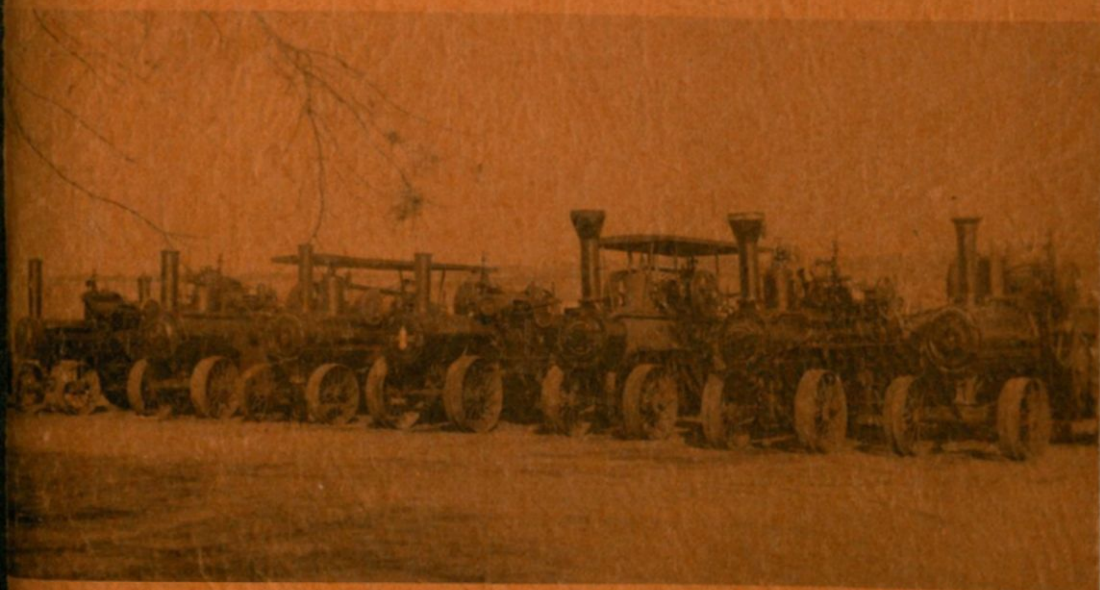


# Lake Region Pioneer Threshermen's Association

PRESENTS



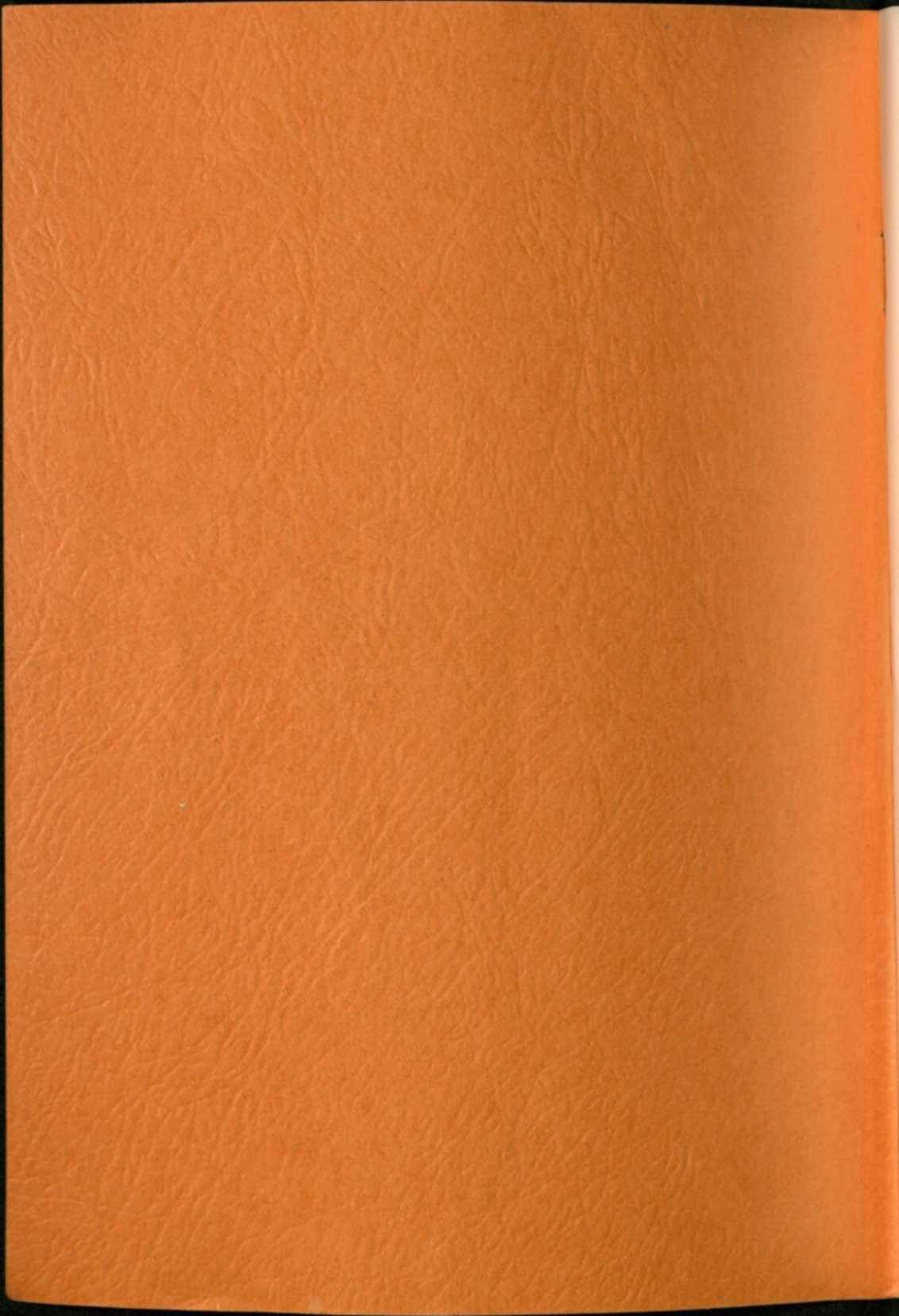
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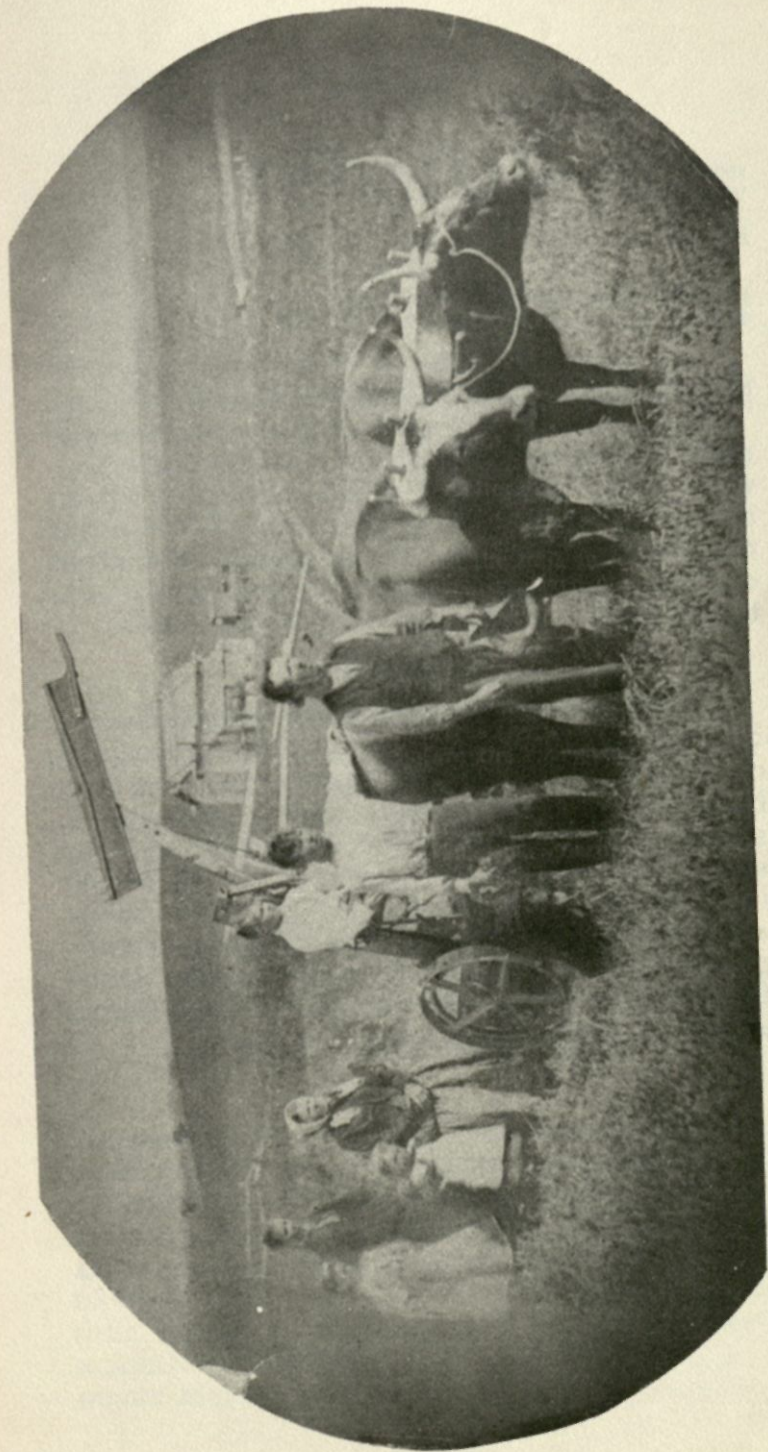
**"THE PAST IN ACTION"**

*Dalton, Minnesota*

**"HOME OF THE GIANTS"**

FIRST EDITION





**THE ANDREAS HALSNESS FAMILY, TAKEN IN THE 1870's,  
SECTION 17, DANE PRAIRIE TWP.**

# *Dedication*

In respectful tribute to the many pioneer men and women of this entire community, we, "The Lake Region Pioneer Threshermen's Association," sincerely dedicate this historical souvenir book. The above scene is taken from an actual picture of a pioneer family. It typifies the humble simplicity of the people, the plain and rustic homes, the primitive equipment and the original, faithful power unit, the oxen.

With unflinching will and undaunted courage they committed themselves to the great goal of turning an abundance of raw materials into homes and farms, towns and communities, schools and churches. The appearance of the steam engine in the eighties and ninties of the last century, with various and practical power units, both energized and expedited the tremendous task before them. Through untold sacrifices and unbounded determination, their labors were crowned with success.

The heritage they so generously bestow upon us is both awesome and precious. With grateful hearts and thankful hands we accept it. It is a worthy trust that creates joyful and loving memories of our early pioneer mothers and fathers.

## THANKS

The "Lake Region Pioneer Threshermen's Assn.," wishes to give thanks to all the committees, to the Dalton Community Club as our sponsor, to the Ladies' Groups, for their fine food, to all the men and women who have contributed much time and effort to make our reunion a success.

Thanks to the radio stations, the newspapers in this part of the state, and to the many who brought their equipment to our show.

This souvenir book would not be possible without the many business establishments who placed their advertisement herein. To them we give our most sincere thanks and appreciation.

RALPH RISBRUDT,  
Secretary

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**Founders of the Lake Region Pioneer Threshermen's Assn.  
Lt. to rt.: George Melby, Kenneth Bratvold, Ralph Melby**

## *Brief History*

In the summer of 1954 George Melby, Kenneth Bratvold and Ralph Melby decided to put on a threshing show. George and Ralph, having their steam engine from the days they used steam power. Kenneth Bratvold purchased a 75 HP Case from John Floom of Henning. They needed a machine and found a 36"x58" Minneapolis south of Underwood and purchased same from Edwin Sethre. With some repairs they were ready for the first show. George had stacked six stacks of grain, and on October 8th, the first threshing show was on for the first time, powered by steam, in sixteen years in this community. The show was not advertised, but about five hundred people came to view the steam engine in action, which they were used to from childhood.

Some of the old timers came and thanked us for the show and wished us success in the future shows. Several of these old fellows are now gone.

The second show was staged for two days, a little more equipment was added and the show was advertised. Souvenir buttons were sold for the first time.

Nels Fossan was the fourth member to join the club. He purchased a 25 h.p. Wood Bros. engine from H. M. Jones of Little Falls, Minn.

The third show was staged on October 6 and 7. More engines and equipment were purchased. We had six steam engines and a 10-bottom plow and other equipment. It was estimated that 3,000 people were present at that show. The following year the Dalton Community Club and the Threshers Club discussed the possibility of getting together, as the Threshers Club had grown and more help was needed to take care of the various jobs, such as cutting grain, shocking, stacking, advertising and ground crews for the show. They decided to let the Dalton Community Club sponsor the show and be responsible for it. They have sponsored it since.

In the fall of 1960 the club leased a tract of land from Sanford Skrove; they then could erect buildings which were badly needed to house the antique equipment. The one building was built and finished three days before the 1960 show. Its size is 42' x 108' and could house 18 engines. A second shed was built 1½ years later as more antique equipment was added. Up to the present time, the club has grown from 3 members, 3 engines and 1 machine to 17 large steamers, 3 machines, several tractors and many other antique machinery.

The show was intended to bring the past up to the present, to show the young what the generations past used and also to satisfy the old, which love the steam engine and all the old tractors.

The cost of putting on a show amounts to several hundred dollars, to say nothing about the labor involved, but the club feels rewarded by seeing the many thousands of people who attend the show each year. None of the members of the Threshermen's Club have received compensation for time or equipment up to this time. All proceeds for the show have been used to build buildings to make this one of the best shows in the mid-west. We hope to satisfy the people in the future, as in the past. We hope to add more antiques which we believe will be of interest to the people who enjoy this type of show and hope to keep this show the most reasonable show in the country.

# A Saga That Lives

The saga of the pioneer is a real living story. The traditions and customs of "by-gone days" came into being through many a heroic deed, although not without heartaches and untold suffering. Many were the battles, fierce the struggles, most demanding the work with hazards and dangers on every side. It took large measures of courage and strength with an undaunted will to build homes, schools and churches, and thus create a good and pleasant community.

This is the "Folk-lore" of our "Pioneer Days," lived and created by our own people. This heroic saga we retell and relive in many different ways at the Lake Region Pioneer Threshermen's Reunion. And they are gala, festive days.

The steam engine was the one single greatest factor in turning the vast wilderness of plains, valleys and forests into prosperous communities. It offered fast and efficient transportation. It gave adequate, good and cheap power to factories, shops and farms. Many and varied were these steam power units. But all were ready and willing to serve to the utmost. Many were the achievements, great the accomplishments; but not without a price. The hazards were numerous. A little misstep, a small neglect, a bit of carelessness could be fatal, and often was. I personally remember a number of these tragic deaths from the days of my youth.

So man harnessed the elements of nature. Faithfully obeyed her laws of operation with ingenuity and imagination. Thus evolved the "Steam Engine," the "Work Horse" of yesterdays.

The "Great Steam Monster" ruled the field of power in a majestic and heroic manner. The early dawn was greeted with echoes and relays of the "Whistling Giants." Far and wide they announced their readiness and willingness for another days work.



Soon one would hear the resilient cadence of the steady puff, puffs . . . belching forth its energy with telling effects. What a joyful sound to hear the air filled with the rhythmic hum of the "Threshing Machine" . . . with the cylinder, the shakers, the chaffer, the sieves, the fan, the blower . . . all working together in a harmonious unity to gather in the grain of the harvest. This was an era of life with purpose, pride and dignity. One that is most interesting and meaningful in "Winning the West" for a prosperous and happy people. It ought never be forgotten.

In these days boys became men early, dreamed manly things of great achievements. For the true measure of a real man was to be a trustworthy "Thresher" and a capable "Engineer." These were the days of real neighborly spirit. Each one knew the needs and difficulties of their neighbor. They responded freely and gladly to do exchange work (byte arbeide) for the sake of one another's common good and welfare. Often one yearns for this spirit of neighborly love and understanding! What has happened to it today?

Never forget the housewife who had to feed the "Threshing Crew." The crews were large and the appetites ravenous. But she tackled it in a festive spirit and with a joyful heart; even though it demanded bundles of work, mixed in generously with oodles of food.

So in nostalgic memory this saga of rich folk-lore lives on and on. For it represents so much of life, of interest and meaningful reality.

All this causes me to remember that "Every good endowment and perfect gift is from above, from the Father of lights." O that we may receive them all with gratitude and thanksgiving! Grant that we may use them wisely and well. Not only the material and the physical, which we are so want to do, and neglecting the spiritual. For here lies the true meaning and purpose of life. This we must seek to discover and always preserve. Otherwise all sagas, be they ever so good and interesting, are lost in oblivion.

How very profitable for us all to remember that "God our Father gives all things that pertain to life and godliness, through the knowledge of Christ who called us to His own glory and excellence." Only then will the past, present and future unite in giving to us a glory that is eternal and most excellent.

Pastor E. O. Stenson



#### MINNESOTA GIANT

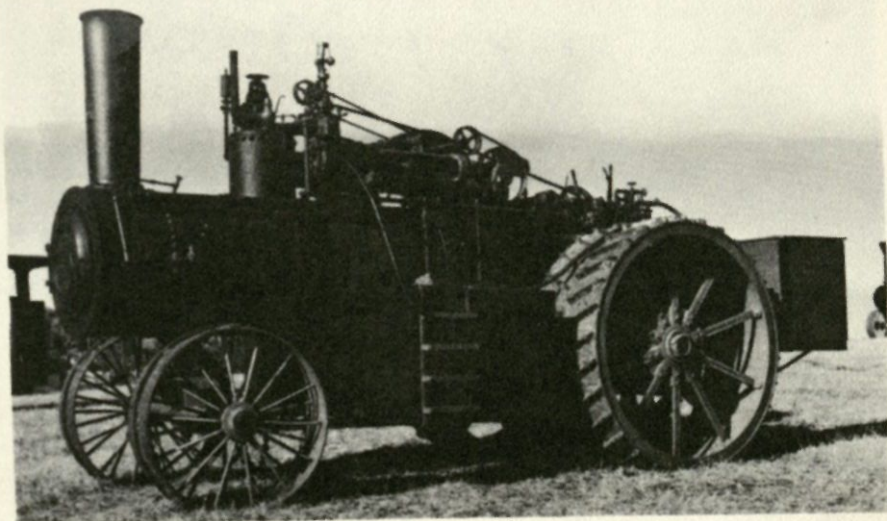
This Minnesota Giant 14 h.p. Return Flue Steam Engine was manufactured at Stillwater, Minnesota by the Northwest Manufacturing Company around 1885. This is one of their first attempts at making them self propelled using a heavy drive chain instead of gears as was used in the later models. This engine owned by Glenn and Ralph Risbrudt was found in a swamp up by Middle River, Minnesota. A Caterpillar tractor was used to pull it out. It was restored by the owners in 1959 and shown at the Reunion each year. This engine was steamed at 125 lbs. and was used mainly for lumber sawing.

## RUDE'S GARAGE & BLACKSMITH

GENERAL REPAIR — WELDING — PLOW WORK

Dalton, Minn.

Tele. 2154



25 h.p. double-cylinder Rumley plow engine purchased by R. J. Melby in the fall of 1958 from Alexis Olson of Arbor Viets, Ontario, Canada. There it was used in a saw mill. It had been purchased out of the states years ago. It was built in the years 1910-1912. No future records are available.

## **DALTON SURPLUS STORE**

**DALTON, MINN. — PHONE 2881**



Army Surplus Clothing — Key Work Clothing  
Men's and Boy's Work Shoes  
Rubber Footwear  
"Minnesota Paints"  
— Hardware of all Kinds —

**"THE STORE WHERE YOUR DOLLAR BUYS MORE"**



This old hand-fed straw carrier separator was found in northern Minnesota by George Melby in 1956. It was built by the Doylestown Agricultural Works, Doylestown, Penn. It has a 26" Ovlershot cylinder. Could easily be about 1890 vintage. It is a familiar sight at our show.

# Dalton Hatchery

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HAROLD SKAAR, prop.

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GHOSTLY PEARL CHICKS

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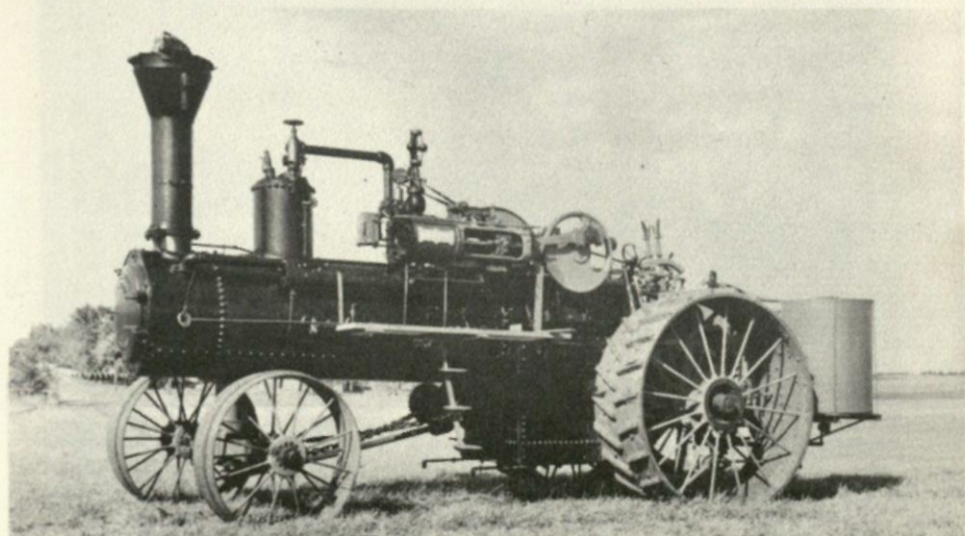
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FORD - MERCURY — A-1 USED CARS and TRUCKS  
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George Melby's 25 h.p. Gaar Scott. This engine was purchased new in 1917 by the Lepisto Bros. of Henning, Minn. They threshed with it a short time and sold it to Sever Thoreson of the same town. He used it until 1923 when Melby traded a 22 h.p. Advance and 80 acres of wild land for it. It was used in the Ashby-Dalton area until 1936, about the end of the steam threshing era. However in 1928 it was belted to a saw mill and used for that purpose for many years.

# Dalton Lumber Co.

Dalton, Minn.

PHONE 2455

**Building Materials - Roofing - Cement - Hardware**

**Shermin-Williams Paints**



This little half-scale Free lance engine is owned by Charles Simpson of Herman, Minnesota. It was started in the fall of 1961 and completed in April, 1963. The boiler of this engine is made completely of 3/8-inch steel and has 56—5/8-inch Stay bolts, 7—2-inch flues, a 3/8-inch injector and a 3/4-inch governor.

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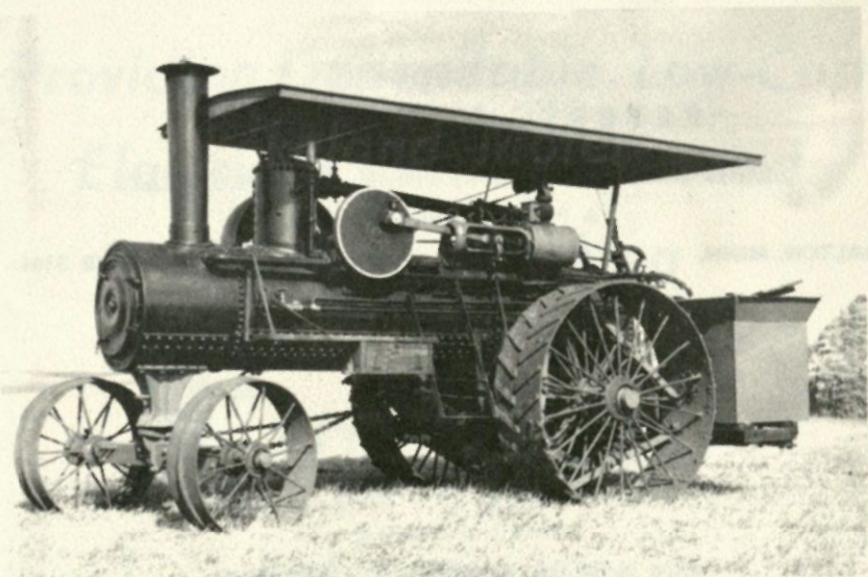
**M. D. SOLBERG—No. 120**

**M. O. BOTHUM—No. 264**

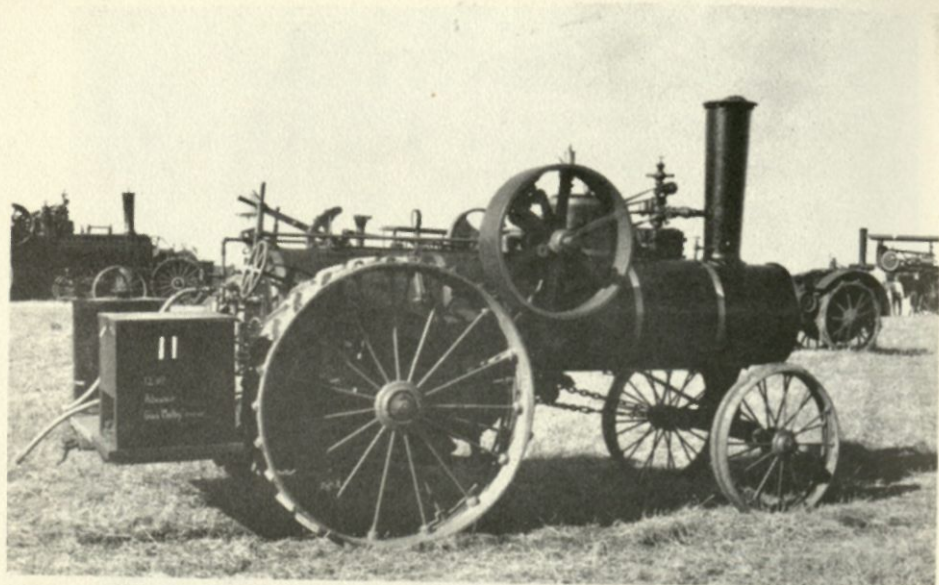




**16-30 h.p. OIL PULL**—owned by Peter Bitzan of Evansville, Minn. Bought from Alfred Evavold and used on the Bitzan farm for lumber sawing.



**25 h.p. single-cylinder Nichols & Shepperd.** Present owner is Kenneth Bratvold of Ashby, Minn. This engine was purchased by Mr. Bratvold in 1956 from Merle Jones of Little Falls, Minn.



## **PETERSON'S MARKET**

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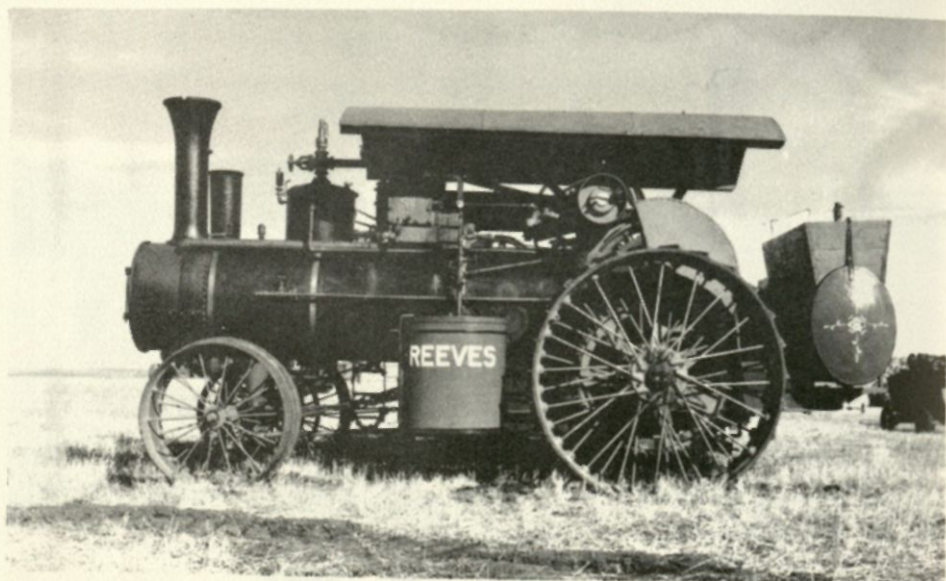
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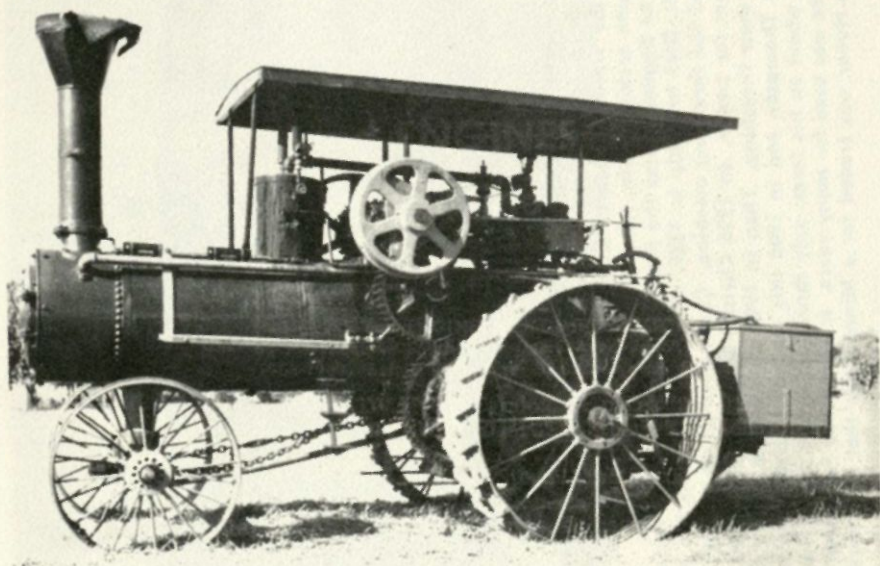


32 h.p. cross caumpound Reeves. Plow engine, built about 1908; purchased from Johnny Anderson's museum at Miles City, Mont. It was used to break prairie sod in Montana in the early days, but stood idle many years. It was purchased by R. J. Melby and restored in 1959 to its original condition. This is the largest engine on the grounds.



## **FIRST STATE BANK DALTON, MINN.**

WE WRITE ALL FORMS OF INSURANCE  
Your Home Bank Offers You Helpful Friendly Banking  
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25 h.p. double cylinder Gaar-Scott plowing engine owned by R. J. Melby. Built in about 1910; used as a demonstrator at the Minnesota State Fair. Purchased new in 1912 by the late George Huggett of Henning, Minn. Albert Gilbertson and George Melby bought the complete rig from Mr. Huggett in 1919. The engine has been in the Melby family ever since. We believe it has threshed more falls than any engine on the grounds. The last year it was used for threshing was 1938; since then it was used two seasons in the saw mill.

## **GARFIELD CO-OPERATIVE CREAMERY ASS'N.**

**DELBERT C. RUBINK, Mgr.**

**GARFIELD, MINN.**

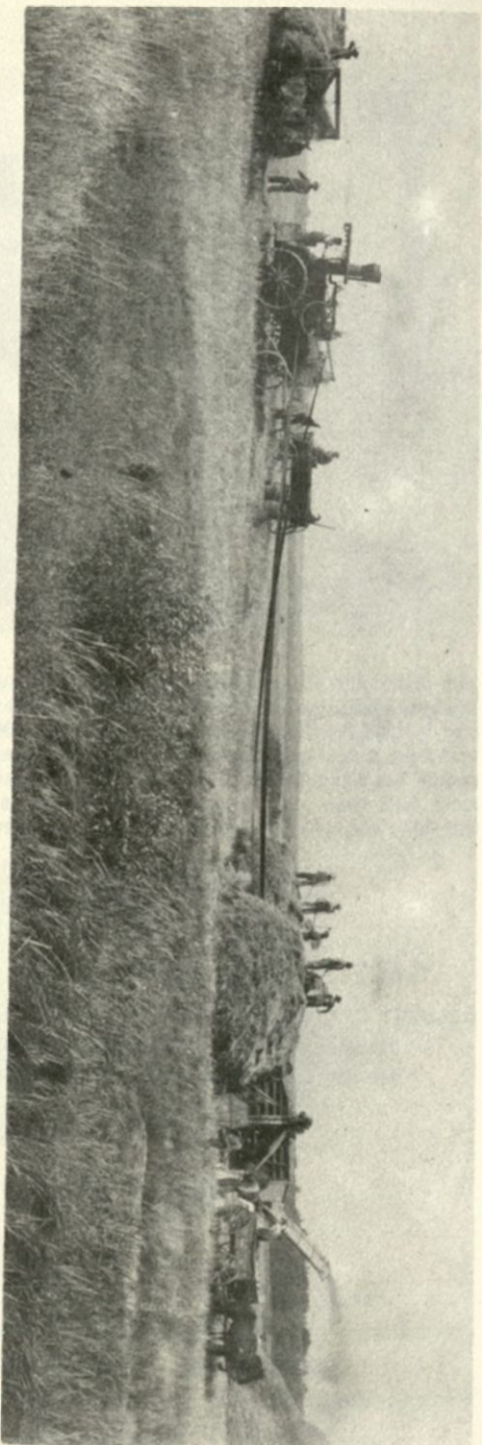
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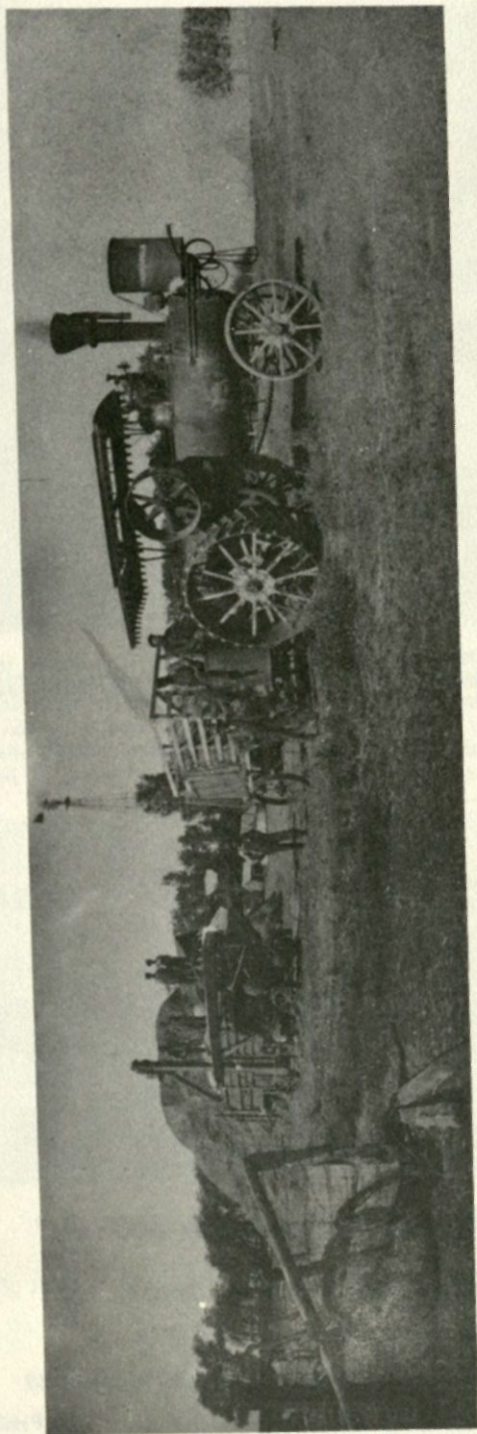
Telephone 267-2461

Vining, Minn.



Huber return fiv engine and Aultman Taylor machine. Threshing scene in St. Olaf Township on the Henry Berg farm. Harvey Berg, on the straw wagon, Joseph Opsal firing, Henry Colbjornson engineer, water tank, Selmer Risbrudt. Left to right on the stacks, Engebret Knutson, Reir Nemoen, Oscar Nelson, Martin Leer and Holo. Henry Berg, standing in by field, Christ Eggum sacking grain, Newcomer boy in the wagon.

Christ Eggum relates the first Horse Power he can remember was owned by Andreas Stulpestad and used on his father's farm in St. Olaf township in 1889. Tosten Norman was the driver of the six teams that walked in a circle to give momentum to the hand fed threshing machine. Christ used to sit on the box that covered the big gear wheel. In 1890 Sand and Stulpestad used steam for power. In 1895 Christ's brother, Henry, and Knut Overland used a Minnesota Giant and Aultman Taylor machine for their threshing. Then in 1903 Henry Berg, Henry Colbjornson and Christ Eggum bought a Garr Scott outfit from Turner and Thompson and in 1906 this rig was traded for a new Huber. Christ relates that the machine burned in 1909 while threshing wheat on his farm, only three loads were saved and they were taken to the Torkel Risbrudt farm to be threshed out. Advance was used for many years. It was traded for a new Case machine in 1924. Colbjornson sold out his share to Noble Risbrudt. The Huber was traded for a Minneapolis that had more power. It was used for several years in that vicinity of St. Olaf twp.



Threshing Scene in North Dakota Around 1914.



28 h.p. Minneapolis engine owned by Glenn Risbrudt. Purchased in 1961, this engine was last used in a saw mill north of Grand Rapids, Minn., about twelve years ago.



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**"A Home Away From Home"**

**ANDREA and BERTON SKROVE — On Highway 52  
DALTON, MINN.**

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Fifty-year old home-made tractor, owned and operated by Peter Bitzan of Evansville, Minn. In 1913 he used 16 h.p. Minneapolis steam engine wheels and a single-cylinder 20 h.p. Witte gas engine. Used in the Millerville area for threshing, silo filling, custom feed grinding, corn shredding and some lumber sawing. Still in good running condition and is at the show each year.

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NILS EIAN, JR.

Ashby, Minn.



15-30 Minneapolis Universal Farm motor. It was the first gas tractor sold in Elbow Lake in the year 1910 to Henry T. Hansen. This tractor was used for road building, breaking prairie with two walking gang plows and threshing. Sold in 1918 to Edwin Gilbertson, Joe Risser and John Coleman, who used it until 1928. Had not been run until 1959 when it was bought by Hansen Bros. and restored by David Hansen.

# Ten Mile Lake Resort

— "STEAK HOUSE" —

STEAK — SHRIMP — CHICKEN

MODERN  
CABINS

TRAILER  
COURT



4 Miles Southwest of Dalton

BOB & JERRY SCHULTZ, Props.

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## EARLY THRESHING DAYS

Yearly the old steam thresher was a most welcome guest.  
Threshermen all deemed their rig most truly the very best,  
The engine a mighty power, never once has it gone wrong  
The thresher daily gaining trade, it will command ere long.  
The steamer saves fuel, a point alone is the farmers gain  
The machine has a reputation greatly for saving grain,  
And a system of separation involved cleans grain far better  
The complete rig built and designed just to the letter.  
Progressive owners keep their machinery running fine  
For they repaired during the long idle winter time,  
Some there were whose neglect caused them to in the field  
Time lost could shorten greatly a farmers yield.  
Many have run a season through with never a break  
And never quit a job 'til done for night or season late,  
Year in, year out, many days of experience each season  
Of practical knowledge of successful threshing is a reason.  
For skilled operation in gaining many extra job  
And by square and fair dealing none did they rob,  
Obsolete machinery and years of use which did deface  
Have served their allotted time which they never can retrace.

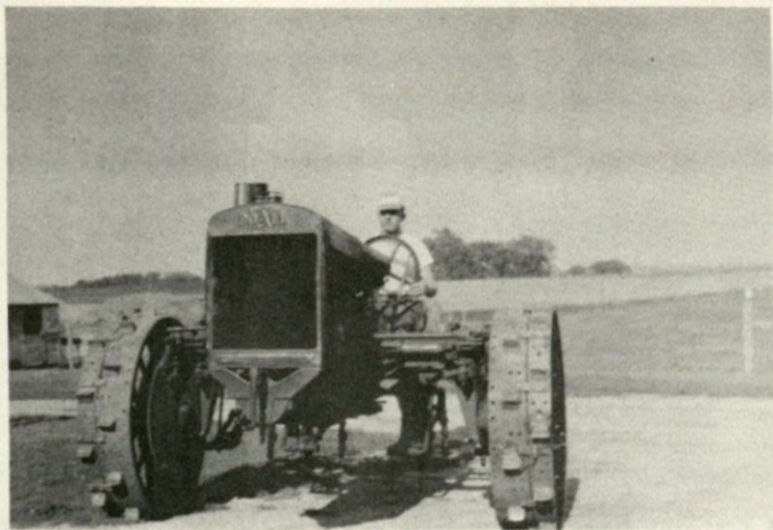
E. C. Foremen

Tacoma, Ohio

## PASSER'S MACHINE SHOP

COMPLETE MACHINE SHOP — WELDING

ELBOW LAKE, MINN.



**Rumley Do-All tractor built in 1926. One of the first row crop tractors built. Bought at auction in Ashby, Minn., by George Melby. Now owned by Dale Akerman of Ashby, Minn.**

## **SMOKEY'S AUTO MACHINE SHOP**

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**— Complete Stock of Auto and Tractor Parts —**

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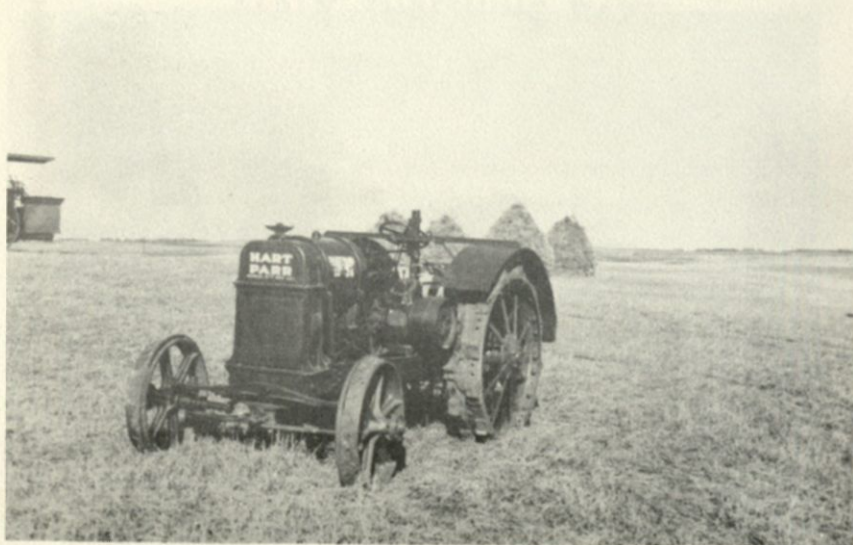
**PHONE RE 6-3242**

## **ELBOW FARM STORE**

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Ralph Risbrudt, Dalton, Minn., is the owner of this 12 x 24, 2-cylinder tractor. Purchased from Pete Bitzan, Evansville, Minn., in 1960. Used for various jobs on the Reunion grounds.

## BORG DRUG

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## EQUITY CO-OPERATIVES

ASHBY, MINN.

E. W. IVERSON



**A typical scene in the olden days, lunch time. This taken on the Peter Bitzan farm at Evansville, Minn., in 1895. His father, Frank, with hand on the J. I. Case 32-inch machine. Twelve horses was used on the horsepower.**

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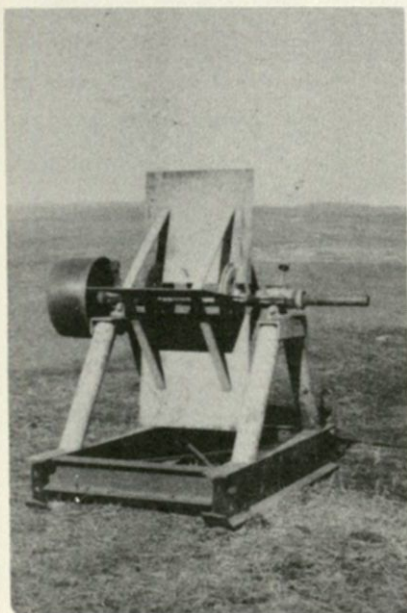


HOME OFFICE — UNDERWOOD, MINN.

## — EXCHANGES —

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ERHARD .....	MAINE - AMOR
VINING .....	UNDERWOOD





## THE BAKER FAN

The Baker fan was used by the A. D. Baker Co., manufacturer of steam engines and threshing machinery.

The fan was belted to steam engines on the assembly floor, and was run several hours at a time to test engines before being shipped to branches of the company. The fan created a hard pull on the engine. If there was any weakness in the engine or boiler, it would show up, and would be gone over the second time before being sold to the buyer.

The one big advantage of the fan over the prony brake, was it never developed heat from friction, thereby, it never needed water for cooling, such as was necessary in the prony brake.

## ROER'S EQUIPMENT

MILLERVILLE, MINN.

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Dealer for MEYER HAY CONDITIONERS

"the slow speed machine with the pickup"

MEYER ELEVATORS — Corn - Grain - Hay



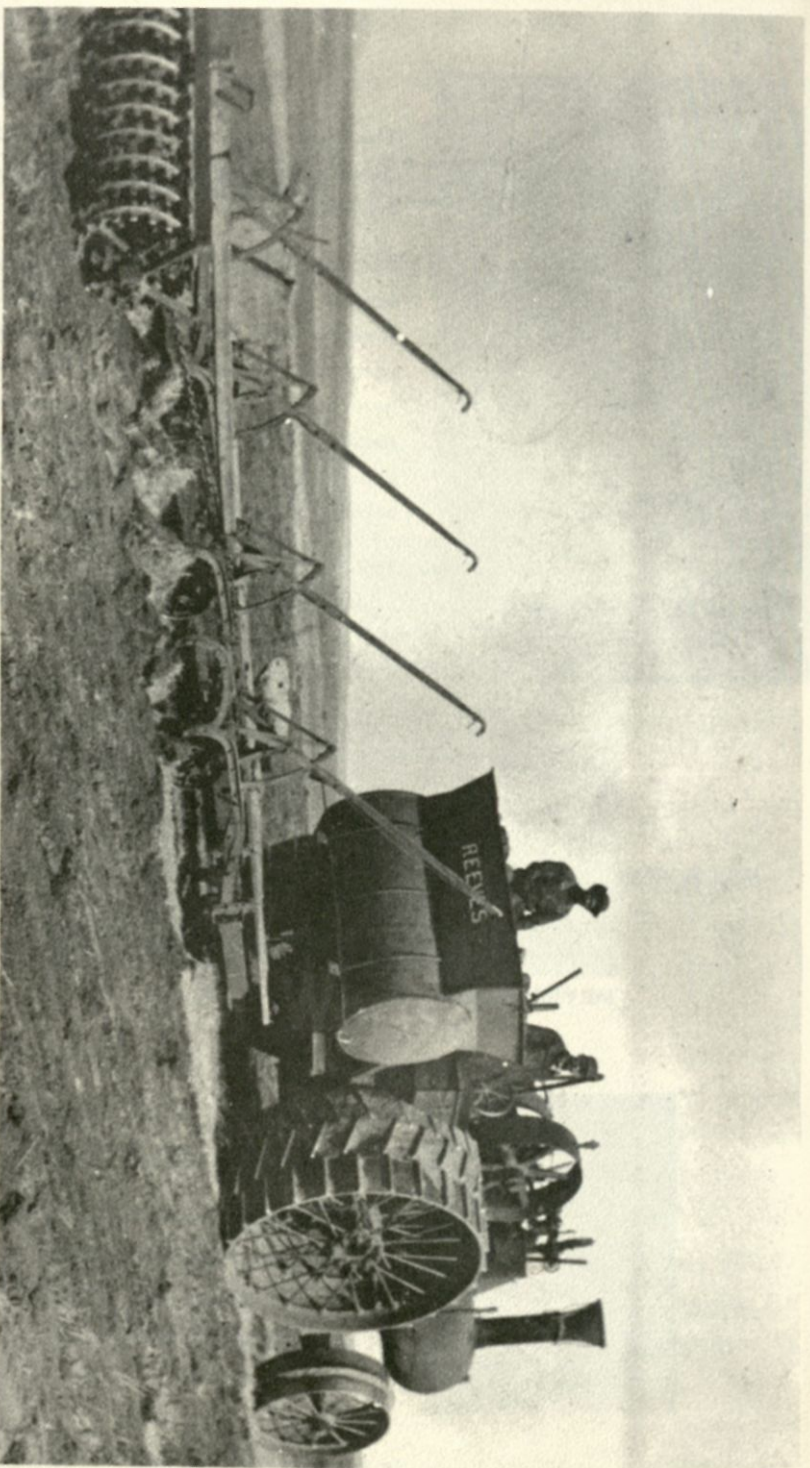
## OSAKIS SILO CO.

Manufacturers and Builders of

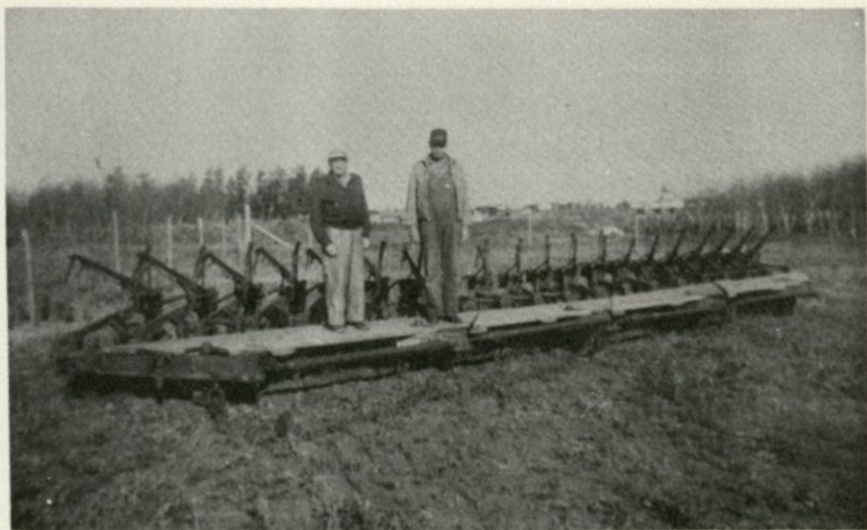
OSAKIS RIBSTONE SILOS

Phone 3214

OSAKIS, MINN.



Charles A. Pierce's 25 h.p. Cross Compound Reeves Steam Engine breaking prairie near Scranton, N. Dak. in 1912. This engine was bought new in 1910, and has a record of breaking 13,000 acres of prairie sod and plowing 4,500 acres of stubble. It also threshed each fall until 1925. This engine is still owned by Charles Pierce. In 1953 it was trucked to Dalton, Minn., and re-stored to serviceable condition by Ralph Melby.



**20-bottom engine gang used in the Saskatoon, Sask., Canada pioneer show each year. They claim it is the largest plow used in the world. It is pulled by a 32 h.p. Reeves Canadian Special Compound engine. Really a sight to see in operation.**

## **DELZER'S TRENCHING**



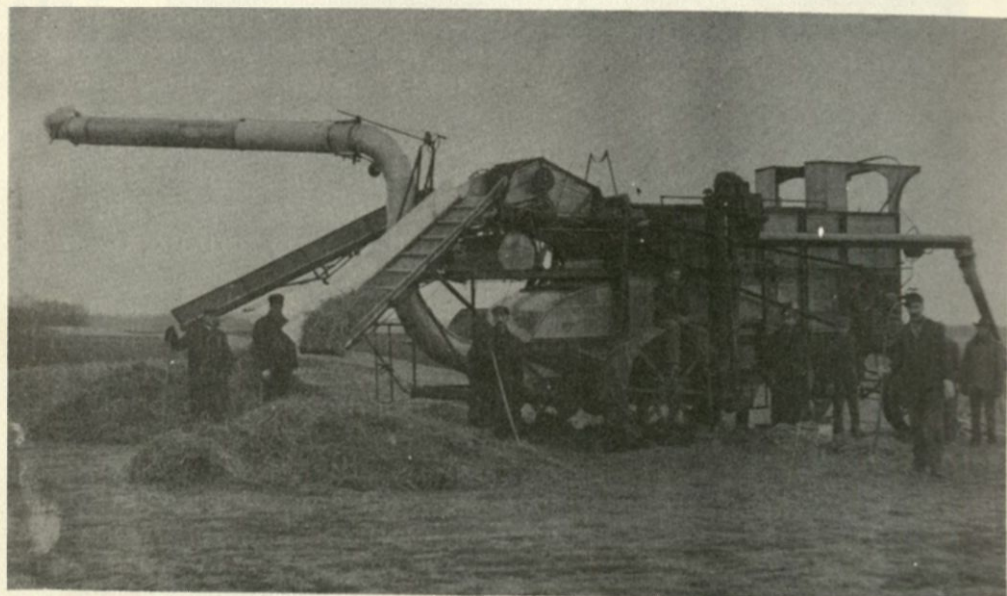
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DIAL 2818

DALTON, MINN.

Tiling — Water and Sewer — Basement Digging

**TED DELZER**

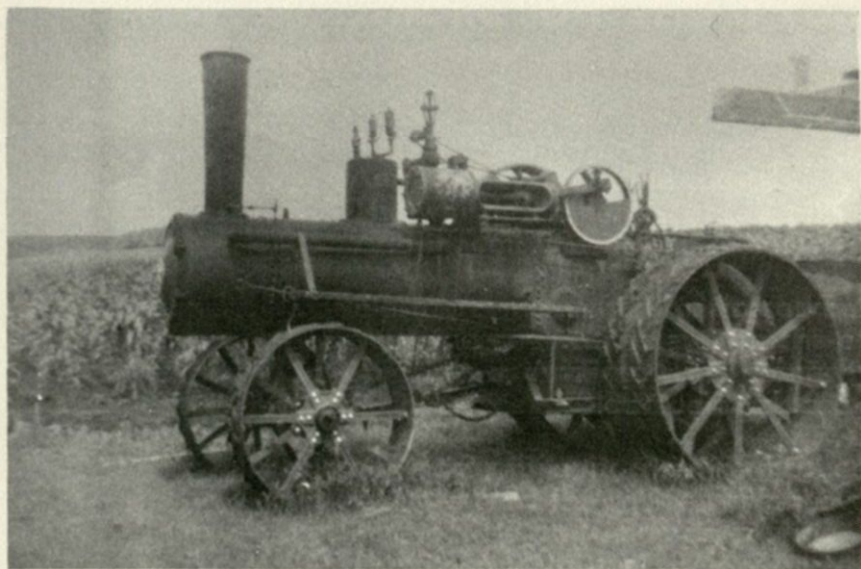


## THE SAGENG MACHINE

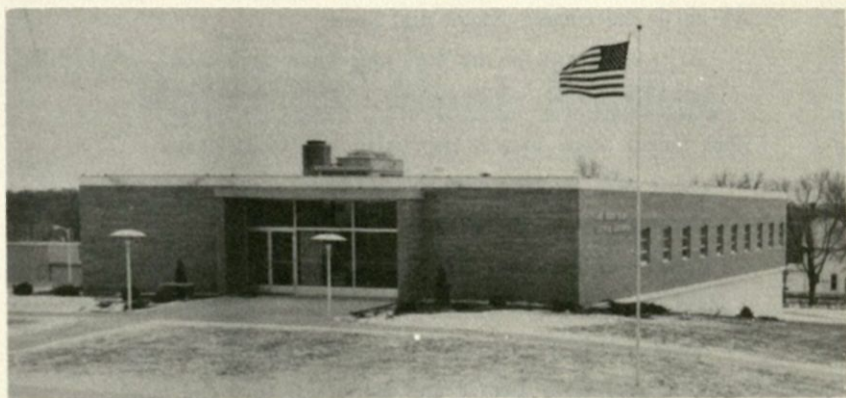
Halvor Sageng, brother of the late Senator Sageng, was born in 1873. His parents and family migrated to America in 1875. He spent his childhood days on a farm 4 miles west of Dalton, Minn. He attended common school and graduated from Augsburg College and Seminar, Minneapolis, and was sent to Madagascar as a missionary. In his spare time, he started to work on a different type of machine to thresh the farmer's grain. In 1904 he returned to America. He had lost his wife in Madagascar a short time before. As Mr. Sageng was free to work on his new invention, he started to build the Sageng Machine. He set up a manufacturing plant in Minneapolis. He then needed money to promote the manufacturing of his new machine, so he sold stock in his company. He manufactured six or seven machines.

He believed that if he put the power plant into the same unit as the separating machine, he could save labor and as gas motors were safer for fire than the steam engine and separator. In the fall of 1909 he shipped his first machine to his brother's farm, a part which the Village of Dalton is built on. His brother, Ole, had stacked his grain and they threshed for the first time with the new machine. The picture above was taken at that time.

The following spring he shipped into Dalton a new, improved machine and drove it out to his brother-in-law's farm which is 3 miles north of Dalton. His brother-in-law had stacked his grain the fall before and was threshed in the spring of 1910. The machine was a 40 x 60 separator and was powered by a 75 h.p. Waukesha motor. They had considerable trouble with this machine, as all the gears were cast and the bearings and shafting were too weak for this heavy machine. The company went bankrupt and Mr. Sageng went back into the ministry again.



**Woods Bros. 25 h.p. steam engine owned by Nels Fossan of Dalton, Minn. It was bought by Mr. Fossan in 1955 from H. M. Jones of Little Falls, Minn. It was manufactured by the Wood Brothers Co. of Des Moines, Iowa. The company made only a few hundred engines as they started building them when others had quit building engines. This engine was manufactured in 1919. It has been used in parades and celebrations at several towns in the surrounding area.**



**"Home of Rural Electric Power in the Lake Region Area"**

## **LAKE REGION CO-OP ELECTRICAL ASS'N**

Headquarters in Pelican Rapids, Minn.

## TO THE PIONEER MOTHER'S AND FATHER'S

They came out west, with a prayer and hope,  
Brot a Bible, a plow, an Ox yoke.  
Hopes were high, their tools were few,  
The Prairies wide, at sunrise full of dew.

Virgin sod was broken, sown to grain,  
With hopes to harvest, without too much rain.  
Always good neighbors, to them in need,  
They built, they improved, they planted good seed.

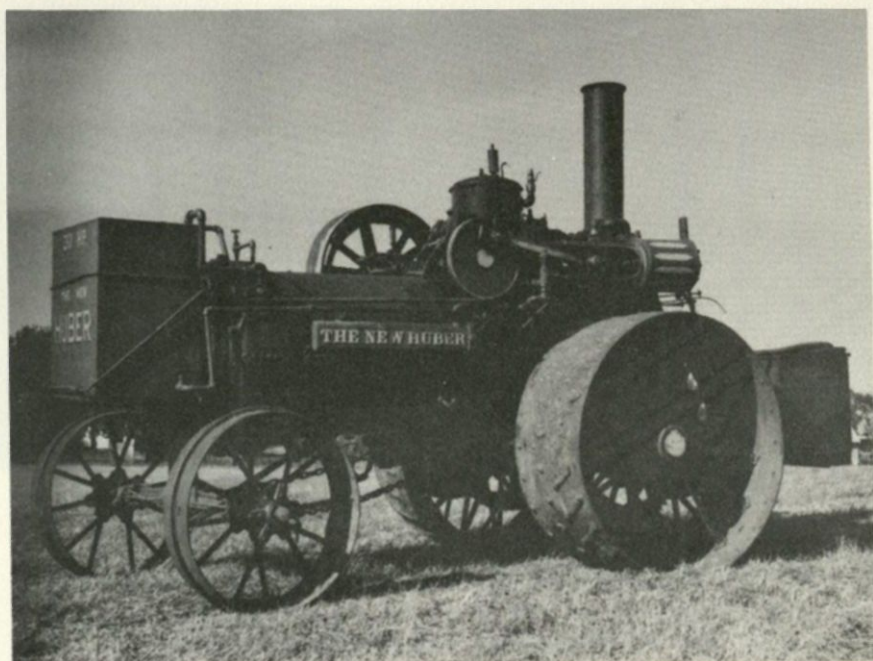
They shared their neighbor's sorrow,  
There was joy in giving helping hand,  
They followed the straight narrow furrow,  
They were the "Salt" of the land.

Snug in ther Soddie, there was an earth floor,  
A precious cradle by the stove, gun over the door.  
An ax in the corner, bright and keen,  
A Buffalo robe on the bed, may have been seen.

Their needs were simple, they put their trust in God,  
Came May flowers, they broke more sod.  
The harvest was bountiful, with golden grain,  
They prayed, they worked, and worked not in vain.

We honor you, and we miss your sturdy clan,  
You have sown Justice and Honor all thru the land,  
The Heritage you left us, a priceless name,  
Faith in God, Love of Country, a precious "Gain."

—Francis Cooper



30 h.p. Huber single-cylinder, owned by Henry Johnson, Dalton, Minn. Purchased from the late Clint Jackson of Mondiva, Wis., in 1959.

## Peterson Meat Market

WE DO CUSTOM —

- Slaughtering - Cutting - Wrapping
- Sharp Freezing - Curing - Smoking
- Make Sausage - Render Lard

SEE US FOR —

Beef Quarters for Your Freezer

116 Washington Ave. E.

Fergus Falls



Ted Bjerken's Flour City 30 x 50 h.p. 4-cylinder gas tractor, purchased new in 1918 by Ted. Used for threshing and lumber sawing in the Osakis community.

## **SUPER G.M.C. TRUCK SALES**

Sales — Service — Parts



## **Mark Sand & Gravel Co.**

- WASHED ROCK and SAND
- EXCAVATING and GRAVELING

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JOHN MARK

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Fergus Falls, Minn.





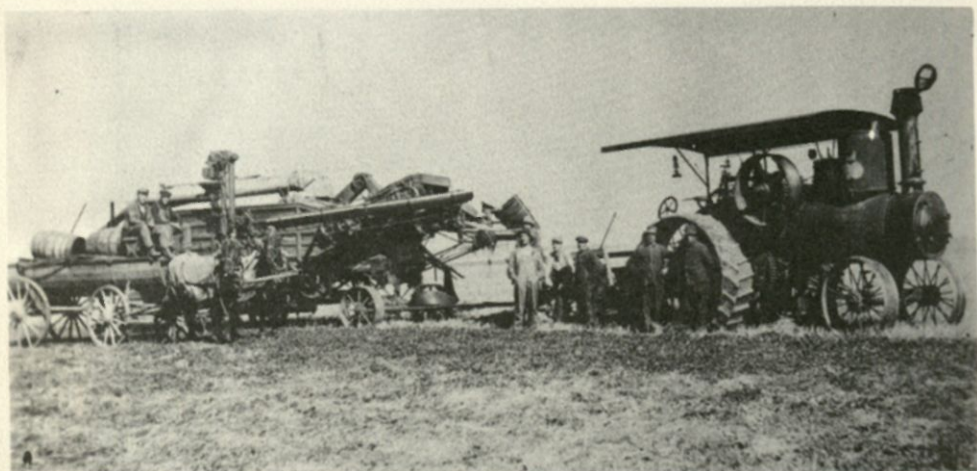
In 1954, eight interested horsemen from the Dalton area met with the idea of forming a saddle club. An election of officers was held and George Herness was elected president, a position which he has held every year since then. From this small beginning, the club has grown to approximately 30 members. In 1959, it was incorporated, and the name HILL and VALLEY RIDERS, INC., was chosen by the group from the many names suggested by members.

The Hill and Valley Club is primarily a family saddle club with activities planned to interest all ages. Trail rides with picnic lunches are enjoyed by all. Drills and square dancing on horseback are a part of the summer enjoyment, and members are encouraged to participate in horse shows in nearby towns. Highlight of the year, of course, is the Annual Show held in conjunction with the Pioneer Threshermen's Association in Dalton each fall.

The saddle club meets every other Sunday (weather permitting) for practice in the summer. During the winter months, there is the annual business meeting and election of officers, as well as the annual club party or dance. The Hill and Valley Riders are proud of their saddle club and want to see it grow. Plans are now under way for a new practice field and an annual trail ride sponsored by the group to add to the enjoyment of getting together with friends who love horses and riding.

#### — OFFICERS —

George Herness, Dalton .....	President
Gene Somers, RR 1, Fergus Falls .....	Vice President
Richard Herness, Dalton .....	Treasurer
Janice Bergerud, Fergus Falls .....	Secretary
Eldon Somers, Fergus Falls .....	Director
Dennis Thompson, Dalton .....	Director
James Bertrand .....	Director



This threshing rig was owned and operated by Emil Krogh of Rothsay, Minn., for many years. The engine pictured above was a 25 h.p. single-cylinder Gaar Scott which he purchased in 1914 and sold in 1919. From 1919 until 1934 he owned and operated a 25 h.p. double-cylinder Gaar Scott on his shock route. The separator in the picture is a 40-62 wood framed Minneapolis with wing feeds. This particular picture was taken on the Pete Skaug farm, 2 miles west of Rothsay. Emil, the engineer, and John Anderson, his fireman, had the same "Shock Route" around Rothsay for about 25 years. Mr. Krogh is retired now and resides in Fergus Falls, Minn.

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On Beautiful Stalker Lake — Located 10 Miles Southwest of Battle Lake

GOOD WALLEYE - BASS and PAN FISHING

JOE and CLARA CHLADEK, Proprietors

RFD 1, Battle Lake, Minn.

Phone Underwood 2911

## **WORNER RAMBLER**

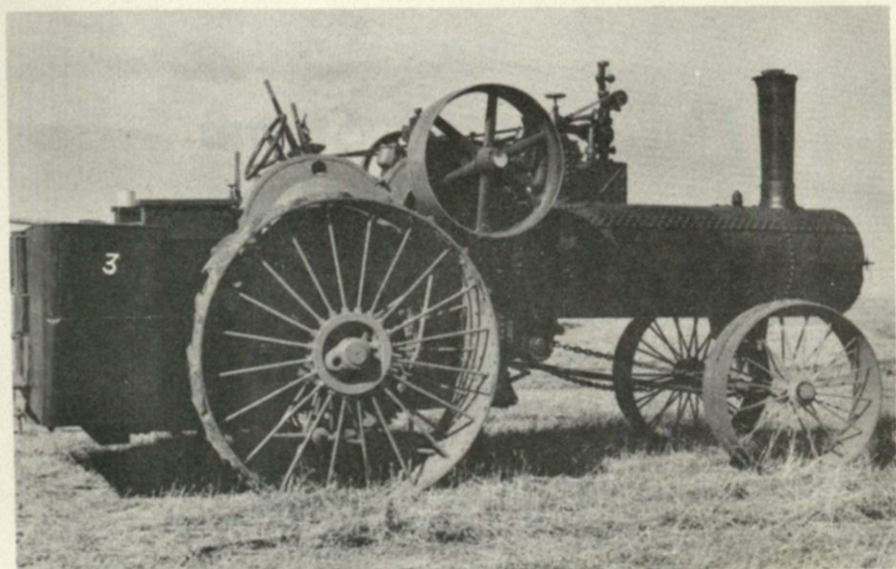
RAMBLER SELECT USED CARS

MINNEAPOLIS MOLINE MACHINERY

321 South Mill St.

Fergus Falls, Minn.

Phone 736-6961



80 h.p. Case owned by Gilbert Kirkeby of Dalton, Minn. This engine was purchased from the Alexandria Fair Board in 1959. The Alexandria Fair Board had purchased it from Merle Jones of Little Falls, Minn.

## **FARMERS CO-OP ELEVATOR CO.**

GRAIN — SEED CLEANING  
NORCROSS, MINN.

## **PEDERSON IMPLEMENT**

McCORMICK TRACTORS and MACHINES

HERMAN, MINN.

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GLADYS MATSON

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RASP BAR HARD SURFACING and GENERAL WELDING

CHAS. SIMPSON

Phone Orange 7-4991

HERMAN, MINN.

# The Song of Steam

Harness me down with your iron bands  
Be sure of your curb and rein;  
For I scorn the power of your puny hands  
As the tempest scorns a chain!

How I laughed as I lay concealed from sight  
For many a countless hour,  
At the childish boast of human might  
And the pride of human power!

When I saw an army upon the land  
A navy upon the seas  
Creeping along, a snaillike band  
Or waiting the wayward breeze;

When I marked the peasant fairly reel  
With the toil which he faintly bore  
As he feebly turned the tardy wheel  
Or tugged at the weary oar;

When I measured the panting coursers speed  
As they bore the law aking decreed  
Or the line of impatient love —  
I could not but think how the world would feel

As these were outstriped afar  
When I should be bound to the rushing keel  
Or chained to the flying car!

Ha, ha, ha! they found me out at last  
They invited me forth at length,  
And I rushed to my throne with a thunder-blast,  
And I laughed in my iron strength!

O, then ye saw a wondrous change  
On the earth and ocean wide,  
Where now my fiery armies range,  
Nor wait for wind and tide!

Hurrah, hurrah, the waters o'er  
The mountain's steep decline;  
Time-space have yielded to my power  
The world—the world is mine!

The rivers the sun hath earliest blest,  
Or those where his beams decline;  
The giant streams of the queenly west  
And the orient floods devine.

The ocean pales where'er I sweep  
To hear my strength rejoice,  
And the monsters of the briny deep  
Coer, trembling at my voice.

I carry the wealth and the lord of earth,  
The thoughts of his God-like mind;  
The wind lags after my flying forth  
The lightning is left behind.

In the darksome depths of the fathomless mine  
My tireless arm doth play,  
Where the rocks ne'er saw the sun's decline  
Or the dawn of the glorious day.

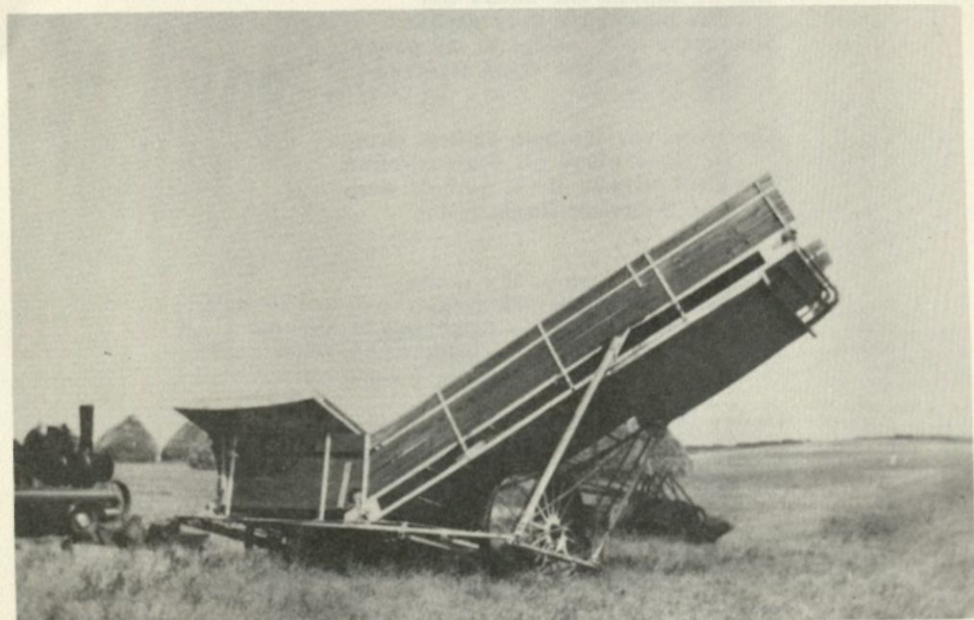
I bring the earth's glittering jewels up  
From the hidden cave below,  
And I make the fountain's granite cup  
With a crystal gush o'erflow.

I blow the bellows, I forge the steel  
In all the shops of trade;  
I hammer the ore and turn the wheel  
Where my arms of strength are made.

I manage the furnace, the mill, the mint,  
I carry, I spin, I weave;  
And all my doings I put into print  
On every Saturday eve.

I've no muscles to weary, no breast to decay  
No bones to be laid on the shelf,  
And soon I intend you may go and play  
While I manage the world myself.

But harness me down with your iron bands  
Be sure of your curb and rein;  
For I scorn the strength of your puny hands  
As the tempest scorns a chain!



#### SHOCK LOADER

Loaders of this type were used extensively in various parts of the country in the 20's and 30's. This machine is capable of loading a bundle load in four to five minutes. The machine pictured here is owned by Ralph Melby of Dalton, Minn.

## Dalton Cafe

MEALS — LUNCHES — POOL

HOME-MADE PASTRIES

STEAKS — CHOPS — CHICKEN

Vernon and Leona Hames

Dalton, Minn.



Threshing scene taken at a threshing reunion by Little Falls, Minn., in 1959. The engine pictured here is a 25 h.p. Nichols & Sheppard owned by Jack Smith of Little Falls. Merle Jones is the engineer.

# Fergus Jobbing

**WHOLESALEERS — JOBBERS**

503 South Sherman

FERGUS FALLS, MINNESOTA

Phone RE 6-3852

# *Smoke on the Prairie*

Smoke is gone from the prairie  
And the boys from the cook shack door  
The whistle is silenced for ever more  
And its call is heard no more.

No more in the summer's darkness  
Will the engineer rise at three  
And crawl in a sooty firebox  
As black as black could be.

No more on sunlit mornings  
Will we load the racks with sheaves  
And across the fields go trailing  
To some old faithful Reeves.

No more we'll wash together  
In the dishpans rimmed with dirt  
And dry on a towel wet and grimy  
Or the tail of our sweaty shirt.

No more we'll eat the cook shack grub  
Herring, beans and punk  
Java, tomatoes, lovely spuds  
Sow bacon by the chunk.

The coff'd come in on crutches  
The butter walk in alone  
The cake they baked was soggy  
The bread was heavy as stone.

But Oh! the joy when a good cook came  
And the fare was Delmonico  
We'd eat and eat till no more we'd hold  
And yet was loath to go.

No more we'll lay in the hayloft  
And listen to the rain drops beat  
While the hoboies told of the charmers  
'Mong the girls on Tremont Street.



No more we'll hear their lusty songs  
Or the thumm of the old guitar  
As a coyote wailed his troubles  
To the points of a lonely star.

No more we'll sit in the moonlight  
When all was quiet and still  
And list to the farm girls singing  
The songs that gave a thrill.

No more we'll follow the threshing  
From the place where hot winds blow  
To the far fields of Canada  
The land of the Nothlight's glow.

No more we'll feel the engine's throb  
The pulse that came through steel  
Or know the swell of smoke and steam  
The music of whining wheel.

No more we'll hear the thresher's hum  
Or the song of the engine's exhaust  
We know that it means naught to you  
But to us is something lost.

No more we'll toil from sun to sun  
But know the joy of rest  
We grieve the threshermen's passing  
And yet we know 'tis best.

The smoke is gone from the prairie  
And the boys from the cook shack door  
The whistle is silenced for ever  
And its call is heard no more.

**Chas. L. Genter**

**Box 6**

**Byron, Oklahoma**

## **O. G. HANSON DRUG & JEWELRY**

— Quality Prescription Service —

ELBOW LAKE, MINN.

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"HOME OF GOOD MEATS"

ELBOW LAKE, MINN.

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## **STANDARD OIL PRODUCTS**

GASOLINES — MOTOR OIL — PREMIER DIESEL FUEL — GREASES  
AG CHEMICALS — INSECTICIDES

ELBOW LAKE, MINN.

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GORDON LARSON, Proprietor

BABY CHICKS — EQUIPMENT — REMEDIES — FEEDS

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NEW and USED FARM MACHINERY — STEEL BUILDINGS and BINS

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BUTLER AGRI BUILDERS — DEALERS IN MODERN FARM EQUIPMENT

ELBOW LAKE, MINN.



Old threshing scene taken in Aastad township about 1913. Owned by the Soliah brothers.

## Fergus Bottling Works

BOTTLERS OF FINE BEVERAGES

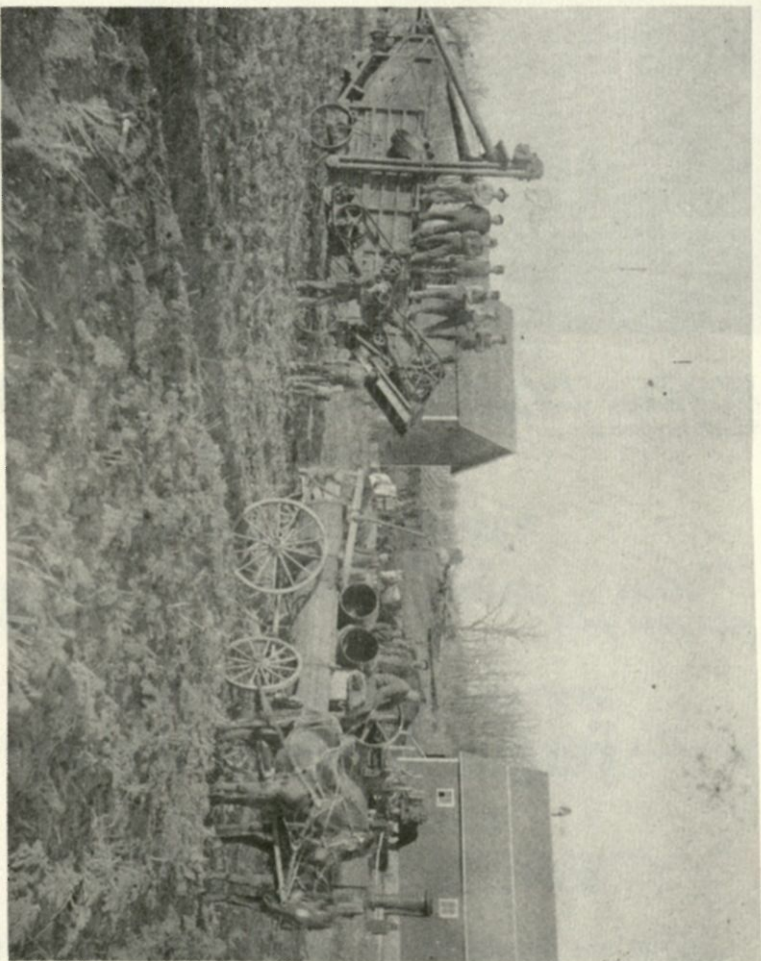
Squirt — Nesbitt's — Hires — Pepsi — "76"

**MARVIN and GRACE MARTES**

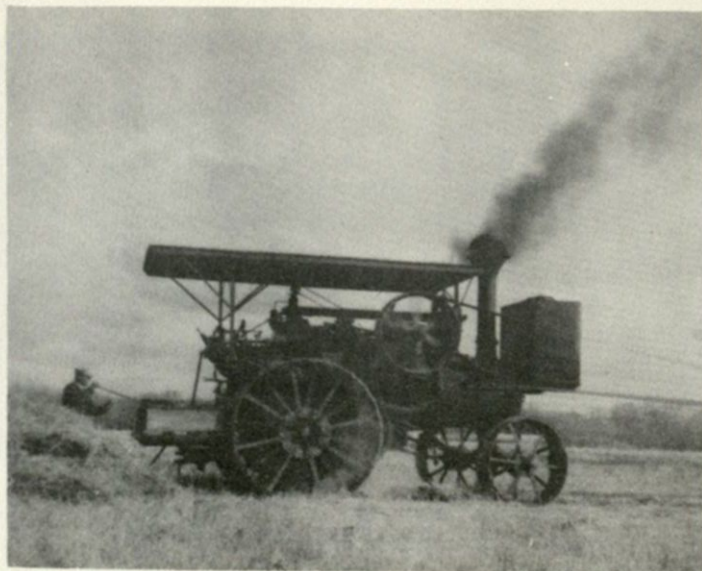
East Vasa — Highway 52

PHONE RE 6-3672

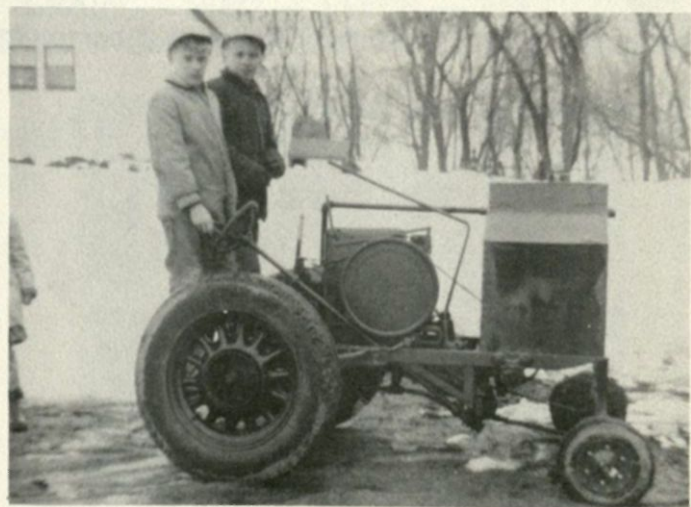
FERGUS FALLS, MINN.



**Finishing threshing in the fall of 1903. This is in St. Olaf township. The 20 h.p. Case, owned by Troen and Lars Salvemo, was engineered by Christ Hermess.**



The 35 h.p. double-cylinder Buffalo Pitts engine pictured above is still used each fall for power during harvest on the Anderson Bros. farm at Christine, North Dakota. Each fall the Anderson Bros., Carl and Joe, stack and thresh between 35 and 40 stacks.



This tractor was built by George Melby of Ashby, Minn., out of a 2½ h.p. International stationary gas engine and spare parts. This engine was used by the Edwin Wold family from northeast of Underwood, Minn., for pumping water on their farm and was donated to George Melby for this tractor. Richard and Darrel Akerman, George's grandsons, are the present owners.

# WELCOME TO OUR SHOW

Whether it's steam cylinder oil for the "Old Monster Steam Engines", or gasoline or motor oil for your car or tractor, you get the same quality from . . .

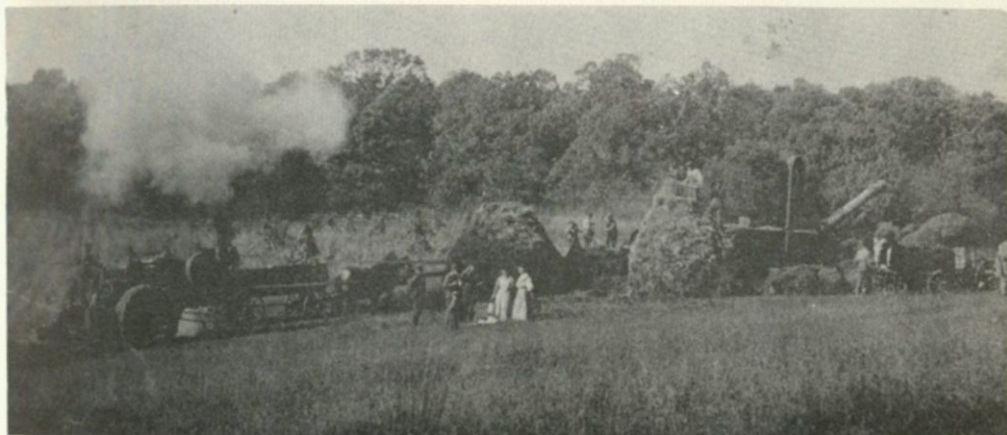
**SKELLY PRODUCTS**



***Dalton Oil Company***

**Dalton, Minn.**

**H. N. JOHNSON, Proprietor**



Threshing scene about 1912. Nels Larson's rig. Nichols & Shepard engine.  
Tumili township.

## *Dalton Grain & Feed*

GRAIN — SEED — FEEDS — FERTILIZERS  
GRINDING and MIXING — TRUCK DELIVERY



DOUGHBOY FEEDS  
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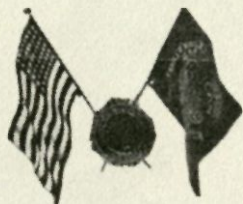
Northwest Engine taken in North Dakota. Note the lantern hanging on the steam dome.



44 Years  
Service  
to  
God  
and  
Country



Legion



**HAUG - HAMMER  
POST 508**  
**Dalton,  
Minnesota**



Serving  
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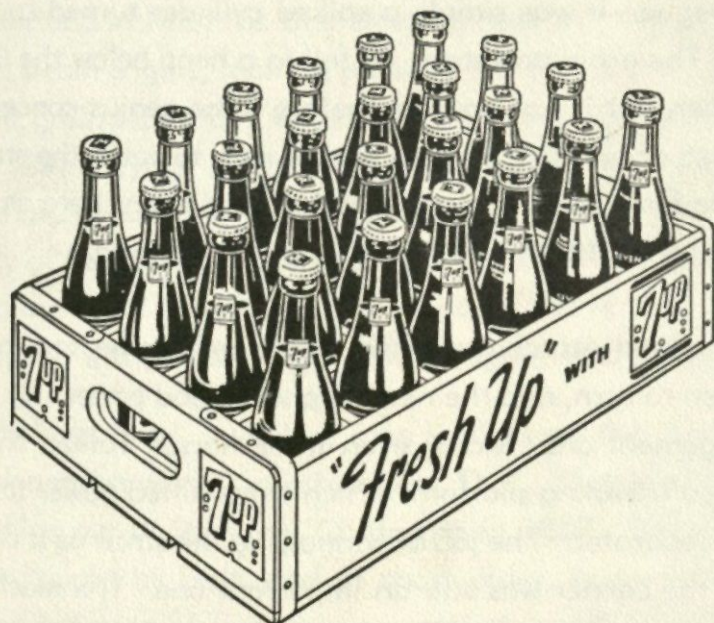
Red Wing Shoes

Ball Band and Goodrich Rubber Footwear

Lee Work Clothing

Dalton, Minn.

Phone 3134



SEVEN-UP BOTTLING CO. — FERGUS FALLS, MINN.

## *From Flail to Combine*

The first primitive harvesting instrument was the sickle, dating so far back that examples of it have been found from the bronze and even the stone ages. Just as old is the flail, the earliest known instrument for removing the kernels from the cut grain. Winnowing baskets and the wind separated straw from chaff. In bygone days, the flailing was often done by women. It was gruelling work, but was for many centuries the only mechanization of the threshing operation.

Around 1830, the "Ground Hog" thresher began to come into vogue. It was simply a spiked cylinder turned by two men. The grain and straw all fell in a heap below the little thresher, but it was not long before some genius conceived the idea of building a straw shaker rack to catch the straw. A little later some one added a fan, and from there on the evolution of the thresher was surprisingly rapid.

With added attachments the thresher became too much for men to turn, and the next step was tread power. By this arrangement one, two or even three horses walked on an inclined traveling platform which transmitted power to the grain separator. The job of winnowing the straw as it came down the carrier was still an important one. The machine was small and hand-fed, and enterprising designers, often farmers themselves, saw many possibilities for improvement.

As the machine grew in size, the tread power system gave way to the horse power sweep. By this means, eight, even twelve head of horses were hitched in teams to a circular table driving fairly large separators of surprisingly large capacity. About the time these threshers were evolving, Cyrus J. McCormick was making his first field trials of a horse-drawn reaper. It is interesting to note that in the period 1830-1840, more progress was made in grain harvesting methods than had been made in the previous four thousand years. Most of that progress was made in North America.

Horse power gave way to steam power in threshing operations. In 1869 Jerome I. Case built and patented his first portable steam engine, pulled from place to place by horses, and in 1884 the first steering gear was fitted to the farm steam engine, making possible self propulsion, meanwhile, grain separators were being equipped with self feeders. Twine tying of sheaves, incorporated in a reaping machine by Deering in 1876, added greatly to the efficiency of harvesting and threshing. By 1900 the threshing machine as we know it today dominated the harvest fields, complete with wind stacker, high bagger and weigher.

In the meantime, inventive men worked on the idea of a combined harvester and thresher. D. C. Matteson sold a combine out of Stockton, California in 1867. His patents were bought by Holt, and in short order, huge machines with a cut up to 36 feet were successfully used in California and Washington. They were ground driven, pulled by up to 36 horses or mules.

## **THE PHOTO CENTER**

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MOST COMPLETE STOCK OF PHOTOGRAPHIC SUPPLIES IN WESTERN  
MINNESOTA — FAST TOP QUALITY PHOTO FINISHING

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FERGUS FALLS, MINN.

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— QUALITY CONCRETE FOR ALL YOUR BUILDING NEEDS —  
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Genuine Parts and Service  
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## **NATIONAL BUSHING & PARTS CO.**

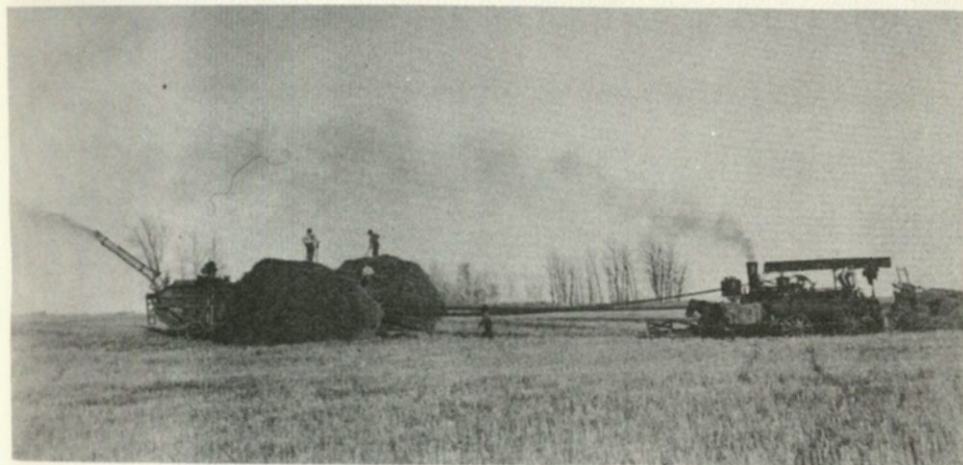
118 E. WASH. AVE. FERGUS FALLS, MINN.  
SURGE . . . THE MACHINE THAT MILKED ITS WAY TO THE TOP

## **VORE SURGE STORE**

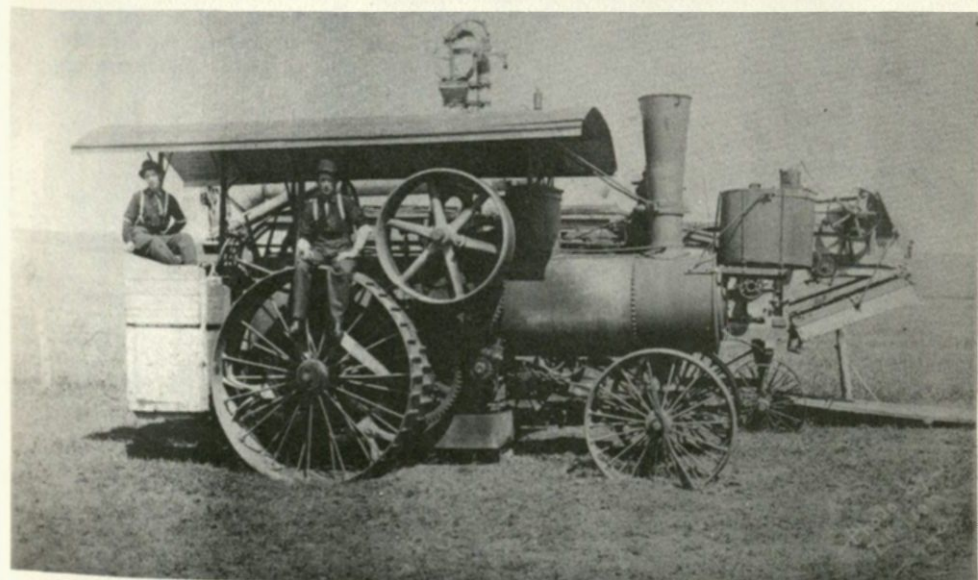
FERGUS FALLS, MINN.

## **JOHN KOEP**

Parkers Prairie, Minn. Phone Urbank 267-2691  
WE BUY LIVESTOCK OF ALL KINDS — BREEDER BULLS OF ALL KINDS



**This is one of Emil Krogh's threshing scenes taken 2 miles west of Rothsay on Pete Skaug's farm in 1910. The engine is a 22 h.p. Advance with a 40-60 Advance separator. The Skaug farm was always Emil's last stop on his route and the Skaug family were good photographers and enjoyed taking pictures which have been preserved.**



**This engine is a 22 h.p. single-cylinder Advance purchased in 1903 by Emil Krogh and George Lee who operated in a partnership. Later Emil bought out Mr. Lee and traded this engine for a 25 h.p. single-cylinder Gaar Scott in 1914. A woodframed 40-60 Advance separator was used with this engine. Emil threshed with steam from 1903 until 1941.**



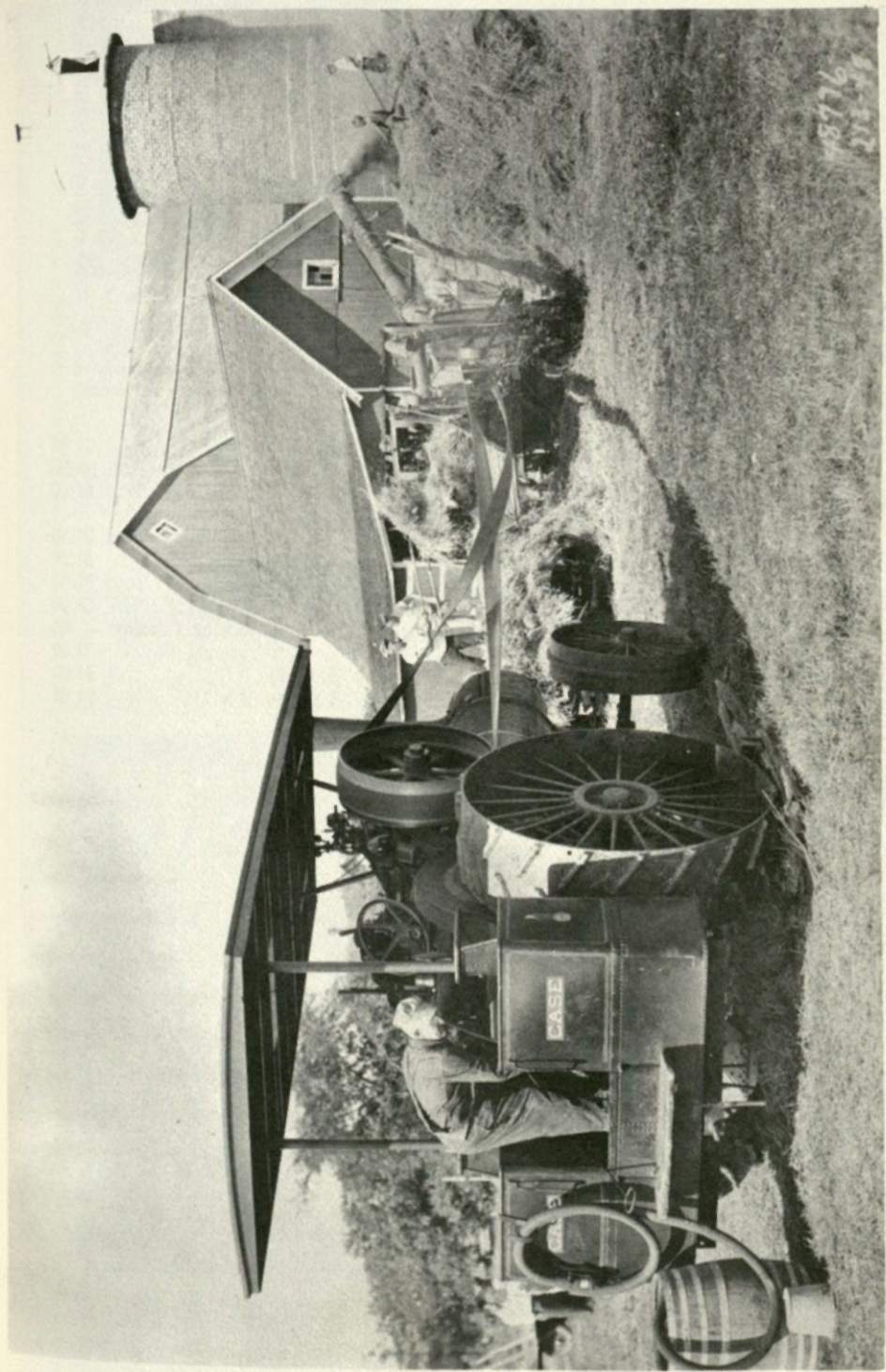
65 h.p. Case engine owned by Clifford Olson. It was purchased in 1962 from Hjalmer Grant at Osakis, Minn. It was used for several years at the concrete block plant in Fergus Falls after it was discarded as power for threshing.

**Tops in STEAM - Tops in GASOLINE - Tops in DIESEL**

J. I. Case equipment always leads the field in performance and efficiency. For 121 years, producers of the best in farm machinery.

# **J. I. Case Co.**

Executive Offices ..... Racine, Wisconsin  
Agricultural Tractors, Implements and Machinery  
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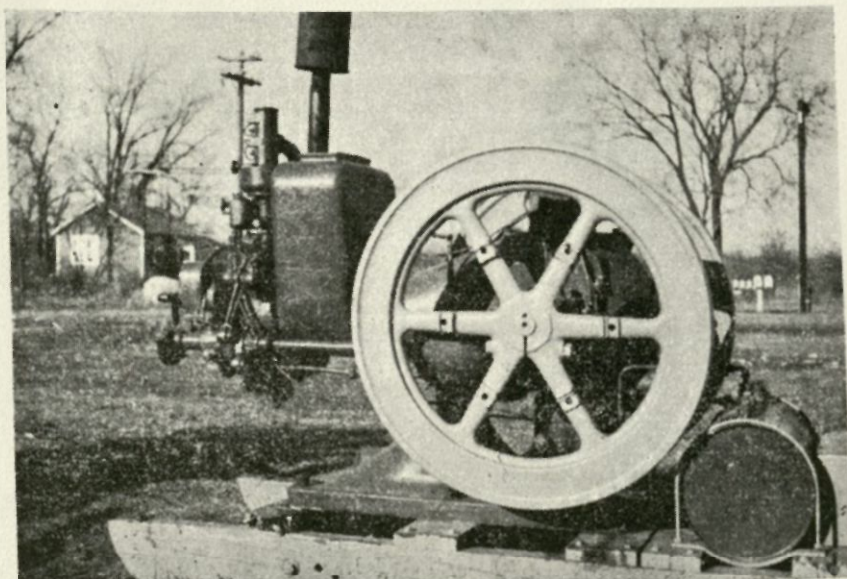
# ENGINEERS and ENGINES Magazine



Mary Louise Smith, and the late T. H. "Tom" Smith.

ENGINEERS and ENGINES, a MONTHLY HISTORICAL MAGAZINE, edited and published by Mary Louise Smith, 611 Darcy Ave., Joliet, Illinois. (Founder: T. H. "Tom" Smith), (1908-1960). Subscription rate: \$5.00 per year, 50¢ a single copy.

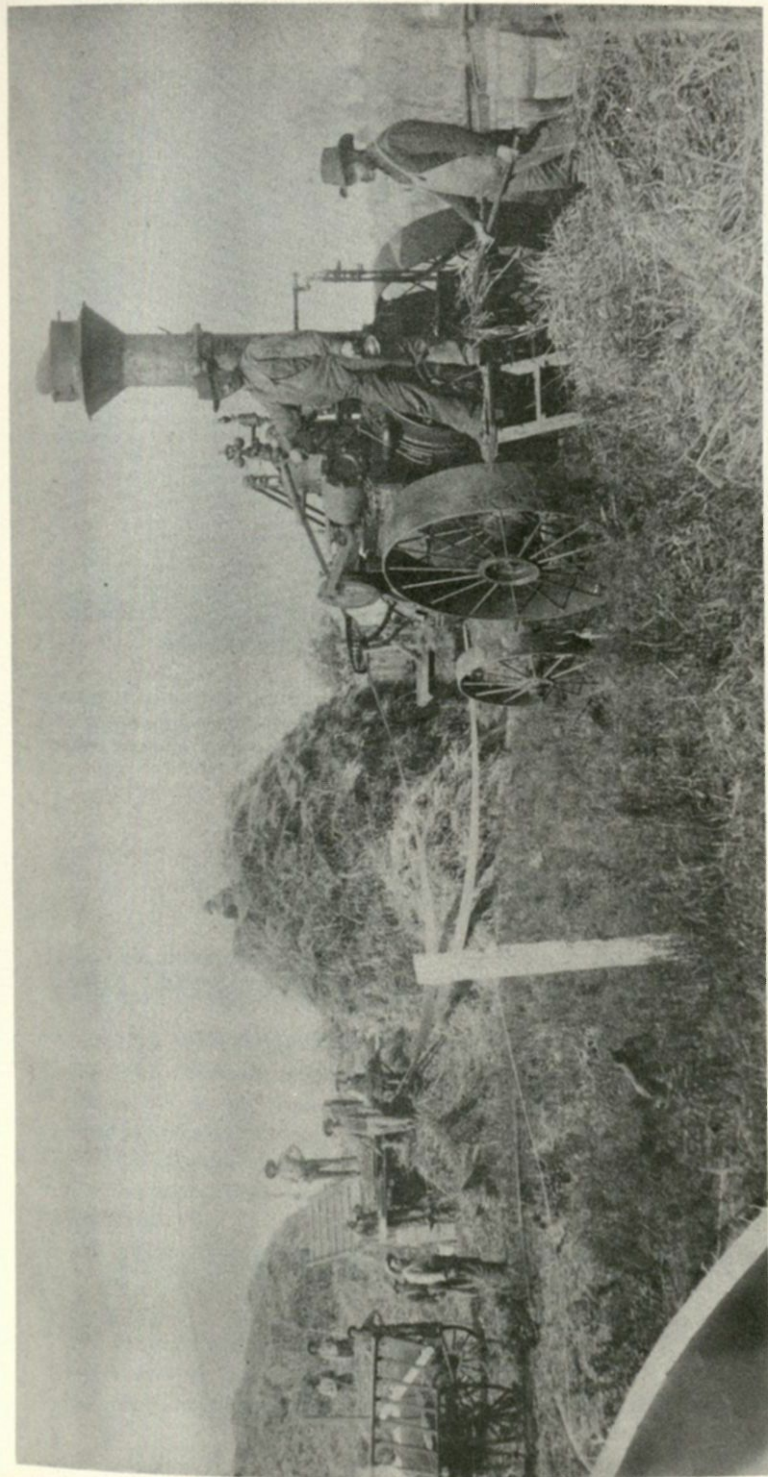
Reprint of ADVANCE Catalog, 51 pages (9 x 12) .....	\$1.50
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Reprint of LIMA Locomotive Catalog, 52 pages (9 x 12) .....	\$1.00
Reprint of 1912 RUSSELL & CO., Inc. Catalog, 52 pages (8 x 11) .....	\$1.50



6 h.p. Mogul gasoline engine owned by Mr. Ariel Lee, Morris, Ill., and the late T. H. Smith, Joliet, Ill. This engine is noted for its unique firing and valve mechanism.

Make check or money order to Mary Louise Smith, 611 Darcy Ave., Joliet, Ill.





Typical threshing scene around 1900. This picture was taken somewhere in an area around 3 miles southwest of Pelican Rapids, Minn. The details are unknown. The engine is a 12 h.p. portable Case and a hand-feed separator. The picture was obtained from Isabelle Halverson by Emil Krogh.



Old time McCormick reaper owned by the Bothun Bros., Dalton. Lenny and Chester restored this machine to serviceable condition. They are ardent collectors of farm machinery and antique household goods. Part of their collection is shown each year at our reunion.

## **BAMBI RESORT on DEER LAKE**

**Elmer and Gunda Synstelien, owners**

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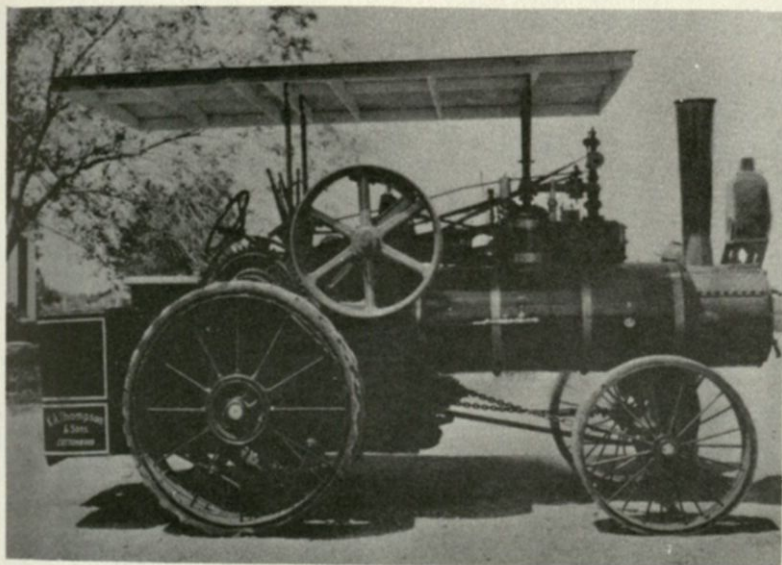
## **HATFIELD'S RESORT on WEST LOST LAKE**

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**BAIT - BOATS - CABINS, modern and semi-modern**



9 h.p. Case. Knute Thompson is the proud owner of this 9 h.p. Case, purchased in 1958 from Gilmer Johnson of Frédéric, Wis. Can be seen at Knute's show, held every year in early September.

## **KNUTE A. THOMPSON & SONS**

9½ Miles West of Cottonwood, Minn.

### **Steam Threshing Shows held the first part of September**

- Threshing with Case hand-feed separator and Case 10 h.p. steam engine
- Threshing with Rumley 36" wing-feed separator & Case 25 h.p. steam engine
- Lumber mill sawing lumber with steam engine
- Horse power outfit on corn sheller
- 40-80 Minneapolis tractor
- 30-60 Aultman-Taylor tractor
- Rumley Oil Pull
- 1917 Universal Moline tractor
- Thread mills for dogs
- Titian tractor
- Several model steam engines and separators
- Display of early day antiques
- Shingle mill sawing shingles



H. P. Lahr's 8 h.p. engine built by Mr. Lahr at St. Joe, Minn.

## **Lakeland Motel      Ranch House**

One mile south of Fergus Falls, Minn., on Highway 52-59

**30 Adjoining Units**  
**Units Accommodate 2-6 Persons**

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**FERGUS FALLS, MINN.**



Oscar Knutson of Dalton, Minn., and his steam driven dummies. An annual event at the Dalton Reunion.

## **OSBORNE McMILLAN ELEVATOR CO.**

Manufacturers of

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FOR CATTLE, DAIRY, HOGS and POULTRY

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ALEXANDRIA, MINN.

## **ALEXANDRIA STATE BANK**

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ALEXANDRIA, MINN.

**GEO. E. BUSCHER, President**

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“LET OUR BANK BE YOUR BANK”



Glen Melby and Russ Matchinsky of Fergus Falls are the present owners of this "grain hauler." It's used each fall for trucking grain from the grounds to the Skrove farm. This truck was purchased in 1960 from Bill and Noble Ljungren of rural Wolverton.

SERVICE STATIONS

PELICAN RAPIDS  
 FERGUS FALLS  
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 BATTLE LAKE

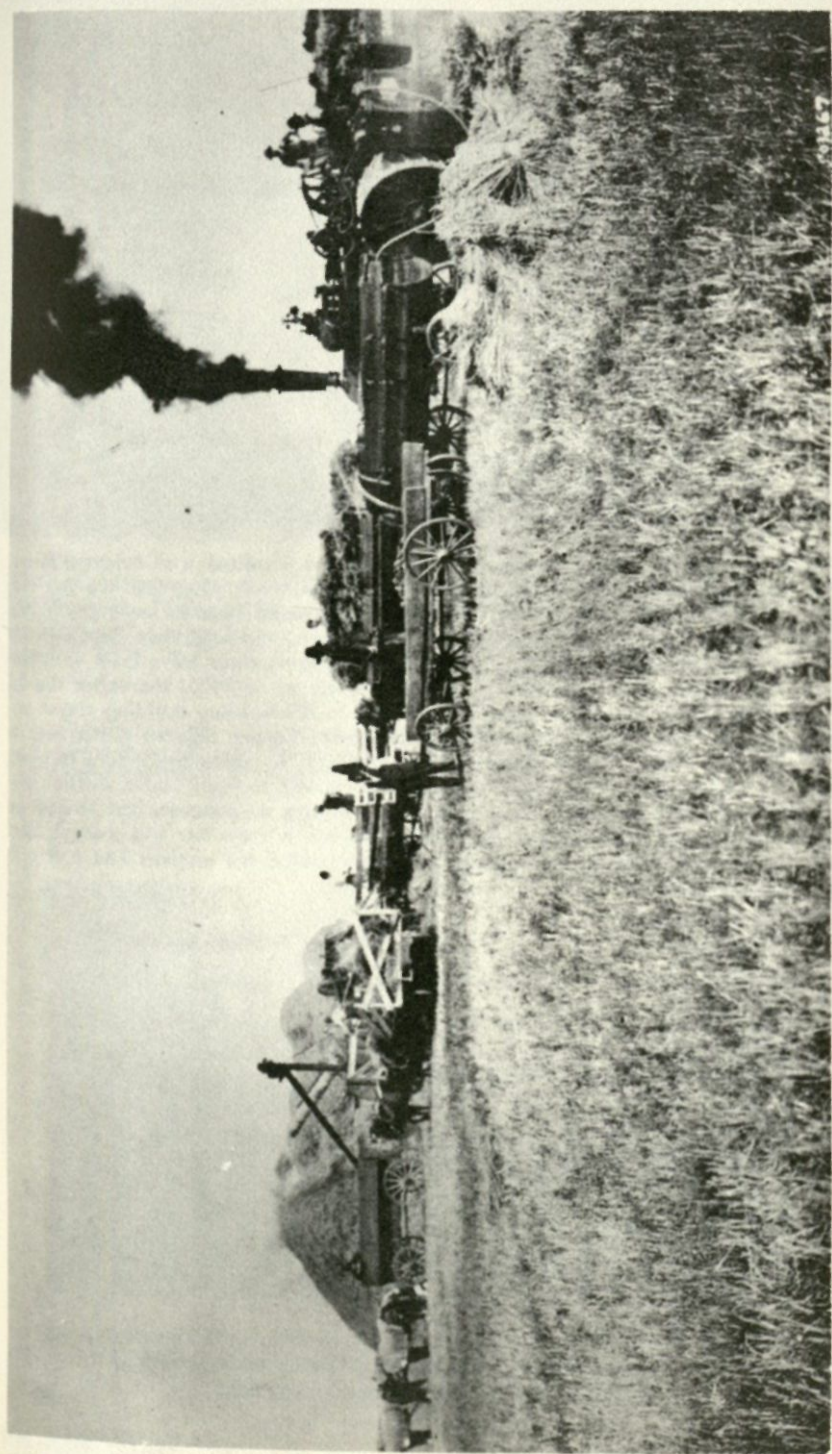
CITIES SERVICE PRODUCTS  
SINCE-1931

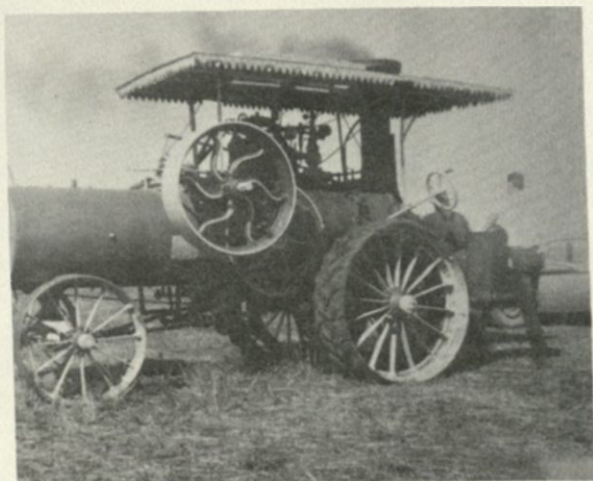
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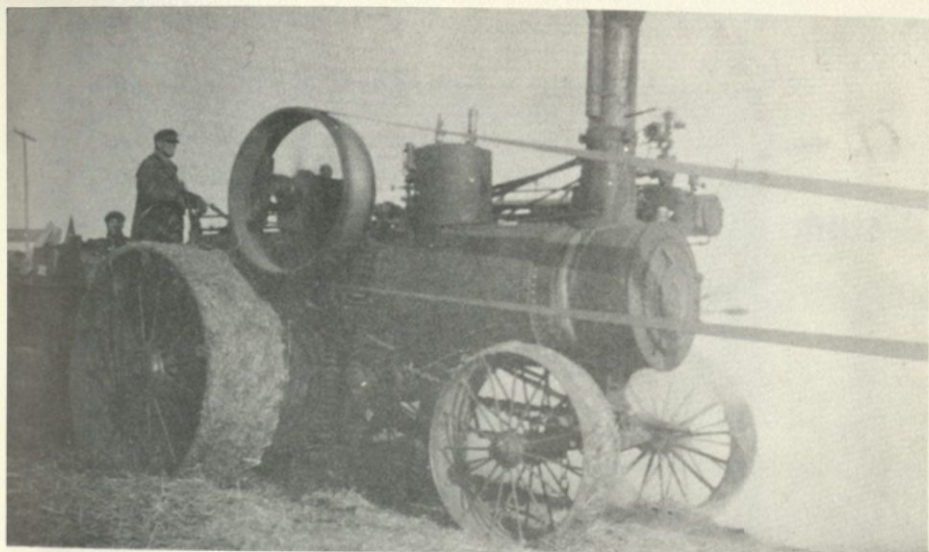


The Kitten 25 h.p. steam engine is owned by Joe Steinhagen of Brooten, Minn. This is a very rare steam engine. Very few were made. The last one was No. 224. The earliest number was 88 before that, so no records were kept. The first engines were built without traction gear or top and were hauled from place to place with oxen or horses. In 1882 the engines were built with the traction gears. Only 18 h.p. engines were built up to 1910; thereafter the 25 h.p. were built. Kitten was one of the last to discontinue building steam engines in 1933. Most companies had quit years before. Floren Kitten was a carpenter by trade. In 1867, he started to build threshing machinery to meet the demand for such machines. In 1882 he started to build steam traction engines. Floren Kitten had no mechanical training whatsoever, and looked as though he did not know the difference between a crow bar and a pinch bar. He made every part of his engines. Commercially, his engines had just one serious defect; they seemed never to wear out.



Threshing in 1940. 65 h.p. Caterpillar tractor and 36 x 58 Minneapolis separator. Picture was taken at the Dick Waltjers' farm on the north shore of Ten Mile Lake. R. J. Melby is the present owner of the rig.





35 h.p. Tandem-compound Advance bought new in 1914 by the late Christ and Ted Risbrudt. Ted was the engineer and shown on the engine. Martin Leer was fireman. Christ is on the 36 x 60 Rumley machine. These brothers threshed in St. Olaf township and the Ashby vicinity until 1919.

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UNDERWOOD, MINN.

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Concrete Pipe

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Septic and Cesspool Blocks

Washed Sand and Gravel  
(State Approved)

Ready Mixed Concrete

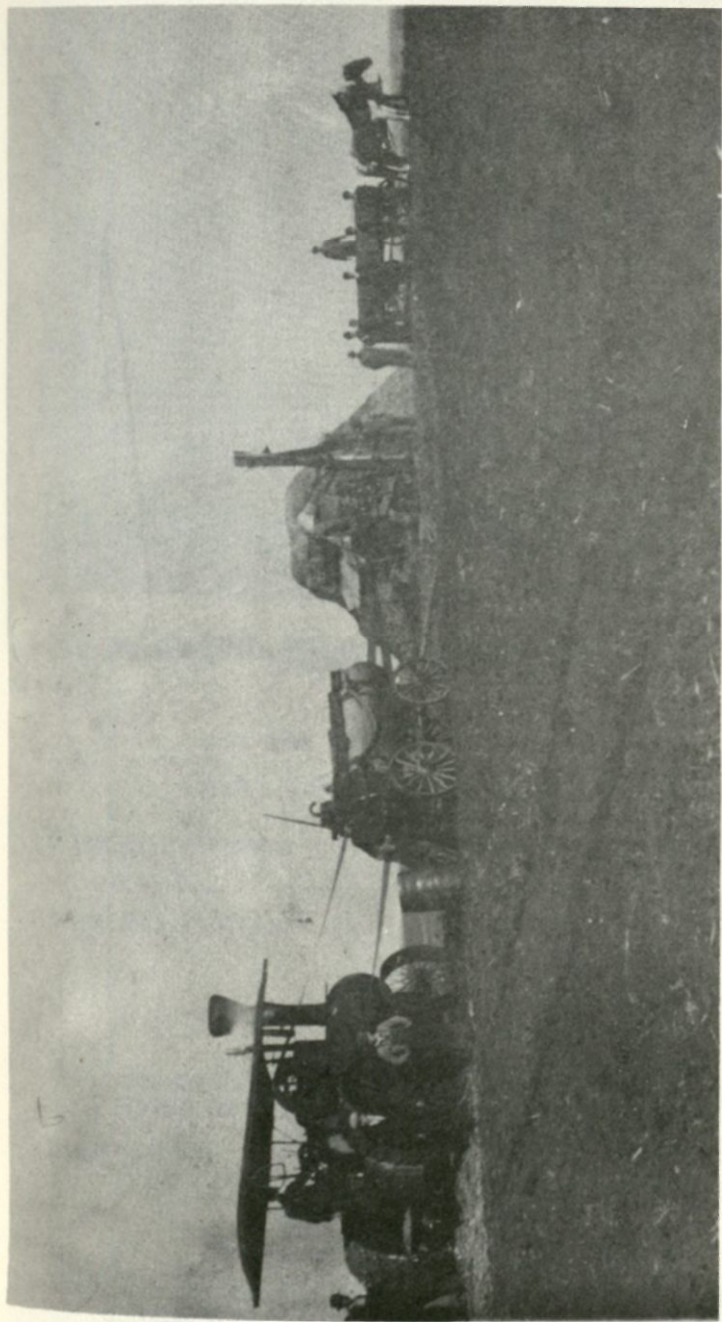
### DRAIN TILE

Concrete Blocks

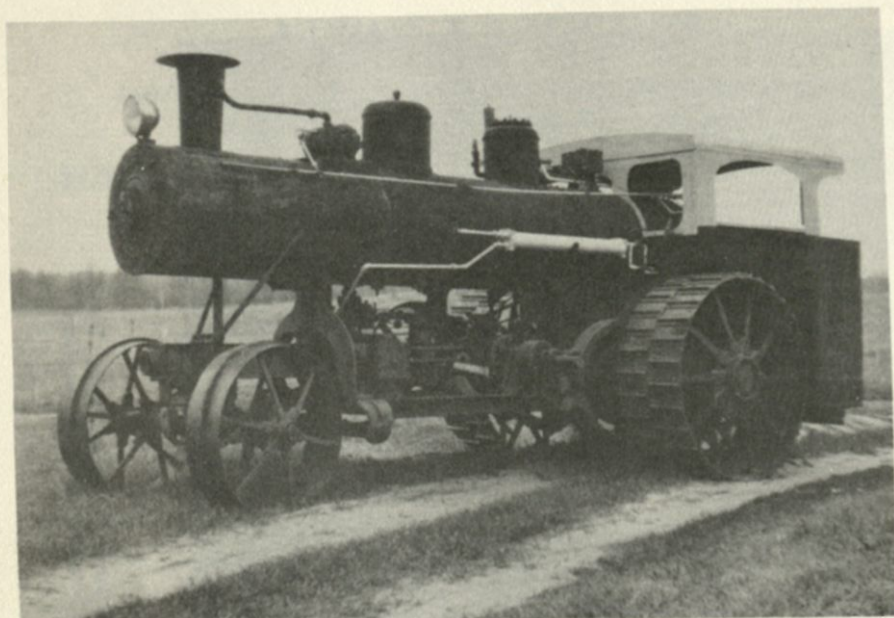
Precast Slabs

**WE DELIVER ANYWHERE!**





**Rumley outfit owned by Ted and Ed Risbrudt. Scene by Ashby, Minn. Bennie Olson, fireman; Ed Johnson, separator tender; Ted Risbrudt, engineer.**



22 h.p. Avery undermounted owned by Henry Johnson. Purchased from Clint Jackson of Mondovi, Wisconsin.

## BATTLE LAKE REVIEW

COMPLETE NEWS COVERAGE OF THE AREA — COMMERCIAL PRINTING

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FOR YOUR INTERNATIONAL HARVESTER PARTS & SERVICE

*...on the tenth anniversary  
of the Threshermen's Assn.*

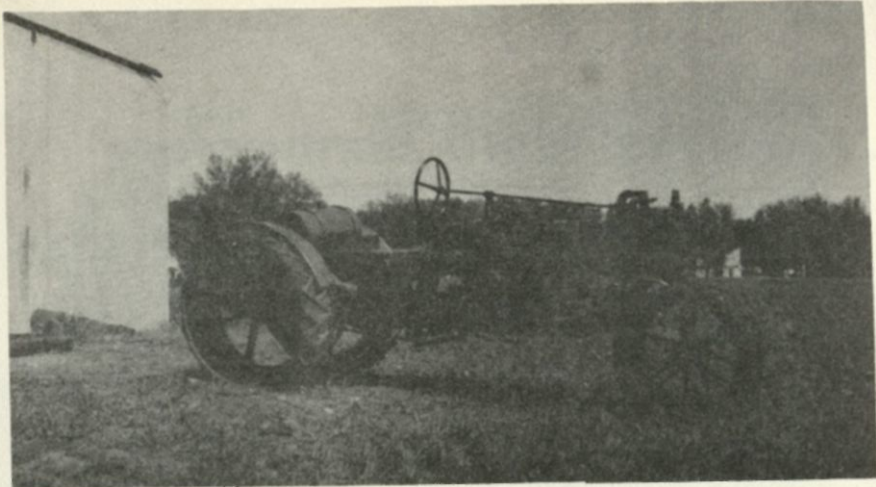
**... to our neighbors**

We are proud to be your neighbors and salute you on the success you have gained for your organization and your annual reunion. You have preserved a bit of the history which made our country great. May success continue to be your experience.

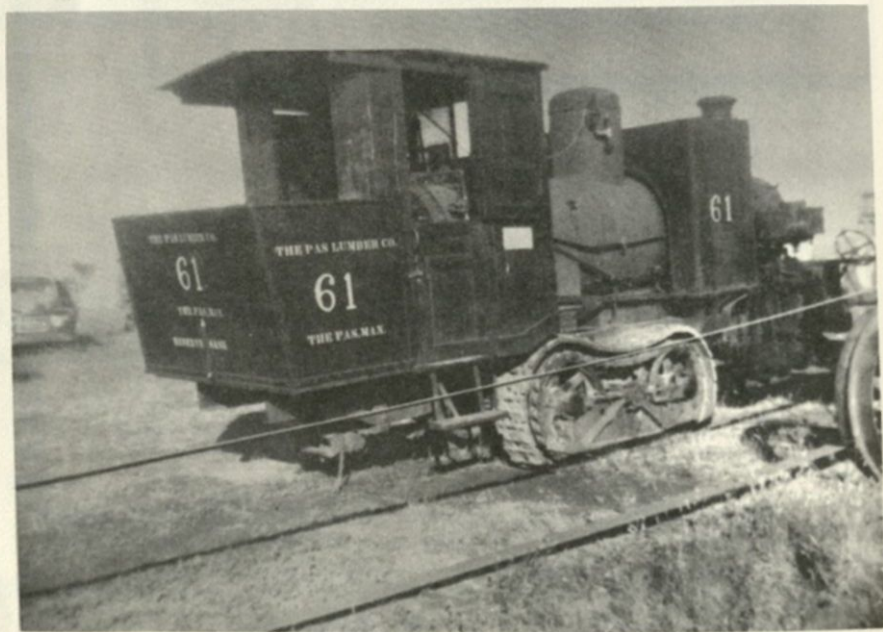
**... to the visitors**

We urge you to witness the annual reunion which brings some of yesterday into today. While here, enjoy the Otter Tail Empire and all it offers — and do come back soon and often, won't you?

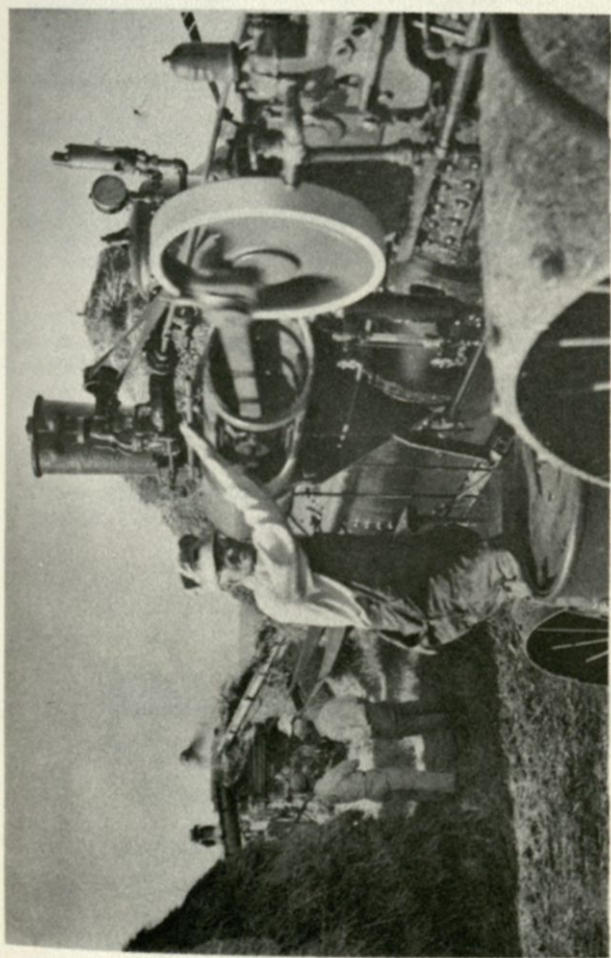
**Fergus Falls  
Chamber of Commerce**



Pictured is a 1910 Avery, Model 5-10, 4-cylinder, battery ignition, Friction drive. First owner was Carl A. Peterson of Glad Valley, S. D. The present owner is Henry Johnson of Dalton, Minn.



Steam logger at the Pionera at Saskatoon, Canada. This logger was used in the north timber country of Canada; owned by The Pas Lumber Co., The Pas, Manitoba, Canada.



**Emil Krogh on the Advance Rumley steamer. Emil was an expert mechanic.**

1250

1250

**KOTE**

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COMPLETE COVERAGE

OF THE

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FRIDAYS AT 10:40 A.M.

— Brought to you by Dalton Merchants —

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MARKETS . . . . . 9:44 A.M. and 1:59 P.M.

**National Tea Livestock Report**

11:05 A.M. and 12:35 P.M.

**BOB CARLSON**

**South Saint Paul Report**

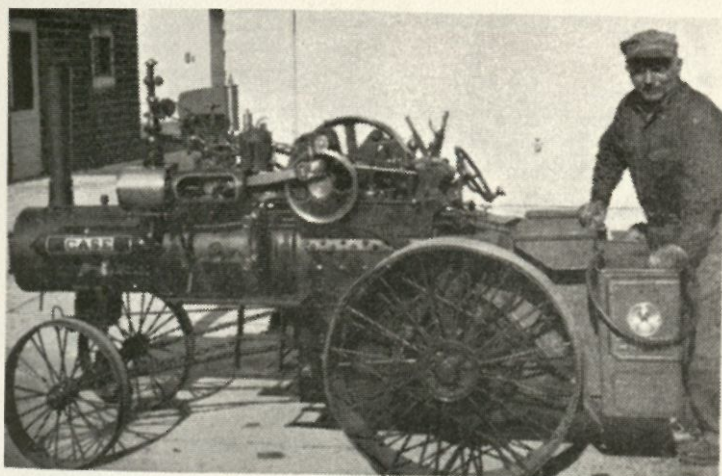
5:30 P.M.



**KOTE Radio**

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**Ted Lange's 1/2-scale Case model engine. Ted, an expert mechanic, made most of the parts in his shop at Hector, Minn. This is perhaps one of the best models to be seen anywhere.**



**George Jenson's 26 h.p. Tandem Compound Advance. George threshed for years in Tordenskjold and Dane Prairie township, north of Dalton.**

## O GOD, OUR HELP IN AGES PAST

Isaac Watts 1719

William Croft, 1708

O God our help in ages past,  
Our hope for years to come,  
Our shelter from the stormy blast,  
And our eternal home.

Before the hills in order stood,  
Or earth received her frame,  
From everlasting Thou art God,  
To endless years the same.

A thousand ages in Thy sight,  
Are like an evening gone,  
Short as the watch that ends the night,  
Before the rising sun.

Our God, our help in ages past,  
Our hope for years to come,  
Be Thou our guard while life shall last,  
And our eternal home.



