

as little as three dollars a day but no mention is made about who provided the hay and feed for the team. The taxi of the past may seem primitive but people did get around even in those days.

As a natural follow-up for the horse and buggy days came other occupations. John Hoberg saw the need for a harness repair shop so he started one. Blacksmiths saw the need for shoeing horses so blacksmiths moved in. With the coming of cars the truck replaced the horse and wagon draying. Some of the truckers were Oscar Sorenson, Louis Farstad, and Kore Myhrer.

Even within recent years people have spoken of the fine horses seen on the streets in Newfolden in bygone days. Frisky fast horses were driven by Pastor Ostgulen as he made long trips from Warren to serve Congregations in the Newfolden area. Ole Anderson evidently had a fine team and Anders Korstad owned a span of blacks. When Mr. Korstad went riding with his wife they would include a big black dog, really riding in style. Men took pride in keeping their horses well fed, clean, and curried. Horses must have shiny coats.

Hitching posts? Who remembers them? Business men were eager to please their customers so sturdy posts were provided near the stores. The horses were unhitched and tied to the posts. Sometimes the owners preferred to tie the horses to the wagon or sleigh so the horses could eat hay and feed while the owner about his business. All this may seem slow and monotonous and it was. But there were exciting times, too. Frightened horses sometimes ran away dashing down the street seeing nothing in their paths. Spectators scurried out of the way. To some the episode seemed amusing but to the owners it was dismaying and sometimes tragic and expensive.

Riding to town for father and son could be leisurely and

pleasant as they looked at the sights along the way. One lad recalls riding with his father over a swollen creek and watched with delight as the water rose higher and higher even to the floor of the platform buggy. Riding in a cutter over glistening snow on a cold wintry day could be exhilarating. With a fur lap-robe about the knees, warmed bricks for the feet, and fur cap over the ears the driver did not mind the blustery wind that made his cheeks and nose red. Horse back riding was of course popular with anyone who owned a horse or could borrow one.

The coming of the railroad to central Marshall Co. opened a new era of progress. When the freight trains began their runs in the late fall of 1904 the citizens of Newfolden had a bright idea. The red caboose at the rear end of the freight was a roomy place for the trainmen so why couldn't passengers ride the caboose to Thief River Falls? That is what they did. It was faster than driving by horse and buggy and the ticket cost only 18 cents. The caboose was sooty and dusty; the benches along the wall were hard and the heat of the pot bellied stove gave an uneven heat. The brass spittoon sat in a corner. But what were such discomforts compared with the convenience. Since freight trains did not run regular schedule the "catching" of the freight train was a matter of vigilance. The person who desired to ride on the freight asked someone to notify him as soon as the freight appeared at the north crossing. An historic day for the Newfolden village residents was November 21, 1904 when they witnessed the trial run of the first passenger train, "The Winnipeg Flyer" It was flagged to stop for passengers. The flag stop train later became a local from Thief River Falls northward and stopped daily both coming and going. Many a Newfoldenite thrilled to the sight of "the Flyer" with its many lighted passenger coaches rolling along on dark nights. While the "Flyer" was a flag stop the U.S. first class mail pouch was suspended on a pole near the depot and

a man in the mail car grabbed with a hook the suspended pouch. To our knowledge he never missed. The passenger service via the Soo Line was for many years excellent with dining car service, pullman service, and parlor car. Gradually services were decreased and in March of 1967 passenger service terminated. One Newfoldenite observed the event of the last run by taking a round trip to Winnipeg. Memories still linger of the scratchy red plush seats in the day coach. The conductor in a blue serge suit shiny at the elbows was always prompt as he shouted "All aboard". Freight service is still provided. The Soo line provided living quarters for the depot agent on the second floor of the depot. Many of the old timers remember the pot bellied coal burning stove which heated the waiting room. This was later replaced by an oil space heater.

Transportation by bus has been available sporadically. One company ran a bus from Hallock to Thief River Falls through Newfolden but for lack of enough passengers the service was terminated. From April 1967 to April 1968 the Gray Goose Company of Winnipeg to Detroit Lakes, but the company lost money and quit the service. A few months the Northland bus of Thief River Falls gave service.

The coming of the automobile followed on the heels of the building of the railroad. A horseless carriage was seen on the streets of Newfolden for the first time when Harry Miner of the Pioneer Land Company drove his big wheeled Auburn slowly down the street for all to see, yes, at the speed of fifteen miles per hour. That was in 1905. What a stir! Then Peter Høglund and Ed Haulotte bought a Cadillac and Alfred Johnson bought the third car. Ed Haulott's car had kerosene lamps. The names of the cars may not be correct; but the young men had cars. In 1914 Anders Korstad bought a Saxon Roadster. This was later sold to H. C. Haugen.

The Model T as we have heard could do anything. The running board was convenient for carrying bulky items such as milk cans, a sack of potatoes, or even a sheep. Henry Ford's Lizzie was really practical.

Driving the car in the old days was not always pleasant. The roads were rough and in the muddy season would mire down and the drivers were subject to taunts such as, "Get a horse, why don't you?" And that is just what many a car owner had to do. Roads in and near Newfolden were low and often muddy. Cars were often stuck in the middle of the streets in Newfolden. With the arrival of more and more cars demands were made for better roads. The one day of labor poll tax as a man's contribution for betterment and upkeep of roads was not enough. Gradually improvements came, streets graded, leveled, graveled and finally black topped. The first real improvement was made in 1922 when three blocks of Minnesota Avenue were dug out and proper filling made to avoid the annual spring break up. The mail men were thus able to fulfill their pledge, "The mail must go through." Many of us remember that the rural mail carriers provided transportation during bad winter weather by taking the preachers to Sunday services, or to a wedding, or to funerals. The doctor was often given a lift as he was called to the bedside of the sick in rural areas.

In the early years of village life in Newfolden the children attended school in District 49 three fourths mile southwest of the village.

This section has been named from Ox Cart to Jet Plane. That does not mean that Newfoldenites own jet planes. The first plane to land in Newfolden was at the Tonnes Nelson meadow land north of the village. The plane brought Mr. Langer of Non partisan political fame who came from North Dakota to give a speech. Oscar Hanson presently living in Newfolden has occasionally used the same field

for landing his plane. Philip Dyrud also a pilot, has parked his plane at the Thief River Falls airport. Spray planes flying over Newfolden are no longer an uncommon sight. The jets flying overhead cannot be seen but they can be heard and their vapor trails show their course. It is no longer a novelty for Newfoldenites to mount planes at Thief River Falls and travel to faraway places. We do not know what the future will hold but possibly helicopters will land on Newfolden roofs and give valuable service to the community. The age of wonder never ceases.

Down Memory's Lane - The Music Lane

1904 - 1924

What was the scene like in 1904 before the radio, the record player, the juke box, the T.V.? Was it a silent world? Definitely not. Let us look at the sounds for two decades 1904-1924. There was some music in the home, in the home, in the church, in the barber shop. And men whistled as they worked, women hummed as they moved about in their homes. Sometimes they stopped to listen to the sounds of nature, the warbling bluebird, the whinnying of the horse in the nearby pasture, the rustling leaves as they fluttered in the breeze. These became the background for the music in the home, the school, the church. The musical instruments were few but those who owned violins, guitars, flute, harp, or reed organs played them often. Every boy looked forward to owning a harmonica. In the homes the family and friends gathered for evening sings. Any member who could do so played the organ or chorded the accompaniment as the rest sang folks songs, popular songs, hymns, and gospel songs. In the families with musical talents there was harmonizing. And talent there was in the Myhre family, the Lokkens, the John X Johnsons, the Gerdlunds, the Elseths and others. Maybe some

of the popular songs of that day were silly but as now remembered they were not indiscreet. Melodies often heard were Red Wing, Over There, K-k-k-Kathy, I am forever forever blowing bubbles, Home in the West, Peggy O'Neil, There is a Long Long Trail a-winding, Let me call you Sweetheart, Moonlight and Roses. Of course, Norwegian and Swedish songs were popular, too. Everybody sang or tried to sing at parties, taffy pulls, picnics and in the kitchen.

H. E. Myhres and Bjornsons owned the first pianos in the village. Mechanics in music came with Olaf Nelson's purchase of a player piano for his hall. All that the operator had to do was to insert a tube and do some pumping and magic ghost fingers would keep the keys moving. No date is known for the arrival of the first phonograph but the first one was followed by many. The Edison model had the big horn. With the passing of the years some young people purchased ukeleles and banjos and these often broke the silence of the night as young men strummed their instruments outside the village cafe. The barbershop music was provided by a quartette, three of whom were Gilbert Nordrum, Adolph Sollom, Peder Tvedt. In the Myhre home Eva played the piano to accompany her father playing the flute. Gilbert Nordrum played the violin to the delight of his guests.

Pastor Bjornson of the Bethlehem church from 1906 to 1912 encouraged people to sing, and to play instruments. To foster musical activities he organized a community band for the express purpose of providing music for Newfolden's first of Fourth of July celebration in 1908. A photo taken by Frank Pace shows that the following participated in the band: Alfred Johnson played the tuba, Rasmus Kleppe and Andrew Larson played cornets, Ed Haulotte was the drummer, Peter Hoglin played a mandolin, Bertil Bakke the clarinet, Dave Field the violin, Oscar Stamnes the alto. Others were Martin Soberg and