacksmith shops, and a bank. The transient population was so large that even with two hotels, the town was unable to provide accommodations for everyone. One of the town's biggest issues was a scarcity of water, which had to be hauled in from the Ree Hills (Parker 1960: 44).

Ree Heights was incorporated in 1919 when the town voted in favor with a margin of 66 to 1. Incorporation meant that the town was responsible for providing certain services and amenities including utilities. However, the town was still without water or electricity until a municipal water system and electricity were finally established in 1926 (Heidepriem 1978: 166).

The Ree Heights Auditorium was completed in 1941 as part of a W.P.A project. Designed by Huron architect, F.C.W. Kuehn, the Art Deco style auditorium is 50x80 feet of concrete construction below the eaves. The curved roof is frame construction (Hammill-Conerton 2005: 132).

HYDE COUNTY HISTORY

Early Settlement

Hyde County lies in central South Dakota. The Missouri River forms the southwestern boundary of the county. The county runs eighteen miles from east to west and forty miles from north to south (American Atlas Co. 1978: 3). A small portion of the Crow Creek Indian Reservation is located along the southernmost portion of the county. Typical of the northern Great Plains area, Hyde County topography ranges from level land to hilly ridges and is considered semi-arid. Due to its semi-arid nature, the area has experienced some very productive years as well as stretches of extreme drought (568).

Hyde County was created in 1882 and organized in 1883 when a petition was presented to Territorial Governor N. G. Ordway stating that the county contained 150 inhabitants and asking that the Governor organize the county by executive duty. The Governor appointed three commissioners, whose duty it was to locate the county seat. There were only two settlements in the area at the time: Highmore and Holabird. Originally plans were to name Holabird the county seat, but Highmore was ultimately chosen instead (Perkins 1908: 8). The county was named for James Hyde, who had come to the Dakota Territory after the Civil War and became a member of the Territorial Legislation (American Atlas Co. 1978: 3).

In 1882, the Dakota Central Railroad Company, which planned a route through the middle of Hand County, also extended the line through Hyde County on its way from Tracy, Minnesota to the Missouri River at Pierre. The advent of the railroad brought settlers into Hyde County, especially to Highmore where the company chose to construct a depot (1). The settlers arrived as soon as the railroad laid the tracks. Two of Hyde County's earliest settlers were A.E. Van Camp and E.O. Parker. Both men established town sites at what would become Highmore (3).

Early settlers of Hyde County were concerned with the establishment of schools for their children. Many of the settlers were well educated and possessed college degrees and some of which were former teachers. Construction of rural schools in Hyde County began in 1885. Two or more schools were often built per township in order to reduce the distance children had to travel to attend. Fall and spring sessions were held, and each lasted approximately three months. Today, many of these schools remain extant although vacant (5).

Highmore

The City of Highmore was the first settlement in Hyde County, and as such the history of the Highmore is closely linked to the history of the County. In addition to being the first settlement in Hyde County, Highmore was also the only settlement to see continued growth throughout the 19th and 20th centuries. Highmore is centrally located in the county and is the only incorporated municipal area. Today, its activities remain closely related to the surrounding agricultural land, which comprises the backbone of Hyde County's economy (American Atlas Co. 1978: 1).

Originally known as Siding No. 5, Highmore was founded in 1882 when the Dakota Central Railroad Company constructed a section house. A.E. Van Camp and E.O. Parker each established a townsite and main street to entice businesses to the area. Van Camp established Commercial Avenue and Parker



established Iowa Avenue. Having two main streets in a small town was unusual. However, the two streets were located only one block apart and were eventually linked together when businesses also began to open along a cross street (Second Street). The two townsites created an intense rivalry between the men not only in regards to economic development, but also in the matter of siting the county seat. Each wanted the county organization to occur on their townsite (3).

In 1885, residents of Hyde County voted in favor of bonds to construct a county courthouse. The first courthouse was constructed on Van Camp's land and completed in 1886. This courthouse burned in 1892. Officials suspected arson. In April 1893, the county purchased a property later known as the Franklin Hotel (4). This was used until the present courthouse was completed in 1912 (10).

Highmore moved to incorporate as a town in December 1885. Following the vote in favor of incorporation, the town elected a Board of Trustees, adopted by-laws and appointed residents to positions including clerk, treasurer, and attorney. Early town ordinances included restrictions on issuing liquor licenses and the organization of a fire department (5). Highmore became an incorporated city in 1903 (8).

In 1883, the first school convened in Highmore in the local Masonic building. The building was small but accommodated approximately 25 pupils during its first term. The school was later expanded to nearly twice its size (5).

In 1905, the City dug an artesian well to supply the first water system in Highmore. This system was used until 1911 when city residents became dissatisfied and authorized a bond issue to fund the digging of a well two miles south of the town, construction of a water tower, and installation of a supply line to link the two. A street paving program began in Highmore in the 1920s. The program took many years to complete. Most of Highmore's sewer system was completed by 1928 (15).

Construction of the Hyde County Memorial Auditorium began in 1945 and was completed in 1951. The building was listed in the National Register of Historic Places in 2018.

Holabird

The town of Holabird was named for Louise Holabird, the wife of Henry Wicher, superintendent of the railroad. The first official settlers arrived in Holabird in the fall of 1882 after briefly stopping in Highmore. Most early settlers arrived in the spring of 1883. A large, two-story school building was erected in 1883 and was the first building in Hyde County erected specifically for educational purposes (American Atlas Co. 1978: 36). Soon, Holabird had a larger population than Highmore. However, this changed when they lost the bid for county seat to Highmore in 1884 (1). The town experienced a period of dormancy after this event that lasted through the turn of the century. However, another period of growth began around 1909, which included the arrival of new businesses and a boost in construction (14).

No information is available regarding how large Holabird grew, but the community was never incorporated. The town saw a gradual and permanent decline during the 1930s. Today, Holabird remains an unincorporated community that is not tracked by the U.S. Census (38).



SURVEY RESULTS

A total of 168 historic properties, including 71 structures, 96 bridges, and 1 archaeological site had been previously recorded in Hand County.⁶ Of those, 34 properties, including the archaeological site, were listed in or recommended eligible for listing in the National Register of Historic Places; 32 were unevaluated; 102 were recommended not eligible; 1 was an archaeology site. Previously surveyed resources that were recommended not eligible or had been surveyed within the last five years were not revisited as part of this project. The archaeology site was not revisited, and 1 unevaluated resource was missing locational data and was therefore not resurveyed. The reconnaissance survey therefore revisited 64 of the previously recorded historic properties (33 listed or eligible and 31 unevaluated).

During the course of the reconnaissance survey, a total of 6 previously surveyed properties were either inaccessible or not located in the field (5 listed or eligible and 1 unevaluated). Of those listed or eligible resources revisited during the survey, 7 were no longer extant, having been replaced or demolished and 1 was highly modified with large additions. These 8 resources are now recommended not eligible. Of the unevaluated resources revisited 2 are now recommended potentially eligible and 3 resources are no longer extant and are now recommended not eligible. Two bridges previously determined eligible are now 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 9 previously unidentified properties, 7 of which are recommended potentially eligible for the National Register and 2 which were surveyed, but ultimately determined not eligible. One resource, the St. Liborius Church and School, is recommended potentially eligible as a district containing two structures, the church and parsonage.

A total of 53 historic properties, including 36 structures, 17 bridges, and 1 archaeological site had been previously recorded in Hyde County.⁷ Of those, 9 properties, including the archaeological site were listed in or recommended eligible for listing in the National Register of Historic Places; 14 were unevaluated; 30 were recommended not eligible; 1 was an archaeology site. Previously surveyed resources that were recommended not eligible or had been surveyed within the last five years were not revisited as part of this project. The archaeology site was also not revisited. The reconnaissance survey therefore revisited 22 of the previously recorded historic properties (8 listed or eligible and 14 unevaluated).

During the course of the reconnaissance survey, 1 previously surveyed and recommended eligible resource, Bridge #35-098-430 (HE-000-00013), was inaccessible due to road closures. Of those listed or eligible resources revisited during the survey, 2 were no longer extant, having been demolished. One of these resources, the Franklin Hotel (HE-000-00006), was removed from the National Register. The Gerhardt House (HE-000-00004) remained listed. Of the unevaluated resources revisited 3 are now recommended potentially

⁶ This total does not include resources surveyed within the last five years.

⁷ This total does not include resources surveyed within the last five years.



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eligible; 3 resources are no longer extant and 8 are in poor condition or have been highly modified. These 11 previously unevaluated resources are now recommended not eligible.

The survey resulted in the documentation of 1 previously unidentified property in Hyde County. However, this resource was determined not eligible due to poor condition and the presence of replacement materials.

There are a total of 8 resources in Hand and Hyde counties listed in the National Register of Historic Places; 1 was inaccessible and 2 have been demolished; the remaining five were reevaluated during this survey. 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
Hand County			
HD-000-00002	St. Mary's Church	Highway 212, Zell	NR Listed
HD-000-00003	Miller Ree Creek Bridge, or 30-154-258	West Second Street, Miller	NR Listed
HD-000-00004	Hand County Courthouse and Jail	415 West First Avenue, Miller	NR Listed
HD-000-00015	Br. No. 30-257-400	212th Street, Vayland vic.	NR Listed (site was inaccessible, therefore previous determination was kept)
HD-000-00153	Jones, Mack Lustron House	315 E Third Avenue, Miller	NR Listed
Hyde County			
HE-000-00004	Gerhart House	312 Iowa Street, Highmore	NR Listed (resource demolished)
HE-000-00005	Hyde County Courthouse	412 Commercial SE, Highmore	NR Listed
HE-000-00006	Franklin Hotel (old Hyde County Courthouse)	110 Commercial SE	Previously NR Listed (resource was demolished and removed from NR)

There are a total of 33 resources in Hand and Hyde counties previously determined eligible for the National Register. JMT recommends that 10 properties previously determined eligible, are no longer eligible for the National Register. JMT recommends that the remaining 23 properties previously determined eligible, remain eligible for the National Register. The properties are listed in the following table:

Previously Recorded Properties Recommended Eligible for the National or State Register			
SHPO ID No.	Resource Name	Resource Location	Survey Results
Hand County			
HD-000-00001	Bridge 30-227-080	180th Street, Polo	Not Eligible (Replaced)

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HD-000-00005	Br. No. 30-290-144	373rd Avenue, Miller, vic.	NR Eligible (Not Accessible; previous determination retained)
HD-000-00008	Br. No. 30-220-166	366th Avenue, Miller, vic.	NR Eligible (Not Accessible; previous determination retained)
HD-000-00009	Br. No. 30-170-185	361st Avenue, Miller	NR Eligible
HD-000-00014	Br. No. 30-013-370	Green Valley Road, Ree Heights	Not Eligible (Replaced)
HD-000-00022	Ree Heights School	Main St., Ree Heights	Not Eligible (Partially collapsed)
HD-000-00044	30-007-150	187 Ave, Ree Heights	NR Eligible
HD-000-00066	30-120-052	356 Ave, Polo	NR Eligible
HD-000-00080	30-162-340	206 St, Vayland vic.	NR Eligible (Not Accessible; previous determination retained)
HD-000-00085	30-190-178	363 Ave, St. Lawrence vic.	Not Eligible (Per ACHP)
HD-000-00088	30-194-250	197 St, St. Lawrence vic.	NR Eligible
HD-000-00091	30-210-168	365 Ave, Miller vic.	Not Eligible (No Longer Extant)
HD-000-00092	30-210-197	365 Ave, Miller	Not Eligible (Replaced)
HD-000-00101	30-220-193	366 Ave, Miller vic.	Not Eligible (No Longer Extant)
HD-000-00106	30-236-210	193 St, Vayland vic.	Not Eligible (Replaced or highly modified)
HD-000-00110	30-240-151	368 Ave, Miller vic.	NR Eligible (Not Accessible; previous determination retained)
HD-000-00126	30-300-146	374 Ave, Burdette	Not Eligible (Per ACHP)
HD-000-00127	223 W 2nd Avenue	223 W 2nd Avenue, Miller	NR Eligible
HD-000-00128	215 W 2nd Avenue	215 W 2nd Avenue, Miller	NR Eligible
HD-000-00129	House	US Highway 14, Miller	NR Eligible
HD-000-00133	House	W 3rd Avenue, Miller	NR Eligible
HD-000-00134	House	311 W 5th Street, Miller	NR Eligible
HD-000-00135	House	W 1st Avenue, Miller	NR Eligible
HD-000-00136	House	505 W 1st Avenue	NR Eligible
HD-000-00150	St. Anne's Catholic Church	709 E. 4th St., Miller	Not Eligible (Addition compromises integrity)



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HD-000-00158	Ree Heights water tower	209 Dakota Ave. S., Ree Heights	NR Eligible
HD-002-00001	Arbogast House	303 W 3rd Street, Miller	NR Eligible
HD-002-00002	Arbogast Carriage House	303 W 3rd Street	NR Eligible
Hyde County			
HE-000-00009	35-010-366	County Road, Holabird vic.	NR Eligible
HE-000-00013	35-098-430	IRR County Road, Stephan	NR Eligible (Not Accessible; previous determination retained)
HE-000-00049	316 Second Street	316 Second Street, Highmore	NR Eligible
HE-000-00050	325 Second Street	325 Second Street, Highmore	NR Eligible
HE-000-00053	201 Parker	201 Parker, Highmore	NR Eligible

JMT recommends that 5 properties previously surveyed, but unevaluated are now potentially eligible for the National Register. The properties are listed in the following table:

Previously Recorded Properties with No Determination Newly Recommended Eligible for the National or State Register			
SHPO ID No.	Resource Name	Resource Location	Survey Results
Hand County			
HD-000-00034	Larry Langbehn Barn	19529 371st Street, Wessington Vic.	NR Eligible
HD-000-00042	Micheal Schaefer Barn	35651 SD Highway 26, Orient Vic.	NR Eligible
Hyde County			
HE-000-00024	L. Morford Barn	34034 183rd Street, Highmore vic.	NR Eligible
HE-000-00028	Charles Clement Barn	18895 340th Ave., Highmore vic.	NR Eligible
HE-000-00029	James Dittman Barn	34010 198th Street, Highmore vic.	NR Eligible

A total of 7 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, one resource, the St. Liborius



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Church and School, is recommended potentially eligible as a district containing two structures, the church and parsonage. 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
Hand County			
HD-000-00188	Corrin School	360th Ave and 206th St, Vayland	Eligible
HD-000-00190	House	603 W 1st Ave, Miller	Eligible
HD-000-00191	House	225 W 1st Ave, Miller	Eligible
HD-000-00192	Midwest Supply/Auditorium	213 1st Ave, Miller	Eligible
HD-000-00193	Ree Heights Auditorium	South Dakota Ave and 198th St, Ree Heights	Eligible
HD-000-00194	Center School	359th Ave and 193rd St, Ree Heights	Eligible
HD-052-00001 – HD-052-00002	St. Liborius Church and School, Church and Parsonage	180th Street and 354th Avenue, Polo	Eligible District (2 contributing/ 1 non-contributing)



CONCLUSION AND RECOMMENDATIONS

As a result of the reconnaissance survey of Hand and Hyde Counties, JMT recommends that any resources newly recommended as potentially eligible for listing in the National Register of Historic Places be more closely evaluated. Further historical research, an analysis of current and historical mapping, and additional architectural surveying would be required before these resources could be listed in the National Register.



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APPENDIX A – NEWLY IDENTIFIED INDIVIDUALLY ELIGIBLE CITY/TOWN PROPERTIES

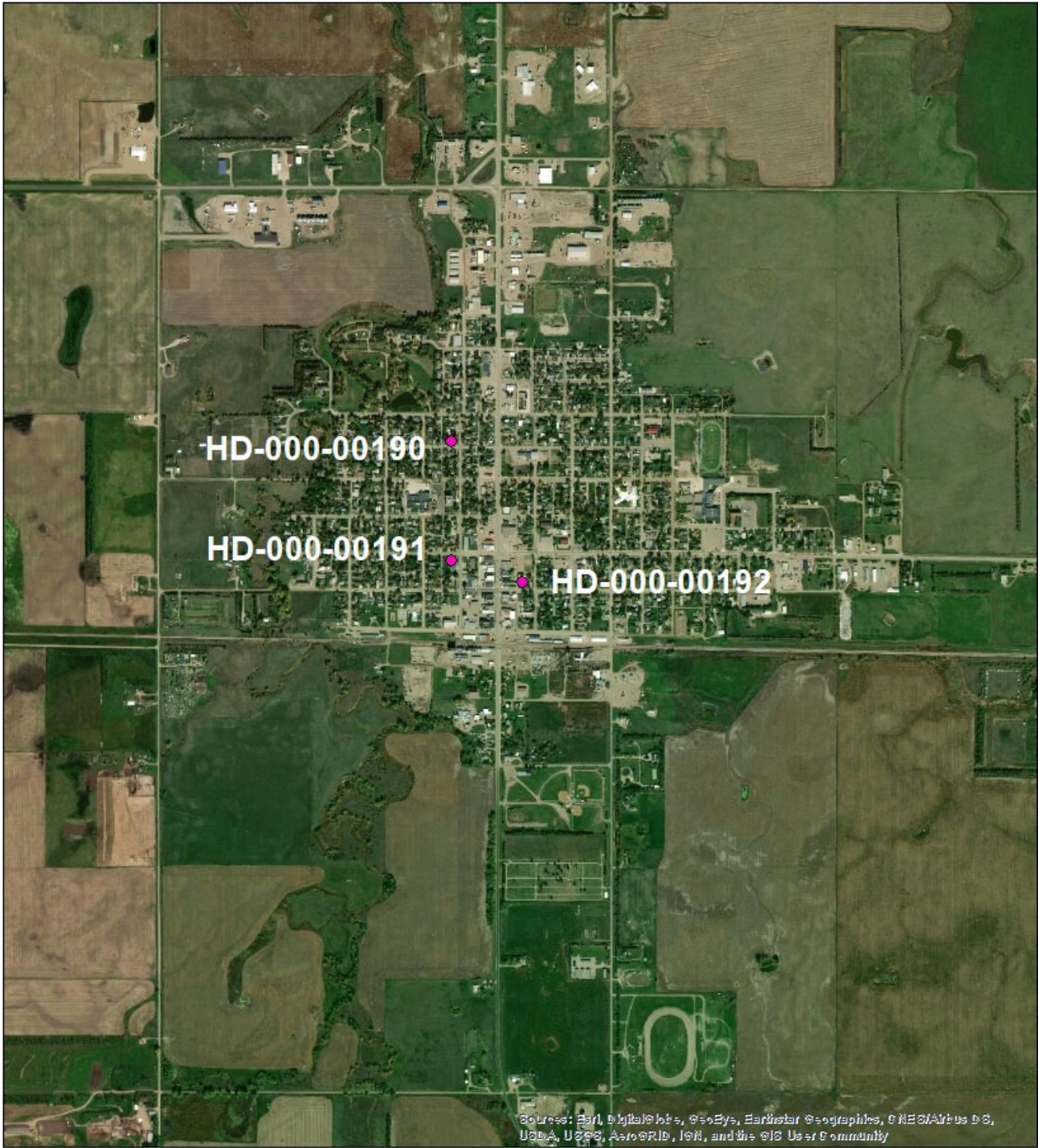


Miller (Hand County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Miller			
HD-000-00190	House	603 W 1st Ave	T112N R68W S10
HD-000-00191	House	225 W 1st Ave	T112N R68W S10
HD-000-00192	Midwest Supply / Auditorium	213 1st Ave	T112N R68W S10

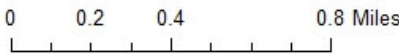


RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES,
SOUTH DAKOTA



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

**Appendix A: Individually Eligible
City Properties**





HD-000-00190 – House at 603 W 1st Ave (Miller)



HD-000-00190 – House at 603 W 1st Ave (Miller)



HD-000-00191 – House at 225 W 1st Ave (Miller)



HD-000-00191 – House at 225 W 1st Ave (Miller)



HD-000-00192 – Midwest Supply / Auditorium (Miller)

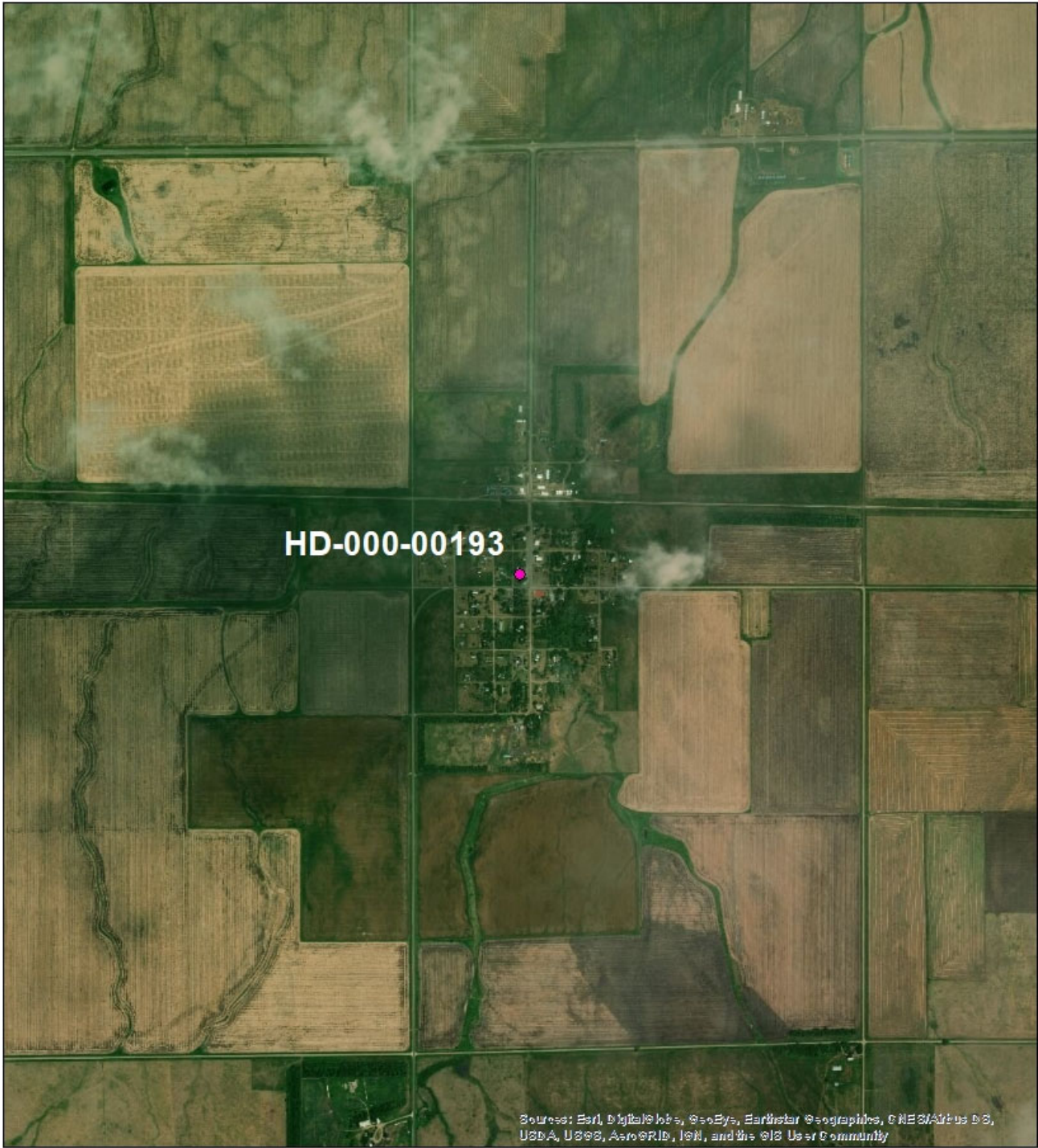


HD-000-00192 – Midwest Supply / Auditorium (Miller)



Ree Heights (Hand County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Ree Heights			
HD-000-00193	Ree Heights Auditorium	South Dakota Ave and 198th St	T112N 70W S13



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

Appendix A: Individually Eligible
City Properties

0 0.2 0.4 0.8 Miles





HD-000-00193 – Ree Heights Auditorium



HD-000-00193 – Ree Heights Auditorium



APPENDIX B – NEWLY IDENTIFIED INDIVIDUALLY ELIGIBLE RURAL PROPERTIES

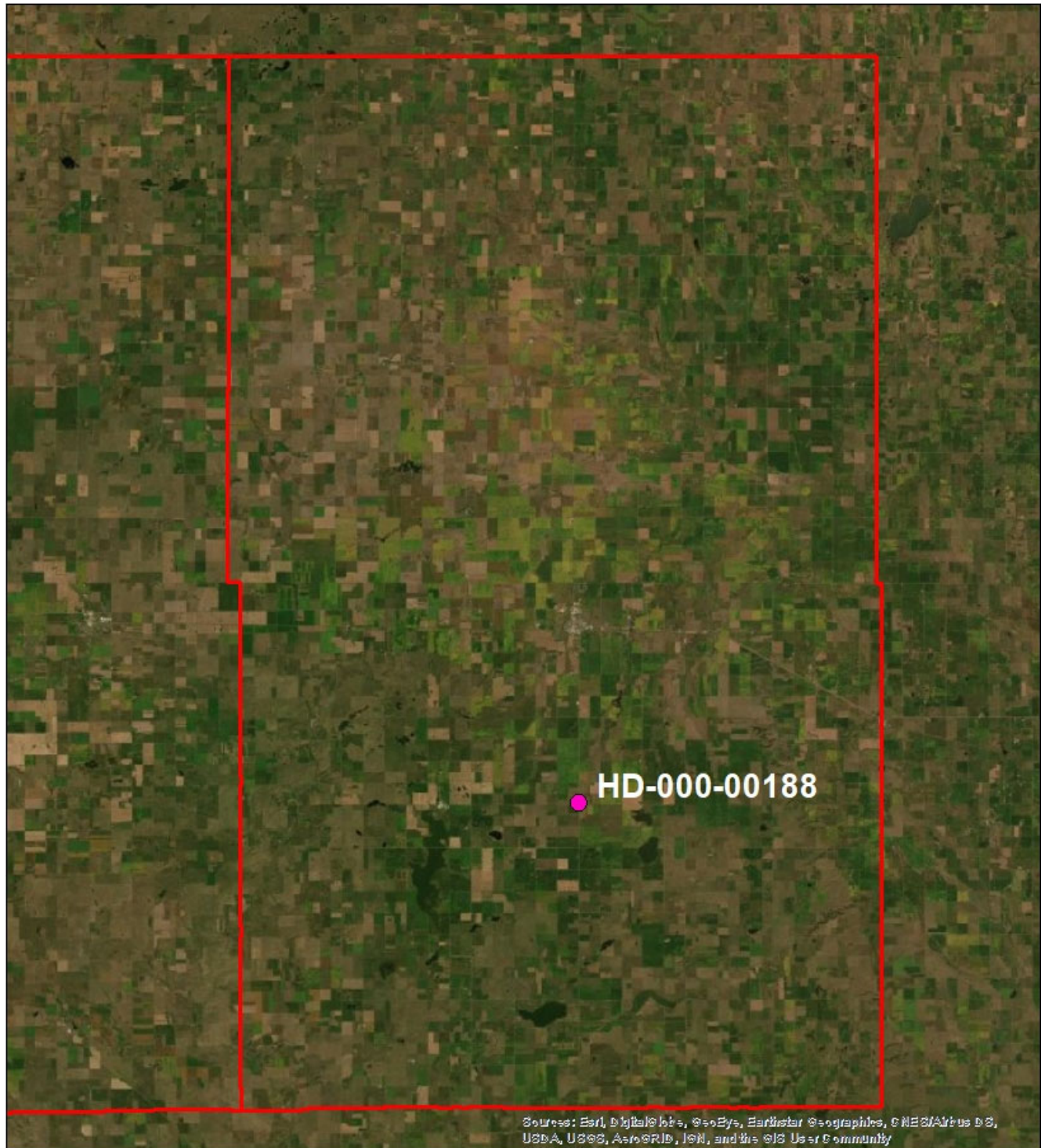


Vayland Vicinity (Hand County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
Corrin School			
HD-000-00188	Corrin School	360th Ave and 206th St, Vayland	T111N R68W S22



RECONNAISSANCE-LEVEL SURVEY OF HAND AND HYDE COUNTIES, SOUTH DAKOTA



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

Appendix B: Individually Eligible Rural Properties

0 4.25 8.5 17 Miles





HD-000-00188 – Corrinn School (Vayland Vicinity)

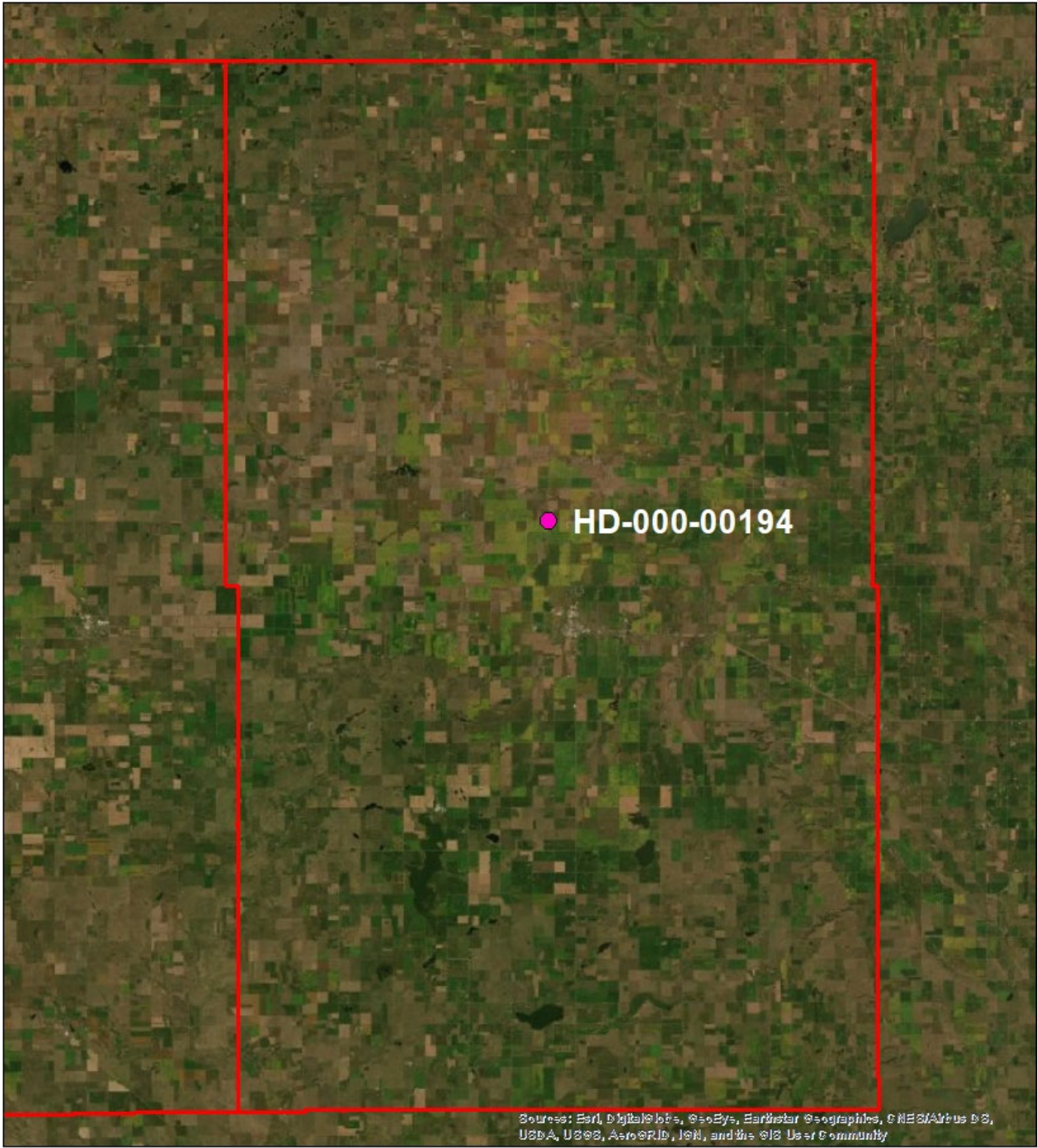


HD-000-00188 – Corrinn School (Vayland Vicinity)



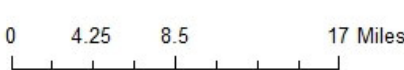
Ree Heights Vicinity (Hand County)

Newly Recorded Properties Recommended Eligible for the National Register				
SHPO ID No.	Resource Name	Resource Location	Township, Range	Section,
Ree Heights Vicinity				
HD-000-00194	Center School	359th Ave and 193rd St	T113N 68W S21	



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

**Appendix B: Individually Eligible
Rural Properties**





HD-000-00194 – Center School (Ree Heights Vicinity)

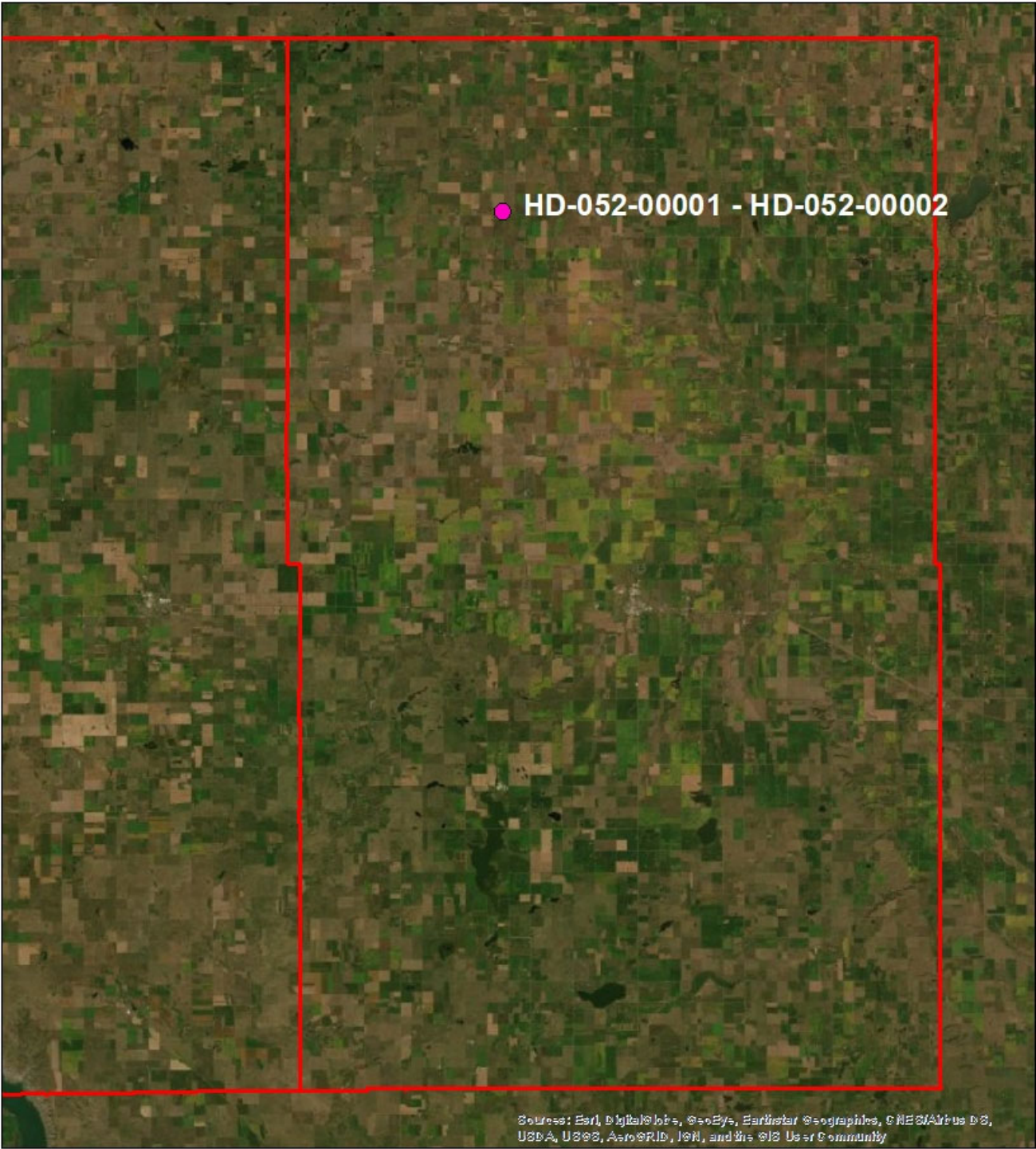


HD-000-00194 – Center School (Ree Heights Vicinity)



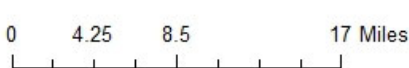
Polo (Hand County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Section, Range
St. Liborius Church and School Historic District			
HD-052-00001	St. Liborius Church and School, Church	180th Street and 354th Avenue	T115N R69W S10
HD-052-00002	St. Liborius Church and School, Parsonage	180th Street and 354th Avenue	T115N R69W S10



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

**Appendix B: Individually Eligible
Rural Properties**



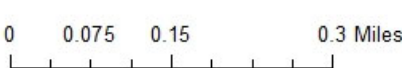


Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Reconnaissance-Level
Architectural Survey
Hand and Hyde
Counties,
South Dakota

**Appendix B: Individually Eligible
Rural Properties**





HD-052-0001 – St. Liborius Church and School, Church (Polo)



HD-052-0001 – St. Liborius Church and School, Church (Polo)



HD-052-0002 – St. Liborius Church and School, Parsonage (Polo)



HD-052-0002 – St. Liborius Church and School, Parsonage (Polo)