

CLAY COUNTY HISTORICAL SOCIETY



CCHS Newsletter

July/August 2000

Vol. XXIII. No. 4

Membership Drive Contest - win a free renewal (See Page 3)



Red River Cart train on Center Ave., Moorhead, 1872. The view is to the west from between 5th and 6th Streets. A few cart trains passed through Moorhead in the early 1870s but the arrival of railroads in 1871 sealed their fate.

Flaten/Wange Collection

President's Report

By Norman Roos, President

The functions and activities of the Clay County Historical Society (CCHS) with the museum and archives are varied and multi-dimensional. The latest evidence of this was the recent six hour performance at the museum of national radio personality, Harry Rinker. Rinker did an evaluation of 148 antiques for members and non-members of our organization, plus many spectators.



I personally offer my congratulations and commendation to the CCHS staff for organizing, advertising and conducting this fine show so effectively. It not only brought in a goodly "chunk" of money to our treasury, but it provided even more valuable publicity for this organization.

With the general public's interest in antiques very high, as evidenced by the popularity of the long running TV program "Antiques Road Show," the Rinker appearance provided another method to "spread the word" and develop greater interest in preserving the history of our county and area.

No doubt several exhibitors of their favorite antique were pleasantly surprised to hear Rinker's estimate of the monetary value for the item, but in more instances his appraisal was somewhat deflating. What someone would likely be willing to pay for Grandma's old dishes or ornate chair was a different matter.

But the afternoon with Rinker was not only entertaining and valuable for the 148 exhibitors seeking evaluations, but a great tool to help CCHS develop and achieve greater interest in the history of our area. I personally hope Rinker can be persuaded to return at a future date.

Volunteers needed at Clay County Museum

Receptionist/Museum Guide Volunteers are needed at Clay County Museum for weekends and Thursday evenings. The Museum is located at the Hjemkomst Center in Moorhead.

If you are a history buff and enjoy meeting people, consider volunteering at the museum. The work is not physically demanding, but a firm commitment of time (such as four hours per week) is desired. Training will be provided. If you are interested in giving of your time call Margaret at 299-5520.

Famous Quotes

"One is not born into the world to do everything but to do something..." Henry David Thoreau, poet, writer, philosopher.

"How wonderful it is that nobody need wait a single moment before starting to improve the world..." Anne Frank, Diary of a Young Girl.

CLAY COUNTY HISTORICAL SOCIETY



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Lutheran Brotherhood offers a \$1,000 match for new memberships

Win a free renewal of your membership

Clay County is fortunate to have one of the best, if not the best, county historical societies in the state. A staff of only three people are responsible for collecting and preserving the artifacts and history of our county for our benefit and future generations.

Five hundred and eleven members now support and enjoy the benefits of a membership in the Clay County Historical Society. Many of your friends and neighbors would also join if they are asked.

Lutheran Brotherhood Lake Agassiz Branch 8430 is providing up to \$1,000 in matching funds for new family and individual memberships through August 1.

You can win a free renewal of your membership in a drawing just by enlisting new members prior to August 1. For each new individual membership you will receive one chance, and for each new family membership you will receive two chances in the drawing.

See the application form on the back page of this newsletter for membership benefits. Be sure to include your name for the drawing when you enlist a new member.

Ask a friend to join now or give a friend a membership so we can build our membership and receive the \$1,000 in matching funds from Lutheran Brotherhood Branch 8430.

Trapp interns at CCHS

By Sasha Trapp

I am a 400 hour summer intern at the Clay County Historical Society. While I am here I will be working with Pam Burkhardt in collections care and helping Mark Peihl, Archivist and Margaret Ristvedt, Office Manager, as needed.

I am from Marion, ND, where I graduated from Litchville-Marion High School in 1996. In the fall I will be a 5th year senior at North Dakota State University (NDSU) with a major in Public History. I plan to graduate in May 2001.

I have always been interested in history, but not necessarily the "textbook" stuff. I enjoy visiting museums and historic sites, and seeing the past in

Join CCHS now and help us reach our goal!

three dimensional objects and in pictures. Basically, I had an interest in history, but no idea what to do with it. I knew I didn't want to teach or go into law, so I was more than happy when I discovered the Public History Major.

This is my first experience working with three-dimensional objects in a museum setting. Prior to this, I worked on class projects at the Institute for Regional Studies at

NDSU,
processing a
collection of
papers and a
collection of
photographs.

I have enjoyed working here and I look forward to learning more about the behind-the-scenes work related to collections care, archival research and exhibit design. I hope to get a job in a museum or at a historic site after I graduate. Eventually I may go on to get a Master's in Museum Studies or something similar.



Sasha Trapp, NDSU Intern, assisted staff and volunteers at the Bergquist Cabin open house during the Scandinavian Hjemkomst Festival. Trapp oversaw a successful shuttle bus operation between the Center and the Cabin.

Outreach Displays

In May, two tourism displays were set up in the lobby of the Fargo Moorhead Convention and Visitors Bureau (CVB). One case touches on the history of baseball and softball in the area. The other focuses on the hospitality industry with bottles, shards and oyster shells from the old saloon district in Moorhead. The Grand Pacific Hotel and Comstock Hotel are also featured. The CVB is located at I-94 and 45th St. in Fargo. The display is scheduled through July.

All seven of the regular CCHS outreach cases are still on vacation. The curator needs to catch up on work created by the 1998 water main break and the move into new quarters.

Monetary Donations

May/June 2000

Lois Wafler, Wolcott NY
 Katherine Erickson, Moorhead
 Banner Health System, Fargo
 Dr. Yvonne Condell, Moorhead
 Sandra K. Northrop, Niles MI
 Anita L. Dugan, Shell Lake WI
 Minnesota Historical Society, honorarium
 Onan Family Foundation, Minneapolis
 Virginia Klenk, Moorhead
 Norwest Bank MN West NA, Moorhead
 Galen & Sharon Vaa, Moorhead
 Esther O. Olson, Moorhead
 Juanita Greibel, El Cajon CA
 Heritage House, Fargo

Diane Pickett of Moorhead -
 in memory of Christie Leach of Glyndon

Upcoming Schedule:

Taste of the Valley August 11-12
 Family History Workshop September 16
 (at Minnesota State University Moorhead)
 Heirloom Preservation Class September 21-22
 Century Exhibit opens October 15
 (a 125th Anniversary Event)
 Barnes & Noble Book Fair Fund Raiser October 29
 CCHS History Tour November
 Holiday Open House December 10

Call 299-5520 for more information.

Artifacts & Donors

MAY/JUNE 2000

Donors include:

Moorhead: Helen Rudie, Wayne Grundstrom, Clare Stensrud, Moorhead Public Library, Moorhead Public Service
 Kragnes: David Hipshman
 Hawley: Jackie Anderson, Tansem Twp.
 Fargo, ND: David D. Wild, Arla Olson
 West Fargo: David & Marilyn Bruckner Family & Elizabeth Kress Family
 New Richmond, WI: Nancy Parlin
 Torrence, CA: Chris Velline

Artifacts include:

framed and autographed poster, "Shirley Chisholm for President"* 1972; (1) vol. *Norsk Lutherske Menigheter i Amerika* 1843-1916 pub in 1918; aerial photo of the Moorhead power plant and area; long photo "Birds-eye view of Ulen, MN 1939;" (32) vol. Tansem Twp records; (5) vols. Kragnes, Dist. #78 school record books; (71) b/w photos (apparently) used in the publication of *Buildings & Peoples: Guidelines for Historic Preservation* 1979; Ostrem/Hatleli Family Association Record [newsletter], June 2000 Nr. 16 "Special;" poster promoting "Better Oats" for Minnesota 1944; collection of correspondence of Agnes Stensrud** 1979; (239) subject cards on local, area and state books/periodicals held by the Moorhead Public Library [files are computerized]; (3) "old-style" boxes of Crayola crayons, Red Cross volunteer cap, sign from a KVOX parade car from 1950-52, and collection of (143) pinback buttons [political, environmental, human rights, organizations, library, etc.]

*The donor of this poster, Nancy Parlin, was a member of the Shirley Chisholm for President committee made up mostly of MSU [Moorhead State University] faculty. They sent one delegate to the National Democratic Convention.

** Agnes Stensrud was a CCHS Curator/Asst. Curator from the mid-1950s to the late 1970s.

Thank you!!! Thank you!!! Thank you!!!

The Oversized Storage area has two more rolling platforms thanks to Eddie Gudmundson and Jim Johnson who volunteered both their time, expertise and equipment.

A fun story by a former Georgetown child

The General Store

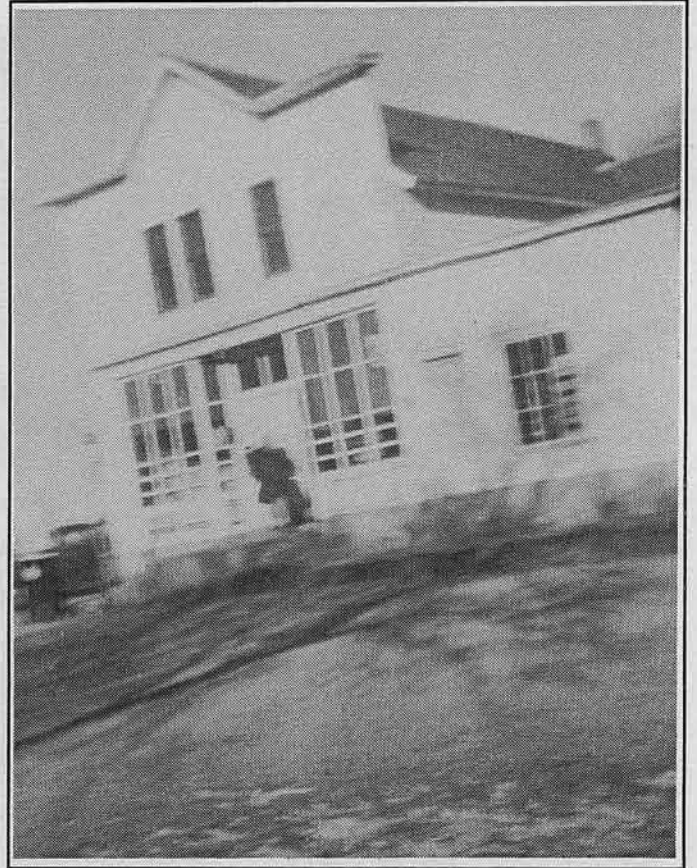
By Carrie Culp Sweeney

I'm not positive about the year, it was probably 1973 or 1974. I was 8 or 9 years old, at a very impressionable age and eager to please my parents. My dad would give me fifty cents, and send me to Mrs. Randa's General Store to buy a pack of Pall Mall, nonfilter cigarettes for him. I would hop on my pink Huffy bike, fitted with a banana seat, modified with cards in the spokes, loose flowing pom-poms [sic] on the handle bars and ride as quickly as my feet would pedal. Four blocks later, I arrived at the square front building and leaned my bike against the white, crumbling paint and headed to the door. The cracks in the sidewalk were large enough to swallow your whole foot if you weren't cautious of every step. "Step on a crack and break your mother's back," must have been recited a million times in front of Mrs. Randa's store.

Two very old, wooden timeworn doors directed you into the store. Entering through the first door was a two-foot by three-foot entryway that was used to store lutefisk in the winter. Passing through the next door introduced you to the antiquated store. The smell was old and musty, advanced in years. This door was fitted with two large, tarnished, silver cowbells, which served as a state of the art alarm system that was sure to scare away any burglar.

The cigarettes were to the right in a locked cabinet. The key wasn't far away, a little more to the right, hanging on a conveniently placed rusty nail. Just below the cigarettes was a glass cabinet smeared with children's finger prints. That cabinet was always full of assorted candy, such as, Snickers, Three Musketeer bars, Salted Nut Rolls, and SweetTarts. It held almost anything to satisfy even the largest sweet tooth. There were other small assorted items like earrings, necklaces, and rings with birthstones for every month.

To the left was the enormous white cooler which housed perishables, such as milk, butter and eggs. Behind the cooler stood the wooden shelves. They were eight feet high and always lined with merchandise. Most of the items on the shelves were canned goods, such as tuna, vegetable soups, peanut butter, creamy or chunky, and grape jelly. I'm sure no one but the dust bunnies had seen the top of those dilapidated, custom made shelves in a half century.



The exterior of the Randa's General Store in Georgetown prior to 1958. The Randa's operated the store from 1925 to 1989.

The distorted floor boards creaked with every step, letting Mrs. Randa know that someone was there. She was always happy to see the neighborhood kids, and would sometimes treat us to an icy, refreshing orange soda. Other times we would buy 10 pieces of Double Bubble bubble gum and she would put three extra pieces in the bag. We always felt special when she gave us an extra goody or two. We wondered if she had done it on purpose or if she was just a senile, forgetful old lady. She listened to our stories and seemed to enjoy all of them, although she probably thought they were tedious. She never let us know. Perhaps she didn't care that Jimmy had a faster bike than Tommy, or that Cathy had more Barbie dolls than Sally. There wasn't a better person to tell your problems to, or a better friend, than Mrs. Randa.

(Continued on Page 6)

General Store (Continued from Page 5)

Mr. and Mrs. Sigurd Sjurson Randa opened the General Store in Georgetown, Minnesota, in 1925. Store hours were from 8:00 a.m. to 8:00 p.m. Monday through Saturday and every Sunday evening.



The interior of the Randa's store featured (from right to left) cookie case, a tobacco cutter, 30 lb. cheese cutter, two keyboard typewriter, water cooler, and a revolving spice cabinet.

Rumor has it that when a customer entered the store to buy something, Mrs. Randa would ask Sigurd in Norwegian how much was the price of the item the customer requested. Sigurd would reply in Norwegian, "Who is it?" Depending on who you were, and if your previous bill was paid in full, helped determine how much the item would cost. Mrs. Randa ran the store alone for 29 years after Sigurd passed away. The couple had one child, a son, who helped out throughout Mrs. Randa's life. Some of his tasks were to work behind a 1904 cash register and to candle

eggs. Candling eggs was the art of holding each egg up to the light to make sure there wasn't a baby chick inside.

Mrs. Randa was a petite woman, modest as a church mouse and as determined as a mule. She worked hard and attended church every Sunday. On the few occasions she couldn't attend services, she would always send her "payment" with some youngster from town. She trusted everyone, although, everyone was not always worth trusting.

Mrs. Randa was old when I was young child and she was old when I grew up and moved away. I thought my children would ride their bikes to Mrs. Randa's store to buy some candy and enjoy a cold soda. All things must come to an end.

Mrs. Randa locked her doors and removed the cowbells for good in 1989. Everything she owned was sold at auction and she moved to Duluth, Minnesota to live out the rest of her life with her son. She was laid to eternal rest in 1993, at the age of 93.

The memories of the S.S. Randa General Store will live on into the twenty-first century through stories told by hundreds of former children and adults who enjoyed a simple way of life.

Editors Note: Carrie Culp Sweeney was a student at Moorhead State University in 1999 when she wrote this story about her hometown, Georgetown. It was submitted by her mother Florene Culp, a CCHS member. Thank You!

Preserving family heirlooms class set for Sept. 21-22

Bob Herskovitz, Chief Conservator for the Minnesota Historical Society will be presenting a class entitled Preserving Your Family Treasures at the Hjemkomst Center on September 21 and 22. Participants can bring family heirlooms which Herskovitz will use to show how to care for and protect old books, textiles and other memorabilia. The first session will be on Thursday, Sept. 21 from 6:30 to 9 p.m., and the second session, especially for older adults, will be on Friday, Sept. 22 from 10 a.m. to noon.

Clay County Historical Society, Senior Connections and Moorhead Community Education are co-sponsoring this class. Call Community Education at 233-6010 for more information.

Bergquist Cabin was the scene of lots of activity during the Scandinavian Festival

The Bergquist Pioneer Cabin in north Moorhead (not to be confused with the Woodlawn Park Cabin - now serving as a Folk Art Center) was the scene of lots of activity during the recent Scandinavian Festival.

The cabin, built in 1870 by Swedish immigrant John Bergquist, sits high over the Red River on its original site.

Cabin tours, many hands-on activities and live entertainment was provided all three days along with

Swedish goodies refreshments.

This year for the first time a shuttle bus service from the Hjemkomst Center to the Cabin was provided courtesy of Norwest Bank, Moorhead. Thanks in part to the shuttle bus many people visited the cabin for the first time. A tour bus from Bagley also stopped by and received a red carpet treatment from the volunteers hosting the open house.

The annual open house is a cooperative effort of Clay County Historical Society and the Swedish Cultural Heritage Society.

Door prize winner

Lavon Blinsmon of Clark, SD was the winner of a bobbin lace bookmark, made and donated by CCHS Collections Manager, Pam Burkhardt for the Cabin Open House.

Eighty people signed up for the door prize.

Thank you!!

Many thanks to Norwest, Moorhead for sponsoring the shuttle bus to the Bergquist Cabin and to Unicel of Fargo who provided the use of a cell phone to coordinate the activities at the cabin.



Above: Volunteer Brenda Wassberg (far left) brought lots of flowers which she and her two daughters, Sarah and Rachel, fashioned into floral wreaths for visitors. The wreaths were very popular. Rachel (far right) ties a wreath on a guest while Lu Vitalis looks on. Lu assisted her granddaughters, Sarah and Amy with many hands-on activities such as Swedish baskets, book marks and decorative flags.

Right: The hands-on table drew a crowd including Muriel Vincent (far right) who filled in this year for Ruth Franzen, as coordinator of the event. The Wassberg's flower filled table is shown at the bottom of the photo.



Red River Cart Trails

By Mark Peihl, Archivist

Part III

This is the final article in a three-part series on Red River carts and trails. In our last installment we looked at two of the four cart trails which passed through Clay County. This time we will discuss the other two. Once again, I have to plug a wonderful book on the subject, *The Red River Trails: Oxcart Routes Between St. Paul and the Selkirk Settlement, 1820-1870*, by Rhoda and Caroline Gilman and Deborah Stultz (Minnesota Historical Society, 1979). Much of the information in this series comes from this work. It's available in local libraries and bookstores. I strongly recommend it.

To recap a bit, for fifty years in the 19th century all-wood, two-wheeled Red River carts carried trade goods and furs between St. Paul and Pembina and present day Winnipeg. Cart drivers created and followed regular routes north and south. These trails changed over time, for a while running here, then there. The first trail followed closely the west side of the Red River to south of present day Breckenridge then crossed the Bois de Sioux River and followed the Minnesota side to Lake Traverse. This was a refugee route, traveled by disgruntled settlers from the Selkirk Settlement to warmer climes further south. At Traverse they built boats and floated down the Minnesota River to St. Paul. The earliest goods also followed this route with carts and boats used on the southern part and carts north from Lake Traverse. The authors of *Red River Trails* call this the Minnesota Valley Trail.

In the 1830s the route shifted west. After crossing one of several fords of the Red or Bois de Sioux Rivers, Canada bound carters cut northwest to the beaches of ancient glacial Lake Agassiz in North Dakota. This path was drier and tributaries of the Red could be crossed higher up where they were narrower. After 1837 carters found a quicker way to the Red River fords. A road up the east side of the Mississippi River from St. Cloud was extended up the Sauk River Valley, across the continental divide to the Otter Tail River then down the Otter Tail to the fords on the Red. This route was often very swampy but shorter than the Minnesota Valley Trail. The authors call this the Middle Trail.

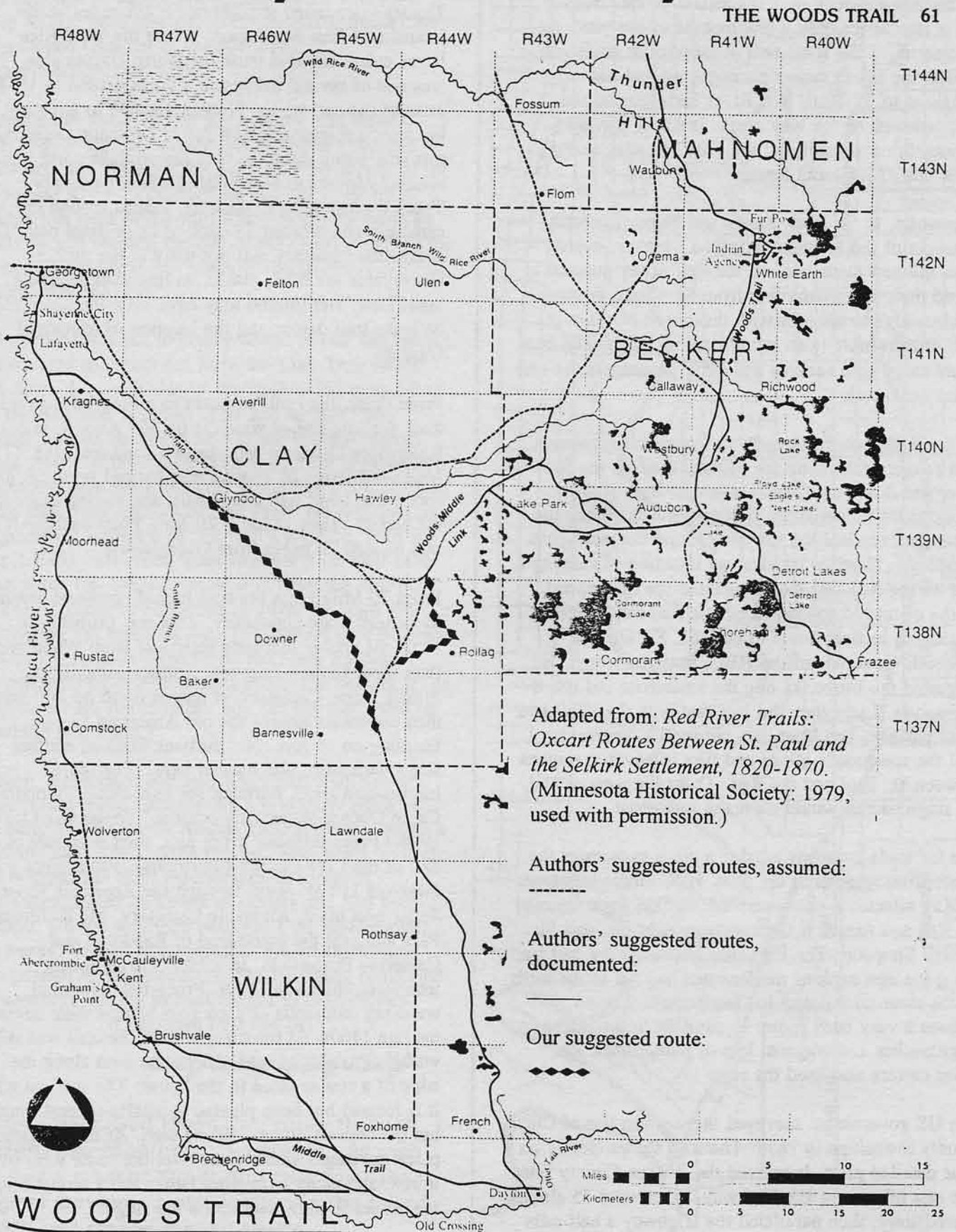
In 1844, however, trouble between the mixed blood Metis drivers and the Dakota Indians shifted the traffic to the Minnesota side of the Red River Valley. This Woods Trail cut through thick timber, hills and swamps but was safer than the North Dakota trails. In the early 1850s tensions between the Dakota and Metis eased and carts began using the Middle Trail again to reach the Red River fords. Carters devised a Link Trail that connected the Woods Trail with the Middle Trail. This Link ran from the Woods Trail north of Waubun to the southwest through eastern Clay County and connected with the Middle Trail south of Fergus Falls. This let the carts avoid the worst parts of the Woods Trail east of Detroit Lakes and the Middle Trail west of Dayton, Minnesota. By the middle 1850s this was the main road between St. Paul and Pembina. Later a short cut connected the Link Trail with a ford near present day Kragnes. It ran northwest from between Rollag and Barnesville to Glyndon then followed the south side of the Buffalo River to the Red. The Link Trail and this shortcut were the routes covered in the last issue.

The other two trails through Clay County led to Georgetown. As many of our readers know, Georgetown was a key spot in the last ten years of the cart traffic. A series of events in 1858 led to its creation. Minnesota became a state making money available for road construction and improvement. Prospectors discovered gold in British Columbia. Large numbers of people flocked through the Red River Valley to seek fortunes. Merchants in St. Paul, getting rich shipping cartloads of goods to Canada, realized that a steamboat on the Red River would shorten the cart route by half and cut their costs. The St. Paul Chamber of Commerce offered a \$2000 cash award to anyone who would build and operate a steamboat on the Red. Anson Northup hauled a boiler and engines from the Mississippi to Lafayette, northwest of Kragnes, built a boat and named it after himself.

Also in 1858, the Hudson's Bay Company (HBC) changed the way they shipped their goods and furs. Previously all materials went to and from their headquarters near present day Winnipeg via the Red

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In Clay County



Red River Carts (Continued from Page 8) and Nelson Rivers through Hudson Bay and across the north Atlantic to England. It was a difficult route. Storms and icebergs were a constant threat. Hudson Bay is free of ice only a few months of the year. As an experiment the HBC sent some of their trade goods through the US in sealed packages via rail and steamboat to St. Paul. Red River carts carried the goods the rest of the way north. It was a smashing success. Soon virtually all the HBC's goods would travel this "Minnesota Route."

Meanwhile, in St. Paul, James and Henry Burbank, managers of the Minnesota Stage Company, heard about the new steamboat on the Red. They planned to extend their stagecoach line from St. Cloud through Breckenridge to connect with the *Anson Northup* at Fort Abercrombie (also established in 1858). The boat would carry gold seekers and other passengers the rest of the way north.

In June 1859 workmen built an improved stagecoach road roughly following the Middle Trail up the Sauk River and down the Otter Tail to the Red. Right behind them followed the first stagecoach. When the passengers reached the fort they found the steamboat abandoned. Northup had had no intention of running a boat on the Red. He merely wanted the cash award. As the dismayed coachmen built a flatboat for their passengers to float down to Canada, Sir George Simpson, Governor of the HBC, passed through. He suggested the Burbanks buy the steamboat and run it themselves. Later they did just that with the HBC as a silent partner. The Burbanks received a contract to haul the company's goods and furs in covered wagons between St. Paul and the Red. There the wagons and the stagecoaches would meet the steamboat.

The fur trade company needed a place to transfer the goods from wagons to the boat. HBC employee James McKay selected a site where the Buffalo River entered the Red and named it Georgetown, after his boss Sir George Simpson. The Burbanks improved the cart trail along the east bank of the Red that had led to the fords on the river all the way to Georgetown. It soon became a very busy route. In addition to the Burbanks' stagecoaches and wagons, lots of independent Red River carters also used the road.

The US government surveyed the western tier of Clay County townships in 1859. The trail shows clearly on their detailed plats. It crossed the Wilken County line just east of present US Highway 75, crossed 75 almost immediately, then paralleled the Highway a half mile

to the west past Comstock and Rustad. At Rustad, 75 takes a jog half of a mile to the west. The trail did, too, to avoid a nasty slough two miles north of town.

The trail continued straight north 2½ miles to the townsite of East Burlington, where the Wild Rice River enters the Red from the North Dakota side. This was one of several prospective cities platted in 1858 to cater to the cart trains. None amounted to anything, but later a stagecoach stop called Lewiston occupied this site. From there the trail ran straight north until it reached Moorhead Memorial Gardens Cemetery. There it crossed 75 to the east, looped around the cemetery and crossed 75 back to its original path. Of course the cemetery was not there at the time. Graveyards are often placed on less than desirable land. Low, wet ground may have been the cause for both the trail detour and the location of Memorial Gardens.

From there, the trail led north to a long bend in the Red, the east end of which is on 46th Ave. S. and Rivershore Drive on Moorhead's southern edge. (The Moon-lite Drive In Theater was located north of this spot.) The bend was a landmark and resting place for the carters. They called it 20 Mile Point because it was located 20 miles from Georgetown.

From 20 Mile Point the trail turned northeast toward Moorhead State University. This was probably to avoid the coulee that runs southeast from Woodlawn Park through the Concordia College campus and Prairie Home Cemetery. It turned north on 10th Street, then northwest toward the old American Legion Building on 1st Ave. N. Burbank Station, another stagecoach stop, was located here. (For more information about Burbank see our article "Woodlawn Cabin Once a Stagecoach Station," September/October 1996.) From Burbank it ran east, then northeast to just east of the Clay County Courthouse. From there it followed 11th St. north through the American Crystal Sugar beet plant, Riverside Cemetery, M. B. Johnson Park and past the homestead of Randolph and Catherine Probstfield. In a 1930 *Fargo Forum* interview, their son, A. B. Probstfield, recalled watching thousands of carts pass behind their home in the late 1860s. At the time, part of the trail was still visible. Probstfield said, "It can be seen along the edge of a coulee close to the house. The land on which it is located has been planted to alfalfa several times, but the depression can still be seen. At that particular place the stages which came over the route were often mired, and many a time my father and I brought out the horses to pull them up on the ridge."

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Red River Carts (Continued from Page 10)

From Probstfields' the trail turned northwest following the east side of an ancient channel of the Red River. (See NDSU geologist Dr. Don Schwert's article "An Abandoned Channel of the Red River," September/October 1995.)

Three miles northwest of Kragnes the trail turned north again past the equally unsuccessful townsites of Lafayette and Dakota City, both near the mouth of the Sheyenne River. It crossed the Buffalo River on a bridge just west of the Burlington Northern Sante Fe Railway and reached the site of old Georgetown on the Glen Gilberry farm just north of the Highway 36 bridge over the Red.

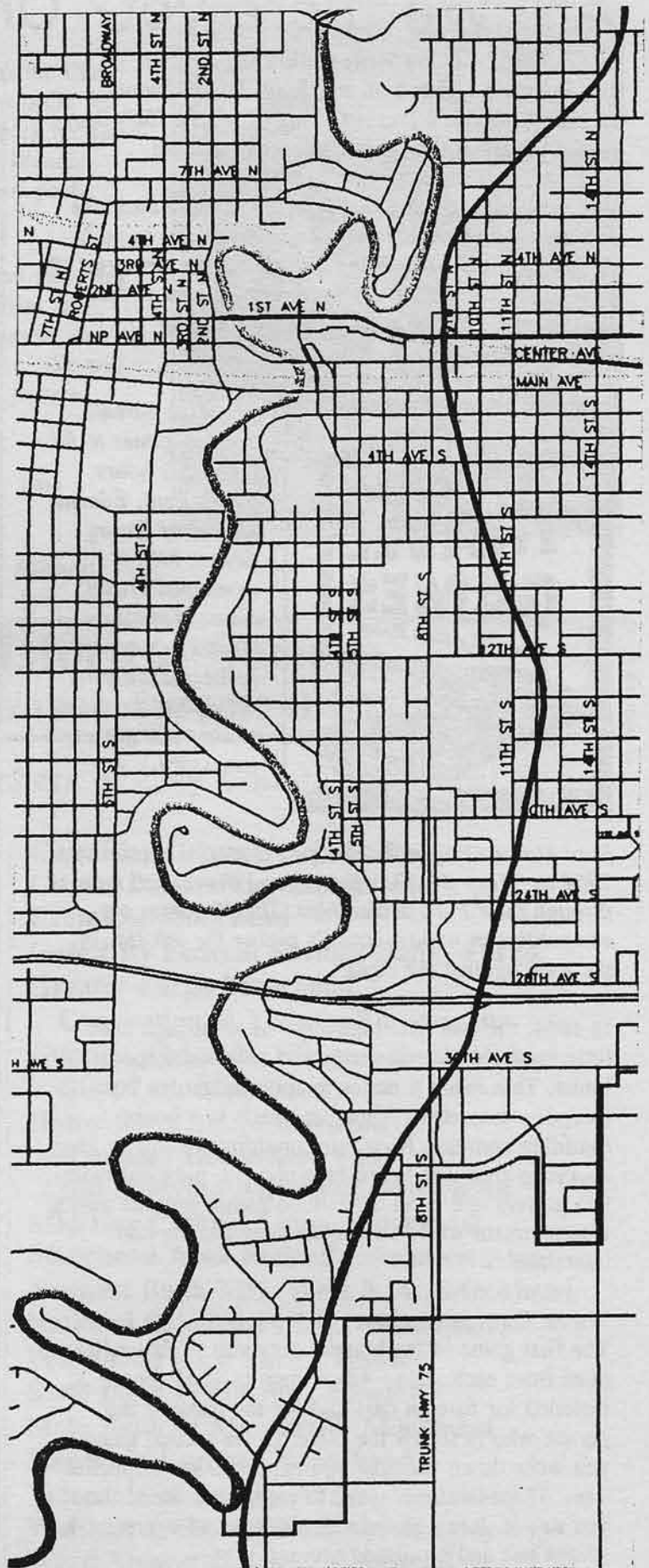
Two other trails led to Georgetown. In our last issue we covered the short cut from the Link Trail which ran down the south side of the Buffalo River to a ford on the Red near Kragnes. This and another, less known trail on the north side of the Buffalo carried much traffic in the 1860s. The north trail apparently connected with the Link Trail some five miles north of Lake Park. The authors of *Red River Trails* found only fragmentary evidence of this trail's location. (See the map.) Early surveyors failed to show it on their plats. One of the few maps to show it is from the *Andreas Atlas of Minnesota* published in 1874. Its maps are fascinating but often flawed. The authors supplemented it with information from Great Northern Railway surveys held by the Minnesota Historical Society. (The next time I am in the cities, you can bet that I will be checking into these.)

Wagon, stagecoach and Red River cart traffic over these routes made Georgetown a very busy place in the early 1860s. But in August 1862 activity came to a crashing halt. The Dakota Indians, after years of abuse and neglect, left their reservations in southern Minnesota, killed hundreds of settlers and fled north to Canada. On the way they besieged Fort Abercrombie for weeks, burned Breckenridge and left the Valley depopulated of white settlers. The Burbanks could find no teamsters willing to haul freight to Georgetown.

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Stage Coach/Red River Cart route through present day Moorhead. To create this map we laid a current street grid map over the original surveyor's plat (drawn in the fall of 1859) and traced the old trail.



Are we there yet? Or, on the road, again!

By Pam Burkhardt

In 1991 we published an article on Travel Games featuring the *Ford Travel Games, Keep the Kids Busy* booklet. Part of that article is reprinted here:

The thought of a back seat containing more than one hot, bored and cranky child - and 200 miles to go to the motor hotel - can bring back haunting memories of past vacations. Vacations were remembered as much for the antics on the road as for the exciting destinations.



Inventive parents created games to fill the empty hours. One parent, Edmund Beaver of Spring Grove, MN, developed Travel Games for his children "whose restlessness during childhood days, first made these games necessary."

Ford Motor Company developed a special edition in 1954 to "Keep the Kids Busy," and distributed them through their Ford dealerships. The 30 games are competitive in nature, usually pitting the left side of the road against the right.

In 1954, the two-lane highways went through each little town slowing down cars to residential speed limits. This made it easier to spot the garden hose (wayside contest) or Venetian blinds in a house (building contest). Now, air-conditioned vehicles keep everyone cool. On-board tape players, personal radios, CD players and hand-held video games provide instant entertainment while on endless four and six-lane interstates.

Travel Games Booklet









The first game in the booklet asks you to find a license plate from each state - 48 of them in 1954. Space is included for foreign cars and for the name of the person who first saw the plate. In the second game you write down the time you expect to see a specific item. There is also a space to record the actual time you saw it. Items include an airplane, an overpass, a school bus and a railroad scooter.

The third is the alphabet game where you find the letters of the alphabet, in order. Space is provided to record competition for day one and day two. In fact, most of the contests provide blanks for two days on the road.

Some of the entries are obviously dated and others just not commonly seen in our area. Dated entries include a round unthreshed grain stack, Model A Ford, Burma Shave sign, "tricycle" wheel tractor and a car with a visor. Uncommon entries include wooden windmill, farm animal with hobble, a stile (stairs for crossing a fence) and an old rock fence. Graphics sometimes illustrate what some of the items are like.

My Antique Collection

(Find as many as possible on entire trip)

- 1— () Word ANTIQUE on Sign
- 2— () Model T Ford
- 3— () Horse Hitched to Farm Equipment
- 4— () Horse Hitched to Wagon, Cart or Buggy 
- 5— () Colored Glass in Window of House
- 6— () Word INN on Sign
- 7— () Hand Type Water Pump 
- 8— () Rail Fence
- 9— () Old Rock Fence 
- 10— () Log Building (not modern type)
- 11— () Scare Crow 
- 12— () Bell on Farm Animal 
- 13— () Wooden Windmill 
- 14— () Red Country School House
- 15— () Round Unthreshed Grain Stack 
- 16— () Hitching Post 
- 17— () Wooden Wagon Wheel 
- 18— () Farm Animal with Hobble (front legs tied together) 
- 19— () Wooden Barrel 
- 20— () Stile (for crossing a fence) 

Ford Travel Games - Page 27

Here is a brand new version of the travel game developed especially for this publication by Pam Burkhardt and Sasha Trapp.

1st Day	2nd Day	On the road, again!
1. ()	()	RV towing a car
2. ()	()	Semi with three trailers
3. ()	()	Hum-vee
4. ()	()	Vanity license plate
5. ()	()	Gas pump with a credit card slot
6. ()	()	Vehicle with OVERSIZE LOAD sign
7. ()	()	Driver talking on a cell phone
8. ()	()	Sign proclaiming highway litter collection performed by a fraternal or school group
9. ()	()	Llamas, emus or ostriches
10. ()	()	Wind-powered generator
11. ()	()	Pickup with four doors
12. ()	()	Giant construction crane

CCHS receives Blandin Grant

Clay County Historical Society (CCHS) would like to thank the Clay County Blandin Alumni for their recent grant toward a camcorder for CCHS. At right, Mark Peihl, CCHS Archivist accepts a check for \$250 from Lee Kolle, CCHS Board Member and a Clay County Blandin Alumnus. The Blandin Alumni Group provides grants to non-profit organizations for special projects.

The grant will be used toward the purchase of a Sony digital videotape camcorder for videotaping our programs, slide shows, lectures and demonstrations. The programs can then be edited on a computer and made into VHS copies for distribution through local libraries. We will also be able to create digital copies of our growing motion picture collection and take still pictures for use in our publications.

CCHS still needs \$469 to complete this purchase. If you or your organization would like to help, contact Mark at 299-5520.

Once again, a heart felt thanks to the Clay County Blandin Alumni!



Clay County Historical Society Business, Individual and Organization Support (BIOS) Members

Thank you to these special BIOS Members of Clay County Historical Society

PATRON (\$200 - \$499)

Grosz Studio, Moorhead

SUSTAINING MEMBERS (\$100 to \$199)

Bev & Lloyd Paulson, Moorhead

Brian Dentinger,

Edward D. Jones & Co., Moorhead

Chamber of Commerce of Fargo Moorhead

City of Hawley, Hawley

Dilworth/Glyndon/Felton Schools

First National Bank, Hawley

Hawley Public Schools, Hawley

Korsmo Funeral Service, Moorhead

Lutheran Brotherhood

Lake Agassiz Branch 8430, Moorhead

Moorhead Kiwanis, Moorhead

Rigels, Inc., Appliances-TV, Moorhead

Scheels All Sports, Moorhead

Sellin Brothers, Hawley

Vikingland Kiwanis, Moorhead

SUPPORTING MEMBER (\$50 to \$99)

Bentley & Bentley, DDS, Hawley

Cass-Clay Creamery, Inc., Fargo

City of Barnesville, Barnesville

Eventide, Moorhead

Gate City Federal Savings Bank, Fargo

Greater Fargo Moorhead

Convention & Visitors Bureau, Inc.

Gunhus, Grinnell, Klinger, Swenson and

Guy, Ltd, Moorhead

Hannaher's Inc., Moorhead

McLarnan, Hannaher, Vaa

and Skatvold Attorneys, Moorhead

Mid-Day Central Lions, Moorhead

Moorhead Area Retired Education Asso.

Norwest Bank MN, West N.A., Moorhead

National Sojourners Inc., Moorhead

Petermann Seed Farm, Hawley

State Bank of Hawley, Hawley

State Bank of Moorhead, Moorhead

Stenerson Lumber, Moorhead

Veteran's of Foreign Wars, Moorhead

Wahl Drug Store/Gift Shop, Hawley

Ward Muscatell Auto, Moorhead

Wright Funeral Home, Moorhead

Family History Workshop XXV set for Saturday, Sept. 16

Taking the Past into the Future is the theme for Family History Workshop XXV to be held Saturday, Sept. 16, at University of Minnesota Moorhead. Using modern technology and techniques to discover your family history is the focus of this year's workshop.

The workshop schedule includes many "how to" sessions. Topics include: getting started; interviewing family members; writing and publishing your genealogy research; using the computer and the Internet in your research; publishing your family history on CD or on the web, research, and many other topics.

For more information visit the *Taking the Past Into the Future* web site at www.moorhead.msus.edu/heritage/xxv.htm or contact Continuing Studies, UMM at (218) 236-2182. The Family History Workshop is sponsored by the Heritage Education Commission of Minnesota State University Moorhead.

Red River Carts (Continued from Page 11)

The HBC was reduced to using its own Red River carts to get goods through via the old Woods Trail.

By the middle 1860s, however, the Dakota threat was gone and the cart traffic through Georgetown resumed stronger than before. Returning Civil War veteran Adam Stein built a ferry across the Red at Georgetown and charged cart drivers 50 cents apiece to cross. They continued north on a trail on the Dakota side. (Carters rarely followed the east side, north of Georgetown. Minnesota tributaries of the Red on that stretch turn into swamps near their mouths.)

Cart traffic reached a peak in the late 1860s. But technology soon caught up with them. In fall 1871 the Northern Pacific Railway reached the Red. The HBC moved their steamboat landing to Moorhead. Some independent traders ran cart trains for a while but soon the squeak of the carts faded, farmers' plows dug up the trails and a fascinating part of our history disappeared.

CCHS Memberships - New and Renewals

May/June 2000

CCHS extends a very special thank you to the following individuals who have renewed their membership for another year.

RENEWALS

Katherine Erickson, Moorhead
Evelyn Marie Larson, Fargo
Terry Shoptaugh and
Deborah Janzen, Moorhead
Marilyn Wussow, Moorhead
Norman Akesson, Davis CA
Donna Nelson, Moorhead
Roberta Radford, Moorhead
Marilyn Gorman, Moorhead
Dr. Yvonne Condell, Moorhead
Mary Kinsella Ziegenhagen, Burnsville
Moorhead Area Retired Educators, Moorhead
Paul & Irene Burkhardt, Fargo
Marjorie & Kelly Aakre, Moorhead
Ron and Deanna Ulven, Hawley
Evert A. Wiisanen, Moorhead
Maurice & Garnet Floberg, Moorhead
Albert Knutson, Moorhead
Patrick Colliton, Fargo
Irene Swenson, Moorhead
Douglas P. Johnson, Bemidji
Alfred Rieniets, Moorhead
Paul Harris, Moorhead
John M. Jenkins, Fargo
Ramona Kooren, Hawley

Louise Nettleton, Moorhead
Mary Ellen Thompson, Fargo
Rose M. Gytri, Glyndon
Rae P. Haynes, Durango CO
Matt Scheibe, Eugene OR
Jim Fay, Moorhead
Loren & Londa Ingebretsen, Felton
Justine Swanson, Fargo
Vera Knapp, Moorhead
Olaf & Verna Cartford, Moorhead
Lee Kolle, Borup
Elvira M. Johnson, Moorhead
Margret Kragnes, Glyndon
Pearl Grover, Moorhead
Clair Haugen, Moorhead
Marlene Ames, Fargo
Aldrich & Meredith Bloomquist, Moorhead
Mae Gee, Moorhead
Virginia Klenk, Moorhead
Steve B. Olson, Moorhead
Dana Powers, Rochert
William Priebe, Moorhead
Loretta Ramstad, Hawley
Lois Selberg, Moorhead
Lloyd J. Sunde, Moorhead
Sandford Steen, Moorhead
Donald & Phyllis Wirries, Moorhead
Neil H. Larson, Harwood ND
Robert & JoAnn Nyquist, Moorhead
Janet C. Gorman, Columbia MD
Galen & Sharon Vaa, Moorhead
Esther O. Olson, Moorhead

Ardis & Milton Severson, Detroit Lakes
Larry Nordick, Moorhead
Edgar B. Peterson, Burbank CA
Faye B. Wells, Vancouver WA

CCHS welcomes the following new members:

NEW MEMBERS

Irene Kinsella, Moorhead
Anthony & Jean Kinsella, Fargo
Alice & Mike Olson, Bronxville NY
Patricia & Andrew Svenkeson, Forest Lake
Scheel's All Sports, Moorhead
O.J. & Ruth Storvick, Moorhead
Steve Sperling, Moorhead
Rigels Inc., Appliances - TV, Moorhead
Lutheran Brotherhood
Lake Agassiz Branch 8430, Moorhead
Gate City Federal Savings Bank, Fargo
Cheryl Revie, Moorhead
Patrick & Kris Gulsvig, Moorhead
Marionette Crume, Glyndon
Cecelia O'Keefe, Fargo
Mary Bolstad & Neil Johnson, Moorhead
Marilyn D. Smith, Moorhead
Bob & Joslyn Larson, Moorhead
Faith E. Bennett, Moorhead
Greater Fargo-Moorhead
Convention & Visitors Bureau, Inc., Fargo
Chamber of Commerce of Fargo Moorhead
Lauri Winterfeldt-Shanks, Moorhead
Beth Brunelle, Fargo

CLAY COUNTY MUSEUM

Stitches
in Time
Clay County's Handmade Textiles



The clothing on this bisque pioneer mother doll (ca 1890-1910) features fabrics dating from 1871 to 1880. She and her bisque baby won 1st prize in a doll contest in 1932.

The "Stitches" exhibit explores the role of textiles in the social history of Clay County.



Museum Displays - Showing through October

Scandinavian Sampler

Featuring a Hardanger wedding gown

Shorty Kondos' Trophies

Sport's sponsor extraordinary

Metal Detectors' Collections

Recovered treasures from down below

**Museum Hours are: 10-5 Mon.-Sat., 10-9 Thurs., 12-5 Sun.
Hjemkomst Center, 202 1st Ave. N., Moorhead, MN**

CCHS BIOS Memberships

- \$ 50 to \$99 Supporting Member
- \$ 100 to \$199 Sustaining Member
- \$ 200 to \$499 Patron
- \$ 500 and up Major Exhibit Sponsor

As a CCHS BIOS (Business, Individual, Organization Support) Member you will receive all benefits of an individual and family memberships plus a certificate ready to frame and display, extra complimentary passes to visit the Viking Ship, the Stave church, traveling exhibits in the building, and a listing in all CCHS bi-monthly Newsletters. To become a CCHS BIOS Member please return this form or a facsimile to CCHS, Box 501, Moorhead, MN 56561-0501 or call 299-5520.

Business: _____

Contact Name: _____

Address: _____

Phone #: _____

CCHS Membership Application

I would like to become a member of Clay County Historical Society.

- INDIVIDUAL \$20.00 FAMILY \$35.00 Donation

MEMBERSHIP BENEFITS

- * Support preservation of our heritage
- * Bi-monthly newsletter
- * Discount on Acid-Free Materials
- * FREE Admission to Clay County Museum & Archives and two complimentary passes to the Stave Church, Viking Ship and Traveling Exhibits.
- * Discount on Photo Reproduction
- * Voting Privileges
- * Invitation to all CCHS Social Events
- * Access to all CCHS Tours

NAME: _____

ADDRESS: _____

PHONE: _____

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202 1ST AVENUE NORTH

P.O. BOX 501

MOORHEAD, MINNESOTA 56561-0501

Address Correction Requested