

News **NORWICH**
Issue of the U N I V E R S I T Y
RECORD

NEW SERIES, VOL. 35

MAY 12, 1944

No. 22, WHOLE No. 946

125th Anniversary Of N. U.'s Founding Will Be Observed On Sunday, Aug. 6

The American Literary, Scientific and Military Academy, out of which grew the Norwich University, was founded by Captain Alden Partridge in Norwich, Vermont, August 6, 1819.

So reads the first sentence in the Dodge-Ellis History of Norwich. Further on we read that it was on a Friday and the first exercise was laying the corner stone of the "Old South Barracks".

By vote of the Executive Committee of the Board of Trustees it has been decided to observe the 125th anniversary of this event on August 6, 1944. This date falls on a Sunday, and for this reason as well as the war-time restrictions on travel and food, the observance will be limited to a single session, without the customary conferences, institutes, processions, and banquets.

A faculty committee for planning and organizing the observance has been appointed. It consists of Majors Spencer and Hamilton and Lieutenant Hayden.

Further details will be published as they become available.

CARL VOSE WOODBURY
Acting President
Norwich University

Nominations, Please!

Everyone on the N. U. hilltop is confident that the Junior Cadet Corps and the regular Freshman Class to be admitted on July 5 will be excellent groups.

We are especially interested in candidates for admission suggested by alumni, parents, and friends of the University. If you know of a student who in your opinion will profit by Norwich training, please tell us about him!

HAROLD HAMILTON WADE
Director of Public Relations

"TAPS"

CARL F. GRAESER, '09

From the Minneapolis Times

By WALTER E. QUIGLEY

One of Minnesota's greatest highway engineers, the man who conceived, designed and superintended the construction of Highway 7 from Minneapolis to Excelsior and the famous Belt line which skirts Minneapolis, will be buried in Minneapolis today without a single relative present.

He is Carl Frederick Graeser, 69 years old, German-born and German-trained engineer, whose dream was to encircle with a road a great city and save countless millions of miles and hours to the motorists of future generations.

Graeser was found dead at the wheel of his car Thursday shortly after he had driven it from his home garage at 4225 Unity ave., Robbinsdale. Hennepin County Coroner Russell R. Heim said it was a heart attack, and Graeser's obituary drew a couple of paragraphs in the daily papers. Not a relative survives him.

Graeser came to this writer's attention some twelve years ago, when my son, appointed to a job by Gov. Floyd B. Olson, was assigned as an assistant surveyor to this engineer's crew, then working out of Hopkins.

At first my son, George, carried home only the funny side of the man, who in broken English talked of duty. Gradually he came to unfold Graeser's dream.

Primarily, it developed, the German engineer was not interested in politics. He wanted only to build roads which would last forever and would serve America.

He visualized a Belt line highway that would encircle Minneapolis, and permit the millions of motorists of future years to get north or south of

that city without spending the time, gasoline, tires and effort necessary for driving through the city streets. He planned, he talked and he sold his "boys" in the surveying crews and chain gangs on his idea.

Came a day when I, unconsciously, was of service. Sitting in Gov. Olson's office, I was accosted by Graeser. He did not want just an ordinary, two-lane road, circling the city and to Excelsior. The road must be built for the future. He had spent two days in the State Highway department, demanding an additional half million dollars to build a Beltline which would serve the future. And he had been turned down. Now he was in Olson's office and wanted to see the chief and tell him of his dreams.

At that time the governor was besieged by thousands. The depression was on; scores of jobseekers and hundreds of others clamored at his door every day, and it was physically impossible to see more than one in ten who called. Graeser was sitting there with no chance for an audience, since he would not tell the secretary what he wanted.

I knew what was in his soul, so I told him that the governor was going a certain place at a specified time, and Graeser was behind him, calling, "Hey, Governor."

Olson, impatient at first, finally listened. He visualized what is now the reality. He heard the foreign-born engineer tell of a great Belt line, a lilac-hedged road, a thoroughfare that is saving and will save countless millions of miles and countless hours of effort to drivers of the future.

Graeser prevailed upon Olson to have a half million dollars allotted to the project. He drove his assistants; he supervised the hundreds and thousands who worked on the project. He realized his dream.

He had told "his boys" that "this

road will be my monument. There never will be any charge of dishonesty or inefficiency about my road. It will forever last”.

So they are burying him today without a single living relative to mourn. But the few who know, the millions who eventually drive on these roads, will, unconsciously, be a tribute to the man, the engineer, who would not let his dream fail.

The Masonic lodge will supervise the funeral, which will be from Scottish Rite Temple, Dupont and Franklin, Minneapolis. The chief mourner will not be present. He is a magnificent black Belgian dog, who was Graeser's inseparable companion for ten years.

NEW ADDRESSES

A-C Joseph L. McKernan, Jr., '45, formerly W & B Flying School, Chickasha, Okla., now San Marcos, Tex.

Capt. Arvo W. Sipila, '31, formerly Camp Wallace, Tex., now Camp Plauche, New Orleans 12, La.

Capt. W. F. Hodgkinson, '28, formerly Augusta, Ga., now Command and General Staff School, Fort Leavenworth, Kans.

A-C Donald Campbell, '46, formerly Athol, Mass., now W & B Flying School, Chickasha, Okla.

Lt. Wadsworth S. Stone, '46, formerly Marianna, Fla., now Camp Springs A. A. F., Washington, D. C.

Roger I. Williams, Ph. M. 2-c, '44, formerly Springfield, Mass., now 50 Peterborough St., Boston, Mass.

Pvt. Kenneth Clary, '45, formerly Poughkeepsie, N. Y., now A. P. O., New York City.

FROM THE DODGE-ELLIS NORWICH HISTORY

Carl F. W. Graeser, '09

Carl F. W. Graeser, son of Carl and Anna (Jaescke) Graeser, was born in Windish-Marchwitz, Schlesien, Germany, April 24, 1875. He attended the Koenigliches Gymnasium at Kreuzburg, Germany, and was a sailor until 1901; was in the employ of the United Fruit Co. from 1901 until 1903; was engaged in construction work and was in the employ of the American Bridge Co. until 1905.

In September of this last year, he entered the University and graduated B. S. in C. E. in 1909; was a corporal, sergeant, 2d and 1st lieutenant and captain, Company C, in the corps of cadets; was honor graduate in military work; member of the Commons Club and its president in 1909.

He was foreman for the Hassam Paving Co., in Montreal, Canada, June 24 to August 31, 1909; Lawrence, Mass., September and October, 1909. He was foreman for the J. G. White Construction Co., October, 1909, to June, 1910; in charge of reinforced concrete work on dam, five miles of canal, flumes and gateways in Placer-ville, Calif.; was rodman and levelman on the construction of the Sacramento Southern Ry., Calif., for the Southern Pacific Ry., June, 1910, to February, 1911. He was engineer with the Byllesby Engineering Co., of Chicago, March to September, 1911, on topographical survey and in charge of construction of five miles of canal, also flume and tunnel work in California. Later he was engaged in bridge work for the W. P. Railroad at Twain, Calif. He served during 1902-05 in Company I, 1st Regiment, Vermont National Guard. He was a member of the I. O. O. F., Oasis Encampment, and Canton Palestine of Brattleboro.