

OUR LENGBY PAGE

Not Closing Out



We do not propose to close out at cost or sell you our Goods at Cost, but we do say that we are giving our customers Honest Goods at the Lowest Possible Prices, and this accounts for the rapid increase we are enjoying in our business

WHEN YOU ARE IN TOWN
CALL AND SEE US

Saterstrom, Olson & Co.

LENGBY, MINN.



O. M. OLSON

Dealer in

Hardware, Stoves,
Tinware, Cutlery,
Ammunition, Paints and Oils
Furniture, Trunks and Valises

Deals in Wood, Lumber and Building Material,
Farm Implements, Etc.

Also Sells STEAMSHIP TICKETS

Lengby,

Minnesota

O. LINBERG

General Blacksmith

ALL WORK GUARANTEED

Lengby,

Minnesota

Do You Want a

Saw Mill

Lath Mill

Shingle

Mill

Planing

Mill

Edger, Water Wheel, Feed Mill

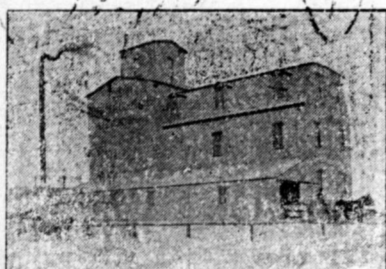
Engine, Shattering, Pulleys,

Or anything in this line, see or address
W. L. HILLIARD, Agent,

Lengby, Minn.

Get your FLOUR and FEED at

**Fosston Elevator &
Flouring Mills**



Oats and Barley,

Corn and Oats,

Clear Corn,

Shorts and Bran.

PALACE BARBER SHOP

G. I. HOUGHTALING, Propr.

For an Easy Shave, an Artistic Hair Cut or Shampoo, Call on me

Stephens Avenue, next door to Central House

All Work Neatly and Promptly Done

HOT AND COLD

BATHS

LENGBY NEWS.

Lengby, Jan. 22.—W. E. Black, the Fosston collector, was here Tuesday.

Dr. Inge Skjestaad is surveying the lines in sec. 30, town of Columbia, this week.

A number of our young people took in the cake walk at Fosston last week and had a good time.

G. O. Stensrud, with J. H. Allen & Co., came in from Ebro Wednesday, took a few orders here and went on to Fosston.

The mild weather we had put a stop to wood hauling somewhat.

W. R. Cartwright is having a big crew of men at work cutting cordwood.

J. H. Ferris, of Grand Forks, N. D., was in town Wednesday and purchased several carloads of wood.

John Hillestad, of Fosston, passed through here on Wednesday.

Louis Jensen went to Fosston Wednesday, returning Thursday.

Lengby, Jan. 25.—Adolph Peterson, of Ebro, was doing business here Saturday.

The neighbors got up a surprise on C. E. Hilliard and family Saturday evening. Music, games and social chat were indulged in until near midnight when lunch was served. All had a good time.

Loading cars with wood was the order of the day Saturday. About fifteen men being engaged.

Miss Cora Hilliard returned Saturday from a visit with friends at Bagley.

A. W. Foss, THE THIRTEEN TOWNS man, was here Monday.

There was a social hop at the hall last Saturday. Some Fosston people were present.

Tom Solberg paid us a visit Wednesday.

G. Erickson, of McIntosh spent Sunday at Lengby.

Rev. Taffin, of McIntosh, held services at Chas. Olson's Sunday night.

Chas. Olson went to St. Paul Monday to see his sister, Emma, who is ill at Bethesda hospital of that city.

Rev. O. Taffin will preach at Chas. Olson's place next Wednesday at 7 p.m. Wolves are plentiful in this vicinity.

Mr. Ambrose, representing the Ray Mercantile Co., of Crookston, was in town Wednesday.

Mr. Erickson, the new representative of the famous crockery and glassware firm of Wemott, Howard & Co., did business with the Lengby merchants yesterday.

Having a Great Run on Chamberlain's Cough Remedy.

Manager Martin, of the Pierson drug store, informs us that he is having a great run on Chamberlain's Cough Remedy. He sells five bottles of that medicine to one of any other kind, and it gives great satisfaction. In these days of a gripe there is nothing like Chamberlain's Cough Remedy to stop the cough, heal up the sore throat and lungs and give relief within a very short time. The sales are pleased with its prompt action.—South Chicago Daily Calumet. For sale by P. M. Mark.

Store for Sale at Lengby.

I will trade my store building at Lengby for farm property, or sell cheap for cash. The building is two stories high, well built and in good repair. Write to or call on

A. ARGALL,
East Grand Forks, Minn.

Maps and Township Plats

Sectional Northern Minnesota, The Upper Mississippi, Red Lake Indian Reservation, St. Louis County. Six inch photolithographed government plats. Twelve inch plats, etc. For full information, send for free Diagram of Northern Minnesota. R. M. L. JEWETT & SON, 642 Selby Ave., St. Paul, Minn.

OLE K. RINGSTAD

Notary Public
Justice of the Peace

LENGBY, MINN.

Holt's Dray Line

Carries

FREIGHT, EXPRESS, HOUSEHOLD
GOODS, ETC.,

To and From any part of the City.

Special attention given to

"HURRY UP" WORK

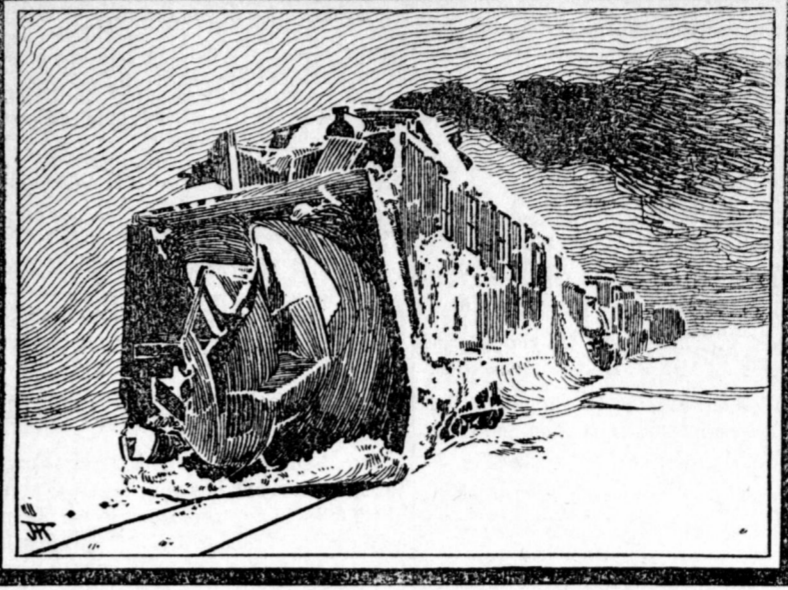
Orders left with J. Scott & Co. will receive prompt attention.
FOSSTON, MINN.

H. BOSTAD
General Blacksmith

Boiler repairing a specialty
Fosston, Minn.



**Battling
with the
SNOW.**
By
Cyrus Sylvester.



ROTARY SNOWPLOW AFTER A BATTLE WITH DRIFTS.

It is at this season of the year that the continent crossing railroads begin their annual battle with the snow. It is a battle which will be waged intermittently until early in April. You will hear very little about it.

Once in awhile you will read a ten line paragraph telling the brief story of how the overland mail was stalled somewhere in the Rockies for 10 or 20 or maybe 36 hours and of how the passengers broke up the car seats to keep steam in the engine, or there may be novel developments, such as a snowslide sweeping a crew of snow fighters over a 300 foot precipice.

But the everyday details of how the railroad men keep clear the steel path to the big moguls are seldom put into print. Yet they are interesting, these details. The very magnitude of the task makes it an attractive one to contemplate—that is, for the people who have no share in the responsibility.

A dozen years ago it was quite common for transcontinental communication to be entirely blocked for many days at a time by heavy snowfalls. Modern machinery and up to date railroad methods have made such delays next to impossible in this the 20th century. Instead of days the duration of possible delays has been reduced to hours.

Two things have contributed to this improved state of affairs. One is the rotary snowplow; the other is the snowshed system. Of course it would be impractical to roof over thousands of miles of track, so only the most exposed cuts have been housed. The big rotaries take care of the rest.

One transcontinental railroad has 45 miles of snowsheds whose entire cost runs up into the millions of dollars. No less than 500 employees are engaged in looking after these sheds. Another line has 32 miles of snowsheds which cost a total of over \$10,000,000. The cost of maintaining these sheds is something like \$1,000,000 a year.

The reason for this is that in summer, when the sheds are not needed, they become dry as tinder and catch fire under the slightest pretense. Buildings of any sort on the barren mountains have been found to be desirable shelter for tramps. Besides, they have offered a convenient cover for the operations of mischief doers and train wreckers. Fires once started in them rage through the long structures like so many horizontal chimneys, completely destroying them and by the fierce and concentrated heat warping and twisting rails and making the track useless.

As late as last October 6,400 feet of the Central Pacific's snowsheds were burned between Cisco and Emigrant Gap, badly damaging a steel bridge and causing a total loss of \$50,000. In August, 1898, one of four tramps riding on a freight train threw a lighted match or cigarette stump into a tank car containing gasoline, causing an explosion which killed two of the vagabonds and destroyed 18 cars filled with freight, with 2,800 feet of snowsheds.

In winters of heavy snowfall the weight of the snow alone has sometimes caused disaster. During the stormy year and snow blockades of 1884-5 nearly a mile of snowsheds were swept away at Yuba pass, a few miles west of Cisco.

In order to afford necessary protection to these important structures the railroad management is obliged to take them under special protection and supervision. To this end they have established a permanent observation station on Signal peak, the highest point of Red mountain. This peak commands a view of 35 miles of the snowsheds, embracing nearly all the sheds between Blue canyon and Summit.

Here two faithful observers, in alternate shifts, are on duty day and night from June 1 to Nov. 1 in every year. Never do astronomers search the skies more diligently for new constellations than do these patient watchers sweep the long, gray lines of shingled roof for a curling line of smoke that shall signify some incipient blaze.

But when the blizzards bred up in Medicine Hat come roaring across the

Rockies, filling every cut with snow, the shed covered tracks are as clean as a rain washed bone, and the vigilance of the railroad men is rewarded. Then it is that the open cuts and the exposed reaches need attention. Little furries of snow on the level and a gradual but continuous spreading of white on the tops and in the upper crevices of the mountains give warning that the hard, desperate battles of the winter months are at hand.

The superintendent takes a trip over the road with his assistants, and a careful inspection of the sheds and tunnels is made. In divisional headquarters the rotaries and the old time "buckers" are overhauled and prepared for use, and as the middle of the month approaches the watchmen who patrol the tracks are doubled.

In the various baggage cars are placed great wooden safes packed with condensed foods. Beef in the form of extract, canned soups, condiments and hard bread, enough to feed 100 persons for ten days, are carefully deposited in these moving storehouses, and from then until the coming of spring they are inspected and overhauled once each week by men detailed for the purpose.

The first call for the fighting contingent of the vast railway army is always attended by scenes of excitement. In the old days when the rotaries were weapons of the future and the snow had to be literally "bucked" by main force from the tracks casualties were frequent. The type of plow used was a homemade affair, a product of the railway shops. It consisted of a re-enforced and strongly braced box car as a base, upon one end of which was built an iron tipped, plow shaped something like a lofty covecatcher. Near the top the slides were so arranged that the snow masses were directed into the air at an angle.

Sometimes it happened that the drift in the cut was composed of damp snow and had had time to settle and become packed. Then the perils of snow bucking became perils in truth. The "bucker" with its powerful motive force of seven or eight locomotives was hurled at the drift, and one of two results followed. Either the drift was broken or the "bucker" crumpled up like a toy of cardboard.

Stories are still told of the catastrophes occurring during one hard winter many years ago; of how in one instance a "bucker," three engines and 14 men were buried in a mass of snow for 50 hours and that when the rescuing party finally reached them the imprisoned men were incased at their posts like the baker of Pompeii. Today there are no such tragedies. The invention of the rotary plow has made the clearing away of snow obstructions a comparatively easy task.

In appearance the rotary plow is like a huge box car strengthened with heavy iron girders and plates. The front end is square and open and within can be seen a great steel winged wheel somewhat similar to the ordinary windmill. The edges of the opening slope inward and are strongly reinforced with iron.

The "auger," or wheel, revolves upon an axle, and as the plow is forced against the drift the snow is eaten away and blown through funnels pitched at an angle above the machine. It is seldom that more than two engines are required to push the rotary, as it works by cutting instead of brute force, like the old time "bucker." Railroad men are great admirers of the new order of machine, and they never fail to praise its efficiency.

A Thorough Test.

"Dere's one 'ting about me," said Meandering Mike; "I ain't superstitious."

"Don't you believe in no lucky signs?" asked Plodding Pete.

"Nary. I know by experience dey's nothin in 'em. I've traveled de roads from Maine to California. Jes' look at me. I don't look lucky, do I?"

"Not a bit."

"An yet I'm willin to bet I've found more hoss shoes dan any other man in de world."—Washington Star.



All Kinds of

First-Class Candy

MOORES & CHRISTENSON,

The Fosston Bakers

Dr. G. G. Henault

DENTIST

Practices in all branches of Dentistry and Dental Surgery.

Office opposite Indrelee & Colenark's Photo Gallery, Stephens Ave., Fosston

State of Minnesota,) ss.

County of Polk,) ss.

In Probate Court, Special term, January 17th, 1900.

In the matter of the estate of Ellet O. Bjerke, deceased.

On reading and filing the petition of Ellet Bjerke, of Fosston, claiming to be entitled to a conveyance of certain real estate from the administrator of said estate, setting forth that Ellet Bjerke, deceased, was bound by a contract in writing to convey said real estate to said Ellet Bjerke upon certain terms and conditions therein stated, with a description of the land to be conveyed, and the facts upon which such claim to conveyance is predicated, and praying that the Probate Court make a decree authorizing and directing the said administrator to convey such real estate to said petitioner as the person entitled thereto.

It is therefore ordered, that all persons interested in said estate may appear before this court at a special term to be held on Tuesday the 13th day of February A. D. 1900, at 10 o'clock in the forenoon, at the Probate office in Crookston in said county, and oppose said petition.

And it is further ordered, that this order shall be published once in each week for three successive weeks prior to said day of hearing, in THE THIRTEEN TOWNS a weekly newspaper printed and published at Fosston in said county. Dated at Crookston the 17th day of January, A. D. 1900.

By the Court, OLE E. HAGEN, Judge of Probate. (319-49)

State of Minnesota,) ss.

County of Polk,) ss.

Village of Fosston,) ss.

Notice is hereby given that application has been made in writing to the Village Council of said Village of Fosston and filed in my office, praying for license to sell intoxicating liquors for the term commencing on February 1st, 1900, and terminating on January 31st, 1901, by the following person, and at the village place, as stated in said application, respectively, to-wit:

M. A. Swanson, in the front room of the one story frame building situated on lot six (6) block seven (7), Township of West Fosston forming a part in the townsite of the Village of Fosston, Polk County, Minnesota.

Said application will be heard and determined by said common council of the Village of Fosston at the council room in the village hall in said Village of Fosston in Polk county and state of Minnesota, on Saturday the 27th day of January A. D. 1900, at 8 o'clock p.m. of that day. Witness, my hand and seal of the Village of Fosston this 9th day of January A. D. 1900.

W. E. BLACK, Village Recorder. (312-326)

State of Minnesota,) ss.

County of Polk,) ss.

In Probate Court, Special term, January 6th, 1900.

In the matter of the estate of Knut Larson, deceased.

On receiving and filing the petition of Petter L. Sperhaugen, of the county of Polk representing among other things, that Knut Larson, late of the County of Polk in the State of Minnesota, on the 23d day of December A. D. 1899, at the County of Polk died intestate, and being an inhabitant of this county at the time of his death, leaving goods, chattels, and estate within this county, and that the said petitioner is a brother of said deceased, and praying that administration of said estate be to Petter L. Sperhaugen granted.

It is ordered, that said petition be heard before said Court on Tuesday the 6th day of February, A. D. 1900, at 5 o'clock P. M., at the Probate office, in the City of Crookston, in said county.

Ordered further, that notice thereof be given to the heirs of said deceased and to all persons interested, by publishing this order once in each week for three successive weeks prior to said day of hearing, in THE THIRTEEN TOWNS a weekly newspaper printed and published at Fosston, Minn., in said County, and published at Fosston, Minn., on February 17th, 1900, viz:

By the Court, OLE E. HAGEN, Judge of Probate (312-326)

Land Office at Crookston, Minn., Jan. 4th, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Crookston, Minn., on February 17th, 1900, viz:

Knute A. Quamme, H. E. No. 14729, for the sec. 20, twp. 149, n. of rg. 38 w.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

Christopher H. Erje, Erik O. Nyberg, Halvard Johnson and Neri A. Skoie, all of Olga, Minn. (35-49) SYLVESTER PETERSON, Register.

Land Office at Crookston, Minn., Jan. 4th, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Crookston, Minn., on February 17th, 1900, viz:

Erik O. Nyberg, H. E. No. 15018, for the n. 1/2 nw. 1/4, sec. 4, nw. 1/4 and nw. 1/4 sec. 28, twp. 149 n., rg. 38 w.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

Knute A. Quamme, Christopher H. Erje, Halvard Johnson and John Lindberg, all of Olga, Minn. (35-49) SYLVESTER PETERSON, Register.

Land Office at Crookston, Minn., Jan. 4th, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Crookston, Minn., on February 17th, 1900, viz:

Christopher H. Erje, H. E. No. 15001, for the w. 1/2 nw. 1/4, sec. 4, nw. 1/4 and lot 1, sec. 21, twp. 149 n., rg. 38 w.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

Erik O. Nyberg, Knute A. Quamme, Halvard Johnson and John Lindberg, all of Olga, Minn. (35-49) SYLVESTER PETERSON, Register.

Dr. M. McKinnon

Physician and Surgeon

Office Over Mark's Drug Store.

Calls Answered Promptly Day or Night.