

Lake Region Pioneer Threshermen's Association

PRESENTS



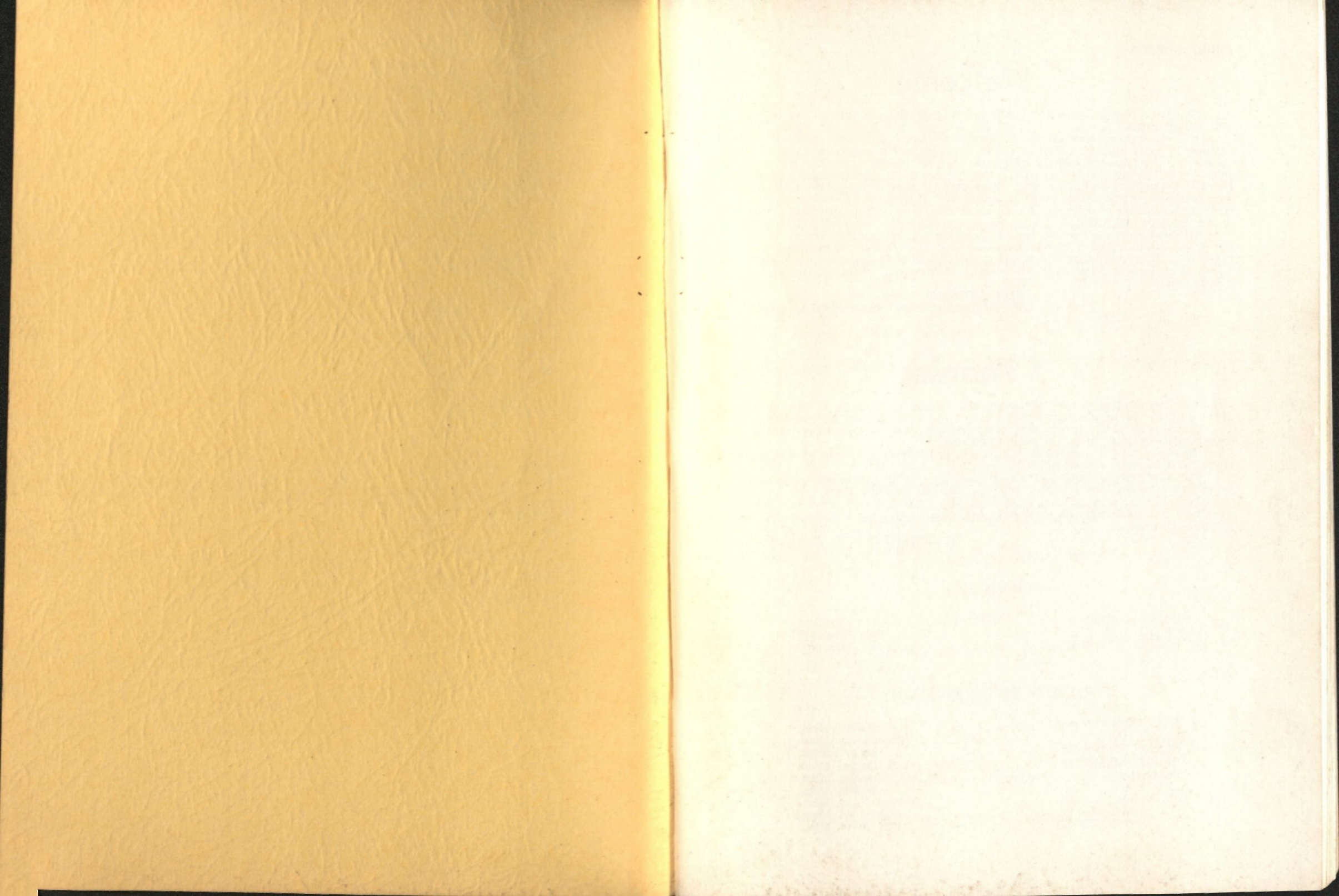
THE SAGA OF

"THE PAST IN ACTION"

Dalton, Minnesota

"HOME OF THE GIANTS"

THIRD EDITION



Welcome

The Lake Region Pioneer Threshermen's Association welcomes you to our 15th annual show.

It is the sincere hope of the Threshermen's Assn. that these reunions may continue to bring back memories of the by-gone era to the members of the older generation. We hope the younger generation may more fully appreciate the hardships and difficulties endured by our pioneer forefathers in establishing homes and farms in the newly settled wilderness. Through hard work and sheer determination they overcame many of the problems which confronted them each day. By preserving the antique machines and vehicles of the past, we hope to enact history to the younger generation.

We hope everyone will take time to look over all the exhibits. We try to add something interesting each year so folks will want to come back to our show each fall. We wish to thank each and everyone for coming and supporting our Pioneer Show. It is you who have made it a success in the past years. Again, we say "Thank You."

DALE AKERMAN, President
Lake Region Pioneer Threshermen's Association

Thanks

The Lake Region Pioneer Threshermen's Association is happy to present our Third Edition. To all who contributed pictures and material, we are grateful.

To the news media: newspapers, radio and television, we give thanks for their support and coverage, and it is much appreciated.

Thanks also to all volunteers, committees and ladies' group who give so generously of their time and effort.

Our most sincere thanks to the many business establishments who contributed for ads, making this book possible. We urge that you patronize them.

Last, but not least, we thank the hundreds of our fans who attend our show each year and encourage others to attend the show with you. Your good will is greatly appreciated.

RALPH RISBRUDT, Secretary

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Program Schedule for 3 Days

Friday

- 7:00 a.m. - Threshermen's Breakfast
- 12:00 Noon - Dinner Served by Ladies Aids
- 1:30 p.m. - Steam Parade
- 2:30 p.m. - Threshing
- 3:30 p.m. - Plowing

Saturday

- 7:00 a.m. - Threshermen's Breakfast
- 9:00-11:00 a.m. - Shingle and Lath Sawing
- 12:00 Noon - Dinner Served by Ladies Aids
- 1:30 p.m. - Parade of Steam Engines
- 2:30 p.m. - Threshing
- 3:00-4:00 p.m. - Plowing; Gas and Steam

Sunday

- 7:00 a.m. - Threshermen's Breakfast
- 9:00 a.m. - Church Services on Grounds
- 10:00-11:00 a.m. - Gas Engine Show
- 12:00 Noon - Dinner Served by Ladies Aids
- 1:00 p.m. - Giant Parade of Gas and Steam
- 2:00 p.m. - Threshing; Lath and Shingle Sawing
- 2:30 p.m. - Lumber Sawing
- 3:30 p.m. - Plowing; Gas or Steam

ABOVE PROGRAM WILL BE ALTERED IF NECESSARY



Ralph Melby



Iver Hanson



John Halvorson

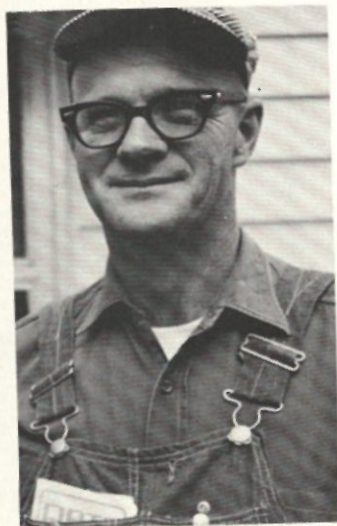


Henry Skinrud

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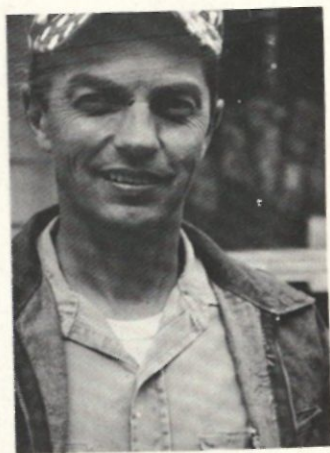
Dale Akerman



David Hanson



Ralph Risbrudt



Glenn Risbrudt

OUR TALENT SHOW



One of the highlights of our annual show is the choosing of the "Queen of Steam." This is part of the Friday night festivities at the Talent Show, held at the School Auditorium



Part of the crowd at the Talent Show at the Dalton School Auditorium. A large crowd gathers each year for this event. The "Queen of Steam" is chosen from the contestants at the show



Girls lined up on the stage waiting for the judges to decide which one would be chosen "Queen of Steam" for the following year



1966

The "Queen of Steam" for 1966 was Maxine Bergerson, daughter of Mr. and Mrs. Milton Bergerson. She is now attending Bemidji State College. Her attendants were Kathrine Tufte and Maurene Olson. Kathy has moved to Long Lake, Minn., and Maurene attends the Minnesota School of Business



1967

Our 1967 "Queen of Steam" was Roberta Overgaard, daughter of Mr. and Mrs. Berton Overgaard. Roberta graduated from the Minnesota School of Agriculture at Waseca and plans to attend junior college this fall. Her attendants were Paula Phillips and Bonnie Bondickson

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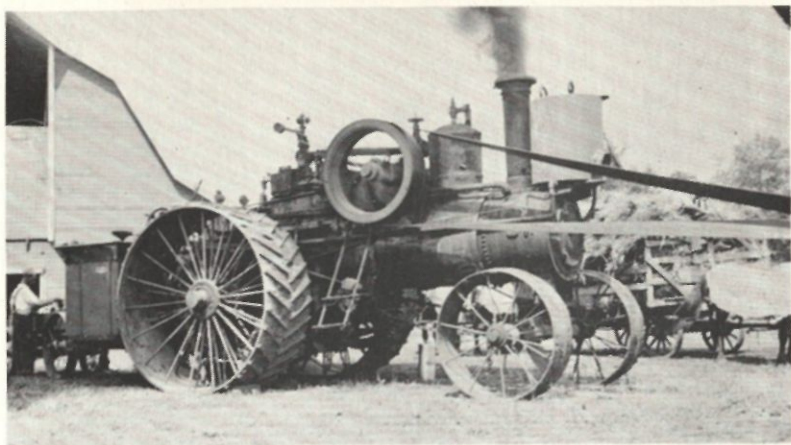
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Steam threshing near Donnelly, Minnesota. The engine is a 35 h.p. Nichols & Shepard, the largest this company made. The rig was owned by Albin Kling and brother. They threshed in the Donnelly community for many years. The photo was presented by Albin Kling. Albin is a member of our club and takes an active part in it. He is our plow man when we plow at the show



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Threshing crew, fall of 1910. Engine is a 20 h.p. Russell which was new at the time. A few days after the picture was taken the machine was destroyed by fire. Photo by Roy Willendorf of Ortonville, who was part owner of the rig. Roy comes up to our show to run the Russell each fall



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Combining in Montana about 1908. The combine was a bullwheel drive machine. See the large wheel on the side of the machine. This drove the machine. Also see the old Hart Parr tractor pulling the combine. Combines were used at the turn of the century in the western states

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28 h.p. American Abell, called the Cock 'O the North. These engines were made in Canada by the Advance Thresher Co. and Minneapolis Threshing Machine Co. Jointly they manufactured some of the largest steam engines built. They were used to break virgin soil in the Canadian prairies.

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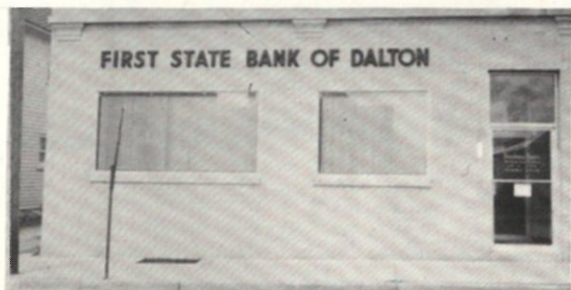
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Stacking grain for the Reunion, showing the process to the finished stack. The art of stacking grain is fast disappearing as very few younger men have learned to do the job. Some 20 to 30 acres of grain is cut and stacked for the show each year.



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Combining in Washington in 1927. Rumley combine pulled by 20 horses. Driver of the horses sat high up on a platform so he could steer the lead team. Combining was done in California before the turn of the century, mostly on the experimental basis.

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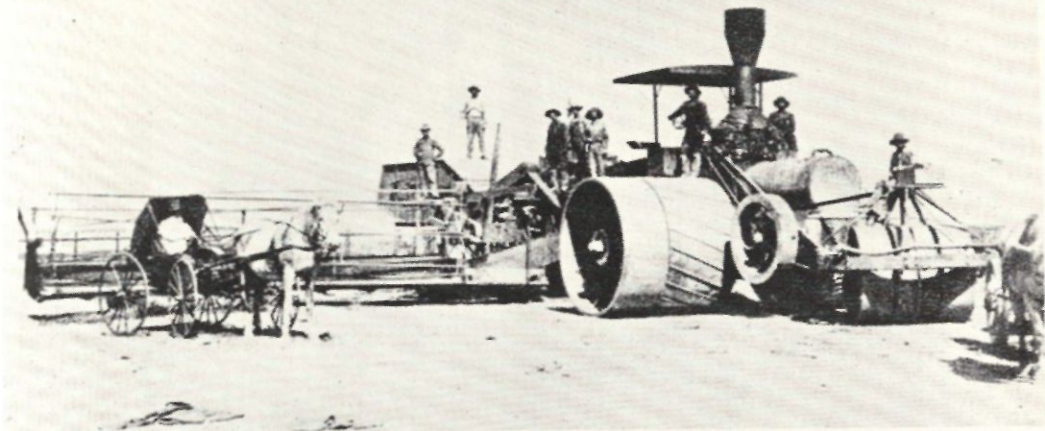
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Daniel Best steam harvester used in the early days at Sacramento, California Valley. Wide wheels on the combine were used in rice harvesting. See man in front of the machine. Maybe filling on water in the tender.

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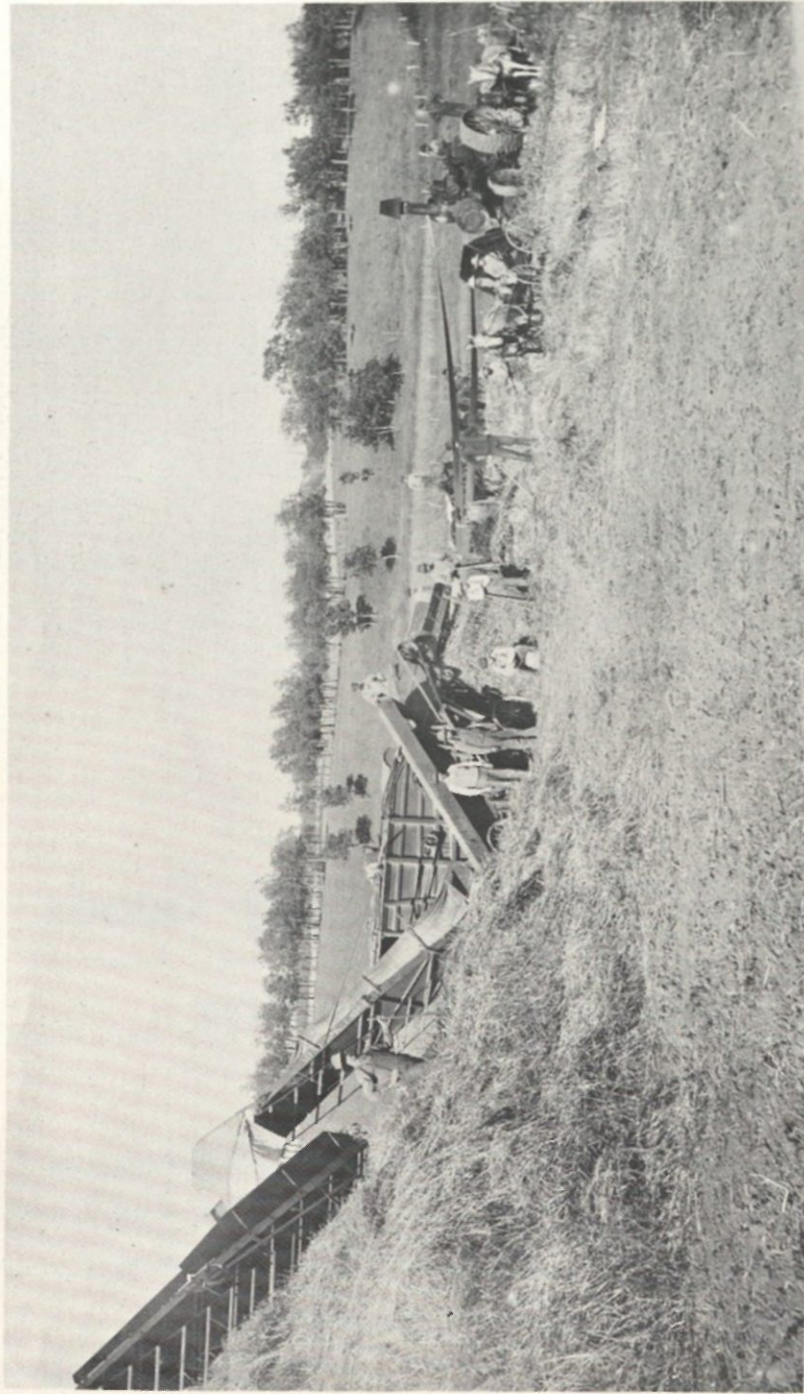
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Hans Olson and Arnold Hanson threshing in Tordenskjold Township, Year 1900. Straw carrier machine. Advance 20 h.p. steam engine. These men threshed many years in the community.



Ray Berge threshing in Dane Prairie Township in 1942. Case 65 engine now owned by Clifford Olson and shown at the Reunion each fall. The engine was used to cure concrete blocks in a plant in Fergus Falls, Minnesota for several years.

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Hans Olson and Arnold Hanson threshing rig. Year 1903. Alfred Anderson, separator tender. Carl Mortenson, engineer. Tordenskjold Township near Underwood. George Jensen of Dalton gave us this picture. George was a thresher for many years in the territory. He runs the Reeves at our show each year together with Henry Skinrud.



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Part of the crowd at 1967 show. Note the pile of bolts used in making lath. The bolts as they are called, are 50 inches or longer after they are trimmed. The lath are 48 inches long. Many hundred lath were sawed at the show last fall.

Dalton Supply Store

DALTON, MINN.

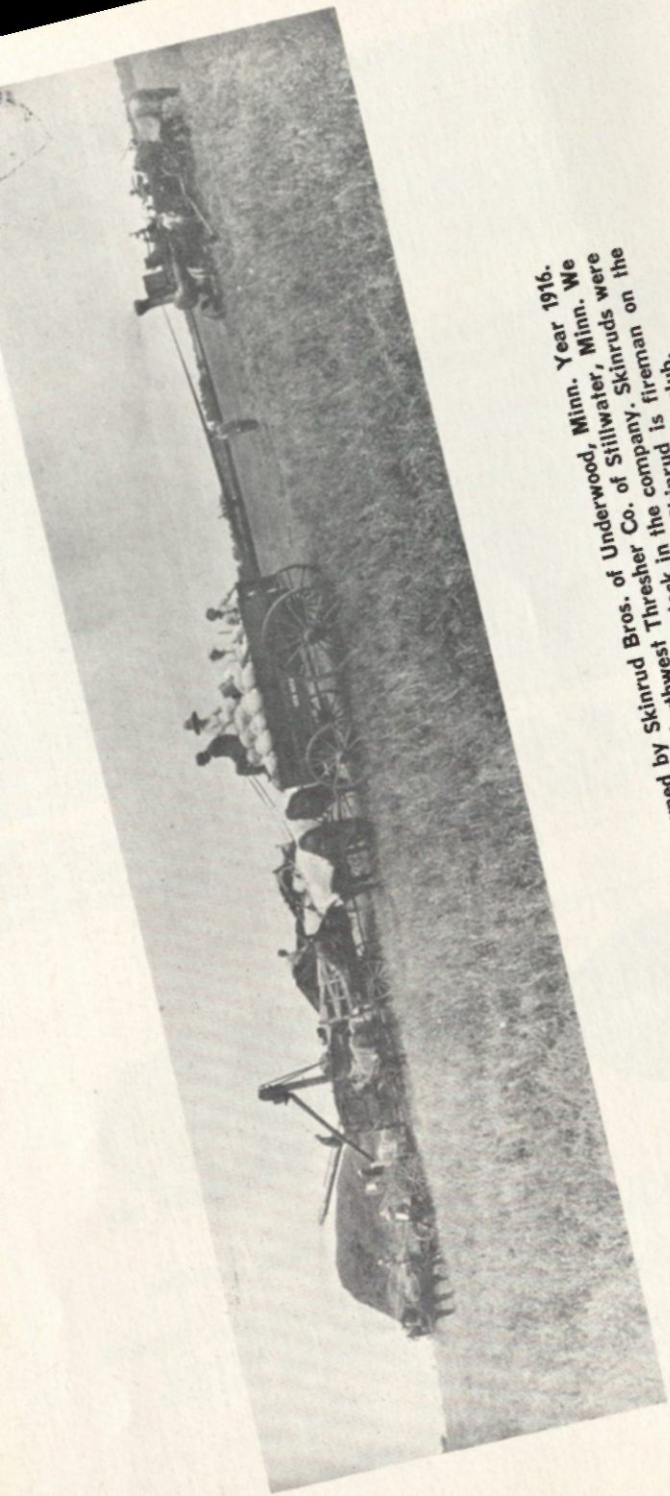
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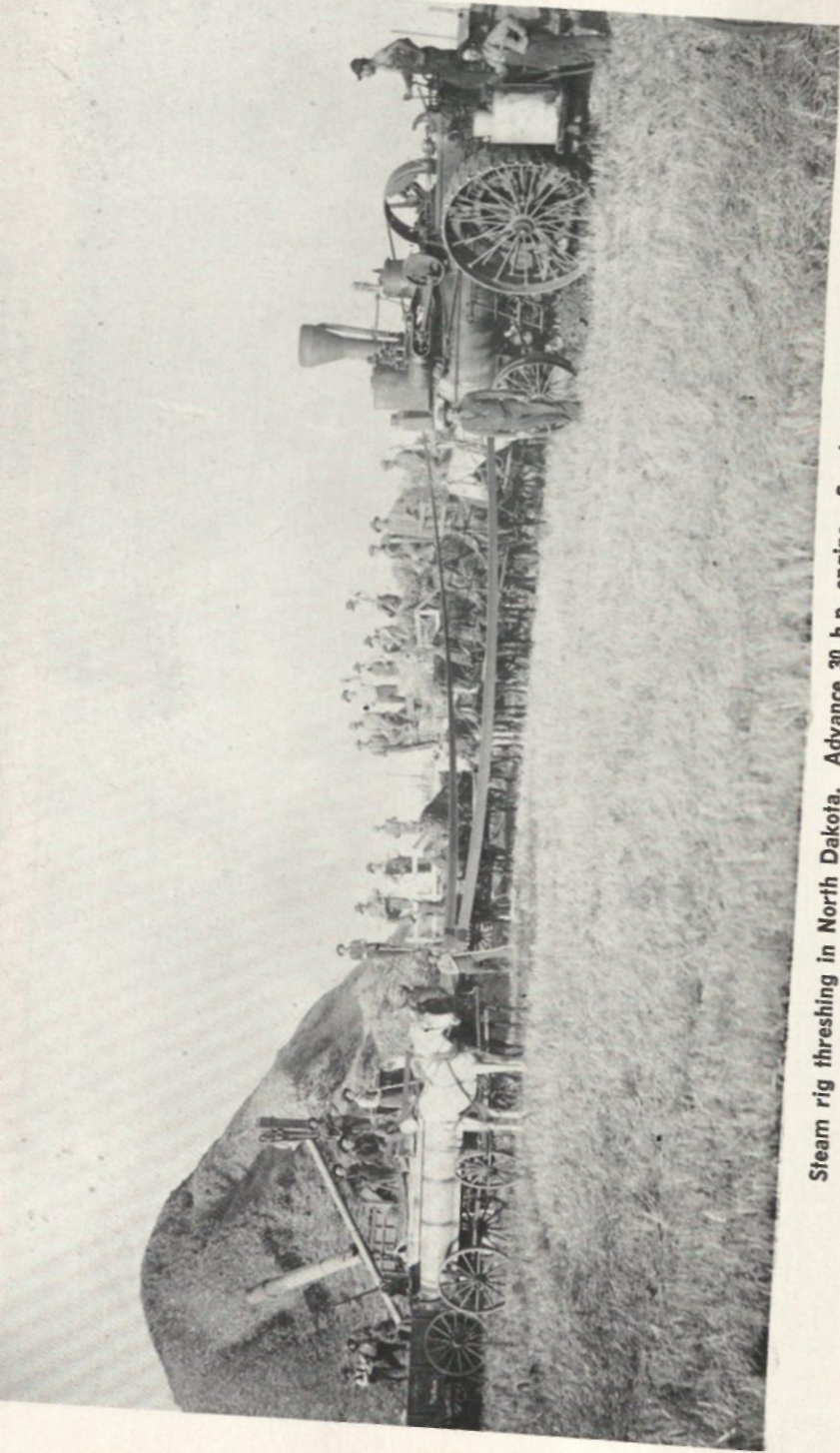
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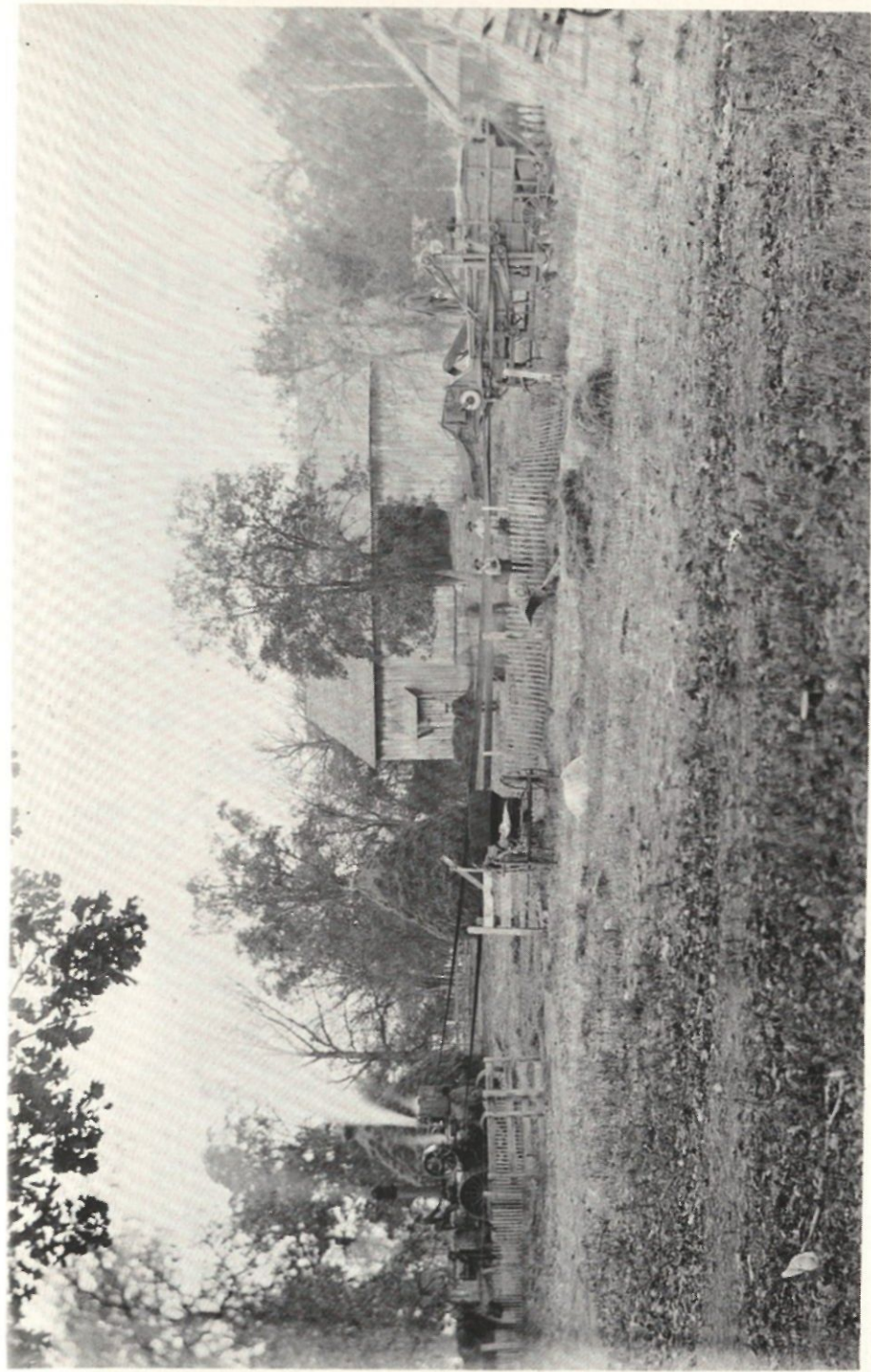
Year 1916.
Minn. We
Minn. We
of Stillwater, Minn. were
Skinruds on the
the company. Skinruds is fireman on the
the stock in the company. Skinruds is fireman on the
the club.



Large Minneapolis steam rig threshing near London N. D. Martin Larson owner



Steam rig threshing in North Dakota. Advance 30 h.p. engine. See large crowd.
We counted 24 men. Year about 1912.



Threshing in St. Olaf Township about 1908 Chris Stene on separator Stene

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David Hanson of Elbow Lake adjusting on the old gas engines at the show. David is vice president of the club, and takes an active interest in preserving the old farm machinery.

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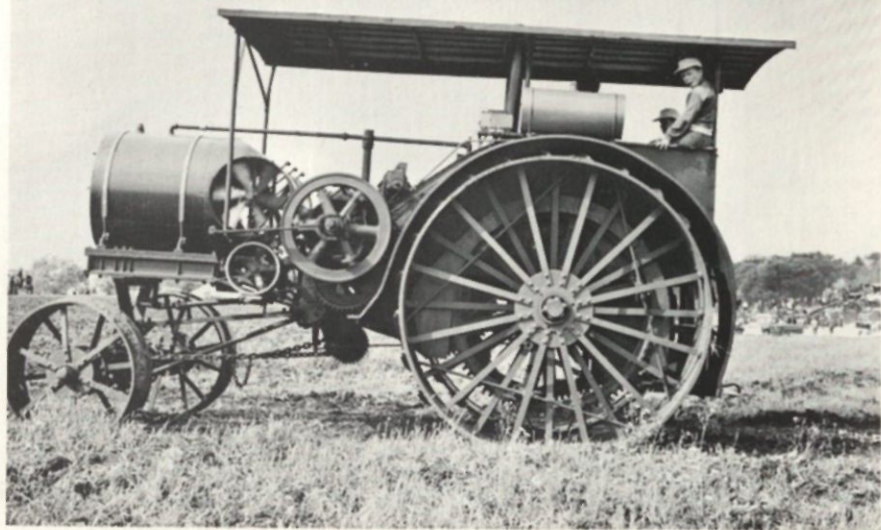
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Ozzie Stephen. Aultman & Taylor 30-60 gas tractor. This is one of the best old tractors we know of. Ozzie should be proud to be the owner of it. Ozzie lives at Brooten, Minn., and has been a member of our club for many years.

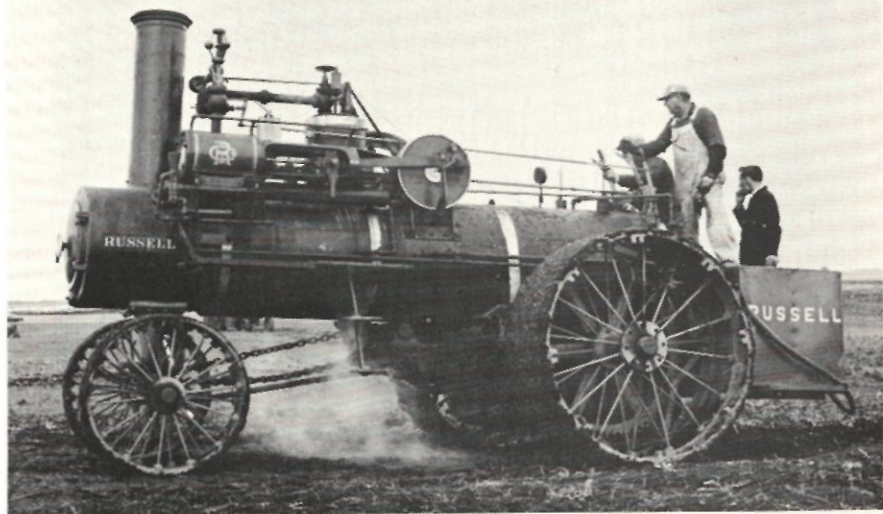


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30 h.p. Russell steam engine owned by H. N. Johnson and R. J. Melby. Russell made engines up to 150 h.p. They called them Road Locomotives. They developed 50 h.p. on the drawbar and 150 h.p. on the belt. Russell built about 18,000 steam engines.

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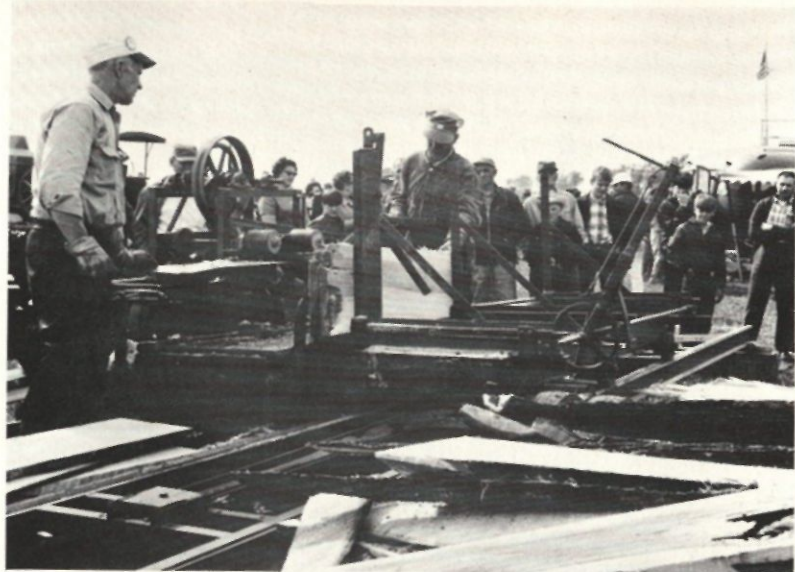
Fergus Falls, Minn.



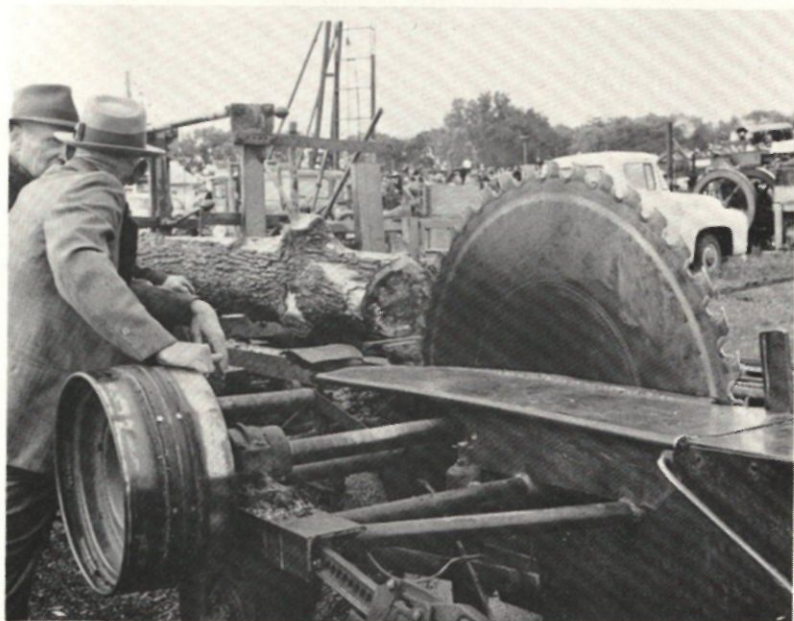
Young boys trying to get their gas engines going. They generally do succeed sooner or later. It is good practice for them we believe.



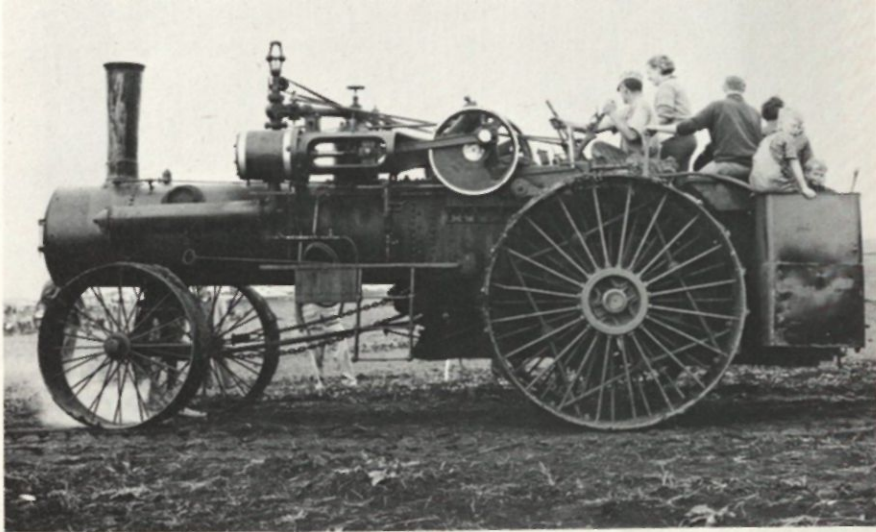
David Hanson giving the young fellow a few tips on what could be wrong or how to start it.



Ellsworth Grahn of Vergas, Minn. sawing lath at the 1967 show. Ellsworth is a member of the club and brings his machine down each year. Dick Lindquist is waiting for the lath to be sawed. He is a member of the club and has several items at the show.



Loyd Larson's saw mill at the 1967 show. He has sawed lumber for us for 13 years at the shows. The mill is a Jackson Lumber Harvester, built by the late Clinton Jackson of Mondovi, Wisconsin.



80 h.p. Case engine giving a ride to the kids at the 1967 show. Kenneth Bratvold, owner. Kenneth was one of the founders of the Lake Region Pioneer Threshermen's show. Case company made a 110 h.p. and a 150 h.p. engine. The 110 was the plow engine. The 150 was used for hauling and heavy drawbar work. They made only three of these size engines.

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Threshing at Manley Tollefson farm in 1889. See the large crew at work. Notice the low weigher on the machine. The grain was sacked on the ground in those days.

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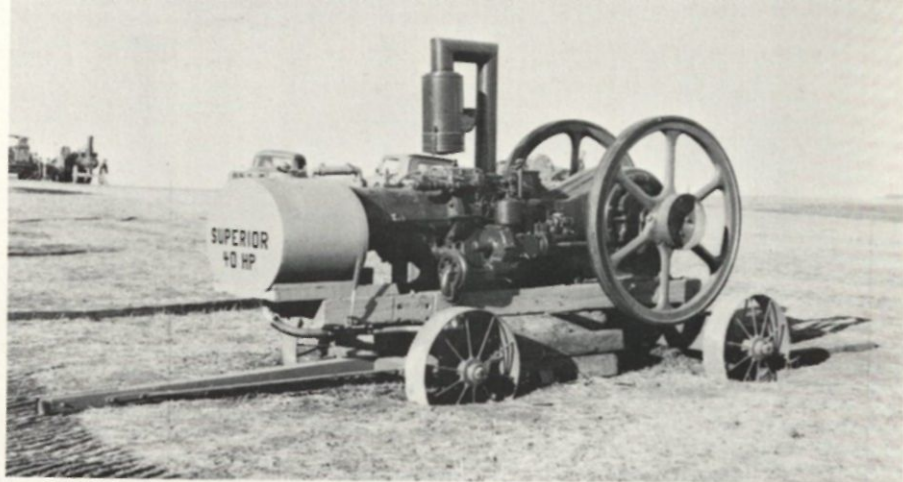


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40 h.p. Superior natural gas engine. It was bought at Cutbank, Montana. It was used in the oil fields to pump crude oil and such. There are very few of this style engine running as far as we know. It is owned by Henry Johnson and Ralph Melby of Dalton.

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32 h.p. Cross Compound Reeves plow engine. This engine was used to break prairie sod in Montana around 1910. John Anderson Museum at Miles City, Mont. purchased it some years ago and sold it to Ralph Melby of Dalton, who later restored it to serviceable condition. Reeves made one size larger, the 40 h.p. Cross Compound. Reeves never made a single cylinder engine.

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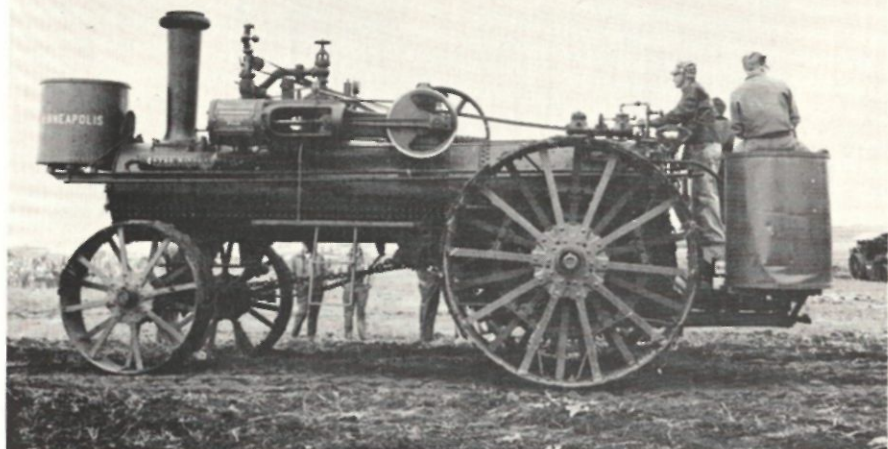
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28 h.p. Minneapolis steam engine, owned by Glenn Risbrudt of Dalton. Glenn purchased this engine from the late Hjalmer Grant of Osakis, Minn. It was used in a saw mill near Grand Rapids, Minn. Minneapolis built up to 45 h.p. double tandem compound. These engines were used mostly in the West breaking virgin sod. Glenn is one of the directors of our club at Dalton.

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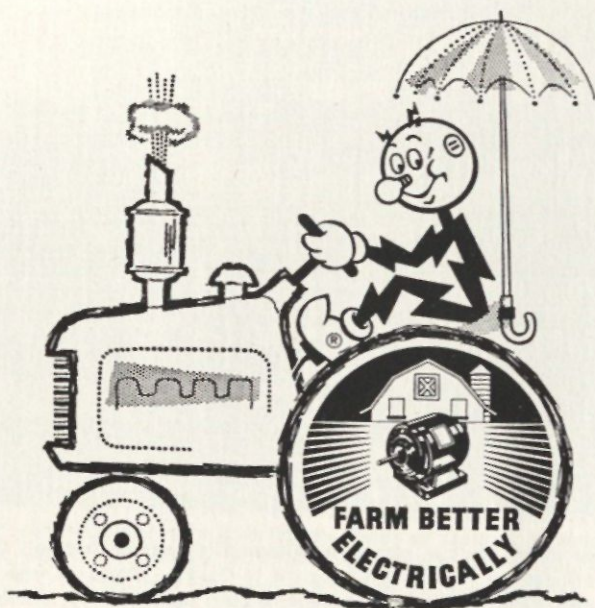
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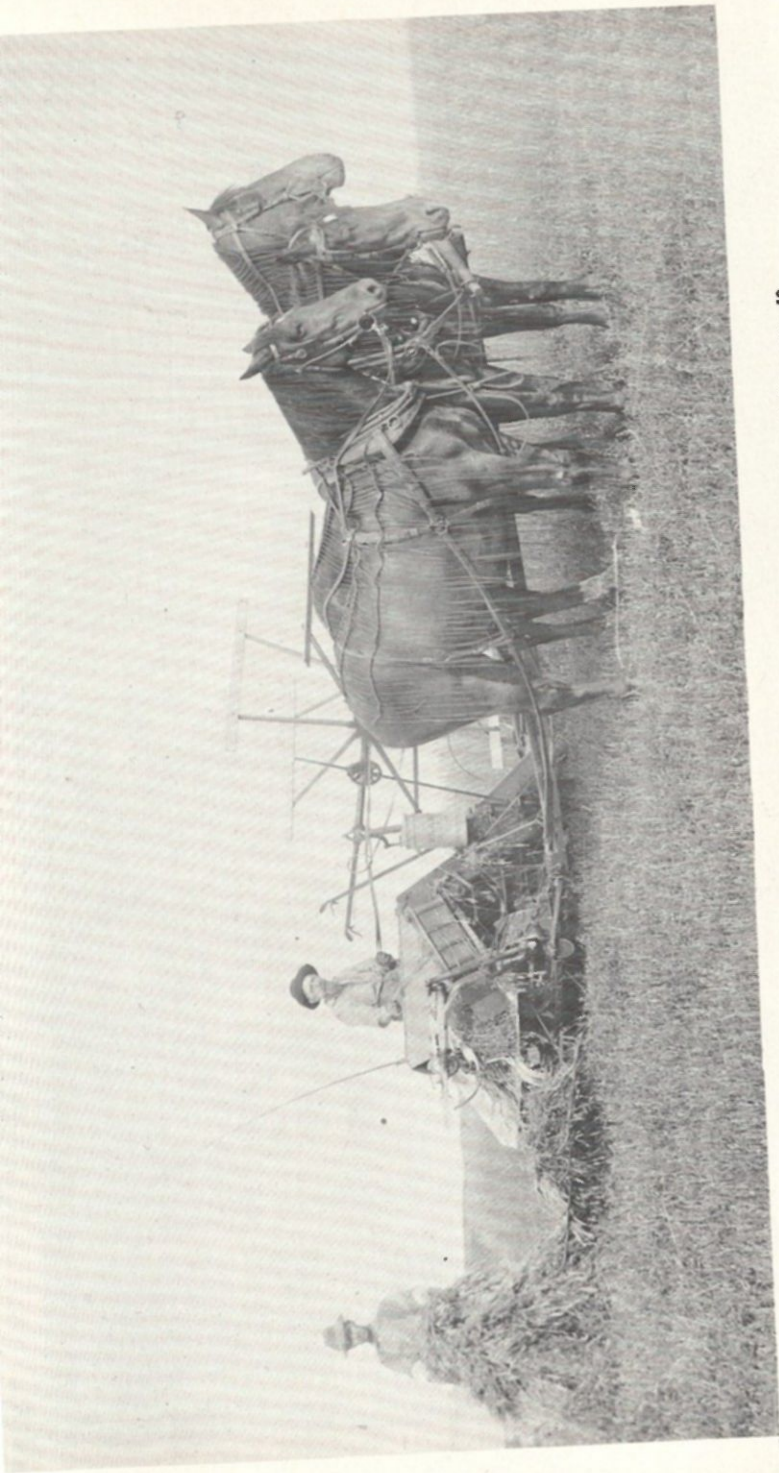
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Cutting grain with a plano binder and 3 horses. This was a common sight some 40 years ago. Many young people have never seen a grain binder pulled by horses.



Julius Schei and Alfred Anderson were owners of this rig, threshing at the Herman Thoreson farm near Underwood, Minn. Year 1910. It is a complete Minneapolis



30 h.p. double cylinder, double geared Minneapolis steam engine standing on a farm in western Dakota. It is a very rare machine, as the shafts on the intermediate gear go through a tube in the boiler.

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22 h.p. Advance owned by Kenneth Bratvold of Ashby, Minn. This engine was owned by the Torsky Bros. of Conrad, Mont., and was trucked in this spring by Richard Evavold of Ashby, Minn.

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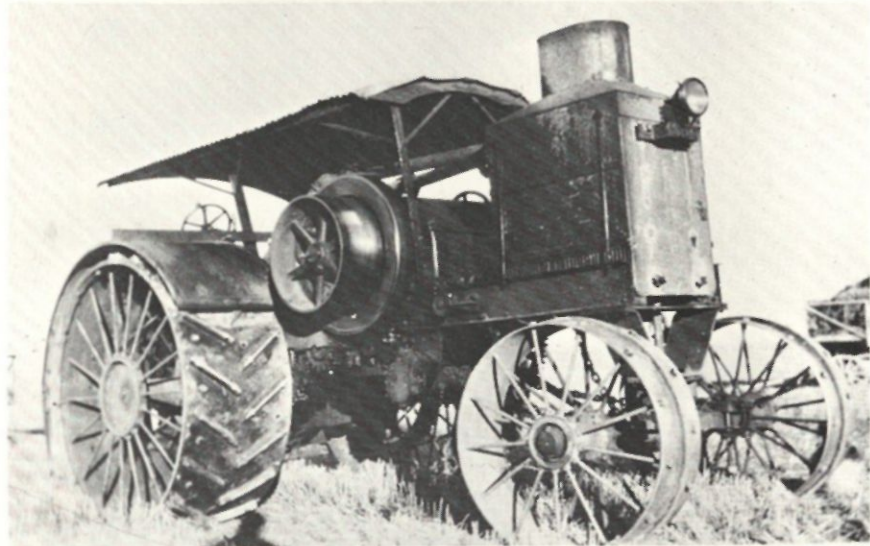
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30-60 Fairbanks-Morse 2-cylinder gas tractor, taken at Estlin, Sask., Canada in 1922. Very few of these tractors were made. We have no records of any around today.

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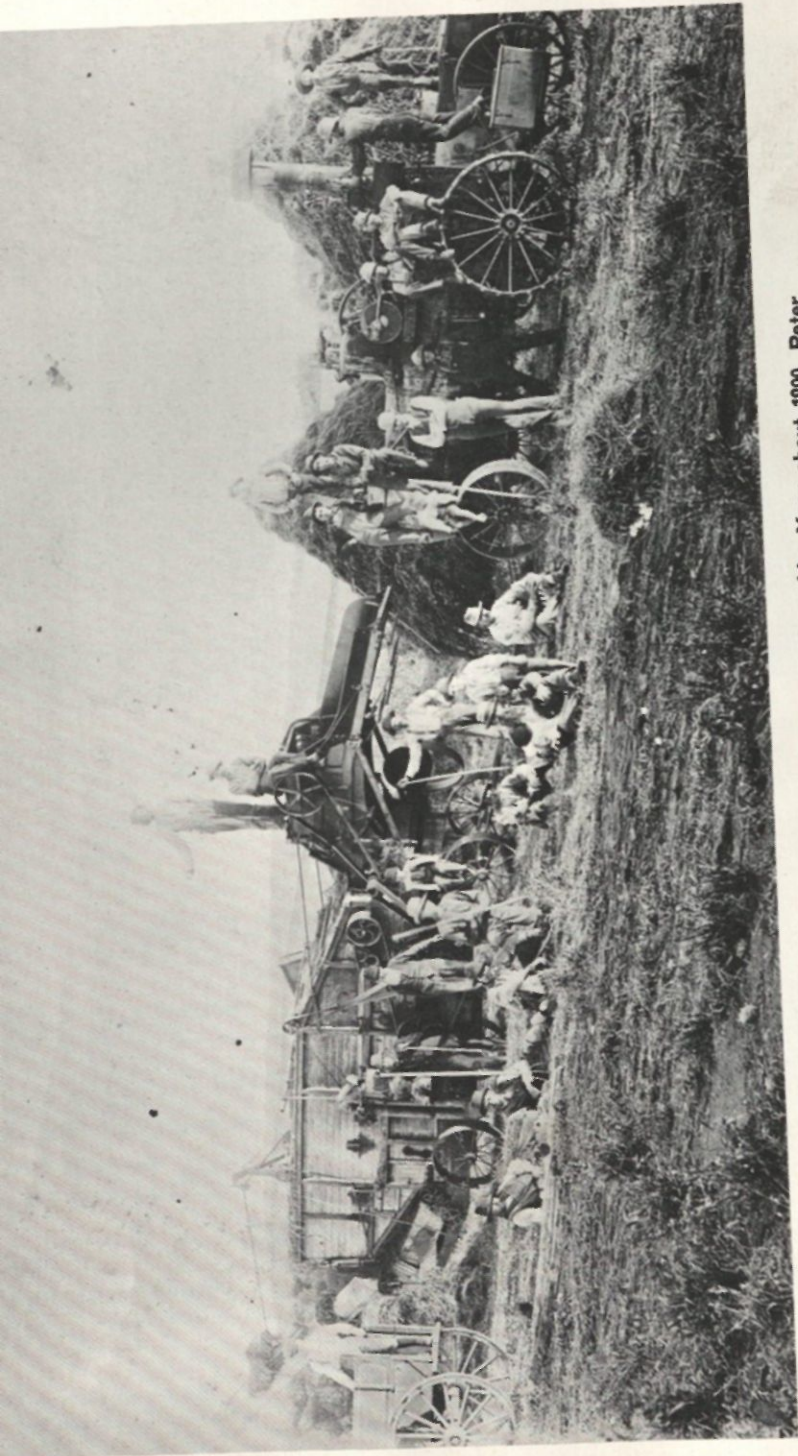
Phone 736-7533

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RED'S CLIP JOINT

Elbow Lake and Tintah

MU5-4177



Minneapolis steam rig threshing in Tordenskjold Township. Year about 1900. Peter Hanson and Jens Pearson were joint owners. The engine is the old style Minneapolis return fluce. The seperator was the old style machine. See the rope that holds the blower up; also the low bagger as they were called.

Courtesy Edwin Sethre.



Home-made tractor. Many of these were built on the farms by boys, using a 4 to 6 h.p. stationary gas engine. Binder bull wheels were used for the rear wheels and binder truck wheels for the front wheels. Sometimes if they could get one, a car transmission was used so they had 3 speeds forward and reverse. They had real good power too.

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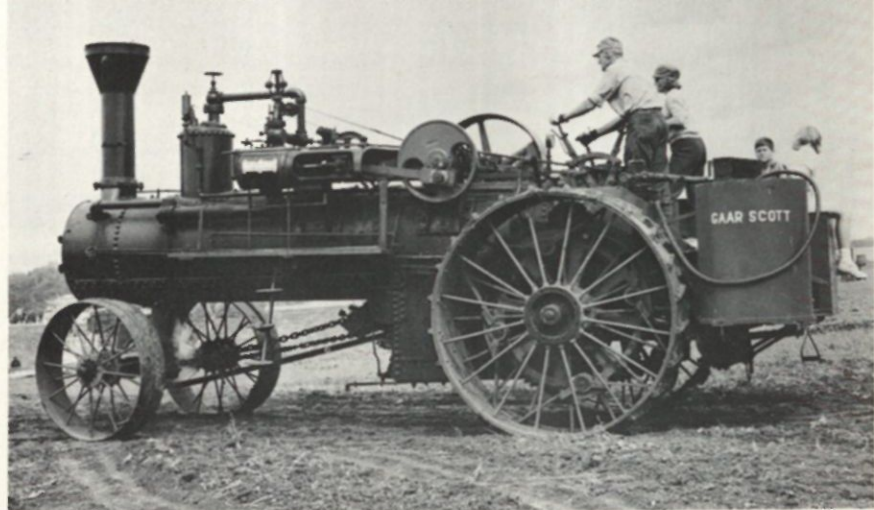
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George Melby's 25 h.p. Gaar Scott steam engine. George purchased it from Severt Thoreson of Henning, Minn. in 1924. It was used for threshing for several years and also on the saw mill for some years. This engine was built by M. Rumley Co. after they bought the Garr Scott Co. in 1911. It was built in about 1916. J. B. Hilling of Coal Valley, Ill. is the engineer. He no doubt is one of the best engineers in the business.

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DAILY JOURNAL



Part of the parade and crowd at the 1967 show. It was estimated that 10,000 people were there in the afternoon to view the show of old steam engines, tractors and farm machinery. This show has grown from about 500 fans the first year to 15,000 or more in the 14 years.

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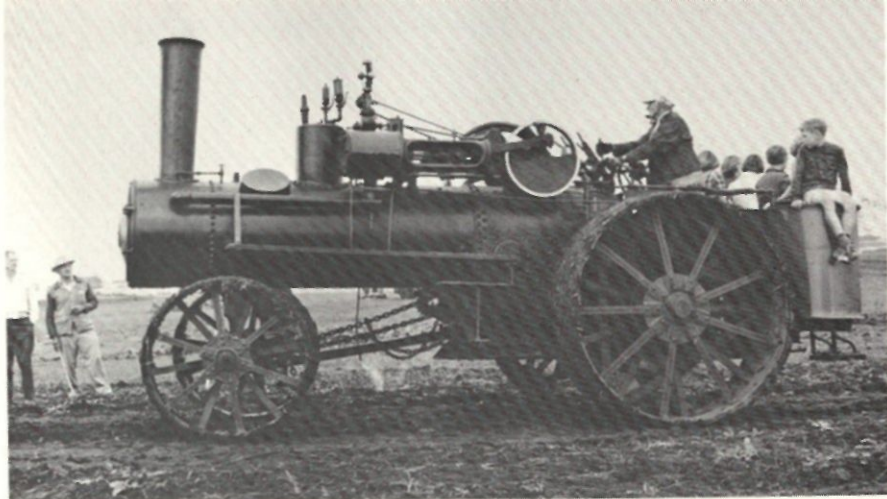


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ASHBY, MINN.



Nels Fossan on the 25 h.p. Wood Bros. steamer. This company manufactured a lot of small grain threshers and also the Humingbird large seperators. They started late in the game in steam engine building. We are not sure how many they built, but they made some 400 engines.

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Stack threshing at the 1967 show. The machine has wing carriers, making it easier to pitch the bundles into the machine. Wing feeders were common on the machines where stack threshing was done. They also saved 2 pitchers. Generally the larger rigs used 4 men, 2 on each stack to pitch into the machine.

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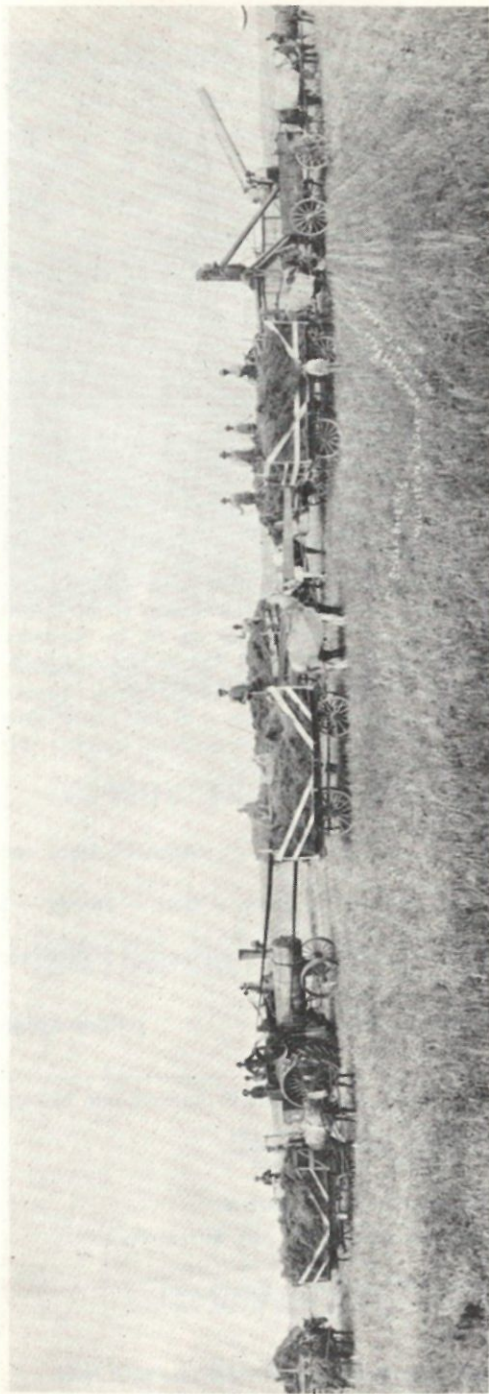
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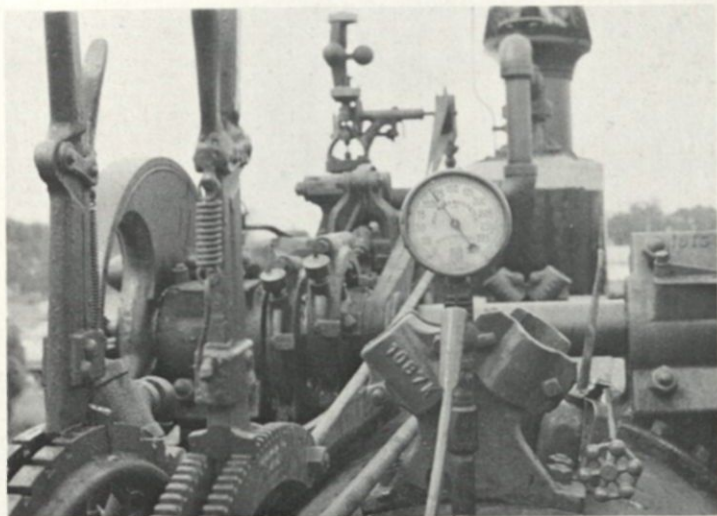
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MILT SMEDSRUD
Ashby 747-4733 Cottage 589-2380



110 h.p. Case engine and Case separator threshing near Williston, North Dakota.
Stokke Bros were the owners.



Back end on the Gaar Scott engine showing the reverse lever on the left side, the clutch in the center and the small lever in front of steam gauge is the throttle lever. Notice the gauge shows 120 lbs. pressure. That is per sq. in. in the boiler. In a steam boiler there is hundreds of tons of pressure, so the boilers are built of steel up to $\frac{1}{2}$ in. thick to take that much pressure.

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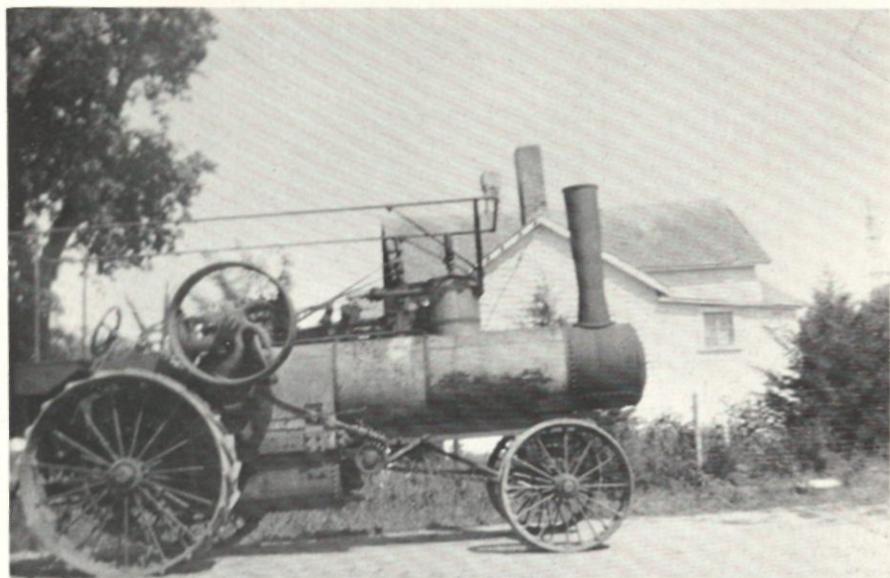
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18 h.p. Aultman and Taylor steam engine, owned by Carl Ruchert. Mr. Ruchert was a member of the club for several years. He moved to Nebraska and took his engine with him. This is a nice engine, runs smooth and handles good. Aultman and Taylor stopped building steam engines about 1924 and were taken over by the Allis Chalmers Company.

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Cutting grain in about 1908. Notice the right hand cut binder, about 7 ft. cut. May-
be a McCormick or Milwaukee. Very few companies made right hand cut binders.
Photo taken on Manley Tollefson farm in St. Olaf Township. Manley on binder,
Carl Casberg, and little boy is Alfred Tollefson.



Finishing up a setting of grain at the show. See Model T Ford truck used to haul grain. Minneapolis 40x64 separator equipped with wing carriers. These separators were used where they threshed fast, such as in the Dakotas. The Model T truck is owned by Glen Melby.

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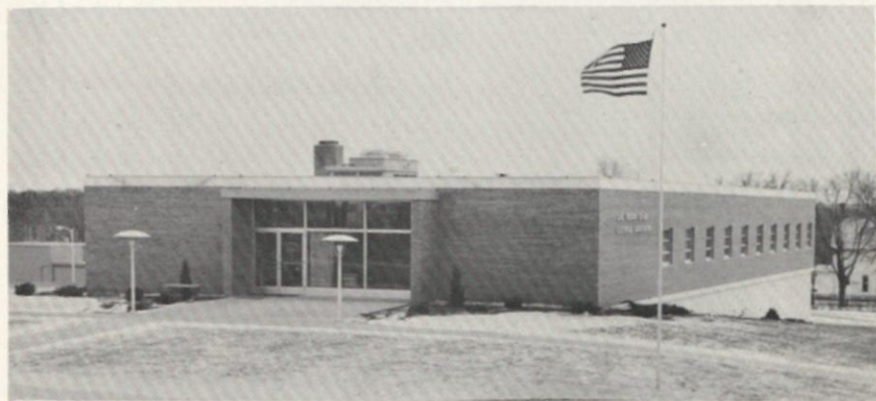
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Stack threshing in Iowa, Year 1920. Minneapolis 44x64 separator and 25 h.p. return flue Minneapolis engine. Note grain hauling was done with horses and triple box on wagon. The field is plowed except close to the stacks. It shows threshing was done late in the fall.

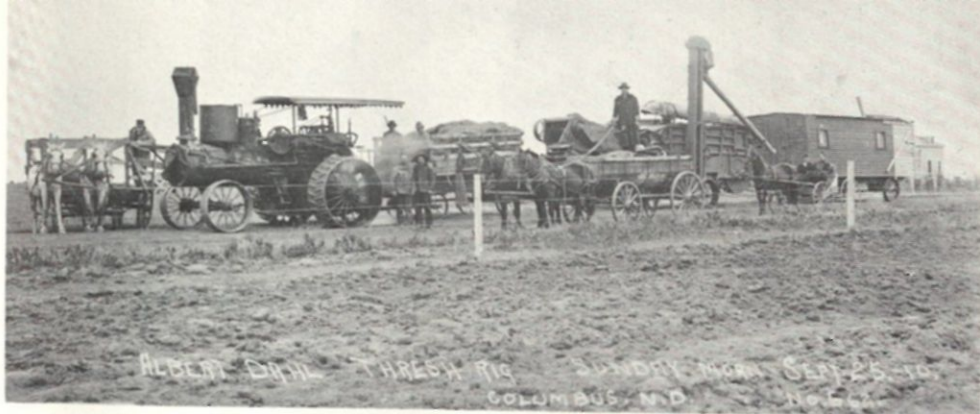


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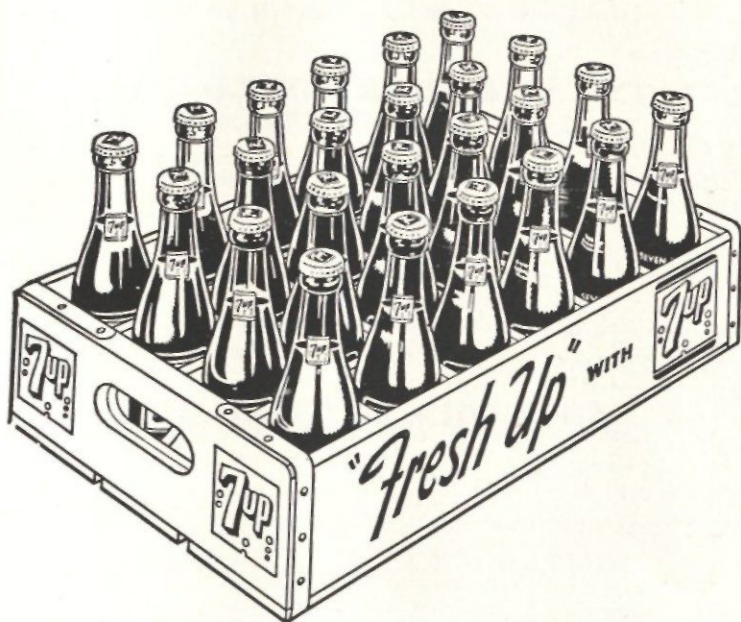
LAKE REGION CO-OP ELECTRICAL ASS'N

HEADQUARTERS IN PELICAN RAPIDS, MINN.

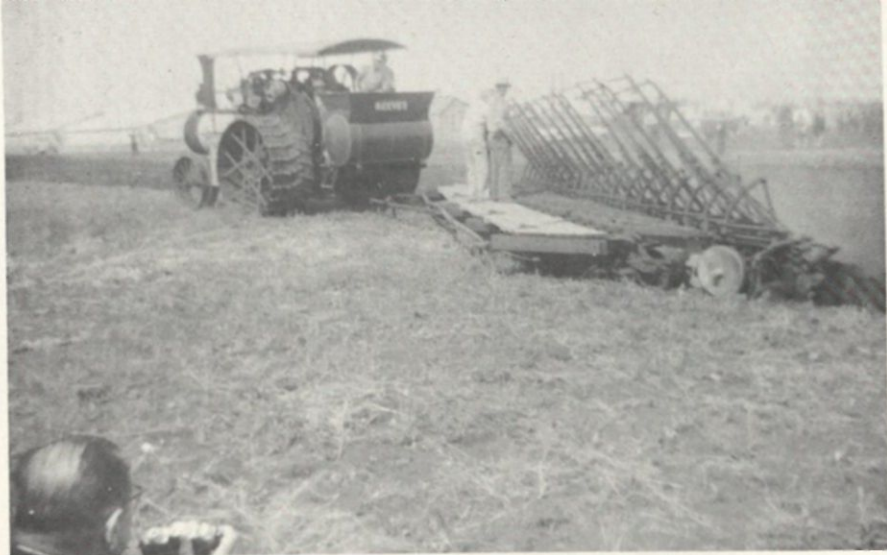
PHONE 3-1171



"Moving the Rig." Taken at Columbus, North Dakota in 1910. Moving on a Sunday morning. Gaar Scott 25 h.p. single cylinder engine. 36x60 Red River Special separator. Note cook car and bunks hauled behind. Note straw cart between engine and separator. This was a common scene in the old days.



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



Plowing with a 32 h.p. Reeves Canadian Special. Pulling 20—14" bottom plow at Pioneer Show at Saskatoon, Canada. They claim this was the largest plow in the world.

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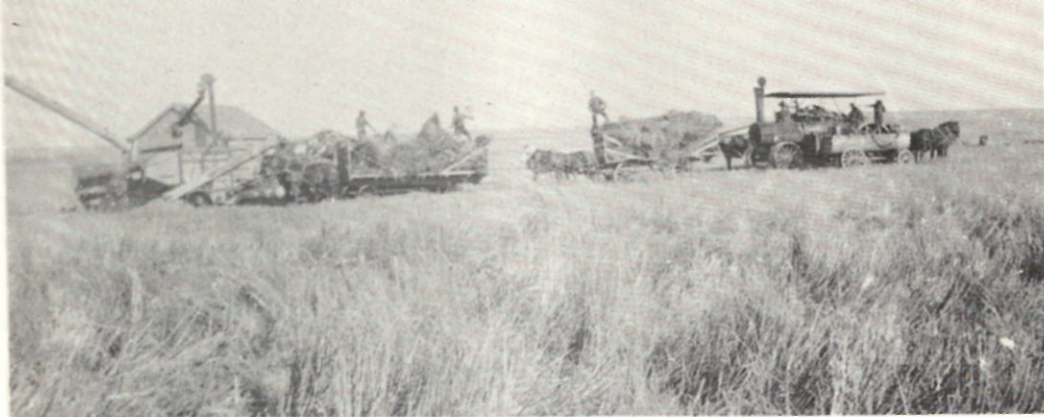
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36x60 Red River Special separator and 36 h.p. Rumley engine threshing in Canada in 1921. Note they were putting the grain into the granary. Otherwise they would run the grain in large piles and haul it out late in the fall and winter.

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Around the corner I have a friend
In this country that has no end.
Yet days go by and weeks rush on
and before I know it a year has gone by
I never see my dear friend's face,
for life's a swift and terrible pace.
He knows I love him just as well
as in the days when I rang his door bell and
he rang mine. We were younger than, we were not busy tired men.
Tired of playing a busy game, tired of trying to make a name.
Tomorrow I say I'll call on Bill, just to show that I am thinking of him still,
But tomorrow comes and tomorrow goes, and this distance between us grows
and grows.
Around the corner, yet miles and miles away
Here's a telegram sir, Bill died today.
And that's what we get and deserve in the end, around the corner a departed friend.
So is life from beginning 'til end, what we should have done, becomes our grief
in the end.

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Olin Thompson, engineer and Elton Helleckson on the 25 h.p. Advance Rumley. This is the largest engine the Advance Rumley Co. built.

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Stack threshing. Place unknown. The engine is a under-mounted return flue. Several companies manufactured under-mounted engines, but were straight flue. This is a rare photo. We guess it is a Star engine, made by Aultman engine and Thresher Co. of Canton, Ohio.

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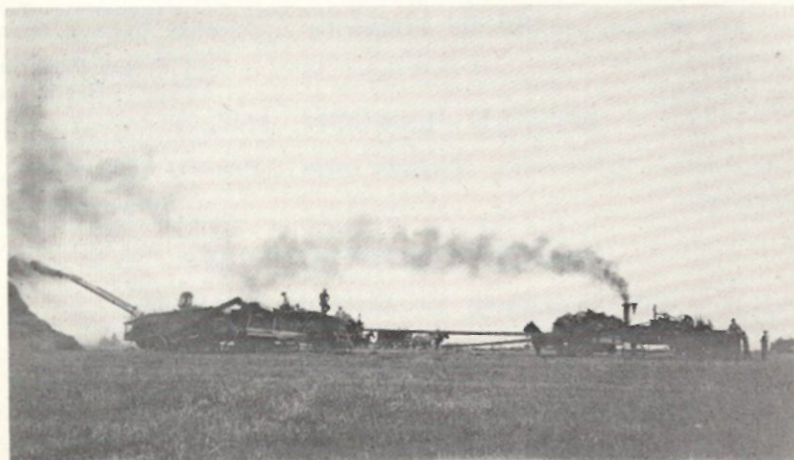
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These pictures were taken in the fall of 1922 at Ashton, South Dakota. The rig was a 25-75 Case steam engine and 36x60 Advance Rumley seperator. This rig was owned by Oscar and Clarence Nelson of Ashton. Oscar comes to enjoy the show each fall.





Minneapolis Universal tractor owned by David Hanson of Elbow Lake, Minn. This is a 1911 model. As we understand, the M. Rumley Co. bought the patent rights from the Minneapolis people and manufactured these tractors under their name.

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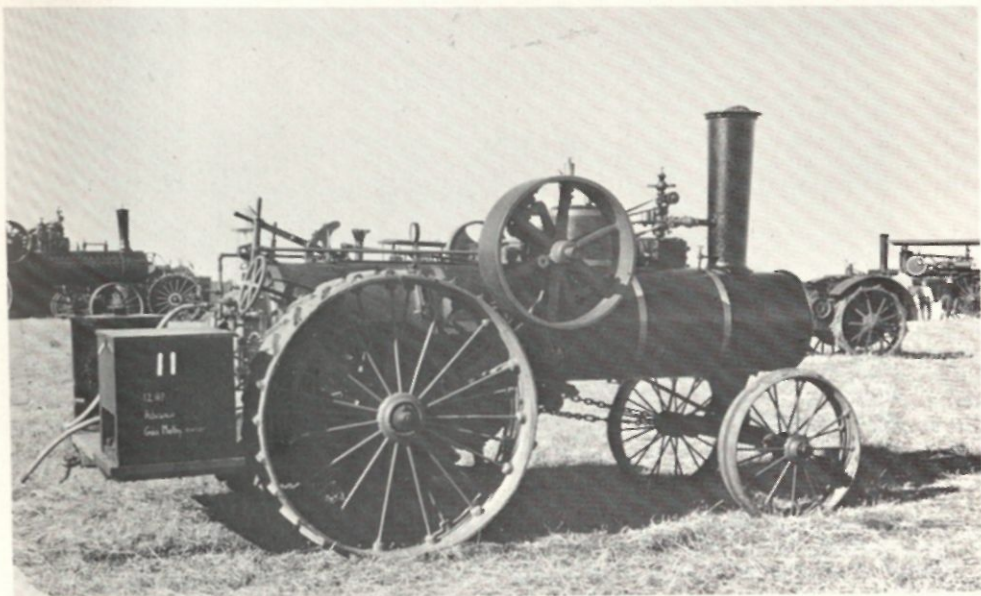
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12 h.p. Advance engine owned by George Melby. These small engines were used in the East where the farms were small and hard to get through the crooked, narrow roads. They could do a lot of work for their horsepower.

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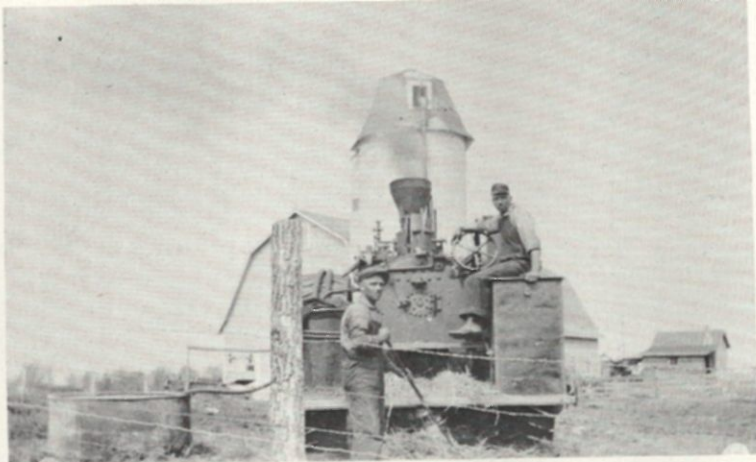
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Filling silo at the Neely Gray farm near Ashby, Minn. Year 1921. 22 h.p. Advance engine firing with straw which was used by nearly all threshers in those days. Silo filling was common in those days mostly done with steam power as very few farm tractors were available.

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Horses in the parade at the fall festival at Dalton in 1967. Gary Swendsrude of Dalton is the owner of these ponies. There are several small horses in the Dalton community.



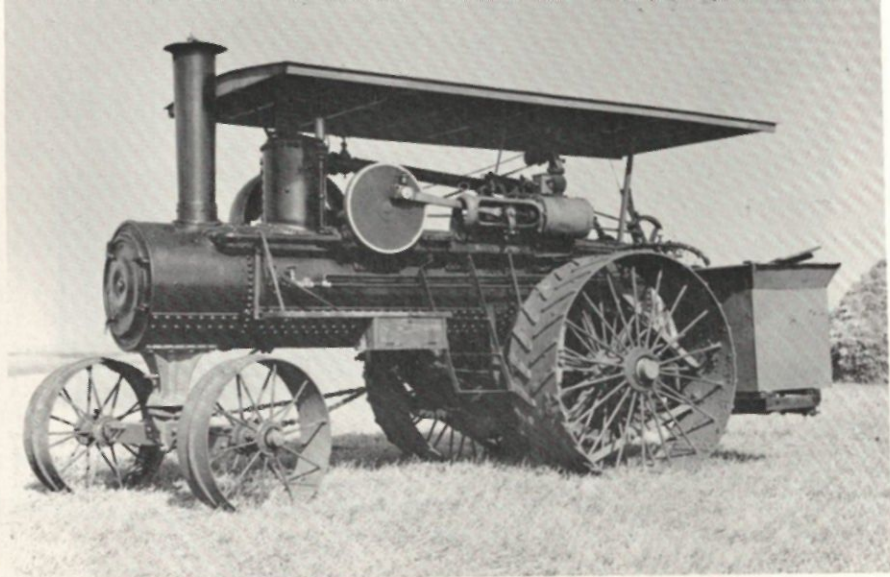
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Nichols & Shepard 25 h.p. steam engine owned by Kenneth Bratvold of Ashby, Minn. These engines were built with 6-in. gear and $\frac{1}{2}$ in. boiler plate. They were one of the first to comply with the Alberta, Canada boiler laws which were the most rigid in the nation.

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65 h.p. Case engine. Clifford Olson is the owner of this fine engine. Clifford bought it from Hjalmer Grant of Osakis, Minn. Clifford is a member of the threshers club.



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6-cylinder Rumely tractor at the show. These tractors are hard to find. They were very good tractors. Plenty of power for the job. Owner is Harold Myron of Elbow Lake, Minn. Harold is a new member of the club. We welcome him.

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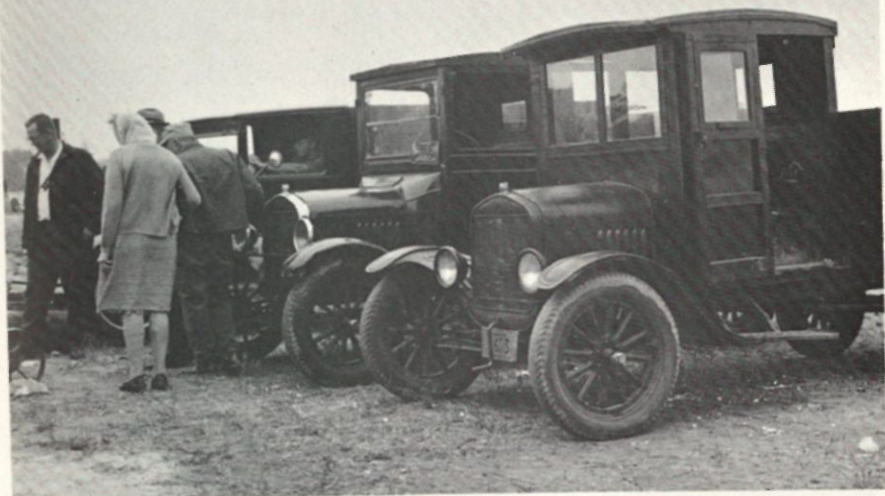
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Model T cars and trucks line up side by side at the 1967 show.

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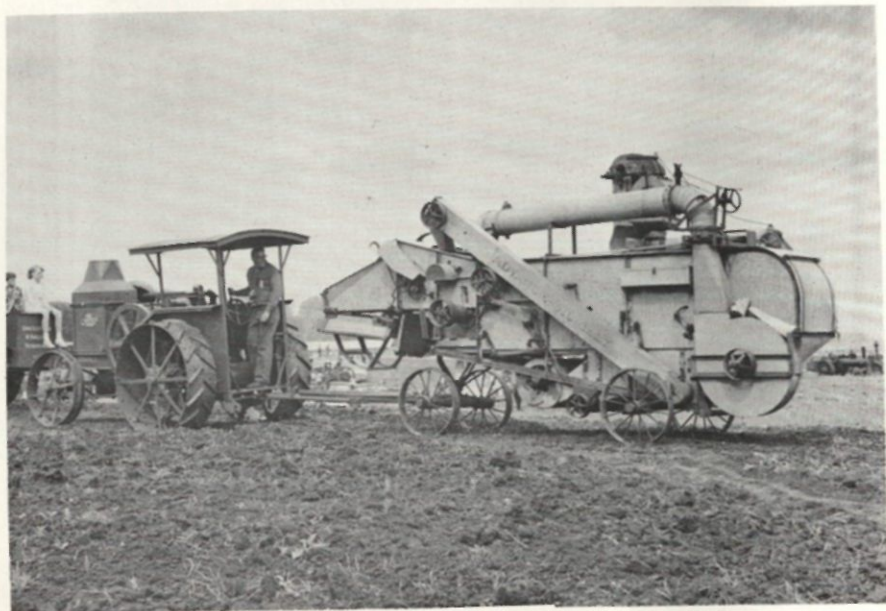
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16-30 Oilpull tractor bought by David Hanson from Peter Bitzan of Evansville, Minn.
It was used in the Evansville community by Bitzan for many years,
threshing and sawing lumber.

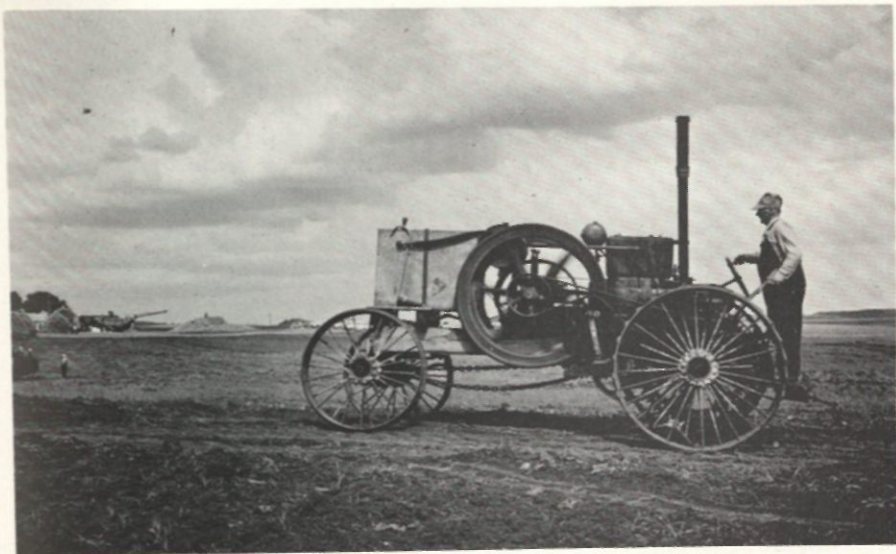


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Peter Bitzan's home-made tractor. The engine is a 20 h.p. Witte gas engine mounted on an old Minneapolis steam engine running gear. Pete built this tractor when 17 years old, and threshed for his neighbors for many years north of Evansville, Minn. Pete is a member of our threshers club and takes a lot of interest in it.



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30 h.p. Huber engine. Present owner is Henry Johnson of Dalton. He purchased it from Clinton Jackson of Mondovi, Wis. Gilbert Kirkeby is the engineer. Clarence Langeland is also helping him.

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A Trial of the 1910 Model of the Sageng Thresher occurs in Dane Prairie

The Machine Works to the Satisfaction of all, and Does Rapid Work

This writeup taken from the Fergus Falls Weekly Journal, May 26, 1910

A field trial of the 1910 model of the Sageng gasoline combination thresher was made at the farm of Ole Fossan in Dane Prairie on Wednesday and Thursday.

During the past winter the design of the machine has been materially changed, and those who saw the machine which operated so successfully this week, scarcely recognized its resemblance to the new one which they saw working last year. The thresher had just been completed at the works in St. Paul, and arrived in Dalton for its first operation. It was but natural that Mr. Sageng should want to have the first trial of the machine in the vicinity where he was raised. He was gratified at the success of his invention. Arrangements had been made with Mr. Fossan to keep his entire crop unthreshed until the machine was ready for its trial. It was run out from Dalton over a very hilly, and in some places, soft road and handled itself with perfect ease. The machine was started Wednesday noon in the presence of a large number of neighboring farmers and a lot of threshermen. Mr. Halvor Sageng, the inventor, came to the city and took out a party, consisting of Hon. C. J. Wright, Gunder Bartleson, Vernon A. Wright, E. A. Jewett and Mr. and Mrs. Elmer E. Adams to see it work.

The grain had been well stacked and when it was opened up, it was found in excellent condition, although a trifle too dry. The machine ran all that afternoon without a hitch, and at times, threshed 150 bushels an hour, which is very fair running for a 36-inch cylinder machine. Those present watched the blower very closely and found that all the grain was saved.

The machine was in charge of Mr. Anderson, superintendent at the St. Paul plant, and three assistants. After finishing threshing at Mr. Fossan's, it will be taken to North Dakota, and then to South Dakota, where grain has been saved in order to enable threshermen and those interested in the enterprise, to see a demonstration.

The machine brought to Dalton is the first one that has been completed this year, but another is practically completed and will be taken to Texas the coming week.

About 150 men are employed in the factory at St. Paul, and material has been purchased for 100 machines, which it is hoped will be completed, if possible, in time for the threshing this fall.

The test showed that the machine was consuming about four gallons of gasoline per hour. Mr. Fossan's grain was yielding well, and if it continued to hold out, he estimated that he would get 23 or 24 bushels of wheat to the acre. If the thresher continues to work as well as it did in its demonstration at the Fossan farm, it is certainly going to meet all the claims which have been made for it.

Mr. Sageng lived on a farm some 4½ miles west of Dalton, Minn. They manufactured four sizes of machines: 28x50, 50 h.p. engine; 32x54, 60 h.p. engine; 36x60, 70 h.p. engine; and a 40x64, 80 h.p. engine. All motors were 4 cylinders. At least some of the machines had Garden City feeders and wing carriers.





25 h.p. double cylinder Gaar Scott engine was built by the Gaar Scott & Co., Richmond, Ind. New in about 1910, was demonstrated at Minnesota State Fair. Purchased by the late George Huggett of Henning, Minn. Purchased from Huggett in 1919 by George Melby and Albert Gilbertson. Resold in 1920 to Joseph and Ralph Melby. Was used in the Dalton area until 1938 threshing, and then was used in a saw mill for a few years. Alvin Young has operated this engine at the show for many years. Ralph Melby, owner.

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22 h.p. Avery undermounted plow engine. They were designed for heavy traction work. The engine and gearing and also the wheel brackets were free from the boiler so no matter how hard the engine pulled there was no strain on the boiler, similar to the locomotives. The Avery Co. built straight flue and return flue engines. They built up to 40 h.p. in the undermounted style. Henry Johnson purchased the engine from Clinton Jackson of Mondovi, Wis.

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Part of the crowd around the rig before threshing got underway. Pete Bitzan's tractor is in the foreground. The Rumely steamer is belted to the separator.

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BATTLE LAKE, MINN.



John Neperud and David Hanson sawing shingles at the 1967 show. John is a member of the Lake Region Pioneer Threshermen's Club, and also the Western Minnesota Steam Threshers at Rollag, Minn.



Lloyd Larson sawing lumber at the 1967 show. Many thousand feet of lumber are sawed each year at the show. Lloyd has been with us for many years with his saw mill.



Iver Hanson oiling up his gas engine. He has several makes of mostly small engines. He is a well driller by trade. He lives on his parent's home farm near Ashby, Minn. Iver is a director of the club.



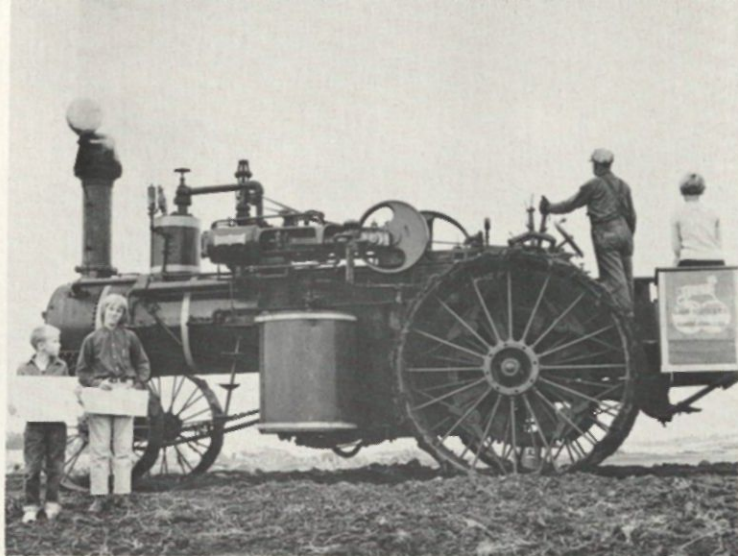
President of the club, Dale Akerman, driving the 12-24 Hart-Parr tractor. This tractor was owned by Peter Bitzan of Evansville, Minn. Ralph Risbrudt purchased it from Bitzan some years ago, and is the present owner.



Richard Akerman driving his dad's Rumely Do-All tractor. These tractors were made by the Advance Rumely Thresher Co. in the 1920's, and were intended to take the place of nearly all small tractors on the farm. It was equipped to change to a regular tractor with wheels in front if needed.



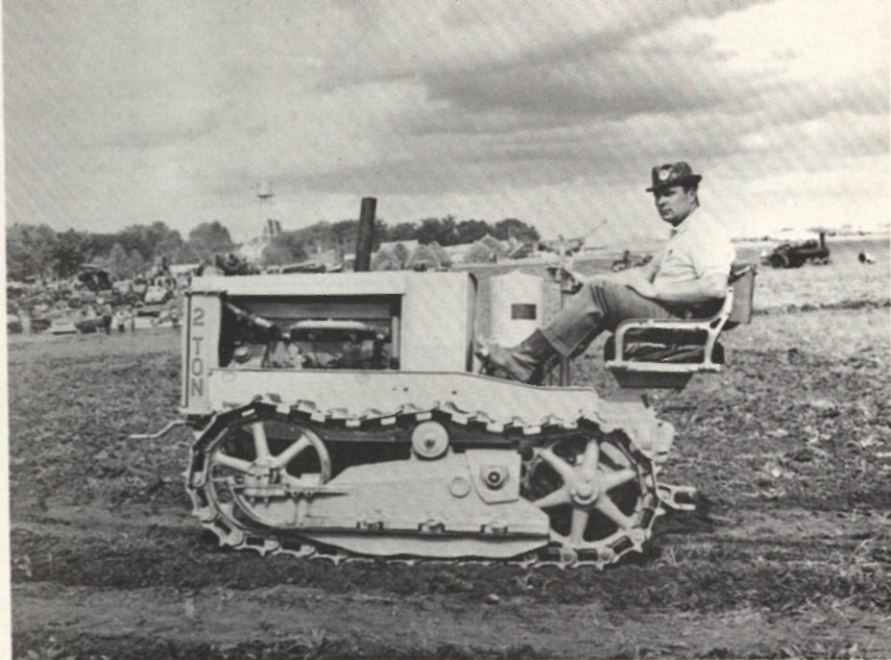
Pitching bundles into the 40-64 Minneapolis thresher. This seperator was purchased from Martin Zumach of Ortonville, Minn. some 12 years ago. The wing carriers were put on later.



25 h.p. Gaar-Scott steam engine, steamed up and ready to go. Henry Lebacken of St. Cloud is the engineer. Roberta Overgaard, 1967 Queen of Steam, is seated on the coal bunker. Ralph Melby bought this engine from Ed Boyl of Young America, Minn. several years ago and restored it to the present condition.



Ted Lang and his model Case engine. Ted built this engine in his own shop at Hector, Minn. Everyone says, "how did he do it?" Only Ted could do it under the conditions as they were. Ted is an expert mechanic.



Holt 2-ton Caterpillar tractor. John Halvorson is owner. Lavern Simdorn is the operator. This tractor was owned by Peter Bitzan of Evansville, Minn.



14 h.p. Minnesota Giant owned by Glenn and Ralph Risbrudt. This engine was manufactured by the Minnesota Thresher Manufacturing Co. of Stillwater, Minn. about 1886. The chain drive was the company's first tractor engine, was intended to only haul itself around from place to place. There were several companies making chain drive around this time, but all went to the gear in place of chain.



Minneapolis threshing rig. Year 1912. Threshing north of Elbow Lake, Minn. John Berger owned the rig. Courtesy of Olin Thompson.



F-14 Farmall tractor. Bratvold Bros. of Ashby, Minn. are the owners.



Roberta Overgaard, Henry Lebacken, John Halvorson and Sandy Olson, taking a ride on the Gaar Scott. Roberta is the Queen of Steam for the 1967 Lake Region show. Sandy is the 1967 Queen of Steam of the Western Minnesota Steam Threshers Assn. at Rollag, Minn.



Stack threshing somewhere in Minnesota. See straw cart in front of the grain stack. That was hauled between the engine and separator. Fireman would stand in the cart and used a 3-tined fork to push straw through the firedoor into the firebox. Courtesy Olin Thompson.



Olin Thompson was the owner of this steam rig. The engine is a 22 h.p. Geiser and Minneapolis separator. Olin threshed for many years north of Elbow Lake, Minn. He is now one of the engineers at our show. Courtesy Olin Thompson.

MINNESOTA FOREST SERVICE

St. Paul, Minnesota

March 20, 1914

Mr. Edwin Ronning,
Dalton, Minn.

Dear Sir:

Your name has been given to me by the boiler inspector, in whose district you are located, as owning a portable engine. You will note under Section 14, beginning on Page 6 in the enclosed pamphlet, the requirements in regard to spark arresters. I would say that for coal-burning engines the mesh should be not greater than two and one-half to the inch, which is about an opening of one-fourth inch square, and for wood-burning engines, the opening should be not more than one-eighth inch square. You will please note that the ash pans shall be so constructed as not to drop live coals.

The Forest Ranger in whose district you are located, will from time to time acquaint himself with the condition in which your spark-arresting equipment is maintained.

It might appear that there was little danger of setting fires from these engines, but our records show they are a considerable fire menace when unprotected. This particular work is to be taken up more extensively in the future, and we look for your earnest cooperation and support.

Very truly yours,
Wm. M. Byone

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 kernels from the cut grain. Wincrowing baskets and the wind seperated the straw from the 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 the 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 two men to turn, and the next step was tread power. By this arrangement one, two or even three horses walked on the incline travelling platform which transmitted power to the grain seperator. The job of wincrowing 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 machines grew in size, the tread power system gave way to horse power sweep. By this means, eight or even twelve head of horses were hitched in teams to a circular table, driving fairly large seperators 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 4,000 years. Most of the 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 seperators were being equipped with self feeders. Twine tying of bundles incorporated in a reaping machine by Deering in 1876 added greatly to the efficiency of harvesting and threshing. By 1900 the threshing machines, much as we know it today, dominated the harvest fields, complete with wind stacker, high bagger and weigher.

From 1910 to 1920 giant steam rigs threshed in the western states and Canada. Engines up to 45 h.p. and threshing machines ranged up to 44x72. These rigs could clean up a 160 acre field in a day's work, using up to 14 bundle teams, plus four pitching into the machine and an extra four men were used in the field to help load the bundles. Old time threshers refer to this period as the "good old days."

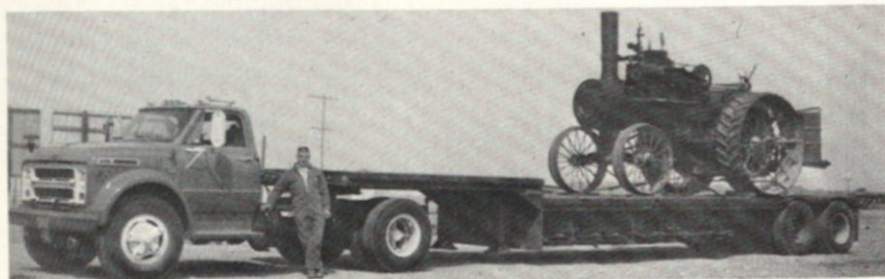
In the meantime, inventive men worked on the idea of a combined harvester-thresher. D. C. Matteson sold a combine out of Stockton, Calif. in 1867. His patents were bought out by Holt, and in short order, huge machines with a cut up to 36 feet were successfully used in California and Washington. They were ground-driven, pulled by up to 36 horses or mules. In 1922 Massey-Harris placed a combine on an experimental farm. Since then thousands of various makes have been placed in operation throughout the states and Canada, seemingly the last word in harvesting efficiency. Will we see the day when these giants will be rendered obsolete as the sickle and the flail?



Old time threshing rig and crew threshing on the John Busacker farm near Lydia, Minn. Year 1897. Ed Killian and Charles Laabs owners. They were uncles of



Picture taken in 1869 near Klevenville, Wis. of Henry Skinrud's father on rake, Erick Skinrud and wife in the buggy. Aunts and uncles in front. Erick was Henry's grandfather.



Evavold Trucking Service

RICHARD EVAVOLD, Owner

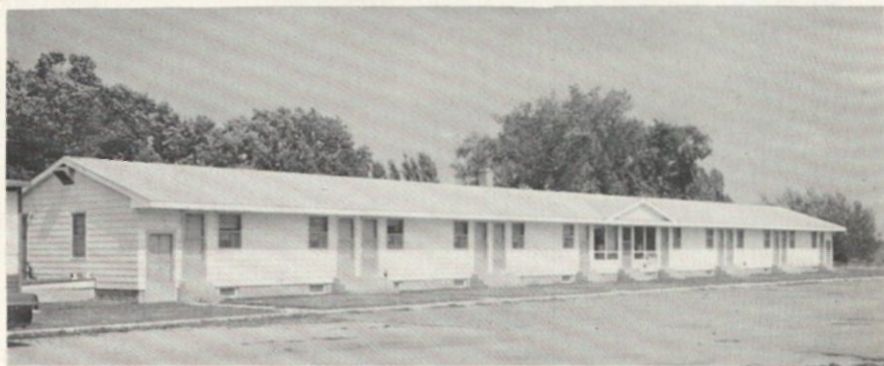
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Ashby, Minn. 56309



The log cabin above is one of the first built in this part of the country, located in St. Olaf Twp. on the Nels Fossan farm, on the north side of beautiful Lake Sewell, Section 22. A homesteader, named Walcott settled there in 1868, cabin built the same year. William Martin bought it in 1871. He and his heirs, Nelson P. Martin, T. L. Martin, Matilda Bowman, William H. Bowman and Gordon C. Allen owned it until 1919 when it was bought by Charles Tripp. It was purchased by Nels Fossan in 1941. It has not been occupied for about 5 years, but is in liveable condition.
Courtesy Nels Fossan, Dalton, Minn.



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ORGANIZATION OF OTTER TAIL COUNTY

The name "Otter Tail" is applied not only to the county, but also to its largest lake, to a river, a township, and to a village. At the head of Otter Tail Lake is a narrow ridge of land about a mile long by two or three rods in width, and curved to the contour of the head of the lake. This peculiar strip has been forced up by ages of expanding ice. It was this fantastical topographical feature that suggested to the Indians, the name, Otter Tail.

The first mention of Otter Tail County in the history of Minnesota appears in an act of the State Legislature that was passed March 18, 1858. This act gave this county its first territorial limits. The county seat was temporarily established in Ottertail City, not to be confused with the present village of Ottertail. Although Otter Tail County was first defined by the Act of 1858, it was not until 10 years later that the county was formally organized with a complete set of county officers.

On March 16, 1868, the legislature acted to organize the county. This act specifically provided for the appointment of commissioners by the governor. As a result, the county started its career with the first meeting of the commissioners, who were Marcus Shaw and Chauncey Whiting, on September 12, 1868. This first meeting was held at the house of Mr. Whiting in Clitherall. Due to the fact that the majority of the people of the county were living in the Clitherall area in 1868, the commissioners met in the village of Clitherall for the transaction of business for about two years. This was done despite the fact that the county seat was supposed to be located at Ottertail City.

By 1870 the population had grown, therefore a permanent county seat was desired. The legislature passed an act on February 28, 1870 to move the county seat to the southwest corner of Section 32 in Tordenskjold Township. This act failed to include a provision for allowing the people to vote on the question, and as a result, it was rescinded by the next legislature. However, before that time the commissioners had ordered a \$1,000 court house and jail built at Tordenskjold, but the act of 1871, removing the county seat to Ottertail, became effective before any steps were taken.

The county seat was fairly well established at Ottertail City when affairs in the county took a turn which was ultimately to cause the aspiring village to lose the seat of justice and its very existence as well. The year prior to the location of the county seat in Ottertail City, the Northern Pacific Railroad had planned to extend its line through the county by way of the village. But when it came to getting the right-of-way, it encountered violent opposition on the part of Thomas Cathcart, one of the largest landowners in that vicinity. The stubbornness of this man was undoubtedly the cause of the railroad leaving the village many miles from its line. And eventually resulted in the county seat being transferred to Fergus Falls.

On March 4, 1871, the legislature passed an act providing for the organization of a new county to be known as Holcomb, with its county seat at Fergus Falls. The area of this proposed county covered from the southeast corner of St. Olaf Township, north to the northeast corner of Candor Township, west along the present northern line to the northwest corner of Scambler. Then six miles south and six miles west, then south to the present southern boundary. This included the six townships of Norwegian Grove, Trondhjem, Oscar, Carlisle, Orwell and Western, then a part of unorganized Wilkin County.

An election was held in Otter Tail County on whether or not to establish this new county. The result in Otter Tail County showed a majority of 149 against the establishment of the proposed county. The vote in the village of Fergus Falls showed 201 for, and only seven against the proposition.

Two acts in the legislature on Feb. 28, 1872 set the county up as it is today. It proposed the moving of the county seat to Fergus Falls and attaching Range 44 (the six townships mentioned before from unorganized Wilkin County) to Otter Tail County. The Hon. E. E. Corliss represented the county in the lower house of the legislature during this session. He is responsible for these town acts and possibly for holding the county together.

There was one last effort to divide the county. An act of the legislature on March 10, 1873 tried to detach 25 townships from the eastern part of the county and attach the same to the county of Wadena. In November, 1873 an election was held on this proposal. For a sec-

ond time Otter Tail County wished to retain its existing limits, and the vote of 64 for and 849 against is proof that a majority of the voters cherished no resentment against Fergus Falls because of the county seat fight the previous year.

The first township organized in the county was Clitherall on Oct. 24, 1868. The 62nd and last township to be organized was Dead Lake on March 24, 1897. Names of townships often tell the tale of the people settling in the area. Such names as St. Olaf, Tordenskjold, Aurdal, Aastad, Nidaros, Norwegian Grove, Oscar, Trondhjem, Sverdrup and Amor bear ample witness to the Scandinavian population of the county. Being a county of over 1,000 lakes, many of the townships are named for lakes, such as Pine Lake, Star Lake, Rush Lake, Battle Lake, Eagle Lake, Leaf Lake and Dead Lake.

A few of the old settlers succeeded in leaving their names to townships. The names of such old settlers as Ernest Buse, Steve Butler, James Compton, E. E. Corliss, George W. Dunn, Peter Erhard, E. A. Everts, Capt. Inman, Robert Scambler and Major George W. Clitherall.

Many of the townships were organized under different names than they now have. For example: Oxford (St. Olaf); Union (Tumuli); Blooming Grove (Tordenskjold); Jasper (Parkers Prairie); Rose Lake (Hobart); Arlington (Effington); Christiania (Oscar); Nashville (Gorman); Dovre Fjeld (Leaf Mountain); Florence (Friberg); Grant (Compton); Wrightstown (Woodside); New York Mills (Newton); Norman (Sverdrup); East Battle Lake (Henning); St. Agnes (Maplewood); Runyon (Homestead); Cuba (Edna); and Liberty (Orwell).

In 1860 J. S. Sewall published one of the first maps of Otter Tail County. According to this map, there were at that time four so-called villages in the county. They were Echota, 8 miles northeast of the present city of Fergus Falls, Bonita, at the southwest end of Otter Tail Lake, Waseata, about four miles southwest of Fergus Falls, and Marion, on the south side of Otter Tail Lake. And of course, Otter Tail City, on the extreme east end of Otter Tail Lake.

In 1858 Otter Tail City consisted of five log buildings. The census taken in 1860 placed about 200 people in the area of Otter Tail City. During the civil war, all but a very few of these settlers left the area. Some came back after the war, but by a few years after the county seat was moved to Fergus Falls, the village became depopulated, and soon became farm land.

The first and, in many ways, the most interesting settlement made in Otter Tail County was that known as the Mormon settlement, near Clitherall Lake. This settlement was made in 1865 by a little band of Mormons from Iowa. In May of 1865, this band, consisting of seven families, found the delightful location bordering on Clitherall. There they camped, taking possession of the land in the midst of half-savage Indians and in the center of their best hunting and fishing grounds. In August of the same year ten families from Crow Wing, old friends and neighbors of the same faith, joined the settlement.

By hard work, treating the Indians fairly, the little settlement soon grew and prospered. The success of the settlement drew other settlers into the area and the population of what is now Clitherall Township, increased more rapidly than any other part of the county.

COUNTY OFFICIALS THEN AND NOW

County Commissioners — 1868: Chuncey Whiting and Marcus Shaw; 1968: Sam Nycklemoe, Otto Haase, Bennie Johnson, James Bucholz and Harvey Morrill.

County Auditor — 1868: Sylvester J. Whiting; 1968: S. B. Johnson.

County Treasurer — 1869: Marcus Shaw; 1968: George Nelson.

Register of Deeds — 1868: George W. McComber; 1968: Helen Skramstad.

Sheriff — 1868: Jesse Burdock; 1968: Carlton Mortensen.

County Attorney — 1870: E. E. Corliss; 1968: Harlan Nelson.

County Coroner — 1874: S. H. Beardsley; 1968: Dr. Carl J. Lund.

County Surveyor — 1872: W. H. Tull; 1968: Robert B. Oslund.

Supt. of Schools — 1869: William M. Corliss; 1968: Vernon E. Bachman.

Judge of Probate — 1868: Charles Sperry; 1968: Owen Thompson.

Clerk of District Court — 1871: William M. Corliss; 1968: Myrtle Logas.

Information taken from the History of Otter Tail County, by John W. Mason



First church and school house in Otter Tail County (Dist. No. 1) Clitherall, Minn.
Courtesy of Edna Fletcher, Clitherall.



First store in Otter Tail County. 1865. Clitherall, Minn. Courtesy Edna Fletcher.



Rueben Oakes' log cabin. One of the oldest in the county. Clitherall, Minn.
Picture courtesy Edna Fletcher.



First Church of Jesus Christ. Dedicated January 1, 1871.
Picture courtesy Edna Fletcher.

CENTENNIAL OF OTTER TAIL COUNTY

In 1864 the Church of Jesus Christ was located at Manti, Fremont County, Iowa. Near what is now Shenandoah. They had been told they would journey to a land of many waters, and they were in hopes that Alpheus Cutler, the leader of the church, would go with them, but he passed away on Aug. 10, 1864. After his death, the country being deluged in war and bloodshed, it was decided to go north and seek a place of safety. On Sept. 29, 1864, the Lewis O. Denna, Sylvester Whiting, F. Lewis Whiting and Marcus Shaw and some of the families started on their long journey in covered wagons. They reached Crow Wing when winter set in where they stayed for awhile. On Feb. 14, 1865, they again started on their journey. As they came nearer here, they were warned not to come here, it being so soon after the Indian massacre at New Ulm in 1862. But they had a firm purpose in coming here. After a long and hard journey, they arrived at Otter Tail City. There, they rested their teams awhile. Then they went on to Battle Lake, but were not satisfied that this was the place to locate, so five of the men started out and reached the north shore on Clitherall Lake. It was decided this was the place to locate. The following were in the group that came: Mr. and Mrs. Lewis Whiting and their five children, Emma, Lu, Ella, Arthur and baby Mae., Mr. and Mrs. Calvin Fletcher and five children, Edmund and Augusta Whiting and three children, Jessie and Nancy Burdick and baby boy, John and Mary Fletcher, Isaac Whiting and his bride of a year, Carmelia Whiting, Sylvester Whiting (his wife stayed in Crow Wing until later), Marcus Shaw, Lewis Denna, Erastus Cutler and James Badham.

On the 5th of May, 1865, the pioneers planted themselves and families upon "The Chosen Spot." There alone, and far from friends and relation, the country a wilderness, and their neighbors, the Indians, this little band of pioneers pitched their tents, and ere the sun had reached the western horizon, laid the foundation of the first permanent settlement in Otter Tail County.

The obtaining of a livelihood was the next business at hand. Sixty acres of prairie was broken and planted to different kinds of grain and vegetables. A log and brush fence was constructed to protect their fields and garden from the stock.

The providing of shelters for the families was the next matter at hand. The men worked together like a band of brothers and almost daily the body of a log cabin was erected. These, after being properly fitted, were covered with long shingles, or shakes, as some call them. The floors, doors and even window casings all had to be hewn out with the broad axe. This required time and much hard labor. Nevertheless, fourteen of these simple structures were erected and they gave the place somewhat of the appearance of a frontier village. Preparations were being made for the group from Manti, who were to come later.

On May 1, 1865 the group from Manti started on their journey for Minnesota. Men from Clitherall would go on horseback to the cemetery hill and watch for their coming. On the last day of July, 1865, the following members arrived: Chancey Whiting, Joseph Fletcher, Edmund Fletcher, Lyman and Hiram Murdock, Uriah Eggleston, Henry Way, Almon Sherman, William Mason, Ruben Oakes, Mr. Stillman, DeWitt Sperry, all with their families. Also Mrs. Sylvester Whiting and children, Mrs. Shaw, Mrs. Denna, Mother Cutler, Mrs. Martha Cutler, Emily Pratt, Laura Lang, Tom Mason, Mr. Olmstead, Charles Sperry and Almon Whiting. It was a very pleasant meeting after about ten months separation.

Joseph Fletcher was my husband's great grandfather; Edmund Fletcher and Hiram Murdock his grandparents.

Several trips were made to White Earth to see Rev. John Johnson and Indian chiefs. A treaty was made, which was never broken by either party. The treaty was written by Chancey Whiting. Our folks wanted to live peaceably with the Indians, who were their neighbors.

Chancey Whiting had a tin shop, Edmund Fletcher the blacksmith shop, Isaac and Lurett Whiting the wagon shop, Sylvester Whiting a store and later a post office was added. Warren Whiting learned the art of photography from Mr. Runion at an early day. Almon Whit-

ing made chairs. Some are still treasured by the owners and referred to as the "Whiting chairs." There are some on display in the historical room at the court house in Fergus Falls.

The mail route, having been extended from Brandon, then called Chippewa, to Otter Tail City. The mail was carried in the winter time on a singularly constructed sled, drawn by two or three dogs, harnessed to the same, and attended by a halfbreed driver on snow shoes. Sometimes a lone passenger or sack of flour was conveyed from point to point.

A house of worship was built and dedicated Jan. 1, 1871. Chancey Whiting offered the dedication prayer. A school house was built south and east nearer the lake. It had two doors for safety. This school burned and another was built which has been remembered through the years as District No. 1.

THE ORGANIZATION OF THE COUNTY

Soon after the establishing of the settlement and when a few neighbors had gathered around them, a proposition was made to have some kind of an organization effected. There being so few inhabitants at the time, this district was first attached to Douglas County for judicial purposes. Three commissioners were appointed viz: Chancey Whiting Sr. of Clitherall, E. J. Lacy and Andrew Johnson of St. Olaf. Mr. Marcus Shaw was appointed clerk and Mr. Charles Sperry (in course of time) was appointed probate judge. Mr. William Corliss of Clitherall was subsequently made school superintendent. This looked like a small beginning for the new county. Nevertheless, it seemed to be about as much as they were able to endure, as they had no guide, books, blanks or anything much better than birch bark upon which to keep their records. They received no tax or public funds. Schools for a time were kept up by subscription. Miss Zeruah Sherman had the honor of being the first teacher, which she continued for three terms.

I will say here, Chancey Whiting, Marcus Shaw, Charles Sperry, William Corliss and Zeruah Sherman were members of the Church of Jesus Christ at Clitherall.

FOURTH OF JULY CELEBRATION

On the 4th of July, 1869, they held their first celebration and perhaps it was the first observance of the kind in Otter Tail County. A number from St. Olaf, Silver Lake and Oak Lake assembled with them and joined in the exercises of the day. They spoke of the general causes which led to the framing and signing of the declaration of our national independence and the sacrifice required in maintaining the rights of freedom. The exercises at the stand being concluded, the people were formed in procession and with music, marched to a table spread with abundant refreshments for the assembly. Thanks were offered by Charles Sperry.

OLD SETTLERS MEET

In the first organized township, in the first organized school district, and upon the first homestead filed upon in the county, the pioneers of Otter Tail County met on Thursday, June 17, 1897 to hold the first announced reunion of the Old Settlers of Otter Tail County.

It was held at the home of Hiram Murdock who lived by Clitherall Lake. It was estimated there were from 1,200 to 2,000 present and from 300 to 500 teams. A nice program was enjoyed. "America" was sung by the audience and speeches were given.

FIRST DEATH IN THE COLONY

In February, 1867 William Mason tried to walk from Alexandria to Clitherall, some 40 miles, and a blizzard came up and he was unable to withstand it across the prairie south of Clitherall Lake, and died less than 2 miles from his destination. His body was not found until spring. He, being the first one laid to rest in Mount Pleasant Cemetery.

William Corliss passed away Nov. 15, 1871. At the time of his death, Mr. Corliss held the position of Clerk of District Court in the 7th Judicial District, and was also county superintendent of common schools.

HOW CLITHERALL GOT ITS NAME

The first settlers found the name of George B. Clitherall carved on a tree not far away. He was a military man, and also a government land agent. He was a native of Alabama and during the Civil War went back south and fought in the Confederate Army.

A new church was erected in 1912.

On July 1, 1928 a meeting was held by the Otter Tail Historical Society at Old Clitherall, Minnesota to dedicate a memorial tablet. It is a bronze plaque mounted on a pile of boulders cemented together. The bronze tablet has the following inscription: Site of the first permanent settlement in Otter Tail County, Minnesota. Members of the Church of Jesus Christ came here from Iowa, May 5, 1865. This tablet placed here by the Otter Tail Historical Society July 1, 1928. It was unveiled by Mae Whiting, a great granddaughter of Chancey Whiting, leader and historian of the Clitherall colony. A nice program was also enjoyed.

On June 5, 1965, the members of the Church of Jesus Christ at Clitherall, namely: Amy Whiting, Lee Fletcher, Clyde and Edna Fletcher, and son, Ray, assembled at "The Chosen Spot" to commemorate the centennial of the arrival of the first group of the church. A hymn "I'll Praise My Maker While I Have Breath" was sung and a prayer offered by Clyde Fletcher. "Redeemer of Israel" was also sung.

One hundred years ago, a little band of earnest and sincere people arrived here with the intention of preparing themselves spiritually to help redeem Zion and do the Lord's will. Today, we, the little remnant of that people, that the Lord has preserved and blessed this far, are still striving, with that same purpose in view, to sanctify ourselves, so the Lord will permit us to carry on the work they came here for, and to be of some help in gathering in the scattered children of Zion, and help build up a Holy City for the righteous to gather to when the scourges are sent upon this nation.

Edna I. Fletcher
Clitherall, Minnesota

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School District No. 2, St. Olaf Township. Second school district in Otter Tail County. Located on the old Torkel E. Risbrudt farm, now owned by Glenn and Chester Risbrudt.

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GREETINGS FROM PHELPS MILL

One of the old landmarks in Minnesota's Otter Tail County is the picturesque grist mill on the Otter Tail River in Maine Township, 15 miles northeast of Fergus Falls, Minnesota.

It was built by William Thomas, who came from Wisconsin to Fergus Falls in 1878, where he ran a feed mill before building the mill at Phelps in 1888.

In 1894 the mill ground 44,000 bushels of wheat into flour. In the same year an addition was built which ground rye, buckwheat and also feed.

To accommodate the farmers who came a long distance and had to stay over night, a barn was built, often spoken of as "The Farmer's Roost."

The mill had steam heat and was in operation both summer and winter. In 1908 a concrete dam replaced the wooden one.

Mr. Thomas sold the mill to a co-op in 1919 which ran the mill until 1927 when it was sold to Mr. Haldor Evenson, who, running the mill a couple of years, discontinued operation in 1930.

In 1965 Mr. Evenson sold the mill with its 18 acres to the county, and acquiring additional acreage, Otter Tail County is in the process of restoring the historic structure and landscaping the area into a beautiful county park.

Fishermen often try their luck in the Otter Tail River below the dam and the old historic structure is a subject of delight for many artists.

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Dalton, Minn.

A PIONEER STORY OF THE YEAR 1869

Traveling was a severe hardship in the early days when roads and bridges were absolutely unknown, and even blazed trails were marked out only between the larger settlements. In the fall of 1869, in November, Ole Jorgens went with Haldor Nelson and John Anderson from the township of Aurdal to Alexandria to get their winter supply of flour. Mr. Jorgens tells of the trip and we quote from his account in Mason's History of Otter Tail County.

"We went to Alexandria in Douglas County and it took us three days of hard traveling to get there. It happened that it rained and snowed all the time we were on the road and we had to sleep in our wagon boxes every night. The rivers and creeks were bulging with water, making it very difficult to ford them in many instances.

Anderson had a pair of young, wild steers, and the fact that he was not an expert driver, did not add to the gaiety of the trip. Every time he came to a stream of water he had to get out, take his wild steers by the halter, plunge into the stream and lead the stubborn creatures across. On the west and north side of the village of Brandon were two lakes. Between them was a connecting lagoon, and the water here was so deep that it flowed into the bottom of our wagon boxes. It so happened that in the road between these two lakes there was a large rock and the water practically covered the boulder, as Anderson found to his sorrow. Anderson, as usual, was out wading in the water up to his waist, leading his steers. By the time the water was up to the bellies of his steers, he could not manage them, even with the ropes on their horns, and in their plunging about, they pulled the wagon across the rock and upset it with the unfortunate Anderson quietly resting underneath it. This accident made it necessary for Nelson and myself to get out and help right the wagon, and the freezing weather did not add any to the pleasure of the operation. Of course, the nimble Anderson crawled out in a hurry and the three of us finally got the wagon on its wheels again and out of the slough. The procession proceeded.

On a steep hill northwest of Alexandria, Anderson's steers got into bad temper again, broke away from him and ran down the hill, right into a lake. Another stop was necessary in order to coax the "pesky critters" out of the lake and back onto the road again. Finally, on the evening of that day, the third out, we reached Alexandria.

Our clothes were stiff with ice and we were chilled through and through. We found a camping place in the woods near the village. We made a big log fire and spent the night quite comfortably, especially considering the fact that we were soaked through and through, and it snowed violently all night. Otherwise, everything was pleasant.

The next morning we bought our flour at the rate of \$8.00 per hundred pounds and at once started on the return trip home.

A TRIBUTE TO THE PROCESS OF AMERICA

As we page through this book of Pioneer Pictures and writeups, some of them go back nearly 100 years, others are not so old. We get a small glimpse of the life of many of the pioneers and early settlers and on into what we call the beginning of progress in this part of Minnesota.

The pioneers paved the way with firm determination to build their homes, break up the virgin soil, grubbing out heavy forests, using some of this for building log houses and other buildings. The land was plowed up with a breaking plow and yoke of oxen or team of horses. This was all they had to work with.

Further west, where there was no timber, sod huts were built. They built their churches and schools, but before they had built them, they would conduct worship services in their homes and they would also teach school in these small homes. When they had built the school room (only one large room) the term was short; six months or less was the general rule. In schools for the beginners, they had a large chart on the wall, about 3x4 feet. Large letters with the simplest words. As the pupil progressed the page would be turned and a new set of words, a little harder, were studied. Reading, writing, spelling and arithmetic were the main courses offered.

The church services were conducted in the simplest manner. The ministers would walk, ride horseback or maybe on a cart drawn by a yoke of oxen. These men of God made a tremendous impact on the pioneers. Many turned to Christianity. The pay for the men of God was meager. They would take their pay in food of any kind, grain, and of course, money when it was available. The compensation was very small. Church services were conducted in the settlers' homes and they came from miles around. Later log churches were built as well as school houses. Some of these schools and churches are still standing after nearly a century, now mainly used for hog houses and chicken coops. The minister, would at times, sleep in a hay mow or some out-building. The log cabins were too small to add more to the family, as some had up to a dozen children, in a 2-room, or even a 1-room house. Above all, these people were a thankful people, they have given us a heritage which we must not destroy. May we carry on with the same foresight as they have. We shall then build a better country in which to live. Trusting in the Almighty God, who gives us all the good things in this life, and the one that is to come. We shall carry on by his grace.

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