Lake Andes, County Seat of Charles Mix County

Through gold-red mist a winter sun arose, The early hush of morning filled the sleepy town; snow-muted streets were still,
The courthouse lawn lay carpeted in crystal-studded plush;
Gray, fluffy bollows softly wrapped the houses on the hill.
And then from out its bright cocoon the slow sun sent its light
To warm with shining fingers the waiting ice-locked breeze;
And little white-roofed homes emerging from the foggy night.
Now stood like frosted birthday cakes beneath the silver trees.

LAKE ANDES, South Dakota, was platted April 21, 1901 but was not established as a town until 1904 when town lots were sold May 18, 1904. Lake Andes was named for the beautiful lake lying at its door. The area of Lake Andes was a portion of the great Yankton Sioux Indian Reservation until 1895 when the land of eastern Charles Mix county was thrown open to homesteaders. Greenwood became the Agency for the Yankton Sioux Reservation which had been declared in 1895.

In 1900 the Chicago, Milwaukee & St. Paul Railroad built through the former Indian lands from Napa to Platte creating the towns of Wagner, Lake Andes (a siding only), Geddes and Platte, and later adding Dante and Ravinia as railroad stops. A small strip of track, or siding was built by the railroad in the northeast quarter of Section 10, White Swan Township, presumably with the view of locating a town there.

An Indian woman who owned part of Section 10, secured permission from the United States Government, Department of Interior at Washington, D. C., to change her allotment. Thereupon the discarded land in Section 10 became public land subject to entry and entered upon by Miss Lorena Pierce who established a Store and Post Office thereon. John W. Harding, an uncle of Miss Pierce, was Indian Agent at the time. It was charged that the allottee had been induced to change her allotment with a view of securing the land for a townsite. This charge was not all founded. Therefore no land could be secured for a townsite as all the other allotments in that area were Indian allotments — Arthur Gassman, Deloria, Yellow Thunder, Hunter and others.

When inherited Indian lands commenced to be sold, a location was secured on Section 4, the present site. This land, including the 80 acres then platted and the 120 acres adjoining had been allotted to John Arthur, or Sparrow Hawk. He died and in 1904 his only heirs, his wife Taniyawakanwin, and daughter Bessie Zitka Koyewin were induced to sell 80 acres of this land to the Lake Andes Townsite Company. This company included John W. Harding, H. F. Hunter, T. E. Andrews, and J. R. Arnold.

As soon as title to the land was secured, the village of Lake Andes was established and the sale of town lots was held May 18, 1904. Approximately $10,000 worth of lots were sold.

Karl Aboudagher (Dagher) was appointed postmaster of "Andes" from October 8, 1898 to December 12, 1900. Mr. Aboudagher lived on the NW ¼ of Section 22 in the northeast corner of the northwest 40. At that time the location was called "Andy's Point", about four miles northeast of the new townsite, in Goose Lake Township. In 1900 the postal department was removed from the store and a postal department established near the siding depot by Lorena B. Pierce, in the NE 40 of the NE ¼ of Section 10, White Swan Township which was the land Miss Pierce had secured from the Indian woman. Miss Pierce held that position of Lake Andes postmaster from October 30, 1900 until January 1907.

When Lake Andes became established in 1904, the Post Office was moved to Block 18, Lot 15, on North Main in Lake Andes. A store building was moved to where the Gunsul building now stands and a restaurant was opened across the street by James Gavin. The Lake Andes Wave is the same age as the town. Two banks were built in Block 19 — one on the corner of Lot 1 and the other on the corner of Lot 18. On south main the Stedronsky Hardware was built on Lot 1 in Block 23, and directly across the street in Block 24, on Lot 12 the Engel Hotel was erected. The Catholic and Methodist-Episcopal churches had laid their foundations in Block 10 and 5 respectively. To the north, Block 39 was platted for the public schoolhouse which was built in 1907.

The streets lay perpendicular to the railroad which cut diagonally through the southwest corner of the town, with a depot and five elevators lying above the tracks. The first depot agent was George Ramsdell.

Lake Andes town lies on the southwest shore of Andes Lake which is a body of water twelve miles long and one and one half miles wide. The lake is one of the most popular fishing and hunting resorts in the state. It is the center of the richest and most fertile sections of South Dakota. It was until 1895-1900 the hunting grounds of the Yankton Sioux Indians and lies almost within the center of Charles Mix County.

In 1916 Lake Andes won the race against four contenders for the Charles Mix County Seat honors. Wheeler, then the county seat, ceded her rights and the county staff, books, records, and other tangible properties were moved to Lake Andes. In 1917 a splendid courthouse costing $150,000 was built on a rise overlooking the east end of the town. Lake Andes started to grow and prosper and has remained stable throughout the past eighty years. Many of the business places that were not already brick, were bricked over the old face. The town is clean and neat and has kept well preserved these many years.

Pickstown, a government town built by athe Corp of Engineers for the personnel and laborers of the Pickstown Dam, had considered adding their buildings to Lake Andes, but the idea was abandoned. Lake Andes built additional buildings in the town to accommodate added business and housing facilities.

The first City Government of Lake Andes convened December 19, 1904 and the following officers were elected: A. VanderVoort, clerk; Albert Amundson, clerk; W. D. Bollinger, marshall; William A. Riley, street commissioner; M. P. Steele, Justice of Peace. The 1904 officers were re-elected in 1905. Inspectors elected prior to the 1904 election as overseers were as follows: A. VanderVoort, clerk; Albert Amundson, treasurer; William A. Riley, street commissioner; William Gunsul, assessor; and M. P. Steele, Justice of Peace.

The present city is governed by a common council and mayor. The current mayor elected in May 1985 upon the retirement of Samuel Mead, is Dwight L. Harrold. The six aldermen, two from each ward are — Leo Carda, Clarence Carpenter, Ruben Huber, Edward Koenig, John Smith and Russell Stedronsky. Mayors of Lake Andes from 1912-1985 were: Edwin R. Remington, 1912-15; C. J. Martin, 1915-17; Charles Stedronsky Sr., 1917-21; Jacob A. Brooks, 1921-23; Frank Zolnowsky, 1923-1923; Frank A. Anderson, 1923-1925; Almer O. Steensland, 1925-1931; Charles Stedronsky Jr., 1931-

1951; Robert F. Buche, 1951-53; Alex P. Williamson, acting 1953-53; William Wuest, 1953-57; Russell Stedronsky, 1957-66; Ed Jones, 1966-67; Gilbert A. Gau, 1967-71; Leslie Nelson, 1971-73; Dwight L. Herrold, 1973-77; Gilbert A. Gau, 1977-78; Marlin C. Sejnoha Sr. acting 1978-79; Samuel F. Mead, 1979-85; Dwight L. Herrold elected May 1985.

In 1918 a sewer system was installed. "Fish Day" was inaugurated the second Friday in June 1915, the feature being a free fish dinner to all the comers and a program of street sports. This was an annual event until World War II when all fish dinners were discontinued. The celebration was no more after 1969.

N. M. Vandall, the first county surveyor in Charles Mix County, who came from Montreal, Canada to Nebraska in 1859, arrived in Charles Mix County in 1873 and squatted on the Military Reservation. The government requested that these squatters leave their domain on the military reserve and purchased their log cabins, fences and barns from them. The government's objection to these squatters was their heavy liquor trade with the soldiers at Fort Randall. Mr. Vandall moved to the south bank of Lake Andes lake in 1884; he had married a part Sioux woman. Their heirs inherited valuable land along the famous Andes Lake which was built up into a popular summer resort. People from the east as well as surrounding towns came to Lake Andes lake and built cabins and summer houses along its shores.

The Carnegie Library was erected in 1911. W. H. Gunsul had obtained a grant of $5,000 from Andrew Carnegie for this purpose. Andrew Carnegie, a wealthy philanthropist, had donated money for over 2,800 public libraries in the United States. Geddes and Dallas, South Dakota have Carnegie Libraries built in the early 1900's from his donations. When Andrew Carnegie died in 1919, the funding was to be continued through the Carnegie Corporation established by him. However, this funding was discontinued many years ago. Those that continue as libraries are supported by other organizations and many have closed.

As of 1985 there are six active towns in Charles Mix County. The railroad was discontinued in 1979 but these towns were once railroad towns: Platte, Geddes, Lake Andes, Wagner, Dante and Ravinia. Academy's Store closed in the spring of 1985; Pickstown, built in 1951-52 by the Corp of Engineers is somewhat active but is now up for sale (1985). A rail spur was built from Lake Andes to Pickstown for the purpose of moving construction supplies for the dam construction. **October 6, 1985 the Dakota Southern Railroad owned by Alex Huff, steamed into Lake Andes and will haul freight on call.**

May 21, 1962 a Monday evening tornado wreaked much damage to Lake Andes. The storm one and one half blocks wide and eight blocks long followed along Fifth Avenue. Twenty-five houses were destroyed or damaged and two persons injured. Eight small houses and a trailer house were destroyed. The roof of the Lake Andes High School was partially ripped off, and the kitchen and dining room additions on the north side of the building were demolished. Trees were uprooted and small items blown away. Four of the houses reduced to rubble belonged to Nick Van Asperen, Mrs. Tillie Peterson, Mrs. Christie Bambas and Edith McBride.

There have been some fires in Lake Andes but of no major damage.

The Return of the Dakota Southern Railroad 1872-1985

But progress came--a monster, deisel-powered,
Now hurtles down the track of my old friend.
Its snarling, raucous voice--a nightmare scream,
Comes shrieking over fields and seem to send
A shudder through the very earth and me. Sladek

THE DAKOTA SOUTHERN RAILROAD returned to South Dakota in early October 1985 after 113 years from its organization and founding. In 1868 the Sioux City and Pacific Railroad reached Sioux City, Iowa from the eastern web. In 1872 the Dakota Southern Railroad built into Dakota Territory from Sioux City and reached Yankton Territory in the early part of 1873. Thirty five miles of railroad were built from Sioux City to Vermillion. The Dakota Southern Railway was organized by a group of Yankton businessmen; Yankton was then the capitol of Dakota Territory. But Congress denied a grant of land to the Dakota and Northwestern railroad promoters. After much litigation, promoting, bond raising and effort, the Dakota Southern was built from Sioux City to Yankton, mainly through the efforts of Yankton County. The opening of the Dakota Southern Railroad to traffic between Sioux City and the Capitol, Yankton, was an occasion for much rejoicing. Yankton became a famous river port into Dakota Territory for nearly a decade and a large volume of traffic passed through during the Black Hills gold rush.

In 1881 the Dakota Southern Railroad merged with the Chicago, Milwaukee & St. Paul Railroad. The right-of-way from Yankton to Platte was secured in the summer of 1897. The rail bed to Platte was built in 1900 and completed in October 1900. The Milwaukee Railway had built into Charles Mix County via Wagner, Lake Andes, Geddes, and Platte which became the end of the line in Charles Mix County and that run did not extend any further into South Dakota. A few years later Dante and Ravinia were added as railroad towns.

May 5, 1979, the Chicago, Milwaukee & St. Paul Railroad discontinued its run into Charles Mix County. However the tracks were not ripped up, but the depots were sold, razed, or moved.

November 6, 1985, The DAKOTA SOUTHERN RAILROAD rolled into Lake Andes pulling five hopper cars, and into Platte Saturday, November 9, 1985. Alex Huff is the operator of the line and the trip was commenced from Napa to Platte via a stop at Lake Andes on Wednesday, November 6, 1985 at 5 p.m. Many of the local and rural citizens, and their Mayor Dwight Herrold welcomed the train by a ribbon cutting ceremony. Rides were also given on the train. Saturday, November 9, at 11:30 a.m. the Dakota Southern Train arrived in Platte with its owner-operator, Alex Huff and was greeted by our Governor William Janklow, Mayor John Stekly, a crowd of 1,000 city and rural citizens, and visitors. A barbecue at noon was enjoyed by all after the welcoming ceremonies and Alex Huff was presented the key to the city by Mayor Stekly. Mr. Huff, originally from Cathage, Texas will reside in Lake Andes, South Dakota.

In 1900 the Chicago, Milwaukee & St. Paul Railroad built a small strip of track on the northeast corner of Section 10, White Swan Township to be used as a siding. The railroad then continued building on to Geddes and Platte where these new frontier towns were established in 1900. The Lake Andes Townsite Company obtained a site near the siding, approximately on Section 4, White Swan Township. Immediately the Lake Andes Townsite Company platted the site on April 21, 1901 as LAKE ANDES.

Lot sales were held May 18, 1904 at Lake Andes. A depot was built and George Ramsell was installed as the Lake Andes Depot Agent. The Chicago, Milwaukee & St. Paul train coming up from Wagner steamed on from Lake Andes to

The DAKOTA SOUTHERN returns to South Dakota October 6, 1985 on a run from Napa, (above Yankton) through Wagner, Lake Andes, Geddes and to Platte as it did in 1900 on its first run into Charles Mix County, South Dakota.

Geddes and Platte, the end of the line. Lake Andes had only three depot agents during its railroading days — George Ramsdell, H. B. Olson, and Frank Gorman.

Robert Chas. Stedronsky, a citizen of Lake Andes, was a railroad man in his early youth and manhood. This is a first hand description of the steam engine used to pull the rail cars until the diesel engine took over in later years. This story begins in 1934 when Robert Chas. Stedronsky at nine years of age started working for the railroad, running from Napa to Platte, South Dakota.

"On the Napa to Platte line, 1900-1945, the engines were steam, hand fired and had two water injectors. The feed door could be opened manually or operated by a foot pedal which was aircharged. To fuel the engine, one scooped a shovel of coal from the tender behind, swinging around, the left foot hit the pedal and the air opened the door automatically. When the brakeman reached for another shovel of coal, the door swung shut until the swing was repeated. The coal was spread around in the firebox evenly with the shovel from left to the corner, hitting the door with the shovel, the same motion with the shovel from the center to the right.

THE LAKE ANDES DEPOT

Robert Chas. Stedronsky was head brakeman and he always rode on the engine with the fireman and the engineer. The head brakemen opened and closed the switches to allow another train to pass by or head into the siding. The switches had to be opened and closed if the train was coming into and going out of the siding. A train could head into the siding and back out again when the other train passed by. A freight train usually took the siding when a passenger train headed in unless specified otherwise in a train order from the dispatcher.

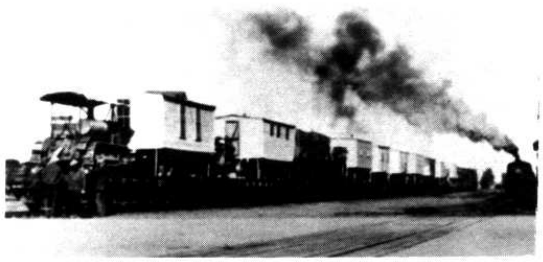
During World War II a passenger train could be delayed without any questions asked. Freight and troop trains, or war material was a number one priority.

Most towns had one siding. During the construction of the Fort Randall dam, all sidings were plugged from switch to switch with construction material and the railroad did not build new side tracks. A steam engine to pull the cars was used at this time. Steam is the most powerful form of energy. It was the method with which the steam engine was hooked to the drive wheel that gave it so much power. After World War II, the Chesapeake & Ohio Railroad Company put together a steam engine (turbine). The turbine also used steam, but it was a shaft with a round cylinder, and attached to it were fins or vanes, which fins had greater power than the side arm. It is the hook-up of the power to the wheels that makes one more powerful than the other.

Then General Motors came out with the diesel engines — the railroad company eliminated all steam engines.

The average tonnage for the freights was 1200 tons. East of Tabor was a hill two miles long. A good engineer could surmount that hill without any difficulty — but one engineer always stalled on the hill and had to double the hill. To double a hill, part of the train was cut off and pulled to the first siding and then the engine returned for the remainder of the train.

Water for the engine to make steam was taken on at Tyndall and Lake Andes. When taking on water the fireman always dumped in a pail of white powder, lime, to condition the alkali in the water. If this was not added, the engine would not steam properly — this was called fogging. The water tank was always kept full; no water, no steam. With a good fire in the steam engine and no water, a big explosion was the result. A water gauge, or glass, indicated the amount of water in the boiler. The boilers were kept full of



The Chicago, Milwaukee, St. Paul freight cars pulled by a steam engine come into Lake Andes laden with cabins for the resorts by Andes Lake.

water by two injectors, which were mechanical valves worked by air and steam.

The lights are operated by steam dynamos — the steam turns the dynamo and makes electricity which supplies the cab lights and head lights of the engine. Some engines do not have a speedometer, but larger ones called the S 2's, had speedometers, air horns and steam whistles.

On small engines, there was a Johnson bar, which was a transmission and when moved forward, it went forward — moved backwards, the engine went backwards. The more it was moved in one direction the more steam was put to the driving wheels and after getting up speed, the bar was moved to center to save on steam. A five foot bar on a small engine had to be moved manually, but with the larger engines, this system worked with air and moved more easily.

Air brakes were invented by George Westinghaus and were known as the Westinghaus Brake System. All rail car engines and equipment had a pipe line the length of the car and at each end was a brake hose with a hose coupling in one end. This was connected to the other car to complete the line the length of the train. At the end of the caboose or passenger train, a long pipe with a valve was connected to the air hose. A pull by the conductor on this airline, could stop or slow down the train since the brakes were controlled from either end. However, to keep peace with the engineer, the conductor did not pull the airline if at all possible. But there were emergencies.

Air brakes were not put on trains until after World War I. Before air brakes, the two brakemen were truly brakemen and rode on top of the cars. When the engineer whistled for brakes, as he was descending a hill, the brakemen applied the brakes on several cars — each car had an individual brake. When the engineer whistled to release the brakes, the brakemen obliged.

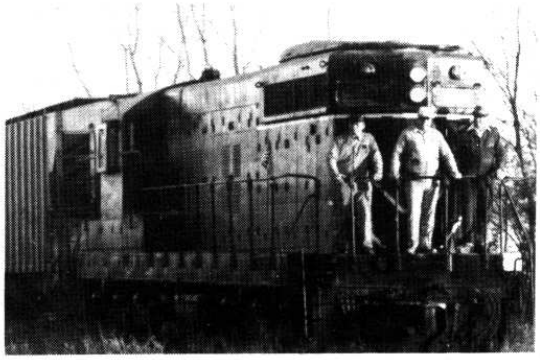
The engineer pulls the throttle but the conductor is responsible for and is the boss of the train at all times.

There were two kinds of train orders — the 19 Train Order and the 31 Train Order. A 19 Train Order could be handed upon the flyer with a clearance; the 31 Train Order had to be signed for in person by the conductor or the engineer to verify the order. These orders were given out by the Dispatcher to the Telegraph Operators, O.K.'d and initialed by the superintendent. The a clearance had to be given for whichever train was involved.

There are four Time Zones in the United States of America — Eastern, Central, Mountain and Pacific. The Standard Time was transmitted by the telegrapher from Washington, D. C. at 11 a.m. every morning. The employees of the railroad had a Special Railroad Authorized and Examined Pocket Watch which had to be approved by the office of the employed. The watch time could not be changed accidently or intentionally because the cover was screwed on.

When switching cars from one track to another, it was necessary sometimes to make a flying switch. That is, the cars were all disconnected from the back of the engine that you did not want switched. The man at the switch threw the engine to the other track, and the desired cars rolled into the siding. The engine starts beyond the switch, the man at the switch throws it to the other track, and the engineer rides into the siding.

RAILROAD RETURNS TO LAKE ANDES 1985



Robert C. Stedronsky, John Smith, and Alex Huff (owner of the train) greet the Dakota Southern as it rolled into Platte on November 9, 1985 after six years of absence.

On Wednesday, November 6, 1985, at approximately 5 p.m. the Dakota Southern Railroad came to Lake Andes, South Dakota and stopped at the Farmers Elevator where many of the local people welcomed the train to town. Following is some history on trains written by Robert Chas. Stedronsky of Lake Andes for the occasion.

The origin of railroad transportation began as early as 1550 in Europe where railroads were horse-drawn wagons and carts on wood rails. These wagons were pulled on rails of wood so that the wheels would not be down in the mud and ruts of the road. Later on strap iron was fixed to the top of the wood rails to prevent wear on the rails.

The first all iron rails were cast in Europe in 1767. These rails were three feet long and were flanged to keep the wagon wheel on the tracks. Many years later the flange was transferred to the wheel of the rail car. Thomas Newcomb invented a crude steam engine in 1712. James Watt produced a greatly improved steam engine in 1769 and improved upon that one in 1774. Won Murdock's steam vehicle of 1784 was another milestone but it was not until 1804 that the Englishman, Richard Trevithick built the first crude railway steam locomotive.

In 1814 George Stephenson of England built a steam locomotive, the BUTCHER which actually drew a train of eight cars, loaded, weighing thirty tons, at a speed of four miles per hour. By 1825 Stephenson had improved his locomotive and in 1829 he built the ROCKET, which was the first real steam locomotive. Since then he has been honored as the Father of the Steam Locomotive.

Meanwhile in 1815 John Stevens of Hoboken, New Jersey obtained from the State of New Jersey, the First Railroad Charter ever issued in America. By this time there were several short horse-powered railroads in the United States.

The first steam locomotive powered to a railroad track in America occurred in 1825 when a small locomotive with an upright boiler was run on a circular track at Hoboken, New Jersey. Both locomotive and track were built by John Stevens who had been an officer in the American Revolutionary War.

Around 1876 the United States sent General George Custer to Montana to round up and control the Indians. His army of troops was stationed in Texas and Arizona. He was shipped by railroad from there to Montana via Yankton, Dakota Territory. At that time Yankton was the end of the railroad line. Upon the troops arrival they unloaded their

supplies and set up camp (in tents) in Yankton — this was early in the month of April. One of the worst blizzards in history hit the camp while they were camped there and many of the men froze to death. Many froze and lost their legs and arms, and a good number just deserted the Army. After the blizzard subsided, the army reorganized and loaded their heavy supplies on a steamboat on the Missouri River to be shipped to Montana. The soldiers, with a certain amount of equipment and their horses, headed by way of land to Montana but camped at Fort Randall for a stay.

At the turn of the century early in 1900, the Railroad Company began extending their lines westward from Yankton, South Dakota, and this line the Napa to Platte, now known as the Dakota Southern, was completed in the year 1900.

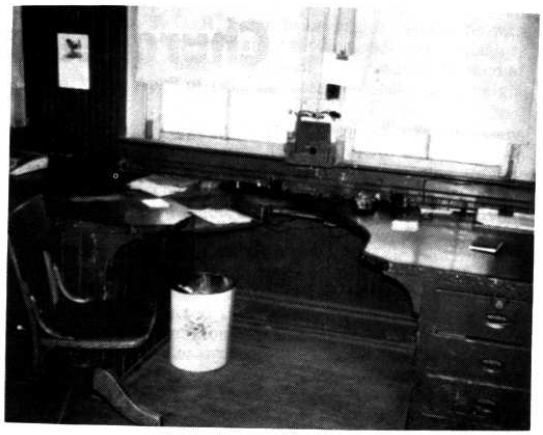
After World War II the Milwaukee Company met with so much resistance and competition that by 1984-85 the Milwaukee Railroad Company ceased to be through bankruptcy. What remained of the old line was sold to the Soo Line Railroad, a Canadian owned company. The Milwaukee tried to keep solvent with lines east of the Mississippi River — a line from the Twin Cities, Minnesota, to Chicago, Illinois, to Kansas City, Missiouri, but this too was declared bankrupt.

In 1872 Samuel F. B. Morse invented and developed the first successful **Electric Telegraph System.** Until the telegraph, there were only smoke signals and the Pony Express. On the railroad, trains were meant to run on a time card but breakdowns, delays or weather hindered this so that the trains could not keep a tight time schedule. After the telegraph came in 1872, everything went by telegram including news, weather information, messages, et cetera.

Radio was developed in a wide scale in the early 1920's. With this era, the markets, farm and stock, weather and news were sent over radio waves, thus eliminating the telegraph.

In 1876 Alexander Graham Bell invented the telephone which became very popular after the 1920's. The telephone was an improvement of the original telegraph as the mechanics are one and the same except for the method of relaying voice or code. The telephone caused the death of the Morse Telegraph and put it out of business in the United States anyway.

In 1897 Rudolph Diesel invented the Diesel Engine and made the first successful one in 1913. Mr. Diesel, from Germany, was aboard a ship bound for London in 1913 when he mysteriously disappeared. After World War II, Diesel Electric Engines (which are now pulling trains) displaced the steam engine by almost 100%. The Steam Engine was more powerful than the Diesel Engine, but it was the method of the hook-up to the drive that made the difference. When the railroad companies took over the Diesels, the coal and water stations were abandoned. These commodities, water and coal, could have been carried on the rail cars if so desired by the railroad companies.



The Lake Andes Depot Telegraphic office

The above information was compiled from the Book Encyclopedia and the knowledge of Robert Chas. Stedronsky who was a former employee of the Milwuakee Railroad company. At nine years of age he began as an errand boy at the Lake Andes Depot for Depot Agent George Ramsdell and worked up as a telegrapher and brakeman for the Chicago, Milwaukee & St. Paul Railroad until he resigned to take over the family O.K. Hardware business in Lake Andes. Robert Stedronsky was instrumental in the effort with others for the return of the railroad to Charles Mix County.

July 1986: RED LAKE, an intermittent lake about five miles west of Wagner, South Dakota, in Charles Mix County, is very much a lake this summer and has covered the railroad track of the Dakota Southern Railway Co. which spans its bed. The railway company under the operation of Alex Huff, has built a new track which has raised the railbed eighteen inches. Rock was dumped beneath the track to fill in that depth. The track was under about four inches of water which built up in the lake from the heavy snowfall of the winter and spring and the abundant summer rains. Water is almost man deep on either side of the track and men are working in water on the new track. The new track required the laying of 400 new ties and about 125 relay ties. The total cost of the project is $149,000. which is funded by the Community Development Block Grant and matching funds from the Dakota Southern Railway Co. and the grain elevators of Charles Mix County.

SIGNIFICA, (News Item), March 20, 1983. Sears, Roebuck & Co.; Alvah Curtis Roebuck was a watch repairman from Indiana who went into the business of selling watches through the mail in the 1880's with a **former freight agent from Wolsey, South Dakota, Richard Sears.** His partner's aggressive marketing and advertising techniques made Mr. Roebuck so nervous that he decided to sell his one-third interest in 1895 for $25,000. After Alvah Roebuck went broke in the 1929 crash, his old firm — now a thriving mail-order and chain-store operation — put him on the publicity department payroll to make goodwill tours. One business historian wrote that wherever Roebuck appeared, "customers came in from as far as 100 miles away to shake the hand of the man whose name had been a byword in their families.

Gustave Brachhuasen, an inventor and engineer from Germany, started a factory in New Jersey in the 1890's, first making music boxes. The company later switched to the manufacture of a vacuum cleaner, the Regina Electrick-broom. Brachhuasen sold his business in 1915 for $1 million but soon lost all his money. In 1919, he returned to the factory he had founded — as a tool and diemaker. He later became a night watchman there.

Albert Amundson, who in 1904 was a builder and business man in Lake Andes, was twenty years old when he worked on the section at Wolsey for the Chicago, Milwaukee & St. Paul Railroad. Richard Sears was depot agent at Wolsey and hired young Amundson as a clerk in the depot and taught him telegraphy. (Albert's parents, Mr. and Mrs. Amun Amundson were homesteaders near Wolsey.) Mr. Sears became so exhausted from the heavy demands of the depot that he resigned and went to Minneapolis, Minnesota where he became the founder of Sears, Roebuck & Co. which today is known worldwide.

The great use of life is to spend it for something that outlasts it. William James

THE ROSEBUD BRIDGE at Wheeler, Charles Mix County South Dakota was opened to traffic September 1925. The East and West were linked together for the first time in Dakota history. This is a view of the Rosebud Bridge towering above the former County Seat, Wheeler as it nestled in the Missouri River Valley. Wheeler was the cradle of Charles Mix County. In 1953 the Rosebud Bridge was moved to Chamberlain and placed beside its sister bridge. The St. Francis Case Bridge was built at Snake Creek to replace the Wheeler Bridge in Gregory and Charles Mix Counties. Wheeler is only a memory.

Text excerpts and images used with permission: Gnirk, Adeline S. *The Epic of Papineau's Domain*. Gregory, SD: Plains Printing Company, 1986. Purchase the book for $30: Andes State Bank, 213 W Main Street, Lake Andes, SD (605) 487-7611 or Elaine Gnirk, 35245 287th Street, Herrick, SD 57358