The Black Hills Historian
Newsletter of the Friends of Case Library
Black Hills State University
Cosponsored by the Deadwood Historic Preservation Office
Spring 2004

The Chicago, Burlington & Quincy Railroad’s
DEADWOOD PASSENGER DEPOT
PART TWO
By Joseph R. Douda

This story continues the history of the Burlington passenger depot that began in the last issue of the “Historian.” The station sat across the street from the Martin & Mason Building and next to the Adams Block on Sherman Street. It was one of only two ornate stations the Burlington & Missouri River Railroad built. The first installment talked about the station’s interior details. This section continues with the depot’s construction.

Superintendent of Buildings, James Rivett arrived in Deadwood on May 5, 1891 and said that the depot would be constructed of pressed brick with Colorado sandstone trimmings and with windows and doors of beveled plate glass. He also stated that it will be the finest depot on the B&MR west of Omaha and that work would begin at once and should be completed within sixty days. The brick masons began their work on the seventh and by the ninth, were making excellent progress. That same day a car load of dressed red sandstone for the door and window sills arrived from Lyons, Colorado. Progress on the depot walls was swift and on the twenty-fourth the local newspaper announced that the Burlington had set up a derrick at the depot construction site to assist in placing the heavy stone used for trimming out the building. On June thirteenth it was announced that the lathers were expected to arrive on Monday the fifteenth, at which time the building

A Short History of the Spearfish Valley Apple Industry: 1879-1950
By John Henris

For fifty-five years, apple production in Spearfish Valley was a viable and occasionally profitable agricultural endeavor for Northern Hills farmers. Spearfish Valley is a good apple orchard growing valley, and while the industry struggled in the early years, by 1925, the valley’s apple farmers had a market that stretched to western North Dakota, eastern Colorado, Wyoming, South Dakota, and Nebraska.

The industry began because there was a need for fresh produce in the northern hills mining communities. In 1875, apples freighted in from Iowa sold for nearly thirty cents each. In that same year, the first orchards began appearing near Crook City and in upper False Bottom Gulch. The largest orchard apparently sat where Whitewood’s business district is today.

The first saplings appeared in Spearfish valley in 1879, and it produced apples for harvest in 1881. These early orchards proved profitable, and this encouraged expansion. The nucleus of the industry was three large orchards located roughly between Evans Lane, Upper Valley Road, and Black Hills State University. Unfortunately, poor transportation was an obstacle. There was no way to expand the market, and few new orchards followed.

In 1891, the Grand Island and Wyoming Central Railroad arrived in the northern hills and it had the potential to change the apple industry. When the line

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ARCHAEOLOGY IN THE NEWS:

Deadwood Chinatown Excavations

The third year of the dig on lower Main Street is underway. Rose Fosha from the State Archaeological Research Center will again direct the project. The team will test an area where a Chinese laundry operated in the late 1880s, as well as the slope above. Chinese utilized the slope for residences and gardens. If the testing yields intact features and artifact deposits, then a full mitigation will be done. Another small lot a little further up Main Street will also be examined, and if significant material is found it too will be fully mitigated.

Presentations About the Chinese Dig
Rose Fosha has scheduled two talks:

On June 17, Thursday, Rose will speak on the Chinese dig at Deadwood City Hall, 5:15 PM as part of the Adams Museum Preservation Thursday; free and open to all.

On October 3, Sunday, 1PM, Rose will meet with the Lawrence County Historical Society at the Silverado to give an overview of what three years of the Chinese dig has taught us. Call Dave Wolff for more info: 644-0375.

Passport in Time (PIT) Program
United States Forest Service

Every summer the USFS sponsors archaeology/historic preservation projects where volunteers are invited. This summer the Miller Ranch Excavation and cabin Restoration Project in Reynolds Prairie is scheduled for June. In July Williams SpringArchaeological Excavation Research Project in the northern Black Hills and the Craven Canyon Prehistoric Rock Art Survey and Recording Project on the southern edge of the Hills are scheduled. For more specific info contact Dave McKee at (605) 673-9265 or dfmckee@fs.fed.us

UPCOMING EVENTS:

West River History Conference

The 12th Annual West River History Conference will be held October 7-9, 2004 at the Alex Johnson Hotel in Rapid City. To get on the mailing list email WRHCSF@rushmore.com or write West River History Conference, P.O. Box 9276, Rapid City, SD 57709-9276.

If you wish to present a paper at the conference send the title and a brief description to the above contact info.

MORE UPCOMING EVENTS SPONSORED BY MUSEUMS AND ORGANIZATIONS:

In Order by Date:


June 26, Butte County Historical Society will take its annual Historical Tour with stops at the Homestake Opera House, Black Hills Mining Museum, Tatanka, Mount Roosevelt, and elsewhere.

June 27, Sunday, Journey Museum, Exhibit Reception for “Today’s Quilts” 5-7PM.

July 10, Sat, 5-7pm Journey Museum, Twilight in the Gardens -- Public invited to meet Master Gardeners at work. Bring questions and a picnic.

July 15, Thursday, Western Heritage Center, CBSI Live Radio Show, Jim Thompson, 7PM, $5.00.


Aug. 10, Journey Museum, Biker Reception, 4PM


Aug. 19, Thur, Western Heritage Center, CBSI Live Radio Show, Jim Thompson, 7PM, $5.00.


Aug 20, Fri., Western Heritage Center, "Campfire Series, Driskill Cattle Drive Tales," 7PM, $5.00.

Early Sept, the Lawrence County Historical Society will sponsor its fall tour, location to be determined. Watch for future announcements.

Sept. 11, Sat., Western Heritage Center, "Heritage Day Fall Festival," 10AM-4PM, $5.00.

October 3, Sunday: Lawrence County Historical Society fall meeting will feature Rose Fosha talking on the three years of the Chinese dig. 1PM, Silverado. Call Dave Wolff 644-0375.

AWARDS AND HONORS

The Booth Society of the D.C. Booth Fish Hatchery recently received the 2004 Fish and Wildlife Service Heritage Award for dedication to the preservation of the heritage of the Service.

Of the six awards given at the South Dakota State Historical Society's 2004 Annual Meeting three went to people who were honored for their work in Black Hills history. The Society's highest honor, the Robinson Award, went to Richmond Clow of the University of Montana. In part, he received this for his book Chasing the Glitter: Black Hills Milling, 1874-1959.

The Herbert S. Schell Award for excellence in writing went to Liping Zhu of Eastern Washington University for his work "Ethnic Oasis: Chinese Immigrants in the Frontier Black Hills." And Robert E. Prezzler, longtime curator of the Minnilewa Historical Association Museum at the Journey won a Governor's Award for his contributions to South Dakota history.

TRANSITION

Don Clowser, Deadwood businessman and historian, recently passed away. Among Black Hills historians is most remembered for his book, Deadwood -- The Historic City, and his large collection of artifacts that became known as the "Clowser Collection," which he sold to Deadwood in 2000.

MUSEUM AND ORGANIZATION NEWS:

The writers and producers of the HBO "Deadwood" series have turned to the Adams Museum folks on countless times to have their questions on Deadwood answered. And Mary Kopco hired Jerry Bryant in part to help answer these questions. While the Museum staff does this research work at no charge, Mary believes the end result more than compensates for their efforts. Nationwide interest has become focused on Deadwood and the Adams Museum & House. When "Sol Star," John Hawkes, recently visited Deadwood, the Adams Museum was an important part of his agenda.

Kopco also has compiled a reference guide for visitors to compare fact and fiction as presented in the HBO series. The guide outlines the lives of important Deadwood citizens.

The Black Hills Corral of Westerners celebrated its 50th anniversary with two special events. They conducted a chartered tour to Camp Cheyenne and Big Foot's village east of the Black Hills, and they commemorated their golden anniversary with a birthday party at their monthly meeting in Sturgis.

They meet on the second Sunday of each month from March through October at the Sturgis Senior Center with dinner beginning at 12:15PM.

The Journey Museum received a $30,000 grant from the Ludwick Family Foundation of Glendora, California to purchase equipment for education outreach programs. The money will purchase a theater-quality projection system for the museum's Wells Fargo Theater.

Tatanka has opened for what promises to be a very successful second season. Bookings already include more than 300 bus tours, and these visitors will be able to go inside the teepees and experience more of Native American life.

The Journey Museum and the Minnilewa Historical Association have initiated a campaign to fund a permanent historic exhibit commemorating the tragic events of the '72 Flood in the Black Hills. A committee has formed which has discussed designs. If you wish to contribute or are interested call (605) 394-6923.

Tri-State Museum laid the cornerstone to the new museum over Memorial Day weekend and will have a grand opening on July 3.

If your group has not been included, we apologize for the oversight. Send in information and we shall include it next time.
RECENT ARTICLES RELATED to BLACK HILLS HISTORY

South Dakota Magazine has printed several stories related to Black Hills history.

"Black Hawk: An Independent Town in a Black Hills Valley" is Jerry Wilson’s look at this town north of Rapid City, stressing its lack of incorporation along with its history in January/February 2004 issue.

"First Lady of Sturgis: Pearl Hoel... Nobody Deserves More Credit for Initiating and Maintaining the Sturgis Rally" by Carl Edeburn gives a brief, but personal, look at the Sturgis Rally in March/April 2004.

Also in the March/April issue is Paul Higbee’s look at Edgemont in “Edgemont On a Slow Roll.”

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

South Dakota History, Winter 2003 (v. 33, no. 4) is a “Special Preservation Issue” entitled “Ethnic Oasis: The Chinese in the Black Hills.” In it Liping Zhu writes about the Chinese frontier experience in the Black Hills and Ross Estep Fosha writes about the archaeology of the Deadwood dig. Two other articles discuss Chinese in other Western locations.

While not directly related to Black Hills history the Spring 2004 issue of South Dakota History still may be of interest. It contains three articles on the Lewis & Clark expedition. These discuss the science, art and literature of the expedition.

Copies may be acquired from the SD State Historical Society Press at 900 Governors Drive, Pierre, SD 57501, for $10. plus $1.50 shipping. SD residents need to add 6% sales tax.

BOOKNOTES

Peggy Sanders has worked with Arcadia Publishing on a number of recent book releases. She initially produced Fall River County and Hot Springs, and she has followed this with Wind Cave National Park: The First 100 Years. In this book, Peggy incorporates photos from the park archives and from the collections of two early rangers with a history of the cave.

And Sanders has just finished another photo/history book for Arcadia entitled, The Civilian Conservation Corps In and Around the Black Hills.

The South Dakota State Historical Society Press (SDSHS Press) has two new book releases:

The Winter 2003 South Dakota History, has been turned into a free standing book called Ethnic Oasis: The Chinese in the Black Hills.

Remington Schuyler’s West: Artistic Visions of Cowboys and Indians was just recently released by the State Historical Society Press. The book explores the art and stories of Remington Schuyler, whose art was featured on the covers of magazines in the 1920s and 1930s and influenced the American public’s image of cowboys and Indians.

The SDSHS Press may be reached at (605) 773-3458 or www.sdhistory.org.


PRESERVATION IN THE NEWS

A new poster produced by the Deadwood Historic Preservation Commission features a monument at St. Ambrose Cemetery. The intent is to display the variety of preservation projects in Deadwood.

The South Dakota State Historical Society recently distributed $100,000 of Deadwood Fund Grant money to five projects around the state. The largest grant was $50,000 to the Verendrye National Historic Landmark at Fort Pierre.

The City of Deadwood also granted $199,000 in grants this year to preservation projects outside of Deadwood. This included six grants to projects in Lead, including $25,000 for restoration work at the South Lead Cemetery. Also receiving money was the Tri-State Museum in Belle Fourche and Mathews Opera House in Spearfish.

The Deadwood Historic Preservation Commission has identified ten historic properties that seemed threatened because of neglect by the owners. The commission authorized daily fines until the properties are fixed up.

The Spearfish Historic Preservation Commission has contracted for an inventory of historic homes in Spearfish. The survey will examine over 600 homes in the original town area.

After much debate, the City of Deadwood has acquired the Trial of Jack McCall. The trial is now held in the Masonic Hall and admission is
free.

The Deadwood Historic Preservation Commission authorized the purchase of a book written by Kenneth Kellar titled Seth Bullock: Frontier Marshall with the intent of reprinting and selling it.

In recognition of the network of rail lines that once wound through and around the Black Hills, the American Society of Civil Engineers named the system a Historic South Dakota Civil Engineering Landmark.

The Deadwood Historic Preservation Commission has introduced a newsletter called “History Link: A Trail to Deadwood’s Past.” It highlights the City’s Preservation activities.

Visit Deadwood on the Internet: “Digital Deadwood” is at www.digitaldeadwood.com Here a visitor can create a character and navigate recreated streets.

Pioneer Julius Deekten’s pharmacy bag will be on display at the Deadwood Visitor Center through the summer. Found in California, the bag contained a variety of early documents.

TIDBITS

The Homestake Opera House installed theater seats and has begun summer programs.

The Black Hills Passion Play is celebrating its 65th Anniversary.

Students from the School of Mines helped restore & install a 1911 horse fountain in Rapid City.

A sculpture commissioned by the United Steelworkers of America Local 7044 that depicts three periods of Lead’s mining history and lists the more than 400 people who died while mining gold has been installed in Lead.

The music hall project planned for the Slime Plant has gone by the wayside. Discussions have begun to find other uses for this grand old Deadwood building.

The Belle Fourche Irrigation District recently celebrated its 100th birthday.

A railroad turntable for the potential Whitewood/Deadwood railroad has arrived in Whitewood.

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should be completely enclosed and ready for the plasterers. June twenty-fourth saw workmen commence laying the metal shingles on the roof of the passenger depot.

By the end of July workmen had torn up the old wood depot platform and were replacing it with a new brick one which was somewhat more elevated and considerably wider. On August twenty-fifth the TIMES announced that painters had commenced their work on the roof and should also be done in a day or two with the interior of the building. The newspaper also stated that the local offices of the Burlington were to be moved into the new building about September first. A flurry of activity surrounded the new B&MR depot during the next few days. On September fourth the telegraph office was moved into the second story of the new depot building and workmen were busy putting down a platform on the west or street side of the building. General Agent W. W. Johnston took possession of his new office on the first floor at the south end of the building, while the Deadwood Central moved into their new digs in the office adjoining Ben Marvin and his train dispatcher’s office on the second floor. It is interesting to note that the Deadwood Central paid the B&MR $2.50 a month in office rental and the use of telegraph until that road was absorbed into the Burlington during the Summer of 1893. Even the little brown shed which had done duty as a baggage room was removed and the baggage room transferred into the fine new building.

Heat for the lavish depot was provided by six strategically located Vulcan cast iron stoves, three on each floor of the structure. These stoves were later replaced by a United States Radiator Corporation Number 255-5 hot water boiler, Serial Number 122984. The boiler was located in the small 25 foot by 19 foot basement under the baggage room. This boiler supplied hot water to a number of radiators which were located on both floors, throughout the building. It is believed by most old time Burlington men that the hot water heating plant was installed between 1910 and 1914.

Sod for the depot grounds was imported from Nebraska City, Nebraska on a flat car which arrived on May 20, 1892. It was soon put in place, along with some beautiful flowers which graced the two flower beds, one at each end of the depot structure.

Having a fancy passenger depot in
Deadwood was not always peaches and cream, especially in the part of town where this fine old structure was located. N.K. Griggs, the B&M soliciator handled a number of legal cases during the Nineties which pertained to the Deadwood depot and the land surrounding it. Case Number 2263; Grand Island & Wyoming Central vs. M. J. Smith and W. E. Adams was filed December 10, 1895 for Deadwood depot grounds. A settlement was agreed upon March 1, 1897 and the case was settled May 1, 1897, but not closed. In case Number 2262 Gil\&WC vs. W. E. Adams and W. Mc Laughlin, a Quit Claim Title was sought from W. Mc Laughlin. This case was filed on December 23, 1895 for additional depot grounds at Deadwood. Another case, Number 2500 was filed July 15, 1898 by the Deadwood Central R.R. vs. Joseph Barker. Judge Moody represented Mr. Barker who had cut off the water supply at the Deadwood Depot.

In a letter from Second Vice President George B. Harris to President Charles E. Perkins of the CB\&Q dated September 23, 1899, Mr. Harris stated the following: “We have had trouble at Deadwood on account of the disreputable houses adjoining our passenger station. It has been impossible to do anything about the problem until quite recently, as the titles were involved in estates. We have however, now arranged to buy Lots 33, 34 and 35 immediately east of our passenger station for $7,500., and another tract, described as Lots 1 to 11 inclusive, on Sherman Avenue, for $3,500, making $11,000 all told. Lots 1 to 11 we deem it necessary to hold to control the ground and for necessary additions to our freight yard, which adjoins it on the east.”

Through the years, the ornate passenger depot was allowed to deteriorate, especially after the Deadwood Central trolley service to Lead was discontinued on April 15, 1924. When the Chicago and Northwestern discontinued their passenger service into Deadwood during mid year 1946, the depot again regained some of its importance as only the Burlington provided rail service. After the end of World War II the private automobile prevailed as a convenient mode of transportation and rail passenger service on many branch lines was curtailed. As a result, on September 23, 1949 Burlington passenger train Number 142 made its last trip south from Deadwood. With the discontinuance of Burlington passenger trains 141 and 142, the depot fell into immediate disuse. The few tickets which were sold for a trip on the mixed train which replaced the passenger trains could easily be sold by the freight agent at the Charles Street freight house.

The final blow to the “Grand Old Dame” came in Chicago, Burlington & Quincy Railroad Company Authority For Expenditure Number 37832 which was opened on November 17, 1950 and closed on December 21, 1950. In it, part and parcel of lots 35, 36, 37 and 39 were deeded from CB\&Q to the Black Hills Mercantile Company on June 16, 1950, consisting of the depot building and grounds. The Black Hills Mercantile Company wanted the property to build a truck loading dock on the south side of their building which was located adjacent to the depot and grounds, on the north. They offered to buy the building and 9,017 square feet of land for a consideration of $2,000.00 cash. As this property was no longer necessary for railroad purposes, it was recommended that the offer be accepted with the conveyance made by quit claim deed without abstract, the Burlington furnishing release of mortgages at its own expense. This property was acquired by the Burlington during the years 1888 and 1890 for use as depot grounds at an original cost of $6,454.48. In 1950 the offices for the local agent and general agent moved into the Burlington’s freight house at the corner of Sherman and Charles Streets.

This closed the books on the old depot and property but the old passenger depot didn’t give up the ghost without a struggle. On July 14, 1950 while dismantling the building, eighteen year old Robert Lewis Sloss, who was employed by contractor Carl Stoneberger of Lead, found $1,200.00 in twenty dollar bills in one of the walls. The Burlington claimed the money was theirs, but was unable to show proof of ownership. Of course the folks at Black Hills Mercantile and the contractor who was tearing down the building, both claimed the money on the grounds that they purchased the buildings and its contents. The dispute finally went to court and a judgment was awarded under the Treasure Trove Law, giving the money to the young man because he was the one who found it.

According to the BLACK HILLS RESIDENCE and BUSINESS DIRECTORY for 1898, the Burlington and Missouri River in Nebraska passenger depot at Deadwood, was located at 47 Sherman Street. However, in later telephone directories list the street address as 48 Sherman Street. Too bad that the real tragedy still remains; the tragedy that somehow this magnificent old building could not have been saved from its final destiny, destruction! To add insult to injury, the empty site soon became a
small park in which stands a bust of Wild Bill Hickok: a Deadwood resident with much less tenure than the grand old depot; but much more famous.

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

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was completed to Spearfish, the apple orchards were connected to a national railroad network. Also an icehouse was built at the mouth of Spearfish Canyon for storing ice for the produce cars, thus allowing farmers to begin shipping apples outside of Deadwood and Lead. Yet only a few barrels made it to the southern hills and beyond. Spoilage remained a problem, as was heavy competition with in-season apples.

To expand their market, local producers constructed cold storage houses for the apples. These storage houses were built straddling a spring or were buried in the banks next to the creek. The apples would last for many months. These “winter apples” were only good for baking, but they commanded a high price. Examples of the storage houses can be seen in lower Spearfish and Redwater Valley.

Outside markets slowly expanded, and in 1914, D. J. Toomy arranged to have Spearfish apples shipped down the Burlington to Mystic, then to Rapid City on the Rapid City Black Hills & Western, and finally beyond to the rest of South Dakota over the Milwaukee Road. This connection brought a larger market and a higher price for Spearfish apples.

Expansion continued until by 1926, the Queen City Mail was reporting bulk shipments of apples to places as distant as Denver, Colorado and Helena, Montana. This was also the first year that enough bulk apples were shipped to cause the CB&Q to schedule an extra trip out of Spearfish for produce shipment. By 1930, with the help of refrigerator cars, the Spearfish apple industry was at its peak, shipping to places such as: Wyoming, Montana, Nebraska, Colorado, Oklahoma, South Dakota, and Iowa.

May of 1933 brought disaster. A large storm swept through the northern Black Hills creating flash floods and bringing destruction. The major damage was not done to the orchards, but to the transportation system. More than three miles of the Spearfish line had been washed out. CB&Q surveyors came to assess the damage and after several weeks, they announced that they would file with the Interstate Commerce Commission to abandon the Spearfish branch. Even though the farmers fought against it, the ICC did not want to force the railroad to reopen the broken line. In 1934, valley farmers produced 47,000 bushels of apples, enough to fill a train of sixty refrigerator cars. Only 12,000 bushels made it to market. The loss of transportation, and with the Depression in full swing, the Spearfish valley apple industry was severely crippled.

There was a gradual decline of the Spearfish apple industry. Some attempts were made to haul the apples to Deadwood for rail shipment, but only one or two cars were shipped out of Deadwood in fall of 1940. They were the last two cars shipped from Spearfish orchards.

Apple farming in Spearfish valley did play an important role in the agricultural and economic history of Spearfish valley and the northern Black Hills. From 1881-1892, Spearfish valley orchards provided the northern hills mining camps with needed produce. In the years 1892-1917 farmers slowly gained in the regional market. During the 1920s, refrigerator cars allowed for sales to neighboring states. The larger industry was lost with the flood of 1933. After this, the industry tried to survive on the local economy again, but it slowly disappeared. Today, there are remnants of the old orchards scattered throughout Spearfish, reminders of the valley’s agrarian past.

About our contributor: John Henris is a recent graduate of Black Hills State University, and is currently in the Ph.D. program at Akron University.

FRIENDS OF CASE LIBRARY

During the first half of 2004, the Friends of Case Library have helped with the following activities:

We sponsored District 6 South Dakota National History Day on the BHSU campus. Nearly 150 middle school and high school students brought history projects to campus. Next year, the Friends should consider sponsoring awards for special achievement.

We co-Sponsored with the Deadwood Historic Preservation Commission and the Adams Museum the Second Annual Deadwood Symposium on Mining Architecture and Technology. More than 125 people enjoyed the presentations and the Homestake tour.
We helped with the 12th Annual Island in the Plains Archaeology and History Conference held in Keystone.

The Friends underwrote two $500 scholarships granted to incoming freshmen history majors at Black Hills State University.

And, we produced "The Black Hills Historian."

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:
Linfred Schuttler -- Spearfish
Oliver Swanson -- Redwater Valley
Beverly Lindholm -- Rapid City
Beula Rehorst -- St. Onge
Kenneth O. Leonard -- Keystone
Wendell Ellsbury -- Mercer Island, WA
Don Howe -- Spearfish
Willis McLaughlin -- Pierre
David & Vera Jerde -- Casper, WY
Velma Walker, Rapid City
Norma J. Kraemer -- Deadwood
Don & Marlene Kechely -- Rapid City

A BRIEF SURVEY

In the next "Historian," I would like to publish your thoughts on two talked about topics. Send to Dave Wolff, Unit 9059, BHSU, 1200 University, Spearfish, SD 57799. Feel free to write comments on a separate piece of paper.

1. Do you watch the HBO "Deadwood" series?
   Yes ________ No ________

2. Comments on the show
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________

3. Do you like what Deadwood is doing by building the "Old Deadwood" facade?
   Yes ________ No ________

4. Comments on "Old Deadwood"
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________

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