

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. Complete the form by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Mitchell Historic Commercial District (Boundary Increase)

other names/site number _____

2. Location

street & number Roughly bounded by Duff, Railroad, and Lawler Streets ☐ not for publication N/A

city or town Mitchell ☐ vicinity N/A

state South Dakota code SD county Davison code 035 zip code 57301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
- ☐ determined eligible for the National Register.
☐ See continuation sheet.
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:)

Signature of the Keeper

Entered in the
National Register

Date of Action

Elson H. Beall 3-23-95

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
30	19	buildings
		sites
		structures
		objects
30	19	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

Commerce/Trade: office building, blacksmith
shop, hardware store, warehouse
Government: fire station
Agriculture: food processing site
Industry: mill
Transportation: parking garage

Current Functions

(Enter categories from instructions)

Commerce/Trade: office building,
warehouse, specialty store
Government: fire station

7. Description

Architectural Classification

(Enter categories from instructions)

Late Victorian; Romanesque
Late 19th and 20th Century Revivals:
Classical Revival
Late 19th and Early 20th Century American
Movements: Prairie School, Commercial Style
Modern Movement: Art Deco

Materials

(Enter categories from instructions)

foundation Concrete
walls Brick
Concrete
roof Wood
other Sandstone
Terra Cotta

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is: N/A

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Areas of Significance

(Enter categories from instructions)

Commerce

Period of Significance

1901-circa 1932

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Dixon, Walter J.

Kings, Floyd F.

Steele, William

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

Mitchell Historic Preservation Commission,
Mitchell City Hall

Mitchell Historic Commercial District (Boundary Increase) Davison, South Dakota
Name of Property County and State

10. Geographical Data

Acreage of Property Approx. 17.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	4	5	7	8	5	6	0	4	8	4	0	1	3	0
Zone	Easting			Northing											
2	1	4	5	7	8	5	6	0	4	8	4	0	1	3	0

3	1	4	5	7	8	7	6	0	4	8	3	9	6	9	0
Zone	Easting			Northing											
4	1	4	5	7	8	2	0	0	4	8	3	9	8	0	0

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Susan Granger and Scott Kelly

organization Gemini Research date March 30, 1994

street & number 15 E. 9th Street telephone (612) 589-3846

city or town Morris state MN zip code 56267

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 1Mitchell Historic Commercial District
(Boundary Increase)

Davison County, South Dakota

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INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE**7. NARRATIVE DESCRIPTION**

The Mitchell Historic Commercial District Boundary Increase is located in the southern portion of Mitchell's central business district, north of the Chicago, Milwaukee, and St. Paul railroad tracks. The boundary increase adds 49 buildings to the western and eastern sides of the Mitchell Historic Commercial District. The original historic district, which was placed on the National Register in 1974, encompasses a large portion of Mitchell's central business district. It is aligned along Main Street, the city's principal north-south commercial street, from north of Sixth Avenue southward to the Milwaukee Railroad passenger depot which stands on the northern side of the tracks. The original district comprised 104 buildings standing on approximately 81 acres.

The boundary increase consists of two separate parcels, one being added to the southwestern corner of the original district, and one being added to the eastern side and southeastern corner of the original district. The boundary increase adds approximately 17.5 acres to the district. Surrounding the boundary increase are Railroad Street and the Milwaukee Road right-of-way on the south, the Historic Commercial District on the north, and 19th century residential neighborhoods on the west and east.

The boundary increase adds 49 buildings to the commercial district, 30 of which have been classified as contributing. The noncontributing buildings are commercial structures which either do not date from the period of significance, or have been altered to the degree that they do not contribute to the historic character of the district.

The 30 contributing buildings in the boundary increase include 18 retail and service stores, 7 wholesaling structures, 4 industrial and agricultural processing structures, 1 apartment building, and 1 fire station. In general, the retail and service stores are located on First, Second, and Third avenues immediately east and west of Main Street. They represent a continuation of the retail and banking portion of Mitchell's downtown commercial area. Most of the wholesaling and industrial structures are located along and near Railroad Street and the Milwaukee Railroad tracks. These structures are the remnants of a wholesaling and industrial area which stretched along the northern side of the railroad tracks and once contained numerous warehouses, grain elevators, mills, creameries, and storage facilities. These wholesaling businesses, agricultural processing structures, and other industries were serviced by a series of railroad track spurs which once curved out of the Milwaukee Road right-of-way and ran east and west within

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and immediately south of Railroad Street. Most of these track spurs have been removed.

The contributing buildings in the district were constructed between circa 1901 and 1932. Most were constructed of either brick or concrete block. Most of the retail and service stores are two story in height with a facade which is mildly Romanesque Revival or Classical Revival in style. Most have a single storefront and most are slightly altered. The wholesaling and industrial buildings located along and near Railroad Street are more widely-spaced, larger concrete block and brick structures.

While it might be expected that most of the wholesaling and industrial structures would be plain and utilitarian in design, in fact several display elegant designs and detailing. Included are buildings with handsome Craftsman and Prairie School-inspired features such as the Mitchell Warehouse Company at 120 Lawler St. S. and two excellent and intact examples of the Romanesque Revival style--the Haley and Lang Company at 115 Rowley St. S. and Central Auto and Supply at 119 1st Ave. E.. Several buildings in the district were designed by the Mitchell architectural firm of Floyd F. Kings and Walter J. Dixon.

Representative, contributing examples of major property types in the district are described below. The buildings are arranged by property type and by year of construction. They may be identified by street address on the attached map. A complete list of all buildings in the district appears at the end of the Narrative Description section.

RETAIL, SERVICE, AND OFFICE BUILDINGS

Address: 116 First Ave. W.
Historic name: Mitchell Heating and Plumbing
Date built: Circa 1905
Status: Contributing

Mitchell Heating and Plumbing is a simple two story painted brick commercial building which is mildly Romanesque Revival in style. The main facade is modestly ornamented with two bands of stepped brickwork at the cornice level. There are four segmentally arched window openings at the second story which have brick sills and brick voussoirs topped by thin projecting brick arches. The storefront retains its original configuration of display window and recessed entrance. The storefront transom window has been blocked and the second story window openings have been filled with wood paneling.

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Mitchell Heating and Plumbing was owned and operated by George W. Austin. It was later known as the G. W. Austin Company and was owned by George W. and Arthur A. Austin.

Address: 120 First Ave. W.
Historic name: Pringle Building
Date built: 1909
Status: Contributing

The Pringle Building stands on the northern side of First Avenue West on the western side of Mitchell's central business district. It is a two story painted brick commercial building which is mildly Romanesque Revival in style and is somewhat similar to Mitchell Heating and Plumbing building next door to the east. The Pringle Building has two segmentally arched windows with brick sills and brick voussoirs topped by thin brick arches at the second story level of the main facade. The window openings retain original one-over-one sash. At the top of the building is a simple brick cornice. Beneath the cornice is a date- and nameblock reading "Pringle 1909". The storefront of the building has been altered with vertical wood paneling.

The Pringle Building was originally owned by Andrew G. Pringle who operated a grocery store at this address. By 1913 the building was housing the Golden Rule Cash Grocery, owned by Louis Breidenback. Various grocers occupied the storefront at least through 1937.

Address: 112 First Ave. E.
Common name: RSVP Thrift Store
Date built: Circa 1910
Status : Contributing

The RSVP Thrift Store is a basically intact two story commercial building which stands on the northern side of First Avenue East. The building has a restrained Classical Revival-influenced design. It was constructed of concrete block but the main facade is faced with stretcher-bonded medium-brown pressed brick. The building has a simple brick cornice, brick sills, and a brick enframed storefront. The second story windows have been blocked with corrugated metal and the storefront has been altered with new plate glass and vertical wood siding. Despite these alterations, the storefront retains its original configuration of display windows and entrance.

According to Sanborn insurance maps, this building housed a moving picture theater on the first floor and a rooming house on the second floor in 1914.

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In 1923 it housed a creamery on the first floor and a hotel on the second.

Address: 112 Second Ave. E.
Historic name: Reihsen Building
Date built: 1911
Status: Contributing

The Reihsen Building is a two story commercial building which stands on the northern side of Second Avenue East. The building is Classical Revival in style and was constructed of smooth concrete blocks. Dark gray blocks were used on the main facade and light-colored blocks were used for the side and rear walls. The main facade is topped by simple concrete cornice with dentils. Beneath the cornice is a row of molded garlands which forms a frieze. A name- and dateblock reading "J. P. Reihsen 1911" is set into a recessed panel beneath the frieze. The second story has rectangular window openings with wide concrete sills and lintels and one-over-one sash. The storefront has large plate glass windows and a recessed entrance. The storefront has been altered with glazed metal panels and a new door leading to the second story.

The Reihsen Building was originally owned by Jacob P. Reihsen who, with George P. Reihsen and Leo M. Reihsen, owned a meat market known as J. P. Reihsen and Sons.

Address: 113 Third Ave. E.
Historic name: Dakota Central Telephone
Date built: 1912
Architect: William Steele
Status: Contributing

Dakota Central Telephone is an elegant, handsome structure which was designed by noted Sioux City architect William Steele. It was constructed as an office building and telephone exchange for the Dakota Central Telephone Company. The building stands on the southern side of Third Avenue East and has two principal facades, the main (northern) facade and the western facade which faces an alley and Main Street to the west. The building is faced in medium-brown pressed brick and sits on a rockfaced Sioux-quartzite foundation which extends to a line above the sill level of the first story windows. The lower two-thirds of the northern and western facades (beneath the springing block level of the second story windows) are faced with orange-brown brick which has darker brown brick diamond patterning. Between the quartzite foundation and the brick walls, at the watertable level, is a wide horizontal band of smoothly dressed stone. The symmetrical northern facade is dominated

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by three narrow, two story rounded arches into which are set vertically aligned first and second story windows and the main entrance. The rounded arches are topped by a smooth stone string course which traces the tops of the arches and continues around the corner to form label moldings over the northern second story windows of the western facade. There are recessed brick spandrels between the first and second story windows within the rounded arches on the main facade. Above the three rounded arches is a simple brick cornice with dentils. The parapet at the top of the building steps upward at the corners and is topped by smooth gray limestone coping. The first story has rectangular plate glass office windows and a central entrance. This entrance has a single leaf door set into a simple Classical Revival surround with an entablature. The southern portion of the western facade has rectangular window openings with smooth stone or concrete sills. Many of these openings retain two-over-two and one-over-one sash. The building is largely intact and in good condition.

The Dakota Central Telephone Company was organized in 1886 by J. L. W. Zietlow. The company purchased Mitchell's telephone system in 1904. Mitchell became Dakota Central's district office for the southern part of the state, supervising 13 exchanges. The Mitchell exchange, located in this building, serviced 3,161 telephones in 1929 and had 31 employees (Mitchell Evening Republican, Nov. 16, 1929).

Address: 116 First Ave. E.
Historic name: Earles Meat Market
Date built: Circa 1913
Status: Contributing

Earles Meat Market is a small, one story brick commercial building with a simple Classical Revival-influenced design. The building is faced with stretcher-bonded purplish-brown pressed brick. There is a simple brick cornice with dentils across the top of the main facade. The building has a recessed storefront entrance and large plate glass storefront windows. It is basically intact. The entrance retains an original single-leafed door with a large pane of glass. The transom above at the entrance has been blocked with new siding.

Earles Meat Market was owned and operated by L. P. Earles.

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Address: 118 First Ave. E.
Historic name: Giese Plumbing Shop
Date built: Circa 1913
Status: Contributing

The Giese Plumbing Shop is a two story Classical Revival style commercial building which is basically intact. The main facade is faced with smooth purplish pressed brick with cut limestone trim. The side and rear walls are constructed of light-brown common brick. The building has four evenly spaced rectangular second story window openings with wide smooth sills and lintels. At the top of the facade a brick or metal cornice has been removed or covered, although a lower course of decorative brickwork remains. The storefront is intact and retains a large rectangular storefront window with transom and a recessed entrance. The entrance to the storefront retains a single leafed panelled door with a large single pane of glass. Both the entrances to the storefront and to the second story retain transoms.

This building housed the Giese Plumbing Shop which was established by John H. and Matilda Giese in 1907. The Gieses also operated a successful sheet metal company. Six Giese children also worked in the business, which was eventually sold by the family in 1972.

Address: 123 Third Ave. E.
Historic name: Johnson Building
Date built: 1922
Architect: Walter J. Dixon
Status: Contributing

The Johnson Building is a large four story commercial building that is similar in design to many urban department stores of the early 1920s. It stands on a prominent site at the southwestern corner of Third Avenue and Lawler Street on the eastern side of Mitchell's central business district. Designed by Walter J. Dixon, the Johnson Building was constructed of reinforced concrete with steel joists and hollow tile interior walls. It is faced with medium-brown textured brick and sits on a base of poured concrete. The upper two stories were added in 1928-1929 to house offices and apartments. The first and second stories of the principal facades are divided into bays by two story brick piers which are topped by simple smooth concrete caps. Set between the brick piers on the first story are large plate glass display windows. The main entrance to the furniture store is recessed in the second bay of the northern facade. The entrance to the upper floors is located in the central bay of the northern facade which reads "Johnson Building" in the transom. Set between the piers on the second story

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of the eastern facade are large stained glass windows. Similar windows were presumably installed on the northern facade but have been replaced by modern fixed glass. There is a simple entablature-like horizontal band resting on the brick piers between the second and third stories with the words "Johnson Furniture" at the frieze level. These piers and entablature appear to support the third and fourth stories of the building which are much more simple in design. The upper stories have almost continuous bands of paired rectangular window openings with one-over-one sash. At the top of the building is a parapet which is stepped at the top of each bay. It is topped with a smooth light-colored coping. Hanging from the northeastern corner of the building is a narrow two-story-tall sign with neon lettering which reads "Johnson's." The Johnson Building is basically intact and in good condition.

The Johnson Building still houses its original business--the furniture store which was established in 1907 by Swedish immigrant cabinetmakers Frederick M. Johnson and William Johnson. The furniture store originally occupied the eastern portion of the building, while the western storefront was rented to other businesses. Early tenants of the building included Henegar's Music Store and Staehle Hardware Company. Johnson's Furniture is still operated by the Johnson family.

WHOLESALE STRUCTURES

Address: 115 Rowley St. S.
Historic name: Haley and Lang Company
Date built: Circa 1910
Status: Contributing

The Haley and Lang Company, an intact Romanesque Revival style wholesaling structure, is located at the northwestern corner of Rowley Street and Railroad Street just north of the Milwaukee tracks. There was originally a railroad track spur running along the southern side of the building. Haley and Lang is one of the most intact wholesaling structures standing in central Mitchell. The building is faced in medium-brown pressed brick and has an ornate brick cornice across the top of the eastern (main) facade. The cornice has brick corbelling and a row of recessed rectangular brick panels at the frieze level. The window openings on the eastern and southern facade are segmentally arched with stone sills. At the center of the eastern facade is a segmentally arched freight entrance which is reached via a set of poured concrete steps. South of the main entrance is a brick freight doorway with a horizontal sliding wood panelled door and the remains of a timber loading dock. On the southern facade are two similar segmentally arched freight doorways with sliding wooden doors and poured concrete loading docks.

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Painted lettering on the main facade reads "Haley and Lang Company" "Nuts" "Foreign" "Wholesale Fruits and Cigars" "Butter" and "Eggs." Originally, there was similar lettering painted at the top of the southern facade. Inside, the building originally had an office in the northeastern corner, an iron-clad ice house in the northwestern corner, a freight elevator near the southern facade, and "cold storage" in the basement. The interior was largely open with heavy beamed ceilings and timber posts, and open bins constructed of rough timber planking. According to the 1914 Sanborn insurance map, there was a gas peanut roaster in the building in that year. The second story is supported by heavy wooden posts. The warehouse is basically intact, although the window openings have been filled with wood and fiberglass panels.

The Haley and Lang Company was a wholesaler of fruit, produce, and dairy products. The company had about one dozen employees. In 1913 the manager of the company was Edgar M. Chaney. By 1917 the business was known as the Haley and Neeley Company and continued under Chaney's management. Haley and Neeley were still occupying the building in 1937.

Address: 119 First Ave. E.
Historic name: Central Auto and Supply
Date built: Circa 1910
Status: Contributing

Central Auto and Supply is one of the largest and most intact buildings in the boundary increase. It stands on a prominent corner lot near the southeastern edge of Mitchell's central business district. The three story brick building is faced with stretcher-bonded medium-brown pressed brick which is laid over hollow tile walls. Iron posts support the floors. The main (northern) facade is symmetrical in design and is divided into three bays by tall brick piers. At the top of the piers are limestone caps which project above the parapet level. A strong corbelled brick cornice extends along the northern and eastern facades. The second and third stories of the building have evenly spaced, paired, rectangular window openings with original one-over-one sash and limestone sills. The main storefront, which faces north, is enframed in brick. It retains large plate glass windows, but the transoms have been blocked with wood panels. Garage doors are located in the first and third bays of the eastern facade. The southern facade has segmentally arched window openings. The building originally had offices in the northwestern and northeastern corners of the first story, a machine shop in the basement, an elevator near the southern end, and space for automobile storage on all three floors.

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Central Auto and Supply Company was a wholesaler of American Underslung, Buick, Hupmobile, and Maxwell cars, as well as a wholesaler and retailer of automobile supplies and accessories. Officers of the company in 1913 were C. H. Blenkiron and R. A. Townsend. Central Auto also operated a parking garage where autos were stored. Central Auto and Machine Company eventually joined Central Auto and Supply in the building. By 1929 the building housed the A. E. Bowring Motor Company, which had been established in 1921. Bowring sold Dodge Brothers cars and trucks and Plymouth cars. By 1929 Bowring had sold 1,200 Dodge cars to South Dakotans and had a payroll of 29 people (Mitchell Evening Republican, Nov. 16, 1929).

Address: 309 Lawler St. N.
Historic name: Educator School Supply
Date built: 1911
Status: Contributing

Educator School Supply stands on the western side of Lawler Street on the eastern edge of Mitchell's central business district. The two story brick wholesaling structure has a simple Classical Revival design. The main facade is faced with medium-brown, shiny, pressed brick which is laid in a horizontal striated pattern in the outer two bays. The side and rear walls are constructed of cream-colored common brick. The top of the main facade has been altered with corrugated metal at the cornice level. The second story window openings are rectangular and have continuous concrete sills. Each window is topped by a simple brick rectangular panel and has been filled with glass block. The building was enlarged in 1925. The storefront was altered circa 1965.

The Educator School Supply Company was established in 1894 by Harry L. Bras. In 1908 the business was purchased by F. L. Ransom and L. A. Pope who expanded it to become one of the state's largest wholesalers of school supplies, office supplies, governmental forms and record books, office machines, and business, school, and playground equipment. Educator also served as a commercial printer, publishing house, and bindery. The company published textbooks--some of which were written by Mitchell authors--as well as books, brochures, pamphlets, and periodicals like the "South Dakota Educator." The company also bound library books and textbooks. Educator School Supply shipped its products throughout South Dakota. The press room and bindery were located on the second floor of the building. In 1929 the company employed five travelling salesmen and 25 people in Mitchell (Mitchell Evening Republican, Nov. 16, 1929).

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Address: 114 First Ave. E.
Historic name: Frick-Wittmann Candy Company
Date built: Circa 1913
Status: Contributing

The Frick Wittmann Candy Company is a two story commercial building which stands on the northern side of First Avenue East. The main facade of the building is faced with stretcher-bonded medium-brown pressed brick. The side and rear walls are constructed of common brick. The facade has distinctive Commercial Style-influenced geometric brickwork at the storefront cornice level, above the second story windows, and at the top of the building within a triangular stepped parapet. The building has brick sills, two large rectangular second story window openings, and a storefront with a recessed entrance. The second story windows have been filled with smaller sash and vertical wood infill. The storefront has been altered with vertical wood, although it retains its basic display window and door configuration.

This building housed the Frick-Wittmann Candy Company, a confectionery wholesaler. The company was owned by H. E. Frick and Louis Wittmann. By 1921 the business had evolved into the Lorraine Chocolate Company, a candy manufacturer, whose officers were H. E. Frick, C. E. Vermilyea, and C. A. Roddy.

Address: 112 Railroad St. E.
Historic name: Mitchell Furniture Company
Date built: Circa 1913
Status: Contributing

The Mitchell Furniture Company stands on the northern side of Railroad Street, across the street to the north from the Milwaukee Road freight depot. A railroad track spur ran along the southern side of the building. The building is constructed of concrete block with a structural system consisting of four rows of heavy wooden posts. The concrete block is tinted an unusual purplish-gray color on the main facade. The window openings on the main facade have smooth concrete sills and unusual concrete lintels which have been embossed with a pediment motif. The lintels on the second story windows are smooth. At the top of the main facade is a simple brick concrete cornice. Most of the window openings retain six-over-six sash. Like most of the buildings in the boundary increase, the building is sited close to Railroad Street with very little set back.

The Mitchell Furniture Company was a wholesale furniture company which was established by Broadbent Brothers Furniture and Undertaking, a longtime

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Mitchell retailer. The company was operated by J. W. Broadbent and W. H. Broadbent. In 1913 the company was a wholesaler of furniture, rugs, lineoleum, and undertakers' supplies, and was a mattress manufacturer. In 1921 this building housed Broadbent Transfer and Storage. By 1937 the building housed the George A. Tobin Transfer Company, operated by George A. and Gunda C. Tobin. George A. and John J. Tobin had previously been employees of the Broadbent Company.

Address: 120 Lawler St. S.
Historic name: Mitchell Warehouse Company
Date built: 1920
Architect: Floyd E. Kings
Status: Contributing

The Mitchell Warehouse Company is a large wholesaling structure and parking garage which stands at the northeastern corner of Lawler Street and Railroad Street. The building stands across the street to the north from the Chicago, Milwaukee, and St. Paul railroad freight depot. A railroad track spur originally ran along the southern side of the building. The warehouse building, designed by Floyd E. Kings, has a reinforced concrete frame and a main (western) facade which is faced in reddish-brown pressed brown brick with light mortar joints. The side and rear walls are constructed of common brick. The building has a symmetrical design which was inspired by the Craftsman and Prairie Styles. The main facade has large expanses of smooth brickwork and widely spaced rectangular window openings with smooth concrete sills. The outer bays project forward slightly. At the top of the building is an ornate triangular brick parapet which is topped by light-colored coping. The parapet has smaller triangles and stepwork above the outer two bays of the main facade. Inset concrete geometric detailing drops down from the parapet level of the outer bays. The building's two main entrances are located at the base of the outer bays and are topped by triangular hoods with stylized brackets which echo the shape of the parapets. A smooth concrete watertable forms the sills for the first story windows. The main facade has been altered with infilled window openings, and new windows and doors. The eastern (rear) facade of the building is intact. It is faced with cream-colored common brick and has large rectangular window openings filled with intact industrial sash. This side of the building has painted lettering which reads "Eggs" and "Poultry." The sidewalls of the building have been covered with stucco. There was originally a poured concrete loading dock along the southern side of the building. The interior of the first floor was originally divided into three sections with wholesaling offices and display rooms in the northern two portions, an automobile parking garage in the southern section, and a large freight elevator near the eastern facade. The

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second story consisted of a large parking garage with an auto repair business in the northeastern corner. The third floor was used for the storage of warehoused goods including produce, dairy products, flour, and furniture.

This building was the home of a number of separate wholesale businesses. One of the most well-known was the Mitchell Produce Company, a produce wholesaler. During World War II the Mitchell Produce Company was drying thousands of eggs daily for export to Europe and for military rations (Karolevitz 1993, 144). The building also housed Peerless Distributing Company which distributed beer, Purcell Wholesale Grocery whose president was Joseph T. Purcell, and General Motor Supply Company, an automotive supplier. The building also housed an 80-car capacity parking garage which was operated by Central Auto and Supply. The building is now the home of the Mitchell Daily Republic, which was established as the Mitchell Daily Republican in 1882.

OTHER STRUCTURES

Address: 300 Lawler St. N.
Historic name: King Building
Date built: 1919
Architect: Kings and Dixon
Status: Contributing

The King Building is a large three story brick apartment and commercial building which is located at the corner of Lawler Street and Third Avenue at the northeastern corner of Mitchell's central business district. Designed by Kings and Dixon, the building is a handsome and basically intact example of the Classical Revival style with detailing influenced by the Prairie School. The principal western and southern facades are faced with textured dark brown brick, while the northern and eastern facades are faced with lighter-colored common brick. The brickwork on the first and second stories is smooth, while the brickwork of the third story is horizontally striated. The principal facades are divided into bays by colossal brick pilasters. The pilasters rest on light-colored concrete bases and are topped by ornate geometric brick capitals which are Prairie Style in design. The brick pilasters support an entablature which has a simple light-colored cornice. Above the cornice is a brick parapet with concrete coping. A concrete diamond is set into the parapet at the top of each pilaster. The rectangular window openings are grouped in sets of two, three, or four. They have brick lintels and sills on the first two stories, and concrete sills on the third story. Most of the window openings have been filled with new horizontal sliding sash. The main entrance to the building is located near the center of the western facade.

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Above the main entrance is a nameblock which reads "W. H. King." There are several brick-enframed storefront entrances and windows on the western and southern facades. Most have been altered somewhat with new brickwork and plate glass or glass block windows.

Originally owned by William H. King, this building housed an auto repair business in the northern half of the first floor, another business in the southern half of the first floor, and apartments on the upper floors. There was an elevator in the northeastern corner of the structure. Among this building's commercial occupants in 1921 were the H. H. Alison automobile garage and A. E. Bowring Motor Company, an auto dealer.

Address: 201 First Ave. W.
Historic name: Mitchell Fire Department
Date built: 1922
Architect: Kings and Dixon
Status: Contributing

The Mitchell Fire Department building is a two story brick fire station with an unusual and sophisticated Prairie School-inspired design by the prominent Mitchell architectural firm of Kings and Dixon. The building consists of simple rectangular brick volumes which are arranged on a light-colored poured concrete base, and ornamented with wide horizontal bands of poured concrete and dark horizontal bands of green glazed tiles. The building is faced with medium-brown brick with light mortar joints. Horizontal bands of poured concrete appear at the sill level of the first story windows, the sill and lintel level of the second story windows, and at the top of the projecting entrance bay on the eastern facade. Green glazed tiles are used in three receding bands at top of the second story. Across the second story of the main facade is a band of rectangular second story windows which have separate transoms filled with glass block. At the upper corners of the main (northern) and eastern facades are large elaborate Sullivanesque circle and cross ornaments which are made of green glazed terra cotta. There is a simpler geometric glazed terra cotta ornament on the main facade between the two main fire equipment doors. At the base of the building, between the two equipment doors, is a painted statue of a Dalmation dog. Projecting from the eastern facade is a rectangular entrance bay with tall, narrow rectangular window openings. The southern facade has segmentally arched second story windows with brick sills. The fire station has been altered with one story garage and entrance additions on the western, southern, and eastern facades. It stands at the southwestern corner of First Avenue and Rowley Street at the southern end of Mitchell's retailing area and near the northwestern corner of the wholesaling area.

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INDUSTRIAL AND AGRICULTURAL PROCESSING STRUCTURES

Address: 201 Second Ave. E.
Historic name: Mitchell Steam Laundry
Date built: 1910
Status: Contributing

The Mitchell Steam Laundry is a large two story brick building which stands at the southeastern corner of Second Avenue and Lawler Street. The northwestern corner of the building is canted and originally contained the entrance to an office which was located in the northwestern corner of the first floor. Across the top of the two principal facades (northern and western) is a tall brick cornice with Gothic Revival-inspired corbels. An ornate datestone reading "1910" is set into the brickwork at the cornice level at the northwestern corner of the building. The building is topped by a light-colored stone coping which contrasts with the reddish-brown brick. The first and second stories of the western facade and the second story of the northern facade are punctuated by regularly spaced rectangular window openings with smooth light-colored stone sills and keystones. The window openings retain one-over-one sash. Closed slatted wooden shutters are installed in the first story window openings on the western facade. There are segmentally arched window openings on the southern facade. The storefront on the northern facade has been altered with new storefront windows, vertical wood paneling, and a shingle-covered pent eave.

The Mitchell Steam Laundry was established in 1894 by Johnson and Company, which was owned by J. D. Johnson and J. K. Fox. The company laundered large quantities of clothing, linens, towels, and fabrics which were shipped to Mitchell on the railroad. In the 1920s the laundry's equipment included eight washers, four extractors, a shirt-finishing machine, compressed air presses, a water softener, a combination drier/ironer, and a tumbler. In 1929 the company had 38 employees and laundered items received from 70 agents in South Dakota and Iowa. The storefront in the northeastern corner of the building housed a harness shop in 1914.

Address: 222 Railroad St. E.
Historic name: Mitchell Planing Mill
Date built: Circa 1913
Status: Contributing

The Mitchell Planing Mill is a simple one story Romanesque Revival style building which stands on the northern side of Railroad Street at the

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southeastern corner of the boundary increase. A railroad track spur originally left the Milwaukee Road right-of-way south of the building, curved to the northwest, and travelled westward on Railroad Street just southwest of the building. The building is faced with soft reddish-brown brick with light mortar joints and rests on a poured concrete foundation. The eastern 50 feet were built circa 1915 and the western section was added about 1932. The mill has segmentally arched window openings with brick sills. The entrances to the building were also originally segmentally arched but are now rectangular in shape. Across the top of the southern and eastern facades is a simple brick cornice. The window openings have been filled with wood paneling. There are poured concrete loading docks on the southern and eastern facades.

Between at least 1917 and 1921 this building housed the Mitchell Planing Mill which was owned and operated by Charles Anderson.

Address: 301 First Ave. W.
Historic name: Equity Union Creamery
Date built: 1930
Architect: Floyd F. Kings
Contractor: Harry Cuttingham
Status: Contributing

The Equity Union Creamery, designed by Floyd F. Kings, is one of Mitchell's best examples of the Art Deco style. The large rectangular two story building has a deep setback on its lot on the southern side of First Avenue West. A railroad track spur originally ran along the southern side of the building. The building is faced in medium-brown pressed brick with a light stone base. The main facade has five bays which are separated by tall brick piers topped by simple stone capitals. Across the top of the building is a heavy stone band forming a low parapet. At the center of the main facade the parapet steps upward and supports a short flagpole. In the easternmost bay of the main facade is an entrance with a single leaf door set within an elaborate stone-carved surround with stylized Art Deco detailing. The window openings in the creamery are rectangular. Many retain original industrial sash, while others are filled with plate glass or glass block. At the southeastern corner of the building is a tall square chimney which is topped by a light-colored stone band, and there are loading docks on the eastern facade. There is a garage addition on the southern (rear) side. The interior of the creamery retains insulated rooms for cream storage which have 16-inch thick cork walls and heavy doors which are 8-10 inches thick.

The Equity Union Creamery was chartered in Aberdeen in 1915 by a group of farmers who sought market strength through the cooperative processing and

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marketing of their dairy products. A creamery was built in Aberdeen in 1916, and in 1926 branches were opened in Mitchell and Jamestown, North Dakota. In 1929 the organization had 10,000 members and the Mitchell creamery was manufacturing butter, ice cream, and milk. The present Mitchell creamery was built in 1930 with state-of-the-art processing technology (Mitchell Evening Republican, Nov. 16, 1929).

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**LIST OF BUILDINGS WITHIN THE BOUNDARY INCREASE
TO THE MITCHELL HISTORIC COMMERCIAL DISTRICT**

ADDRESS		NAME		
112	FIRST	AVE E	RSVP THRIFT STORE	Contrib
114	FIRST	AVE E	FRICK-WITTMANN CANDY CO	Contrib
115	FIRST	AVE E	LOON MOTOR COMPANY	Contrib
116	FIRST	AVE E	EARLES MEAT MARKET	Contrib
117	FIRST	AVE E	SOUND PROS	Noncontrib
118	FIRST	AVE E	GIESE PLUMBING SHOP	Contrib
119	FIRST	AVE E	CENTRAL AUTO AND SUPPLY	Contrib
120	FIRST	AVE E	SUN GOLD TROPHIES	Contrib
124	FIRST	AVE E	SAVOY HOTEL	Noncontrib
207	FIRST	AVE E	BALL AND FINK BLACKSMITH	Contrib
115	FIRST	AVE W	WHITE LINE TAXI	Contrib
116	FIRST	AVE W	MITCHELL HEATING AND PLUMBING	Contrib
120	FIRST	AVE W	PRINGLE BUILDING	Contrib
123	FIRST	AVE W	WHOLESALE ELECTRONICS INC	Noncontrib
124	FIRST	AVE W	COMMUNITY ALCOHOL & DRUG CENT	Noncontrib
201	FIRST	AVE W	MITCHELL FIRE DEPARTMENT	Contrib
203	FIRST	AVE W	SENIOR CITIZENS RSVP	Noncontrib
215	FIRST	AVE W	MITCHELL IRON & BOILER WORKS	Contrib
301	FIRST	AVE W	EQUITY UNION CREAMERY	Contrib
112	SECOND	AVE E	REIHSEN BUILDING	Contrib
114	SECOND	AVE E	DOMINO'S PIZZA	Noncontrib
119	SECOND	AVE E	FASHION DAIRY CO	Noncontrib
125	SECOND	AVE E	CENTRAL HOTEL	Noncontrib
201	SECOND	AVE E	MITCHELL STEAM LAUNDRY	Contrib
111	SECOND	AVE W	THE LOCKER ROOM	Noncontrib
115	SECOND	AVE W	WORTHING BUILDING	Contrib
112	THIRD	AVE E	BAUGHMAN MILLINERY	Noncontrib
113	THIRD	AVE E	DAKOTA CENTRAL TELEPHONE	Contrib
115	THIRD	AVE E	DAKOTA CENTRAL TELE ANNEX	Contrib
116	THIRD	AVE E	LUEKEN'S BAKERY & COFFEE SHOP	Noncontrib
123	THIRD	AVE E	JOHNSON BUILDING	Contrib
117	LAWLER	ST N	VIKING GLASS	Noncontrib
205	LAWLER	ST N	SHOW BIZ VIDEO CENTER	Noncontrib
209	LAWLER	ST N	EDDY AND BROOKS AUTO REPAIR	Noncontrib
215	LAWLER	ST N	CITY GARAGE	Contrib
300	LAWLER	ST N	KING APARTMENTS	Contrib
305	LAWLER	ST N	KOUPAL-ANTON INSURANCE	Noncontrib

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309	LAWLER	ST N	EDUCATOR SCHOOL SUPPLY	Contrib
109	LAWLER	ST S	GENERAL MOTOR EQUIP CO	Contrib
110	LAWLER	ST S	MEDLEY BLACKSMITH	Contrib
117	LAWLER	ST S	D AND E MUSIC AND VENDING	Noncontrib
120	LAWLER	ST S	MITCHELL WAREHOUSE COMPANY	Contrib
			GARAGE	Noncontrib
			GARAGE	Noncontrib
112	RAILROAD	ST E	MITCHELL FURNITURE COMPANY	Contrib
222	RAILROAD	ST E	MITCHELL PLANING MILL	Contrib
112	RAILROAD	ST W	MOIR APARTMENTS	Contrib
115	ROWLEY	ST S	HALEY AND LANG COMPANY	Contrib
122	ROWLEY	ST S	GAS STATION	Noncontrib

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The Mitchell Historic Commercial District Boundary Increase is eligible for the National Register under Criterion A--significance to the broad patterns of our history--in the area of Commerce. The buildings in the boundary increase are associated with the development of Mitchell as an important wholesaling center on the Chicago, Milwaukee, and St. Paul Railroad, and with Mitchell's role as a retail and service center which catered to the surrounding farm population. The boundary increase is significant within the statewide historic context entitled "Depression and Rebuilding, 1893-1929." On a statewide level, this context encompasses the impact of the financial Panic of 1893, the state's recovery, and the settlement boom which began in the late 1890s.

The original Mitchell Historic Commercial District, which encompasses buildings located on and near Main Street, was listed on the National Register in 1974. The district is a uniform collection of closely-spaced two to four story brick commercial buildings which housed banks, hotels, retail businesses, professional offices, meeting halls, and a number of other businesses which reflected the diversity of Mitchell's economy. Several public buildings including the Mitchell Corn Palace and the Carnegie Library are included within the district.

The properties in the boundary increase are located on the southwestern, eastern, and southeastern sides of the commercial district. The properties within the boundary increase were surveyed in 1992-1993 in a project which was sponsored by the Mitchell Historic Preservation Commission and the State Historical Preservation Center in Vermillion. A boundary increase to the city's existing downtown historic commercial district was among the final recommendations of this intensive level survey project.

The boundary increase encompasses the southern portions of Mitchell's central business district. Most properties in the boundary increase fall into two broad categories. Structures associated with retail and service businesses are generally located on First, Second, and Third avenues near the edges of Main Street. These buildings date between circa 1901 and circa 1925 and are similar in age, style, integrity, and significance to the commercial properties which are already listed within the Mitchell Historic Commercial District. The second broad group of properties, most of which are located along and near Railroad Street and along the eastern edge of Mitchell's central business district, are associated with Mitchell's once-extensive wholesaling industry. These wholesaling structures represent a new property

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type which is being added to the historic district and are therefore discussed in some detail in this nomination.

COMMERCIAL DEVELOPMENT

Mitchell was born during the summer of 1879 when the Chicago, Milwaukee, and St. Paul, one of South Dakota's two most extensive rail systems, pushed its line westward toward the Missouri River from southeastern South Dakota. The present site of Mitchell, just west of the James River, was acquired during the spring of 1879 by John D. Lawler, a real estate investor and son of a Milwaukee Road stockholder who had advance notice of the Milwaukee Road's planned route. Lawler and the Milwaukee Road platted Mitchell in July of 1879 and began selling lots to the public in September. The Milwaukee Road was constructed through Mitchell in 1880 and reached Chamberlain on the Missouri River in 1881.

Mitchell was named for the president of the Milwaukee Road and, with this christening, began a long history as an important railroad community. In 1884 the Milwaukee Road opened a division headquarters and maintenance shop in Mitchell and became one of the city's largest employers. The Milwaukee complex evolved from a 14-stall roundhouse into an extensive collection of tracks and shops which spread along the southern side of the tracks. The Milwaukee Road passenger depot was located on the northern side of the tracks at the foot of Main Street. During the same period, the Milwaukee Road also built a major north-south branch line through Mitchell. Dubbed the James River branch, this line linked Mitchell with Aberdeen to the north in 1881 and with Yankton to the south in 1886. The Milwaukee Road built westward from Chamberlain on the Missouri River in 1905, connecting Mitchell with West River towns such as Presho in 1905 and Murdo in 1906, and with the Black Hills in 1907. Potential customers in the northern portion of the West River region became accessible to Mitchell wholesalers as branch lines were built westward from the Milwaukee Road's north-south line. Mitchell was also linked by rail with growing Midwestern cities such as Sioux City, Omaha, Kansas City, Chicago, Duluth-Superior, and Minneapolis-St. Paul.

Competition for the Milwaukee arrived in 1887 when Mitchell's second railroad, the Chicago, St. Paul, Minneapolis, and Omaha (later part of the Chicago and North Western system), was completed to Mitchell from Salem. The Omaha also constructed shops and a roundhouse in Mitchell near Eighth Avenue and Davison Street, several blocks north of downtown. The Omaha railroad was never extended westward as planned, and Mitchell remained in the advantageous position of its terminus city (Sundby 1977, 31, 68).

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Mitchell was settled at the opening of the Dakota Boom of 1878-1887 during which the population of the Dakota Territory more than tripled. This settlement boom was fueled by the construction of railroads and by several years with plentiful rainfall. The purchase and resale of farm, business, and residential property in Mitchell and the surrounding region was brisk during the land rush. A regional U.S. land office was moved to Mitchell from Sioux Falls during September of 1880. The office served ten counties of eastern South Dakota and brought thousands of pioneers into the community to file land claims and outfit their farming and ranching ventures. Mitchell residents succeeded in legally moving the Davison County seat from Firesteel to Mitchell in 1879, and in 1883 Mitchell was one of a handful of cities which bid for the new Dakota territorial capital. An active Board of Trade worked tirelessly to attract businesses and industries to early Mitchell, including manufacturers and wholesalers. By 1884 Mitchell had surpassed Yankton as the primary commercial trade center for a vast region. In 1885 Dakota Wesleyan University opened in Mitchell. The first Dakota Boom lasted almost a decade until growth finally slowed in 1888 after the most attractive parcels of public land east of the Missouri had been claimed by homesteaders.

Mitchell's fortunes shifted in 1888 and the city entered a period of economic stress which lasted until 1900. Drought during the years 1886-1889, resultant crop failures, the nationwide financial panic of 1893, and the claiming of the last of eastern South Dakota's free public land combined to bring the boom of the early 1880s to an end. Mitchell's population, which had risen to 4,000 people by 1890, slipped to 2,579 in 1895. Mitchell creameries and businesses failed, and the Chicago, St. Paul, Minneapolis, and Omaha railroad was not extended westward as planned.

Finally, in 1901, Mitchell again entered a period of growth when the city began an expensive, flamboyant four-year campaign to convince the state's voters to move the state capital from Pierre to Mitchell. The two competing cities sunk hundreds of thousands of dollars into colorful public relations efforts, Mitchell strongly backed by the Milwaukee Railroad and Pierre by the Chicago and North Western. Promoted by business groups and the Milwaukee Railroad, Mitchell's commercial district was rejuvenated as hotels, restaurants, and entertainment concerns flourished, and speculation on land and businesses in the would-be capital city went wild. The Corn Palace festival became a regular annual affair in 1903 and featured the world renowned John Phillip Sousa in 1904--the year of the state capital vote--at great expense to Mitchell sponsors. Despite its loss to Pierre in the state capital fight, Mitchell's campaign dollars were not wasted and the city was rewarded with steady growth during the next ten years.

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The capital campaign was conducted during a second statewide settlement boom which occurred between the late 1890s and 1910. The near-completion of the state's railroad system and the plentiful rainfall between 1891 and 1910 helped create conditions favorable for increased settlement and economic growth. On the Missouri plateau west of Mitchell, 100,000 pioneers settled between 1900 and 1915 (Turner 1986, xiv). During this period, Mitchell's population doubled from its 1895 low to a new high of 5,700 in 1905. Mitchell businesses provided an endless array of real estate, banking, and legal services, and sold everything from augers to zippers to the new pioneers.

Retail and service businesses located in the boundary increase include the John H. Giese Plumbing Shop at 118 First Ave. E., J. P. Reihsen and Sons meat market at 112 Second Ave. E., George W. Austin's Mitchell Heating and Plumbing at 116 First Ave. W., Andrew G. Pringle's grocery store at 120 First Ave. W., and the office and exchange of the Dakota Central Telephone Company at 113 Third Ave. E., built in 1912. Housed in a much larger buildings were Johnson Furniture, which was established in 1907 and is still in business at 123 Third Ave. E., and the Mitchell Steam Laundry, built in 1910 at 201 Second Ave. E.

Within a short time, Mitchell's role expanded beyond the commercial to provide cultural and social necessities such as government services, public schools, health care, higher education, and religious organization. The Milwaukee Road built a new passenger depot at the southern end of Main Street in 1909 and a brick freight depot about one and one-half block to the east circa 1910. Prosperity continued as the city's population rose from 5,719 in 1905 to 7,785 in 1915 and property values surged from \$1.4 million in 1906 to more than \$8 million in 1915 (Sundby 1977, 80). Mitchell had become one of South Dakota's largest cities.

WHOLESALE AND AGRICULTURAL PROCESSING

In addition to its role as the commercial gateway to the west, Mitchell was an important agricultural marketing and trade center. It was located in the center of the James River valley, a region of rich farmland located within the nation's productive Corn Belt. Mitchell was visited regularly by farmers who brought grain to the city's flour mills and elevators, livestock and poultry to cattle buyers and processing plants, and sold milk to the city's creameries. Many agricultural products gathered and produced in Mitchell were shipped eastward to larger markets, while others were shipped westward to smaller frontier towns. Creameries such as the Equity Union Creamery, built in 1930 and located at 301 First Ave. W., produced butter and ice cream

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from local milk. Businesses such as the Mitchell Produce Company at 120 Lawler St. S. bought butter and eggs.

Mitchell's extensive railroad network allowed it to become one of the most important wholesale trade centers in southeastern South Dakota. In addition to the city's extensive retail and service economies, Mitchell companies specialized in the wholesale marketing and distribution of lumber, ironwork, implements, fuel, groceries, baked goods, fruit, coffee and spices, creamery supplies, and monuments and cemetery supplies. In addition to importing goods for distribution westward, some Mitchell wholesalers also served as buyers, purchasing produce and other goods in the local market and shipping them to consuming markets elsewhere.

Most of the city's wholesalers were located adjacent to the Milwaukee Road tracks where a dense system of railroad track spurs tied warehouses into the freight shipping network. Mitchell also had a large number of draymen, baggage, and transfer businesses which hauled goods to and from the tracks. Between the mid-1880s and 1920, railroads carried the vast majority of the nation's freight. At the height of the railroad shipping era, Railroad Street on the southern edge of the historic district would have been clogged with buyers and sellers, draymen, farm wagons, horses, boxcars, and pallets of freight. Freight in the form of manufactured goods, groceries, farm implements, lumber, live chicks, and automobiles were received by the Milwaukee Road at its depot area just south of Railroad Street. Large quantities of goods, often in full boxcar loads, were received at the Milwaukee Road's freight depot on the southern side of Railroad Street at the foot of Lawler Street. This unassuming brick one story depot handled all freight which entered and left Mitchell, including the raw materials, supplies, manufactured goods, and retail inventory on which virtually all wholesalers and every Main Street business depended. Smaller parcels of goods and the U.S. mail were handled through the passenger depot located a few hundred feet to the west at the southern end of Main Street. Wholesalers would haul goods from the freight depot to their buildings by wagon or dray, or boxcars would be maneuvered along railroad tracks spurs which ran adjacent to their buildings.

Several of the wholesalers whose buildings stand within the boundary increase dealt in foodstuffs. The Frick-Wittmann Candy Company at 114 First Ave. E. was a confectionery wholesaler owned by H. E. Frick and Louis Wittmann. The Purcell Wholesale Grocery, located in the Mitchell Warehouse Company building at 120 Lawler St. S., sold groceries, and the Peerless Distributing Company, located in the same building, distributed beer. The Haley and Lang Company, later known as Haley and Neeley, was a wholesaler of fruit, produce, cigars,

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and dairy products. It was located at 115 Rowley St. S. The Mitchell Produce Company, also located at 120 Lawler St. S., was a wholesaler of eggs, butter, and produce.

Non-food items were handled by such companies as the Mitchell Furniture Company which was located at 112 Railroad St. E. Established by Broadbent Brothers Furniture and Undertaking, a longtime Mitchell retailer, Mitchell Furniture was a wholesaler of furniture, rugs, undertakers' supplies, and cemetery supplies. The Educator School Supply Company at 309 Lawler St. N. was a wholesaler of school and office supplies, business equipment and furniture, and textbooks and custom-printed materials.

Mitchell wholesalers also shipped much larger items such as farm implements, wagons, cars, and trucks. The Central Auto and Supply Company at 119 First Ave. E. was a wholesaler of several types of automobiles, as well as automobile supplies and accessories. The General Motor Equipment Company, which was first located in the Mitchell Warehouse Company at 120 Lawler St. S. and later in its own building at 109 Lawler St. S., was a wholesaler of automotive parts and supplies for auto repair garages.

The warehouse and industrial buildings standing within the commercial district's boundary increase represent the remnants of Mitchell's once-extensive industrial and wholesaling area at the southern edge of downtown. Many of these structures, including the Mitchell Roller Mills, the Barnard-Giles-Moses implement dealer, Consolidated Products creamery, the Turner Creamery Company, the Farmers Union Cooperative Elevator, the F. L. Moyer Elevator, and J. I. Case Threshing Machine Company, have been demolished. Numerous ice houses, coal sheds, lumber sheds, and loading depots which were once located along the Milwaukee Road tracks have also been razed.

Wholesalers like those in Mitchell were usually of three varieties: 1) local wholesale businesses which were locally established and owned, 2) branches of larger, sometimes national wholesaling companies, and 3) jobbers or manufacturer's agents who made commission sales directly for a manufacturer. Local wholesalers usually had between five and ten employees. Branch offices and manufacturers' representatives were often smaller organizations with one or few employees and small quarters (Kerr 1977, 139-140).

Wholesalers generally bought directly from manufacturers or from larger wholesaling companies which were located in urban centers such as Chicago or Eastern cities. As historian Leonard K. Eaton has written,

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the wholesaler was the key to the pattern of trade in the 19th century . . . In an age where overland transportation was confined to the railway and the horse drawn vehicle, the wholesaler performed a vital function for the farmer and the small town realtor. His expertise lay in his knowledge of who produced the commodities he required and the means of bringing the buyer and sellers together. He was thoroughly conversed in the freight rate, forwarding agents, storage facilities. Thus his services were essential to an economy that was agrarian throughout most of the 19th century" (Eaton 1982, 17).

The customers of wholesalers like those in Mitchell were generally the merchants who had established stores in the new towns of the western Dakota frontier. While some frontier retail merchants obtained their stock via mail order from wholesalers in urban centers like Chicago and St. Paul, the majority were visited by travelling salesmen who represented wholesale houses in Mitchell and other cities. Goods were shipped to railroad townsites via the Milwaukee Road and its various connecting lines. Stock destined for so-called inland cities (those not on rail lines) was hauled in wagons from the nearest railroad depot.

Historian Paula M. Nelson describes the early 20th century merchants of the West River towns, many of whom would have been within Mitchell's market area, as follows:

Grocery stores, drugstores, hardware stores, confectioneries, and other specialized businesses moved into new towns [of the West River region] immediately upon their founding. Within weeks of the establishment of Murdo as a railroad townsite, for example, 40 businesses and two or three residences had been built. The list of businesses, which included only two general stores, featured one hardware store, three drugstores, a furniture store, a feed store, two meat markets, and a branch of the Fullerton lumber chain [of Mitchell]. Other towns demonstrated similar variety . . . All of the businesses advertised national name brands. Confectionery stores made their own ice cream--at least until a system of refrigeration allowed standard brands to be transported--but few other products were manufactured locally . . . Thus, although the town builders may have thought of themselves as pioneers in the wilderness, they were strongly tethered to the national economy and mentality (Nelson 1986, 89- 90).

All wholesalers generally used traveling salesmen or "drummers." The salesmen introduced frontier merchants to the goods available, answered questions about quality, price, and delivery, assisted with applications for

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credit, and took orders. The traveling salesmen provided "personal contact which did much to overcome the great barrier of distance" (Kerr 1977, 139, 146). The Mitchell City directories for the period 1902-1921 list numerous "travelling agents" or "salesmen" who worked for Mitchell's wholesalers.

Wholesaling warehouses became a significant American building type in the second half of the 19th century. They were built as the country's steadily-expanding rail network made possible the reliable and economical delivery of manufactured goods to small town merchants, and, ultimately, the farmers and ranchers which were settling the frontier. Post-1880 wholesalers' warehouses in the U.S. were generally larger in scale than their predecessors because rail transportation allowed goods to be purchased from the manufacturer by the railroad carload, rather than in smaller quantities which were previously shipped by boat or wagon (Eaton 1982, 17-18).

Typically, wholesaling warehouses were large, simply-massed brick or concrete containers for the storage of goods which were purchased and received by the boxcar load. Elaborate exterior decoration was not common. Many warehouses built in the late 19th century were Romanesque Revival in style and may have been influenced by the famous Marshall-Field wholesale store which was designed by H. H. Richardson and built in Chicago in 1885-1886. The buildings were often conservative and somewhat formal in design and conveyed a sense of stability, strength, and reliability to the customers. Nationwide, drawings of the wholesaling building often appeared in a company's advertising and catalogs (Eaton 1982, 19, 25).

One of the priorities in the design of wholesaling structures was that they be fireproof. The outside walls were usually built of brick and the inside spaces were very open, with no hidden areas which might conceal a smoldering fire. The floors and the roof were constructed of, and supported by, very large 12-14 inch timbers which would char, rather than burn. Iron columns and beams were usually avoided because they would deform in the heat of a fire. The floor planking was often at least three inches thick, and wholesalers avoided using flammable materials such as varnish inside the buildings (Eaton 1982, 22-25).

Warehouse interiors usually contained office spaces near the front of the building where managers, secretaries, and bookkeepers worked and where customers could be received. Many contained sample rooms where goods were displayed. The side and rear walls of the wholesaling structures usually had large freight doors, and there were usually railway track spurs running near the building. The window openings in the side and rear walls were usually small to prevent sunlight from damaging the goods stored within. Most of the

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interior consisted of large open rooms where timber or tile bins separated the stored goods. Merchandise was moved throughout the building on freight elevators and with carts and dollies (Eaton 1982, 19).

The wholesaling and industrial buildings standing within the Mitchell boundary increase display many of the architectural characteristics just described. In addition to being excellent examples of their property types, they are the city's few survivors of what was once a crowded, bustling trackside warehouse district in the economic heart of Mitchell.

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10. GEOGRAPHICAL DATA

Verbal Boundary Description:

The boundary increase to the Mitchell Historic Commercial District is shown
by the solid black line on the accompanying map entitled "Mitchell Historic
Commercial District (Boundary Increase)."

Boundary Justification:

The boundary increase encompasses a uniform collection of commercial and
industrial structures which are adjacent to the existing Mitchell Historic
Commercial District. The boundary increase includes properties which date
from the period 1901-circa 1932 and which retain integrity of design,
materials, workmanship, feeling, and association. Commercial buildings
outside of the boundary increase were excluded because they either do not
date from the period of significance or because they do not retain sufficient
integrity to contribute to the district.

ADDITIONAL DOCUMENTATION

PHOTOGRAPHS LISTED BY PHOTO NUMBER

All buildings listed below stand within the Boundary Increase to the Mitchell
Historic Commercial District. Negatives are held at the State Historical
Preservation Center, Vermillion, South Dakota. Photographs were taken in

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October of 1992 by Scott Kelly.

1. Frick-Wittmann Candy Co., 114 First Ave. E
Facing N
2. Giese Plumbing Shop, 118 First Ave. E
Facing N
3. Central Auto and Supply, 119 First Ave. E
Facing SW
4. Mitchell Fire Department, 201 First Ave. W
Facing SW
5. Equity Union Creamery, 301 First Ave. W
Facing SW
6. Reihsen Building, 112 Second Ave. E
Facing NE
7. Mitchell Steam Laundry, 201 Second Ave. E
Facing SE
8. Dakota Central Telephone, 113 Third Ave. E
Facing SE
9. Johnson Building, 123 Third Ave. E
Facing SW
10. Educator School Supply, 309 Lawler St. N
Facing NW
11. Mitchell Warehouse Company, 120 Lawler St. S
Facing NE
12. Mitchell Planing Mill, 222 Railroad St. E
Facing NW
13. Haley and Lang Company, 115 Rowley St. S
Facing SW
14. King Building, 300 Lawler St. N
Facing NE

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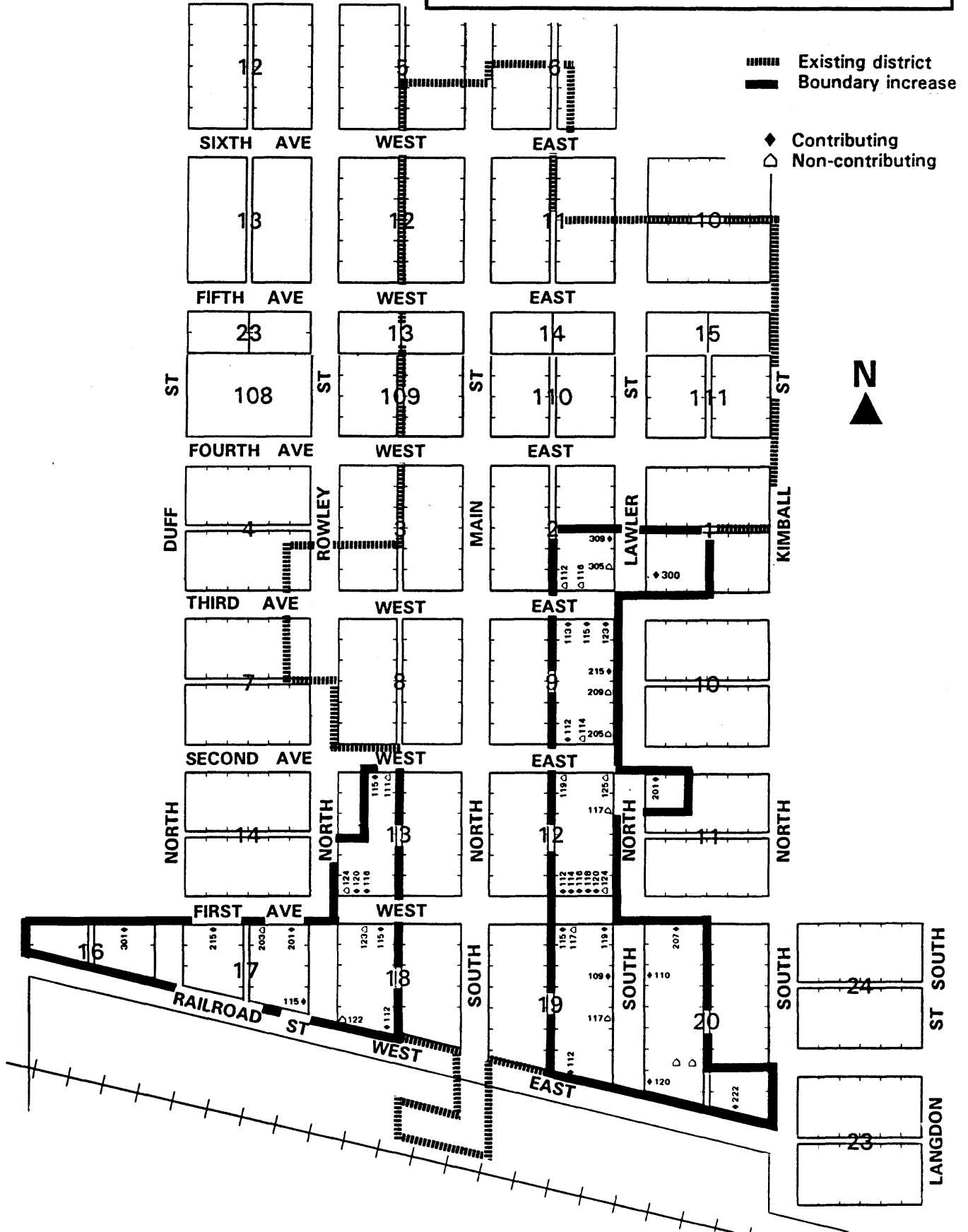
10

30

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15. Streetscape, Northern side of First St. W
Facing NE
16. Streetscape, Western side of Rowley St. S
Facing NW
17. Streetscape, Northern side of Railroad St. E
Facing NE
18. Streetscape, Northern side of First St. E
Facing NW
19. Streetscape, Western side of Lawler St. N
Facing NW
20. Streetscape, Southern side of Second St. E
Facing SE

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SCALE 1" = 328.5'

Prepared by Gemini Research 1994