

The New

MANFRED NEWS

Volume 14, Issue 2

November 2021

A Warm Welcome to Manfred!

Contact Info: MHP, Inc., 130 S Lake Ave, Manfred ND, 58341,
manfrednd@outlook.com, 701-399-6782

Enjoy visiting Manfred's website at manfrednd.org
and Manfred's social media site

Watch for news of the 2022 Manfred Festival
anticipated in early September 2022

This issue celebrates the:

2021 Manfred Festival and Field Day Page 3

In all the years since Manfred History and Preservation, Inc. (MHP, Inc.) was established in 2000, the past year, 2021, stands out as a significant point in MHP, Inc.'s history – when the mission and 'calling' for this organization came to fruition. The forgone years of urgent work, compiling Manfred's history and restoring its historic buildings, has served as preparation for Manfred in its 'calling.' For on September 9, 2021, the first annual educational field day was held for 153 - 4th grade students in conjunction with their North Dakota Studies class. (Just imagine the sounds of 153 excited students enjoying a fun and interesting day in Manfred!) The field day, 10 a.m.-2 p.m., for the students was held within the festival day, 10 a.m.-6 p.m., for the public – who were invited to follow along with the students to the learning stations during the earlier part of the day, and afterward enjoyed guided or self-guided tours, old-time music, and a catered meatball supper.

Manfred School Restoration Projects Page 4

The restoration of Manfred School began with the shingling of the roof in 2006. Later, the main level interior was restored over a period of several years. With that work completed in 2019, many people responded to a campaign to restore the windows. 2020 saw the start of this work and in 2021 great progress was made in this project. All the windows on the south and east sides are now restored! This includes all the classroom windows on these two sides plus the east library window, for a total of 25 windows restored so far! This window restoration work was made possible through donations given by many of you, and through the work of volunteers. Thank you!!

History of Transportation at Manfred Pages 5-13

The history of transportation to and from the site where Manfred is located began eons ago when indigenous people made use of horses while traversing the plains. What the early settlers found when they arrived in and around the site of Manfred were rocks still in place, used in earlier times by indigenous people to hold down the edges of their animal-skin dwellings while staying in the area. These rocks were eventually removed by the settlers, making use of them in various ways. Artifacts of the indigenous people have been found in and around Manfred: among them are stone hammer heads and arrowheads.

Many of the trails used by the first settlers had been the trails of indigenous people. Such a trail was called the Mouse River Trail. This trail crossed the James River near the bridge on the Wellsburg Road, less than a mile west of Manfred, known as the 'James River Crossing of the Mouse River Trail.' Portions of this trail remained visible on local homesteaders' lands for many years, but eventually silted over.

Featured in this issue are modes of transportation used by the settlers including trains, buggies and wagons pulled by horse and/or ox, and the coming of the early automobiles. It is amazing to think that many of the settlers lived to see all three in these modes of transportation during their lifetimes.

Thank you for these donations since the last newsletter, which enable the story of Manfred to come to life for the enjoyment of many people!!

General & Newsletter

John Anderson
Jeff and Megan Blakely
John Bollingberg IM Duane Haus
Verna Bowers
Ordean and Karen Ebel
Ehni Family IM of Arlene Ehni
Donald and Roxanne Gill in memory
of Ellorine Schimke Goebel
Carolyn Golberg
Milton and Adeline Guy
Lorna Heilman
Derald and Ruth Hoover
John G Inserra
Linda Knudtson
Laverne Johnson and Gwyn Herman
David and Carol Langseth
Marie Lewis
Roland and Judy Martin
in memory of Marge Anderson
Jeanne Melby
Audrey K. Nelson
Curtis and Rita Nelson
Michael and LuAnn Olson
Dale and Shirley Opdahl
Katherine Oxta
Patti Patrie
Klaus Raab
Joseph J Strauss
Fessenden Thrift Shop
Diane E Tebelius
Leif and Katherine Thorson
Steven and Joleen Schultz
Keith and Brenda Skalet
Richard Strauss
John Thorpe
Dean and Alicia Vorland
Rod and Becky Wilcox

Everlasting Fund

Verna Bowers
Milton and Adeline Guy
Richard and Wanda Melchert in memory
of Marge Anderson, Hildor and Nellie Deede,
Erling Olson, Astrid Ongstad
Audrey Solheim in memory of Astrid Ongstad
Leif and Katherine Thorson

Manfred School

Jeff and Megan Blakely
Milton and Adeline Guy
Steven and Joleen Schultz
Keith and Brenda Skalet
Dean and Alicia Vorland
Rod and Becky Wilcox

Bank/Post Office

Verna Bowers

Comfort Station

Floyd and Barbara Simmons

Seeking info, photos, memories on the

Manfred 4-H Clubs

Were you a member
Of a Manfred 4-H Club?

Information, photos, and memories
are being sought regarding Manfred
4-H Clubs. We seek your help.

We would like to compile a history
of 4-H at Manfred and would value
your remembrances and thoughts
on this organization for youth.

Please jot down thoughts that come
to your mind about 4-H such as:
Who were members when you
belonged? Who were the leaders?
What were some of the topics or
projects you participated in? Did you
enter a project in the county fair?
We look forward to receiving your
memories, as well as photos and/or
actual projects you did in 4-H.

You can send to us by regular mail
or by email to the following:

Audrey Solheim
1026 S 3rd St #3
Bismarck ND 58504-6398
asolheim@bis.midco.net

Seeking info, photos, memories on

Manfred in Times of War

We are making plans to do a future
history on 'Manfred in Times of War'
to include Manfred's contribution
to the war efforts and people from
Manfred who served. We have
sources to draw from and our own
archival collection, but we would
treasure your remembrances,
photos, or information on such
times. Please send to Audrey
Solheim, as noted above.

In Memory

Robin 'Rob' E. Hager

July 1952 – March 25, 2021

Son of Ralph 'Junior' and Donna (Rudel) Hager,
grandson of Ralph and Anna Hager- Ralph was
a barber in Manfred and Anna was the daughter
of settlers Nikolai and Everina Rogness

Margaret 'Marge' K. Anderson

November 24, 1945 – April 19, 2021

Marge, a member of the Wells County Historical
Society, was a supporter of the Manfred projects,
helping in many ways regarding history

Darlene R. Miller

October 10, 1929 – May 11, 2021

Darlene's husband Dale was the son of Ben and
Emma Miller, grandson of David and Amolia Miller

Arden H. Georgeson

December 4, 1936 – May 21, 2021

Supporter of the Manfred projects and, with his
wife Linda, frequently attended Vang Church

Erling Olson

August 9, 1937 – June 9, 2021

Supporter of Manfred and keenly interest
in the history of Manfred and the region

Tillie Dybing

August 28, 1913 – July 5, 2021 (To aged 107!)

Born in a sod house at Manfred, the daughter
of Andrew and Elizabeth (Kafton) Bauer. Her
husband George, born 9 miles NW of Manfred
was the son of Tannes and Ingrid Dybing

Nellie B. Deede

July 12, 1931 – July 24, 2021

The wife of Hildor whose father and uncle
built many barns in the area for farmers,
several of which continue in existence

Marian Jessica Cook

October 27, 1993 – September 9, 2021

Daughter of Tim and Lois (Simmons) Cook,
granddaughter of Ross and Norma Cook, great
granddaughter of settlers Jens and Marie Renden

Ellorine Schimke Goebel

December 5, 1934 – September 22, 2021

Daughter of William and Lydia (Koenig) Schimke,
granddaughter of Jacob and Fredreka Koenig.
Siblings are Gordon Schimke, Luvern Breckel,
and Lillian Gedrose

Hildor P. Deede

August 14, 1929 – September 25, 2021

Hildor was born and raised in rural Manfred,
the son of Phillip and Hilda Deede, grandson
of settlers Andrew and Dorothy Deede

Patricia Jo Ravnaas

April 30, 1962 – October 29, 2021

Grew up in Manfred, the daughter of Morris
and Joyce Ravnaas, granddaughter of Ingvald
and Olida Ravnaas. Her father Morris worked
for the Soo Line Railroad

The New Manfred News

A historical periodical published by Manfred History and Preservation, Inc. (MHP, Inc.), 130 S Lake Ave, Manfred ND 58341
Suggested Subscription - \$10 per year., Historian: Audrey Solheim-asolheim@bis.midco.net, Editor: Wanda Melchert-wrmelchert@gmail.com

Manfred History and Preservation, Inc. Board of Directors

Audrey Solheim-Chair, Pam Norstedt-Secretary, Richard Melchert-Treasurer,
Rose Anderson, Pete Anderson, Verna Bowers, Pat Lenz, Cheryl Ryan, Jamie Schindler

Manfred Heritage Museum

Museum open May-Sept, Tue-Sat, 10 a.m.-4 p.m.
Wanda Melchert-Museum Director

2021 Manfred Festival and Field Day

Manfred's inaugural field day of hosting 4th grade students was a great success with the help of 36 volunteers and presenters, and with funding through Thrivent Financial and a Humanities ND-SHARP Small Grant Award. Participating schools were Anamoose/Drake, Carrington, Fessenden/Bowdon, Harvey, Maddock, Minnewaukan, Wing/Tuttle, and Warwick. The students were divided into six groups with 'Guide' volunteers to accompany each group. The groups rotated to six learning stations and were also served a hotdog lunch. The six stations were traditional classroom, quilt making, old-time music, games, blacksmithing, and butter making. 2022 is a go!



↖ Lunch Time ↗



← Blacksmithing demonstration



Traditional games leaders →



←
Traditional
classroom and
Music presenters



←
Time
for
'class'



Update on the Manfred School Restoration Work



Manfred School – painting of east dormer in progress using a lift truck, Nov. 2021

Restoration of Manfred School is a wonderful and developing project. After completing restoration of the interior main level in 2019, attention turned next in 2020 to painting the wood trim on the exterior of the school by volunteers Jamie Schindler and Wanda Melchert. This restoration work was divided into three projects:

1. Soffit and window trim, 2. Windows, and 3. Dormers

1. **Soffit and window trim**

In order to paint the soffit and upper-level window trim in 2020, a lift was needed. Harry Detling offered the use of his telehandler for which we are thankful. The telehandler made it possible to accomplish this restoration project for all four sides of the school building. After completing the higher areas, the lower-level trim was painted using MHP, Inc.'s scaffolding.

2. **Windows**

The window restoration project began the fall of 2020 with the south-facing windows of the upper-level west classroom, known as the gymnasium. In 2021, the window project resumed March 10th and continued until the end of August, thereby completing all windows on the south and east facing sides of the school.

A window-set is composed of two double-hung windows with an eight-paned transom window overhead. Four such sets are grouped together on two walls in each classroom, providing excellent natural lighting. For the window project, one four-window set was worked on at a time, which took about four weeks to complete. On the main level, the interior of the windows and frames were also painted.

The window restoration process included removing windows, covering the space with plastic sheeting, repairing the wood frames as needed, scraping and sanding, removing old glaze, replacing broken windowpanes with new panes obtained from Mid Dakota Lumber Company at Harvey, applying new glazing, setting the windows aside for the glazing to cure 7-14 days, and afterward doing the painting. The windows operate with weights, so one end of new rope was tied to a weight and the other end attached to a special place on the side of each lower window frame. Reinstalling the windows and trim boards was the final step.

3. **Dormers**

To accomplish the painting of the south and east dormers, a high lift would be needed. The lift truck of Aaron and Rodney Opdahl is being used in this project for which we are thankful. Some years ago, new port windows and cedar shingles were installed on the face of the dormers by Charles Bolin. Before installing the shingles, he cut each shingle to match the decorative cut design of the original shingles.

HISTORY OF TRANSPORTATION AT MANFRED

We begin this history of transportation with a settler's account of moving to Manfred which includes information about the building of the railroad bed, information that we otherwise would not have. As you read this account, visualize challenges experienced by the early settlers but also their remarkable optimism.

Railroad Companies Help Draw Settlers to the USA

The railroad companies had advertised extensively in Europe to encourage people to immigrate to the USA, and many answered that call. Among them was P. B. Anderson who immigrated to the USA in 1880, first living in Wisconsin where he met and married Anna Johnson in 1886. P. B. and Anna moved that year to Eddy County in North Dakota. P. B. wrote of those years, "Had a very hard struggle to make both ends meet. We had 30 miles to the nearest market. If we were lucky enough to raise a crop, the expenses of threshing and marketing took nearly all the profit so there was nothing left. The settlement composed of half a dozen families were all equally poor." To add to this, the region experienced drought in the early 1890s resulting of little or no crops.

1892 – Railroad Bed Under Construction

P. B. continued, "With the coming of the Soo Line Railroad through North Dakota, land for settlers close to the railroad became available. In the spring of 1892, T. K. Rogne, Nels Hovey and I struck out looking for a place to start a new life. Having been hampered with long distances to market, we agreed not to go more than three miles from the railroad survey. After looking over our field notes of the different descriptions taken down, T. K. Rogne and I agreed to file on Section 20 and 29 (in Manfred Township), taking some of each section. This location is halfway between Fessenden and Harvey, so we figured we could not miss getting close to a town. Going back (home), we stopped at Sykeston and made application for filing with Webster Sanford, Clerk of Court at that time.

In July that same year, T. K. Rogne, L. O. Burkum, and I came back and brought a load of lumber with us and put up a shanty 12 feet by 16 feet. We also put up about 25 tons of hay. After completing our haying, we went home again. **Late in the fall**, I came back out here again. This time I had C. O. Roble along with me. He filed on Section 20. On his land, part of the village of Manfred is located. At this time, **the railroad graders were at work and the grade was nearly finished.**

1893 – Rails Completed and Soo Line Train Begins to Operate

The next spring, I loaded my worldly possessions in a wagon drawn by three oxen with two cows following behind and started out for what I expected to be the Promised Land. The first day I was overtaken by a snowstorm, so I had to stay with a farmer about 10 miles east of New Rockford. The next day, I managed to get into New Rockford. Bright and early the next morning, I left New Rockford. Every low place was filled with water, so I had quite a time in coming through. Crossed the James River on a bridge at the John Goss place. Coming three or four miles west, I met a farmer who informed me that it would be impossible to cross the river at the next crossing as there was no bridge. Stopped that night out on the prairies. The next morning, I went back and re-crossed the bridge at the Goss place and followed the south side of the river. This was Sunday and a very beautiful day with bright sunshine.

About three miles east of the claim I was overtaken by my brother-in-law, my wife, and my three husky boys ranging in age from three to six years. They drove a horse and buggy. Coming out to the claim, we found the shanty was plumb full of snow, but as we had a small tent we were not so bad off after all. The next day, we cleared the snow out, moved the shack on a dry spot and before night we were domiciled in our new home. This was April 21, 1893. Two or three weeks after our arrival, T. K. Rogne and family came out and built their shanty about 30 rods from ours. From then on, things commenced to move very fast. **In the last part of May, the rails were laid, and trains commenced to run.** New settlers came in thick and fast (to file) and all land subject to homestead was gobbled up in short order."

Transportation by Train

The Soo Line Railroad

The Soo Line began its corporate existence in 1883 as a small Minnesota rail line. In 1888, the company purchased the *Aberdeen, Bismarck, and Northwestern Railway*. The new company formed by the two railroads was called the *Minneapolis, St. Paul, and Sault Ste. Marie Railway*, commonly known as the Soo Line. The Soo Line entered North Dakota in 1891 at the southeastern corner of the state with the goal to lay rail to the town of Portal on the Canadian border. It took two years to complete.

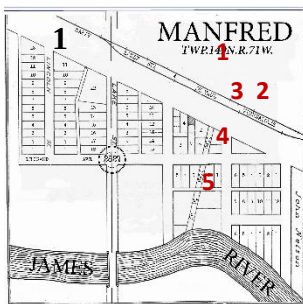
Site Chosen for the Manfred Water Station

Like other water stations built along the railroad line, the location for the site of the Manfred water station was determined by the Soo Line Railroad. Train engines powered by steam required a water stop every 7 to 10 miles, and railroad surveyors determined that this site along the James River would make an ideal water stop. In 1893, the Soo Line built a dam downstream just east of Manfred, thereby creating Manfred Lake on the James River. The lake helped maintain a stable water level for the Manfred Water Station.

The Manfred Water Station

To equip the Manfred Water Station, the Soo Line built the following in 1893: a pump house; a water tank; a windmill at the river for piping water to the water tank; a 2013' house track, also known as an industry track, for loading or unloading freight cars; a 9' x 10' tool shed for the section crew who maintained several miles of track in each direction of the water station; and a 24' x 28' house for the section foreman.

In 1903, the pump house was replaced with a 14' x 14' concrete block building and the steam pump was replaced with a gas engine, an 8' wide and 30' deep well was dug near the pump house, and a siding 2700' long was built for meeting and passing trains. In 1905, a 2-pen stockyard was installed for shipping livestock; in 1906 the dam was regraded, the windmill moved to the water tank, and extensive well work completed; in 1907, a platform for loading and unloading machinery was installed and a gravity water line 875' long and 20' deep from the river was completed; a bunkhouse for section crew laborers was set in place in 1913.



- 1 Map of water station detail
- 1 Manfred Depot
- 2 Side house/industry track
- 3 Water tank, pump house, windmill
- 4 Underground water pipe
- 5 First location of windmill

- 2 Alex Le Grand and Clara Melby walking on the rails in about 1909

- 3 The railroad track and telegraph line at Manfred with pump house, windmill, water tank, and depot, together with several grain elevators. Photo taken in 1906

- 4 Insert: The train departing Manfred, sometime after telephone lines were installed in 1908



Advancing Technology

In 1925, a more efficient and powerful steam engine was developed utilizing a larger firebox for a more economical use of the boiler. The steam engine could now go faster and further before needing to stop, so less water stations were needed. As a result, the Manfred Water Station was among those discontinued in April 1926 and the structures removed. Though the steam locomotive gave way to using diesel locomotives in 1953, the steam locomotive is credited in greatly aiding our nation's movement into the modern age.

Transportation by Train

The Manfred Depot

On September 6, 1899, Manfred was opened as a regular billing station and supplied with a small portable depot from Emrick, estimated to be 12' x 32.' In addition to trains being using to transport goods, people enjoyed using the train, too, such as this news entry: "Mary Roble and Clara Le Grand went to Harvey on Sunday's train returning in the afternoon." In 1906, a new depot was built east of the old one, 24' x 80' with an office and waiting room on the ground level and living quarters for the agent-operator on the second level. In 1907, the portable depot was moved to Ruso, North Dakota. A new foundation was built under the depot in 1924. In 1932, a garage and washroom were built near the depot.



1 Manfred Depot with farmers' cream cans on the boardwalk

2 A MOMENT IN TIME

Painting of Manfred Depot by Larry Fisher

Soo Line 701, a 4-6-2 light Pacific, slowly pulls away from the depot after a brief stop to pick up two passengers and a mail bag, July 1952. As the automobile became more popular and affordable, the little local would soon pass into history.

This painting appeared in the 2003 OSH (Orchard Supply Hardware) Calendar-July.

Larry Fisher is a descendant of Manfred residents, Even and Kjersti Ostrem

3 Manfred in 1957 from the south with the depot in view



4 Soo Line train just pulling out of Manfred with the Vang Church steeple peeking through the trees



5 Soo Line leaving Manfred, with the Farmers Coop and O & M elevators in view



In 1967, the Soo Line 'dualized' which consolidated Manfred and Martin Stations, so Agent Fred Sommerfeld traveled between the two towns and was considered the last agent to work in Manfred and Martin. The Soo Line then 'centralized' which combined several stations, and a traveling agent from Carrington handled agency services between Kensal and Manfred. Manfred's depot was retired in 1970 and removed in 1971. From its first whistle 'hello' to Manfred in 1893, the train continues to 'greet' Manfred today as it passes by.

Transportation by Train

Manfred Depot Agents

1893-1899	Early water station managers unknown
1899-190?	Floyd Ford, first regular billing agent
190?-190?	G. K. Van Sickle
190?-1905	Walter Ruff
1905-1906	Mr. Richie
1906-1908	Charles N. Vincent
1908	C. E. Anderson, temporary agent
1909-1912	J. E. Turner
1913	S. W. Salvin
1914	Charles Kaufman
1914-192?	A. M. Greenfield
1927-1932	Leo C. Grinney
1928-1929	Dan Lawler
1929-1932	Leo C. Grinney
1932-1932	Mr. Erickson (9-11/1932)
1932-1947	Norman H. McCain
1947-1949	V. J. Munt
1949-1950	Unknown
1951-1951	Jerry Froeber – relief agent
1951-1957	Victor Harrison
1958-1959	L. V. Bjork
1959-1960	Jerry Froeber – relief agent
1960-1967	Fred Sommerfeld

News Entries on Manfred Depot Agents from the Wells County Free Press news**March 27, 1908**

There has been a change in the depot lately. C. N. Vincent who had been the Soo agent for more than two years departed with his family for Bowman and C. E. Anderson from Conde, South Dakota has taken his place. Harry N. LeGrand is serving as helper and puts up the danger signals.

May 10, 1928

We understand that Mr. and Mrs. Dan Lawler will move in the rooms over the depot in a few weeks. (Mrs. Lawler was a Fieback.)

November 3, 1932

Mr. Norman McCain, the new depot agent, arrived Saturday from Emrick. Mr. and Mrs. McCain are busy getting settled in their new home over the depot.

June 23, 1938

N. H. McCain is building a garage and washroom near the depot, as he is now sporting a new car.

March 1, 1951

Mr. and Mrs. Victor Harrison and family formerly of Kief, North Dakota moved here last week. Mr. Harrison is Manfred's new depot agent. Mrs. Harrison is the former Louella Boese.

Three of the Depot Agents

Jerry and Betty Froeber



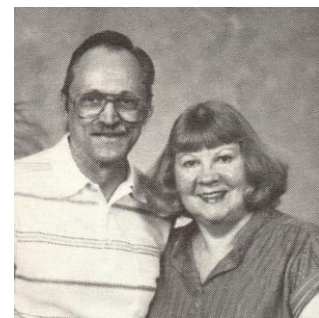
At age 12, Jerry moved to Manfred with his parents, John and Veronica Froeber. John was a foreman for the Soo Line and Veronica worked at Manfred School. Jerry met and married Betty Detling from Manfred. They lived at Enderlin where Jerry was depot agent. He also served as relief agent at Manfred. Jerry and Betty were parents of 1. Kristi (Donn) Frahm, 2. Kevin (Michelle) Froeber and 3. Kari (Rex) Phipps.

Victor and Louella Harrison



Victor Harrison had the opportunity to transfer to Manfred where his wife Louella's parents, Louis and Ella Boese farmed. After some years, they moved to Wimbledon, North Dakota. They were the parents of 1. Glenda Lea who married Donald Sherman, 2. Victor, Jr. 'Vic,' 3. Debora married James Lochow, and 4. James. Victor died suddenly at age 52. Louella later married Douglas Oglesby.

Fred and Lorraine Sommerfeld



In 1960, Fred and Lorraine Sommerfeld moved to Manfred where Fred served as the Soo Line depot agent. He worked for the railroad many years, having first trained as a railroad telegrapher. Fred and Lorraine were the parents of Nancy D'Ambrosio and Susan Nelson. With Lorraine's interest in writing and drama, she was the writer of the musical pageant for the Fessenden Diamond Jubilee.

Transportation by Horses or Oxen

During Manfred's early years, in addition to the train, the horse and to a lesser degree the ox were the modes of transportation. The settlers had used horses and oxen for transportation in their native countries, which continued as the modes of transportation for them in the USA, at least for a while.

Horses, especially, were essential to the settlers in all manner of transportation. The settlers hauled food products raised on their farm to sell in town; hauled implements in need of repair to the blacksmith; hauled purchases back home such as coal, sugar and salt, hardware, fabric and notions; traveled to church, ladies aid, or to school; went to visit family and friends on Sunday afternoons; and made trips such as to the Wells County Court House in Fessenden to take care of legal matters, like filing a deed.



Traveling westward from Wisconsin on the way to North Dakota

Brothers Nennie and Dave Johnson together with their friend Sven Grane traveling in a covered wagon pulled by a team of horses. After settling in Manfred, Nennie Johnson built Hotel Johnson in 1906, and in 1908 built Nennie's Place—a barber shop/pool hall known later as the Cash Store. Dave Johnson settled in Canada. Sven Grane, Manfred's early and colorful news reporter, later moved to western North Dakota, continuing there in the newspaper business.

Read a beautiful poem by Adolph Shirley on the covered wagon at manfrednd.org, Newsletters, Vol 2, Is 2, June 2002, Page 8



Christen C. and Anna Melby and family at their farm north of Manfred

In foreground from left: Anna and C.C. Melby with their daughters Anna, Gena, and Clara

Having filed on this homestead in 1893, C.C. Melby returned to Norway to bring his intended, Anna Stokkebryn, to the USA. Anna filed on an adjoining quarter and C. C. and Anna were married December 18, 1894. They soon built up this fine farm. Some of their family 'wheels' are shown in the background with horses hitched to an open buggy and a surrey buggy.



C. C. Melby, pictured in town with his oxen-drawn sled, created quite a stir on this wintry day. In the background, stands the bank building built in 1905. In 1908, C. C. Melby purchased lots at the south end of this block where he built a large department store, naming it the C. C. Melby Store.

What is an ox? An ox is a domesticated bull. References are limited in Manfred's history for the use of oxen. However, the account by P B. Anderson printed on page 5, mentions using a team of oxen to move to his homestead near Manfred. Oxen are easy to care for and harness, can work long days, and have the strength to pull heavy loads.

Transportation by Horse



During the early years when horses were the main mode of transportation, the livery and dray line service in Manfred was a center of activity. The livery part of the business provided housing for stabling or hiring out horses. Olaf Anderson had buggies and wagons for rent. Regular renters were salesmen who arrived by train, secured lodging at the hotel (pictured to the right of the livery barn), and rented one of Olaf's rigs to call upon potential customers in the area. At the end of the day, the salesman returned the rig to Olaf and stayed at the hotel where meals were available. Manfred's only pay phone was in the hotel where the salesman could call in his orders to the company headquarters. The dray line part of the business took on hauling jobs such as to bring lumber to outlying building sites. A dray is defined as a low cart without sides.



← About eight of Olaf Anderson's drays loaded with lumber ready to haul

→ A loaded wagon in front of the short-lived Kodalen Hotel that faced south across from the elevators



← Taale Braaten in 1918 delivering the mail in his mail cart

→ Ole Hovey enjoying a drive with a horse and buggy

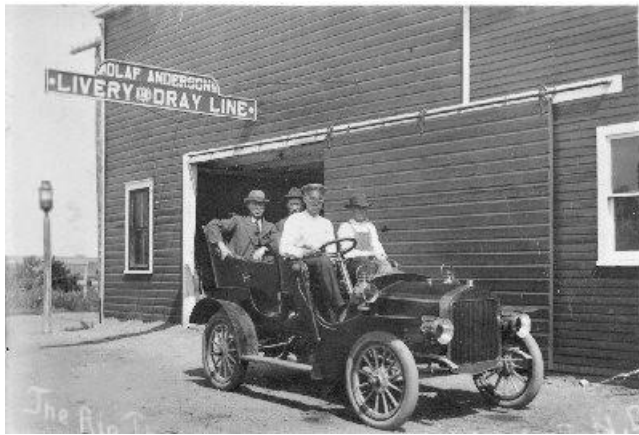


← Hitching posts can be seen in front of the Aasand Hardware, Harness and Furniture Store to which the horse's reins could be tied

→ Hitching posts for the Sletten and Elsaas Store are in view to the side of this business



Transportation by Automobile



Promotional photo by Olaf Anderson with this inscription:
"The rig that is always ready – Manfred ND"

O. S. Hedahl and E. E. Nelson in the back seat of a 1908 Reo

New entries from Wells County Free Press:

March 2, 1916

Olaf Anderson has returned from a business trip to Fargo. Expect we will see some automobiles this spring and will probably see them unloaded here in carload shipments (by train).

March 23, 1916

Messrs. Melby and Anderson received a carload of Fords last week.

April 20, 1916

Work has been started on John Nelson's residence, and on the Anderson and Melby garage

The coming of the automobile was a major event for the early Manfred community, catching the attention of many to purchase this new means of transportation. In addition to the livery and dray line businesses of Olaf Anderson, his barn now sported the 'horseless carriage.' He was soon selling automobiles as fast as he received them via train. A March 5, 1909 news entry related: "Olaf Anderson made quite a horse deal when he sold his best horses to Mr. Peck of Harvey. The automobile will be Olaf's favorite hereafter." With Olaf's expanding automobile business, he needed additional space. On the lot he owned south of his barn, Olaf and his brother-in-law, O. K. Melby partnered in 1916 to build the 'Anderson-Melby Motor Company' building. The demand was great, with Olaf and O. K. easily selling 50 vehicles a year, as recalled by rural Manfred resident Adolph Shirley.



The Anderson-Melby Motor Company in about 1916 with automobiles available to purchase



This photo, taken about 1910 on Main Street, shows that both the automobile and the horse and buggy or wagon were sharing the same roadways and would do so for some years to come. Above from left: a horse and rig tied to a hitching post on the side of the C. C. Melby Department Store; an automobile parked in front of the store; and on the east side of the street, customer's rigs parked outside other businesses.

Photo Collection of Early Vehicles at Manfred

The following are images of early vehicles owned by people in the Manfred area. To be photographed with their remarkable new mode of transportation was a given. Among these photos, are locals in times past using their vehicle to transport themselves for work, for pleasure, and even for making a move.



Auto of Mrs. Anton S. Aasand



Auto of Olaf and Caroline Anderson in 1910, L/R: Clayton, Olaf, Caroline 'Lena,' Gordon



Auto of Eilert Berve



P. B. and Anne Anderson sitting on the running board with Marit Hovey to the right, and Matilda Anderson seated in the car



Auto of Ernest Braaten using his automobile for his McNess business



Auto of Andrew and Julia Erickson 1910 White Steamer
L/R: Inez, Julia, Andrew, Mamie



Auto of Guy D. Fisher and son with their 1910 Buick

April 16, 1909 news entry:

"Fisher & Son added an automobile to their great stock of many vehicles. It is a white colored runabout, Buick with seats for three."



1910 Continental Car
Otto Anderson and Charles Fjerstad



Auto of Rasmus and Margaret Jacobson
L/R: Margaret Jacobson, Mrs. Anna Melby (later married Magnus Elton), James Jacobson, and Rasmus Jacobson



Ray and Gena (Melby) Flick & family moved in 1935 from Montana to the farm of her parents north of Manfred
L/R: Clayton died in Nov. 1935, Marion, Roger, Edgar Allen, Gena, Ray

Photo Collection of Early Vehicles at Manfred



1910 Maxwell of J. A. Johnson – Adults L/R: T. T. Jorstad, P. B. Anderson, O. K. Melby, J. A. Johnson, G. Grove



Auto of C. C. and Anna Melby who are sitting on the running board. They were visiting their daughter Gena and friends at Gena's claim shanty in Montana



Auto of O. K. and Mary Melby L/R: Mary Melby, Peder Tansem, O. K. Melby, Arvid Satterberg in a 1910 Maxwell



Ford auto of Wilhelm and Anna Goedeke in 1917 with daughter Esther



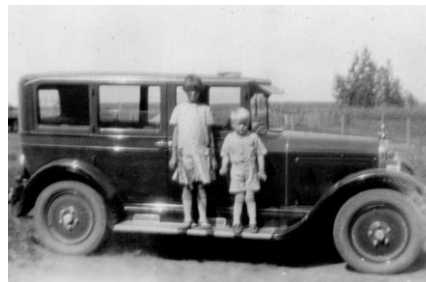
Albert Nelson delivering mail to his Manfred rural route using his Model T



Albert Nelson about 1930 with his Model A Ford. Another mail carrier invented the caterpillar type apparatus pictured with its clog chain looped around the rear tires. Notice the skis under the elevated front tires.



Auto of Inga Nordtorp who entered a contest where she obtained the most newspaper subscriptions. The prize was this automobile.



Bendik and Kari Rogne Standing on the running board are two of their children Margaret and Emil



1910 Maxwell auto of S. N. and Sofie Willborg. L/R: Ruth Willborg, N. D. Anderson, Wallace Vincent, Arthur Anderson



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Picnic at the O. S. Hovey Farm in 1922 with autos galore

Photo Collection of Early Vehicles at Manfred



Valderslag gathering at Manfred on June 24, 1912

People traveled quite some distance in their automobiles to attend this event held under a big top tent, shown set up by Manfred School in the photo above. Valderslag was an annual reunion of people who originated from Valders, Norway (now spelled Valdres). In 1912, Manfred had its turn to host the Valderslag gathering.

You might feel like something is missing in the photograph above – the church? And so it was, that the ladies of Vang Lutheran Church were seeking a place to hold their functions. In 1914, they purchased the old Sorenson-Rognlie Hardware Store located next door to the church (see inset), thinking they could use this building for their dinners and other functions. However, this building proved to be unsuitable for their needs.

The ladies determined that a church basement would meet their needs, so they obtained the help of their husbands to build a basement on the site of the old hardware store. In 1918, they sold this building, at which time it was purchased and moved to a lot overlooking the James River to serve as a home. The church building was moved onto the newly built basement that year. Since then, this basement has served Vang Church very well in countless ways.

1908 and Beyond – Life-Changing!

1908 heralded the coming of a new way of life for the community of Manfred. Not only did the people of Manfred witness the introduction of the automobile that spring, but also the telephone with poles raised, lines strung, and a 'central' set up that spring. In 1909, a building was constructed for the 'Central' switchboard. These and other changes were suddenly bursting into the lives of the settlers – life changing!

Acknowledgements for The History of Transportation at Manfred

Online websites on the history of the Soo Line Railroad, uses of the horse and ox, and historic automobiles; images given to the Manfred Museum by the Wells County Historical Society; Wells County Free Press news entries; remembrances by P. B. Anderson, Adolph Shirley and others. Audrey Solheim-Historian and Wanda Melchert-Editor.