

PART II

Year 1905

By the end of 1905 most of the Reservation was settled with the exception of a few plots which were mostly swamp. This making Thief River Falls the most favorable spot for a trade center as there was 2 Railroads lines crossing there and a good chance for branch lines which by the year 1909, the Soo Line built the so called "Wheat Line" from Thief River to Kenmore, No. Dakota, while the Great Northern extended their line to International Falls. Then there was need for postoffices through the area and most of them included a store and blacksmith shops, some livery and feed barn and in a short time there was quite a few such as Anton Post Office in Smiley, just across the river from the present Smiley Hall. Kratka Post office store, blacksmith shop, creamery and Bronksberg post office, both in Kratka Twp. In Highlanding township was Highlanding with a postoffice, 2 stores, a dance hall, livery barn and blacksmith shop. Highlanding got that name in the early boat days on the river as that was their only "high landing" for the boat to put out their planks in a very wet season. Erie Post office store, blacksmith, Kuhnell Post office and Sunbeam Post Office store and a printing press published a newspaper called "The Eleven Towns". Togerson Post office, Reiner Twp., and Malone Post Office in Mayfield Twp. Deer Park twp with 3, Radney Post Office, Roland Post Office Store and blacksmith machine shop, O. K. Rolandson, Prop., and Rhoda Post Office and being the first place to have barn dances in the county. Hickory Twp. to the far S. E. corner with Hilda Post Office and Neptune Post Office sotre, blacksmith and dance hall owned and run by the late John Mostrum. To the North in Marshall Twp. several post offices were established by now such as Rosewood, Mavie, German-town, Espler, Thorholt, Grygla, Carmall, Malcome & Strip. There was also a post office on the Rapid River without a name. And to the South now Red Lake County, was Lillo Post Office and Lambert Post Office Store and Wamke Post Office store built and operated by Edwin Wamke, who just passed away Dec. 12, 1961 at the age of 94. He probably was the last one of the old pioneers.

Then came the water problems and roads, so these settlers circulated petitions and requested what they called County Ditch such as Ditch 18, 20, 36, 21, etc. and that cost levied against their land, which it benefited with a 10 year payment added to the currant taxes.

By 1908 A. J. Arpon, which was called the North Drainage Co., came here from the East and strated building dredges, which were the beginning of the dragling of today. The first dredging machine consisted of a powered steam engine, which used wood to fire the boiler. Later they used a one cylinder gas engine with a piston bore of 16" with a 50 to 70 foot boom. Its length was economical and a width of 60 to 100 fg. They had living quarters, sleeping quarters and blacksmith and supply hop. There were no gears to shift or to be worn out. The mechinism was simple but ~~xxx~~ sturdy. It consisted of huge logs hewed smooth with a hardwood boxing in each end. "Thimbles" they were called. It also had heavy chains made from 1" steel with likns about 6" long. These chains were pinned and wrapped around these "thimbles" and when turned by the engine would draw the shovel up and down and one would swing the boom and the other one to move th e walkers. It had 4 ft. called the "walkers". Two in front and two in the rear. They were built from big timbers and planks approx. 6 wide and 16 long. This made it far enough appart to stradle the ditches. When it walked, the front feet were drawn forward to its full lenght, and the rear was then to fllow the same course. When the water got too deep, they rebuilt them to a floating dredge. I have watched them both in operation.

By 1914 there were several County ditches mostly East and West draining the water into the Red Lake River. The dirt dumps were leveled somewhat to make the roads.

The log drive on the river I should have told you before. This was started in the early 80's when St. Hilaire and Crookston built their first saw mills with the timbler cut accross the east side of Red Lake, the landing on the Tamarac River, which now is Waskish. As soon as the ice left the lake and river, the logs were boomed together by doing this they chained some of the largest logs together and _____? the boom, which kept it in one package.

It then towed the logs across the lake with ~~xx~~ a steamboat to the outlet and then started the logs down the river. It took from six to ten weeks for the first logs to arrive in Thief River and when Thief River established their saw mill, the logs were all stamped in the ends T.R.L. CO. for Thief River, S.T.L.CO. for St. Hiliare, and C.L.CO. for Crookston. I used to enjoy ~~w~~ standing at the dam in ~~XXXX~~ Thief River Falls and watch them sort the logs and see the St. Hilaire and Crookston logs go over the dam. The logs would dive to the bottom and come up several hundred feet down the river. They seemed like they were alive and just let free again.

By 1910 Thief River Falls had to expand to accomodate this tremendous trade area and that year is when Red Lake Co. was divided and Thief River became the ~~SX~~ County Seat for Pennington County. They rebuilt the City Fire Hall for a courthouse with offices on the 1st floor and courtrooms upstairs, which answered this person until 1956. The city also built the first auditorium in 1910, which was erased by fire in 1936 and rebuilt the present one in 1937. Thief River now had three bridges across the Red Lake and Thief River. A steel arch bridge on First Street (where the present 1st St. bridge is now located) and the Squaw Point Bridge on Hiway #1, which was replaced with the present one in 1956. Also Long's bridge, which remains the same. The Great Northern had a bridge just above the dam to contact the saw mill, which was across the river on 1st St. (from the now Northwestern Hospital).

Popluation was increasing rapidly and so 3 ~~xxxx~~ schoolhouses were built. The Central on Horace Ave. and Third St. No., and Knox on its same location and part of it still is the old building. Also the first Washington (Lincoln) High School.

The sawmill was still doing good bu#iness and it employed from 125 to 140 people bringing new residents at a fast pace. Several new churches, but no hospital until 1917 when Dr.'s Swedenberg and Bower built the small one ~~just~~ yet standing on Knight Ave. and 3rd St. Oh yes. they had the saloons too. Such places as the Eagle's Nest, You and I, Morgan's Place, Pat's Place,

First Chance, and also Last Chance, which was on Bridge Street and had a big sign as you entered town reading "First Chance on one side and on the other side it read "Last Chance".

Then there were hotels. Such as the Soo Cafe on 3rd St., the Park Hotel one block west from the Soo Depot, now presently occupied by the Farmer's Union Oil Co., Andrew Prestebak and Bros. were owners and operators. There was also the Ogoma. A large hotel for these days (where the Post Office presently stands) and the Evelyn Hotel (where the present Times Office is). Also livery and feed barns, sale's barns; there were 5 of them in all. In In 1917 I drove for one of these myself and we must not forget the Haymarket which it was called as it was a half block away (where the Hartz Super Market now occupies). It was not unuau~~al~~ to see up to 20 loads of cordwood and polewood, plus some hayloads on the market in one single day, drawn by horses and seven ~~ix~~ yokes of oxen. This was one source of income for the farmers in the winter as most of the people in town burned wood and there were several delivery teams in town as a lot of the residents had a driving team. They even kept a cow or ~~kawxfax~~ two for milk. Since ~~Px~~ Pete Englestad's Guernsey Dairy was the only person to ~~ixx~~ deliver milk to Thief River, it was soon the free ~~ixix~~ delivery of milk by the stores and meat markets; such stores as, Oen's Mercantile, Farmer's Co-op Store, Sandom and Nelson Meat Markets, which I delivered for myself in 1916 and a proud boy I was with such a reliable ~~xx~~ job. They had a one horst cart with a grocery box in the center, with a cover and a running board in the back. It had a round stool if you preferred to sit. I thought the day would never come when they could improve or equal this great invention.

- - - - -

In the year 1896, Polk County was divided and this then became Red Lake Co with the county seat being at Red Lake Falls and whose present court house was built. The Pennington Co. tax payers just paid their last bond on this in 1955. A year before we started building our second one here in Pennington Co. Odd is it not?

THE END.

1905 Part 2

By the end of 1905 most of the Reservation
was settled, with the exception of a few
Plots. That was mostly swamps &

that made Long River Falls the most favorable
spot for a Fall center, as there was

a R. R. ^{Line} Crossing there, and a good chance
for Branch Lines with by the year

1909 the Soo Line Build the so called
Wheat Line. From Long River to Renne
N. O. Dak., and the Great North extended

their line to International Falls.

then there was need for Post offices.

throughout the Area, and most of them
included a store, and Blacksmith shop

some a Livery, and feed Barn, and for
short time there was just a few such

as Anton P.O. in Smely - just across
the River from the now Smely Hall.

Kratka P.O. store Blacksmith shop, Creamery,
and Bronckburg P.O. Bath in Kratka Twp.

In High Landing town shops. Was High Landing
with a P.O. & store a Danes Hall Livery Barn
and Blacksmith. High Landing got what

Name in the Early Post Days on the

River, as that was thin only
 High landing for the Boats to put
 out their Planks in a very wet
 season. F.R.C. P.O. Store Blacksmith,
 Kuhnell P.O. and Sam beam P.O. Store
 and a Printing Press ^{with} a news Paper
 called "The Elton Towns"
 and Malone P.O. in ^{all} Mayfield Twp. P.

Torgerson P.O.
 Pioneer Town Ship

Deer Park Town ship with 3. Radney P.O.
 Poland P.O. Store and Blacksmith work shop.
 O. K. Rolander Prop., and Rhoda P.O. and Buys
 the ^{first} place to have Beam Lancers in the
 Co. with Factory Town ship to the
 far S. E. corner with Hibola P.O.
 and Neptune P.O. Store, Blacksmith
 and Dance Hall, owned and Run by
 the late John Mostura. cont. 4 top of 3/
 with Marshall Town ship to the north
 had established just a few Post offices.
 By now such places as Rosewood
 Marie, German town, Esplan, Throckolt,
 Dryden, Carmell, Malcoms Strip,
 and a Post office on the Rapid Run without
 a name.

and to the South ³ now Red Lake co
was Lillo. po. and Lambert Po store
and Wankke. Po store Ets. Built and operated
By Edwin Wankke, who just passed away
Dec 12. 1961 at the age of 94. ^{probably the last one of the old Prairie}

then come the Water Problems and
Roads. so this seller succeeded Peters
and Regusht. what they called County pitch
such as now ^{with} 18, 20-36 21-Ets and the
costs I lived against the Lands, with
it benefited. on a 10 year Payment added
to the current Taxes! ^{which was called the North Springs Co}
and by 1908 A.J. Aaron. come ~~to~~ here
from the East. and started Building

Dredges, which were the ^{beginning of the} ^{powered by a steam engine} ^{and used wood to fire the} ^{Boilers}
- Drag-line of to day. ^{later they used a} ^{later it was a}
Cylinder Gas Engine with a Piston
Bore of 16 in. with 50. to 70. foot Boom
Its length was ~~from~~ 60 to 100. They had Living Quarters, sleeping
Quarters, and Black Smith and supply shops.
There where no Hairs to shift, to
wear out. the mechanism was simple

4

But sturdy. ⁴ it was Huge logs
Hewed smooth, with a Hard wood
Boxing in each end. ~~Shimble~~ they
were called, with heavy chains
made from 1 in steel. Each link about
6 in long. These chains were pinned
and wrapped around these ~~Shimble~~ ^{Shimble}
when turned by the engine ~~would~~
draw the shower up and down, and ~~the~~
would swing the boom, and an other
one to move the walkie. ~~the walkie~~
It had 4 feet. called the walkie's
two on front and two in rear.
They were built from big timbers and
planks. About 6 wide and 16 long.
far enough apart to straddle the ditch.
When it walked, the front feet
were drawn forward its length
and the hind, was then to follow
the same course. When the water got
to deep they rebuilt them to a floating
dredge. I have watched them both in
operation. By 1914 there were several
Co. Ditches, mostly East and West ~~Dredged~~ ^{Dredged} into the
Red Lake River and the dirt dumped was hauled
somewhat, for Roads.

5

And the Log drive on the River I
should have told you of before.
Which was started in the early 80's, when
St Halain, and Cookston built their
first saw mills. with the timber
cut across the east side of Red Lake
the Landings were on the Samonas River
where now is Washish. as soon as
the ice left the Lake and River the
Logs were boomed together, by doing
this they changed some of the largest
Logs ~~to~~ together and included the Boom
width kept it in one package, and
towed it across the Lake with a steam
Boat, to the outlet, and started the
Logs down the River. It took from six
to ten weeks, since the first Logs come
to S.P.F. and when S.P. in Eskatum
saw mill. the logs were all stamped
in the ends T.P.L.Co for Shy Pm. S.T.L.Co.
for St Halain, and C.L.Co. for Cookston.
I used to enjoy standing at the falls
in Shy Pm falls and watch when they ~~had~~
the Logs started, and see the St. Halain on crooked

6

Lags go over the dam they would
Dive to the Bottom and come up seven
Hundred feet down the River. They seemed
Like they were alive and just lit free
Again, by 1910. They River Falls
had to Expand to accommodate this
Trunkus, Lake Erie, and that year
is when the Red Lake Co was divided
and They River become the Co seat
for Pennington Co. They Rebuilt the
City Fire Hall, on a Cothouse,
with offices on first floor, and Coth
Rooms upstairs. with a sword this River
until 1956. The City also Buelt the
first Auditorium in 1900 which was Erased
by fire in 1934, and Rebuilt the present one
in 1937. They River now has three Bridges
across the Red Lake and They River.
a Steel Arch Bridge on first street where
the Present first street Bridge and the
Square Point Bridge on Highway no 1
which was Replaced with the ~~present~~ one in
1956. and Long's Bridge which Remains
the same. The Great Northern had a
Bridge just above the dam. To Contact the

I
Saw Mill which was across the
River from the new North-west Hospital.
and with the Population Government Report
there was the 3 school houses, the
the Central on Horace and then St No.
and Knox on its main branch and
part of it still is the old Building
also the first ^{Washington} Lincoln High School
and the Saw-Mill was still doing
good business, it employed from 125
to 140. and now Prudens being built
as a fast pace, and several new churches
but no Hospital, until 1917 when
Pro. Swedberg and Bowen built
the small one just Stander on Knight
ave and 3 St. Oh yes they had the
Salvons, too. such places as the
Eagles Nest, you and J. Morgan's Place
and Pat ~~Corner~~ ^{Place}, First Chance, also
Last Chance. work was on bridge street
a big sign, as you enter town read
first Chance, and on the other side
as you left town it read Last Chance

on Block from the 500 Depot
now occupied by the Farmer Union
oil Co. Andrew Prueh, and Bros. Whinn
owners and operators.
there was also the Ogoma, a large
Hotel for those days. Where the
Post Office now stands, also the
Brylyn, where the Prison J. P. F. Turner
now is. And Jewey and fuel ^{and} ~~Barre~~ ^{Barre} Sales Bennis
there were five of them in all. as in 1917
I drove for one of them myself. and we must
not forget the Hay-market. which it was called
it was a half block. where the Forty Super Market
now occupies. It was not unusual to see
to 20 loads of cord wood, and pole wood, plus
some hay loads on the market in one single day
as ^{drawn by horse and} ^{seven yokes of Oxen} that was one source of income for the
farmers in the winter. as most all in town
burned wood. ^{and} there were several Dairy
teams in town a lot of the residents
had a driving team, and kept a cow or two
for milk. as Pete Engelstad's Surency Dairy was
the only one deliver milk to T.R.
there was the Registry of Free Delivery run by
the stores, and meat markets, and such stores as
Oen's Meat Market, Farmer coop store, Sandover, and Nelson
Market, with which I delivered for myself.
966, and a Proud Boy I was, with such a reliable
one horse cart with Groc Box in front
Proud Street