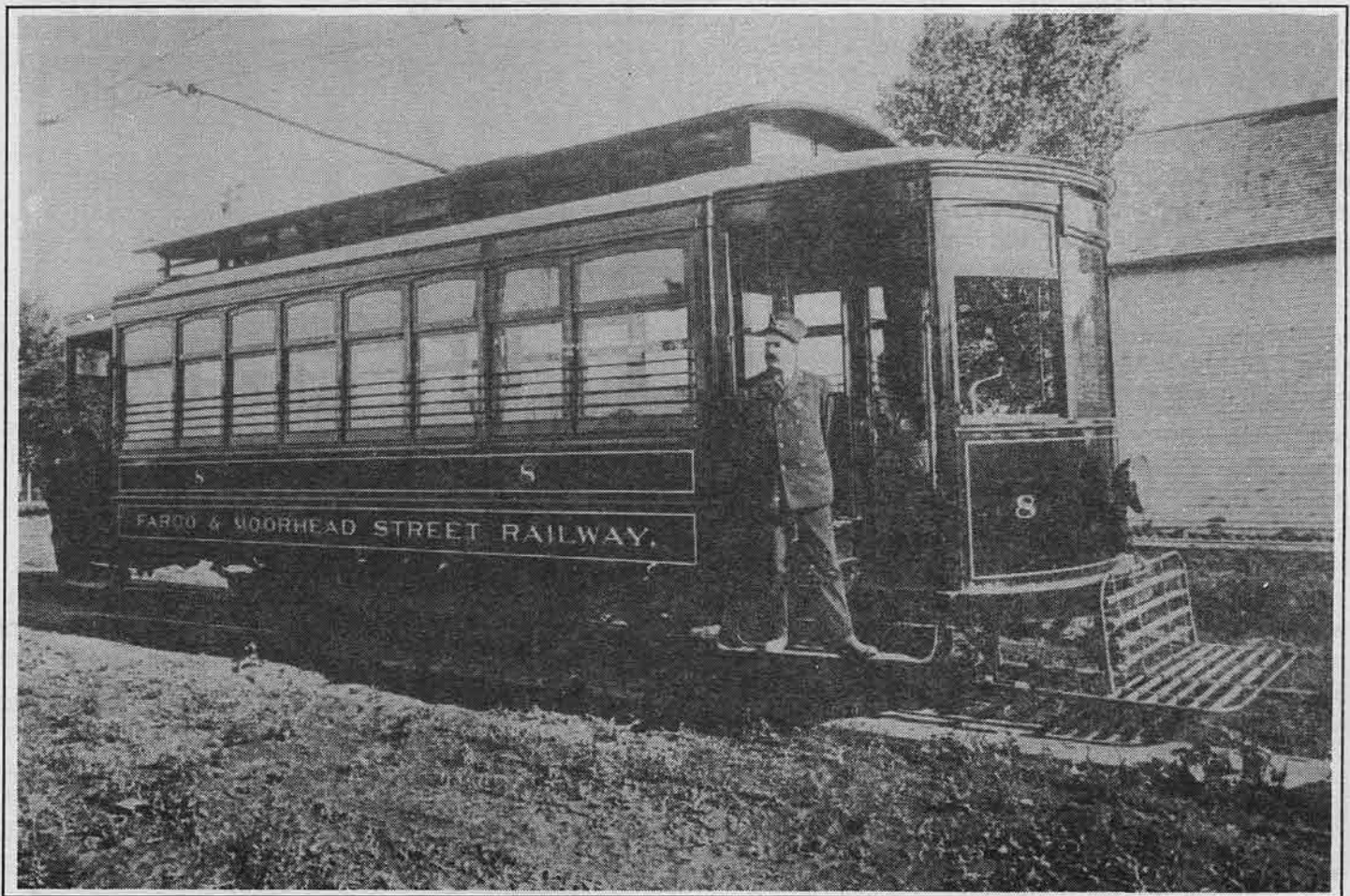


CLAY COUNTY HISTORICAL SOCIETY



CCHS Newsletter November/December 1994 Vol. XVII. No. 6



STREETCARS! A motorman and conductor of the Fargo and Moorhead Electric Street Railway Company stand proudly with their brand new car Number 8 about 1905. See Story Pages 6-12

Buildings and People Collection

From the President



By
Chris D. Olson

It may be old news. The news may not have changed or perhaps it may be completely different. By the time this column is printed, I'm sure many of you will have heard the latest information

concerning the Society's space lease. (The City of Moorhead owns the Heritage Hjemkomst Interpretive Center. CCHS pays an occupancy fee to Moorhead for the space it uses. The proposal presented for the future lease was deemed to be unacceptable by the Clay County Commission.)

At this time, the Board has directed county officials to negotiate the lease agreement once again with city of Moorhead officials. At the same time, requests for space proposals have been issued by the County to look at other possible building options. These proposals may be used if it is determined necessary to move out of our current location. The Board has met to define some issues in both the lease and managerial agreements we have with HHIC. These discussions have been creative, long-overdue, and worthwhile.

The public's support concerning this issue has been heartening. I encourage all members to share their concerns with the Board of Directors. As one staff member stated, "We are actually in a *positive* crisis situation." I agree. No matter what the outcome, some very important concerns will be settled. Too often we just complain about what has happened in the past. We now have an opportunity to plan for the future. It does not matter in what space we exist. The continuing direction of CCHS will be to enhance its organization and service.

Memorials

The following Memorials have been received:

In memory of Norman Bjorndahl from
Norman and Mercedes Roos
In memory of Arlo Brown from
Bob and Carol Kennedy

A CCHS "Wish List"

In our last newsletter we publishing a "Wish List" asking for high school yearbooks (any year) from Moorhead, Ulen, Hitterdal, Hawley, Glyndon, Dilworth, Barnvesville, Felton, Comstock, and MSTC. In response to that request we received a number of MSTC Annuals for which we are grateful. If you or someone you know has an annual they would like to donate to CCHS please give us a call at 233-4604 or stop in at 202 1st Ave. N. (Lower level of the Hjemkomst Center)



Celebrate
Tradition -
Happy
Thanksgiving

CLAY COUNTY HISTORICAL SOCIETY



202 1st Avenue North
Box 501
Moorhead, Minnesota 56560
Phone 233-4604

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HOLD ON TO YOUR DRAWERS AND PULL UP YOUR SOCKS!

[and read at your own risk!]

By Pam Burkhardt

drawers/knickers/bloomers/pantaloons: Men have been wearing what we would call drawers for over 400 years. Men's drawers, knee or ankle length, were worn as a separate undergarment or merely a lining for breeches. Women's drawers were a relatively new



Mrs. Amelia Bloomer in bloomers ca 1851. *Costume & Fashion*, James Laver

undergarment worn regularly only after 1840. Women's drawers were two tubes of fabric gathered at the waist and just below knee leaving the crotch of the garment open. They were fastened at the waist by drawstrings, buttons or both. Later, closed-crotch drawers (knickerbocker drawers) were worn.

Knickerbockers, later shortened to knickers, were loose trousers gathered at the waist and knee - so named because they resembled the breeches worn by Washington Irving's 1809 fictional family, the Knickerbockers. Knickers, as an outer garment, were worn by men. Knickers, as a woman's

undergarment, were similar to bloomers. In 1851, bloomers were part of the reform dress movement to free

women from bulky skirts and confining petticoats. They were originally meant to be an outer garment resembling Turkish trousers under a knee-length skirt. Although they were worn by and named for Amelia Bloomer, they were designed by Amelia's friend, Elizabeth Smith Miller. Bloomers were ridiculed by just about everyone - especially those who saw them as a threat to masculine authority. In the 1890s, bloomers were revived for cycling and as physical education garments. In the 1920s, bloomers referred to "directoire knickers." Knickers are what the English call "panties" which are short for pantaloons. Pantaloons were a combination of tight-fitting trousers

and stockings worn by Pantaloeone, a character in an Italian comedy [also from St. Pantalone the patron saint of Venice]. Men wore trousers called pantaloons. Women wore loose, ankle-length drawers in the early 1800s which were called pantaloons and sometimes referred to as "trousers." Later, little girls wore abbreviated drawers called pantalettes, a diminutive of pantaloons, or leglets, frilly tubes which could be seen below their skirts.

Note: the single garment is called a pair (of pants or trousers) because of its origin as two separate tubes fastened at the waist!

hose/hosiery, socks/stockings: Hose or hosiery refers to coverings for the legs and feet and includes socks and stockings. From the 12th century to the 19th century, hose were close-fitting leg and foot coverings tied to a doublet (or other garment) at the waist. Legs were separate and could be of different colors or patterns. In the early 1920s, the term *hosiery* was revived and used when referring to stockings. Stockings are close-fitting coverings for the feet and legs - usually referring to lengths up to the waist, but can also include knee-high socks. A sock is a stocking with a short leg - usually referring to lengths up to the knee. Tube socks are made with the same cylindrical shape its full length - the sock stretches during use to conform to the foot.

Another note: most people seem to look down on socks. Actually, they have a fascinating history! Read about them in the 1995 Jan./Feb. Newsletter.

LADIES' AND MISSES' DRAWERS.

Lengths 23, 25, 27, 29 inches.

When we quote open and closed style be sure and state style desired; otherwise we will send open style, which are more in demand.

19c

No. 38R850 Very good value muslin drawers, made with wide hem and three rows of tucks. Open or closed styles. Price.....19c
If by mail, postage extra, 3 cents.

Ladies' drawers were shown folded for modesty. 1902 Sears Catalog.

Outreach Displays

	Opens	Closes
Hitterdal Senior Center	Nov. 9	Jan. 9
Ulen-Hitterdal High School	Nov. 9	Jan. 9
Viking Manor, Ulen	Nov. 9	Jan. 9
Hawley Public Library	Nov. 9	Jan. 9
Glyndon Community Center	Nov. 11	Jan. 10
Moorhead Public Library	Nov. 11	Jan. 10

OUT AGAIN, IN AGAIN will be at the Hitterdal Senior Center - a display of old items which have come back into use such as button covers and lace collars.



The Ulen-Hitterdal High School will open STATEMENTS! - a look at the pin-back button.

Viking Manor will feature IN OTHER WORDS which matches words to artifacts. Example: The word "egg" refers to a darning egg used to mend stockings.

STITCHES IN TIME will appear at the Hawley Public Library with examples of knitting, crocheting, embroidery and quilting.

A display of building components and accessories will be featured in THIS OLD HOUSE at the Glyndon Community Center.

Moorhead Public Library is celebrating its 90th Anniversary this year! Their display case will highlight the year 1904 in honor of the celebration.

Donations

A great big thank you to the following individuals and groups who made monetary contributions to CCHS in September and October.

St. James United Church Women's Guild, Barnesville
 Stacie Erdmann, Moorhead
 Linda Lawson, Issaquah, Washington
 Jane White, Florissant, MO
 Rough Riders Kiwanis Club, Fargo
 Interstate Business College, Fargo

Artifacts & Donors

September/October 1994

DONORS INCLUDE:

Moorhead: Lyle B. Clark, Terry Shoptaugh,
 Hattie M. Strom, Opal Brand,
 Metropolitan Area Transit, Marty
 Soeth, Marie Daellenbach
 Hawley: Larry Quam, Diane Hitterdal
 Ulen: The Ulen Union
 Fargo, ND: DeLana Duffy-Aziz
 Great Falls, MT: Cal Scholl

ARTIFACTS INCLUDE:

A Short History of the Hawley Public Utilities Commission; items from Barnesville High School for the 1960-1961 school year including (5) issues of the *Trojan Warrior* and the "prophesy" for the class of 1961; (16) annuals from Concordia and MSTC/MSU from the late 1940s to the early 1970s; (7) annuals from the High School at MSTC; scrapbook with photos of urban renewal in progress in Moorhead; copy of the James & Florence Drury interview by the Northwest History Center at MSU; (14) Moorhead postcards; business card for the Grand Pacific Hotel (see below); 35mm negatives from the *Ulen Union*; Toastmasters' flyers, membership lists & histories including *History of Pioneer Club, Charter No. 272* Toastmasters' International 1946; 1892 [New Year's] menu from the Grand Pacific Hotel; Northern Transit Authority bus tokens, MAT bus tokens, Holiday School Transport bus tokens, Comstock Hotel restaurant token; Comstock Hotel key tag; (2) beacon lamps [light bulbs used on tall buildings to alert air traffic]; a stemmed glass commemorating the MSU centennial; piano scarf; and a spoon holder.



Holiday Heritage Festival at Hjemkomst Center

Ethnic decorated Christmas trees and display cases will fill Hjemkomst Hall to allow everyone to share in the vast cultural diversity of the area from Nov. 24, 1994 through Jan. 2, 1995! This year's festival will feature a Hispanic Heritage Weekend Nov. 19 and 20 with Hispanic dances, crafts, traditions and foods. On Dec. 10 and 11 traditional crafts, music and dances will be featured.



Origin Of Holiday Greeting Cards

The custom of exchanging holiday cards was begun in 1843 by Englishman Henry Cole, who commissioned an artist to draw a festive scene to decorate printed greetings. One thousand cards were printed, and these first greetings, which sold for a shilling each, featured a family seated at a Christmas dinner. The inscription was the now familiar "Merry Christmas and Happy New Year."

The custom of sending holiday greetings in America was introduced later in Boston by lithographer Louis Prang. His sentimental cards featured flowers and Christmas decorations. Prang dominated the American holiday-greeting market until the 1890s, when cheaper cards imported from Germany became the fashion.

Ribbons and Bows

The practice of gift wrapping is a fairly recent phenomenon in American life. It started at the turn of the



century, when people stopped giving hand-made gifts and instead began exchanging factory-made items.

To some, these new gifts seemed cold and less intimate, and

so, to restore some kind of personal touch, retailers encouraged their customers to wrap their presents.

Buffalo featured at open house

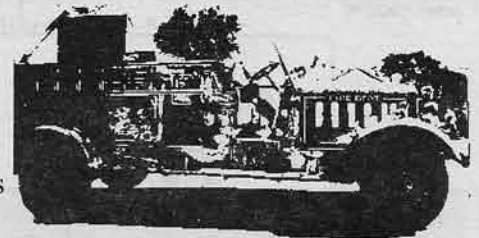
On Sunday afternoon, Oct. 16 the Clay County Historical Society hosted an open house featuring the 1936 Buffalo Fire truck. The sky was threatening but the rain held off until after the festivities which were held outside by the vintage fire truck.

About 200 people attended the open house with 75 present for the special presentation. Board Member Diane Meyer gave a tribute to past and present fire departments and a short history of the Moorhead Fire Department. She reminisced that her father had been a volunteer

fireman in a small southeastern town in Ohio.

"My mother was convinced that whenever Dad

dressed up for a special event, the whistle would blow and off he'd go on a fire call," said Meyer. This often meant ruined trousers and shoes. Today the Moorhead Fire Department has a full time paid staff but many other Clay County towns still operate with volunteer fire departments.



Two Moorhead Firemen, Jerry Shawstad and Mike Sigdestad were presented with "Certificates of Appreciation" for their dedication to the preservation and display of the 1936 Buffalo. Mainly through their efforts the 1936 Buffalo was able to appear in many area parades this past summer. The Moorhead Fire Department received an award acknowledging their cooperation in the repair and maintenance of the Buffalo and Sabin Fire Chief Monty Martin was recognized for his contribution. Martin is the mechanic that rebuilt the Buffalo motor for CCHS.

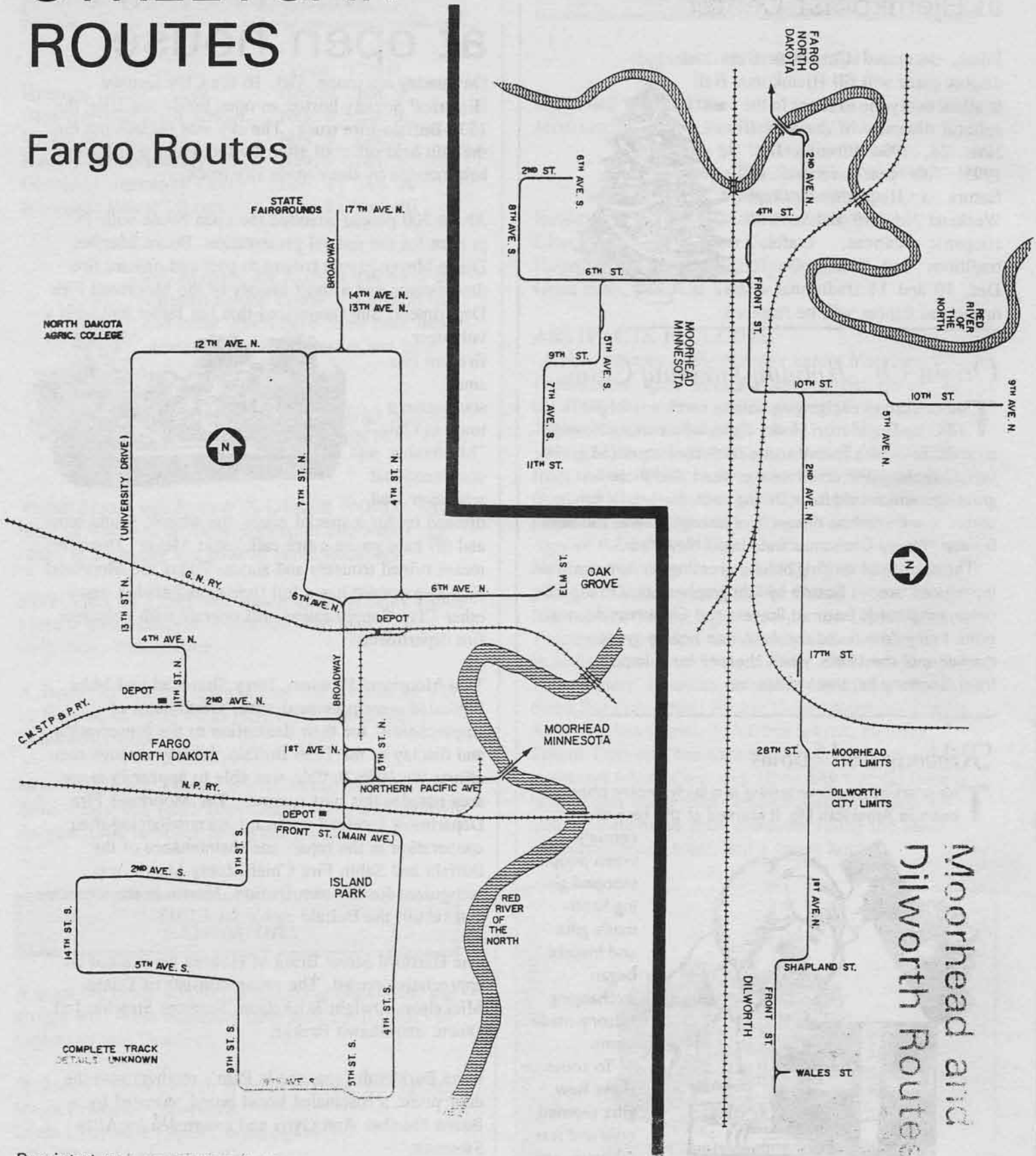
The Hartford Street Brass of Hawley entertained an appreciative crowd. The group consists of Duane Mickelson, Dwight Mickelson, Suzanne Strache, Jeff Quam, and Shawn Brekke.

Irene Burkhardt (yes, she is Pam's mother) won the door prize, a rosemaled bread board, donated by Board Member Ann Gytri and rosemaled by Alice Swanson.

Special thanks to volunteer hostesses Mercedes Roos, Janet Fox and Carol Kennedy.

STREETCAR ROUTES

Fargo Routes



Reprinted with permission from
Electric Railways of Minnesota,
Russell L. Olson, 1975.

Fargo and Moorhead Electric Street Railway: 1904-1937

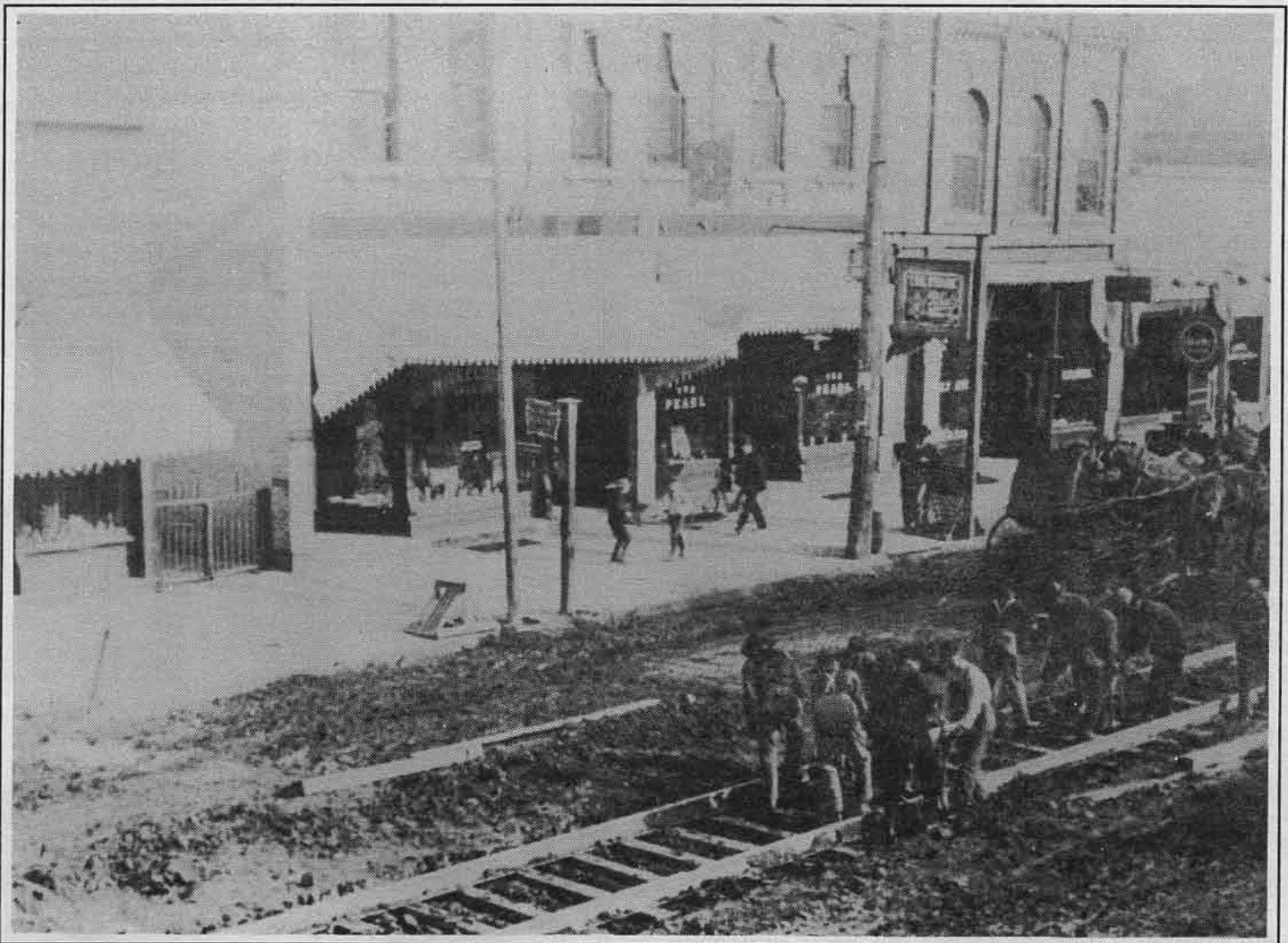
By Mark Peihl

Most nice mornings I like to walk the mile and a half from my place to work but it's comforting to know that if I get behind or lazy I can always stroll down the block and around the corner and wait a minute or two for a Metro Area Bus. I just drop a 70 cent token into the box and I'm whisked downtown in seven minutes flat. But before waxing too warmly over the wonders of modern mass transit, it's interesting to note that 90 years ago I could have caught a quick, comfortable ride from the same corner, along more or less the same route. The trip would have cost a nickel and instead of a diesel powered bus, my conveyance would have been a streetcar of the Fargo and Moorhead Electric Street Railway Company.

In the 1870s, neither Moorhead nor Fargo had much need for a system to move folks around the cities. Most of the 1500 or so souls in the twin towns in 1875 lived within easy walking distance of the business districts and each other. But by the early 1880s both cities had grown and spread out. Walking had become less convenient.

Flush from a recent building boom, Fargo investors in 1882 started the area's first mass transit system. It was a spectacular failure.

(Continued on Page 8)



Workmen hurry to finish laying street car tracks on Center Avenue before the snow flies, 1904. They barely made it.

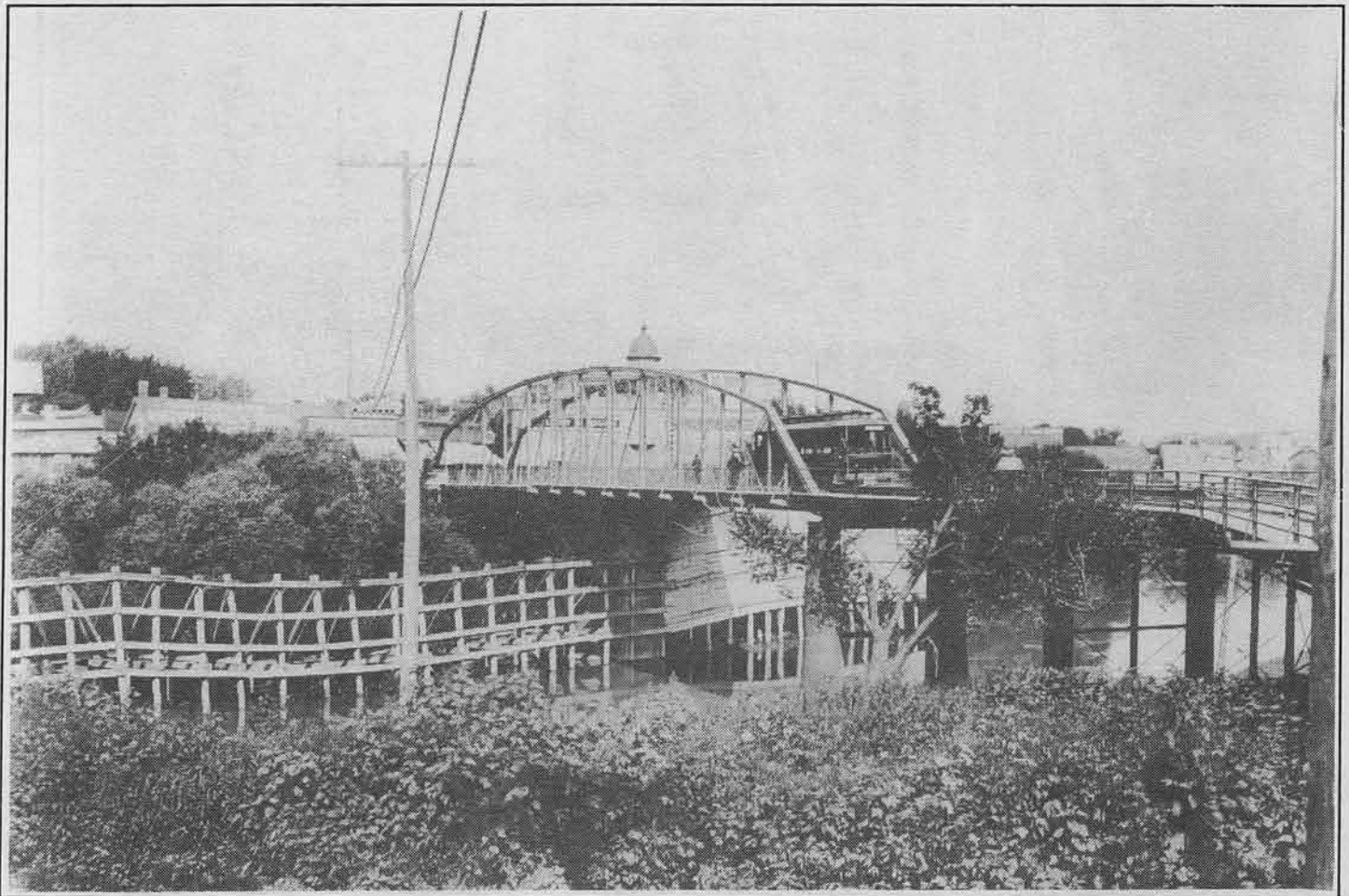
Street Cars Continued from Page 7

Moving large numbers of people over regular routes on a tight schedule required a fast AND comfortable ride. Fargo's less than smooth streets ruled out carriages. The local entrepreneurs, like those in many U. S. cities, took a cue from the steam railroads and laid down tracks. Steam engines were too heavy and internal combustion engines were still 25 years in the future so they used horse drawn cars. Tracks ran south on Broadway from the Great Northern tracks to Main Avenue, then west and south past the new suburbs and out onto the thinly populated prairies.

Unfortunately, they laid the tracks directly on Fargo's gumbo streets. The relatively light cars quickly pounded the rails into the mud. After four months of intermittent service, the company's car barn burned to the ground destroying all their rolling stock. They never rebuilt. The investors' rails, like their money, sank into the earth, only to be resurrected in 1974 by

workmen tearing up Broadway for the Red River Mall.

In the late 1880s, tremendous improvements in electrical generation and, especially, electric motors, gave mass transit dreamers another option for power. A private company, Fargo Gas and Electric, extended a street light system into Moorhead in 1891. Shortly after, they spun off a subsidiary, the Fargo and Moorhead Street Railway, to provide electric streetcar service. They proposed to build a rail loop linking the downtown areas of the two cities. In return they asked for a franchise granting them the use of the cities' streets and bridges for 50 years. Construction would take two years. Fargo apparently ok'd the scheme but Moorheadites were skeptical. Local businessmen claimed that the cars would not bring shoppers to their stores but would only make it easier for their customers to buy in Fargo. The Moorhead City Council offered a 20 year franchise, asked the



Trolley Number 9 rumbles across the North Bridge about 1910. The "Streetcar Bridge" ran Northeast from N.P. Avenue in Fargo to about where American Crystal Sugar's headquarters are now in Moorhead. The view is looking east across the Red River from Fargo.

Flaten/Wange Collection

company to extend the line to the new Normal School (MSU) and finish the project in one year. Fargo, Gas and Electric said, "No dice" and went back to selling power.

Moorhead built its own municipally owned water and power plant in 1895.

In 1902 a group of Pennsylvania businessmen revived the street railway idea. The cities agreed to their terms but the group developed money problems. Local investors, headed by North Dakota Congressman and future Governor L.B. Hanna, bought out the Pennsylvanians and negotiated a new deal with Fargo. Again, Moorhead hesitated. Residents worried about losing the use of the North Bridge (where the railway planned to cross the Red) and who would pay for removing the rails if the company went under.

The new Fargo and Moorhead Street Railway Company promised to build a new streetcar-only bridge running straight west from Center Avenue within two years and put up a \$10,000 bond to pay for track removal. The city agreed, and in the fall of 1904 the company rushed to lay the rails and string wire before the snow fell.

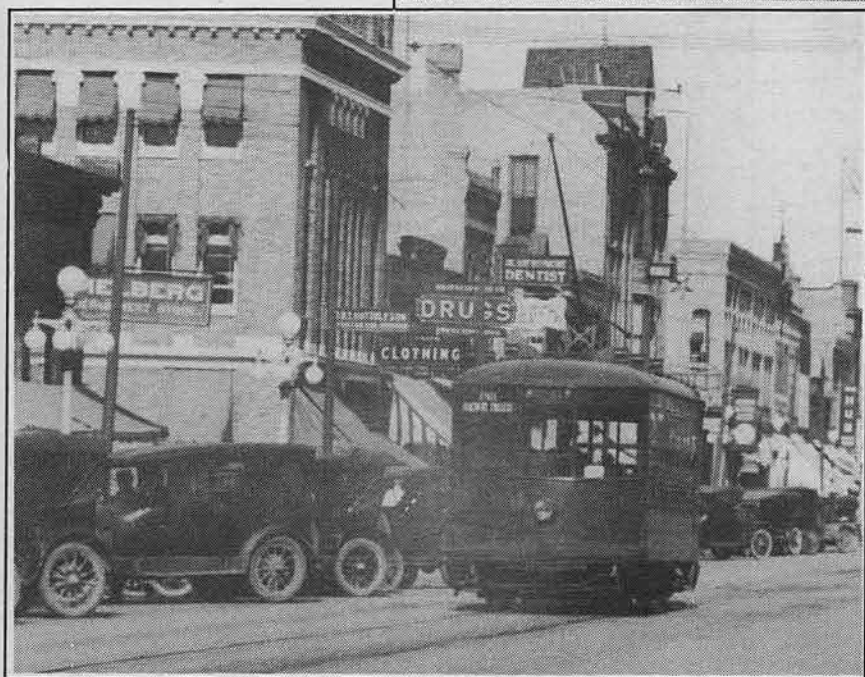
The routes in Fargo included loops north and south of downtown and a branch to Oak Grove Park. In Moorhead rails initially ran east from the North Bridge to 4th St., then south to Front Street (Center Avenue), east to 6th St., south to 5th Ave. S., east to 9th St., south to 7th Ave. S. and east to the Normal School. The following year the company added a line up 10th St. from Front to the Clay County Courthouse on 8th Ave. N.

Workmen laid the rails 4 feet, 8½ inches apart, the standard railroad gauge then and today. The rails in downtown areas weighed 70 pounds to the yard, 60 pounds in the suburbs. The heavily ballasted ties lay 12 inches apart.

Union Light, Heat and Power Company of Fargo



(Above) Car Number 5 makes a right off Center Avenue onto 4th Street North, about 1905. Car 5 was one of the first ordered from the Niles Car Manufacturing Company, one of the best car builders ever.



(On the left) A Birney car heads down Center Avenue bound for Moorhead State Teachers College, Summer 1923.

provided electricity to run the cars from a specially installed 150 kilowatt, 550 volt steam powered direct current generator. The DC current reached the cars via an overhead cable suspended above the tracks by an intricate system of supporting wires. A flexible pole extended up and back from a pivot on the roof of the streetcar. Springs kept the pole from falling down and forced a trolley wheel (or "trolley") at its end up into contact with the overhead cable. Current from the cable passed down the pole to power the motors, then returned to the generator via the tracks themselves.

The dirt flew fast and furiously in October and November 1904 as the railway company pushed to completion. At one point 150 men worked on the line to the Normal School alone. Finally, regular service began in Fargo on Thanksgiving Day, November 24. Moorhead's cars rolled December 2.

...10,000 folks took a ride the first day.

Moorhead residents' fears of the company's failure disappeared quickly. The streetcars were wildly popular. The Fargo Forum reported that 10,000 folks took a ride the first day. The trolleys didn't scare horses and sharing the bridge caused no problems. Streetcars rumbled cheerfully over the North Bridge for 33 years.

The company began with seven cars and a car barn with space for twice that many. But they expanded so fast that within two years the company had to build a new, larger car shop. (The old building became Fargo Foundry. MidAmerica Steel now occupies the spot.)

The cars were not the little Kodak yellow trolleys many local residents remember from the 1920s and '30s. The first seven were specially ordered from the Niles Car Manufacturing Company in Ohio, a company with a well-deserved reputation for building some of the finest streetcars ever. The closed, 30 passenger cars were real works of art, featuring hardwood paneling inside, double thick windows and circulating hot water heat for comfort in winter, rattan seats and gold pin striping. In photos they appear shiny and dark, perhaps black, but several years ago the late Helmer Lee of Moorhead told me he remembered them as dark green. A most distinctive feature was the "monitor roof". The center section of the roof was raised. Transom style windows in the sides and ends of this "clerestory" provided better light and ventilation.

The cars were built for two-man service. The driver (or motorman) stood in an enclosed vestibule in the front of the car and a conductor was stationed in an identical vestibule in the rear. Passengers entered through a door on the right rear side, took a seat and gave the conductor their fares on exiting. The fare was a nickel (4 cents for students), but many folks bought books of 21 paper tickets for a dollar.

At the end of the route, rather than turning the streetcar around, the motorman removed his control mechanism, pulled down the trolley pole with a rope attached to a spring loaded retriever, raised a second pole at the other end of the car, switched places with the conductor, reinstalled his control mechanism and proceeded back up the line.

Additional cars purchased in 1905 and 1906 included several "previously owned" cars from the Twin Cities' Rapid Transit Company, some open cars for summer use and a snowplow.

The streetcar line helped fuel a building boom in south Moorhead. According to MSU history professor and CCHS board member Paul Harris, the line had a tremendous impact on development in the area between MSU and north of Concordia College. Until the trolleys arrived, folks living there needed a horse and buggy to get to downtown Fargo and Moorhead. That meant having a barn and lots of space. Streetcar transportation allowed the area to be broken up into much smaller lots for many more houses. Real estate developer E. J. Wheeler was one of those who built many homes in the area including a string of nearly identical houses along the west side of 7th Street between 5th and 6th Avenues S.

During these early years the street railway's only connection with the power company was their contract to buy electricity. That soon changed. In 1902 Pennsylvania native Henry M. Byllesby started a company to buy small, struggling utility companies and build them into going concerns. He was quite successful. By August 1910 Byllesby's Consumers' Power Company had acquired 16 such utilities. That month he added number 17, the Union Light, Heat and Power Company in Fargo. A year later, Consumers' Power also bought the Fargo and Moorhead Electric Street Railway and announced plans to extend their lines.

The company's rails reached to all areas of Moorhead except the part of the Second Ward between Concordia College and the Red River. Second Warders organized and petitioned the new owners to build tracks to their

neighborhood. The railway refused, claiming a line that close to downtown would not pay. They were looking east, toward Dilworth.

In 1906 the Northern Pacific Railroad moved their roundhouse, car repair shops and division headquarters out of their cramped quarters west of downtown Fargo to a tiny siding east of Moorhead named Dilworth. The new village quickly grew to several hundred. But hundreds of other NP employees stayed in Fargo-Moorhead, riding to and from work on a special "shop train."

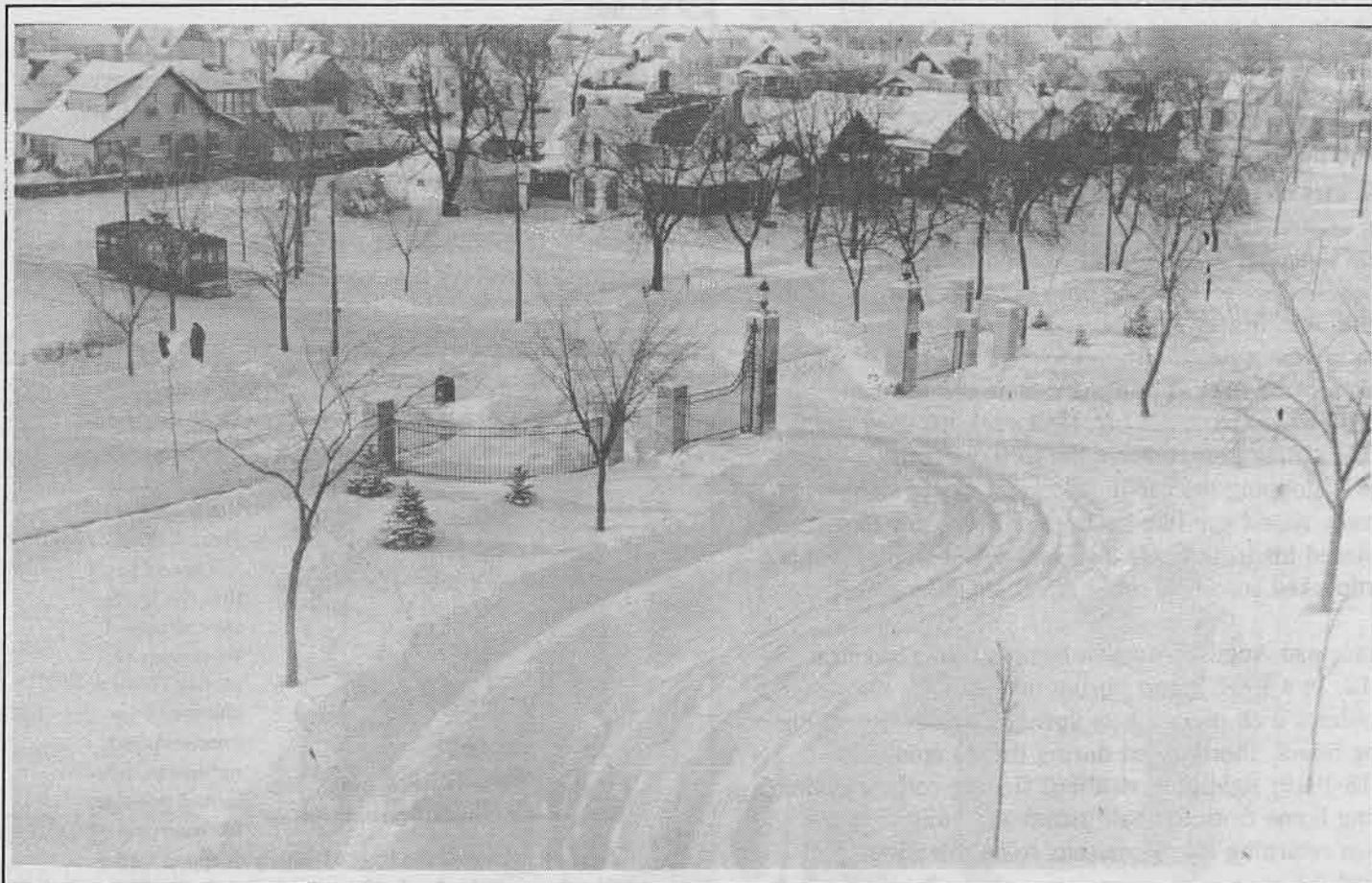
When the NP decided to end the shop train as a cost cutting measure, the street railway saw a custom-made market. Also, the growing community had no general electric supplier. By extending their line to Dilworth, Consumers' Power could sell both transportation and electricity to the town's residents.

In 1912, the streetcar line's owners negotiated a new 25 year franchise with Fargo and Moorhead and laid rails to Dilworth. They ran east from 10th Street on 2nd Avenue North to the Moorhead city limits, then

jogged north to connect with Dilworth's 1st Avenue N. The rails followed 1st Avenue to Shapland Street (2nd Street N. E.) then south to Front Street (2nd Avenue S. E.) and east on Front to a little past Wales Street (5th Street SE) ending just north of the Dilworth railroad yards. Regular service began December 10 with a huge celebration. In 1916, Consumers' Power Company changed its name to Northern States Power. Things were looking up for the company.

But after World War I ended in 1918, inflation drove operating costs up. The company, locked into a 5 cent fare by its franchise, began to feel squeezed. They also faced new competition - automobiles. Hardly seen in 1904, fifteen years later, autos dominated Moorhead's streets. As garages popped up in suburban back yards, ridership fell.

When the company asked the city for a two cent fare increase, the Second Ward residents smelled a new opportunity. The city agreed to the increase but required the company to extend a line into the neighborhood. On September 12, 1923, the "Concordia Route" began running from Center Avenue



A Birney car leaves Moorhead State Teachers College after dropping off two passengers in the early 1930s.

Street cars (Continued from Page 11)

down 6th Street to 8th Avenue S, then west to 2nd Street and north to 6th Avenue S.

The company made a major cost cutting move too. In 1920 they began the switch to a new style car - the double-ended safety or "Birney" car.

Named for one of its principal inventors, Charles Birney, the new cars revolutionized the streetcar business. Birneys carried the same number of passengers as the older cars but were smaller, lighter and much more energy efficient. Most importantly, they required only a motorman. No conductor was needed to collect fares. Passengers entered the car on the right front and dropped their fares into a box, just as bus riders do today. The company switched to metal discount tokens instead of paper tickets. Riders could buy four quarter-sized tokens for 25 cents or 17 dime-sized ones for a dollar. The cost savings allowed the company to increase the number of cars on each route. Cars passed any given point every 20 minutes instead of every hour as before.

The Birneys were painted yellow for better night visibility and featured colored signal lights to identify which route they ran on. The Normal School trolley carried a red signal; the courthouse car, a green one.

Many local residents remember the trolleys fondly. The cars carried bumpers, front and back, designed to trip up and catch careless pedestrians rather than run them over. HHIC volunteer Marion Gillespie remembers often jumping onto the back bumper on the courthouse trolley for a free, if somewhat dangerous, ride to visit a neighborhood friend. The late Willard Knapp of Moorhead told me that he did the same but when he wanted to get off, he'd yank the cord running to the trolley pole, pulling the trolley off the overhead cable, stopping the car in its tracks. Willy and his friends would run like heck while the angry motorman replaced his trolley. He also said that a well placed, hardpacked snowball could affect a similar result.

Motorman August Swanson began driving streetcars in 1912. In a 1937 Fargo Forum interview he recalled problems with pickpockets during Fair days; working long hours, shorthanded during the flu epidemic of 1918-1919; light bulb stealing, singing college students going home from football games and "tougher days when returning saloon patrons soiled his car with blood."

The fare increase and the Birney cars helped the

company but the internal combustion engine was gaining on streetcar lines in the 1920s. In 1926 NSP spun off a new subsidiary, Northern Transit Company, to run busses to supplement the trolleys. Later, some Fargo lines were completely replaced with busses.

In 1937 the Fargo and Moorhead Electric Street Railway Company's 25-year lease expired. NSP (probably with a sigh of relief) announced that it was abandoning the trolley line and sold the Northern Transit bus company to a Fargo oil dealer.

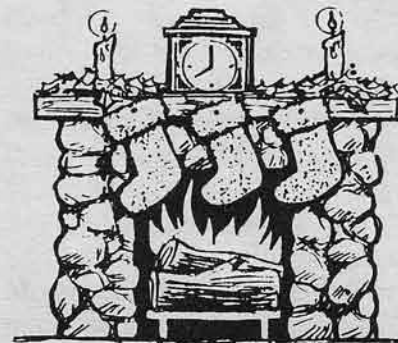
On July 1, 1937, Moorhead cafe owner William H. Diemert chartered car number 14 for a special, final run to Dilworth and back. After Diemert and guests stepped off about midnight, car 14 rumbled across the North Bridge to the car barn and streetcars in Clay County became a thing of the past.

The North Bridge was replaced by the 1st Avenue N Bridge in 1930 for all traffic except trolleys and pedestrians. The crumbling streetcar bridge remained standing until 1942 when it was torn down for scrap for the war effort. The rails themselves were also yanked from the streets to be turned into tanks and battleships.

According to some accounts, many of the cars were stacked like cordwood at Fargo's Matson Field and burned. The remaining metal was hauled off for scrap. A few reportedly survived as lake cabins and we've heard of one in private hands and another moldering in a shelterbelt southwest of Fargo. These may be the last remnants of trolleys that screeched and clanged around the streets of Fargo-Moorhead for 33 years.

Stocking Stuffers

The practice of hanging Christmas stockings on a mantle is believed to have originated from the benevolence of St. Nicholas, the ancestor of Santa Claus.



Legend has it that the kindly saint dropped three bags of money down a chimney to an impoverished nobleman, who lacked dowries, for marrying off

his daughters. One of the bags of money dropped into a stocking hung to dry by the fire, suggesting that a stocking so hung might attract gifts on the holiday.

Young children continue to hang stockings on Christmas Eve in hopes of collecting little gifts.

Clay County Historical Society

wishes you a

MERRY CHRISTMAS

and a

Happy New Year

Board of Directors

Chris Olson, President
Gary H. Olson, V. Pres.
Ann Gytri, Secretary
Bob Kennedy, Treasurer
Kelly Aakre
Kenny Fox
Larry Quam
Carol Ekre
Dorothy Dodds
Paul Harris
Diane Meyer

Staff

Pam Burkhardt
Mark Peihl
Margaret Ristvedt



CCHS President receives Certificate of Merit Award

CCHS President Chris Olson recently received the Minnesota Library Association's (MLA) Certificate of Merit, according to the September issue of the Northern Lights Library Network News.

Olson, a Public Information Specialist with the Lake Agassiz Region Library, has served on the CCHS Board since 1992 and was elected president in April 1994.

Olson's involvements include Minnesota Library Association (MLA) Board of Directors Member-at-Large and Intellectual Freedom Chair, Member MALF Board of Directors, Summer Reading Program Co-chair, and Spotlight on Books Planning Committee. In addition, Olson is working on his Master of Library Science Degree through Emporia State University's School of Library and Information Management (SLIM) Master of Library Science program.



Chris is a busy fellow!

CCHS Life Membership List

For the last several years we have been printing membership renewals and new memberships in our newsletter. This practice has been well received. However, one group has sadly been missed in this procedure - our Life members. In order to catch up, the Life membership list is printed here. In the future we will try to print Life memberships in the January/February Newsletter on a regular basis.

Anderson, Verlyn
Andvik, James
Bakken, Randy
Bergquist, Dewey
Burkhardt, Pam
Covey, K.W.
Eastman, Doris
Eklund, Mrs. H.K.

Euren, Helen
Evert, Jon
Glasrud, Dr. & Mrs. Clarence
Goodrich, Gary
Grosz, David & Paula
Hannaher, M. J. & E. C.
Hector, Earlyne
Kingsbury, Willis & LaVerne

Molldrem, Ariel & Myrtle
Murphy, Vincent & Kathie
O'Rourke, James
Paulson, Lloyd & Bev
Ramsey, Ronald L.M.
Rindahl, Benton & Minnie
Roos, Mercedes & Norman
Rostad, Dr. & Mrs. David
Sandeen, Clayton & Patricia
Schermeister, John
Shamel, Charles D.
Skjegstad, Dr. Kenneth R.
Skolness, Dan & Sandy
Smerud, Warren
Wahl, Russel
Walker, Basil D.
Wright, Edgar

CLAY COUNTY MUSEUM Presents

"Drawing With Light: Photography in Clay County"

"Drawing With Light...." examines how people have used light and chemistry to produce pictures for the last 150 years. Featured are old photographic processes, our earliest Clay County photograph and the virtual reality of the 1890s - stereoscopes.

The exhibit features a Kewpie Box Kamera with direction booklet and the notation that it was a Christmas gift in 1922.

The PERMANENT EXHIBIT includes unique characterizations of one facet of the history of towns in the county. Together they form a chapter in the overall history of Clay County.

Hours are: 9-5 Mon.-Sat., 9-9 Thurs. and 12-5 Sun.
Lower level of Hjemkomst Center,
202 1st Ave. N., Moorhead

Kewpie Kameras

Get the Pictures

\$2.25
to
\$4.95

Low Priced - Easy to Use

REAL CAMERAS—Reliable, Simple in Construction and Surprisingly Low in Price. That's what those who have bought and used these little Kewpie Kameras.

This camera is reliable in perhaps the most important consideration—and you can always depend on a KEWPIE to get the picture. That is why it has been such a favorite with amateurs and the surprisingly large number of owners of high priced cameras who have also bought them.

KEWPIES cannot be focused. They are "fixed focus" cameras. Just push the lever and the picture is taken.

Every Kewpie is equipped with the most advanced lens. It has to describe lines and angles in the camera, so sharp it will be sharp. The KEWPIE pictures.

Equipped with two batteries, one for the lens and one for the camera. The 1 and No. 22 Kewpies are each provided with two "fixed focus" lenses, one for the lens and one for the camera. (Detailed instructions book and Complete Photographic Equipment Cards included with each Kewpie Kamera.)

Made development of this detail work, covered with great white enamel. Ideal for mounting on wall or in the kitchen.

Sold Only by Sears, Roebuck and Co.

**No Focusing -
No Guessing at Distances**

PRICES							
Camera	Color	Box of	Box of	Box of	Box of	Box of	Price
		100	200	300	400	500	
No. 1	Black	1.99	2.99	3.99	4.99	5.99	\$2.25
No. 2	Black	1.99	2.99	3.99	4.99	5.99	3.15
No. 3	Black	1.99	2.99	3.99	4.99	5.99	4.10
No. 4	Black	1.99	2.99	3.99	4.99	5.99	4.95

CCHS Memberships - New and Renewals

September/October 1994

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

- Robert Gates, New York
- John & Bev Hest, Hawley
- Ruth Swanson, Moorhead
- Fred L. Larson, Glyndon
- Nancy & Yoseph Tedros, Moorhead
- Doris Backman Kirkpatrick, Wash.
- Lloyd Pladson, Fargo
- Richard & June Chenoweth, Mhd
- Sherwood Peterson, Baker
- Evelyn Keeping Hansen, Hawley
- Marguerite Wardeberg, Barnesville
- John Holte, Moorhead
- George C. Shippey, Calif.
- Steve B. Olson, Moorhead

- Marrison E. Walsh, Moorhead
- Junald L. Rendahl, Moorhead
- Orvis & Ann Gytri, Felton
- David R. Reed, Moorhead
- Margaret Tabbut, Moorhead
- Deloris Zwack Mellon, Mpls.
- Beth Nelson Iverson, Moorhead
- Gertrude Knutson, Moorhead
- Clara Bannerman, Moorhead
- Ellen Butenhoff, Moorhead
- Davis & Hazel Scott, Moorhead
- Paul J. Dovre, Moorhead
- Chris & Ellen Velline, Calif.

CCHS welcomes the following new members:

- Louise Redmann, Fargo
- Lois Ivers Altenburg, Fargo

- Elda S. Lutter, Moorhead
- Margery Possehl, Moorhead
- Dewey Possehl, Moorhead
- Fern Haiby, Moorhead
- Irene Hogan, Moorhead
- Miss Glynis Joy Gordon, N.H.
- Una Rydeen, Pelican Rapids
- Phyllis Wrolstad, Fargo
- Jim Duncan, Fargo
- Hisaco Duncan, Fargo
- David M. Remley, Colorado
- John P. Woods, Fargo
- Dorothy & Don Bentley, Hawley
- Eloise Noble, Fargo
- Don Bekkerus, Glyndon
- Delores Bekkerus, Glyndon
- Rick Miller, Fargo
- Robert A. Johnson, Moorhead
- Ernest Rosenfeldt, Moorhead
- Wayne Redmann, Fargo

CCHS - 1994 MEMBERSHIP INFORMATION

I would like to begin/renew my membership in the Clay County Historical Society. Please enter my membership in the category I have checked below:

- INDIVIDUAL \$15.00
- FAMILY \$35.00

CCHS MEMBERSHIP BENEFITS

- ** FREE Admission to the Center
- ** Bi-Monthly Newsletter
- ** 25% Discount on Photo Reproductions
- ** 10% Discount on Acid-Free Materials
- ** Voting Privileges
- ** Invitation to the Annual Meeting/Dinner and all CCHS Events

NAME: _____

ADDRESS: _____

PHONE: _____

Family memberships, please list family members.

Husband	Wife
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Children (under the age of 18)

Return to: Clay County Historical Society
P.O. Box 501
Moorhead, MN 56561

(218) 233-4604

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