The DEADWOOD STREET RAILROAD Co. 
COSMOPOLITAN or CONVENIENT

By Joseph R. Douda

With a population of 2,366 in 1890, Deadwood hardly seemed to be very ripe for a street railway. However, two years previous James K.P. Miller; a real estate and mining developer and an alderman on the city council, believed that a street railway was required in order to give Deadwood a much needed cosmopolitan look. This new look would help him impress prospective investors in his various enterprises and help make Deadwood the business center of the Northern Black Hills. Deadwood had the makings of a boom town and some form of local transportation was believed to be needed within its corporate limits besides horse drawn hacks. Taking a cue from his brother-in-law Charles Broadwater, a man who was quite active in building and operating a steam dummy street railway system in Helena, Montana Territory, James K.P. Miller proposed the same type of rail operation for the City of Deadwood.

The Deadwood Street Railroad was incorporated at Deadwood, Dakota Territory on August 15, 1888. By Article II of its charter, this company was to build a three foot narrow gauge street railway from the southerly city line to the northerly city line of the corporate city limits of Deadwood. In Article III the estimated mileage was two and one half miles of track, all of which was to be located within the City limits of Deadwood, Lawrence County, Dakota Territory. Under Article (Douda continued on page 2)

THEODORE REDER'S LAKE

By Helen (Reder) Daughenbaugh

My grandfather, Theodore Reder migrated from Pennsylvania in 1877. He had some of the first sawmills in the Hills. He pulled the equipment by bull team from Denver and found a ready market for the cut lumber. Much of it was used in the early Rapid City buildings including the International Hotel and the Flormann Building. His wife, Lizzie (Elizabeth Yothers) and their children followed him to Rapid City. My father, Feay, was born in the old Garlick House west of the courthouse on May 28, 1883 and Theodore was building their log home southwest of Rapid City, on his mining claim #957.

During 1884 while Chris Jensen, father of former governor Leslie Jensen, was running a stage-line for Hill City to Rapid City, the Reder home became the "Halfway House." Four trips were made daily and horses were changed at the Reder ranch. While the change was made, passengers would be fed at the home and a rider would carry the mail about three miles over the hills to Rockerville. The log home, where I was born in 1919, still stands and is now owned by a member of the 4th generation of the Reder family. It has been rejuvenated to live in.

Theodore, in his travels on west, had come upon a wooded little valley between huge granite rocks near the Needles where he dreamed could be a scenic lake. He observed only a 60 foot dam would be needed to close a narrow opening and impound the water flowing down the (Reder continued on page 5)
Douda continued from page 1

IV, the line was to be capitalized at $250,000, with the directors holding all of the capital stock. Article VIII stated that the term of this company was to be for twenty years.

By Ordinance Number 112, dated August 27, 1888 the Deadwood City Council granted to James K.P. Miller and his syndicate, a franchise and right of way through the city streets of Deadwood for their proposed Deadwood Street Railroad and the jointly owned Deadwood Central Railroad. On September 11, 1888, the directors met at Deadwood and elected officers. Mr. Miller was elected President, Edwin Van Cise was elected Vice President and Albert W. Coe was elected Secretary. William M. Pratt was appointed superintendent with a salary of $2000.00 per annum which was payable in monthly installments.

William M. Worden of St. Louis, Missouri was placed in charge of construction work which commenced in front of the country court house at Deadwood on October 29, 1888. The engineer corps began setting stakes from the proposed depot grounds up Sherman Street with the graders not very far behind. By November 3, grading had been completed to the Cleveland Heights section of town. Untreated cross ties of local pine 6"x6"x6' were used throughout and were placed at four foot centers. On top of the ties were fastened 5"x6"x16' wood stringers upon which the sixteen foot iron rails were fastened.

November 10, saw the first shipment of iron rails delivered by the Northwestern Freight Line and they were promptly laid down on top of the wooden stringers. The rails were 30 pounds to the yard iron bars which were 30 feet in length, weighing 300 pounds each and were fastened to the wooden stringers with small iron spikes. During the latter part of November the ground was frozen to a depth of one foot, making grading much more difficult. Finally a trench a foot wide was dug on either side of the width of the grade and long wooden levers were placed in the trenches thereby lifting the frozen ground out in six foot squares. These squares were broken up with sledge hammers and thrown aside. After the cross ties were laid to grade and the stringers placed and heavily spiked, the excavated material was replaced into the trenches.

By December 8, all of the rails were laid in place except for the curves into and out of Lee Street and the curve at the intersection of Pine and Sherman Streets. Pre-curved rails were used at these three locations and were delivered at Deadwood on December 7. These rails were quickly set in place and the road was ready for business on December 18.

On December 12, 1888, two of the three street cars were delivered from the J.G. Brill Company, car builders of Philadelphia, Pennsylvania. The third car arrived at Deadwood the following day. The cars were very small, having a seating capacity of twelve passengers on two longitudinal benches running the full length of the car body. On the 14th, the cars were placed upon the track under the careful supervision of Superintendent Pratt and a few trial trips were made up and down Sherman Street to test the cars and newly constructed track work. A local man, Max the Saddler made six sets of harness with chime attachments for what was believed to be the temporary four legged motive power.

Early on the morning of December 17, two cars began running on their appointed rounds. The work of pulling the cars was new to the horses and at first they were a little awkward in their efforts. Alderman McDonald dropped a nickel into the till for the first recorded fare on the Deadwood Street Railroad and the line was officially opened for business to the general public. Two days later one of the little street cars jumped the track twice during the same day; due to the rails being plugged with snow and dirt in the unpaved streets. No damage or injuries were reported, but all hands were required to help in the task of re-railing the little car.

The line consisted of a single track which ran down the center of the unpaved streets and extended from the Cleveland Heights section of Deadwood near the south edge of town, down Charles Street and Sherman Street to Lee Street. Here the line turned west into Lee Street and then two blocks further north into Main Street. The line continued on down Main Street to the end of track at the foot of Burnham Avenue. In all, about 13,000 feet of three foot gauge track was laid.

At the old electric-light plant which was located across the street from the court house on Sherman Street, construction was begun to convert a rear portion of the building for use as a street car barn and repair shop. This building and the original electric light company were built by Paul Roman a few years prior to the construction of the street railroad. The cars had to go up a short alley way where two short spur tracks curved sharply to the south to enter into the building. The original building had to be Douda continued on page 6
UPCOMING EVENTS:

The call for papers has been issued for the Dakota Conference on Northern Plains History, Literature, Art, and Archaeology. The Conference is scheduled for April 22-23, 2005 at Augustana College in Sioux Falls.

This year's topic is the changing Black Hills. The Conference invites proposals for papers and sessions examining issues of ownership, natural resource use, and cultural identity with respect to the Black Hills. Papers are also welcome on all aspects of the Dakotas and Northern Plains.

To submit a paper send one-page paper or session proposal with title, brief description, and biographical sketch, along with presenter name, address, phone number, and email address to Dr. Harry F. Thompson, Dakota Conference Director, Center for Western Studies, Box 727, Augustana College, Sioux Falls, SD 57197 (harry_thompson@augie.edu) Proposals are due on or before January 21, 2005. Cash awards are given for best papers.

Plenary session speakers include David Wolff of BHSU and South Dakota storyteller Gil Johnson.

The Third Annual Deadwood Historic Preservation Symposium will discuss Historic Cemeteries of the West. The conference will have workshops, tours, and talks about cemeteries. The conference will be held on April 1-3, 2005. Contact Mike Runge at the Deadwood Historic Preservation Office for more information.

The Annual Island in the Plains History and Archaeology Symposium will be returning to Black Hills State University on April 15 & 16, 2005. Begin making plans to present a paper. Contact Dave Wolff at 605-642-6221 for more information.

MORE UPCOMING EVENTS SPONSORED BY MUSEUMS AND ORGANIZATIONS:

Dec 4: High Plains Western Heritage Center -- "Christmas on the High Plains: with Western Holiday Shoppers' Market and Vintage Fashion Show. 6 pm Social/7 pm Show, $5 Adm.

Dec 5: The Journey Museum will have a Victorian Christmas program, 2pm, $2.

Dec 7: LeeAnn Faanen will speak on Christmas with Phoebe Hearst to the Spearfish Area Historical Society, 7:30, the Senior Center.

Dec 9 & 16: Journey Museum will sponsor workshop that make Christmas ornaments and presents. Cost is $15, call 394-2535 for information and to register.

Dec 16: High Plains Western Heritage Center -- CBSI Live Radio Show: "Shirlene Joseph's Christmas Review" Jim Thompson at 7 pm $5 adm.

Dec 16: Mary Kopco will speak on "Victorian Christmas in Old Deadwood," as part of the Preservation Thursday series. Deadwood City Hall, 5:15, free.

Jan 1-14: The Journey Museum will be closed for cleaning and maintenance.

Dec 25 - March 31: The Adams Museum will be closed as part of its remodeling project.

ARCHAEOLOGY IN THE NEWS:

The Vore Buffalo Jump was opened this summer to continue the exploration of the site where at least 15,000 buffalo were trapped by members of five or more American Indian tribes. The public was also invited to view the work, and plans are advancing to build a visitors center that would serve as an official Wyoming Welcome Center and a State Historical Site.

Archaeological investigations are continuing in Deadwood. During the 2004 field season excavations have been conducted within the early Chinatown district on Main Street, on Sherman Street, and again on Main Street next to the Nelson Garage/Celebrity Hotel. Each of these site areas exhibited good, if not great material culture and significant historical data regarding the life and environment in early Deadwood. Hopefully, excavations will continue during the 2005 field season in the site area on Sherman Street where once stood a Chinese laundry and boarding houses, as well as the Treber Beer Depot. Additionally, it is anticipated that testing excavations will begin on the site area surrounding the only remaining buildings from the
Chinatown district once known as the Wing Tsue buildings. Visitors are welcome anytime the site areas are open for excavations.

BOOKNOTES

Rick W. Mills has released his new railroad book titled **125 Years of Black Hills Railroading**. This book contains a full history of railroads coming to the area, with many excellent photographs. It is available at many book outlets or at the Black Hills Central Gift Shop in Hill City.

Charles Rambow has published a book titled **Bear Butte: Journeys to the Scared Mountain**. Rambow wrote the book to provide an understanding of the mountain as a spiritual place, and to tell the stories of those who have journeyed to this sacred mountain. Call Charles at Fort Meade Museum for more information.

Alice Davis has compiled many of her articles about Hill City covering a variety of the town's past events in **Lowdown on Hilltown**. It is available at Scribe's Hut, 303 Main St., Hill City.

The Mount Rushmore History Association has published **America's Shrine of Democracy** by Tom Griffith. The book covers the creation of the monument, and contains many photographs. It is available at the Memorial and at area bookstores.

The South Dakota State Historical Society Press (SDSHS Press) has released **Gold, Gals, Guns, Guts: A History of Deadwood, Lead and Spearfish, 1874-1976**. Originally published during the gold rush centennial, this book has become a classic. The book was edited by Bob Lee with assistance of Wynn Lindstrom, and the state has done an excellent job in producing it. The SDSHS Press may be reached at (605) 773-3458 or www.sdhistory.org.

Paul Horsted has released a new photo book titled **Custer State Park: From the Mountains to the Plains**. It has 96 pages and nearly 100 color photographs. To order call 605-673-3685 or visit www.goldenvalleypress.com.

A preview of the Horsted book and its photos can be seen in the November/December issue of **South Dakota Magazine**.

Instead of simply reprinting his book **Black Hills Ghost Town & Ghost Mine Maps**, Dale Baity has produced a CD set and a DVD that show maps with about 1400 mines sites. To buy the CDs or DVD call Dale at 343-1172.

RECENT ARTICLES RELATED to BLACK HILLS HISTORY

**South Dakota Magazine** has run several stories by Paul Higbee related to the Black Hills.

The July/August 2004 issue as an article on "Patching Rushmore" that discusses the annual maintenance at the mountain, highlighted by Paul Horsted photographs.

Paul has an article on Spearfish in the September/October issue titled "Seductive Spearfish."

In the November/December issue Paul has a one page piece on sculptors called "Shaping Bronze and Stone."

For info on the Magazine call 1-800-456-5117.

CIVILIAN CONSERVATION CORPS PROJECT

Peggy Sanders is seeking enrollment information on men who served with the Civilian Conservation Corps in any capacity -- US Army, Forest Service or other government agency as well as enrollees -- especially within South Dakota. Due to the fact that many do not have these records, she has created a simple form to simplify requesting records from the National Personnel Records Center. Only the CCC man or his next of kin can access the information. If you will contact Peggy she will mail you a form. Once you receive the information, she asks that you send her a copy. Peggy's goal is to make a roster that will allow anyone to easily research by name, hometown, camp and year served. Contact information: Peggy Sanders, HC 56 Box 86, Oral, SD 57766 or peggy@rapidnet.com

AUTOMOBILES in SOUTH DAKOTA PROJECT

Chris Nelson of the South Dakota State Historical Society in Pierre is researching the history and architecture of tourist camps and courts, motels, diners, restaurants, gas stations, garages, and souvenir shops built between 1910 and 1960. He wishes to document the buildings and their stories before they disappear. Contact Chris at 605-773-3103.
PRESERVATION IN THE NEWS:

The City of Deadwood took on new preservation responsibilities since the St. Ambrose Catholic Church officials turned control of the St. Ambrose Cemetery over to the city. This transfer will bring city money and stronger preservation sentiment to this graveyard that has long taken a back seat to Mt. Moriah.

Karl Burke, general manager of the Homestake mine, recently announced that Mill Park is nearly complete with 36 planned interpretive areas which will include mining equipment and interpretive signs. It will be complete in the spring of 2005 when it will be opened to the public.

The State Historic Preservation Office of the South Dakota State Historical Society invites public comment on the state’s preservation needs and projects. This may include properties or areas that need to be inventoried, properties that should be considered for nomination to the National Register of Historic Places, or properties that are at risk or endangered. Send comments to Stephen Rogers, Historic Preservation coordinator, 900 Governors Drive, Pierre, SD 57501 or call 773-2907.

The Spearfish Historic Preservation Commission is working on two nominations for the National Register: the Johnson Ranch on Upper Valley Road and the Jorgensen Barn in the Jorgensen Addition.

The Otho Tin Mine near Keystone recently had its National Register of Historic Places nomination approved by the South Dakota State Historical Society. The mine complex encompasses 102 acres and has 16 points of interest.

The Deadwood Historic Preservation Commission invites grant applications for the restoration and rehabilitation of historic buildings throughout South Dakota. Buildings must be listed on the National Register of Historic Places and the grant applicant must show a relationship to the history of Deadwood. Contact the office at 108 Sherman St., Deadwood.

TIDBITS

The Journey Museum has begun collecting funds for an exhibit on the 1972 Flood.

Bob Pressler recently retired as director of the Minnehaha Pioneer Museum after 20 years of service. He has been replaced by Reid Riner who plans on creating computer databases to the museum as he enhances its online presence.

The Deadwood City Commission recently hired TSP of Rapid City to design a new ticket booth and restrooms for Mt. Moriah.

Renovation of the Adams Museum has begun. The project will increase office and exhibit display space and install a new elevator.

The online “Digital Deadwood” has attracted a number of visitors since its introduction in March. Try it at www.digitaldeadwood.com

Harrah’s Entertainment of Las Vegas recently presented Crazy Horse Memorial Foundation a life-sized bronze sculpture depicting the heroic stand of an Indian warrior.

Sixty-seven descendants of Fee Lee Wong, known as the “First Chinese Family of Deadwood,” recently held a family reunion in Deadwood. Few people have so strongly embraced their Deadwood heritage as the Wongs.

Discussions continue in Deadwood on the construction of a new museum for the Don Clower Collection, the Sogge carving collection and the Days of ’76 carriage collection.

Plans are in the works to create a Founders Park across Rapid Creek from the original campsite. Ann Haber Stanton has been one of the promoters who envision a plaza with red squares representing the city blocks of the original city.

Reder article continued from page 1...

valley. He immediately filed ten mineral claims on the site and in 1891 began work on the dam, hauling a boiler and other sawmill machinery to the place by ox team. Prominent beside him in his endeavors were his brothers Charles and Cornelius Reder. Several predicted the lake bed would never hold water. It was all porous rock and there could never be any collection of water there. Time would prove them wrong.

Back in the 1930s you could still find marks on the trees between Hill City and the Lake where double pulleys were attached to pull the heavy machinery over difficult portions of the trail. Feay, then a little boy, helped drive some cattle to the lake site from the Reder ranch near Rapid City. He recalled they were eaten during the summer of 1891 by the workmen employed on the Sylvan Lake dam.

The Custer County Chronicle in April 1892 said, “Custer Lake (as it was called then) is a Master Piece by Nature, Embellished with Works of Man. ‘Twill be the Mecca of the Lover of the Beautiful, the Grand and Picturesque.”

Theodore Reder owned extensive property
in Rapid City including the Reder Block between 1st and 2nd and Main and St. Joseph streets in downtown Rapid City where he built an apartment building. He sold all his Rapid City holdings to finance the Lake project.

Plans were drawn for the Sylvan Lake Hotel by Grandmother Lizzie Reder. With no previous training as an architect she did the amazing job of planning the huge three story wood frame structure of 66 rooms, a dining room, confectionery store and big kitchen. The Lake was completed in 1892 and the Hotel was begun. Theodore’s brother, Cornelius, is credited with the fine wood working and my father, Feay, always said that much of the material was supplied by another brother, Odo, from his business in Custer. Odo also had sawmills in the Hills.

With the completion of the Hotel, Theodore’s bills were far exceeding what he had sold his Rapid City holdings for. There was great difficulty bringing guests through what was then an almost unbroken wilderness. During the first season the Reders took in between $700 and $800 -- a poor return on their investment and for their dream of a vacation resort. The Custer County Chronicle reported that “about three months ago James Clark and Charles C. Crary of Custer and J.C. Spencer of Newcastle were taken into the company by Messrs Reder,” more capital was required. After about five years of operating the Hotel, Theodore Reder sold the resort to Spencer. The State of South Dakota bought the resort from J.C. Spencer in 1920. The hotel burned down on June 30, 1935 due to faulty wiring near a chimney. A new hotel was built higher on the hill in 1936.

Theodore returned to saw milling this time near Keystone. A short time later he was hurt at the mill. He never recovered from his injuries and died in 1902. Feay, who was attending Spearfish Normal, had come home to help take care of him.

After his father’s death Feay worked hard at the ranch and married my mother, Ida Hall in 1908. He added many acres to the place by homesteading and purchase. Hallett, my brother inherited the Ranch which was the first grade A dairy outside of Rapid City and had supplied milk to the Rapid City Army Base as it was being built, (later it was named Ellsworth). Reder’s dairy also supplied milk to twelve of the CCC (Civilian Conservation Corps) camps in the Black Hills. Hallett and his wife, Florence, operated the dairy for many years.

Now, as it was then, we cherish the Ranch and our memories of it. With the 4th generation ownership, it has been put on the Century Farm historical registry in South Dakota. Owners, since 1879 when Theodore Reder filed the Mineral claim #957 on 150 acres, have been Feay Reder in 1902 who inherited it from Theodore. Feay left it to Hallett in 1953. Our son, Randy Dahmenbaugh bought the Ranch from Hallett’s wife, Florence Reder in 1999. It has been in the family for 125 years.

Douda article continued from Page 2

raised eight feet to permit the entrance of the cars through the former north wall of the structure which could house four street cars on the two short tracks. Sufficient space was also available for twelve horses along with ample storage space for hay and feed. A 14’x35’ addition was erected behind the electric light plant to accommodate one additional street car and the two proposed steam dummy motors which were to eventually replace the horses as motive power. Before long, the Deadwood Central moved into the old car barn and a new building was erected in lots 20 and 21 of block 39 on the west side of Sherman Street, just South of Cemetery Street. The two storey portion of the frame structure was located on lot 21, while the single story building adjoined it on lot 22.

Business was never a great success on this little horse drawn pike and the steam motors were never deemed necessary to handle the expected traffic that had never materialized. Consequently the dummy steam motors were never purchased. There was another problem, the short ride did not warrant the five cent fare during the uncertain economic conditions of the time, most people in those days were hardy souls and preferred to walk rather than pay a nickel to ride. Soon the line fell into disuse. As a convenience to the population of Deadwood, the full potential of the road had never been realized. Most of the officers of the company and the associated syndicate owned smelter; lived in the Ingleside section of Deadwood and probably received the lion’s share of benefits as the tiny street cars virtually carried them from their front door to the door of their offices on Lee Street. Smelter men rode on to the opposite end of the line at the north city limits. From the end of track, it was a short walk across a foot bridge spanning Whitewood Creek to the reduction works and smelter. Naturally, all of the company officers rode on free passes and the street railroad was certainly a great convenience to
Poor track seemingly plagued the Deadwood Street Railway from the beginning, perhaps because of winter construction and more likely because the streets of Deadwood were not paved. During November 1891, then Superintendent, A.D. Wilson had a force of carpenters putting down a plank roadway between the rails around the curve at Main and Lee Streets. Hopefully this would prevent heavy wagons from getting stuck on the rails at this busy intersection. By the Summer of 1892 the street railroad ceased to operate. That June the road was completely abandoned and the city council declared the street railroad track a public nuisance in early August, and demanded that the rails be removed. Forced to comply, then Superintendent A.W. Coe halfheartedly put a few men to work removing the rails on Sherman Street in late August, with some additional rails being removed during early September. They were sold at $27.00 per ton f.o.b. Deadwood; to the Sheridan Fuel Company, or $30.00 per ton delivered to the coal mines north of Sheridan, Wyoming. On September 21, 1892, city attorney, Judge Granville Bennett filed suit against the Deadwood Street Railroad on account of the poor condition of track and service. In November the city sent a crew of men to remove the final rails in Main and Lee Streets.

The Deadwood Street Railroad was owned and operated conjointly by the management of the Deadwood Central Railroad. On December 27, 1893, the Deadwood Central Railroad executed to the Deadwood Central its note for $10,000 which represented the amount due the Deadwood Central. Thus on that date this little street railroad was deeded to the Deadwood Central Railroad. Included, was all of the remaining abandoned property and the street railroad franchise. The Deadwood Central Railroad was acquired by deed for the Chicago, Burlington & Quincy Railroad Company on February 21, 1893 under contract Number 1160 which was entered into by the Deadwood Central and the Grand Island & Wyoming Central Railroad. All property of the street railway was acquired by funds furnished by the Deadwood Central Railroad.

At the time of its abandonment, the Deadwood Street Railroad owned three narrow gauge four wheeled street cars Numbered 1 through 3, a four wheeled horse drawn snow plow and approximately 13,000 feet of 30 pound iron rails. Twelve hard working horses served as motive power which we presume had names in preference to numbers. Horses were exchanged with fresh animals in sets of three with the Ruddy Ranch on False Bottom Creek near Spearfish. With business being very slow, one and sometimes two of the cars were used by the Deadwood Central. These cars were much lighter and carried fewer passengers than those of the D.C. From some newspaper accounts it would seem that they had a great deal of difficulty staying on the track at the high speed of 15 mph when empty or carrying a very light load.

On March 1, 1894, all three cars were summarily loaded on flat cars and hauled off to the Burlington & Missouri River Railroad in Nebraska shops at Plattsmouth, Nebraska. All of the physical assets of the company had been disposed of by 1898. The last entry in the cash book of the Deadwood Central concerning the Deadwood Street Railroad showed a credit of $417.86 account sale of street railway rails.

The Deadwood Street Railroad Company apparently did its job very well to a degree. During the short time that James K.P. Miller lived to be its president, he was able to bring many outside investors' dollars to Deadwood. Real Estate prices soared, a smelter was built in the First Ward and placed into operation; putting many men to work at fair wages. Two standard gauge railroads were just over the horizon, slowly building their way toward Deadwood. As a result, Deadwood itself prospered for many years thereafter.

Original officers of the company remained much the same throughout the early years of operation. The only major change occurred when James K.P. Miller passed away on January 13, 1891, and was immediately replaced as president by Joseph Swift of Wilmington, Delaware. On March 31, 1893, the stockholders of the company met in Deadwood with Edwin Van Cise chairing the meeting and the change of officers went from Van Cise; A.W. Coe; E.M. Dale, and A.D. Wilson to Burlington & Missouri River men. H.D. Allee; N.K. Griggs; J.R. Phalen; W.W. Durkee; and W.W. Johnston who represented that company and became the new officers of the little road which by now only existed on paper. The last directors meeting was held on January 12, 1909 and the corporate organization was dissolved in August of 1917.

About our contributor: Joseph R. Doula is a resident of Westmont, Illinois. He has studied Black Hills railroading for over four decades. Joe is a Friend of Case Library.
CASE LIBRARY NEWS

The City of Deadwood Archives recently transferred 28 boxes and nine ledgers of material from the Bald Mountain Mining Co dating from the 1930s to the 1950s to the Case Library. This collection will be added to the Bald Mountain material the Case already holds, making for a substantial holding.

Peter Sciaky of Boulder recently donated several hundred title on Western Geology.

Linfred Schuttler donated a copy of the "Black Hills Pioneers Papers, vol. II."

Don Redmond donated Hazel Wall’s photo album. The album contains many snapshots from the early 20th century into the 1920s, many from the Spearfish area.

J. Crawford donated papers belonging to her ancestor Frances Haedt. The collection includes newspaper clippings, flyers, pamphlets, and directories relating to Sturgis High School and several churches in the area. The material dates from 1963 to 1990.

Ann Stanton of Westerners Corral #8 recently donated 24 video recordings of presentations made to that group over the past four years. The programs cover a wide variety of Black Hills topics.

The Case Library is participating in the South Dakota Memory project through the State Historical Society. Links to web pages for several of our collections are listed on the Memory web page: http://www.sdhistory.org/sdmemory/

FRIENDS OF CASE LIBRARY

The Friends are again sponsoring District 6 competition of South Dakota National History Day on the BHSU campus. Last year nearly 150 middle school and high school students brought history projects to campus. The Friends should consider sponsoring awards for special achievement.

If you would like to be part of the "Friends" send a minimum donation of $10.00 to the Friends of Case Library, Unit 9059, BHSU, 1200 University, Spearfish, SD 57799.

Thanks to the following for recently joining or renewing their membership in the Friends:

Dora Jones -- Spearfish
John McDermott -- Rapid City
Edna Mae Ward -- Spearfish
Donald & Marlene Kecheley
Velma Walker -- Rapid City