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SPECIAL REPORT PART 2: CO2 pipelines could affect the land, lives and livelihoods of S.D. property owners

Publishers note: With the recent announcement that a CO2 pipeline could run between Brant and Round Lakes, there's been a good deal more interest in the proposed pipeline project.

This article is furnished by the non-profit South Dakota News Watch who investigate critical issues in this state.

By **BART PFANKUCH**
South Dakota News Watch

Peggy Hoogstraat is a wife, mother, grandmother, farmer and rancher who also happens to be one of the most knowledgeable, organized and relentless opponents of underground pipelines being built across South Dakota.

Hoogstraat's path from gray-haired granny to grizzled anti-pipeline activist was laid in 2014 when she began a battle to protect her ranch land in Minnehaha County from becoming part of the route for the Dakota Access Pipeline.

After being sued twice, putting thousands of miles on her pickup to attend numerous meetings and hearings, spending significant sums on legal fees and holding out for as long as she could, Hoogstraat eventually succumbed to an eminent-domain ruling that forced her to allow the multi-state DAPL oil line to be buried on her land.

And then, a letter she received in the mail in 2021 — sent by Summit Carbon Solutions of Iowa — reignited her passion to prevent a pipeline from crossing that 287-acre parcel west of Hartford. This time, it was a proposed carbon-capture and sequestration pipeline that would carry CO2 across the same parcel where her son raises crops and runs cattle and where the DAPL now lies beneath the surface.

To Hoogstraat and a few hundred other eastern South Dakota landowners, the pipeline plan by Summit, and another

Continued on page 4

Peninsula Park has Massive 4th of July Show



Photo by Madison Felty Photography

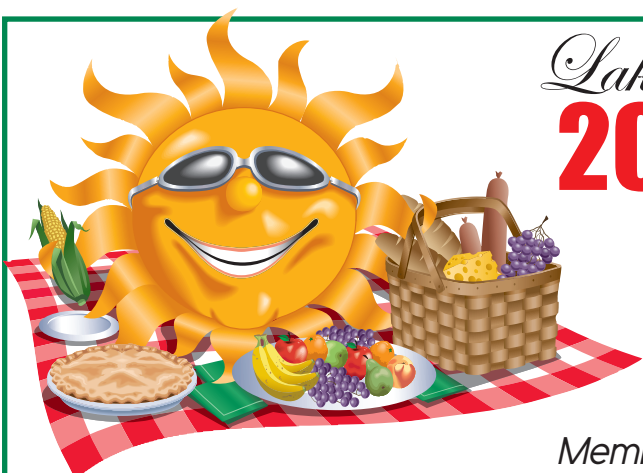


ANGIE SEXTON for Best Dressed!

July 4th Photos Continued on page 15 - 17

50/50 WINNERS: Brad & Sheri Brown

The 4th of July Parade 50/50 Winners: Brad & Sherri Brown that "Gave it all Back" for the Pickle Ball Court Fundraiser.



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Letter from the President of Lake Madison Development Association

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I invite you to be active on the website, join the LMDA membership and communicate any of your ideas and concerns. It is not too late to join the association on the website and receive the LMDA Directory, rewards sticker, and more.

Our committees are building strength. Please let me know if you are interested in participating in the following committees: Water Quality, Community & Government Relations, Hunting & Fishing, Membership Safety, and Lake Activities. Committee involvement is

an opportunity to make a difference! Some of the changes and improvements we would like to see take time and energy. We need your energy and commitment.



Please note that your LMDA has supported the Kids Don't Float projects around the lake. We have supported the Madison and Wentworth Firefighters and an annual allotment for increased fish counts. We have joined the SD Lakes and Streams Association to be more involved with the challenges our area lakes are experiencing.

There is more we can do, but it takes more of you around the lake to make things happen! Please join us! Enjoy the rest of your summer!

Stay safe and fit,
Jackie Haggart-Tuschen
President, LMDA

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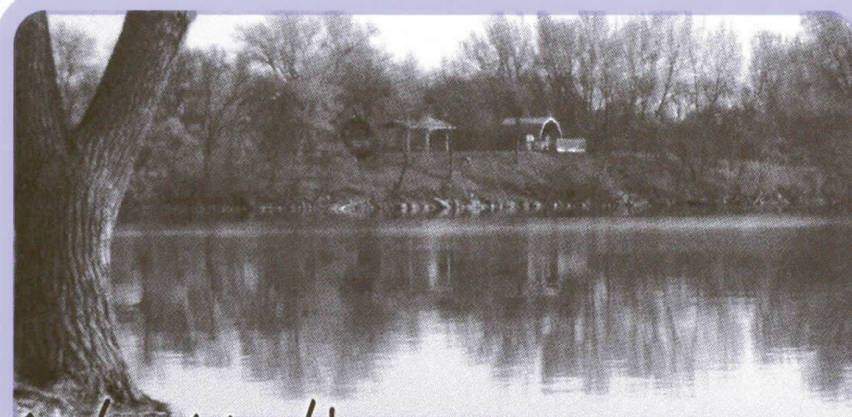
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CO2 pipelines could affect the land...

Continued from page 1

CO2 line being proposed by Navigator Carbon Ventures, are an offense to their land and their lives.

Not only do they see the pipeline as an interference on their property rights, but they also worry over the loss of usable farmland and ranch land and are concerned over the risk that a leak could someday poison people or animals. They also resent the time, money and emotions they expend in trying to fight off the pipeline firms or to ensure impacts from the intrusion are as limited as possible.

Certainly, some property owners along the proposed pipeline routes welcome the use of their land, and see buried pipelines as safe and unobtrusive. They likely see the lease payment for use of their land as an unexpected bonus, and will gladly accept up to three years of payments for any crop losses.

An official with the South Dakota Public Utilities Commission, which has permitting authority over the two pipeline proposals, said the number of people signed up to comment on the Summit



Betty Strom is a retired teacher from Sioux Falls who owns land south of Madison, S.D., where the Dakota Access Pipeline was buried. Strom closely tracked DAPL construction and is also monitoring new efforts by Summit Carbon Solutions to build a carbon dioxide pipeline through her property. Photo: Bart Pfankuch, South Dakota News Watch

pipeline is the most of any utility project in recent memory.

Among the many opponents, some interviewed by News Watch, the unwanted use of their land cuts deeply into their beliefs that private land is sacred, that it is part of a family's soul spanning generations, and that it should not be interfered upon without their permission or for great cause.

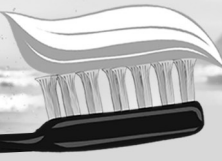
"I was raised to be a steward of the land, with an understanding that it's a gift to me while I'm here on this earth, and that I need to take the best care of it while I can," Hoogestraat said. "You have a connection to the land that nobody can really understand unless they are in the same situation. Not only does it provide an income for your family, but you have the connection of family that has gone before

and what they did to make it productive, and you have all those memories that have been made out there in the fields, and the pastures, and as you fix the fences or walk the land, all those things come to you."

Hoogestraat is also angry that the oil pipeline on her land may prevent her or future generations of her family from selling or developing the land, which is located in a high-growth suburban area

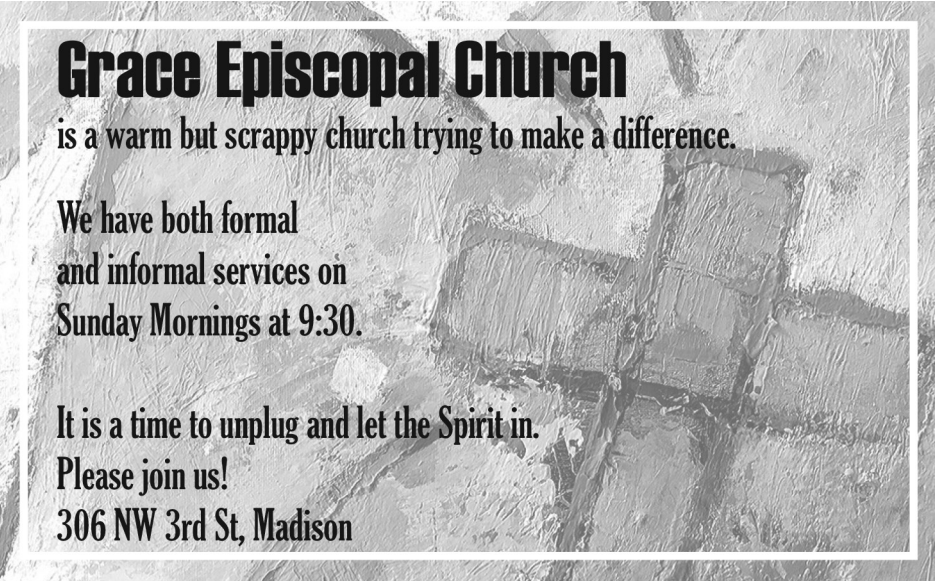


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west of Sioux Falls.

Hoogestraat looks back with a mix of anger, sadness and sometimes humor on how the pipeline battle changed her as a person. But there's no question the three years of grappling with DAPL officials over use of her land, and the impacts of the digging, pipe-laying and attempts to return her land to normal, have stiffened her resolve to fight for her own land and the rights of other landowners.

"I feel very sorry for the people who have to go through this," she said.

In the legal fight, she spent time and money and was sometimes separated from her husband and family while meeting with land agents, attending PUC meetings or sparring with lawyers. She insisted on personally overseeing construction work to ensure safety and the sanctity of her land, putting 1,400 miles on her truck through daily trips from her home in Chancellor to the ranch land about 20 miles north.

During construction, her drain tile that controls water flow was damaged and had to be fixed. A group of cows were once locked away from their water source and had to be rescued.

Since oil began to flow, the pipe on her property leaked, and she was never told how much oil had seeped onto and into her land.

Mixing of soils during pipeline construction has led to reduced crop production. She now sees changes in water flow that require adjustment of ranching methods, and depressions in the

soil along the pipeline route create risks of damage to the legs and hooves of cows.

"Just the other day I went out and took pictures of the route, and there are sinkholes in that pasture and I'm watching to see how severe they get before something has to be done with that," she said. "I don't want the cattle to be hurt when they walk in those holes created by the pipeline."

Hoogestraat, 65, acknowledges she is somewhat of an unexpected activist. She sometimes wonders if her determination to fight the pipelines has its roots in a successful battle she fought against breast cancer some years ago, and also in part to her strong faith in God.

"I went through cancer myself, and that was a piece of cake compared to these pipelines," she said. "I hate to say that, but it's true."

Looking back on the DAPL fight, considering the wall of boxes of legal materials she collected, and thinking of how she has gained knowledge and strength to fight another pipeline, Hoogestraat allows that in some ways she has always been someone who doesn't like to be pushed or sit by idly while someone else is suffering.

"Everything I do, I give my all; let's put it that way," she said. "I have had to be responsible for a lot of things in life and I've learned from those experiences that I do not like to see people mistreated and I do not like dishonest people."

Companies vow to be good stewards

Both the Summit and Navigator

proposed pipelines would use carbon-capture and sequestration technology to collect carbon dioxide from ethanol plants, pressurize it into liquid form and ship it to a site where it can be pumped and held deep underground for years.

The 2,000-mile, \$3.7 billion Summit Carbon Solutions pipeline would cross 469 miles in South Dakota, carrying CO2 north from 32 ethanol plants in five states to a site in central North Dakota, where the CO2 would be buried more than a mile underground.

The South Dakota portion of the Summit project was submitted for permitting to the PUC in February, and a public hearing is expected to be held before the end of 2022.

The \$3 billion, 1,300-mile Navigator project would capture CO2 from 20 ethanol and fertilizer plants in five states. The Navigator pipeline would cross 62 miles in South Dakota and terminate at a site in central Illinois. Navigator plans to submit its pipeline permit application to the PUC this summer, said Elizabeth Burns-Thompson, a company spokeswoman.

Combined, company officials say, the two CCS projects would capture carbon equivalent to eliminating emissions from 5.8 million cars a year. They also point to positives such as creation of thousands of jobs, new tax revenues for states and local governments, and raised profits of ethanol plants that may be able to sell biofuels into new low-carbon markets.

During a legislative hearing on the

Summit project in January, state Sen. Lee Schoenbeck, R-Watertown, said he was concerned that Summit was not being straightforward with property owners along the proposed pipeline route. At one point, Schoenbeck said, the pipeline route would have run through a proposed new development in his district and "ruined" the housing project.

After he contacted Summit, the company emailed him an hour later to tell him that the route had been moved away from the development. But Schoenbeck said the landowners were never told the route had been moved away from their properties.

"What happened in my community was not right, so they should make sure they're doing a better job of talking to landowners," said Schoenbeck, an attorney in Watertown. "My only concern is that they need to make sure they're straight-up honest with the landowners."

During the hearing, Schoenbeck asked questions about funding of the pipeline proposal, offering that the project was only "some kind of goofy tax-scheme thing." Summit is taking advantage of federal CCS tax credits, and the Navigator project is being funded by a large private-equity group.

In a subsequent interview with News Watch, Schoenbeck said reducing carbon emissions and expanding the market for South Dakota ethanol plants are "laudable objectives," but added that he is wary of any

Continued on page 6

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CO2 pipelines could affect the land...

Continued from page 5

project so deeply subsidized by federal tax dollars.

"It's not my world to tear apart the finances of that pipeline, and it wouldn't be fair to call me a proponent or an opponent," Schoenbeck said. "But I'm a conservative, so anybody that is playing around with the market based on government programs, I have to look carefully at those deals."

Jake Ketzner, a spokesman for Summit, said the project is receiving strong support among regulatory officials and landowners based on its goals of removing carbon from the atmosphere and for creating thousands of new jobs.

But CO2 pipelines also benefit corn farmers across the Midwest, Ketzner testified before the South Dakota Legislature in January. Carbon-capture projects strengthen the long-range market for ethanol producers, which also provides farmers a valuable and consistent market for their corn.

"There's folks who really support these

projects for the environmental purposes, and there's folks in our particular case who support it for what it's going to do for agriculture and the corn markets," he said. "It's not just the landowners on our route, it's every corn grower in these states that will be positively affected by this project because we're going to drive demand."

Ketzner said the CO2 pipelines will strengthen rural economies in the short term and in the long term.

"If every other row of corn, or close to that, goes to ethanol plants, and that demand goes away in five or ten years, we're going to see a significant problem in our rural economies," he said.

Elizabeth Burns-Thompson, a spokeswoman for Navigator CO2 Ventures, said the company intends to work closely and in harmony with landowners along the 1,300-mile route of its Heartland Greenway CO2 pipeline project that crosses five states.

For example, Burns-Thompson said Navigator intends to bury its CO2 lines five feet below the surface, much more than federal standards that require only 30- or 36-inch depths.

Affected landowners on the 62 miles of pipeline planned for South Dakota should have received information packets in the mail, and Navigator has extensive information about the project on its website.

She said Navigator hopes to find workable solutions for use of land that will not include eminent domain, which is a

legal taking of land for public use.

"Eminent domain is not something we want to do, and it's a tool that's available, but we're seeking a voluntary process," she said. "Holistically, we want to put forth a project that not only are we proud of but that the communities and landowners across the project are proud of, and that takes listening and doing it right."

Both Summit and Navigator have hosted numerous listening sessions with affected landowners. Navigator is also hiring a tribal consultant to address any concerns of Native American individuals, tribes or communities, and will conduct a cultural survey on the pipeline route in the coming months, Burns-Thompson said.

Battle far from over

Betty Strom is a retired teacher from Sioux Falls who owns land south of Madison, S.D., that is home to part of the Dakota Access oil pipeline and is now being eyed by Summit to run its CO2 line.

Strom opposed Dakota Access five years ago and is opposed now to Summit's proposal.

"Why would you put a pipeline next to DAPL when we had such a horrible time with that?" she asked.

Strom ultimately allowed the oil pipeline on her land before the matter reached court to avoid the costs and stress of facing eminent domain.

Strom said she received a payment for use of her land by DAPL and will likely be compensated by Summit as well. But she

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said she ended up paying much of that money in new taxes.

Strom sees the pipelines as an unlawful, unfriendly taking of her property to benefit big corporations while leaving her with a pipeline she doesn't want, the stress of negotiating with pipeline officials and land that she said becomes less valuable.

"I don't fall under their bleeding-heart rhetoric that they're doing this for the environment," she said of Summit and Navigator. "It's all about a group of businessmen and women who want to make a profit. It's almost like a taking of my property for their benefit, and I'm being paid cents on the dollar of what they're going to make."

Strom said she understands that some

neighboring landowners welcome the pipeline and any payments they may receive. But her connection to the land runs deep.

"There's a lot of reasons we value our land, and when you're out here in the middle of nowhere, you don't expect some big outfit to come plowing through it," she said. "I have a lot of respect for this land, and there's a lot of blood, sweat and tears that went into buying it."

Charlie Johnson runs an organic farm on leased land near Strom's property in southern Lake County. Johnson took a vocal stand against DAP when it crossed the land he farms, and will do so again regarding the Summit project, also targeting the land he farms. Johnson feels

sorry for property owners who feel they have no choice but to allow a pipeline on their property, because it is disruptive to the land and to their livelihoods.

"It's a highway of uncertainty for the landowners," he said.

Johnson said it took a year for the upturned and mixed soil on the DAP route to recover, and in some cases it remains unproductive.

"Look at the destruction they've done cutting through farmable land and a pristine prairie," he said. "And now, it will be 2,000 miles from Illinois to North Dakota."

Johnson said property owners nearer to municipalities may see significant future losses in land value if development is halted due to an underground pipeline crossing it.

"If your piece of property 50 years from now is a valuable site for a housing development or something, you're out of luck," he said.

Strom said she wrote on the bottom of her land-use survey agreement that DAPL officials should let her know when they were surveying so she could be present, and to inform her immediately if they found anything of value or historical interest on her land.

"This was Indian territory, it certainly was," she said.

Strom never heard back from the company, but well after the survey was complete and the pipeline fully installed, she received a package in the mail. It

contained a Native American spearpoint.

Strom's conclusion as to why the pipeline company delayed sharing the artifact with her until after construction was finished: "I think they were afraid I was going to join in with the other opponents," she said.

Peggy Hoogstraal was never formally notified of any changes in the proposed route of the Summit pipeline, but she recently looked at maps on the PUC website and now believes her land near Hartford is no longer a target of the CO2 project. Despite the good news for her and her family, Hoogstraal said she has no intention of being less involved in fighting for landowner rights during the pipeline planning and construction process.

"I feel sorry for the landowners who have these pipelines on their land," she said. "It may have had something to do with me being very vocal at a public meeting with them, but it looks like they changed the route away from my land," she said. "But it doesn't change my view of the pipeline whatsoever because it's still going to cross the land of my neighbors and friends and family members. Maybe I can't stop it, but at least I hope I can help the other landowners in some way, shape or form."

— This article was produced by South Dakota News Watch, a non-profit journalism organization located online at SDNewsWatch.org. ■

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Neighbors concerned about new development

County approves development plan near Brant Lake

By **MARY GALES ASKREN**
Madison Daily Leader Reporter

Lake County commissioners advised developers to listen to feedback from neighbors on Tuesday after approving a preliminary plat and development plan for St. Clair's addition.

Located between Brant Lake and 464th Avenue, north of South Shore Drive, the development is designed to include both residential and commercial lots. During Tuesday morning's commission meeting, neighbors expressed support for the development, but also had concerns about both drainage and the plan, which includes having driveways for 14 lots off South Shore Drive.

Peggy Jensen, who identified herself as a trustee, and Shane Waterman, senior civil engineer with IMEG, described the plan which will contain 90x150-foot residential lots and be developed in four phases. Jensen indicated "the time is right for development."

Commissioner Deb Reinicke was the first to raise a concern which was expressed by others.

"When your dad did the storage units,

there was a great concern about the drainage," she said.

Waterman said drainage issues will be addressed with detention ponds.

"We have reserved tracts of land where water already collects," he indicated. The plan is for the water to drain into Brant Lake "in the same way that it does today."

He believes much of it will simply soak into the ground. However, Waterman said, outlets will be placed strategically to "let water go the same as it does today."

Brian Ackerman believes the development as planned will have a direct impact on his home. He provided pictures to show flooding caused from runoff in 2019 and indicated it will be worse with the extra runoff from roofs and driveways.

"That outlet exits right into my garage," he told commissioners, speaking of an outlet Waterman mentioned. "It's never breeched there so I'm not sure how that's a natural waterway."

Terry Mehlbrecht, who has lived on Brant Lake for 30 years, expressed concerns because the plan indicates the lots which lie between South Shore Drive and Saint Clair Road will have driveways along South Shore Drive rather than along the interior road.

"It has more traffic on it than most county roads," he said of South Shore Drive. He believes this could create an unsafe situation.

Mehlbrecht was also concerned that development in this area could change drainage dynamics, making lots he owns to the west difficult to build on.

He said he would like to see concerns addressed during the planning stages.

"These are going to be our neighbors. We want to get along and I know you want to do what is right," he said.

JoAnn Alverson, speaking on behalf of those who farm property to the south of South Shore Drive, indicated the development has raised issues which need to be addressed in light of an easement entered into in 1970.

"Additional driveways would be outside the existing easement," she said. Changes to drainage on that property also need to be addressed.

"Those conversations haven't happened. They've yet to have a sit-down with the property owner to the south," Alverson said. She was asked to provide the zoning office with a copy of the easement.

"My dad is now passed," Jensen responded. "It's my understanding he had conversations with you folks."

Several others addressed the council expressing similar concerns. One other issue was raised during the course of the discussion: water. While the Brant Lake Sanitary District has indicated it has the capacity to add 38 residential units, the Big Sioux Community Water System has concerns.

"They initially indicated, 'We have enough water for five houses,'" Waterman said. Later modeling indicated they might have water for up to 15 houses.

"When we get beyond that, they would need to re-evaluate. We can get Phase I and Phase 1 going without any concerns on the water side of things,"

he said. Utilities such as electricity and phone services have not been explored to date.

Shelli Gust, commission administrative officer, reviewed comments prepared by Zoning Officer Mandi Anderson. She reported the area is zoned for single-family residential use and said the lot density and width met county ordinances.

While the planning committee recommended approval, members did make a couple of recommendations. First, that more details regarding drainage be provided. Second, that turnarounds be considered where streets dead end even though ordinances do not require this.

Reinicke told those who expressed their concerns that the commission could not turn down the preliminary plat and development plan because it met county ordinances.

The commission also addressed the following zoning issues:

- Approved two conditional use permits for TAPA Spokane, LLC for oversized storage sheds in Lakeview Township.

- Approved a plat of Lots 7, 8 and 9 in Block 1 of Lee's Addition in Lakeview Township. The lots are being subdivided for future single-family development and ag uses.

- Approved a plat of Lot 2B of Block 2A of Lakes Community Addition in Wentworth Township to allow additional land for a future parking lot in the existing Lakes Lodge lot. ■

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Top 9 Boat Shoe features for Comfort on the Water

by Debbie Hanson

You might be looking for a list of top 10 boat shoes, but it's important to understand that the best boat shoes are an individual choice depending on the type of boating you do. You should also consider the season or climate and how long you'll be on your feet while aboard. These tips for pinpointing the top boat shoes based on key features can help you make a good decision about what to look for and which pair to buy.

FEATURES OF BOAT SHOES FOR FISHING OR CRUISING

You might be wondering about the best boat shoe features for fishing, or if there are different types of men's and women's boat shoes that are better for sailing? The top boat shoes for fishing generally include non-marking soles, slip-resistance, quick dry/quick drain materials and design, odor resistant technology, cushioning, and are completely waterproof. The best boating shoes for sailing or cruising have features such as flexibility, stability, water-resistance, slip-resistance, breathability, and non-marking soft rubber soles.

1. Slip-Resistance

Look for SRC-rated boat shoes for women or boat shoes for men that have the highest slip-resistance rating achievable. Slip resistant soles are a key safety boat shoe feature for both fishing and sailing. SRC is the standard rating that is given to footwear when they pass two tests: SRA and SRB, where SRA stands for slip resistant on ceramic smeared with sodium lauryl sulphate and SRB stand for resistant to steel smeared with glycerol and an SRC rating is given when the footwear has tested under both SRA & SRB conditions.

2. Ventilation

Look for boat shoes with ventilation ports and vented designs that allow breathability and comfort. Ventilation features are designed to promote air flow and will also allow water to drain out of the shoe. This is especially important when fishing and boating in tropical climates to keep your feet cool.

3. Arch Support

Arch support in boat shoes will help more evenly distribute pressure that is typically focused on the heel and ball of the foot by distributing some of that pressure into the



arches of your feet. If you stand on a hard boat deck to reel in fish or while behind the helm, having extra arch support can help prevent fallen arches and/or plantar fasciitis. Some brands, such as Timberland boat shoes, offer designs with an EVA-cushioned footbed with arch support.

4. Non-Marking Soles

Non-marking soles don't leave any marks on the deck of a boat. Black scuff marks on a boat deck are typically caused by shoes with black rubber soles and hard leather. These scuffs can be hard to remove from a non-skid boat deck. Look for non-marking soles made from natural rubber.

5. Lightweight

For long boat trips or standing on a boat deck for hours, you may want to look for boat shoes that are lightweight and have EVA midsoles. EVA stands for the plastic which is made by mixing ethylene and vinyl acetate. EVA is also about 30% lighter than PVC.

6. Durability

Another feature of top 10 boat shoes is durability. Premium leather is one of the most durable boat shoe materials is often classified as water resistant or water friendly, but leather shoes are often heavier

and won't dry as fast as hydrophobic or mesh water shoes. You may want to take a pass on shoes that have metal lace eyelets, which can corrode or rust when saltwater fishing or cruising out on the ocean.

7. Quick Drying

Today's hydrophobic and lightweight mesh materials, like those used to make the water strider versions of Sperry boat shoes for men and Sperry women's boat shoes, are fast drying. While some types of boat shoes are made from leather or canvas, they won't perform as well as synthetic materials in a consistently wet environment.

8. Odor Resistance

There are men's boat shoes, women's boat shoes, boy's boat shoes, and girl's boat shoes on the market that have odor control and anti-microbial technology.

9. Waterproof

If you want fishing or cruising shoes that can handle sprays and splashes from offshore trips, waterproof footwear is a must. This way, when your shoes get soaked in saltwater, you won't be compromising comfort, stability, and safety. ■



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The Horse

The "Ancient Horse" of Lake Madison Spurs Lifelong Archaeological Interest

By ROLLYN H. SAMP

It was a pleasantly hot day August 7, 1958. The date is easy to remember because I had the luxury of a battery-powered radio for outside use at the lake. My Uncle Ralph, who was a radio/TV shop owner, had given me this treasure long before transistors and FM radios.

The news bulletin on KSOO Radio was captivating. The United States had a nuclear submarine named Nautilus. It had just completed a voyage under the Arctic Circle. I thought how the Russians must have felt knowing we now had a nuclear-powered submarine that could cruise undetected under polar ice to repel any menace they might contrive. It was a moment of national pride and some measure of comfort that we were winning the Cold War.

While the news bulletin momentarily captured my attention, I soon became preoccupied by

a horse hoof that my trusty dog Sarge had dug up on the hill just behind our lake cabin.

I got a spade and dug around to find the source of this hoof - only to locate a leg bone. Then I dug a little deeper and found small knee bones and another large bone.

By now my parents were attracted to find out what I was digging. My father immediately identified the bones as those of a horse. He looked at the hoof and decided it wasn't a farm horse because there were no marks of horse shoes being nailed into the bone. He looked at the hoof and decided it wasn't a farm horse because there were no marks of horse shoes being nailed into the bone. He encouraged me to dig deeper. My mother wasn't so sure. She thought maybe I would get some ancient disease digging into a pile of bones. But curiosity and science dictated that I proceed to unearth this discovery. I had seen a movie in school about archaeologists uncovering the ancient Italian city of Pompeii, which had been covered by volcanic ash from Mt. Vesuvius. Maybe I had made a similar discovery in the "Ancient

Horse of Lake Madison."

After excavating six or eight major bones, it became clear that there were a lot of bones in this discovery. I opened up an area of the hill approximately four feet by ten feet while Sarge watched. I could read his mind. He was waiting for me to dig up a bone with a little meat on it so he could have a feast. He sniffed each bone I brought out of the hole, rejecting each as unacceptable cuisine.

As the bones became more numerous, I decided it was time to get some scientific advice on this discovery. I knew of two real scientists living on Lake Madison - Miss Bidne and Miss Habeger. There was no way to arrange an appointment because no one had phones on the lake then, except Grandma Woods at her store in Wood's Resort. That was reserved to call fire departments, ambulances, and to receive calls of deaths in the family. Since no one had phones on the lake, dropping in on others was normal. If they were busy, you said "hello" and left. If they were not real busy, you knew you'd be welcome.

My father and I went to Woods' Resort and rented one of their six wooden boats to drop by and see our resident scientists on Lake Madison. We rowed to our cabin

and put on a Johnson 5 hp motor that belonged to my grandfather. This motor and the family Bible were two items we were supposed to save in the event of a fire.

We put the motor on the boat and headed straight across the lake for Miss Bidne's cabin located in Wentworth Park. She was the eighth grade science teacher in Flandreau. But since Miss Bidne had been a Morse code/radio instructor at the Sioux Falls Air Force Base during World War II, she was given Nobel-prize-style recognition by local people as an expert on anything scientific.

Miss Bidne was at her cabin baking bread. She was happy to see us and enthralled with my scientific discovery. She explained that modern horses had come to the New World with the explorer Cortez. These horses were then bred and traded with Indian tribes until they arrived in this area around the mid 1700's. Miss Bidne said prehistoric horses in North America were three-toed; so if this horse skeleton had a hoof, it had to be from the Cortez horse lineage.

Miss Bidne's gift in teaching was to excite young minds to explore more. She encouraged me to continue the horse excavation with some helpful suggestions.

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the dirt. Carefully record each piece and work slowly,” were all important recommendations made by Miss Binde. “And, of course, we’ll want it as a show piece for our science fair next year.”

I was ready to get back to digging but my father suggested we take the basket of old horse bones to the other real scientist on Lake Madison - Professor Ruth Habeger. She lived in a cabin in the Chautauqua Park area and was a distant relative who was a multi-talented botanist, artist, biologist, and bird watcher. Her greatest summer thrill was recruiting people for sunrise bird-watching excursions.

Professor Habeger was also home so we stopped to explain our “find” on the south side of the lake and to seek her advice. She was as excited about the horse bones as if we’d said we had just spotted a three-billed warbler near Marr’s Beach. She confirmed what Miss Bidne had said about the difference in prehistoric and Cortez-era horses. She launched into a partial college-level lecture about how Cortez had brought a lot of unmentionable diseases to the New World, along with his horses. But most of that went over my head because I wanted to get back to digging.

For the rest of the summer vacation. I dug and boxed horse bones four to five hours a day. I gave up swimming and finishing - and skimped on week pulling - in order to have plenty of time to dig. By the time I finished just before Labor Day, I had an entire horse skeleton dug up, cleaned and boxed.

In early fall, my father suggested we visit the state geologist at the University of South Dakota in Vermillion. We took a Saturday trip to be greeted by another enthusiastic scientist who provided directions on properly preserving the bones. Final cleaning and preservation of the bones took most of the next year with the horse spread out on the family ping pong table in the basement. People around Flandreau began to ask, “where’s that Samp kid after school?”

Eventually, the preservation work was completed. I made drawing to reassemble the horse on paper. Sometime during the year I won a ribbon at the science fair in the category of archaeology. I should confess I got both first and last place because I had the only entry.

“The Horse” spawned a lifelong interest in archaeology. It also allowed me to develop a friendship with Dr. Adrien Hannus, one of the

top ten archaeologists in the United States, who was able to confirm the Bearing Strait theory of how people arrived in North America by his “Clovis” find. Adrien talks about his trips to the Caves of France where the earliest human artwork is found, excursions to Mayan ruins, and his mammoth skeleton that awaits an appropriate museum. And I can talk about my “horse” with the same passion because it was my introduction into a fascinating look at our world. And I didn’t have to go any further than the hill behind the cabin on Lake Madison to make this discovery. When Dr. Hannus

finally gets a permanent place for his mammoth, he’s promised me that there will be a place for my old horse.

Happily I was able to complete this discovery without filling out any government forms or paperwork, there were no lawsuits over ownership of the discovery, and it was achieved without a government grant or any expenditure of tax dollars.

“The Horse” has now been part of several “Fabulous ‘50’s - 1750s, 1850s and 1950s while I have had just one. But it was fabulous! ■



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New Buoy Marks Low Water Hazard

By **MATT SAMP**

Fred Best was a well-known entrepreneur and businessman from the Brookings area. Fred owned the who area we now call Best Point, but the cabin on the very tip of the peninsula was where Fred and his wife had their cabin.

When Lake Madison was dry in the 30s and 40s, several gravel mining operations appeared. The dry lake was only good for mining gravel and hunting jackrabbits.

Fred started his own gravel mining operation. At some point, Fred installed some sort of concrete pylon with a metal top. No one quite knows what it looks like. There are several strange things in that area including several drop-offs or deep holes, some metal and this unknown concrete dragline or "deadhead" as some have even called it.

In 1957, a young man who just graduated from high school from the northern part of Lake County went to work for Mr. Best. His name was Luther Hilde. Mr. Best taught Luther everything he could about mining

gravel. After some time, Mr. Best went on to other endeavors, and turned the gravel operation over to Luther and he eventually founded Hilde Pipe and Gravel, Inc.

In the late 60's and early 70's when the lake was still quite low, some folks remember a metal something or other sticking out of the water straight off Best Point. What they saw is now what some people are feeling.

The reports of boaters losing crops damaging boats, cracking holes and creating a hazard for skiers and other water sports enthusiast caused a Lake Madison Development Association to spring into action.

Recently, volunteers went out to the old deadhead to mark it with a floating hazard buoy. The buoy is a warning to avoid that area because there's not just this concrete pylon a foot or so below the surface, there are also several other large metal objects that have yet to be uncovered. While you may be curious to go over to the buoy, do your best to stay 100 yards away from it because the water is shallow in some parts, there's quite a few hazards and then of course



Volunteers who installed a buoy off of Best Point in July; Doug Olson, Dustin Krause and Murray Driggs. They found a piece of steel that was within 9" of the surface. The whole area is littered with debris.

the big concrete pylon.

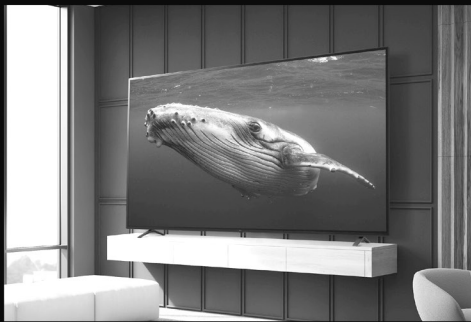
We would like to thank all the folks involved and helping get this marked, including Murray Driggs, Doug Olson, Dustin Krause and Mark Wolfe.

Just a note to remind folks that this is not a gamefish in Parks Bowie, but it is property of your lake owners association.

The South Dakota Game Fish and Parks does not mark shallow spots or water hazards so do not expect to see other buoys in places you might think they should go. When the water table rises, once again but will be too high to hit the obstacle, but for now we are glad to have this marked so no one else damaged as their boat or gets hurt. ■

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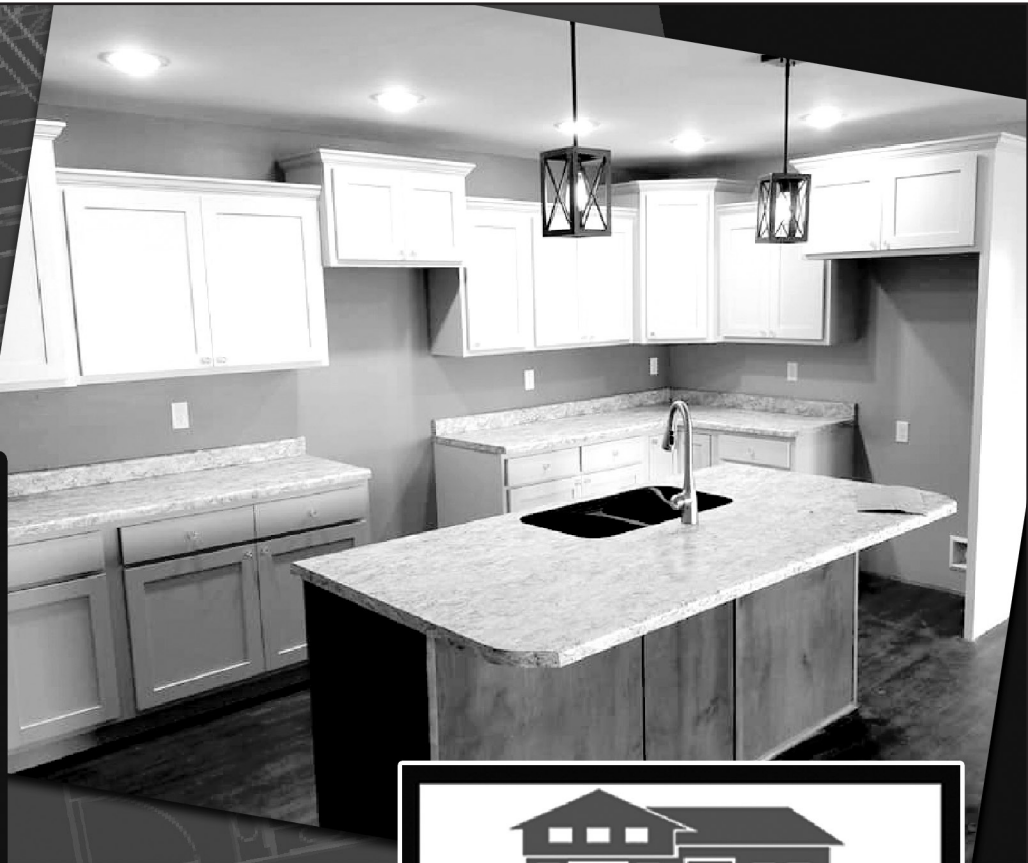


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Butterflies & Pollinators

Combined ecological pressures of the loss of native prairie, certain agricultural practices, and the use of pesticides have accelerated the decline in members of the milkweed family, the only species that support

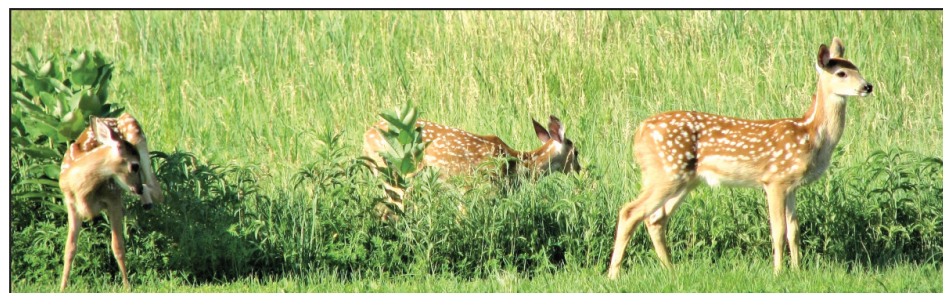
have dropped precipitously in the last several years to levels quickly becoming insufficient to sustain the population.

In an effort to call attention to the plight of the monarch butterfly, the Madison Wetland Management District office has a limited supply of free butterfly garden kits immediately available at the headquarters. Kits contain locally-adapted, native wildflower seed suitable for a 20' space, a common milkweed plant ready for transplanting, and a butterfly house.

The plant species contained in the kit will provide necessary resources for a variety of pollinating insects on which humans depend for our own food resources. Readily available perennials such as blazing star, butterfly milkweed, lavender, and coral bells, and



monarchs in their larval stages. Nationwide, monarch numbers annuals such as zinnias, calibrachoa,



nasturtium, and African daisy from your local greenhouse can be added for extra diversity. A surprising array of commercially available milkweeds would make a colorful monarch-specific garden!

Waterfowl

Giant Canada geese were reintroduced into eastern South Dakota from the late 1960s through the 1980s; they have now become common nesters in every part of the District. Blue-winged teal and mallards are the most common ducks on Madison Wetland Management District. Other frequently observed breeding ducks are northern pintails, gadwalls, ruddy ducks, and redheads. Other waterbirds common to the District include American white pelicans, double-crested cormorants, herons, gulls, terns, and shorebirds.

Mammals

Mammals, including white-tail deer, mink, muskrat, beaver, skunk, raccoon, red fox, coyote, and badger are in abundance. The largest North American land mammal in existence,

American bison were a key species of the Great Plains—their grazing habits helped establish the distribution of grasslands in the Plains.

Native Prairie

The Great Plains of North America once covered over a million square miles through the center of the continent. These vast grasslands were shaped under disturbances such as fire, repeated grazing, and frequent droughts. The eastern third of this prairie ecosystem, from Manitoba, to Illinois and south to Texas, is known as the tallgrass prairie region. Tallgrass prairie once stretched across almost 200 million acres, but today, less than 1% of the original tallgrass prairie remains.

The rich soils that developed over hundreds or thousands of years combined with a gently rolling topography, made the region perfect for agriculture. When John Deere patented his plow made of steel in 1865, native prairie didn't have a chance. Within 10 years, from 1860-1870, most of the tallgrass prairie was gone. ■

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By ROLLYN H. SAMP

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Bald Eagles were nearly extinct primarily because of DDT use. By 1963, the bald eagle population had dropped to less than 500 pair in the lower 48 states.

A series of conservation laws were enacted starting in 1972, including a law to ban DDT.

In 1974, eagles were placed on the Endangered Species List giving them additional protection.

By 2007, four thousand



BALD EAGLES seen soaring the sky in Lake County.

Photo by M. Felty Photography

eagles were counted. They were removed from the list.

The bald eagle population has now grown to over 300,000 in the lower 48 states, although

the 1922 bird flu epidemic slowed their comeback.

Some bald eagles have been seen in Lake County but are outnumbered by the

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What do you call a lazy Crayfish?

A slobeter.

How do shellfish get to the hospital?

In a clam-bulance

How do you communicate with a fish?

Drop it a line.

What's the fastest fish?

A motor-pike.

How does an octopus go to war?

Well armed.

Why are fish so smart?

Because they swim in schools.

Why don't fish play basketball?

They're afraid of the net.

What do you call a fish with no eyes?

A fsh.

What's the difference between a fish and a piano?

You can't tuna fish.

How do you make a fish laugh?

Tell it a whale of a tale.

Which day do fish hate the most?

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Which kind of fish chase mice?

Catfish.

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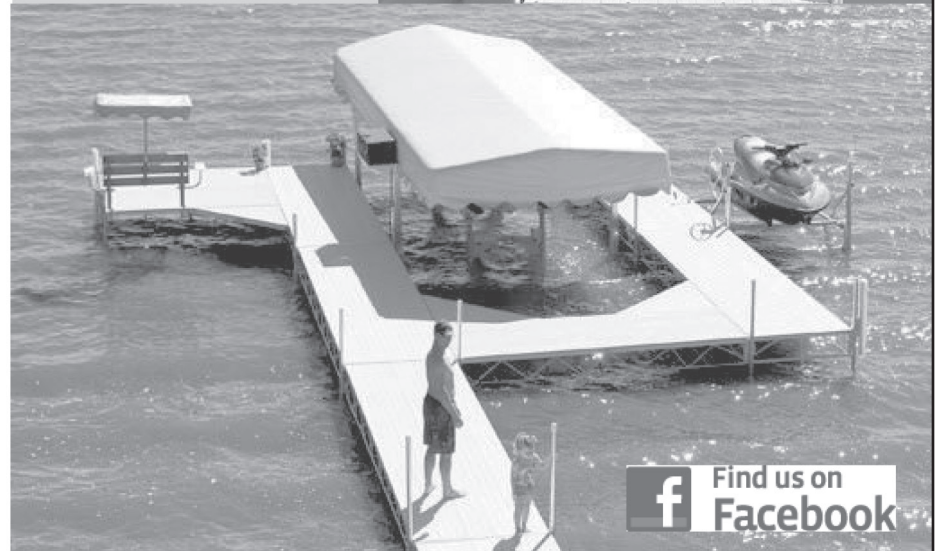
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The Lake Madison Chautauqua Era: 1891-1932

By **DENISE LEWIS**
Lake County Museum

Research for this story was done at the Lake County Museum, which is home to one of the largest collections of Chautauqua artifacts and memorabilia in the country. The museum will be displaying some of its historical photographs, posters, and other artifacts in August at various locations around the lake. *All photos included in this article are courtesy of Lake County Museum.*

Chautauqua on the National Scene

During the last decades of the 1800s the Chautauqua movement was all the rage across the nation. Former President Teddy Roosevelt was quoted as saying, “Chautauqua is the most American thing in America!” Chautauqua was a creative collaboration between Methodist minister, John Vincent, and businessman, Lewis Miller. In 1873 they launched an outdoor camp format to instruct Sunday school teachers on the shore of Lake Chautauqua in western NY state. What started as an adult summer camp with a religious

focus soon transcended into a non-secular family entertainment venue. The Chautauqua was born, and it captured the hearts of Americans. By 1900 there were over 150 Chautauqua venues and over 200 travelling Chautauqua tent shows throughout the country.

The essence of a Chautauqua was cultural enrichment, education, and recreation. The main event of the Chautauqua was the annual Assembly - usually three weeks in the summer with an agenda of speakers, entertainment, and classes. People could attend for a day or two, or the whole event. They would travel from hundreds of miles away and camp or rent rooms. When not attending scheduled events attendees would spend time playing sports or other recreational activities.

Lake Madison Chautauqua Association

Chautauqua venues were almost always developed by local grass-roots supporters. The most successful locations were in scenic rural areas close to population centers with good transportation.

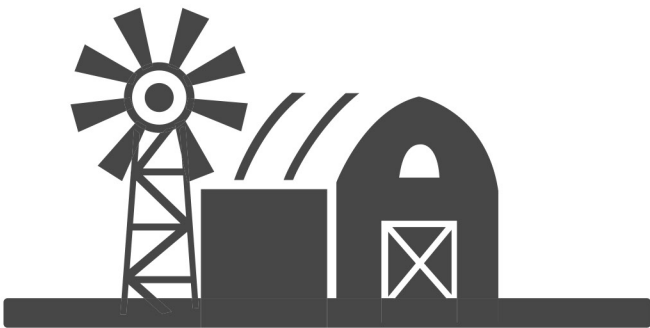
Madison ticked all the boxes for a good location. First and foremost, it had nearby Lake Madison which by 1890 already had a reputation as a fine recreational lake.

Madison was founded in 1873 and South Dakota became a state in 1889. During that time growth was spurred by the Homestead Act which encouraged pioneers to settle and farm the land. Settlers went where the railroads went, and the first railroad came to Madison in 1880 – the Chicago, Milwaukee & St. Paul Railroad connected from Flandreau. The Census numbers during that time tell the story of a quickly growing community.

U.S. Census numbers:

	City of Madison	Lake County
1880	96	2,657
1890	1,736	7,508
1900	2,550	9,137
1910	3,137	10,711
1920	4,144	12,257
1930	4,289	12,279

The Lake Madison Chautauqua Association (LMCA) was organized at a public meeting held in July 1890. A land speculator, J. A. Trow, who owned a lot of land near the lake proposed to sell 60 acres to the LMCA for the purpose of developing a Chautauqua venue. The land was on the NW part of Lake Madison and included an area known as Moreno Beach. Trow’s price was \$6,000, so the LMCA raised capital by issuing shares of stock for \$100 each. To make it more affordable the stock was available on a payment plan of four easy payments – just \$15 down plus three more payments by the end of 1891. Each share gave the holder a 99-year lease on one camping lot on the Chautauqua grounds. Within a week thirty-two shares had been sold, and by September they had sold enough stock to secure the land. Development moved quickly. Winter was spent drafting plans and by early spring 1891 construction began. In just three short months a hotel, an auditorium, a dining hall, and stables were completed just in time for the first annual Lake Madison Chautauqua Assembly in summer of 1891.



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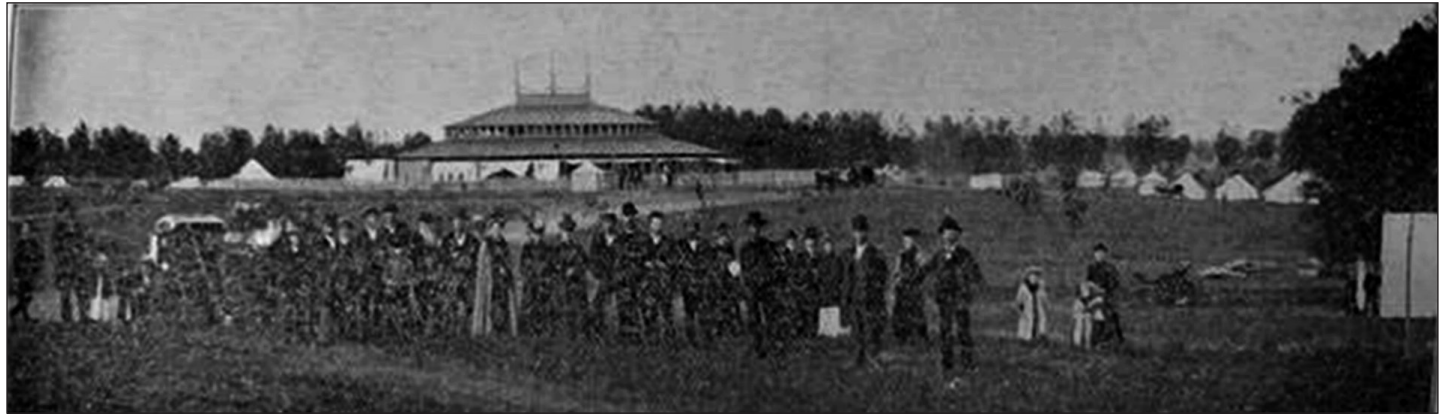
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The Chautauqua Assembly Experience

The Assembly program was a variety of academic and cultural lectures, as well as art and musical entertainment. Performances ranged from musicians to poets, from politicians to magicians, from Native American Indian Chiefs to clergy. Crowds gathered to see celebrities of the day like Williams Jennings Bryan, The Mendelssohn Quartet, The Waikiki Hawaiian Singers, Chief Caupolcan, the Honorable Charles Darrow, The Dixie Jubilee Band, and



Crowds gather in front of the Auditorium.

Father Cleary. The speakers and performers travelled the circuit from one Chautauqua to another around the country.

The Lake Madison Chautauqua quickly became one of the most successful Chautauquas around. Crowds of 5,000 per day were common and could reach 10,000 for the most popular events. Tickets could be bought for a single event or the entire Assembly season. Families flocked to the Assembly to enjoy some leisure vacation time and socialize.

The grounds extended from the lake shore to north of where Hwy 34 lies today and eventually the complex grew to include a boat house, a swim pavilion, a campground, cabins for rent, a railroad platform, a beach, tennis courts and a baseball field. Several

streets - Dakota Avenue and Lake View Drive - still bear the names they were given in 1890.

People often stayed for days or weeks so there were several

options for lodging. First was the beautiful hotel that is often seen in the background of Chautauqua photographs. It was a stately

Continued to page 24



Annual Assembly brochure.



The iconic hotel was built and open for business in 1891.

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LAKE MADISON CHAUTAUQUA ERA Continued...

Continued from page 23

3-story design with wrap around covered porches and a rounded

corner tower capped with a bell roof. However, it only had forty

rooms so was not nearly big enough for all the attendees. Most people either rented a cabin or camped on the grounds.

Visitors could also spend time relaxing at the lake, enjoying the

beach or swimming. There was a sandy beach with a wooden slide, and just off-shore was a floating swim platform, and a high dive where the water was 15+ feet deep – much deeper than today. The boat house had many canoes and rowboats for rent, and as you would expect boating and fishing were popular pastimes. Away from the water there were also a variety of organized sports such as tennis and baseball, or other less structured activities like croquet, bicycling, or horseback riding. Several steam-powered boats took passengers on leisure cruises around the lake, which at the time was undeveloped with plenty of natural picturesque shorelines.

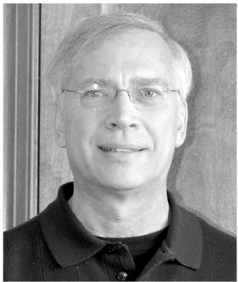


Original plat of the Lake Madison Chautauqua grounds.



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LAKE MADISON CHAUTAUQUA ERA Continued...

Continued from page 25



Sailing on Lake Madison circa 1900.



The boat house where you could rent a rowboat or canoe.



Steam powered cruiser the "City of Madison" carried passengers in the 1890s.

LAKE MADISON STORAGE



Highway 19



Behind 2nd St. Diner



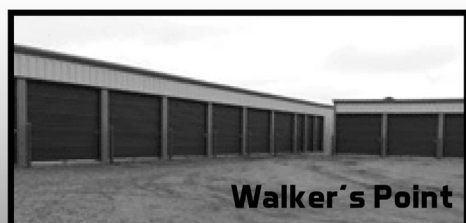
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The Railroad Connection

The railroad brought visitors from hundreds of miles away to attend the Chautauqua Assembly. Madison was fortunate to be located on the Chicago, Milwaukee, and St. Paul Railroad which provided connections to all the major cities of the Midwest and beyond.

Several local businessmen recognized the need to provide easy access from Madison to the Chautauqua grounds and orchestrated building a narrow-gauge steam motor line between Madison and the lake. It was essentially a commuter train, like a cable car pulled by a steam engine. During the Assembly this special train service was scheduled to carry passengers to and from the lake 5-7 times per day. Passengers boarded the open-side cars at a station

across from the current Post Office and travelled east on Center Street out of town, then turned diagonally across the open prairie toward the lake.

It wasn't built to the robust standards of long-distance trains and by the end of the decade it was in poor condition and eventually abandoned. Busses transported passengers from Madison to the lake for at least one year while the LMCA tried unsuccessfully to negotiate with the railroad to build a permanent rail line. Ultimately the LMCA agreed to foot the bill to have a standard gauge spur line built to bring CM&StP trains directly to the Chautauqua train station. This spur line was operational from 1907 until sometime in the 1920s when cars became the vehicle of choice for short distances.



The narrow-gauge steam train nicknamed the "Bobtail"



CM&StP train at the Chautauqua train platform

The Reliance Tragedy

The 4th of July 1919 marks the most significant tragedy of the Chautauqua era. Record crowds surpassed 10,000 that day and the lake was full of swimmers and boaters celebrating the holiday. A pleasure cruiser named "Reliance" was on hand to give boat rides to passengers throughout the weekend. That evening near sunset the boat departed full of passengers hoping to watch the fireworks from the water. The boat headed southeast and, somewhere near the tip of what we now call Best Point, it hit a submerged tree trunk which damaged the hull. The boat took on water and sank quickly. The spectators on shore mistook the shouting as normal excitement for the fireworks. One report says a passenger swam to the north shore and made his way to the poor house where there was a telephone. Once word of the sinking reached

the crowd at Chautauqua the celebration turned to a rescue. Boats were launched to search for survivors. Nobody was certain how many people were on board until they found the drowned engineer who had 32 passenger tokens in his pocket. Once everyone was accounted for, there were nine lost souls who drowned that night. It was, and still is, the worst boating accident in South Dakota history.

The End of an Era

Popularity of Chautauquas waned in the 1930s as entertainment became more accessible to people through modern inventions like radio, television, and movie theaters. Automobiles let people go to see their favorite entertainment instead of relying on Chautauqua to bring entertainment to them. In 1932, after 41 years, the LMCA hosted its final Assembly. It was the end of an era for Lake. ■

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Prairie Village NEWS

By **Faron Wahl, Manager**

Preserving and exhibiting history are worthy endeavors, with countless examples existing in organized forms across our country. Offering history in a living, dynamic manner, however, is easily superior and preferable.

Prairie Village has been a vault of South Dakota pioneer and rural life history since our founding in 1966.

Recognizing that hands-on experiences allow guests to be more fully transported back in time, many of our ventures over the years have involved human interaction and teaching. We have also sought to utilize some of our historic gems in a manner that lets them keep on living.

Genuine utilization of historic buildings is not only enriching, it is also ultimately better for the structures themselves, as usage drives constant care and upkeep at a level that couldn't otherwise occur. Our Lawrence Welk Opera House may be the crown jewel of this example — a classic venue utilized here all season in ways quite reflective of its earlier life.

Built in 1912, this village centerpiece

celebrates its 110th birthday this year. It offers the perfect layout for our annual pageant, suspending all the joy and tension inherent to this competition. The building is also home to our variety show, free Jamboree entertainment, a few private events and, later this summer, our first Hall of Fame induction ceremony.

But central to utilizing it most fully is our annual concert series.

We have put much effort into growing this entertainment package, reinvesting its revenues into bringing a level of entertainment most of our guests find highly excellent and often surprising.

Our Opera House can put on a superb show, and I'm all about fully utilizing it in that regard. Translation: We're not talking garage bands here.

Moreover, nearly every entertainer contracted to perform here heads down the road afterward with very high marks for our Opera House. They love the lively acoustics, the cozy seating and the classic, deep history it boasts.

It's encouraging to hear our guests



leave thrilled after the event, but knowing our entertainers also love the place is both heartwarming and key to the series' future.

During its life just up the road from here in Oldham, our beloved Opera House saw Lawrence Welk's very first time on stage with a band in 1924 (yes, literally), political speeches, basketball games, movies, boxing, magicians, dances and roller skating. Since its move to Prairie Village in 1970, the usage list has grown. Some of you recall SDSU's Prairie Repertory Theatre performing here from 1970-88. We are working

to carry on the history and tradition of our fantastic Opera House, whose care and future is in our charge. But beyond our efforts, worthwhile things like this only perpetuate if folks jump in and join us. Tickets for both shows are available daily at our Gift Shop or by calling 605-256-3644. Please check your calendars and consider both.

Lawrence Welk wrote a letter in 1969 to those involved with the proposed Opera House move to the village, enthusiastically endorsing its future and proposed re-naming. We believe he would be proud. ■

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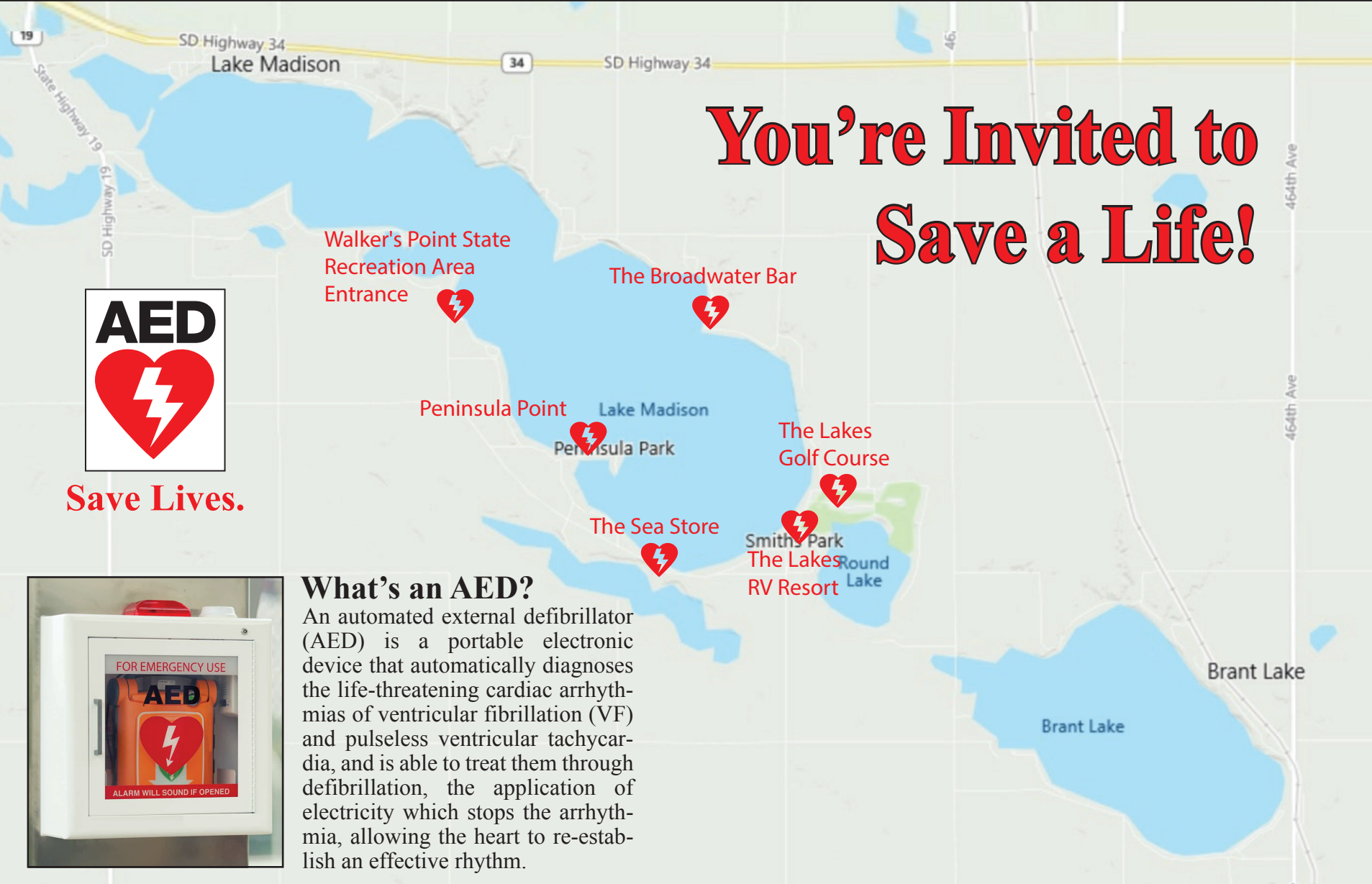
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Wetland Management Districts & Waterfowl Production Areas

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For nearly a century, the U.S. Fish and Wildlife Service has used funds from the sale of federal Duck Stamps to conserve some of the most threatened and productive migratory bird habitat in the nation. Duck Stamp funds have allowed the National Wildlife Refuge System to conserve in perpetuity thousands of small wetlands and pothole areas called waterfowl production areas (WPAs).

Together, these often-small wetlands/grassland units conserve more than 3 million acres of habitat. Waterfowl production areas are administratively organized into 38 wetland management districts (WMDs) with individual districts often spanning many counties.

Wildlife Refuges Versus Waterfowl Production Areas

As units of the Refuge System, waterfowl production areas are generally subject to the same rules and regulations as national wildlife refuges but are distinct in geography and management.

One key difference between wildlife refuges and waterfowl production areas is that all fee-title-owned WPAs are open to recreation activities unless

public safety or other concerns dictate otherwise. In contrast, wildlife refuges are closed to recreation activities unless specifically opened.

Another difference is that a wildlife refuge is typically one contiguous place with one border and one set of neighbors. Waterfowl production areas often are lands dispersed across several counties and townships. This means that wetland management districts often include hundreds of neighboring landowners, raising boundary and trespass issues. Because tracts are spread apart, driving time from a district headquarters to a given waterfowl production area can be hours.

Beyond providing recreation for people and habitat for ducks, wetland birds, grassland birds, raptors and shorebirds, waterfowl production areas are economically and ecologically important to the Upper Midwest. These wetlands and grasslands serve as natural sponges that reduce runoff and help with flood control.

Prairie Potholes : Conserving America's Duck Factory

"The wetlands and surrounding uplands of the American Midwest are places unlike any other. Here, waterfowl glide gracefully across the water, the earthy smell of wetland



A dozen brown, gray and white ducks flying low over brown grassland with water running through it

reeds and grasses drifts through the air, and the clear calls of migrating birds echo overhead."

~Ashley Dang, 2012 Student Conservation Association intern at Fergus Falls Wetland Management District in Minnesota

Ninety-five percent of the Refuge System's waterfowl production areas are scattered across the Prairie Pothole Region along the north end of the Central Flyway. The region takes its name from the many shallow depressions, or potholes, left in the land thousands of years ago by retreating glaciers. The region's

distinctive topography makes it an ideal nursery for waterfowl; it has long been called the "Duck Factory" of North America. The prairie potholes account for just 10 percent of North America's waterfowl breeding habitat, but the region produces nearly half the continent's ducks.

Chances are the migratory bird you see near your home depends on the Prairie Pothole Region for some aspect of its life cycle. Buying a Duck Stamp makes waterfowl production areas possible and ensures your children will have the opportunity to see the migrating duck, goose and shorebird species you enjoy today. ■

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