May 2022



RECONNAISSANCE-LEVEL SURVEY OF BRULE AND LYMAN COUNTIES, SOUTH DAKOTA

South Dakota State Historical Society
Contract # 2021C-753

Prepared by:
Caitlin Herrnstadt, Senior Architectural Historian
Erin Wiser, Architectural Historian
Elisabeth Price, Architectural Historian
Johnson, Mirmiran & Thompson

Prepared for:
South Dakota State Historical Society

RECONNAISSANCE-LEVEL SURVEY OF BRULE AND LYMAN COUNTIES, SOUTH DAKOTA

Contract # 2021C-753

Prepared for:
South Dakota State Historical Society
900 Governors Drive
Pierre, South Dakota 57501

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

May 2022

ABSTRACT

The Reconnaissance-Level Architectural Survey of Brule and Lyman 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 Brule and Lyman 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 Architectural Survey Manual*, 2021 revised edition.

The survey was conducted under the direction of Caitlin Herrnstadt, Senior Architectural Historian. Fieldwork was conducted by Ms. Herrnstadt and Erin Wiser, Architectural Historian. Ms. Herrnstadt and Ms. Wiser are both qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between September 14 and September 24, 2021. The survey encompassed the whole of Brule and Lyman Counties.

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

In Brule County a total of 33 historic properties, including 19 structures, 7 districts (farmsteads), 6 bridges, and 1 cemetery had been previously recorded.[1] Of those, 10 properties were listed in or recommended eligible for listing in the National Register of Historic Places; 2 were once listed in the National Register, but had since been removed; 1 was unevaluated; 20 were recommended not eligible. Previously surveyed resources that were surveyed within the last five years were not revisited as part of this project. The reconnaissance survey therefore revisited 33 of the previously recorded historic properties.

During the course of the reconnaissance survey, a total of 3 previously surveyed properties were either inaccessible or not located in the field; however all 3 had been previously determined not eligible. Of the remaining 17 not eligible resources revisited during the survey, 16 remained not eligible, and 1 was changed to unevaluated as most of the resources on the property were not visible from the public ROW. Of those listed or eligible resources revisited during the survey, 1 previously determined eligible resource was highly modified with material alterations. This resource is now recommended not eligible. The previously unevaluated resource revisted is now recommended not eligible due lack of significance.

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

The survey resulted in the documentation of 16 newly recorded properties, 14 are recommended potentially eligible for the National Register, including two intact farmsteads, 1 that was surveyed, but ultimately determined not eligible, and 1 that remains unevaluated pending further investigation. Two newly recorded structures were added to the inventory of the Holst Farmstead (BR00100001); however, the district remains not eligible.

In Lyman County a total of 52 historic properties, including 27 structures (including 4 dams), 7 districts (farmsteads), and 18 bridges had been previously recorded.[2] Of those, 16 properties, were listed in or recommended eligible for listing in the National Register of Historic Places; 1 was state register listed; 6 were unevaluated; and 29 were not eligible. Previously surveyed resources that were surveyed within the last five years were not revisited as part of this project. The reconnaissance survey therefore revisited 53 previously recorded historic properties.

During the course of the reconnaissance survey, 15 previously surveyed resources were either inaccessible or not located in the field, including 2 resources previously recommended eligible, Kindropp Farm (LM00000020) and a barn (LM00300001); 1 resource listed on the state register, Larson Well (LM00000009); and 1 listed resource, Iron Nation's Gravesite (LM00000078). Of those remaining listed or eligible resources revisited during the survey, 2 were no longer extant, having been demolished, and 3 were in poor condition or highly modified. These 5 resources are now recommended not eligible. One of resources that was no longer extant is the National Register listed Vernon Edgar House (LM00000011). Of the 4 unevaluated resources revisited 2 resources are no longer extant and 2 lack significance. These 4 previously unevaluated resources are now recommended not eligible. Of the resources previously recommended not eligible revisited during the survey, 6 were no longer extant, and the remaining 15 resources remained not eligible.

The survey resulted in the documentation of 9 newly recorded properties, 5 of which are recommended potentially eligible for the National Register, 2 which were surveyed, but ultimately determined not eligible, and 2 which remain unevaluated pending further investigation.

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

TABLE OF CONTENTS

Abstract i
Table of Contents iii
Introduction 4
Project Setting 5
Survey Methodology 9

- Surveyors and Survey Dates 9
- Survey Objectives 9
- Sources 9
- Research Design 9
- Survey Results 10

Relevant Background Information 11

- Introduction 11
- Early Settlement 12
- Railroad Industry and the Great Dakota Boom 13
- The Great Dakota Bust 14
- Early Twentieth-Century Growth and Decline 15
- Mid-Twentieth Century to Today 18
- Brule County History 19
- Lyman County History 21

Survey Results 26

- Brule County 26
- Lyman County 26

Conclusion and Recommendations 31
Sources 32
Appendix A – Newly Identified individually Eligible City/Town Properties 36
Appendix B – Newly Identified individually Eligible Rural Properties 55
Appendix C – Unevaluated Properties Recommended for Further Investigation 65

INTRODUCTION

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

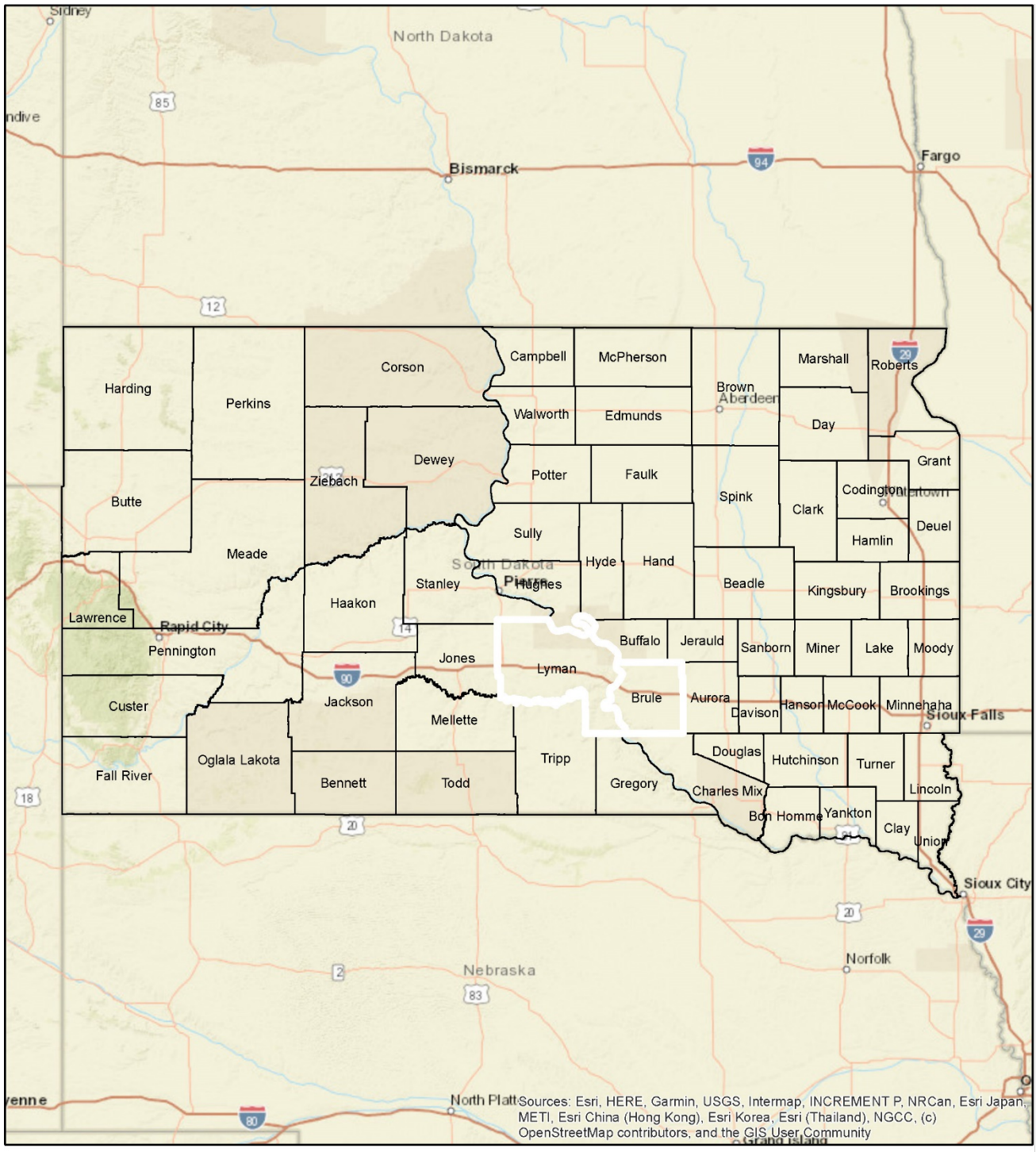
Brule and Lyman Counties are rural, agricultural areas in south-central South Dakota with Brule County located on the east side of the Missouri River and Lyman County located on the west side. Brule County encompasses approximately 846 square miles and consists of 22 townships with two cities, one town, two census-designated places, and one unincorporated community. The cities include Chamberlain (county seat) and Kimball, and the town is Pukwana. The census-designated places are Bijou Hills and Ola, and the unincorporated community is Grandview. Part of the Crow Creek Indian Reservation is located within Brule County. According to the 2020 Census, the county had a population of approximately 5,247 people, of which about 2,366 live in the City of Chamberlain (United States Census Bureau 2020). Lyman County encompasses approximately 1,707 square miles and consists of 15 townships with one city, three towns, three census-designated places, and two unincorporated communities. The city is Presho and the towns are Kennebec (county seat), Oacoma, and Reliance. The census-designated places are Lower Brule, Vivian, and West Brule, and the unincorporated communities are Iona and Lyman. Part of the Lower Brule Indian Reservation is located within Lyman County. According to the 2020 Census, the county had a population of approximately 3,718 people, of which about 472 live in the City of Presho (United States Census Bureau 2020).

The reconnaissance-level survey, which covered all properties visible from the public road within the counties, was conducted by Caitlin Herrnstadt and Erin Wiser, both Architectural Historians at JMT. Fieldwork occurred between September 14 and September 24, 2021. Ms. Herrnstadt and Ms. Wiser 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 Architectural Survey Manual* (South Dakota State Historic Preservation Office 2021).

PROJECT SETTING

Brule and Lyman Counties are rural, agricultural counties located in south-central South Dakota (Figure 1). The Missouri River forms the border between Brule and Lyman counties. Brule County is located on the east side of the river, also known as East River. Lyman County is located on the west side of the river, also known as West River. The majority of both counties are sparsely developed, with low population density. In 2020, The population density of Brule County was 6.2 inhabitants per square mile. The City of Chamberlain, the largest in the county, is about 5.67 square miles and had a 2019 population density of 528.24 persons per square mile (2,366 total population). The population density of Lyman County was 2.2 inhabitants per square mile. The Town of Kennebec, the county seat, is about 0.85 square miles and had a 2020 population density of 289.57 persons per square mile (281 total population). Lower Brule, the largest community in Lyman County, is a census-designated place measuring approximately 0.36 square miles and had a 2020 population density of 1,687 persons per square mile (703 total population) (United States Census Bureau 2010, 2020).

The land is mostly privately-owned agricultural farmland, which has been and continues to be the primary land use in both counties.

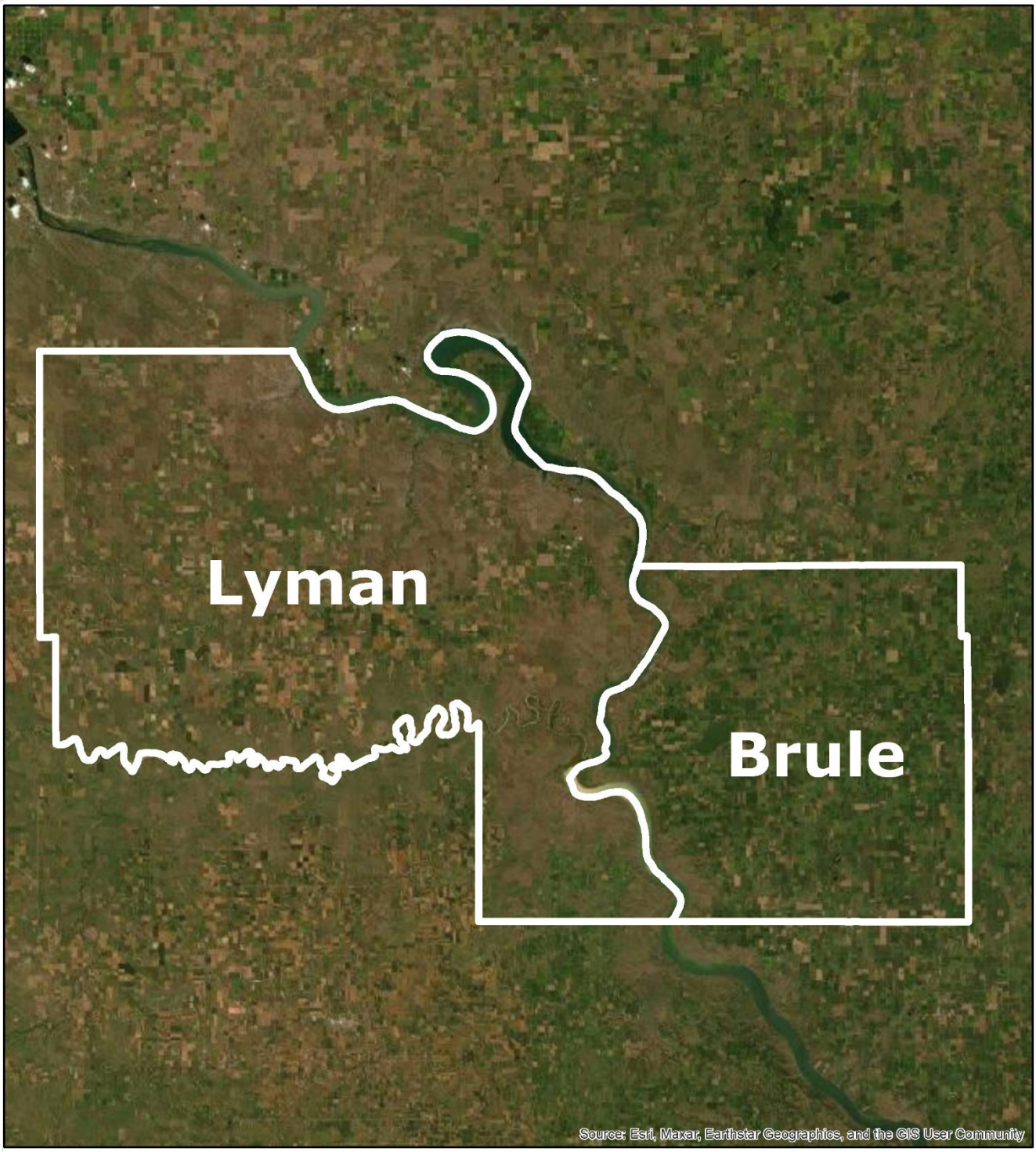


Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Figure 1: Project Location Map

0 37.5 75 150 Miles

N



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Figure 2: Project Location Map

0 5 10 20 Miles

N



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Figure 3: Brule and Lyman County Quads

0 5 10 20 Miles

N

SURVEY METHODOLOGY

SURVEYORS AND SURVEY DATES

The Brule and Lyman Counties reconnaissance survey was conducted by Caitlin Herrnstadt and Erin Wiser. Ms. Herrnstadt and Ms. Wiser are both qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between September 14 and September 24, 2021.

SURVEY OBJECTIVES

The reconnaissance survey for Brule and Lyman 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 Brule and Lyman 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 Brule and Lyman 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 Brule and Lyman Counties was a two-part survey. First, all listed, eligible, not 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.

To identify those properties that would be newly surveyed, JMT referred to the 1960s or 1970s editions of the USGS topographic maps covering Brule and Lyman 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 Brule and Lyman Counties were traveled. Some "minimum maintenance" 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

Brule County

A total of 33 historic properties, including 19 structures, 7 districts (farmsteads), 6 bridges, and 1 cemetery had been previously recorded in Brule County.[3] Of those, 10 properties were listed in or recommended eligible for listing in the National Register of Historic Places; 2 were once listed in the National Register, but had since been removed; 1 was unevaluated; 20 were recommended not eligible.

During the course of the reconnaissance survey, a total of 3 previously surveyed properties were either inaccessible or not located in the field; however all 3 had been previously determined not eligible. Of the remaining 17 not eligible resources revisited during the survey, 16 remained not eligible, and 1 was changed to unevaluated as most of the resources on the property were not visible from the public ROW. Of those listed or eligible resources revisited during the survey, 1 was highly modified with material alterations. This resource is now recommended not eligible. The previously unevaluated resource revisted is now recommended not eligible due lack of significance.

The survey resulted in the documentation of 16 previously unidentified properties, 14 of which are recommended potentially eligible for the National Register, including two intact farmsteads, 1 which was surveyed, but ultimately determined not eligible, and 1 which remains unevaluated pending further investigation. Two newly identified structures were added to the inventory of the Holst Farmstead (BR00100001); however, the district remains not eligible.

[3] This total does not include resources surveyed within the last five years.

Lyman County

A total of 52 historic properties, including 27 structures (including 4 dams), 7 districts (farmsteads), and 18 bridges had been previously recorded in Lyman County.[4] Of those, 16 properties, were listed in or recommended eligible for listing in the National Register of Historic Places; 1 was state register listed; 6 were unevaluated; and 29 were not eligible.

During the course of the reconnaissance survey, 15 previously surveyed resources were either inaccessible or not located in the field, including 2 resources previously recommended eligible, Kindropp Farm (LM00000020) and a barn (LM00300001); 1 resource listed on the state register, Larson Well (LM00000009); and 1 listed resource, Iron Nation's Gravesite (LM00000078). Of those remaining listed or eligible resources revisited during the survey, 2 were no longer extant, having been demolished, and 3 were in poor condition or highly modified. These 5 resources are now recommended not eligible. One of resources that was no longer extant is the National Register listed Vernon Edgar House (LM00000011). Of the 4 unevaluated resources revisited 2 resources are no longer extant and 2 lack significance. These 4 previously unevaluated resources are now recommended not eligible. Of the resources previously recommended not eligible revisited during the survey, 6 were no longer extant, and theremaining 15 resources remained not eligible.

The survey resulted in the documentation of 9 previously unidentified properties, 5 of which are recommended potentially eligible for the National Register, 2 which were surveyed, but ultimately determined not eligible, and 2 which remain unevaluated pending further investigation.

RELEVANT BACKGROUND INFORMATION[5]

INTRODUCTION

Brule and Lyman Counties are rural, agricultural areas in south-central South Dakota with Brule County located on the east side of the Missouri River and Lyman County located on the west side. The land that would come to comprise Brule and Lyman counties was initially part of the Dakota Territory, which the United States acquired in the Louisiana Purchase in 1803. At the time of this acquisition, the land was still inhabited by the Lakota and Dakota tribes, so before East River could be opened for settlement by Euro-Americans and prior to the United States Government organizing the Dakota Territory, a series of treaties including the 1858 Treaty of Washington were signed. On March 2, 1861, Congress signed the Organic Act, which officially incorporated the Dakota Territory. The first Dakota Territorial Legislature in 1862

[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, JMT's "Reconnaissance-Level Survey of Haakon and Mellette Counties, South Dakota," Caitlin Herrnstadt, 2019, and "Reconnaissance-Level Survey of Hand and Hyde Counties, South Dakota," Caitlin Herrnstadt, 2020.

delineated 18 counties to cover the large area. Boundary changes and county subdivisions were common throughout the following two decades, as smaller and more manageable-sized counties and municipalities were established ("Centennial History" 1981). Brule County was created in 1875 by an act of the Dakota Territorial Legislation, from parts of Buffalo County. The county's boundaries were intermittently realigned before settling on its present boundaries in 1883 (Bingham 1947: 8). Lyman County was created in 1873 and organized in 1893 (Lyman County Historical Society 1974: 6). This late organization was due in part to the existence of the Great Sioux Reservation west of the Missiouri, which existed until reservation lands were reduced and divided in 1890.

EARLY SETTLEMENT

The Sisseton, Mdewakanton, Wahpeton, and Wahpekute bands of Santee Dakota 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. In the 18th and early 19th century, the Lakota had contact with the few Euro-Americans who came as traders. A few fortified trade posts were built along major rivers by fur trade companies (SD Historical Society n.d.: 13). Examples in the area include Fort Lookout in 1856 in what is now Lyman County and American Island (then known as Little Cedar) in 1811 located on the Missouri River between present-day Chamberlain, Brule County and present-day Oacoma, Lyman County (North American Forts; Zimny 2017). The Ihanktonwan and Ihanktonwanna Dakota settled in the Crow Creek and Yankton Reservations located in what is now central-eastern South Dakota. They inhabited the lands between the Lakota tribes and the four Dakota tribes who inhabited Lower and Upper Sioux Agencies in Minnesota.

Euro-American settlement in what is now South Dakota started gaining momentum in the mid- to late nineteenth century, catalyzed by multiple events including the 1859 Treaty, which reduced lands East River to reservations, the passage of the Homestead Act of 1862, and the arrival of the railroads. As described in the *Homesteading and Agricultural Development Context* on file at the South Dakota 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).

In 1877, the U.S. Government passed the Dawes Allotment Act, which divided tribal reservation land into 160-acre tracts which they allotted to individual heads of households. Smaller tracts went to other family members. Once all tribal members had their allotments, the U.S. Government sold off the unallotted lands located within reservation boundaires to non-tribal members. The Dawes Act was in effect until 1934 and

was responsible for removing about 90 million acres of land from tribal (SWCA 2013: 3; Kul Wicasa Oyate 2022).

Several other 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). The results of these federal acts can still be seen on the landscape, even without specific deed and land patent research to know which Act was used for which settlement. 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.

After the Civil War and the U.S Dakota Wars concluded, a mini-boom occurred between 1868 and 1873. 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 the country, as well as the Dakota Territory.

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 to 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 built (Hufstetler and Bedeau 2007:5). The extensive network 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 growth 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 Brule and Lyman counties which can attribute a great deal of settlement and growth to the arrival of the railroads. During the late 1870s, the Chicago, Milwaukee & St. Paul (The Milwaukee) and the Chicago & North Western (The North Western) railroads launched expansion programs into the Dakota Territory. The Milwaukee built two east-west lines one of which ran from Canton on the Big Sioux River to what is now Chamberlain on the east bank of the Missouri in present-day Brule County. In 1880, the North Western constructied a line from Marion to Chamberlain, and the Milwaukee reached the town in 1906. The Milwaukee and North Western railroads did find its way into Lyman County until around 1905 when it reached Presho, likely because much of the area remained part of Lakota reservation land until 1890 (Hufstetler and Bedeau 2007).

According to Hufstetler and Bedeau, railroad companies often used standardized town plans to layout new development along the planed railroad lines. 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 North Western also favored a perpendicular Main Street, but the company plotted 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 (Hufstetler and Bedeau 2007:14).

THE GREAT DAKOTA BUST

In 1889, South Dakota became a state. That same year, the U.S. government reduced the reservation boundaries of Lakota lands west of the Missouri River. They broke up the Great Sioux Reservation into five smaller reservations, and on February 10, 1890, made the remaining land open for homesteads, town

development, and railroads. After an initial land rush, settlement in the area slowed due to myriad reasons. First, it took a great deal of time to survey West River into townships and sections. While this was underway, the area was hit with drought and economic depression. These elements combined with lack of railroad development in the area meant settlement was stunted.

In the late 1880s a series of droughts strained farming operations throughout the state. Until then, most South Dakota farms were producing primarily wheat. Over the next decade overproduction of the crop caused prices to steadily drop over the coming decade, forcing farms to diversify in order to reduce their dependence on a singular commodity. This included growing corn and alfalfa and introducing dairying and livestock raising. In the 1890s, devastating droughts and the Panic of 1893 hit east-central South Dakota between the James and Missouri rivers especially hard. 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).

Railroad companies in South Dakota also experienced major bosticals during this time. Climate and economic hardships discouraged big expansion campaigns and most construction during this period was done by smaller branch companies. These smaller companies were eager to capture some of the traffic from the major railways. Not only did growth stagnate, the corporate makeup of the railroad industry changed. “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” (Hufstetler and Bedeau 2007:17). By 1900 most American railroads had consolidated and were controlled by a small number of corporate interests run by well-known financiers. South Dakota’s dominant companies, the Milwaukee and the North Western were no exception. The Milwaukee came under the control of William Rockefeller and Henry Flagler, and the North Western was bought by the Vanderbilts Hufstetler and Bedeau 2007:17).

By the turn of the century, weather conditions had finally improved and 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. Successful farms were able to further diversify their production and improve their irrigation measures (1994:20).

EARLY TWENTIETH-CENTURY GROWTH AND DECLINE

South Dakota entered a Second Dakota Boom from 1902 to 1915 in a period of stable climate and economic conditions.. This boom generally refers to the agricultural, ranching, and railroad boom in West River. In accordance with the 1887 Dawes Act, the five Lakota reservations were surveyed into allotments that the U.S. Office of Indian Affairs then assigned to specific tribal families. Unassigned lots were designated as surplus. Within the Lower Brule, Rosebud, Pine Ridge, Cheyenne River, and Standing Rock reservations, an additional four million acres were opened to homesteading in phases between 1904 and 1913—the final wave of Euro-American settlement in South (Brooks and Jacon 1994:9). . Experimental farming techniques were introduced and promoted to encourage greater 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). Although much of the second boom occurred West River, this did

not mean that growth East River including Brule County stagnated. Town-building continued and towns like Chamberlain, that bordered the river continued to grow as they tried to keep up with the supply demanded by new homsteads West River.

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 commodities, crop rotation, and dairying. Many homesteaders west of the Missouri River were forced 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). The population of Lyman County was affected by this drought, as its population between 1910 and 1920 decreased by 39.2% from 10,848 to 6,591 (Population of Lyman County). 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 Brule County was not significantly affected. Between 1910 and 1920 the population of Brule County grew 10.7% from 6,451 to 7,141 (Population of Brule County). Agricultural education organizations, including those created by the railroads disseminated information to encourage people to stay, offering new and alternative farming techniques to help with the severe climate conditions. This collaboration between the railroad and agricultural education community began in South Dakota in 1905 and peaked between 1913-1915 (22). 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).

Due to the county's involvement in World War I, South Dakota farmers experienced a brief period of success when 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). Due to heavy rainfall in 1914, farmers in Lyman County were able to increase their hay yields to an annual shipment of 1000 cars during this time (History of Persho). 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 again became self-sufficient, farm prices plummeted and the country entered a significant farming and economic depression almost a decade before the rest of the country (SWCA Environmental Consultants 2013: 21). 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 investments made by farmers to meet wartime demands, such as land purchases and machinery investments, could not be met and many banks foreclosed mortgages. By 1925, 174 of South Dakota's banks had failed. Smaller farms were absorbed by larger farms and farm tenancy rates increased. Population in Brule County reached its all-time peak of 7,416 by the 1930 census while the peak in Lyman County had occurred in 1910 with a population of 10,848, and by 1930 had fallen to 6,335. Both counties experienced a steady decline from these times onward, a trend which continued for both counties into the present (Population of Brule and Lyman Counties).

Despite this depression, some farms grew in size and expanded into areas that were previously determined substandard for cultivation. This expansion was due primarily to the introduction of two machines that made it possible for farmers to move more efficiently through and cultivate fields: the tractor and the combine. 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 of many federal aid programs targeting rural agricultural areas began in 1933 with the Agricultural Adjustment Act and Farm Credit Act. The purpose of this act was to gradually control and increase farm prices, as well as establish a credit program to stabilize the industry. Other acts passed in the 1930s established conservation programs, which aimed to rehabilitate and resettle farms off of marginally productive lands. This included a one-time cattle buying program in 1934, that 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. Farmers' reliance on rail diminished as they were able to utilize the new trucking industry by transporting their own goods across short distances and lower production meant less need for freight transport. 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, 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). While the average size of South Dakota farms continued to grow, the number of farms continuously declined from 1935 to the late twentieth century (30).

At the same time 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 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). The state established the South Dakota Rail Authority in 1980 to maintain a basic statewide rail network and subsequently 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).

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. Interstate 90 runs east to west through both Brule and Lyman counties. SD Highways 50 and 45 run north to south through Brule County. SD Highways 183 and 83 run north to south through Lyman 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, post offices, and churches were erected in prosperous towns. In general, the architectural styles of new buildings, additions and remodels constructed during this period moved away from the traditional types and styles seen in previous periods to

embrace Modernist architecture, which in turn changed the face of many Main Streets and towns (Dennis 2007:10).

Pick-Sloan Act

In 1944, the U.S. Government inacted the Pick-Sloan Missouri Basin River Program (Pick-Sloan Act). The Pick-Sloan Act was a combination of two proposals, one from the U.S. Army Corps of Engineers that concentrated on flood control and improvement ot navigation, and the other from the U.S Bureau of Reclamaition that focused on irrigation and hydroelectric power. After a series of negotions the government combined the two plans and the program resulted in the construction of six dams, three of which were in South Dakota:, Fort Randall, the Oahe, and Big Bend which is located between Lyman and Buffalo counties. Construction began in the late 1940s and the dams were completed in the early 1960s. The Pick-Sloan Act provided cheap power, but at a cost – these massive reservoirs consumed some of the state's most desirable farm land, and destroyed tribal homelands along the Missouri River displacing reservation families in the process. According to the official site of the Kul Wicasa Oyate, sixty-nine percent of reservation families were forced from their homes and moved to the town of Lower Brule (Kul Wicasa Oyate 2022).

BRULE COUNTY HISTORY

Early Settlement

Brule County is located in the south-central part of South Dakota, on the east bank of the Missouri River, making the river the western border of the county. The county is mostly rural, agricultural land that features rolling hills and flatlands. Buffalo County lies to the north, Jerauld County to the northeast, Aurora County to the east, Charles Mix County to the south, and Lyman County to the west.

Brule County was established in 1875 by the Dakota Territorial Legislature from a portion of Buffalo County. The boundaries were intermittently realigned before settling on the present boundaries in 1883 (Bingham 1974: 8). The county was named after the Brule band of the Teton Sioux tribe (Brule County Historical Society 1977). The first white settlers of what became Brule County are thought to have come as early as 1809 (Parker 1960: 31-B). Although not much has been documented regarding these settlers, they did build a trading post on the Missouri River at what became known as Cedar Island (or American Island). This trading post burnt down in 1810 and was abandoned by 1840 (Bingham 1947: 44). The first steamboat came to the area via the Missouri River in 1831 by Pierre Chouteau from St. Louis. This trip expanded and revolutionized the fur trade, as they were now able to take trips in a few weeks rather than a few months (Bingham 1947: 43).

The first permanent white settlement started in 1874 in an area on the Missouri River later known as Brule City, which became the first county seat. Led by David W. Spalding, the settlement consisted of eight other men and their families from Emmetsburg, Iowa (Bingham 1947: 3-8). During this time, the land that would become Brule county was still part of the Great Sioux Reservation and all attempts by white settlers were illegal. This did not stop Spalding and those that followed him and the settlement at Brule City continued to grow. In 1890 when the U.S. government broke up the Great Sioux Reservation and made the remaining land open for homesteading, town development, and railroads, many families came to the area, settling

mostly in the present-day town of Chamberlain instead of Brule City (Bingham 1947: 9). By 1880, it had become apparent that Brule City was no longer a convenient location for the county seat, as the Milwaukee Railroad chose to build their line through Chamberlain (Parker 1960: 6-B). Chamberlain was voted the county seat in 1881 and Brule City was eventually abandoned (Parker 1960: 6-B).

Chamberlain

The City of Chamberlain is located on the east bank of the Missouri River. The city was named after Selah Chamberlain, an officer of the Chicago, Milwaukee & St. Paul Railroad Company (Bingham 1947: 46). Land that made up the city was first claimed by this railroad company, as they had plans to expand their rail lines into the Missouri River Valley, which they did by 1880. Construction of rail to Chamberlain commenced in June of 1881 (Brule County Historical Society 1980: 9). However, when settlers first came to the new town and saw the potential the area held, they negotiated with the railroad company for portions of land (Parker 1960: 7-B). These settlers are remembered by the streets named after in Chamberlain: Kellam, Clemmer, Beebe, King, Mott, and Stearns (Brule County Historical Society 1980: 8).

Due to heavy migration to the Dakotas in the early 1880s and the expansion of rail, Chamberlain's growth, growth was immense in terms of both commerce and population. By the summer of 1881, Chamberlain had somewhat established itself as a town and was able to attract a variety of merchants and services (Parker 1960: 9-B). The first, substantial, frame-built building in town was was a restaurant constructed by Henry Pilger in 1881 (Brule County Historical Society 1980: 8). By the time Chamberlain became an incorporated city in 1883, it had a post office, as well as a mill, printing press, insurance company, a bank, multiple churches, a school, and a municipal water works (Parker 1960: 12-B). Chamberlain continued to grow into the 20th century. In 1900 the city had a population of 874 residents, by 1920 that number had grown to 1,303, and by 1950 the city's population had risen to 1,912 (Parker 1960: 32-B). Today, the population has reached approximately 2,366 people and the city has continued to develop. In 2000, the South Dakota Hall of Fame museum opened a 10,000 square foot building in Chamberlain, boosting the city's tourism numbers.

St. Joseph's Indian School

In the spring of 1927, Father Henry Hogebach founded St. Joseph's Indian School in Chamberlain on the former Columbus College campus. Fifty-three Lakota children attended in the school's innagural year. In 1928, Franciscan sisters joined the school. The original St. Joseph's Indian School building was destroyed by fire in 1931 (St. Joseph's Indian School 2022).

The school continued to grow and by 1955, enrollement reached 260 children and facilities were soon overcrowded. A new chapel, Our Lady of the Sioux Chapel, was constructed in 1956. In 1968 a new school was constructed to help with overcrowding. At this time the nuns were replaced with lay persons. The building was remodeled in 1992 and is now used as the Akta Lakota Museum and Cultural Center. In 1970 the present-day dining hall was constructed and in 1975 a new gym with swimming pool was added to the campus. The Our Lady of the Sioux Chapel and the former boys dormitory were remodeled in 1985 and 1989 respectively. The dormitory was converted into classrooms. Today the school continued to enroll over 200 Native American children (St. Joseph's Indian School 2022).

Kimball

The town of Kimball is located approximately 20 miles east of Chamberlain. The town was platted in September of 1880 as part of the Milwaukee Road and originally named Andover. Eventually, the town was renamed Kimball, after J.W. Kimball, an engineer for the Chicago, Milwaukee & St. Paul Railroad Company (Parker 1960: 14-B). The first buildings constructed in Kimball were a hardware store and a general store, constructed probably in 1881 (Parker 1960: 15-B). The third building was an office for the local lumberyard, which was the first lumberyard west of Mitchell. These early businesses helped Kimball establish itself and attract other settlers.

By 1882, economic and population growth was consistent and steady. A hotel and school were constructed, a bank and newspaper established, and a grain elevator built, all by 1883 (Parker 1960: 15-B). Kimball officially became an incorporated village in 1883.

LYMAN COUNTY HISTORY

Early Settlement

Lyman County lies in central South Dakota. The Missouri River forms the eastern boundary of the county. The Lower Brule Reservation is located along the northernmost portion of the county. Most of the county features rural, agricultural land, with rolling hills that slope to the river. Hughes, Hyde, Stanley, and Buffalo counties lie to the north, Brule County to the east, Gregory, Tripp, and Mellette counties to the south, and Jones County to the west.

Early history of Lyman County is similar to many other counties on the west side of the Missouri River. Until the turn of the twentieth century when rail was extended to Lyman County, Euro-American settlers were scarce and mainly consisted of lone pioneers or fur traders (Sentinel Fund 1989: L-5). Records show that there had been contact, and possibly visits, between white pioneers and Native Americans in the 1700s, and the first military post in what would become Lyman County was established at Fort Lookout in 1856.

Lyman County was created in 1873 by the Dakota Territorial Legislature and named after W. P. Lyman, a member of the legislature from Yankton County (Sentinel Fund 1989: L-5). However, the county was not officially organized until 1890 when the United States Government broke up the Great Sioux Reservation and deemed the remaining land open for homesteads, town development, and railroads. However, illegal white settlement took place on reservation land before 1890. Reports show that a school was up and running in somewhere in the area in 1873 and the first postmaster was appointed in Lower Brule in 1878 (then considered part of Buffalo County) (Caslin 1971). Once the county was opened, a big flux of settlers came to Lyman. By 1893, there were two permanent settlements: Oacoma (originally called Gladstone) and Fort Hale, and no less than 50 townships surveyed by the Milwaukee Townsite Company (Caslin 1971). County boundaries were reorganized at least once before its current-day boundaries were established in 1916 when part of Jones County was taken from Lyman (Lyman County Historical Society

1974: 7). Oacoma was chosen as the county seat in 1893 and many businesses moved here. In 1923, the county seat was moved to the more centrally located Kennebec, where it remains today.

Very little agricultural development occurred from 1890 to 1900, economic gains were concentrated in the hands of a few cattlemen (Lyman County History: 1). Families with large cattle operations had virtually free range of the county, and the copious amounts of grass it offered, until the railroad came to Lyman (Lyman County History: 1). While the majority of the land west of the river had been surveyed by 1890 by the Milwaukee Townsite Company, rail construction in Lyman County was not complete until 1905, when rail came to Presho and the Milwaukee Railroad constructed the first draw bridge to connect Presho and Chamberlain (Lyman County Historical Society 1974: 7; SD Digital Archives). Before then, residents would travel to Chamberlain and further east via a pontoon bridge, which crossed the Missouri River. A ferry boat was also used.

Presho

The city of Presho was named for an early pioneer settler from Yankton. Quite early on, a post office was established in Presho in hopes that it would attract the railroad to build there (The History of Presho). This was successful, when the Milwaukee Land Company, part of the Milwaukee Railroad platted the town in 1905 and Presho became the end of the rail line. Almost immediately, people came in droves to Presho:

> As many as 240 cars of immigrants were unloaded in one month . . . Some put up tents, some had covered wagons, and some built temporary huts of sod. During the first six months the sound of the hammer could be heard almost any hour of the day or night (The History of Presho).

Following these new settlers, many businesses and services also came to Presho. Real estate offices, restaurants, hotels, general stores were all established. Both sides of the main street were built out for about two blocks. Some side streets were even filled out with merchants. By 1906, the town of Presho became an incorporated city. The first improvement the new city undertook was the construction of sidewalks. (The History of Presho).

Oacoma

The site that became the town of Oacoma was originally used as a rest stop for white explorers, fur traders, and steamboat men. In the early days it grew steadily due to its convenient location west of the Missouri River and continued to be a regular stopping point for those journeying back east. Travelers would stay in the town to rest before taking the ferry to Chamberlain and further east (Lyman County History: 9; City of Oacoma, 2021). In 1890, it became the county seat of Lyman as it was the only formally settled town in the county (Welft 1883). The U.S. Office of Indian Affairs established its agency for the Lower Brule Reservation at Oacoma, building a residence for their agent, a headquarters, and other buildings. The Lower Agency Brule House was listed in the National Register of Historic Places in 1980. A fire destroyed the building in 2008 and it was subsequently removed from the National Register.

Once Lyman was opened for homesteading in 1890, Oacoma grew quickly and soonfeatured many merchants, businesses, and municipal services including banks, newspapers, hotels, a sheriff's department, and general stores, among many others (Speck 1996). Sidewalks were built on both sides of the Main Street in 1905 (Speck 1996). Growth continued once the Milwaukee Railroad crossed the Missouri River. However, following the news that the county seat was being moved to Kennebec, Oacoma experienced a steady decline in population and economic growth (Lyman County History: 9).

Lower Brule Indian Reservation

The Lower Brule Indian Reservation belongs to the Kul Wicasa Oyate of the Sicangu Lakota and is located on the west bank of the Missouri River in both Lyman and Stanley Counties. The Crow Creek Indian Reservation is adjacent on the east bank of the river.

On June 22, 1825, representatives of the U.S. government signed a treaty with several bands of Lakota, Yancton, and Yanctonnais at Fort Lookout, which is located in present-day Lyman County on the southern boundary of the present-day Lower Brule Sioux Reservation. This treaty was presented as a way to perpetuate the friendship between the U.S. government and the Tribes and to prevent any future dissent. However, the document stated that Tribes had to agree to “reside within the territorial limits of the United States, acknowledge their supremacy, and claim their protection”. This document also forced limits on the Tribes’ territory, an issue previously alien to their way of life (Kul Wicasa Oyate 2022).

On October 14, 1865, the U.S. government and the Lower Brule Sioux Tribe signed a treaty that established the Lower Brule Sioux Reservation as a tract of land extending north from below the mouth of the White River along the Missouri River to Fort Lookout twenty miles in length and ten miles in depth (Kul Wicasa Oyate 2022). This treaty was quickly superseded by a number of other treaties and acts, which contradicted and altered earlier policies and reservation boundaries.

In 1868, the second Fort Laramie Treaty, which failed to acknowledge the 1865 treaty, created a Sioux Nation territory called the Great Sioux Reservation. This treaty included all lands from the Dakota Territory’s southern boundary, west from the east bank of the Missiouri River to the west side of the Black Hills and north near the present-day boundary of North and South Dakota (Kul Wicasa Oyate 2022). According to the official site of the Lower Brule Sioux Tribe,

> The treaty included this statement: “the United States now solemnly agrees that no persons except those herein designated and authorized so to do, and except such officers, agents and employees of the Government as may be authorized to enter upon Indian reservations in discharge of duties enjoined by law, shall ever be permitted to pass over, settle upon, or reside in the territory”. These were fine words, as it set apart a homeland that included the sacred Black Hills, but this did not stop settlers from streaming west (Kul Wicasa Oyate 2022).

When the U.S. government discovered gold in the Black Hills, they forced the Sioux to agree to remove the Black Hills from the Great Sioux Reservation (Kul Wicasa Oyate 2022).

In 1877, the U.S. Government passed the Dawes Allotment Act, which divided tribal reservation land into 160-acre tracts which they allotted to individual heads of households. Smaller tracts went to other family members. Once all tribal members had their allotments, the U.S. Government sold off the unallotted lands located within reservation boundaires to non-tribal members. The Dawes Act was in effect until 1934 and was responsible for removing about 90 million acres of land from tribal (SWCA 2013: 3; Kul Wicasa Oyate 2022).

On August 7, 1882 the U.S. Government passed an act that allowed them to modify existing treaties and agreement if both parties agreed to the changes. The government soon sent out Commissioners to obtain agreements from Sioux Tribes, however the Lower Brule refused to sign. Instead, the Commissioners met the Brules at the Rosebud Agency and agreed on a Lower Brule Reservation on January 27, 1883. There were no Lower Brule signatories (Kul Wicasa Oyate 2022).

In 1889, the U.S. Government broke up the Great Sioux Reservation into smaller reservations, and the Lower Brule Sioux Reservation was not maintained in the White River location as originally outlined in 1883. Instead the reservation was moved north to Fort Lookout where the 1825 Treaty was signed, 20 miles upstream from the White River. The reservation held an area of 446,500 acres and was within the Lower Brule aboriginal territory (Kul Wicasa Oyate 2022).

The Lower Brule Reservation boundary remained consistent for less than a decade, and in 1906, the U.S. Government signed an act that allowed them to take control of over 56,000 acres of unallotted lands in the Stanley County portion of the Reservation and open them to non-Tribal homesteaders. This area is now known as the Fort Pierre National Grassland, and the Tribe continues to dispute the legality of this takeover. The U.S. Government continued to pass Acts such as the 1906 Burke Act placed additional restrictions on reservation lands and allowed for the erosion of the Lower Brule Reservation lands well into the 20th century (Kul Wicasa Oyate 2022).

In 1944, the U.S. Government inacted the Pick-Sloan Missouri Basin River Program (Pick-Sloan Act). The Pick-Sloan Act was a combination of two proposals, one from the U.S. Army Corps of Engineers that concentrated on flood control and improvement ot navigation, and the other from the U.S Bureau of Reclamaition that focused on irrigation and hydroelectric power. After a series of negotions the government combined the two plans and the program resulted in the construction of six dams, three of which were in South Dakota:, Fort Randall, the Oahe, and Big Bend which is located between Lyman and Buffalo counties. Construction began in the late 1940s and the dams were completed in the early 1960s. The Pick-Sloan Act provided cheap power, but at a cost – these massive reservoirs consumed some of the state's most desirable farm land, and destroyed tribal homelands along the Missouri River displacing reservation families in the process. According to the official site of the Kul Wicasa Oyate, sixty-nine percent of reservation families were forced from their homes and moved to the town of Lower Brule (Kul Wicasa Oyate 2022).

In 2010, the U.S. Government Claims Resolution Act established a Land Buy-Back Program that allowed individual Tribal members to sell their land back to the government, where it would be placed back into a trust for their Tribe. As of 2017, Lower Brule has regained over 13,000 acres (Kul Wicasa Oyate 2022).

There are multiple archaeological sites located within the Lower Brule Indian Reservation that are listed in the National Register of Historic Places. The Iron Nation's Gravesite, which was listed in 2013.

SURVEY RESULTS

BRULE COUNTY

A total of 33 historic properties, including 19 structures, 7 districts (farmsteads), 6 bridges, and 1 cemetery had been previously recorded in Brule County.[6] Of those, 10 properties were listed in or recommended eligible for listing in the National Register of Historic Places; 2 were once listed in the National Register, but had since been removed; 1 was unevaluated; 20 were recommended not eligible.

During the course of the reconnaissance survey, a total of 3 previously surveyed properties were either inaccessible or not located in the field; however all 3 had been previously determined not eligible. Of the remaining 17 not eligible resources revisited during the survey, 16 remained not eligible, and 1 was changed to unevaluated as most of the resources on the property were not visible from the public ROW. Of those listed or eligible resources revisited during the survey, the previously determined eligible United Church of Christ (BR00000032), was highly modified with material alterations. This resource is now recommended not eligible. The previously unevaluated resource revisted is now recommended not eligible due to a lack of significance.

The survey resulted in the documentation of 16 previously unidentified properties, 14 of which are recommended potentially eligible for the National Register, including two intact farmsteads, 1 which was surveyed, but ultimately determined not eligible, and 1 which remains unevaluated pending further investigation. Two structures were newly added to the inventory of the Holst Farmstead (BR00100001); however, the district remains not eligible.

LYMAN COUNTY

A total of 52 historic properties, including 27 structures (including 4 dams), 7 districts (farmsteads), and 18 bridges had been previously recorded in Lyman County.[7] Of those, 16 properties were listed in or recommended eligible for listing in the National Register of Historic Places; 1 was State Register listed; 6 were unevaluated; and 29 were not eligible.

During the course of the reconnaissance survey, 15 previously surveyed resources were either inaccessible or not located in the field, including 2 resources previously recommended eligible, Kindropp Farm (LM00000020) and a barn (LM00300001); 1 resource listed on the state register, Larson Well (LM00000009); and 1 resource listed in the National Register, Iron Nation's Gravesite (LM00000078). Of those remaining listed or eligible resources revisited during the survey, 2 were no longer extant, having been demolished, and 3 were in poor condition or highly modified. These 5 resources are now recommended not eligible. One of resources that was no longer extant is the National Register listed Vernon Edgar House (LM00000011). Of the 4 unevaluated resources revisited 2 resources are no longer extant and 2 lack significance and are

[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.

recommend not eligible. Of the resources previously recommended not eligible revisited during the survey, 6 were no longer extant, and the remaining 15 resources remained not eligible.

The survey resulted in the documentation of 9 previously unidentified properties, 5 of which are recommended potentially eligible for the National Register, 2 which were surveyed, but ultimately determined not eligible, and 2 which remain unevaluated pending further investigation.

There are a total of 9 resources in Brule and Lyman counties listed in the National Register of Historic Places; 1 was inaccessible and 1 was demolished; the remaining 7 were reevaluated during this survey. There are 3 resources that were previously listed in the National Register and have since been removed, and 7 additional archaeology sites listed in the National Register in Lyman county; these resources were not revisited. 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**
Brule County			
BR00000006	Ashley Shanty and Privy	Pukwana	NR Listed
BR00000012	Morrison, Edward, House	624 Main St, Pukwana	NR Listed
BR00000001	Crawford, Robert A., House	204 W 16th Ave, Chamberlain	NR Listed
BR00000002	Holy Trinity Church	Kimball	NR Listed
BR00000009	Dunlap Methodist Episcopal Church	Platte vicinity/ 264th St and 368th Ave	NR Listed
BR00000004	Bridge No. 08-068-084	I-90, Chamberlain	NR Listed
BR00000050	Chamberlain Rest Area Tipi	I-90, Chamberlain	NR Listed
BR00000003	Taft Hotel	200 S Main, Chamberlain	Previously NR Listed (resource was demolished and removed from NR in 1989)
BR00000040	O.G. Bradshaw Elevator	220 Railroad St, Kimball	Previously NR Listed (resource was removed from NR in 2012)
Lyman County			
LM00000078	Iron Nation's Gravesite	Messiah Cemetery, Iron Nation District, Lower Brule Sioux Reservation	NR Listed (not accessible)
LM00000011	Vernon, Edgar, House	Willow St, Presho	NR Listed (resource demolished)

LM00000010	Sharpe, M.Q., House; Lower Brule Agency House	1st St. and Lichtenstien Ave., Oacoma	Previously NR Listed (resource was demolished and removed from NR in 2008)

There are a total of 17 resources in Brule and Lyman counties previously determined eligible for the National Register. JMT recommends that 5 of these are no longer eligible for the National Register. JMT was not able to resurvey 2 properties, and recommends that the remaining 10 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**
Brule County			
BR00000032	United Church of Christ	101 N Merrill St, Chamberlain	Not Eligible (Altered)
BR00000033	Kimball Water Tower	Votman St & N Main St, Kimball	NR Eligible
BR00000035	Chamberlain Water Tower	Cedar Rd & Sorenson Dr, Chamberlain	NR Eligible
Lyman County			
LM00000020	Kindopp Farm	322th Ave, Lyman	N/A (Not Accessible)
LM00300001	Barn	324th Ave, Lyman	N/A (Not Field located)
LM00000018	Barn	240th St, Kennebec	Not Eligible (No Longer Extant)
LM00000030	Timber Trestle Railroad Bridge	West of 302nd Ave, Presho	NR Eligible
LM00000047	SDDOT Bridge No. 43-159-195	Co Hwy 14, Presho	NR Eligible
LM00000051	SDDOT Bridge No. 43-161-199	Willow St, Presho	NR Eligible
LM00000058	SDDOT Bridge No. 43-244-200	241st St, Kennebec	NR Eligible
LM00100002	Bridge 43-031-324	River Rd, Vivian	NR Eligible
LM00400001	Schindler Farm	325th Ave, Reliance	NR Eligible
LM00500001	Hamer Farm	245th St, Kennebec	Not Eligible (Poor Condition, Altered)
LM00600001	Lintvedt Farm	SD 248, Presho	NR Eligible
LM00700001	Eble Farm	Co Hwy 25, Vivian	Not Eligible (Altered)
LM00800001	Schoenhard Farm	238th St, Vivian	Not Eligible(Poor Condition)
LM01000001	Big Bend Dam	33573 N Shore Rd	NR Eligible

A total of 19 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, commercial buildings, and civic 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.

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Recommendation**
Brule County			
BR00000041	House	520 Main Street, Kimball	NR Eligible
BR00000042	House	413 Main Street, Kimball	NR Eligible
BR01000001-BR01000003	Farmstead - Barn	252nd St and 364th Ave, Kimball	NR Eligible
BR01100001-BR01100002	Farmstead - House/Barn	24625 350th Ave, Pukwana	NR Eligible
BR00000043	Stransky Building	Main St and 3rd St, Pukwana	NR Eligible
BR00000044	House	508 Main St, Pukwana	NR Eligible
BR00000045	House	344th Ave and 258th St, Chamberlain	NR Eligible
BR00000046	House	615 Van Antwerp Ave, Chamberlain	NR Eligible
BR00000047	House	308 E Clemmer Ave, Chamberlain	NR Eligible
BR00000048	U.S. Post Office	108 N Sanborn St, Chamberlain	NR Eligible
BR00000049	House	215 E Lawler Ave, Chamberlain	NR Eligible
BR00000051	House	300 E Stearns Ave, Chamberlain	NR Eligible
BR00000052	House	309 E Stearns Ave, Chamberlain	NR Eligible
BR00000053	House	309 E Lawler Ave, Chamberlain	NR Eligible
Lyman County			
LM00000017	House	2nd St and 1st Ave, Kennebec	NR Eligible
LM00000062	Barn	294th Ave and 234th St, Vivian	NR Eligible
LM00000080	Sunny Slope Stock Farm	241st St and 333rd Ave, Reliance	NR Eligible

LM00000112	Lyman County Courthouse	300 Main St, Kennebec	NR Eligible
LM00000113	Trailwaters Recreation Area Restroom	SD-47, Fort Thomas	NR Eligible

Additionally, 3 resources (BR01200001-BR01200003, LM00000034, LM00000053), remain unevaluated pending further investigation. 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.

Unevaluated Properties Recommended for Further Investigation			
SHPO ID No.	**Resource Name**	**Resource Location**	**Recommendation**
Brule County			
BR01200001-BR01200003	Farmstead - House	255th and 344th St, Bijou Hills	Unevaluated pending further investigation
Lyman County			
LM00000034	Kennebec KOA	307 SD-273, Council House	Unevaluated pending further investigation
LM00000053	House	106 N Lichtenstein Ave, Oacoma	Unevaluated pending further investigation

CONCLUSION AND RECOMMENDATIONS

As a result of the reconnaissance survey of Brule and Lyman Counties, JMT recommends that any resources newly recommended as potentially eligible for listing in the National Register of Historic Places or any farms or ranches located too far from the right-of-way be more closely evaluated through field visits with on-site access. Additionally, JMT recommends that three resources, BR01200001-BR01200003, LM00000034, and LM00000053 be more closely evaluated to determine eligibility. Field visits with on-site access to each property would allow for more detailed evaluations. Further historical research, an analysis of current and historical mapping, and intensive-level survey would be required before these resources could be listed in the National Register.

JMT also recommends that St. Joseph's School in Chamberlain undergo a more detailed evaluation. JMT did not record St. Joseph's School during the course of this reconnassaince survey as most buildings on the campus are non-historic or lack architectural distinction. However, due to the history associated with the campus, the property might warrant consideration under Criterion A. Additional research and evaluation of the property would be necessary to establish this significance.

Finally, JMT recommends that Big Bend Dam and associated recreation and utilities resources be more closely evalutated as a potential historic district or Multiple Property Listing (MPL). Additional historical research and intensive level surveys would be required before these resources could be listed in the National Register.

SOURCES

Allen, Lindsey
2015 "Reconnaissance-Level Survey of Clark County, South Dakota." Pierre, SD: South Dakota State Historical Society.

Bingham, John H. and Nora V. Peters.
1947 *A Short History of Brule County*. Pierre, SD: South Dakota Historical Collection.

Brooks, Allyson and Steph Jacon
1994 *Homesteading and Agricultural Development Context*. Pierre, SD: State Historic Preservation Office, South Dakota State Historical Society. Online at http://history.sd.gov/Preservation/OtherServices/HomesteadAgDevelop.pdf, accessed December 4, 2017.

Brule County Historical Society
1980 *Maka Teepee 1880 to Chamberlain 1980: 100 Years of Chamberlain, South Dakota 1880-1980.* Pukwana, SD: Brule County Historical Society. South Dakota State Archives, Pierre.

Brule County Historical Society
1977 *Brule County History*. Pukwana, SD: Brule County Historical Society. South Dakota State Archives, Pierre.

Caslin, Harry
1971 *Archeologists Say – Indians in Lyman County As Early as 1300-1400.* Newspaper unknown. Vertical Files: Lyman County, South Dakota State Archives, Pierre.

City of Oacoma
2021 "Our Community." City of Oakoma Website. 2021. https://visitoacoma.com/community/, accessed May 20 2022.

Dennis, Michelle
2007 *Post-World War II Architecture in South Dakota.* Pierre, SD: South Dakota State Historical Society.

Google Earth
2021 Aerial Imagery. Computer application available online at https://earth.google.com.

Herrnstadt, Caitlin
2019 "Reconnaissance-Level Survey of Haakon and Mellette County, South Dakota." Pierre, SD: South Dakota State Historical Society.
2020 "Reconnaissance-Level Survey of Hand and Hyde County, South Dakota." Pierre, SD: South Dakota State Historical Society.

Historical Summary
n.d. *Historical Summary for Lower Brule Reservation.* Author unknown, publisher unknown. Found at the South Dakota State Archives, Pierre, SD.

The History of Presho
1926 *The History of Presho.* Compiled by the 1926 Fourth Year English Class of Presho High School, transcribed by Dianna Diehm, April 2001. Lyman County, South Dakota Genealogy. Electronic Document, https://sites.rootsweb.com/~sdlyman/Towns/Presho/presho.htm#:~:text=The%20first%20mention%20of%20%E2%80%9CPresho,of%20a%20ferry%20at%20Yankton., accessed February 14, 2022.

Houda, Lucille and Carolyn Torma.
1983 *National Register of Historic Places Registration Form: Holy Trinity Church.* National Park Service. Electronic Document, https://npgallery.nps.gov/NRHP/GetAsset/NRHP/83004205_text. Accessed February 11, 2022.

Hufstetler, Mark and Michael Bedeau
2007 *South Dakota's Railroads: An Historic Context*. Pierre, South Dakota: South Dakota State Historic Preservation Office. Online at http://history.sd.gov/Preservation/OtherServices/SDRailroad.pdf, accessed February 2022.

Kohoutek, Fred J.
1939 *A History of the Lake Traverse Indian Reservation*. State University of South Dakota, Thesis. South Dakota State Archives, Pierre.

Kul Wicasa Oyate
n.d. "Lower Brule Territory: 1825-1963." Kul Wicasa Oyate: The Official Site of the Lower Brule Sioux Tribe. https://www.lowerbrulesiouxtribe.com/lower-brule-territory, accessed May 2022.

Leggio, Chrissy
2018 "Reconnaissance-Level Survey of Roberts County, South Dakota." Pierre, SD: South Dakota State Historical Society.

Lyman County Historical Society
1974 *Early Settlers in Lyman County.* Pierre, SD, State Publishing Company. South Dakota State Archives, Pierre.

Lyman County Historical Society
1978 *National Register of Historic Places Registration Form: Vernon, Edgar, House.* National Park Service. Electronic Document, https://npgallery.nps.gov/NRHP/GetAsset/NRHP/78002562_text. Accessed February 14, 2022.

Lyman County History
n.d. *Lyman County History.* Vertical Files: Lyman County, South Dakota State Archives, Pierre.

National Park Service
1997 "How to Apply the National Register Criteria for Evaluation." National Register Bulletin 15. Washington DC: National Park Service.

North American Forts
n.d. "North American Forts." northamericanforts.com, accessed May 2022.

Nikolas, Kay F.; Hippen, Yvonne; Saxman-Rogers, Michelle C.
1997 *National Register of Historic Places Registration Form: Stavig, Andrew & Mary, House.* Pierre, SD: South Dakota State Historical Society.

Parker, Donald Dean.
1960 *History of Our County and State: Hand County.* Brookings, SD: South Dakota State College.

Presenting the Lower Brule Sioux Tribe
n.d. *History of the Lower Brule Sioux Tribe.* Vertical Files: Brule County, South Dakota State Archives, Pierre.

St. Joseph's Indian School
n.d. "History: Over 90 years serving Lakota children." St. Joseph's Indian School. https://www.stjo.org/about/history/, accessed May 2022.

South Dakota State Historic Preservation Office
2021 *South Dakota Architectural Survey Manual*. Pierre, SD: South Dakota State Historic Preservation Office, 2021.

South Dakota State Historical Society
N.D. *Dakota, Nakota, Lakota Life: South Dakota Historical Society Eductaion Kit*. https://www.yumpu.com/en/document/read/19032044/dakota-nakota-lakota-life-south-dakota-state-historical-society.
N.D. "Chicago Milwaukee St. Paul & Pacific First Drawbridge, Chamberlain SD, Brule County." South Dakota Digital Archives, ID # 2015-05-05-304, https://sddigitalarchives.contentdm.oclc.org/, accessed May 2022.

Sentinel Fund
1989 *Atlas of Lyman County.* Watertown, SD: Centennial Atlas Limited.

Speck, Barbara
1996 *Oacoma History, Lyman County, South Dakota Genealogy.* Electronic Document, https://sites.rootsweb.com/~sdlyman/Towns/Oacoma/oacoma.htm#:~:text=The%20town%20site%20of%20Oacoma,Sioux%20Indians%20were%20encamped%20there., accessed February 14, 2022.

SWCA Environmental Consultants
2013 *The History of Agriculture in South Dakota: Components for a Fully Developed Historic Context*. Pierre, South Dakota: South Dakota State Historic Preservation Office. Online at https://history.sd.gov/preservation/docs/SDAgriculturalContext2013.pdf, accessed May 10, 2022.

United States Census Bureau
2010 "Brule County, South Dakota," *American FactFinder*. Online at https://www.census.gov/quickfacts/fact/table/brulecountysouthdakota/BZA210219, accessed February 14, 2022.

United States Census Bureau
2010 "Lyman County, South Dakota," *American FactFinder*. Online at https://www.census.gov/quickfacts/lymancountysouthdakota, accessed February 14, 2022.

Welft, Mike
1993 "Lyman County is One Hundred Years Old", *Presho Herald*, 13 May 1993. Vertical Files: Lyman County, South Dakota State Archives, Pierre.

Zimny, Michael
2017 "Mementos of a Missiouri River Atlantis." *South Dakota Magazine.* Online Resource. https://www.southdakotamagazine.com/american-island-sculptures, accessed May 2022.

APPENDIX A – NEWLY IDENTIFIED INDIVIDUALLY ELIGIBLE CITY/TOWN PROPERTIES

Chamberlain (Brule County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Chamberlain			
BR00000046	House	615 Van Antwerp Ave	T104N R71W S10
BR00000047	House	308 E Clemmer Ave	T104N R71W S15
BR00000048	U.S. Post Office	108 N Sanborn St	T104N R71W S15
BR00000049	House	215 E Lawler Ave	T104N R71W S15
BR00000051	House	300 E Stearns Ave	T104N R71W S15
BR00000052	House	309 E Stearns Ave	T104N R71W S15
BR00000053	House	309 E Lawler Ave	T104N R71W S15



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix A: Individually Eligible City Properties (Chamberlain)

0 0.175 0.35 0.7 Miles

N



BR00000046 – House at 615 Van Antwerp Ave



BR00000047 – House at 308 E Clemmer Ave



BR00000048 – US Post Office



BR00000049 – House at 215 E Lawler Ave



BR00000051 – House at 300 E Stearns Ave



BR00000052 – House at 309 E Stearns Ave



BR00000052 – House at 309 E Stearns Ave



BR00000053 – House at 309 E Lawler Ave

Kimball (Brule County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Kimball			
BR00000041	House	520 Main Street	T103N R68W S10
BR00000042	House	413 Main Street	T103N R68W S10



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix A: Individually Eligible City Properties (Kimball)

0 0.075 0.15 0.3 Miles

N



BR00000041 – House at 529 Main St (Kimball)



BR00000041 – House at 529 Main St (Kimball)



BR00000042 – House at 413 Main St (Kimball)

Pukwana (Brule County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Pukwana			
BR00000043	Stransky Building	Main St and 3rd St	T104N R70W S26
BR00000044	House	508 Main St	T104N R70W S26



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix A: Individually Eligible City Properties (Pukwana)

0 0.075 0.15 0.3 Miles

N



BR00000043 – Stransky Building



BR00000043 – Stransky Building



BR00000044 – House at 508 Main St

Kennebec (Lyman County)

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Kennebec			
LM00000017	House	2nd St and 1st Ave	T105N R75W S17
LM00000112	Lyman County Courthouse	300 Main St	T105N R75W S17



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix A: Individually Eligible City Properties (Kennebec)

0 0.05 0.1 0.2 Miles

N



LM00000017 – House at 2nd St and 1st Ave



LM00000017 – House at 2nd St and 1st Ave



LM00000112 – Lyman County Courthouse

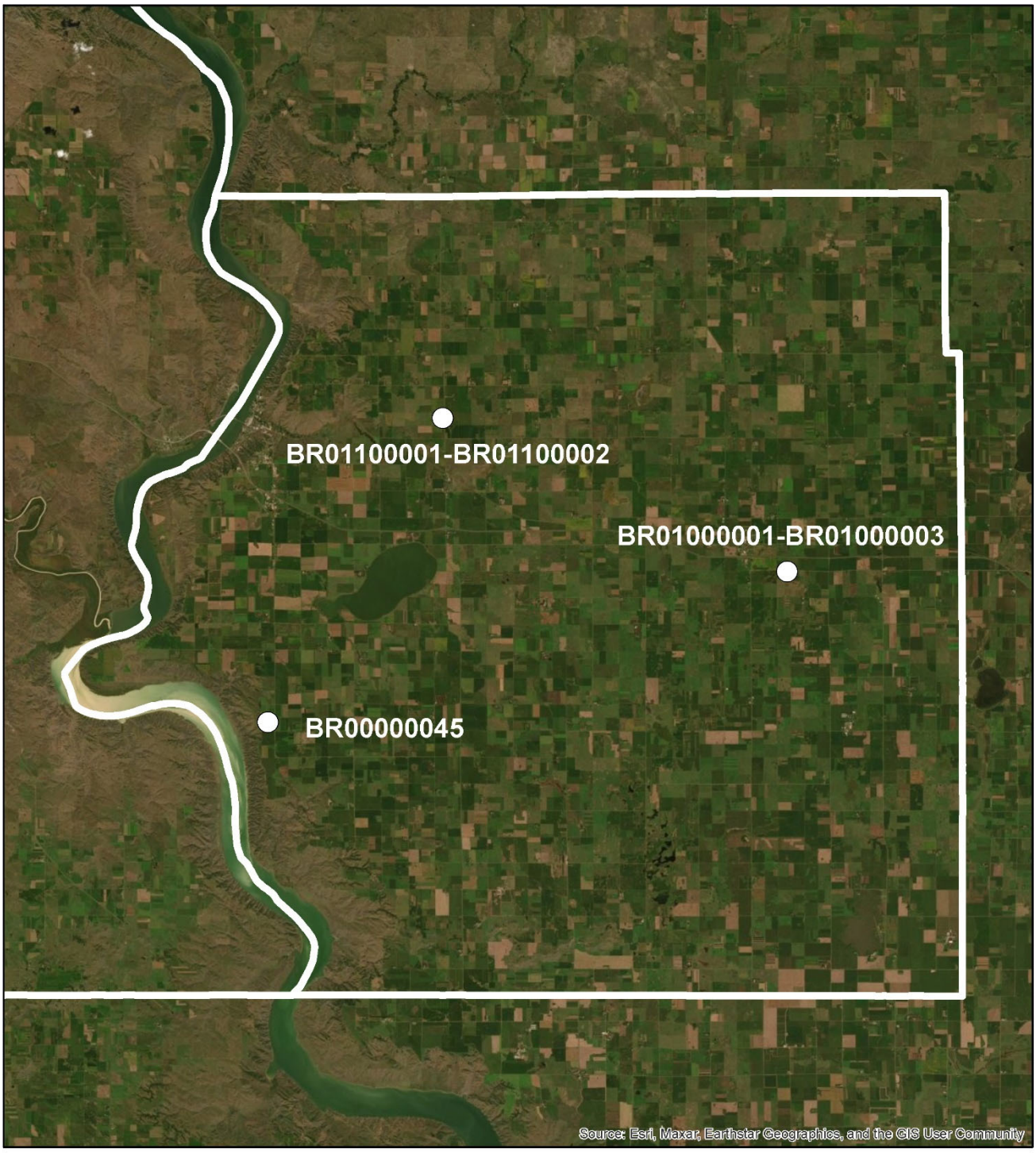


LM00000112 – Lyman County Courthouse

APPENDIX B – NEWLY IDENTIFIED INDIVIDUALLY ELIGIBLE RURAL PROPERTIES

Brule County

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Chamberlain Vicinity			
BR00000045	House	344th Ave and 258th St	T102N R71W S10
Kimball Vicinity			
BR01000001-BR01000003	Farmstead - Barn	252nd St and 364th Ave	T103N R68W S13
Pukwana Vicinity			
BR01100001-BR01100002	Farmstead - House/Barn	24625 350th Ave	T104N R70W S14



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix B: Individually Eligible Rural Properties (Brule County)

0 3.5 7 14 Miles

N



BR00000045 – House (Chamberlain Vicinity)



BR00000045 – House (Chamberlain Vicinity)



BR01000001-BR01000003 – Farmstead (Kimball)



BR01000001-BR01000003 – Farmstead (Kimball)



BR01100001-BR01100002 – Farmstead (Pukwana Vicinity)



BR01100001-BR01100002 – Farmstead (Pukwana Vicinity)

Lyman County

Newly Recorded Properties Recommended Eligible for the National Register			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Fort Thomas Vicinity			
LM00000113	Trailwaters Recreation Area Restroom	SD-47	T107N R72W S26
Reliance Vicinity			
LM00000080	Sunny Slope Stock Farm	241st St and 333rd Ave	T105N R73W S12
Vivian Vicinity			
LM00000062	Barn	294th Ave and 234th St	T106N R79W S12



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix B: Individually Eligible Rural Properties (Lyman County)

0 5 10 20 Miles

N



LM00000113 – Trailwaters Recreation Area Restroom
(Fort Thomas Vicinity)



LM00000080 – Sunny Slope Stock Farm (Reliance Vicinity)



LM00000062 – House (Vivian Vicinity)

APPENDIX C – UNEVALUATED PROPERTIES RECOMMENDED FOR FURTHER INVESTIGATION

Brule County

Unevaluated Properties Recommended for Further Investigation			
SHPO ID No.	**Resource Name**	**Resource Location**	**Township, Range, Section**
Brule County			
BR01200001-BR01200003	Farmstead - House	255th and 344th St, Bijou Hills	T103N R71W S34
Lyman County			
LM00000034	Kennebec KOA	307 SD-273, Council House	T015N R75W S18
LM00000053	House	106 N Lichtenstein Ave, Oacoma	T104N R72W S24



Reconnaissance-Level Architectural Survey Brule and Lyman Counties, South Dakota

Appendix C: Unevaluated Properties Recommended for Further Investigation

0 5 10 20 Miles

N



BR01200001-BR01200003 – Farmstead (Brule County)



BR01200001-BR01200003 – Farmstead (Brule County)



LM00000034 – Kennebec KOA



LM00000053 – House (Oacoma)