

ENGINEERS OF '02 RECALL OLD TIMES

Pioneer Railroad Builders Meet at Banquet in Commercial Club.

NEW SOCIETY ORGANIZED

W. H. Galvani Calls Men Together to Secure Historical Data on Railroad Construction in Pacific Northwest.

Recalling the days when they assisted in the location and the construction of the Northern Pacific and the O. R. & N. in the days of '82 and '83, 14 former engineers sat down to a banquet table in the Commercial Club dining-rooms last night and had one of those enjoyable occasions when events of a trying period are reviewed.

The banquet was the result of the planning of W. H. Galvani, who worked in the office of the chief engineer of that period, Hans Thielens, but performed valorous duties as a field engineer. It was the aim of Mr. Galvani to bring together the remnants of the band of pathfinders who made it possible to secure the present development of the Pacific Northwest. Not only did he desire to bring the "boys" together for the purpose of recalling those days, but the larger and greater purpose of assembling the lost history of that work.

To bring this about an organization was perfected last evening by the selection of H. B. Thielens, for president, and W. H. Galvani, as secretary.

Those who formed the party last night were:

H. B. Thielens, then assistant chief of the O. R. & N.; W. W. Brotherton, Will Burrage, W. H. Galvani, J. D. Coleman, engineers of the O. R. & N.; Otto Kleeman, George W. Marshall, architects in engineering department; P. S. Malcolm, chief clerk of the O. R. & N.; Joseph J. Chamberlain, accountant in engineering department of O. R. & N.; D. D. Clark, A. A. Lindsley, engineers; Thomas N. Strong, topographer for Northern Pacific Railway.

V. G. Bogue, assistant chief of the Northern Pacific, was unable to be present, being detained at Seattle on important business.

Thielens was Grand Old Man. In the days when these men worked out the common cause of bringing the Northwest into communication by rail with the Eastern Coast, Hans Thielens was the chief engineer of both railroads, and from the stories told last night, was a grand old man in every respect.

Stories were told of the hardships endured in making the location of both roads, particularly the O. R. & N., and the conditions which followed the orders of Henry Villard, the giant railroad builder of that period.

A banquet was served consisting of six courses, forming an elaborate dinner. When the hour came for cigars and story telling, W. H. Galvani acted as toastmaster.

It was decided to make the annual banquet the crowning feature of the organization, so that once a year all may live within the atmosphere of the period of "trainmaking."

Pioneering Days Recalled. The toastmaster called upon Harry B. Thielens, son of the chief, who has long ago passed to the rockies, to give some of his recollections of the time when he worked for his father and of the many difficulties involved in building the O. R. & N. over and beyond The Dalles and on into the desert of Eastern Oregon, now the fruit garden of the Nation.

Mr. Thielens declared that one of his most vivid memories was of the difficulty experienced in building the O. R. & N. within the specified time of the contract. Villard, he said, kept insisting that the work be rushed faster. Absolutely no attention was paid to the economics of construction and the road was forced around hill and mountain regardless of the effect upon future traffic.

Each guest was called upon in turn and told of the work performed and the difficulties experienced in going through what at that time was regarded as the most difficult section in the United States from a railway standpoint.

"Many were the engineers," said one of the speakers, "who believed at that time such a task was impossible of accomplishment. Engineers who were employed in Chief Thielens's office came from every clime in the world. It was said to be the most cosmopolitan crew that was ever gathered together for similar duties.

Every Nation in Oregon. "Young men just as soon as they landed in New York, whether they were from Hungary, Sweden, Italy or Scotland, Wales, Ireland or France, if they understood the work of an engineer, were given a position upon the line worming its way across the mountains and over the plains to the Pacific Coast. While this cosmopolitan condition existed in the Thielensian condition the same time there was a camaraderie existing which bound all together in inseparable ties. Whenever two of these comrades meet today, whether on this side or the opposite side of the Continent, there is a splendid exhibition of brotherly feeling which goes far to make life pleasant."

History to Tell of Work. The work of compiling a history of the work of these men will be undertaken by the new organization. It is believed by the members that this history will be a valuable asset to the annals of the Northwest. At the present time the ranks of the men who formed this party of pathfinders are gradually being thinned and unless at this time the events as experienced by these engineers are gathered and compiled they will be lost to future generations.

FARM IS DEEDED TO WIFE

Children Go With Mother in Settlement of Divorce Issue.

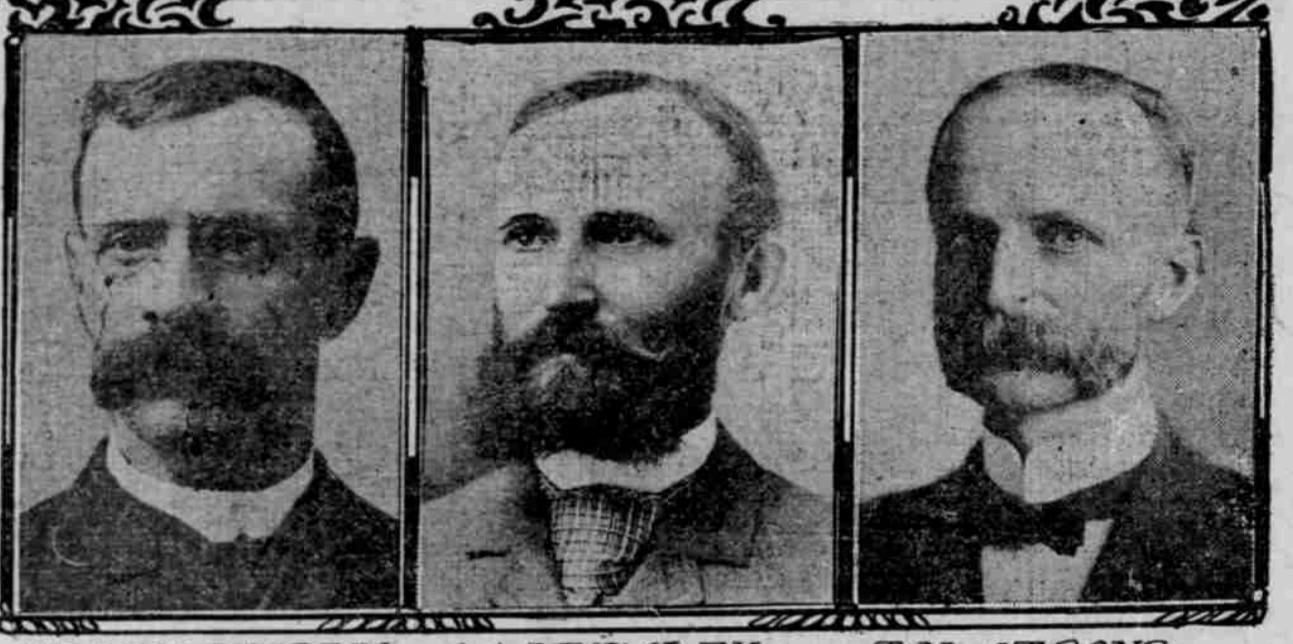
Divorce was granted to Oscar Brees, formerly of Leesburg, Va., by Circuit Judge Gantwein yesterday from Mary Florence Brees on the grounds of desertion. By his consent custody of their three minor children was awarded to Mrs. Brees.

By way of settlement, Brees deeded to his wife a farm of 204 1/2 acres in Virginia, together with an insurance policy of \$6000 and agreed to pay \$4000 out of his mother's estate when his mother dies. The couple were married in June, 1908.

MEN CONNECTED WITH RAILROAD HISTORY IN PACIFIC NORTHWEST, WHO HELD BANQUET LAST NIGHT.



J. D. COLEMAN



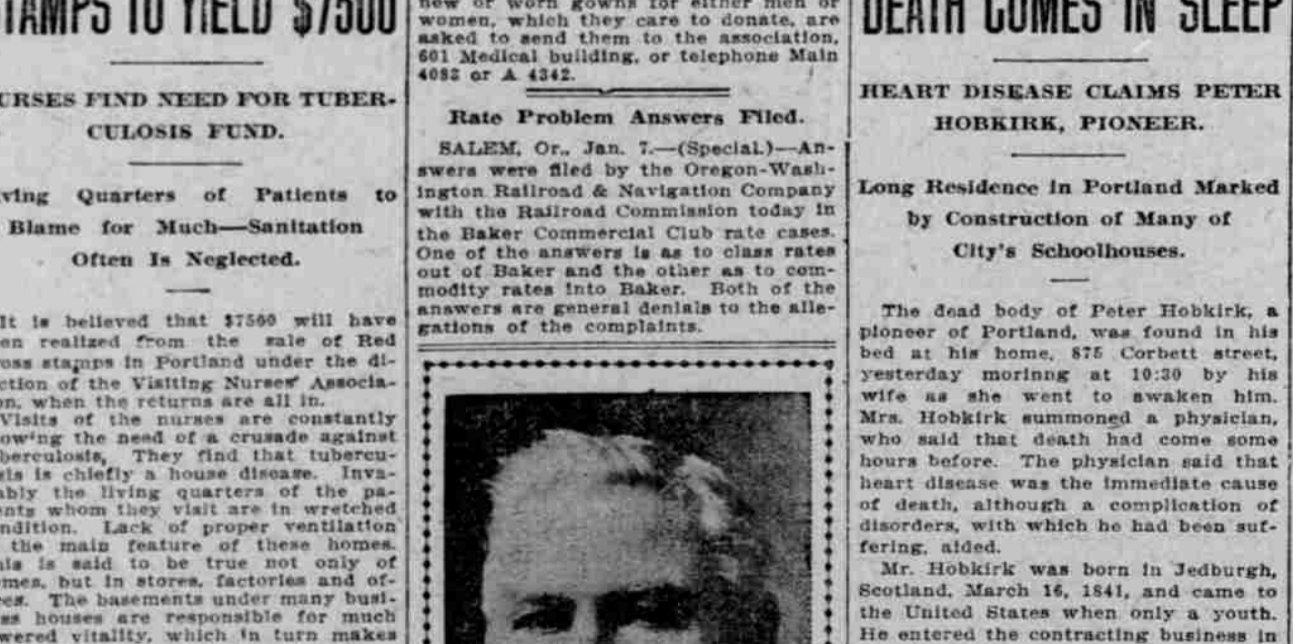
G. W. MARSHALL



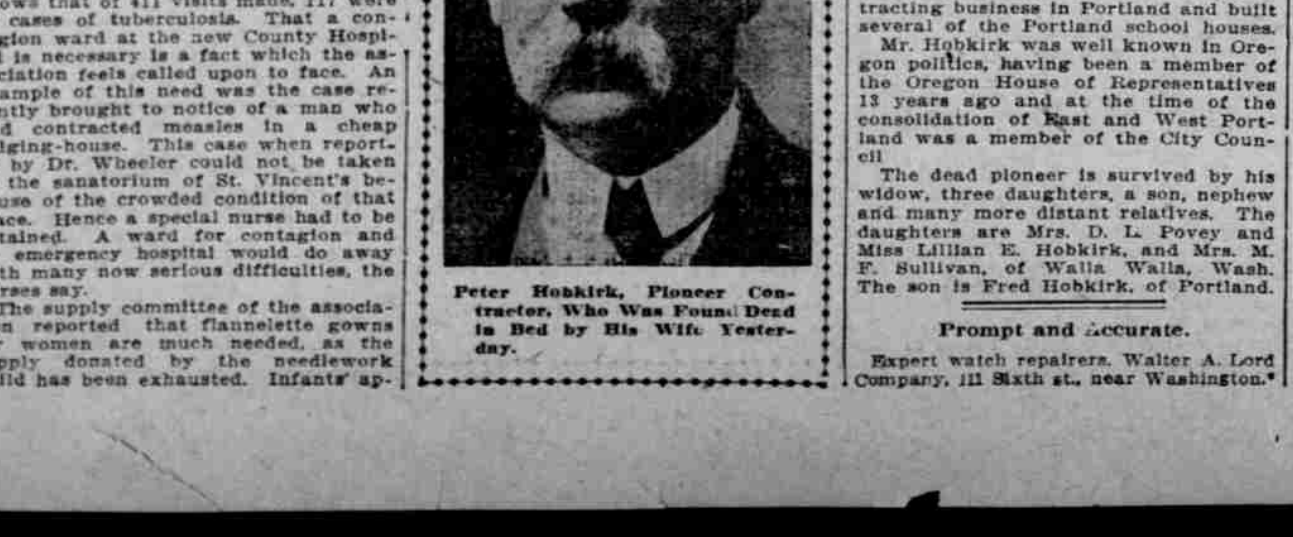
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A. A. LINDSLEY



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