An Anniversary Anthology
in Observance of the Forty-fifth Year of
The Sugar Press
with
Recollections, Reflections and Remembrances
from bygone issues
in The Very Own Words of
The Sugar Tramps Who Showed The Way
plus
A Treasury of Photographs
and the
Names of Hundreds
Who by Deed and Devotion
Live Forever
Wherever Great Westerners Congregate

SOMETHING FOR THE ENTIRE GWESCO FAMILY
Tried and true seems to be the perfect description of this distinguished trio of Great Westerners. They are the only ones in the history of the Company who were employed continuously for more than 50 years. All three started as office boys in the first Denver headquarters in the Colorado Bldg., at 16th & California Streets. Earl Shepard was the first to arrive with the opening of the office in 1903; he later became bookkeeper, cashier and served as credit manager until his retirement in 1953. Andy Tinn came later in 1903, went to Billings in 1906, returned to Denver in 1907, to Scottsbluff in 1910, back to Denver in 1913, went to Lovell as cashier in 1920 and on to Eaton in 1921, where he remained as cashier until his retirement in 1955. Curtis Packer joined the General Office staff in 1905, holding a variety of jobs until he became chief of the Sales order section; he retired in 1957. Earl and Curtis still live in Denver, while Andy continues his role of Mr. Sugar of Eaton with Lola, also a retired Great Westerner. The date in April for the picture above was the first reunion of the trio in recent years; needless to say, it was a happy occasion for close personal friends of nigh on to 60 years. For the story of their early years at the General Office, read Earl's account on Page 33.

PHOTO BY JIM LYON
The Sugar Press was a war baby, born in June of 1917, in the swaddling clothes of butcher wrapping paper for covers and mimeographed office stationery for pages. It got dressed up the next year in a printed format, six by nine inches, with some photos.

Because of the war, its first years were devoted largely to news of the boys in the services. By 1920, with the boys home again, The Sugar Press focused more attention on the personalities and the processes of making sugar. And, in view of the lack of a company publication in the early formative years, there began to appear occasionally recollections about the "good old days." By that time, memories of the early years were still fresh, although the young pioneers were becoming somewhat grizzled in the fashion of seasoned veterans.

So in the ensuing years the Nestors—the wise old heads—took pen in hand to set down their remembrances for the pages of The Sugar Press and, quite likely, for the edification and general enlightenment of the newcomers. The result is that we now have here a collection of their accounts in an Anniversary Anthology to observe the 45th year of publication of The Sugar Press.

These stories are called sagas—and for a reason. The saga was originally a medieval narrative recounting heroic legends and historic traditions, often centering around one family. So it is, from this definition, that we find the theme of this Anthology. For the stories here relate many of the legends and the traditions of the Gwesco family in the early days of Great Western history. The heroic appears in the terms of the mighty efforts and monumental risks of those days in comparison with modern means. The history appears in the form of living through events with those who actually took part.

As history, it is not dull stuff. It is heady and hearty, heated at times and humorous, too. It is nostalgic, of course; but also informative. For those were the days from whence we came, whereof we built our present accomplishments. And these were the men who laid the cornerstones; from the nearby countryside they came, afoot and horseback, from Ames, from Chino, from Philadelphia, from the points of the compass.

For the most part, their literary style was like their personal style—straight from the shoulder, with a mischievous wink now and then to enliven things. All of their stories here were taken from past issues of The Sugar Press. Many were lifted out intact with pictures and transplanted into the new format, while others were reset in smaller type to take less space. Each story bears a date at the end to indicate the issue in which it originally appeared. Since relatively few photos were printed several decades ago, the volume is embellished with early-day views from various sources.

In presenting this Anthology, it is highly appropriate to acknowledge the work of the editors who had charge of The Sugar Press when these stories appeared . . . Jim Sykes, the founder and first editor, later chief engineer of the GW Railway; Zack McIntosh, former Railway cashier; Eddie Clay, later cashier at Scottsbluff for many years; Cecil Doherty, now retired in Florida from the duties of corporate secretary; Paul Porter; Sam Freed, advertising manager until his death in 1941; and Tom Ferril, now publicity manager, who possesses much renown himself in the realm of the written word.

Their editorial acumen, individually and severally, produced a body of literature that will forever fascinate Great Westerners.

—James Lyon, Editor
Recollections of a Sugar Tramp

By H. S. BARRINGER

When men were men and the campaigns were bears — the early-day adventures of Herb Barringer, who was superintendent at Fort Morgan in 1911 and then at Bittings from 1917 to 1943 — all revealed from the safe vantage point of 1929.

For ten years I have studiously avoided this subject, and for the past four years have lived in the belief that those of you who are living in glass houses, two thirds of a borrowed stone, and that the few whose past will bear scrutiny would avoid so delicate a subject. When a few days ago I received notice of this talk my illusions were at once dispelled and I now feel free to rattle old skeletons without reservation.

In June, 1901, in company with a husky college athlete, I applied for work on the construction of the Lansing sugar factory. Even at that date Kilby was progressive and had a keen eye to the future welfare of his organization. Any student, if he was larger and stronger than the other applicants, and concealed his identity when making application, could readily get a job. Doc and I were put in the steel gang. This gang was largely made up of Canadian French lumberjacks who had had several seasons previous experience on construction at Bay City and Saginaw.

They were about as hard boiled an outfit as could be gotten together. They were a hard-drinking, hard-working, hard-fighting lot; and the bunch of desperadoes gathered at Brush the first year were many of them, the younger and more refined members of this same gang. Their favorite evening pastime was cleaning out tough saloons and their leader Dave's great ambition was to be the acknowledged bad man of those parts. In appearance Dave resembled a gorilla only he was larger and stronger and not quite as harmless looking. He had a truly wonderful set of jaws and could with equal facility bite a chunk out of a beer glass, two thirds of a borrowed stone, or the nose or ear off a victim.

After a summer's hard work with these gentle companions, during which I learned to walk an I-beam, tie a bow-line and chew and smoke Peerless, I was considered strong enough to cut white sugar, but hardly brainy enough to learn a station. Dave was general foreman on one shift, Bill Veriek on the other.

As few experienced station men were available, Bill and Dave arranged to break in recruits at a fee of from $25 for the evaporators and battery down to $5 for blow-ups. A German named Sandman was superintendent, and two Germans, one Bohemian, and a Frenchman, who looked like Blackie Daw, were in attendance. None of this talent could talk a word of English and took no active part in affairs. They were all four men of mystery and no one but themselves knew their objects or aims. They must have been research sharks or members of some statistical department. Mr. Simpson, who had previously gained a broad line of experience as engineer of one of Capt. Boutell's Saginaw Bay tug boats, was master mechanic.

Kilby's prime object was to cut 600 tons of beets per 24 hours, the acceptance of the plant when the evaporators held a convenient sewer valve relieved the situation and it was easy to boil over an osmose blank or pump high green to the sibo by mistake. Both sugar boilers were from Louisiana and both had a fitting conception of the importance and dignity of their position. Whenever the superintendent ventured on the pan floor, he did so with becoming servility and prefaced his remarks with cigars.

Shortly before the first change of shifts a man named Lemilius succeeded Sandman as superintendent. He was a short fat man with prominent cheeks and nose. He wore a dense beard and always carried a gold-headed cane and a hide full of choice bourbon. His first official act was to enter the hot room in which the osmose blanks were cured and break out each window glass with his cane. At the change of shifts there was a big shakeout, due to the fact that the night shift refused to change because they had been getting about six hours hay each shift and the day shift insisted on changing so they could do likewise. The mill closed down temporarily while the squabble was being adjusted.

Many of the foremen were fired and Lemilius appointed me centrifugal foreman. They were water-driven machines requiring about 200 pounds pressure for the evaporators and battery, the master mechanic, had ordered 125 pounds, fearing that anything over that would strain the pumps and that high speed would wear out the friction rings. When he found out that I was disregarding his orders, he appointed a centrifugal foreman just the same shift with myself. As Simpson was Boutell's (the principal owner) man, Lemilius had to stand for it, but insisted to me on the high pressure. In order to satisfy all parties, we set the hand of the pressure gauge back so that 200 pounds pressure showed 125 pounds on the gauge. I tipped Lemilius. Simpson was held in ignorance, and both the other chap and myself held down the one job until campaign was finished.

The following spring I worked at Croswell on construction and there first met Harry Hooper. When the weather became sufficiently settled, in company with another fellow adventurer, I drifted to Eaton, then under construction, and later on to Hurley. Late in the summer I returned to Croswell, Mich., and worked there until the campaign at Lansing was ready to start, where we joined Boutell's gang and foreman. It seems incredible now, but while at Croswell I roomed and boarded at a hotel in Lexington, five miles over on Lake Huron, driven to and from the plant daily for the sum of $3.50 per week.

The story has many times reached my ears that when I joined the company in 1904 and 1905, I crawled out of a box car at Eaton, brushed off my clothes, turned my collar inside out and then reported to Mr. W. L. Lawson for duty. Nothing could be farther from the truth. The true facts are that the kindly marshal of Greeley, noticing my dangerous position on the top of a passenger coach, invited me down and escorted me as far as the city limits, and I walked into Eaton in a decent and self-respecting manner.

At Eaton that year were many of the men who here present. There were Gus Daley, George Drummond, Fred Kilengan, Fred Gazelle, Bill Barber, Sam Scott and Fred Lowry, and such notables as Roy Marsh, Tony Jordon, Jimmie Logan, and Frank Sullivan. Jimmie Logan and I soon became quite friendly and in a burst of confidence I learned that he had been persuaded by Mr. C. S. Morey and the directors to temporarily take charge of the office, and in the meantime we both placed ourselves in readiness for something worth while. A beautiful young lady, the sole heir to an immense fortune, had almost driven him to distraction with her attentions and as there was an indescribable something about her personality that he could not endure, he had decided to let her go and accept Mr. Morey's proposition.

After a very short and satisfactory campaign, Mr. Lawson was moved to Sterling, the building, as manager, and took many of us with him. George Cummer had Med Sullivan for master mechanic and a quaint and well-known character called Big Bob acted as a sort of assistant. Many of Bob's speeches still go the rounds. "Hand me aholt of that sledge hammer and..."
The Noodle Puncher ... by H. A. Sweeving of Longmont—November, 1929

crow bar while I set the valve on this
d--- Corlis engine," is one of them.
Cummers, Sullivan, Daley, myself, and several others, including Big Bob, boarded with a fine old Southern woman; Bob was not punctual about
paying his board bill and the lady was beginning to worry. One day during
dinner she mustered up courage to ask
him for it. Bob stopped his exhibition of
sword swallowing, slowly straightened up and said with a crushing dig-
nity: "My dear madam, any man who
would get fatty acids, you want to get after
fat acids. Fatty acids are one of the worst things we have to con-
"I told Lawson that you were
d---I do not recall that this money has
been refunded.

During construction I acted in the capacity of chairman of the riveting committee and when the Windsor cam-
paign was about to begin, Mr. Lawson
turned me over to Frank Sullivan to help out and learn all I could that would fit me for the position of assist-
ant superintendent at Sterling when the
plant was ready. This was Sulli-
vans first year as superintendent and
if he lacked anything in knowledge and experience, he made it up in na-
tive wit, hard work and close attention. Ferd Klingenberg was assistant
one shift and Al Degroat on the
other. Joe Maudru was chief chemist, and Bill Barber I think ran the daneks.
Up until the time I left, the cam-
paign was a bear, one thing after an-
other breaking and the Marsh juice
pumps always. About the time Sterling
was ready to start, Sullivan called me
to his office and told me that Lawson
wanted me to report at Sterling. He
said: "I told Lawson that you were
fully capable of handling the job. There is no doubt, Barringer, that you
will make good as assistant, and in two or three years will be ready for
superintendent. Now when you get to
be superintendent, as long as every-
ting runs smoothly, it's easy, but look
out for fatty acids. Fatty acids are one of the worst things we have to con-
tend with, and when you begin to
get fatty acids, you want to get after
them right away."

I asked: "What do you do when you
get fatty acids?"
He said: "You want to get right
every shift. Go right after the whole plant. A good thing to use is
---is---well, I'll tell you, Barringer, about the only d--- thing you can do when you get fatty acids is to
worry along till you get rid of them."

During the last three years at Bil-
lings we have experienced floods, strikes and pestilence, and at times
in blue moments, I have imagined the grim spectre of fatty acids. The troubles at Windsor were only light train-
ing for what was to happen at Sterling. Some genius had fitted the first carb.
receiving tank with a 6-inch overflow pipe leading to the sewer, therefore it
was possible to shut down the presses and still run the battery and fist carb.
We ran several days before this freak line was discovered and old residents
along the Platte river below the mill
came out for broken bones a bottle of Duffey's Pure Malt Elixir was found on his hip and a few good snorts brought him
around wet and muddy but smiling.

At irregular intervals a bootlegger
called Peruna Jim would get into the
mill on the night shift and before I
would know it half the crew would be supplied with a bottle of squirrel whisky too drunk to service the rest of the shift. Lawson's nerves
soon were raw under the strain and at most
any hour of the night he was apt to pop out of the fog clad in pajamas and bedroom slippers and demand that somebody be fired on general princi-
ple. Hans Mendelson was on the job and offered many warnings to lawson and with his characteristic tact and well-known winning ways succeeded in
making himself a general favorite. Empty granulated sugar bags were frequently found near the saccharate milk tanks. One night Scrap Iron Jack, the Steffen house foreman, was caught in the act of dumping sugar in the tanks to raise the purity of the sac-
charate milk.

Up until a few years ago it was cus-
tomary for the superintendents and master mechanics to meet in Denver

soon after the campaign had finished
to go over appropriations for the com-

On one occasion I happened to meet
Gus Daley and George Drummond in
Denver just as I was about to leave for Sterling. I had come up for a little
shopping. They had spent two weeks here and were willing to return if I
would advance them carfare and pay their hotel bill. Two weeks travel
considered ample to meet these ends and I willingly advanced the amount.
I do not recall that this money has ever been refunded.

August, 1920
This drawing shows how the Loveland factory and beet receiving facilities were supposed to look upon completion of the works in 1901. Note the old covered beet sheds on the right.

Loveland in the Year One: 1901

By HANS MENDELSON

It’s fortunate that one of Great Western’s legendary figures took time out from his many activities in 1918 to record his first-hand observations of the first campaign at GW’s first sugar mill. Now, let Mendy introduce you to the crew and tell you about the lot of a Sugar Tramp at Loveland in the Year One.

There are a number of men with the Great Western now who helped start our first factory at Loveland.

Mr. Charles Hoetischer, now one of the Vice Presidents, was one of the organizers of the Company.

A. V. Officer, then Manager of the original Great Western Sugar Company, is now Manager of Greeley, Eaton, Windsor and Brighton.

Edmund Simmons was Mr. Officer’s assistant and is now Assistant General Manager of the Nebraska District.

Roy McCreery, then Mr. Officer’s stenographer, is now Manager at Longmont. Next to Mr. Officer, he is the oldest employee of the Company, having started with us April 1st, 1901. He has filled his present position for fifteen consecutive years. Very few in the Company have had the privilege of staying in one place for such a long time.

George Shaffer was then Assistant Superintendent and is now Assistant General Superintendent for the Colorado District.

Gus Husman is now Assistant Superintendent at Brighton. In Loveland, among other things, he ran the evaporator.

George Cummer was in charge of the construction for the Kilby Manufacturing Company. He has been more or less connected with our factories in Colorado ever since, and now as representative of the Larrowe Construction Company, brightens the sad days of the “flu” ridden operating department at Brighton. The diameter of his head has remained about the same, while that of his middle part has increased about in proportion with the slicing capacity of our factories.

Charles Hedke did the engineering work for the Construction Company and is now Agricultural Superintendent at Lovell, Wyoming.

Billy Fairbrother, now foreman at Gering, was officiating as timekeeper.

B. F. Arendt, the Operating Superintendent for the Kilby Manufacturing Company is now Superintendent of some factories in Michigan.

George Bushby, Beet End Foreman was, up to a short time ago, Superintendent at Grand Junction; present occupation unknown.

John Scanlon, Beet End Foreman, finally was Superintendent at Eaton, but graduated several years ago into the capitalists’ class due to the death of some relative. Present whereabouts unknown, particularly in Wall Street.

Harry Coggeshall, Bench Chemist, is now Superintendent at Sugar City, Colorado.

Sam Roberts was in charge of the bull gang at Loveland. He was Fieldman and up to seven months ago, Agricultural Superintendent at Sterling. He is now in Riverton, Wyoming.

George Gould, battery man at Loveland, is now foreman at Huntington Bench.

E. F. Ogborn was chemist and stayed with the Company until last year as superintendent at Longmont. He is now manager of the Holly Sugar Company plant at Sheridan, Wyoming.

Fred Holmes, head bookkeeper, is now manager of the Grand Junction factory.

There may be a number of others still in the employ of the Company whose names have escaped. There are others whose present whereabouts are unknown.

The writer was engaged by B. F. Arendt as chief chemist. The Kilby Manufacturing Company contract at that time called for a guaranteed slicing capacity and a guaranteed output. It was therefore left to the Construction Company to provide all the operating men. Both Arendt and the writer had been with the American Beet Sugar Company at Oxnard and naturally what station men could be gotten were gotten from them.

The writer arrived one beautiful Sunday evening in August at Loveland, staying at the old Loveland House conducted by the elder Riker, or rather his wife.

Loveland was at that time a rather sleepy little town of hardly two thousand inhabitants. There were no saloons, no pool halls or bowling alleys — quite a contrast to Oxnard, which at that time, was about as wide open as any frontier town.

The eating was rather good and cheap. I still remember with pleasure some meals at the Bushnell House served by mother Bushnell and her daughters. The construction gang occupied all available rooms in town, almost every family having a boarder or two. Mr. W. J. Galligan and his wife, now State Coal Administrator and President of the City Bank and Trust Company of Denver, were kind enough to board Arendt and myself, thus facilitating our entree into Loveland society which proved to be very hospitable indeed. The writer received his education in hand with special reference to the relative value of pairs and threes. The tuition fee charged was...
The Loveland office staff in 1901. From left: Fred G. Holmes, Sr., bookkeeper, later manager of a sugar factory at Grand Junction, and father of the present vice president-agricultural administration; John Wilson, later acting manager at Loveland; next man unidentified; N. R. McCreery, stenographer, present vice president-agricultural administration; John Wilson, later acting manager at Billings and Scottsbluff and assistant general manager of the Nebraska district.

The heroic efforts of George Cummer and his gang working overtime for eight weeks succeeded in getting the factory ready by October 28th.

We had obtained a number of station men from Oxnard and a few from Michigan, in all about twelve. The rest were local talent or promising recruits from Cummer’s crew.

Unfortunately George Shaffer acquired typhoid fever and was not available until the end of the campaign. George Bushby was probably the most experienced practical man we had. John Scanlon, beet end foreman, fell off the automatic beet scale platform hurting his head and was also unavailable for quite a while.

Roger Williams, a brother of J. McCoy Williams, superintendent of the Oxnard factory, was one of the foremen.

The head sugar end man was John Stoits, one of the old Oxnard men. The two sugar boilers also came from there, one by the name of Mangels was about the worst crab even for a sugar boiler.

The master mechanic was Isaac Pearson. The writer remembers him mainly because he was the only English man among his many English acquaintances he disliked. He was, however, a hard worker.

Later on, Mr. Officer took in old Tim Healy, a very likable old Irishman, now dead.

Mr. Officer and Mark Austin, the agricultural superintendent, seemed to have their departments in good working order. As far as I can remember no hitch occurred in providing beets and other supplies properly. Considering the newness of the enterprise, this was no small accomplishment.

However, Mr. Officer, not knowing the Kilby Manufacturing Company, seemed to be afraid that they were trying to put something over on him. I presume he didn’t trust us operating men very far. Among other things, he took in a chemist of his own, C. C. Fletcher, to check up some of our figuring. I don’t know today whether he ever found out that anything was wrong. Of course, there wasn’t; we tried to do the best we knew at that time. The beets averaged over 16% with about 85% purity in the beginning and worked very well. The first four days we sliced beets every little while at the rate of 200-300 tons per day.

The first sugar was sacked the fourth day of a quality we at that time fondly believed to be standard granulated. What kind of work was done can be imagined by the following averages of the third day’s work:

<table>
<thead>
<tr>
<th>Sugar in pulp</th>
<th>Sugar in waste water</th>
<th>Sugar in lime cake</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.86</td>
<td>0.58</td>
<td>3.20</td>
</tr>
</tbody>
</table>

Besides the large number of what is called now mechanical delays, our main trouble was to get the juice out of the battery and through the filter presses. Everybody now realizes the great importance of good cossettes. At that time we used knives of a European type best characterized as tin knives. A liberal use of stones and trash did not help matters any. The battery was heated with injectors. We had been used to rather high temperatures with the woody beets of California.

The combination of bad knives, bad cossettes, and high temperatures blocked the battery many times. We did not quite realize clearly where the trouble was. Some times we took out every circulating valve, believing something had clogged the pipe lines. Trouble in the filter presses was common. Stone catchers in the suction line of the pump were insufficient. Amateurs at the first carbonation and leaky outlet valves gummed up the presses. Many plates broke in short time so that soon two presses were entirely out of working order.

One smart foreman used to have less trouble keeping the presses going than the other. It was found that he helped congestion by opening up an inlet valve to one of the presses where all plates were busted running the unfiltered juices into the lime sewer.
Smoke issues from the boilerhouse at Loveland, but the sugar warehouse still must be completed to get the factory ready for the first campaign in 1901. The view looks east.

This gave particular joy to the writer as he was supposed to figure out the guaranteed extraction, at least on paper.

The filtration in the daneks was another source of trouble as the evaporator tubes became scaled. Evaporators, we know today to have ample capacity for one thousand tons of beets a day hardly could handle five hundred tons a week after boiling out.

Another source of trouble was the pulp drag. This consisted of a series of round plates fastened to a wire table running in a trough. The pulp elevator consisted of a long screw ending in something in the shape of a present pulp press but far from its functions. This was located in a kind of an annex to the main building with very slight foundation. One night we were on the verge of making a record run. The pulp drag cable jumped the pulley again. I was not going to stop slicing for the sake of the pulp so I dropped the pulp from the mouth of the press down to the foot of the building without bothering any further about it. Next morning the one corner of the annex had gone down several inches and the whole thing threatened to come down. Compliments to my zeal were very many and quite pointed.

The vacuum pans had each one trap for all the coils with a float valve which busted every little while. It was Mangel's favorite stunt to turn on steam while the mechanics were taking the trap apart.

The centrifugals were water driven. The water pump for this purpose was another bugbear, particularly when the steam in the boilerhouse went down and we were working some particularly slummy crystallizer.

One of the great joys of the sugar end was the working of the Osmose crystallizers. We seldom succeeded in getting the purity of these Osmose pans over 76. Presumably this only happened when John Stols was smart enough to start these pans with green syrup from the white pans, although he never admitted this.

In fact, at that time, a rather innocent greenhorn like me had to do a great deal of detective work to find out what these old hands at the game really did.

Of course, today everything is above board, at least I am told so by everybody.

At that time there was no market for molasses in the East. Cattle feeding with molasses had not started yet and therefore the molasses from the Osmose crystallizers was discharged into the sewer. Sometimes when the pan storage tanks were full, the sugar end foremen were sorely tempted to call anything discard molasses contained in a tank with a sewer outlet.

This was another constant nightmare to the ones supposed to account for losses.

Many of the local men were unaccustomed to working in a hot factory. According to the customs of the day, some believed in the thirst quenching qualities of firewater. One very pleasant newly hired fellow with a ruddy complexion was working on the beet scales. With perspiration streaming from his face, he manfully attended to his onerous duties during his first night shift. By midnight he confided in me that he couldn't stand this hot atmosphere and that he was getting dizzier every minute, although he had emptied almost a quart bottle. He offered me what was left for a change in jobs.

Arendt was a very good man at handling the different kinds of men. All the foremen were hard workers and all...
It's more than twenty years for most of them, and Loveland's proud of every name; front row, left to right: J. W. Berry, Assistant Superintendent; S. C. Mooney, Superintendent; Al DeGroat, Machinist; E. P. Sunderland, Assistant Superintendent; Otto Timpe, Machinist; and Hugh Scilley, Manager. Back row: C. L. Atkins, Cashier; Chas. Dingler, Boiler House Foreman; O. L. Riker, Storkeeper; B. F. Berner, Sugar Boiler; H. H. Johnson, Master Mechanic; J. L. Hipps, Assistant Master Mechanic; J. W. Karns, Head Fitter; Chas. Lohr, Sugar Boiler; Henry Winkoff, Fieldman.

-April, 1929

the inexperienced hands soon got into the game.

Very few of the present generation of operating men have an idea of what it meant to break in such a crew in addition to overcoming mechanical and technical troubles.

This year was the first time they got an inkling what a large number of green hands really means.

The Loveland factory was supposed to have a slicing capacity of 500 tons. We reached that the first time on the 16th of November, celebrating that day with many boxes of cigars. The favorite high grade cigar of those days was General Arthur, three for a quarter. This cigar is still sold in the East.

Four times we exceeded 600 tons, the maximum being 636 tons by the 29th of December.

The maximum amount of sugar made was 1,775 bags.

We ran as much as 60 tons molasses per day through the Osmose plant, averaging about 30 tons per day.

The campaign lasted to the 4th of March and wound up with 58,058 tons beets sliced with 16.23% sugar in the beets and 11.98% granulated in the bag. 64,500 tons of beets were paid for.

We made at that time an arbitrary deduction of 3% of the weight indicated by the automatic scale, so that the scales showed really about 60,000 tons indicating a shrink of only 7% for beets stored very much longer than now necessary.

So we averaged about 465 tons per day including all mechanical breakdowns and cleanup days, at that time considered necessary.

The 139,200 bags of granulated were sold at a price not much over $4.00 per bag.

Nevertheless, the factory made money that year.

So even if our present day experts shudder at the low efficiency and the low performance factor of our first campaign, it was not such a bad performance after all.

At any rate, it was the starting point of what is now the largest beet sugar company on the earth and all of us who helped feel just a little pride in that.

-December, 1918
A classic scene in the early days—horses, wagons, and highlines.

What's the Sugar Beet Done for Northern Colorado?

The changing scene of the countryside at the turn of the century, revisited by R. M. Barr, who was a pioneer beet grower himself and agricultural superintendent at Longmont at this writing in 1921.

The building of sugar factories in northern Colorado, commencing in 1901 with the Loveland factory, gave the farmers a cultivated crop, changing their system of farming in all but the Greeley district. This diversified farming increased the crop yields 15 to 35 per cent; improved the quality of produce very appreciably, and in a short time almost doubled the rural population.

Land values increased steadily until they have now doubled, and in many districts tripled, and even quadrupled, in value since the advent of the sugar beet. A new era seemed to dawn on agricultural operations, and much of the increased money brought into circulation was used to develop irrigation, resulting in the building of a chain of storage reservoirs extending from the foothills to the state line, reclaiming thousands of acres of virgin land which was then supporting prairie dogs, coyotes and about one head of stock to fifteen acres, and that in the summer months only.

Under the old system of farming, this development would naturally have been slow, but the building of factories and growing of sugar beets was responsible for the speed of this work.

As eastern Colorado from Kersey to the state line, with the exception of the river bottom lands and some upland at Port Morgan and Brush, was practically a stock country, therefore the transformation to agriculture on a large scale was probably more noticeable than elsewhere, and the sugar beet quickly took precedence and still maintains it.

The Milton, Jackson, Riverside, Empire, Prewitt, North Sterling and Jumbo reservoirs are all outgrowths of sugar beets, and irrigate lands superior to those previously covered in the bottoms by old ditches with direct river flow.

When the Sterling factory was built, the number of plows in thirty miles of its territory could be counted on the fingers of one hand, this being practically a stock district, the only product shipped from that district being alfalfa seed, and most of this having been seeded on the natural sod without resorting to plowing.

The outdoor tarehouse next to the beet pile was the vogue in the first years. Here three unidentified tarem en take samples.
The sugar beet is responsible for the agricultural development of this district to the state line, and this is now one of the greatest beet producing districts in the state.

The Antero and other reservoirs have done much toward beautifying the territory tributary to Denver by turning a bleak, barren prairie into fertile farming land, and the sugar beet is beginning to take its place among the vegetable farms supplying the city of Denver.

The Stanley reservoir system has also been a large factor in developing much land on both sides of the Platte river from near Denver to Plattville and much of this land is now growing sugar beets.

A demand by farmers in the district between Longmont and Fort Collins for railroad facilities to handle sugar beets caused the building of the Great Western Railroad. This was a district so foul with wild oats that the farmers had to have a cultivated crop to preserve their land. Before 1901 a bona fide land buyer could buy land parts of this district at his own price, but after the building of this railroad and the cleaning up of their land, a real estate man could not make a living in much of this district, and today it is dotted with a lot of good, thrifty villages.

This railroad was followed by the building of the Denver & Laramie railroad, whose objective was the coal territory under railroad and agricultural development of this district at his own price, and this in the form of straw went up in

THE auld lang syne dropped into the office of H. M. Barr, agricultural superintendent of Longmont, when a recent mail delivered unto him his beet contracts of 24 years ago.

Mr. Barr in those days was a brah farmer on his own account, near La Salle, Colo., and was among the first to pledge acreage to the support of the factory projected for Greeley. It was on June 8, 1901, that he signed for five acres. The factory was constructed the following year, and on March 1, 1902, Mr. Barr made good his promise by signing his regular contract to put in that acreage.

The picture of the first contract, reproduced herewith, shows that a committee consisting of A. M. McClenahan, Bruce F. Johnson, Albert Igo, Harry H. Shaw and P. W. Allen, were "the committee on Sugar Factory for Greeley." The acreage was being pledged for three years. The stipulated price per ton was $4.25. That was for beets of not less than 12 per cent sugar content and a purity of 80 per cent or better. But for beets of lower content and purity, down to 10 per cent and 75 per cent, respectively, the contract promised the grower $3.25 per ton. In the contract signed by Mr. Barr in 1902, these prices were each increased by 25 cents.

The Greeley Factory office sent the contracts to Mr. Barr as souvenirs, and they are highly prized by him.

"I actually grew 10 acres additional without a contract," Mr. Barr said, ruminating on "those good old days." C. A. Granger was Greeley manager at the time. "He said I was the only one in the district who grew any beets without a contract," continued Mr. Barr.

"The only water that went on the land was before seeding, as the Platte was a dry creek all summer. The late priorities had none, and I was on one of them, the Platte Valley Irrigation Co., or the English ditch. We had a hot, dry summer, but I delivered 10 tons per acre and made some money."

March, 1924

BEET CONTRACT.

This Agreement, Made and entered into this day of Jan., A. D. 1902, by and between

Party of the First Part .

Party of the First Part .

THE GREELEY SUGAR CO.,

A. M. McClenahan, Bruce F. Johnson, Albert Igo, Harry H. Shaw, and P. W. Allen, the Committee on Sugar Factory for Greeley, party of the second part.

January, 1921

BEET CONTRACT.

This Agreement, Made and entered into this day of Jan., A. D. 1902, by and between

Party of the First Part .

Party of the First Part .

THE GREELEY SUGAR CO.,

A. M. McClenahan, Bruce F. Johnson, Albert Igo, Harry H. Shaw, and P. W. Allen, the Committee on Sugar Factory for Greeley, party of the second part.
Colorado’s First Crop of Sugar Beets

Ignorance of planting depth, prevalence of wild oat, water shortage, hail and crust did not prevent satisfactory proof of experiment.

By CLARENCE F. OSBORN

(Who celebrated last October his twenty-fifth anniversary in the Company’s service.)

The sugar beet was first grown in Northern Colorado for commercial purposes in the spring of 1901. Let us turn back to that time, and take a ride through the Loveland district. In driving through the country with a horse and buggy we find large farms, 160 acres or more, on which were raised quite a number of horses and cattle including a few milk cows supplying local creameries.

The principal crops were wheat and other small grains, corn and alfalfa being used with these in rotation to help control the wild oat which was the major pest that the farmers had to combat. Few sheep were being fed to utilize the cheap alfalfa hay. Many of last year’s stack stacks were still in evidence. Introduction of the sugar beet demanded different farming methods, deeper plowing and more careful preparation of the seed beds than practiced for the other crops. The beets were planted after the levered which left the land smooth.

The drill used was the John Deere, wooden box force-feed type, which assured a good planting job, with the exception that with the farmers accustomed to drilling grain, some of the fields were planted too deep, necessitating replanting later. The season proved quite favorable. The stand of beets generally was good with the exception that several fields crusted, which was aggravated by the smooth surface left in the field when planted. In this case the wooden roller was used to break the crust (the harrow was not used for this purpose). In fact if some of the fields did not show the proper stand the roller was used as a cure-all.

While the beet was making a good start, the wild oat was protesting the advent of a new crop which eventually proved his doom. The wild oat was finally whipped by replanting, mowing before cultivating, and often before thinning. Cultivating was a very difficult job. The cultivators used were two-rowed, using one horse, often with a boy to lead the horse to keep from trampling on the small beets. During the cultivation of these wild oat fields, the Austin weeder was introduced by Mark Austin, Agricultural Superintendent. (Which posterity did not appreciate as they could be very successfully used today.) Spiders were used instead of the disc, although two rows were cultivated by an operator walking over uneven land, the beets got a thorough cultivation.

Eight inches was the rule for spacing and the beet hoes were four inches wide.

The beets were cultivated and thinned in a satisfactory manner and by the middle of July the leaves covered the rows. The territory north of Loveland had quite a severe hail storm, which destroyed the leaves. This was most discouraging to the new beet farmers but after two weeks’ time the fields made a good recovery and the farmers felt at last they had a crop which would not be totally destroyed by hail.

The idea seemed to get started that the beets must wilt or suffer from lack of moisture in order to grow down and make length of root. This was not started by the Agricultural Department of the Sugar Company but by the German-Russian laborers who had had some experience with beets in Russia or eastern Nebraska. The irrigation went rather well until after the middle of August when some of the ditches ran short of water. Previous to this year there had been no special use for late water for other than domestic use.

The introduction of a crop calling for water rather upset the former practices. Through the efforts of Mark Austin the ditches cooperated, by giving, borrowing or buying water and the first sugar beet crop was carried to maturity in a very satisfactory manner.

Under the first contract the growers received $4.50 per ton, beet seed was 10 cents per pound and 20 pounds per acre was recommended. The beet labor received $20.00 per acre.

The field force was used in an advisory capacity entirely, spending their time in the field, conferring with the growers on proper methods of beet culture.

The open date for harvest was October 20. There were no provisions for piling and the entire harvest period had restricted deliveries. The puller used was the subsoil type of plow, going under and lifting the beets which sacrificed most of the top roots.

No A’s or V’s were used to smooth the land where the beets were piled, the laborers using garden rakes for this purpose, and no hooks were on the beet knives. Rope nets were used in unloading beets at the factory. After a few days the bins were full, the rope net discarded, and all beets were shoveled.

Beet harvest started the first week in October and all beets were harvested before any serious freeze. Too much credit cannot be given to Mark Austin for the introduction of proper agriculture practices. His personality and untiring efforts were an outstanding influence in supervising the first crop of sugar beets grown in Northern Colorado.

In the first Loveland campaign of 1901 the company paid growers for 64,500 tons of beets from which 139,000 bags of sugar were extracted.

In 1956, quarter of a century later, progress had changed these figures to 3,875,000 tons of beets bought from farmers and 9,250,000 bags of sugar produced.

March, 1927

When Higher Yields Were Young—


December, 1927
Evolution of Beet Growing Practices

By CHARLES EVANS

The Evans men figured in Great Western annals for nearly 60 years in the field and factory. Here Charlie, the father, traces agriculture from improvised tools to trucks and tractors; son Harry keep his silence south of the border, save for his angelic presence in the portrait, devising ways to be a superintendent at age four.

I BEGAN working for the Great Western at Windsor as Fieldman at $90.00 per month. I was farming for myself and continued to do so for three years after which time we had orders to discontinue farming or field work. I was so enthused with the work by this time and had such high ambition for advancement that I quit farming and moved to Windsor.

The territory covered first was very compact and six miles any way from home would carry me to the farthest farm in my district. After a short time I was promoted to the Severance district with a raise in salary of $5.00 per month. I had twice the distance to cover, necessitating the purchase of a second horse as one horse could not stand the “gaff”. This proved too slow and when automobiles appeared I fell for the new craze and purchased my first car in March 1910, a Buick touring model for $1050.00.

This lasted until 1914 when I purchased a Chevrolet Baby Grand which I drove until the fall of 1916 when I was appointed Agricultural Superintendent at Windsor. This job I held until March 1918 when I was sent to Sterling and then things moved so rapidly that I cannot go into detail without real persuasion.

In speaking of advancement, the farming methods and tools then were in the good shape. The first cultivator I owned was a two-row Moline with a single horse to pull it. The next was a four-row cultivator made in two separate pieces so you could raise either side by itself. Beet drills were pretty fair at that time if you had your ground in good shape.

The first year I grew beets, I tried the poorest land in comparison with the richest on the farm and this convinced me good ground was needed. With the contract price $4.50, labor $20.00 per acre with an additional $1.00 per acre paid the Company for importing the labor, and the wage for farm hands $9.00 per month and board, I made a little “jack” but I did not spend it on the feeding game and charge it up to beets.

Before the screen was installed on the press wheels and they would cut through the surface soil thus helping make a firm seed bed. We also used the same methods in some instances for breaking the crust. I once used a small hook knife but the job was finally completed but not profitable.

Most of the beet help were glad to use six-inch hoes as the Company advertised a height of ten inches between beets. I tried that stunt, too, on my own place in good rich ground and succeeded in raising a crop of beet tops only. Beets like alfalfa but the beets were not there.

If you wanted an order to dig beets, it was necessary to take or send a letter to Loveland. If the order was for 100 acres or more, the order was transferred to Sterling in 1918, I lowered the limit to 10 per cent and many a farmer was glad to show the letter. I wrote to his beet help so he could get a better job done.

The Sterling district was 120 miles long: the roads were poor and Italians insisted on growing 160 acres of beets on a quarter section, claiming if they made $10.00 clear per acre, $1600 was nothing to be sneezed at. It was nothing for the fieldman to be stuck in the mud. However, this was a good way to get acquainted with the farmer because he would come over and drag you out.

And now Ford tractors, Ford trucks, ideal Cultivators and knife edge bull tongues, ditches on the latest model beet drill, paved highways, gravelled byways, sedan automobiles, big beet in the blocked bunch, campaign of Another Ten, now the slogan of “A record yield on every field.” Exhibiting trains of trained experts in oratory, efficiency methods, prizes and certificates of merit, bonuses, penning rates, Beet Growers Association, rotation, cultivation, power dump, elevated beet conveyors!!

February, 1927

Mrs. Evans sometimes went the rounds with Fieldman Charlie back in 1905.
Early Gwesco Engineering

By Edwin Morrison

The first engineering task presented to the writer was the problem of satisfactory foundations for the Fort Collins factory. Evidently at some time there had been a running stream over this site. It left the gravel strata under the concrete footing in a very uneven deposit. The problem resolved itself into the expensive task of going deep enough at all points to reach this underlying strata of gravel. This was reached and the concrete footing placed thereon. One can scarcely conceive of a better foundation.

A more insidious condition existed at the same time at Longmont, which proved very costly later. The Longmont factory was built on a dry exodus-covered hill, inhabited by prairie dogs and owls. Later, as irrigation became more prevalent, the Longmont factory footings during its first campaign began to soften and sink. Remarkable service was obtained from the iron transmission shafting furnished by the Kilby Manufacturing Company, which continued to function although out of line as much as seven inches in places, due to the settlement of the foundations. After the first campaign the whole central part of the house, principally those columns carrying the evaporators and battery, had to be jacked up. Larger footings were put under, also additional columns. Since then little or no trouble has been experienced by settlement, and none at Fort Collins.

Those early campaigns were "some campaigns." Longmont was operated first and completed its campaign that year before Collins was started. Both houses were equipped with belt driven triplex pumps, many with ball valves. In a short time these balls were ex- changed and one can imagine the resulting efficiency. We first changed the valves to flat rubber valves and later these pumps out altogether and replaced them with centrifugal pumps.

All of the centrifugal pumps used in our factories have been installed since that time. What a vital change and boome the centrifugal pump has been to the beet sugar business. The pulp pumps replaced clumsy, expensive, unreliable systems of elevators or scrolls and drags, which dragged the pulp out to the silo.

The early Steffen apparatus was entirely different from that used now. The lime was originally ground by a ball mill, followed by a pebble mill, the first being a large rotating drum containing steel balls four to six inches in diameter, in which the lime was partially ground, and then finished by the pebble mills, large rotating drums containing flint pebbles. Lime that would all pass a 100 mesh screen was considered good. We also used an ice machine to keep the temperature of the coolers down. The Sturtevant Crusher, followed by the Raymond Mill, supplanted these mills after the first campaign.

In those first campaigns all the cutter knives were filed by hand, using an ordinary hand file, which was slow, laborious work as compared with the present rotating fraizing machines.

Another great problem was the best method of storing and burning the available coal. A great problem was the best method of storing and burning the available coal. In the early days coal was used from Wyoming (Hanna), Southern Colorado and Northern Colorado. The latter field had a small output and did not meet with general favor among our factory men at first. Also, some claimed that it was impossible to burn slack coal, and it was a long, hard pull to get the factory staffs to use northern lignite slack. The development of the method of burning coal which resulted finally in the adoption of the chain grate stoker, passed through various stages of extension furnaces with constantly increasing arches and combustion chambers. It passed through the stage of alternate firing, that is, firing one side of the furnace alternately with the other side in order to ignite and burn the volatile gases, and finally developed into the use of the chain grate stoker.

It was learned early, to our sorrow, and at some loss, that northern lignite coal could not be stored in the usual way in large piles. Spontaneous combustion took place and started fires all through the pile.

Knowing of the Navy's success in storing coal under water, the writer obtained the consent of Mr. C. S. Morey to store a quantity of coal under water in an abandoned concrete molasses silo at Fort Collins. The experiment was such a success that now each factory stores a certain amount of coal at the site in specially constructed concrete coal pits.

Another development which even preceded the stokers, was the experiment by the writer at Fort Collins with a flume and pump for pumping ashes. This also proved a labor-saving device and has become general practice. With the advent of the chain grate stoker came also the pumping of drippage coal for reuse.

The early factories had no systematic way of handling return condensed waters. The result was a lot of cold water had to be used in the boiler feed and the quality of this water was so poor that it was common to find scale three-eighths to one-half inch thick on the heating surface, also to find considerable oil on the inside of the boiler. Through constant improvement and changes, these difficulties are practically unheard of today.

One of the most nerve-racking campaigns ever put in by the writer was the campaign at Loveland when, in order to finish the campaign, it became necessary to operate the Loveland boilers in a dangerous and leaky condition, caused by oil in the feed water. These
boilers had large bags and blisters and leaky seams. One after another was let down, cleaned, tightened and fired up, only to again become leaky. Mr. Rienks and the writer spent a month in this boiler house fighting this condition and finally got through the campaign without accident, except the bursting of a gauge glass, which disturbed the former's high-strung nerves and caused a hurry-up visit for the great outdoors. (George says he didn't want to be run over by Mr. Morrison.)

Prior to this campaign, trouble occurred in the Greeley boiler house, caused by inattention during the intercampaign period to the removal of scale. It became evident at that time that the number of factories and problems were getting so numerous that a subdivision of the work was necessary. Thus started the system of Traveling Engineers. This system finally brought the technical heads of the business and through them the financial heads, into closer co-operation with the factory staffs and operating crews, and wonderful small and large improvements resulted. This system is largely responsible for the interchange of ideas from factory to factory and the co-operation of the whole for improvement.

In the early days low steam for power purposes, with a simultaneous high exhaust pressure, sometimes almost stopped the engines from turning over. This difficulty was overcome by the separation of the steam systems into two systems, one for power and one for boiling, the excess steam from the power system passing over into the boiling system. Many economies in the use of steam have been added. A usual system in the early days was to use a "U" seal on the hot water returns, called a "Chapman" seal. These were constantly falling and blowing steam directly through and when replaced by large traps of the Dyer type stopped an unusually large loss.

The use of the Locke regulator in beet sugar factories for controlling steam pressures was first tried in Fort Collins after the first or second campaign, and they are now largely used by all beet sugar factories.

From the seeming unimportant idea of wooden cross bucks placed in the battery cells to facilitate circulation, was developed the use of chains in the battery. This development has been going on for years and the end is not yet. However, the increase made possible in the output of the battery opened up a large field for increasing the capacities of the factories, and by adding here and there, mostly to the less important stations, it has become possible to develop over 200 per cent of the original contracted capacities of the factories.

One of the important features of this sustained capacity was the doing away with the periodic clean-up day, when the factory was completely closed down for ten or twelve hours to boil out the evaporators and many mechanical repairs. A studied effort to devise a scheme whereby the evaporators could be boiled out while running was so successful that the periodical clean-up day was no more.

Incidentally, and largely helpful to the improvement in the capacity of the battery, are the many devices developed by the Great Western personnel to clean the beets and free them from foreign matter before they reach the cutters, and the great care given the cutters.

With the increase in beet capacity there was required more and better lime. This led to the adoption of the open bottom kiln with steel grate. I believe the latter improvement was developed by John Westine. The writer added the booster fan on the kiln to augment the gas pumps which were being more and more taxed in capacity.

Another improvement which has come since the early days has been the DeCluy Baffle, which was adapted from the French. The novelty is that this device has been placed directly inside the evaporator, while the French had an entirely separate body in which the baffles were placed and consequently were very much more expensive to install.

There are many other improvements that might be mentioned, but space forbids. There is room for many improvements yet and may the good work go on.

March, 1922

---

The Three Wise Men Who Came Out of the East

They were tagged the Three Wise Men because they were sugar refinery experts who came out of Philadelphia to fill the gap in technical experience of the new beet house operators in Northern Colorado. Booream first was general manager of the Fort Collins Sugar Company and later chairman of the Technical Staff; Dr. Murke was a chemist who was an expert on limestone and the Steffen process; and Morrison was an engineer who set up the Engineering Department and later became general superintendent. In the first years, the Three Wise Men functioned under the guiding genius of Dr. Samuel C. Hooker, the renowned sugar technician from Philadelphia who established the operating practices and policies for Great Western. For more about Morrison and Booream, see Pages 29 and 30.
Reflections of a Sugar Chemist

By SIDNEY J. OSBORN

The old order put up with "gentlemanly acts" but times changeth—a look back to the labs of yesteryear by the first general chemist.

"The old order of things changeth, yielding place to new."

While the chemical department is one of the youngest of the departments of our company as far as its formal organization is concerned, its beginning may be said to date from the time of the appointment of the first three traveling chemists in 1907. These consisted of G. M. Drummond, G. J. Daley and the writer. The writer can well recall the experiences and tribulations of those early years. The departure was not one that was relished at the time by many of the superintendents and operating men, who were having their own troubles, and had just succeeded in getting Fort Collins and Longmont up to their rated capacity of 1,200 tons. There was a lot that we did not know, too, though we did not give great publicity to this fact.

In those days it was considered a perfectly gentlemanly act to dump the pulp bucket and collect a fresher and less carelessly selected sample, which would show what the result ought to be if the "lab" could ever learn to read the polariscope correctly. Also, on account of the familiarity of the preserverman with filter presses and the technique of filtration, great confidence was placed in his ability to secure an average sample of lime cake. All these little things led to many a friendly discussion, which was sometimes carried almost to the argumentative stage. Later on the chemist became more wily and put girls in the laboratories; this had the effect of making the discussions assume a more orderly form and a more literary character, although there was a certain breath of unaccountable orderliness which is now lacking.

We used to have a lot of trouble, too, with the extraction statement. While a low "unaccountable" was always regarded as proof of good factory work, a high one not only meant that no cigars were passed around, but represented quite a reflection on the laboratory work, which we had to do our best to live down. However, I must admit that then, as now, we sometimes had to send in a "corrected copy."

As may be imagined from the personnel, various subjects were discussed at the traveling chemists' meetings of those days, but the tales of woe were the most numerous. Gus used to retell his story of the gun play at Brush until he had it polished up into a pretty good narrative, while George has never yet fully understood the attitude of the auditing department on his expense account for that trip to Boulder. For some reason, Denver was found, by actual trial, to be the best place for holding these meetings, perhaps it was because at the factories we were so conscious of the multiplicity of details all around us that we could not gain that broad point of view from which we felt that the business should be conducted.

It is easy for a new man to pick flaws in the chemical organization as he now finds it, but let him not forget that he is escaping the pioneering work which started whatever has now been developed. Perhaps it would be good for his soul, if not for his peace of mind, if he had some of it to do.

Even in the early days, when we were using such unscientific units as the Mohr cube and the liter, and in the hot saccharate process. The position of assistant chemist is new since that time, however, and, as a result of faulty diet and an ensuing bad dream on the part of a member of the engineering department, we now have an institution known as the boiler house control man, who keeps an eagle eye on the combustion technic and, it must be admitted, has certainly elevated some of those CO₂ figures to a dizzy height.

The laboratory clerical work has also undergone quite a transformation. I can recall that at Fort Collins, one man working twelve hours used to do all the figuring, and the laboratory reports consisted of a set of daily and weekly sheets made out by him in pencilt. We now have three eight-hour clerks of more specialized duties. Not to mention the Jr. P. and Steffen, put on comptometer girls, and while they have in some cases solved the matrimonial problem for the chief chemist and in other cases have complicated it, they have done much to improve the speed and accuracy of handling a steadily increasing volume of work. The clerical work has in fact made such demands on the chief chemist's time that we now have under consideration various relief measures, such as the provision for yearly employment for a trained laboratory clerk.

A particularly critical time from an organization standpoint was the period of the war. While I have no exact statistics at hand, I believe I am perfectly correct in saying that a larger percentage of the chemists entered the service.
When the Big Boss Jumped Counters

A rare old picture tells the story of our President's climb.

This picture was taken about 1900 at Eaton, Colorado, in the store of the Petrikin-Rea Mercantile Company. The members of the firm, according to R. E. Hanna of Greeley who kindly supplied this reprint, were W. L. Petrikin, J. M. B. Petrikin and C. Howard Rea. W. L. Petrikin was secretary-treasurer.

T. C. Phillips, now president of the Greeley National Bank, is the clerk in the foreground. He and E. W. Goodan purchased the store December 31, 1901, after which time Mr. Petrikin entered the employ of the Eaton Sugar Company, later being transferred to the Windsor factory where soon he was made cashier.

To be seen dimly in this picture, at the rear of the store, are Mr. Goodan and Bruce G. Eaton (right). The white-shirted individual in the picture could not be identified after this passing of a quarter of a century. Mr. Goodan is living in California.

Mr. W. L. Petrikin is holding a guarantee advertisement of the Lisk rustless tinware. "Will has since been long on holding to and standing by any guarantee he makes," comments Mr. Hanna, "and the position taken in the picture is but a natural attitude since maintained and adhered to."

The plate of this photograph was about to be destroyed among an old collection in a Greeley gallery when Mr. Hanna obtained the privilege of going over the collection and selecting any he wished to keep. F. E. Baker, a former galleryman of Greeley, is believed to have been the photographer.

The picture is indeed a rare one. Practically every man of the group has played an outstanding part in the development of industry, finance, agriculture and commerce of northern Colorado. May, 1925

The First Great Western Picnic

As related by E. F. Stone of Lovell, Wyoming.

The first Great Western Sugar Company Picnic was held by the Longmont Factory at B. & M. Park at Lyons, Colorado, in 1905. Fourteen tallyho carriages conveyed the merry crowd to the playground. A few had their private carriages and Mr. W. P. Hogarty drove a 1906 model "Limousine."

A basket lunch was served on lunch cloths spread on tarpaulins laid on the grass and the entire crowd sat around the spread. A wagon load of beer on ice was served as refreshment and a bar from North Town was used from which this refreshment was served. It might be well to state that no one became intoxicated.

W. P. Hogarty was Master of Ceremonies and awarded the prizes for the sporting events. Some of the prizes were: gold watch and chain, won by Robert Miller in the boxing contest; suit of men's clothing; gold wristlet for ladies; and a doll for each girl entering the races.

When the prizes ran out the "Limousine" was commandeered and sent to town for additional stock.

Some of those present were Messrs. G. M. Shaffer, Bobbie Officer, T. C. Schwartz, W. P. Hogarty, W. F. Ball, Jerry Light, Ed Wolfe, Fred Roberts, Bob Hedrick, Robert Miller, R. C. Welch, Tom Bishop and their families.

December, 1929
Saga of a Sugar Tramp

By Al DeGroat

Wanderings without and within Great Western—the saga of the Sugar House Erectors Elite—spun for us by one who was a charter member.

Some time ago the big boss told me he would like to have me write some of my experiences as a sugar tramp, so here goes.

In the spring of 1899 the Dyer Construction and Manufacturers of Sugar Making Machinery Co. started to build a factory at Holland, Michigan, on the bank of what is known as Black Lake. This lake is connected with Lake Michigan. The reason I mention it is because it will come in for some of the earlier manufacturing methods of beet sugar.

The structural steel of this plant was erected by hand with a jin pole. Every piece of it was pulled up by man strength—man power only. The machinery such as battery cells, evaporators, pans and so on we put in the building proper with an ‘A’ frame or ‘Bend’, as some call them, with an old-fashioned capstan on a spool which was run by a team of mules going round and round in a circle. These mules had been working for a saw mill and basket factory before we hired them and this factory always started and quit work about 15 minutes ahead of every other factory in town.

The mules, being used to the whistle by day and carb. tanks and steel by day and carb. tanks and sewer because they could not sell any of it at all the first year. The second year, however, we sold the molasses to some distillery in Cincinnati, Ohio, for one cent a gallon. Just think of that, you fellows at Johnstown! The first year I worked at different stations and acted as foreman, the second campaign under Mr. Henry Hinzeby.

I hired out to the Kilby Construction Co. of Cleveland, Ohio, and came to Loveland, Colo., April 11, 1901, in a heavy snow storm about 20 inches deep. This was not very encouraging because when we left Michigan the grass was green and lots of flowers were in bloom.

About July 5, I believe, the American Bridge Co. started to erect steel on the Loveland Plant, also the machinery. A man by the name of Frank McFall had charge of erecting steel and he had a two-boom travelling derrick and we worked two shifts raising steel by day and carb. tanks and evaporators at night. I was in charge at night for the Kilby Co., and Big Bill McKinney for the Bridge Co. The only man here at Loveland now who worked on this plant besides myself is Otto Timpke, who worked for the American Bridge Co. M. H. Miller, whom I had known at Holland, was construction engineer at Loveland. He was replaced by George Cummer. Cummer finished the job with B. F. Arndt, H. Mendelson, George Shaffer and John Scanlon. If I remember rightly we started about Oct. 25th. Shaffer got sick just about that time and crawled in bed and stayed there I don't know for how long. I ran 1st Carb. tanks until about Jan. 15th when I left and

went to Eaton and George had not showed up yet when I left. Mr. Officer was manager of the Loveland plant.

At Eaton we had a pretty early start. Joe Phifer was Assistant Construction Engineer at Eaton and George Shaffer at Loveland. Shaffer had charge of enlarging the Loveland plant under George Cummer and Phifer at Eaton also under Cummer. Mr. Cummer lived at Greeley that year going to Loveland one day and Eaton next. While at Eaton erecting steel and tanks and other machinery we had a make-shift of a would-be traveling derrick. In raising the steel we had it on the ground and put up steel for the second and third floors. We then raised the derrick to the third floor and backed up taking everything as we went. In raising a third carb. tank our make-believe traveler collapsed and piled up in a heap. I was right on the damned thing seeing that our lines did not get tangled and chafed. I had some fast moving to do and I sure left my fingernail marks in a cast iron column which I got hold of right now. As luck would have it nobody got hurt.

The gang at Eaton the first campaign was supervised by B. F. Arndt, Supt., Mr. Shaffer, Assist. Supt., Mr. Mendelson, Chemist, John Scanlon, Beet End, Al DeGroat, Beet End, Hed Harris and John Somebody on the sugar end. Shaffer and myself were on nights the whole campaign. Eaton being a 600-ton house, I will say that we sliced 601 tons of beets the second day they ran. This plant we ran by a team of mules going half way between the ground and its top. The mules, being used to the whistle, blew, with the result that I got caught in a heavy snowstorm when we were raising a third carb. tank.

Shaffer took charge. The first thing Mendelson did was to take the keys away from the foremen so they had to stay out of the office. He then bought two barrels of beer and locked them in the foremen’s office. He did not think about a window in the office opening from the inside of the mill proper and somehow most of the beer disappeared down other throats. Mendy, as we called him, was some mad.

I don’t believe this ask George Cummer.

Shortly after this I moved to Windsor. At Windsor we had Mr. Wm. Petriken as Cashier and we sure liked Chuck wagon days, a fishing trip near Steamboat Springs in 1904, left to right Al DeGroat, W. C. Graham, Fred Nash and Carl Johnson.
him. During the first campaign at Windsor we had a man by name of Beet End Foreman, Mr. Frank Vogel as his assistant, I was Beet End Foreman daytime only, Vogel was assistant and Jimmy Scanlon was water tender and boiler room foreman at night. This man Brinkman was some card. About two times a day he would call me in his office and proceed to give me a berating or hear and find out how things were going.

Some time about the first part of that campaign Mr. R. M. Booraem, Mr. Ed. Heinie Vogel left for Germany again. Dr. Murke named Dr. Murke “Mr. 40 Pulp” and whenever he saw the Ft. Collins to take charge as superintendent. And Heinie Vogel as his assistant, I was Beet End Foreman daytime only, Vogel was assistant and Jimmy Scanlon was water tender and boiler room foreman at night. This man Brinkman was some card. About two times a day he would call me in his office and proceed to give me a berating or hear and find out how things were going.

Mr. Ogbon left for Billings in the spring and Van Scranton came from Ft. Collins to take charge as superintendent and was superintendent until 1910 when he left for Michigan. W. C. Graham took charge in July 1910. We were notified that the Ft. Morgan plant would not run that year so the bunch left for other places, Mr. Graham and myself for Loveland, where I worked 6 years with W. C. Graham and one campaign for Harry Hooper and part of a year for Mr. Mooney.

In July, 1917, I moved to Eaton having been promoted again to assistant superintendent and put in three campaigns there. In July 1919 I helped to erect the Steffen House at Ft. Morgan. I put in the campaign at Eaton and January 1, 1920 I left for Missoula, Montana, and Tom Doyle and myself sure made a wreck out of it and moved it to Mitchell, Nebraska. There was also a part of a sugar mill at Hamilton, Montana, which I helped to take down and loaded for Mitchell. The only thing left at Hamilton was the smoke stack. The conductor on the mixed train blamed the G.W.S. Co. for that mill not being completed. He said to me, “Why in hell didn’t you take that concrete smoke stack along?” I told him just as soon as he got a car long enough to carry it that I would do so.

Well, I got to Mitchell the 20th of April to help Bob Miller and the rest of his gang build the mill there and stayed there until November 5, the mill having been running then about 2 weeks. I then came to Johnstown and worked again for Uncle George Cammer erecting the warehouse steel and unloading boilers and other material. Construction being stopped at Johnstown, I had to leave and come back home to Loveland and get back into the harness in the mechanical gang instead of the operating.

July, 1936

BRIGHTON'S NESTORS IN THE SUGAR GAME

There's a sign on a door at the Brighton factory, "push." It means more than it says. It means that they've got a crew of pushers in that house. And if they don't push their performance in this campaign to a new high mark the six men in this group are going to be sadly disappointed.

The six are veterans in the Great Western family. From left to right they are:

C. O. Bradbury—started at Greeley 1904 as knife station foreman—1908 Beet End Foreman—1910 Sugar End Foreman—1918 transferred to Loveland as House Foreman—1920 came to Brighton as Assistant Superintendent.

J. E. Smith—started at Loveland 1903 as fireman. Transferred to Scottsbluff 1912 as water tender and Boiler Room Foreman. Came to Brighton in 1917 as Boiler Room Foreman.


C. E. Houston—started at Greeley 1903 as Fieldman, later transferred to Fort Lupton district, then to Brighton. Now Agricultural Superintendent at Brighton.

C. A. Marcy—started at Eaton 1903 as fireman. Sent to Windsor 1905 as Boiler House Foreman. 1906 at Longmont as fireman, water tender and Boiler House Foreman. To Brush and Sterling 1910 to 1917. Came to Brighton 1918 as Boiler House Foreman.


September, 1921
The GW Railway in the Early Days

Beets in boxcars marked the beginnings of the Great Western Railway—as told by C. E. Angove, the first superintendent of the “sugar line.”

Taking it for granted that at the present time there are few employees of The Great Western Sugar Company who were connected with the Company at the time the beet sugar industry came into existence in northern Colorado, it may therefore be interesting to read about some of this early history and the part that The Great Western Railway and other transportation lines have taken in its development.

We should first take into consideration the fact that transportation is the life of any industry, and more particularly the sugar business, since an enormous tonnage of raw materials, consisting principally of sugar beets, lime rock, coke, coal, and many other commodities must be delivered to the factory before there can possibly be any sugar or by-products for the market.

Loveland was the first town in northern Colorado to secure the construction of a factory, which was accomplished in 1901. When it was decided that a factory was to be constructed at Loveland, and the site had been selected, it became necessary to provide transportation facilities to accommodate the material to be used in the construction. The Colorado & Southern soon had tracks laid to this point, and the material commenced to arrive; also the necessary labor for the construction company to do the work.

Loveland being a dry town at this time, and a large percentage of this said labor being fond of tea, the express company flourished as never before. Little square boxes, C. O. D., filled with joy, fights, etc., began to arrive in great numbers. There were so many John Does in the community that some of the boxes did not reach the proper party; yet there were no claims for loss or breakage, the only difference being the brand, and none of this commodity being poor, but some better than others. So the work went merrily on. The factory was completed in time to slice the first crop.

The railroad’s method of handling the beet crop at that time was crude as compared with present-day methods. Any kind of equipment was in demand, even box cars being put into use. And let me say also that the facilities at the factory were equal to crude, so that when the harvest was finished and the beets were delivered, there was a sea of beets in the factory yard covering ten or fifteen acres of ground. This pile of beets was built up by from 100 to 300 laborers, working day and night, shoveling them out of the cars, which carried 15 to 20 tons each. The railroad was seriously taxed for equipment to furnish an adequate number of cars for the beet movement, yet the delay in unloading resulted in having two or three hundred cars at one time waiting for the shoveling gang to empty.

The factory now has elevated tracks and the railroads have developed dump cars capable of carrying an average of more than 40 tons of beets per car, and in many instances 50 tons, while a dumping gang of from ten to fifteen men will unload more cars in the same length of time than could be unloaded by one hundred men with shovels.

Owing to the then limited territory served by railroad facilities, Loveland having only the Colorado & Southern Railway, it was decided to develop the strip of territory lying between the Colorado & Southern and the Union Pacific railways.

In the year 1901, the Great Western Railway was proposed, and the following year a line was constructed from Loveland to Johnstown, and continued in a westerly course to Buda, a total distance of fifteen miles. Mr. A. V. Officer was the managing head, in addition to his duties as manager of the Loveland factory; Mr. J. L. Frankeberger was the construction engineer, and Mr. W. A. Riley had the contract for the grading.

The official roster, with headquarters of the railway located at Loveland, Colo., was as follows:

- A. V. Officer, general manager; C. E. Angove, superintendent; C. W. Luff, cashier;

Charles Hegg, locomotive engineer; William Iles, locomotive fireman; J. K. Barnard, section foreman; and one conductor, one brakeman and one right engine man, whose names I do not recall.

The superintendent and the section foreman are still on the job, having performed continuous service, while Mr. Luff is now secretary of The Great Western Sugar Company and The Great Western Railway Company, having also performed continuous service.

The Great Western soon commenced construction on the railroad, which necessitated many changes in personnel to keep pace with its mileage growth. Mr. E. R. Griffin was appointed general manager, and the general office was established at Denver, the operating headquarters remaining at Loveland.

The increased mileage called for more equipment, which was purchased from time to time to meet the demands, until at the present time we have five road locomotives, two black locomotives, two McKeen gasoline motor passenger cars, 150 dump cars, and considerable other equipment, in use to the limit of their capacity.

The maintenance of this equipment is a large item. Our aim is to have it in first-class condition, and to have our master mechanic, F. C. Gorom, and car inspector, B. J. Oates, the successful operation of any industry depends largely upon the cooperation of its employees in all of its departments, and I can truthfully say that the employees of The Great Western Railway are up to, and I believe a “little above” the standard in this respect.

We serve thirty-three beet loading stations located on our rails. Our train dispatcher, W. J. Evans, directs the train movements and distribution of cars, and gets along with five road train crews and two switch crews with a minimum amount of argument.

We are now in the midst of a very busy beet campaign, and every year hear good-natured threats from different quarters—“We will bury them with beets,” etc., but we have a little pride bordering on egotism, and say “It can’t be done,” and it never was “did.”

—December, 1920

From atop the Sugar Bldg., with the D & F Tower at rest, Jim Sykes and Charlie Angove of the GW Railway appear to be casing Union Station. Charlie, at right, was the first superintendent, from 1902 to 1939; while Jim was chief civil engineer and also the first editor of The Sugar Press in 1917.
As Beet-Growers They Were Good Cow Punchers

By HUGH SCILLEY

MANY men in the beet sugar business of today, like the writer, got their training in Eastern Nebraska where the industry took root in the latter part of the 19th century. The Grand Island factory of the American Beet Sugar Company, which is still operating, was the first Nebraska factory, built about 1891. A few years later the Norfolk factory was built. This has since been moved to Lamar, Colorado.

The difficulty of getting beets grown to supply these two plants caused Henry T. Oxnard, President of the company, to approach R. M. Allen, manager of the Standard Cattle Company at Ames, with a proposition to grow beets. This company owned or controlled about 11,000 acres of land, used for growing grain and hay for feeding cattle, and it was suggested that the land could be used for growing beets, which, when delivered to the factory, would be worth $4.50 per ton, and the pulp used to feed the cattle. It was also suggested that, if the growing of beets was successful, a factory would be built by the Oxnards at Ames.

In the spring of 1893 the Cattle Company undertook to grow 500 acres of beets. They had a good farm organization, but one not familiar with beet culture. So a German Agricultural tourist, Mr. Huxmann, was employed for the first year. Most of the work was done by hand, as proper machines had not been well developed and the labor done by hand, as proper machines had not been well developed and the labor was all paid by the month or by the hour.

Carryalls, horse drawn, were run each day to and from Fremont, seven miles distant, and an army of young men was transported each way, the driver usually acting as straw boss for his own load. An excellent crop was raised and growing was continued to a greater or lesser extent each year.

In 1888 Mr. Allen associated himself with Heyward G. Leavitt and together they raised the money to construct a factory in 1899. Carl Leonard was the cement contractor and S. W. Sinsheimer, now General Manager of the Holly Sugar Company, was his local representative and also got his start in the sugar business at Ames.

About 1894 the Cattle Company and the State University established a laboratory for selecting mother beets and growing beet seed, and had fairly good results the first year, but the second year a deluge of rain flooded the seed beets. The water remained on the beets for a few days, destroying the plants, and the matter of growing seed was discontinued.

On the happy day when this picture was taken Henry C. Giese was a fieldman at Ames for Standard. During campaign he was an assistant superintendent under Henry A. Schmode, the Nestor of the North Platte, who now lives in Scottsbluff. The illustrious Giese joined GW at 1909 and served as manager there and at Fort Morgan from 1920 until 1943.

Mr. and Mrs. John Duggleby in 1893 when Mr. Duggleby was a foreman for the Standard Cattle Company. Later he was a Gwesco Fieldmen at Evans, Sterling and Billings—now with American Beet Sugar company.

Mrs. Ernest Durnin and her future superintendent of the Minatare factory, just after the wedding march had been played.

In the meantime a great deal of work had been done in the way of constructing houses for laborers. An agricultural department was formed, with the writer as Agricultural Superintendent. The first two fieldmen employed were H. C. Giese and Otto Worthington, who had come down from Grand Island to make their fortune. About this time Ernest Durnin, now Superintendent at Minatare, came down from Canada and joined the factory force.

The Cattle Company had quite a good agricultural organization at this time. They had the ranch divided under two general foremen, James Scilley and John Duggleby filling these positions. They had sub-foremen, including Gus Heldt, Fletcher Suddith, O. L. Taylor, W. D. Kay, Ed. Jerome, John Brown, Ed. Snyder and J. C. Weller, all of whom worked for the Great Western later. Some are still on the job. Ernest Durnin and Henry Giese were better looking then than they are now, otherwise they would not have been able to induce the two fine looking ladies to pose with them in so intimate a relationship.

Sam Miller, at this time, was Cashier of the Cattle Company. He later came to the Great Western at Fort Collins, where he served as bookkeeper and Manager, and is now local Manager of the Manette Factory in California for the Spreckles Sugar Company. Henry Scilley, Superintendent at Scottsbluff, was Superintendent of the Leavitt Factory for the last five or six years it operated. H. C. Giese and Ernest Durnin were his assistants. Guy Weybright, Superintendent at Lovell, Wyoming, was a school boy then, his father being yardmaster at the factory.

The principal amusement, outside of beet making, was catching snipes at night with the use of a lantern and a sack, and many of our present sugar officials were taught how.

We had no dump cars for beets and everything had to be shovelled out of box cars, stock cars or coal cars, as we loaded beets into any kind of a car that was furnished.

To Heyward G. Leavitt belongs the beginning of the development of the North Platte Valley, as he pioneered beet growing there and organized the company that constructed the Tri-State Canal. He had a vision of the sugar factories that now dot the Valley but could not get the finances to make his dreams come true.

February, 1927
When They Shoveled Coal At Ames

Another view of Great Western's "prep school"—
from the memories of Earl Vandell, W. A. McKune, and Earl Goddard, in the words of Lowell Bond.

SOME three miles north of Ames, Nebraska, was situated the sugar mill of the old Standard Beet Sugar Company, a corn company founded and headed by Mr. H. G. Leavitt, on land owned by the Standard Land & Cattle Company. This factory was one of the pioneers in an industry that was later to become one of the greatest in the western United States. At the time of building it was an Oxnard type of mill, just as there were at the beginning of the industry types of mills known as the Dyer, German, French, and, later, the Great Western.

As originally constructed in 1890, the slicing capacity of the mill was 600 tons, and though this was later increased to 1200, this tonnage was solid, the mill was a two-kiln, one of the vertical California type, and one horizontal, to reprocess line. The California kiln was open from the second story up, and instead of a skip, there was an endless belt conveyor which dropped the rock and coke into the kiln which was loaded. Old timers can remember men being asphyxiated at the top of this kiln even though working in the open air.

The wagon sheds were covered as in some of the earlier mills located in Colorado. Both the Union Pacific and the Northwestern switched to the mill, taking alternate years for the job of switching the cars at the mill. Both railroads built spurs from their main lines to care for the mill, which had been built in the midst of farming land, some distance from the town of Ames itself. Later, houses were built about the factory to house the employees.

The boiler house contained a battery of six B. & W. boilers to which were added four in the year 1904-5. These boilers were of course both hand fired and cleaned of ashes, for stokers were not yet universally used. The Leavitt mill did, however, have an overhead coal hopper and coal handling machinery, but the spouts merely dumped the coal on the floor to be relayed into the boilers. Ashes were scooped out, dumped into wheelbarrows, and pulled, not pushed, out of doors and dumped. Men doing this work were known as "ash-hogs", and the seat of their trousers were nearly always in a much more or less state of disrepair owing to the scorching properties of the cinders which they pulled out behind them.

A crew of some twelve or fifteen men was required to man the boiler-house for each shift of twelve hours. And it was not child's play to keep a full head of steam by the method of hand firing. When the mill was moved to Scottsbluff in 1910, the old B. & W. boilers were not shipped to the new location, but sent to Loveland. New boilers were installed at Scottsbluff.

Instead of the electric light signal system now used in Great Western mills, there was a bell (you can see it in the picture) that rang out the information that a pan was being put "on." The lighting system for the room could not have possibly met modern requirements. For general cleanliness and tidiness, the old boiler room could not be compared with even coal burning houses today, for coal and ashes were naturally strewn everywhere.

There are many men with the Great Western Sugar Company today who filled their niches in the personnel of the old Ames mill. In the picture taken in 1905 of the gang in the boiler room is "Packhoused" Jack G. Armagost (second from the right) who has served practically continuously since that year in Great Western mills. Jack was a fireman in those early days, fresh from the packing plants of Omaha (hence the nickname), and when we say "fireman" we imply that Jack was a man of great steadiness of back and arm muscle.

Contrast, if you will, the picture taken in 1905 at Leavitt, with the one taken in 1984 of the boiler room at Mitchell, fueled with natural gas. Jack is a Foreman now, with only one man under him, in comparison with twenty-four or more needed per shift in the good old days. Today the man's duty is one of vigilance rather than one of tireless drudgery. Today, also, the contrast for cleanliness and compactness, is noteworthy.

Jack was sixty-eight years of age last July. His service record shows that he has worked in the Scottsbluff boiler house during the campaigns of 1913, 1914, and 1915; in Gering during 1916, 1917, and 1918. He came to Mitchell in the year 1922 and has served continuously in the boiler room every campaign since. For the past nine years he has been foreman.

Other men who can remember days at the old Leavitt mill are many. Hugh Selley was Manager in those days; with Henry Schmode, now Master Mechanic at Scottsbluff factory, as Superintended. E. E. Durnin, Superintendent at Scottsbluff, was an Assistant Superintendent then. Henry Giese, who is now Manager at Ft. Morgan and Brush, served in the dual capacities of Assistant Superintendent and Assistant Agricultural Superintendent. Frank Wilson, Manager at Longmont, was at Ames.

Henry Howe, who lives in California, and who was Master Mechanic at the Mitchell factory for many years, was Chief Electrician at the Ames mill. Dick Kent, who served as mechanic, worked at Gering the last campaign. W. A. McKune, who also was a mechanic, is now an Assistant Master Mechanic at Mitchell.

The father and two brothers of Adam Urbach, Beet End Foreman at Lyman, worked at the Ames plant before it was dismantled and shipped away. Charley Durnin, who was a station man, later became an Assistant Superintendent at Scottsbluff. Guy Weybright, now Superintendent at the
Dan Gutleben-Sugar Man of the Year

Dan Gutleben, the distinguished sugar historian and "graduate" of the Ames factory, was honored on March 1 with presentation of the Dyer Memorial Award as Sugar Man of the Year for 1961. The handsome silver bowl was presented to Dan at India House in New York in recognition of his outstanding contributions to the sugar industry, particularly his monumental collection of sugar history and lore.

In receiving the Award, Dan joined the select company of other notables, including Frank A. Kemp, President of Great Western, who reacted to the honor with his characteristic modesty: "When Mr. Dyer phoned from New York that the judges had selected me for this highly coveted Award, I nearly froze stiff. Boss Kemp and the others contributed substantial things to earn this Award and all I did was to write about the industry!"

The Award was established as a memorial to the late B. W. Dyer, Sr., founder of the New York firm of sugar brokers and economists.

Dan's sugar service now numbers some 63 years. He began his career in 1899 when he worked for the Oxnard Construction Company on the erection of the sugar factory at Ames, Neb. There, he came to know the men who a few years later staffed many of the new Great Western factories. From 1902 to 1907, he was with E. H. Dyer & Company, sugar house erectors, and later with his brother in San Francisco as industrial contractors, including three beet sugar factories. From 1921 to 1945, he was chief engineer of the Pennsylvania Sugar Refining Company in Philadelphia.

After his retirement in 1945, Dan began his travels to collect sugar lore on the scene and amassed his amazing collection of information. "It was just a hobby for a super-annuated Sugar Tramp," he once said. But it turned out to be the one complete and comprehensive history of the industry in existence.

Two sentences from the citation with the Dyer Award sum up better than any other words Dan's stature in the sugar world:

"Always his writings emphasize people rather than inanimate things. Mr. Gutleben's warm personality and his rare gift of understanding human nature have earned him a unique place in the industry he has served so long and faithfully."

Dan Gutleben, center, receives the silver bowl of the Dyer Memorial Award from Donald Maclean, left, head of the Award Committee and president of C & H Sugar, and Daniel G. Dyer, partner in the firm sponsoring the Award.

August (Gus) Heldt was, as now, in the agricultural end of production. In those days he was Fieldman. Today, he is Agricultural Superintendent with offices in Scottsbluff.

Mike Kupilik, late Master Mechanic at Lovell, was knife sharpener at the Ames house. His son, Charles, is now Assistant Master Mechanic at Scottsbluff.

Interesting to note is the fact that pulp was not then the sought-after cattle feed that it is today. Then they used a drug to carry the pulp from under the battery to a spot outside the mill from where it was shoveled onto freight cars. These cars were then switched to a point far enough away from the town and factory so that the nostrils of the natives would not be overtaxed with the odors of the rotting stuff. Then they switched to a point far enough away from the town and factory so that the nostrils of the natives would not be overtaxed with the odors of the rotting stuff. The story is told that a conductor on one of the switching trains stepped off of a train one night and sunk up to his arm pits in the mass; for weeks after, that train needed no whistle to warn of its approach.

In moving the Ames mill to Scottsbluff, according to Edwin Morrison, the factory was turned around, with the back of the Ames mill converted into the front of the Scottsbluff mill. Another feature of the old mill, which contrasts with present methods was the grading of lime for the Steffen house on stone burr mills, like old-fashioned flour mills. Raymond impact pulverizers were yet to come.

January, 1935
The distinction of growing the first beets in the valley of the North Platte belongs to Otto Jurgens. He came into the valley in the year 1855, and felt that sugar beets could be grown successfully here. It was not until the year 1893, however, when Mr. Jurgens met H. G. Leavitt, then president of the Standard Beet Sugar Company of Amos, Nebraska, that a favorable agreement was consummated to try out Mr. Jurgens' theory.

Mr. Jurgens raised a few beets in his garden for experimental purposes and in the fall sent a sample to the Amos factory for testing the sugar content. The beets made a good showing. Mr. Leavitt then decided that the valley had a great future in sugar beets and that as soon as possible he would get a large acreage of sugar beets under cultivation.

Mr. Jurgens is now a large landowner in the valley that he and the Standard Beet Sugar Company, several factories, and myself looked over the valley and later on, with the help of our engineers, we selected the irrigable lands, the diversified soils and the irrigation facilities to work beets.

There were few dwelling houses in Scottsbluff at that time. It was almost impossible to get a place to live. (Conditions in that respect have been the same ever since.) But we finally succeeded in getting two rooms in a log house back of the post office, where we lived until the farm where we were to establish ourselves was visited.

At that time the valley was thinly settled and the chief agricultural pursuit was, of course, cattle raising. Excellent yields of potatoes were produced, but there was not a profitable market for them. Some fields of alfalfa were planted on the irrigated lands, but there was no profitable market for them. Grapes and potatoes were also grown but in small amounts.

One railroad was built, that of the Union Pacific, which was completed in 1883. It was of little use at first, the winds being so strong and the landscape so empty that they seemed to think we had some ulterior motive or that there was some job as there was no regular equipment or no dumps as such trains were called in those days. The feeling of the farmers was more friendly towards us than anything else.

We decided that to make the beet industry a success, growers would have to be induced to come in from the outside. A special effort was made to secure Russian beet workers from Lincoln that season, which we were fortunately able to do. This was the beginning of the German-Russian influx in the valley. That season 14 acres were grown by the Standard Beet Sugar Company and approximately one hundred fifty by farmers. Conditions in that respect have been the same ever since. But we finally succeeded in getting two rooms in a log house back of the post office, where we lived until the farm where we were to establish ourselves was visited.

At that time the valley was thinly settled and the chief agricultural pursuit was, of course, cattle raising. Excellent yields of potatoes were produced, but there was not a profitable market for them. Some fields of alfalfa were planted on the irrigated lands, but there was no profitable market for them. Grapes and potatoes were also grown but in small amounts.

One railroad was built, that of the Union Pacific, which was completed in 1883. It was of little use at first, the winds being so strong and the landscape so empty that they seemed to think we had some ulterior motive or that there was some job as there was no regular equipment or no dumps as such trains were called in those days. The feeling of the farmers was more friendly towards us than anything else.

We decided that to make the beet industry a success, growers would have to be induced to come in from the outside. A special effort was made to secure Russian beet workers from Lincoln that season, which we were fortunately able to do. This was the beginning of the German-Russian influx in the valley. That season 14 acres were grown by the Standard Beet Sugar Company and approximately one hundred fifty by farmers. Conditions in that respect have been the same ever since. But we finally succeeded in getting two rooms in a log house back of the post office, where we lived until the farm where we were to establish ourselves was visited.

At that time the valley was thinly settled and the chief agricultural pursuit was, of course, cattle raising. Excellent yields of potatoes were produced, but there was not a profitable market for them. Some fields of alfalfa were planted on the irrigated lands, but there was no profitable market for them. Grapes and potatoes were also grown but in small amounts.

One railroad was built, that of the Union Pacific, which was completed in 1883. It was of little use at first, the winds being so strong and the landscape so empty that they seemed to think we had some ulterior motive or that there was some job as there was no regular equipment or no dumps as such trains were called in those days. The feeling of the farmers was more friendly towards us than anything else.

We decided that to make the beet industry a success, growers would have to be induced to come in from the outside. A special effort was made to secure Russian beet workers from Lincoln that season, which we were fortunately able to do. This was the beginning of the German-Russian influx in the valley. That season 14 acres were grown by the Standard Beet Sugar Company and approximately one hundred fifty by farmers. Conditions in that respect have been the same ever since.
The Scottsbluff factory, set off with white picket gates and white fence posts, was apparently brand new when this undated photo above was taken. West Overland looks like a country lane, the clubhouse stands at left in front of the sugar warehouse, and some ladies in the long dresses of the era stand on the front lawn. Dome Rock of the Scotts Bluffs formation appears on the horizon at right through the legs of the water tower.

In one respect, Scottsbluff is the oldest of the Great Western factories. It was completed in 1910, later than the GW mills in Northern Colorado; but Scottsbluff was erected from equipment moved from the Standard Beet Sugar mill at Ames, Neb., built in 1899, two years earlier than GW's first mill at Loveland.

The construction superintendent at Scottsbluff was George W. (Dad) Cummer, who was with Kilby in the early days and was also construction superintendent at Loveland, Eaton, Longmont, Windsor; Fort Collins, Sterling, and (with GW then) at Brighton. One of Dad's sons was O. M. (Oley) Cummer, the beloved superintendent at Scottsbluff who died in 1954 upon his retirement from the mill his father built.

The supervisory staff for the first campaign at Scottsbluff was A. V. Officer, manager; Henry A. Schmoe, superintendent; M. B. (Mat) Sullivan, master mechanic; R. P. Blight, chief chemist; and Sanford Stark, cashier.

Sullivan was a brother of Frank E. Sullivan, early-day superintendent at Windsor and Fort Collins and later president of C & H Sugar.

Henry Schmoe, who is now 91 years old, still lives in Scottsbluff. His own dissertation on the early years appears on Page 42. Henry is the father of Mart Schmoe, superintendent at Fort Morgan.

Gus Heldt, who devoted 64 years of his life to beet sugar agriculture and pioneered the crop in the North Platte Valley, joined Great Western in 1919, but did not become agricultural superintendent until 1914. He remained on the job until 1948, when he retired at the age of 74; he died in 1958.

The Scottsbluff staff in later years included other notables — Frank A. Kemp, who was manager from 1926 to 1929; David J. Roach, manager from 1929 to 1936; and Avery A. Clark, who was superintendent from 1939 to 1940. Kemp later became President; Roach, executive vice president; and Clark, vice president and general superintendent.

The photo below shows Scottsbluff ready for its first campaign on Oct. 30, 1910, with beets in the storage sheds but with the kiln house yet to be closed in.
Scottsbluff began to build with the coming of the sugar factory in 1910. The nostalgic scene above shows a horse and buggy rounding a corner on Broadway with the Bowen Building under construction for the First National Bank.

The view at right looks south along Broadway in Scottsbluff, with the Opera House on the left side rising above the other shops. There were still plenty of vacant lots for business houses, then, about 1910. The water tower at the end of the street was the camera position for the panorama of the town appearing on Pages 24 and 25.

Smoke rises from the stack of the new sugar factory at the far end of West Overland, at right below, while a horse and wagon head leisurely and lonely along the road past the Imperial headquarters farm house, where Gus Heldt lived in the early years.

The three pictures on this page and the one at the bottom of the opposite page were reproduced from new prints made from old negatives originally collected by George W. Cummer, construction superintendent at Scottsbluff in 1910. The negatives were handed down by him to his son, Oley, who in turn gave them to Dave Davidson, now traveling engineer at the Scottsbluff District Office. The collection consists of about 200 films showing Scottsbluff town scenes, groups of people, vintage automobiles, and all the stages in the construction of the Scottsbluff factory. All were apparently taken in 1910. Others appear in this issue on Pages 40, 41, and 42, while more of them will be printed in later issues of The Sugar Press.
Chester Stephen Morey, a Wisconsin farm boy who was born in a log cabin, came to Colorado in 1872 with an impressive background for a young man of 25. He was a Union veteran of the Civil War, having volunteered at the age of 16, and was advancing himself with the Chicago wholesale grocery house of Sprague, Warner & Co., when he suffered a breakdown in health.

In Colorado, he rode the range for several years to regain his health and established a successful cattle enterprise. Returning to business life in Denver, he formed the mercantile company bearing his name in 1884.

About 1905, he became interested in beet sugar and helped to set up the six original Great Western factory organizations in Northern Colorado. With their merger in 1909, he became the first general manager, and in 1910 President. After 1917, he was Chairman of the Board until his death in 1922 at the age of 75. He was also one of the incorporators of the Great Western Railway and the second President of the line.

His brother, A. J. Morey, was an early day agriculturist for GW at Longmont and Brush; his son, John, was later a GW director for many years; and his grandnephew, William, was a sugar sales representative for the Company.

William Lloyd Petrikin, born on a farm in Pennsylvania, followed the lure of mining to Central City in 1891, but settled later in Greeley. There he first worked in a bank, then handled the Eaton family agricultural interests, and helped to set up a general mercantile store.

The sugar business overtook him in 1902 when he weighed beets during the first campaign at the Eaton factory. From then on, his rise was spectacular. In 1903 he was cashier at Windsor and the next year traveling auditor from the Denver office. In 1908, in between terms as assistant secretary, he was acting manager at Eaton, Greeley and Windsor.

In 1910 he was secretary; in 1911, third vice president; in 1913, assistant to the President, Mr. Morey. In 1917, he succeeded Mr. Morey, the position he held until his election as Chairman of the Board in 1931, when W. D. Lippitt became President.

"Squire" Petrikin, as he was known, retired in 1940 and died in 1951 at the age of 80.

His two brothers were also active in the beet sugar area; J. M. B. Petrikin was a prominent Greeley banker, and Bruce was agricultural superintendent at Billings; his son John, was a GW agriculturist at Brush and Sterling.

Edwin H. Morrison, a young engineer who was schooled at Yale and trained at the Franklin Refinery in Philadelphia, was one of the "Three Wise Men" who came out of the East in 1903 to Fort Collins.

As a member of the Technical Staff, located then at Fort Collins, he helped to design the Fort Collins factory and set up the Engineering Department.

His direction of engineering assignments led to the successful construction and operation of 15 more factories in the next 27 years.

During this important expansion period, Morrison was appointed chief engineer in 1908 and retained many of those duties with his appointment to general superintendent in 1920. In addition, he was elected a director of the Company in 1922.

In 1932, he was named consulting engineer, the position he held until his retirement in 1938. He died in 1959 in Denver at the age of 85.
Noble Roy McCredy was one of the Great Western pioneers at the Loveland factory, where he began his career in 1901. Born in Pennsylvania and raised near Richmond, Kan., he came to Loveland to take a job as stenographer for A. V. Officer, the first manager. He accompanied Officer to Logan, the site of Great Western's first mill in 1903, becoming his assistant, and in 1908 took over as manager there.

In 1913, he founded the Great Western magazine for beet growers, Through the Leaves, now in its 90th year of publication. In 1920, he was appointed Colorado district manager, the position he held until his retirement in 1943. At that time, however, he was retained as a consulting agriculturist until his death in 1954 at the age of 72.

During this latter period, with his duties lessened, he turned to public service. He served as president of the State Civil Service Commission, secretary of the Denver Election Commission, and was active in other community offices, along with his lifelong interest in Republican Party affairs.

Alexander Vernon Officer was one of the early advocates of beet sugar in Colorado. During the early years of Great Western, he served as the construction manager and first factory manager at four GW mills—Loveland in 1900, Longmont in 1902, Scottsbluff in 1905, and Brighton in 1917. From 1902 to 1905, he also organized and managed the Great Western Railway. In 1912, he was appointed manager at Eaton, Greeley and Windsor, and was also given Fort Collins in 1913. In 1917, he was relieved of the Collins post to take over arrangements for the construction of the Brighton factory. He managed these four factories until 1919, when he took leave because of poor health; he died in 1920.

His son, Robert, was a GW fieldman at Greeley and Fort Morgan in the 1920s.

Edwin R. Griffin was already a railroad veteran of some 32 years when he joined Great Western in 1905 at Denver. His background, beginning with the Michigan Central as a youth and the Union Pacific in 1872, qualified him for the dual role of traffic manager of the Sugar Company and general manager of the GW Railway.

He organized the Traffic Department at the General Office and won national acclaim for his freight traffic management. As manager of the GW Railway, he guided the expansion of service and the acquisition of equipment for the "Sugar Road" in Northern Colorado. In 1917, he was elected first vice president of the Railway and continued in that capacity until his death in 1933 at the age of 77.

Walter Abbottson Dixon was a railroad auditor who opened the first set of general books for Great Western in the early days before incorporation. He arrived at the old offices in the Colorado Building in 1903 from the Colorado & Southern Railway, where he was auditor. He had come to Denver in 1894 from New York City, his birthplace.

With the merger of the six sugar factories in 1905, he aided in the incorporation work and set up the basis for accounting procedures. With his railroad experience, he was also an officer of the GW Railway—secretary in 1903, auditor in 1908, and first vice president in 1911. In 1910, he was elected first vice president of the Sugar Company and the next year, in addition, was named general manager. He served in these capacities until 1917, when he retired. He died in 1933 at the age of 68.

Hugh Scilley, born in Ireland, was a member of the distinguished cadre of Sugar Tramps who joined Great Western from the ill-fated beet sugar operation at Ames, Neb. There, in 1893, he was first a bookkeeper for the Old Standard Cattle Company; in 1899 he was an agriculturist, and in 1905 he was manager.

In 1908, two years before the Ames works was moved and set up at Scottsbluff, he left to join GW as agricultural superintendent at Brush. The next year, he was appointed manager at Loveland, where he served in that capacity until his retirement in 1932. He died in 1952 at the age of 86.

William Smith Garney, Jr., born in New York and schooled at Yale, gave up a medical career to pursue the promise of the sugar beet.

His first jobs were in the mills at Onanod, Calif., and Rocky Ford, Colo. In 1903, he worked stations in the new mills at Mont­

and Fort Collins and in 1904 went to a Pennsylvania refinery to learn sugar boiling. On returning to Collins, he became assistant to General Manager R. M. Boor­

eam.

In 1907, turning to agriculture, he was the second manager at Billings. In 1915, he was manager at Sterling, Fort Morgan and Brush; and in 1919 at Eaton and Gree­

ley.

He remained there until 1922, when he resigned to join Hugh Wheeler in setting up their Ford auto agency in Greeley. Bill was active in the community until his death in 1959 at the age of 77.

William Leslie Lawson was associated with both the operating and agricultural endeavours of Great Western in the early days. He was superintendent at Eaton in 1904 and the next year was the first manager at the new Sterling factory.

In addition to his duties at Sterling, he became manager at Fort Morgan in 1909 and at Brush in 1911. In 1915, he became manager at Billings and later assistant general manager of the Montana district, including Billings, Lovell and Missoula.

He resigned in 1920 to join Holly Sugar, where he became vice president and a director.

Stephan M. Edgell, who joined Great Western in 1907 at Fort Collins, had a relatively brief but brilliant career in beet sugar.

At the age of only 24, in 1909, he became manager at Eaton, Greeley and Winds­

or. In 1913, he moved to the General Office sales staff and later became a vice president and a director. Sims, as he was known to his associates, resigned in 1919 to become an executive with Amalgamated Sugar, but died in 1921 at the age of 36.
The year was 1906, Teddy Roosevelt was President, San Francisco was ruined by fire, and the ink was hardly dry on Great Western’s incorporation papers, when these young men met in Denver during one of the first of the annual cashiers conventions.

**Front row, from left:**
Ted Ridley, cashier, GW Railway; W. L. Petrikin, traveling auditor and later President; Sanford Stark, cashier at Longmont and later at Scottsbluff; Royden K. Marsh, cashier at Sterling and later auditor and then vice president; James E. Logan, sales manager at Billings and previously the first cashier at Eaton.

**Second row:**
Frank A. Wilson, cashier at Fort Morgan and later at Longmont and then manager at Lovell, Missoula and Longmont; Sherman P. Saunders, traveling auditor, previously the first cashier at Greeley and later auditor and secretary; Samuel E. Miller, cashier at Fort Collins and later manager there; Clarence F. Consigny, traveling auditor and later head of accounts payable.

**Third row:**
William L. Baker, sales manager then and until 1943; Charles W. Luff, the first cashier at Loveland and later corporate secretary; and W. F. Harrison, cashier at Windsor.

**On the opposite page:**
The time was between 1909 and 1910, with Great Western about to build or to complete its eleventh factory at Scottsbluff, when the cashiers and auditors duly assembled in Denver.

**Front row, from left:**
Charles F. Ridley, traveling auditor and later cashier at Billings; Clarence F. Consigny, traveling auditor and later head of accounts payable; Sanford Stark, cashier at Scottsbluff and previously the first cashier at Longmont; W. A. Dixon, auditor and later vice president and general manager; Charles W. Luff, chief clerk at the General Office, previously the first cashier at Loveland and later corporate secretary; Sherman P. Saunders, traveling auditor, previously the first cashier at Greeley and later auditor and corporate secretary; Zack McIntosh, cashier of the GW Railway.

**Second row:**
William E. Neiler, cashier at Billings; A. M. Ginn, cashier at Fort Morgan and later at Gering, then manager at Bayard, Mitchell, Scottsbluff, Gering, Bayard and Minatare, now retired near Bayard; W. H. Pickett, Jr., cashier at Brush; C. L. Castleton, cashier at Loveland and later manager at Brighton; J. M. Waterhouse, cashier at Fort Collins; Charles L. Atkins, cashier at Windsor and later the longtime cashier at Loveland.

**Third row:**
Earl F. Shepard, bookkeeper and later cashier and credit manager at the General Office during his 50-year career, now retired in Denver; Taylor R. Hadley, cashier at Greeley and later cashier and then manager at Fort Collins; James G. Reynolds, cashier at Eaton; Frank A. Wilson, cashier at Longmont, previously the first cashier at Fort Morgan and later manager at Lovell, Missoula and Longmont; Leslie L. Putnam, cashier at Sterling.
The young gentlemen of the General Office moved into the new Sugar Building in 1906 from the Company's first headquarters in the Colorado Building at 16th & California Streets. The architectural rendering here depicts the 1912 addition of two floors over the Sixteenth Street front. The Sugar Building was originally only four floors—marked by the coping around the top of the fourth story. This included the red brick section in the rear along Wazee Street for use as a warehouse. The two floors over the rear section, missing in this drawing, were added in 1916; and the rear section of the fourth floor was remodeled in 1920 with new office space to connect with the front section.

The dates of the construction reflect the expansion in the number of sugar factories. In 1906, there were ten—Loveland, Eaton, Greeley, Windsor, Longmont, Fort Collins, Sterling, Brush, Fort Morgan and Billings. By 1912, there was one more—Scottsbluff; but the Technical Staff headquarters at the Fort Collins factory was to be moved to the General Office in January of 1913. By 1916, there were two more mills—Lovell and Gering; and by 1920, three more—Bayard, Brighton, and Mitchell (moved from Missoula). That made a total of 16 factories in 1920; in the same year, construction was started at Johnstown and Minatare, but their completion was delayed until 1929.
The Young Gentlemen of the General Office

By EARL F. SHEPARD

A short but salty saga of the Sugar Building, relating the first days of the General Office and mentioning many notables—by one who knew them 'way back when, Earl Shepard, a veteran of 50 years of service when he retired in 1935.

I HAD been working for about fifteen months at the Morey Mercantile Company and from a young fellow's viewpoint everything was rosie. From $3 per week my salary was increased to $4 and finally $5, as I became familiar with the work and the boy above me was promoted.

In any event, when Mr. Morey, about February, 1903, decided to open offices in the Colorado Building, and Mrs. Rundell, his stenographer and yours truly as office boy were advised, I made up my mind my opportunity of getting ahead with a big Wholesale Grocery was gone and I was very much disappointed.

As a starter we had rooms 407 and 408, and among other things I took a broom, mop, bucket, duster, etc., to enable me to keep the offices clean. While it wasn't the practice in those days to explain to the office boy why such a mistake was made, I figured it out this way: That Mr. Morey had never rented offices before and therefore could not be familiar with the fact that janitor service was included in the rent.

In a short time our force was increased by Mr. W. A. Dixon who installed a set of books and soon had a system outlined not only for the cost accounting at the factories, but also for all records to be kept in the Denver office.

During this time Mr. Boettcher was only a few doors away. He had offices with the Colorado Portland Cement Company. He was President of the Great Western Sugar Company, and Mr. Morey, President of the Eaton, Greeley, Windsor, Fort Collins and Longmont Sugar Companies.

A consolidation was effected and the next move was to add more rooms. Now the names on the doors were Morey and Boettcher.

Things began to happen fast, but before I forget let me tell of one incident. We had a large safe and Mr. Morey had never rented offices before and therefore could not have found the boys shooting craps?

Lippitt and I were in charge of the books, insurance, etc., and Andy and Curtis were in charge of the outer office, running errands, rendering invoices, answering the phone, etc.

Just when the three wise men from New York appeared on the scene I cannot say, but Dr. Hooker had been hanging around making trips back and forth to the factories and one day Messrs. Boorcarr, Morrison and Murke reached Denver from the east.

They were followed by L. T. Carson and the Technical and Engineering Departments were established at Fort Collins. Frequent visitors to our office were the above, also Mr. Hoover, Manager of Eaton and Windsor; Mr. Granger, Manager at Greeley, and Mr. Officer, Manager at Loveland and Longmont Sugar Companies.

I am getting ahead of my story, because I know the importance of having a Traffic man come up for consideration before this time. Anyhow, in November, 1904, Mr. E. R. Griffin was approached and Mr. Morey prevailed upon him to take his chances with the Sugar Company. Mr. Griffin was with the Union Pacific at the time.

Other gentlemen who frequently called were Mr. Malon D. Thatcher, Treasurer, Pueblo, and Mr. Jacob Sava- geau and Mr. C. R. Hurd, Denver brokers.

About this time Mr. H. J. Whitney dropped off at Fort Collins and Mr. W. L. Petrikin, Cashier at Windsor, was transferred to the General Office as Traveling Auditor. Mr. C. F. Con-

signy had recently been drafted from the D. & R. G., as General Bookkeeper.

Well, I think Mr. Petrikin rather fell down in the Traveling Auditor job because he was only allowed to check one factory and after that it was decided he would be kept busy in the Denver office.

Consigny was sent out as Traveling Auditor, J. E. Logan was Cashier at Eaton, succeeding H. J. Whitney. R. K. Marsh was transferred to Sterling as bookkeeper where W. L. Lawson was Manager.

I understand it was about this time that Mr. Lawson discharged E. H. Clay, who was in some way connected with the construction at Sterling and to his surprise sometime later he found Eddie working at Loveland. Must have found the boys shooting craps?

Lippitt and I were getting along famously with the books until one day about 6:30 p.m., we decided the remittance to Mr. Thatcher was going to keep us at the office entirely too late so we put everything in the safe and finished the next day.

In two or three days Mr. Thatcher made one of his trips to Denver. Mr. Morey called me into his office and said, "Mr. Thatcher tells me he did not receive a deposit on Tuesday." I spoke up promptly, as I recognized right away that what the day before had been so busy. We were so busy, I explained, that we could not complete our records and mail the checks, so we postponed the till morning.

While Mr. Morey was very nice about it, at the same time he explained to me in no uncertain language that regardless of the amount of work, a short of help we were, that never again should a day's receipts be held over, and they never have been to this day.

Shortly before the Sugar Building was built in 1906, Mr. Haskell took charge of the Insurance and Ted Ridley became Cashier of the Railway and assigned to Mr. Griffin.

The new building was only four stories to start with and we had offices on the second floor, but there was a natural increase of employees and production increased from year to year.

Mr. Charles F. Ridley from the C. & S. Auditor's office was employed as General Bookkeeper. Mr. Luff, from Loveland, and Mr. Saunders, from Greeley, were transferred to the Denver office as Chief Clerk and Traveling Auditor.

Mr. H. J. Miller from Saginaw, Michigan, made Denver his headquarters after the Saginaw plant was moved to Sterling and at about that date the Purchasing Department was estab-

lished.

Later the Technical and Engineering Departments from Fort Collins were moved to Denver after two stories were added to the Building and the Legal Department was established.

During previous years Mr. Waterman and Mr. Martin had been located in the Equitable Building.

This covers very briefly the changes up about 1910 or 1911 and since that time the many things that have happened are well known to nearly all now connected with the company.

May, 1927
Early Greeley Factory Days
A. M. McClennenah tells of some of the events leading to the establishment of the industry in the Greeley Colony.

I t must have been good to live in the early days of the beet sugar industry in northern Colorado. Not that life is dull in the industry today. The halo of the years surrounds the work of the Boettchers, the Moreys, the Grangers, the Officers, the Hookers and all that wonderful group of pioneers. And twenty-five years hence some scribe may sing the saga of 1925.

Here pause to place a verbal wreath at the feet of the Turners, the Timothys, the Mendelsons, the Shaffers and the still active galaxy of veteran agriculturists and operatives who carried on in factory and field whilst the geniuses of organization were making financial history, wrestling with the problems of new factory sites and laying for us of the present day an enduring foundation.

Many were the spectators in those stirring times, but few who realized the significance of events. More than a spectator, envisioning the future greatness of the industry, and a dominating force in the establishment of the Greeley factory was A. M. McClennenah, business man and farmer of Greeley today. A conversation with him on the promotion of that mill is a journey back to the beginnings of things we hence will wish had been faithfully recorded but which then for lack of an historian may be diverting romance.

Time has not permitted us to refer to such records as must be available in Greeley illuminative of Mr. McClennenah’s story. His memory goes that a certain Mr. N. C. Cox arrived in Greeley during the spring of 1901, to promote a sugar factory. The “woods” were alive with factory projects. Spurred by the development in Utah, California, Michigan, and in southern and western Colorado, and with the Loveland factory under construction, northern Colorado cities were booming with desire for a factory each. Had not strong hands taken hold of the situation the overdevelopment which brought failure and grief...
to many sugar factory towns in other parts of the country would inevitably have been visited on northern Colorado.

Promoter Cox ‘lofed’ in Mr. McClenahans’ office. Public spirited and also at that time agent for many parcels of land in the vicinity of Greeley, Mr. McClenahan became interested in the project. Governor Eaton and numbers of other leading citizens of the district were approached on behalf of the Greeley factory. The Governor’s interests were much local to the city of Eaton and Mr. Cox soon was diverted to that place. But Mr. McClenahan continued on for his home city, despite not a little “cold water” thrown on the prospect by his own townsmen.

Cox was recalled to Greeley to meet with seven men rounded up in McClenahan’s office, and later thirty-five Greeley business men in the same meeting place designated an executive committee, headed by McClenahan, to “get a factory.” First negotiations with experienced beet sugar factory interests were attempted with the Oxnarders.

Before this could bear fruit C. A. Granger appeared at Mr. McClenahan’s office.

“He just showed up one day,” Mr. McClenahan reminisces. “Apparen­ently he had heard of the Greeley ac­tivity for a sugar factory, and came down to see me of his own volition. We talked things over. The Loveland factory was talking about putting in a beet sugar factory, and it looked as if the acreage and every other phase of the project would be put over. The court room was jammed to the doors, and that night the Greeley factory was assured. Five thousand acres were signed up to guarantee the mill. Mr. Granger and his associates made good their promise.

“Mr. Granger deposited a certifi­cated check for $5,000 with our executive committee. This was to bind the deal until a bond for a much larger sum could be furnished by him as earnest of his intention to construct the Greeley plant.

“We issued circulars calling for a mass meeting in the court house at which the acreage and every other phase of the project would be put over. The court room was jammed to the doors, and that night the Greeley factory was assured. Five thousand acres were signed up to guarantee the mill. Mr. Granger and his associates made good their promise.

“The plant was built, the acreage was grown, and as usual in such things the first excitement died down. One day I had a telephone call from Mr. Granger at the factory. He wanted to know if I could come over right away. It was early in the morning. On arriving at the factory Mr. Granger showed me over the engine room and pointed to some levers which he asked me to operate in a manner he would designate. I pulled the levers as directed. Mr. Granger, in his quiet way, said: ‘The Greeley factory is now in operation.’ Almost without realizing it I had put in motion the first sugar manufacturing machinery in Greeley. I feel justly proud of the part I played in the success of the campaign which brought the factory to Greeley.”

The Greeley Tribune, in an extra edition on May 6, 1901, “doffed its hat to the executive committee who made it possible for Greeley to grasp this opportunity of a lifetime. Mr. McClenahan’s office has been headquarters for all sorts of gatherings and conferences, and he has shown himself an able captain in a hard fought battle, where it was necessary to combine strategy and diplomacy with good generalship.”

The other members of the committee were P. W. Allen, B. F. Johnson, Harry Shaw, Albert Igo, Asa Sterling, H. C. Watson, Geo. D. Statler, H. P. Parker and C. D. Todd.

Messrs. Todd, Sterling, Statler and Parker signed the note for $4,000 which enabled the committee to buy the factory site. The land was estimated to be worth under ordinary conditions about $40 per acre, but one Wyoming holder of a five-acre piece needed to complete the site raised the ante to $200 per acre.

The Greeley Tribune of October 30, 1902, in an article on “Greeley’s First Sugar Day,” concluded the news on page one, said:

“Today’s celebration represents the culmination of over twenty-two months of labor, to say nothing of the hundreds of thousands of dollars invested in Greeley’s beet sugar factory, and by the farmers interested in growing beets. Under the factory are buried many fears of timid people, who thought the industry would never reach the sugar making stage; and the prejudices of that class, the kickers, who infest every community and are opposed to every progressive idea, regarding the material advancement of trade and commerce.

“But today the Greeley sugar factory is an undeniable factor in the welfare of the city and county, and many a farmer is especially thankful this fall that he has a beet crop to turn into hard cash and save him much financial trouble.”

The article, in closing, said:

“That Greeley has already been greatly benefited by this gigantic enterprise that has been located here, the 300 new residences that have been erected here since it became an assured fact will bear witness. That even greater results will be obtained by the agriculturists of Weld County is equally evident, as the growing of the beet crop will encroach but little upon other crops. Beets are a good crop to grow. While nearly all the wheat and small grain that was struck by the hail storm in June was destroyed, the beet crop came out of this or­deal greatly benefited by the moisture, and today its an fine a crop as was ever grown of any product in Weld County.”

May, 1925

How Sugar Cubes Were Invented
By the Sugar Tramps at Greeley

The year is 1895—with some action behind the sugar warehouse at Greeley among six illustrious Sugar Tramps of the Grand Old Days. The one at left, kneeling with fingers snapping, is none other than the beloved Tom Cronin, whose prose and poetry delighted Sugar Press readers during the 1920’s and 1930’s when he was assistant superintendent at Gering. At right by the box sits Taylor R. Hadley, then cashier at Greeley and later custodian and then manager at Fort Collins before he succumbed to the flu epidemic in 1920. At rear, from left: C. S. Lohr, later at Loveland and the father of Bob Lohr, now clerk at Loveland; George Luman, later assistant superintendent of Greeley; Billy Fields, later beet end foreman; and Perry Sunderland, later at Loveland, who was the “grand-daddy” of all the as­sistants with his beet sugar service dating back to 1892 at Alameda, Calif.
The Fort Collins smokestack, plus sugar mill, plus sugar beets.

How Collins Got a Smokestack

You are there, 60 years ago, in this exciting re-creation of sugar talk taking over the town; some tales taller than the smokestack they got.

THE Gay Nineties were over! The Twentieth Century boomed into Larimer County. To have a smokestack "one hundred and fifty feet high!" Symbol of the coming of a great industry to Fort Collins! On every tongue, in every issue of the papers, the dream of a beet sugar factory was the consuming idea marking the turn of the century.

They'd be playing ping-pong at Second's, then somebody's stop and talk sugar. Over at Moody & Warren's some old timer would be talking about how Lou Dillon had just trotted a mile down at Memphis in 1:58 ½, only to have another old timer start talking sugar.

There was big news, too. But sugar led the field. Maybe you'd be going to Breniman's for coffee. You'd hear "Monday finds B. F. Hottel in the chair. How many acres tonight? asks the chair. The secretary chalks up 446 more. Hottel announces that we now lack only 1,200 acres to make the 5,000 quota complete. Will ten responsible citizens guarantee 600 acres if twenty more growers will bring in the last 600? Done!"

"When this was announced from the chair," says the Weekly Courier of January 9, 1902, "the audience went wild with delight, such cheering, clapping of hands and stamping of feet following as is seldom heard in a public meeting. The meeting then adjourned sine die, in the best of feeling."

On Monday, January 6, the factory committee appointed James B. Arthur and Peter Anderson a subcommittee clothed with full authority to act for the local group, go east at once, and close for a factory. They left on the next train "and the good news may be expected from them in a few days."

Arriving in Bay City, Michigan, Anderson and Arthur spent January 9, a cold day at that, going over the Bay City plant, then they saw the Saginaw plant. They talked to everybody, took notes, told their story and had eager listeners. We've got 5,000 acres signed up at Fort Collins! Let's go! But this journey, which was to result ultimately in creating for Larimer County one of the four biggest sugar factories of the twenty-one Great Western mills now producing annually over half the beet sugar produced in America, was not without its discouragements.

The men in Michigan said: Better go slow, there's tariff revision impending; besides, it's too late in the season.

Then the Michigan operators made them a pretty good proposition about coming out in February to look things over and starting construction in time for 1903.

This was good news as far as it went, then Anderson and Arthur hustled over to Cleveland to talk to the Kilby people who had put up the Loveland plant. Better go slow, they also argued. If your men want to grow beets this spring, make arrangements with the Loveland, Eaton, Greeley or Windsor plants to handle them.

You can save money that way, they said. So Anderson and Arthur finally recommended to the Fort Collins folks to hold off another year. The acreage contracts had been made for 1902-3-4, so a growers' committee consisting of Walter Hawley, R. Q. Temmey and A. I. Aikin urged the farmers to extend their contracts to 1903-4-5, and not affiliate with any foreign factory proposal.

But it was hard holding off. Look what was going on over in Loveland. The Great Western Sugar Company, to stimulate advanced cultural practices, was distributing $1,000 in prizes to the men who had made the best showing for the first year. There was H. V. Bennett getting $250 for a 25.1 tons-
per-acre yield on 5 acres; and H. W. Hankins winning the 10-acre prize of $350 for a 24.7 tons yield; and J. W. Shay receiving the 15-acre award of $400 for a 37.8 tons per acre. Those big yields looked good to Fort Collins.

Meanwhile, the local committee turned from Michigan to other capital to help finance the project. Trustees Arthur, Brown and Anderson turned over the acreage contracts for safe keeping to the firm of Wolcott, Vallet and Waterman, Denver, pending incorporation of the Fort Collins Sugar Manufacturing Company, announced August 6, 1902, with the following board of directors: J. S. Brown, Denver, B. F. Hottel, James A. Brown, James B. Arthur, C. R. Welch, J. S. McClelland and F. M. Shaw, that negotiations were being closed with J. F. Kilby of Cleveland for building that "smokestack 150 feet high." Everybody happy!

All excited, Mr. Hottel, upon his return, immediately called a meeting at which the capital stock was increased from $700,000 to $1,000,000 and the capacity of the mill, originally outlined for 600 tons of beets a day, increased, at Kilby's suggestion, to 1,200 tons. Kilby hoped to begin work October 16. With sugar in the air, not to mention the excitement in Fort Collins with the Aggie football team holding the powerful Utah eleven to a nothing-to-nothing tie, you could forgive a headline writer on the local paper for writing: "Try as they did, it was impossible to start the first beets through the knives till the 4th of January, 1904, but for the next 45 days Fort Collins saw the smoke from the stack "150 feet high." The final inventory showed that 79,065 bags of sugar had been produced. In 1927, that output of quarter of a century ago of 79,065 had been increased to 927,475—nearly a million and a half pounds each.

In 1905 the factories at Fort Collins, Greeley, Eaton, Windsor, Loveland and Longmont were combined as The Great Western Sugar Company, and today, of the twenty-one factories operated by the company in Colorado, Nebraska, Wyoming and Montana, the Fort Collins mill is one of the four largest.

In 1927 the Great Western Sugar Company paid in excess of $32,000,000 to beet growers for their crop, and of this amount nearly $2,000,000 was paid to growers served by the Fort Collins factory—an indication, from one year alone, of the many millions which have been placed into circulation in Larimer county during the past quarter century since that little group of citizens and farmers in the Opera House guaranteed the acreage enabling what is now The Great Western Sugar Company to build that smoke stack "150 feet high."

August, 1928

The Fort Collins Field Staff

Harvey Riddell  
Jack L. Houser

C. F. Osborn  
H. H. Griffin  
Charles Willox

Agricultural Supt. Harvey H. Griffin had his staff sit for this picture in 1924 to celebrate the signing of the beet growers agreement. Griffin, who retired in 1928, was the superintendent until his death at the age of 96 on May 2 (see Page 54). He joined the staff at the new Fort Collins factory in 1903 and became agricultural superintendent in 1911. Clarence F. Osborn, who was 85 in May, joined the Loveland field force in 1901 under Mark Austin, the pioneer beet agriculturist; he moved to the Collins staff in 1906 and retired in 1942. Two accounts of his experiences appear on Pages 12 and 40. Harvey Riddell helped to build the Fort Collins factory while in college at Aggies and then joined the Company in 1906; he was the father of Dick Riddell, fieldman at Brighton. Jack Houser started in 1905, and Charles Wilcox in 1911, both at Fort Collins.
Who Discovered Billings and Why?

By W. H. Reeman

A potent question answered by one of the foremen in the greatest sugar factory on the Yellowstone. Jory, after reading Reeman’s article, finds for defendant. The question was originally proposed in the Purchasing Department’s edition of The Press.

In the fall of 1905 the evening sun was casting its golden rays across the Rockies. Long’s Peak, with its snow-capped summit, seemed for the moment to excel itself in splendor for the sole purpose of making a picturesque setting for the long line of covered wagons which rumbled along the uneven trail. The restive horses ever straining at their lines, desires of reaching their final destinations, shortly had their desires gratified as in front of them loomed the main street of Longmont, one of the most beautiful and prosperous farming centers of Colorado. As these wagons unloaded their human burden behold the pioneers of a great industry; one destined to become the greatest of the West.

In this great creative force were construction engineers, superintendents, mechanics, laborers, sugar house operators, men in every line conjunctive to the erection of operation mills. This same force had already constructed Eaton, Greeley, Windsor, Ft. Collins, Loveland and Longmont and were returning to the latter place which, ever wishing to be foremost, planned increasing its capacity and making extensive alterations.

Had the reader been there he would have noticed a drug store as on leaving the wagons quite a proportion of these pioneers made haste to a certain drug store. One would naturally conclude that a serious accident had occurred, but the throng filled past a drug clerk with a face as impassive as an Egyptian mummy. They went through a door in the rear and when all had entered the door was closed. (It is usually behind closed doors that great enterprises are launched.) In the corner of this room there were two large barrels and as each man reached in his hand he brought forth a small bottle of amber fluid, the only noticeable difference being that from one barrel the bottles were labeled “Coes” and from the other “Zangs.”

Their minds having been befogged and the reason dethroned, to a certain extent, the topic of conversation naturally turned to new prospects and as special rates were to be made to Billings, Montana, where land was selling at twenty-five dollars an acre, and as Billings was a railroad center, it seemed logical that that city should be the scene of their next activities. So it may be said that there behind closed doors Billings was discovered.

The construction company, having quite a large amount of disconnected parts pertaining to a factory scattered about in the various yards of the factory already constructed, which did not at all add to the beauty of the landscape of the several cities, decided that ample material could be gathered together and shipped to Billings to be utilized in the construction of a factory there.

Billings was so situated geographically, with the reputation of being a real western cow town, that it was the thought it would afford a great amount of diversion to the travelling officials who could leave their good and trusting wives in beautiful Colorado and make a trip to Billings on the pretext of business. At that time every other place of business boasted a brass band or an Italian orchestra and the man who was the best shot invariably lived the longest. Perhaps from this, my dear Watson, you may derive the “why.” So it came to pass in the fall of 1906 there was a sugar factory in the vicinity of Billings ready for operation.

Those having cognition of the fact will remember that the mill did not meet the requirements of the sugar company and the construction company was engaged until late in the summer of 1907 before the mill was finally accepted.

To appreciate thoroughly the vast improvements which have been made in Billings factory it will be necessary to cast a fleeting glance back to those eventful days. The bottom floor from all appearances might well have been named the “Tank Room.” For each window a tank had been provided and tanks always have the failing of receiving more than they can conveniently hold. The steam artist from the overflowing juice and the fact that the windows afforded no light made this floor very difficult to operate. There was no window at the end of the first presses so a tank was missing. This careless oversight has in these latter days been attended to and a tank stands there today. There was no lime mixing tank so the lime from this station was pumped into the front yard.

Catchalls were unknown on either first or second carbonation and when the tanks were in operation persons on the outside could behold a constant rival to “Old Faithful” on account of the fact that the stacks were only 12 inches in diameter. These have been replaced by large stacks which give Billings a first carbonation 100 per cent efficient. The sugar lines were like unto a maze and reminded one of the once popular song, “I Don’t Know Where I’m Going But I’m on My Way.” The battery may be described as an island entirely surrounded by presses, which condition exists to this day owing to the fact that Billings is one floor short of its sister mills. Longmont, Ft. Collins and Loveland. We will not dwell longer on the earlier disadvantages. There were enough that volumes could be written if so desired.

There are three outstanding factors which have made the Billings factory difficult to operate, namely, environment, climate and the vegetable which it handles. We will take them in order and for the writer to give a truthful comparison it will be necessary to retrace our steps back to the year of 1906.

In one of the smaller factories a new sugar boiler was to arrive and to do justice to the occasion a hunt-
ing party was organized. He was met by eighty per cent of the population and directed at the local hotel and then took care of by the enthusiastic Nimrods. The next day being Sunday the reigning belles of the town arrayed in their latest creations with the idea of being Sunday the reigning belles of the town arrayed in their latest creations with the idea of being Sunday the reigning belles of the town arrayed in their latest creations with the idea of being Sunday the reigning belles of the town arrayed in their latest creations with the idea of being Sunday the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reigning belles of the town arrayed in their latest creations with the idea of. Upon arrival in Billings, he finds himself just one among the many of a large community where everyone is engaged with their own affairs. He is about as warmly received as Dr. Perry and the reign...
In the beginning of the beet sugar industry in northern Colorado "Old Dobbin" was the means of transportation for the fieldmen. In most cases the horses were thoroughbreds (broncos) with white faces and at least two white feet, and strolling at their shadows or at a pile of hay by the road side.

These were good old days, no flat tires, or walking a mile for gasoline, and most buggies were equipped with a whip socket which could be used for tying up the lines when necessary. While no great number of miles were driven, we felt that when night came we had a "rattling" good outfit.

As the seasons rolled by, auto sales at the downtown offices of the Scottsbluff newspaper was a real proposition, keeping our pocket books filled with an automobile became a reality. With miles rolled off and no flies or mosquitoes to fight, we began to count our cash and wonder where we could leg or borrow enough money to buy an auto.

Over the years the beet sugar company knew what was going on. The fieldman never made any weekly or yearly reports and never kept the company informed as to results. From early or late picking, fall or spring, and only a slight knowledge was had regarding the irrigation of the season's crops.

Then, as now, the fieldman had to be a diplomat. Many seemed to think that the fieldman was only a student fresh from some Agricultural College or a favored office man who was sent out to teach the farmer how to farm. I've been called upon to set up cultivators, springtooth harrows, best drills and many other things. Then further to satisfy the farmer that I knew what I was doing. I often had to drive said implements a few rounds and show him how it worked.

Although the fieldman of today must not only understand what he is doing with the farmer, he a semi-accountant, general handy man and arbitrator between the grower and his labor, still I doubt if any of the boys would go back to the big haydays with the horse and buggy.

May, 1927

From Buggy to Fliver

By CLARENCE F. OSBORN

They laughed when the fieldman set down behind the steering wheel, but little did they know that the flivver would develop fins. Here are two accounts of the Great Transition-rich memoirs, indeed.

When using our horse and buggy, we planned our trips over the territory and the emergency calls had to fit in as much as possible with regular rounds. Now with the auto, our urgent calls are first and regular trips are taken when we can, which proves much more satisfactory.

The Ft. Collins fieldmen have used various kinds of autos, but at the present time are driving the following well known makes: Honner's "Lizzy." Wilson's "Henry," Beeler's "Jimmy," William's "Ford," Osborn's "Fliver." —November, 1921

This was no flivver, not in the days of 1910. It's the company Packard about to charge forth from the downtown offices of the Scottsbluff Sugar Company, next door to the lead office of Merrill Sons & McCaffree on Broadway. The driver is not identified, but I've been called upon to set up a long rope on the ends of this lines so I could hold her when I climbed out to open and close gates. However, after knocking out from twenty to twenty-five miles a day for three or four weeks, she was glad to walk at the gates or most anywhere.

The Old Gray Mare Drinks Gasoline Now

By CHARLES DEPPKE, Greely

Speaking of experiences of a fieldman in the early part of 1902 and the methods as compared to what his duties are today! There are those who say that it is a sign of old age when a man becomes reminiscent, but I do not feel that such is the case with me.

I cannot refrain from looking back to the days of the early fieldmen and his one-horse shay, thinking of his trials and tribulations, his joys and sorrows. As I look back, I wonder how he ever made the rounds with the horse and buggy as compared with the auto of today.

Those were the days when Mr. Granger was Manager of the Greely Factory and was later followed by Mr. S. M. Edgell, Hi Timmy was the Agricultural Superintendent and drove a high stepping brown horse which old timers will remember as they will Hi himself.

My first horse, Alben, had a track record of 2:15 and held up remarkably well for the season, but before the last beets were ground, I began to realize that I must use a different strain of animal. The next season I bought a broncho mare from a school marm. She was lively and full of pep (the broncho, I mean).

In fact, she was so anxious to be on the go, that I had to tie a long rope on the ends of the lines so I could hold her when I climbed out to open and close gates. However, after knocking out from twenty to twenty-five miles a day for three or four weeks, she was glad to walk at the gates or most anywhere.

The driver's new friend—the Model T Ford—at the Giddings station near Fort Collins.

The exhibition horse holds no terrors for this adventurous inspection party during the construction days of 1910. It is apparently the same Packard touring car that appears on the opposite page. Both photos are from the Cummer collection of 1919 Scottsbluff scenes.
Progress of Beet Sugar Manufacture in 31 Years

By Henry A. Schmode
Superintendent Scottsbluff Factory

Upon this writing in 1922, with 20 more years yet to go with GW. Henry Schmode already owned 31 years of beet sugar experience. Here Scottsbluff's Honored Mentor recites chapter and verse.

In reviewing my 31 years connection with the beet sugar industry there are, to my own surprise, not as many improvements in the fundamental operating factors of beet sugar manufacture as one would expect. However, that should not be taken to mean any lack of progress because in the sugar produced there has been considerable improvement. Our beet sugars now are not excelled by any.

Thirty-one years ago the beets were not conveyed from the fields to the factory by chain conveyors which had given endless trouble, but were being transported by water which came from the condensers or from other surplus water. The beets were elevated from the flumes to the washer by means of a short scoll or wheel, and later the air lift came into use in some factories.

From the washer the beets were discharged to a large inclined drum which was partly perforated and partly slotted. This perforated steel drum had flat iron flitches in a screw form. By revolving this inclined drum the beets were thoroughly cleaned. The sand and small trash disappeared through the perforations and slots and was washed to the sewer by a stream of water. Almost perfectly clean beets were discharged from this drum onto a fibre brush roller conveyor ten to twelve feet long, and from this roller conveyor they were discharged to the beet elevator.

The same type Chronos Scales were in use then as are used in many factories now. The Vertical Slicers were used at that time as they are still used in many factories, both here and abroad, except that they have been somewhat improved. The Drum Cutters came into use later.

The same principle of Diffusion Battery with side outlet as well as drop bottom doors, was used, and equipped with steam injectors or with collorizers for heating. The use of chains in the battery cells came into practice in the last sixteen years. The Great Western Sugar Company has perfected the arrangement of chains and increased the capacity of this station greatly.

The same principle of First Carbonation as we see it now was in most factories then. There are a few factories now that are using a continuous First Carbonation in Non-Steffen houses, but with the Steffen Process where a large amount of Saccharate is used the continuous First Carbonation is still a failure. Here should be sufficient room for improvement, as this is really the most important station in the house.

We all know that we practically eliminate in the First Carbonation all the impurities that can be eliminated from the beet juice. As Dr. A. Rumpf of Breslau once expressed himself to a group of intelligent "sugar tramps": "Gentlemen, the First Carbonation the first time. Gentlemen, the First Carbonation the second time. Gentlemen, the First Carbonation all the time."

The attendant on this station, no matter how intelligent he is, performs his work carelessly he is a big detriment to the whole factory. His poor work will show up clear to the vacuum pan station, with a large financial loss to the company.

At this station the principle of treating the juice is the same as it was 31 years ago. In some factories the apparatus is still of faulty construction and in such cases the First Carbonation work cannot be performed to obtain the highest elimination. If the gas distributors do not function evenly some of the impurities which have been precipitated by the lime redissolve and stay with the juice instead of going out with the lime.

I want to mention here that in some factories the raw juice, after leaving the measuring tanks and raw juice heaters and before entering the First Carbonation, is taken into a large mixing tank over which the Saccharate Measuring Tank is located. Here the correct volume of raw juice and milk of saccharate is taken in and mixed before going to the First Carbonation for quick treatment. The quicker the First Carbonation work is correctly performed the better the results are.

The mixing tank before First Carbonation does not improve the work very much unless the agitation is a violent one. I have dwelt on the First Carbonation at length because this is the most important station and if any great improvement in the process will be found it will be at this station.

Going further with the process, the Second Carbonation Station has been improved from a single bath juice treatment to a continuous station. In this country the Great Western Sugar Company was the first to make this well-liked change with successful results.

The Third Carbonation (or Saturator) is handled almost on the same principle as before with the exception that instead of using a common sulphur stove with natural draft, a rotary sulphur stove with natural draft is used. The sulphur gases pass up through a vertical cylinder in which

May 7, 1910 saw the steel rising on the main house of the Scottsbluff factory with the club house almost finished at left and the office bricked up in this photo from the George W. Cummer collection.
baffles are installed and the Thin Juice is pumped through the baffles in counter currents with the gas. In this way easy control of the alkalinity of the juice is established.

The filtering stations are handled almost the same, except that some improvements were made in the Presses and Filter Apparatus.

The Evaporators were used in triple, quadruple and quintuple effects, both horizontal and vertical types. In some factories they were handled with great efficiency and economy and in some they were handled with great coal loss. In this instance I wish to mention that the first year I was with the Company at Windsor, Colorado, as Master Mechanic, I am sure the Evaporators were not handled in accordance with the wishes of the executive heads of the Engineering Department, because live steam was used in not only the first body, but in the second body, and yes, they also used live steam in the third body. We want to state that this was the practice in all of the Great Western factories, "not by a long shot." The Engineering Department Chief Engineer H. was excellent under their Head Executive, but they were limited in experienced assistants and some of the sugar experts did not know how properly to apply the steam and therefore often used live steam on the second and on the third body. I called the attention of the sugar men in charge that such steam application was wrong and costly to the Company. After a more lengthy explanation and hearing from experts agreed with me. Mr. V. H. Babbitt, who at that time was one of the few really experienced Traveling Engineers, called this to the attention of the head of his department and the live steam valves on the second and third bodies were not only sealed but entirely blanked off. The coal consumption in the house was greatly improved.

In this line of Steam Economy the Great Western Engineering Department has perfected wonders in their factories, because more efficient and expedient, the sugar men and experts agreed with me. I think we had good results with our department and the live steam valves which our Company uses almost exclusively for white product is the most efficient Vacuum Pan. Especially the one perfected by the Company's Engineering Department has the best circulation and gives good results.

Crystallizers of open type were used, although they had cooling or heating jackets. Now in most factories closed cylindrical crystallizers with cooling or heating jackets are used.

The same type of centrifugals were used and no new improvements have been made except that some factories are using centrifugals that are driven by direct-connected motors. The automatic sugar discharge is a new addition within the last seventeen years.

During the year 1898, under an engagement with Mr. W. Baur, Consulting Chief Engineer of the American Beet Sugar Company, we installed and operated in Norfolk, Nebraska, the first Steffen Process in America, equipped with German machinery including the Hot Saccharate installation. Shortly after the first Steffen Campaign in Norfolk was over I was transferred to Chino, California, where we installed the second Steffen Process, with American made machinery, including Hot Saccharate and also Hydrate. Fifty per cent of the Saccharate produced was sent over the Hydrate Process and did not go through the First Carbonation nor the First Carbonation Presses. This lime or cake from the Hydrate Presses was sent over two rotary kilns and again burned to lime which was used in the coolers, but not with the best results.

I wish to mention here that the laboratory control in the Great Western Sugar Company's factories has wonderfully improved and great compliances are due to the heads of that Department.

In conclusion I will state that I was connected with the American Beet Sugar Company eight years with the Standard Beet Sugar Company seven years, and with the Great Western Sugar Company fourteen years, for the last twelve years in Scotland. We think we had good results with our factory and if we did not win the Efficiency Flag the last campaign, we at any rate were not far and any in the cost of producing sugar. June, 1922

The Poor Little Battery Chains

By HARRY W. HOOPER

During the campaigns of 1904-05 and 1905-06, 1,200 tons of beets was considered a good run for the Pt. Collins or Longmont factories. Since then chains have been installed inside the cells of the diffusion battery, the object being to speed up circulation, or to increase the capacity. At first a single cross, then two and three crosses have been tried, during the campaign of 1906-07 the basket chains were installed on the bottom cross, which increased the capacity of two 14-cell batteries about 250 tons per day.

Since the campaign of 1906-07 many chains have been installed and many arrangements have been tried until we now have several styles of arrangements and with our different styles of batteries that different arrangements of chains are necessary.

Even the slack or sag in the chains makes a great difference in the speed of a battery, also in the ease of dumping the pulp from the cells. A battery equipped with tight chains, one with but two or five inches sag, will give a faster circulation, but much more washing is required to dump the pulp, while with a sag in the chains from ten inches to twenty inches the pulp will readily flow from a bottom dump battery.

The different styles of the campaign require different chains. When the beets are fresh as at the start fewer chains are used, ordinarily top basket chains, and those making the double baskets on the lower cross chains are left out until the beets become frozen when all basket chains are required. Also, the beets at the same period of the campaign vary greatly in quality between factories and to get the best results more or fewer chains are required. These conditions vary from year to year and must be met by the operating men as they arise.

It seems to the writer that we should be able to adopt a more nearly standard arrangement of chains for like batteries from the many arrangements that we now have in use. The little battery chain, unknown, unseem, unheard of except to the operating men, we think have done much to increase the capacity of our factories than any other one thing. Of course, other stations had to be increased, but we were not increased until the battery was being held back. There have been other improvements added which increases battery capacities, such as trash catchers, roller picking tables and better work on the knife station, but remove the chains from the batteries where the slicing is 2,700 tons per day and I will expect the slicing to drop to 1,000 or 1,700 tons per day.

Please do not ignore the poor little battery chains.

—December, 1921
On the high road of romance with the sugar brokers; rare episodes from the archives of three brokerages that set out to win the West for Great Western, set down in their own style of words in the year 1929.

When Barrels Changed to Bags

First, Will Hutchinson thumbs back through the family album of his St. Louis firm to the echoes of nearly 100 years ago, B.B.—(Before Beets):

STORIES of a galloping crier, like Paul Revere, shouting sugar prices from a calico pony over the cobblestones of old St. Louis, tales of hardship in hauling sugar hogsheads in pioneer six-mule wagons, stories of lighting cholera with whiskey, many a yarn of romance on the old Mississippi waterfront— these are what you would hear if the walls could talk. And yet, even had to demonstrate that the sack the cane sugar was shipped in.

The foregoing was taken from the annual report of “Belcher’s Sugar Refinery Co.,” St. Louis, November 30, 1864—a few months prior to the time when Colorado pioneers were huddling into old Fort Sedgwick, near where the Ovid sugar factory of the Great Western Sugar Company now stands, to watch the burning of Julesburg by Indians on the warpath.

James Hutchinson & Sons sold the first western beet sugar distributed in the St. Louis territory. They represented Morey & Boettcher of Denver, prior to the founding of The Great Western Sugar Company in 1905. When this sugar was first put on the market, we would order a car or two at a time, then take an empty sack and sample, to convince the buyer that sugar was the equal of cane. We even had to demonstrate that the sack itself was equal to the sack the cane sugar was shipped in.

Then maybe we’d get an order for twenty-five or fifty bags, and when this sugar was delivered the jobber would take a coffee crier and sample every sack at both ends to be sure he was getting his money’s worth. Best sugar was new, untired, and until its merits were well known—a healthy skepticism prevailed.

Integrity paid. The writer once heard the late C. S. Morey say that James Hutchinson was so straight he leaned over backward, and John Barkley of New Orleans always declared that Mr. Hutchinson was one of the most reliable and best-liked sugar brokers, the trade, he knew, ever knew.

The present firm of James Hutchinson & Sons was established in 1869, and has a record of over 90 years, selling sugar exclusively, without a single serious controversy with a buyer. With its pioneer founder dead, the firm today is composed of William N. Hutchinson and J. M. Hutchinson, with over 40 years and 30 years of service to their credit, respectively.

James Hutchinson was born in Toronto, Canada, in 1839, and died March 1920, at the age of 81 years. His first business venture, when a very young man, was opening a retail grocery store in Toronto, Canada, with about $2,500 he was able to get together.

The store was on the first floor with living quarters on the second, and the horses and wagons were kept in the basement. This venture did not prove profitable, and from there, he went, with his wife and children, to New York, where he was employed in one of the largest retail grocery stores.

In the summer of 1866, he came to St. Louis, where he was employed by Matthew Hunt, who operated one of the first coffee roasting establishments in this part of the country. This was during the cholera epidemic in St. Louis. Mr. Hunt left the city, leaving James Hutchinson in charge of the coffee roasting plant. This was a serious epidemic, and tolled many lives. I have heard my father say that the only way that he could keep his employees going, was to furnish them plenty of whiskey, to make them forget about the epidemic.

About December, 1868, he decided to go into the sugar brokerage business and secured the agency for Sterling Ahrens & Co., or the Calvert Sugar Refinery Co., of Baltimore, Md. The old Ohio and Mississippi R. R., now part of the B. & O. R. R., built a freight house in East St. Louis, which was called Hutchinson’s Freight Depot. Sterling Ahrens & Co. failed about 1878.

Belcher Bros. Sugar House of St. Louis, failed in 1876, and the Belcher Sugar Refinery Co., was organized with William Belcher as president. This firm made money until 1875, as the spread was about three cents a pound between raws and refined. They had very little competition, as at December prices were about 60 to 75 cents per cwt. from the east, but about the year 1875 the Lake and Rail route opened from New York to Toledo, and the Wabash R. R. Co. to East St. Louis. The rate was reduced to about 20 cents per cwt.

Belcher Sugar Refinery had a crier, The sign on the wall at upper left proclaims a new record of 4090 bags sacked by the night shift on Nov. 20, 1915, while a smaller sign below notes another record of 3170 bags by the night shift on Nov. 27, 1915. (The shifts then were 12 hours). None of the workmen are identified.
Paul Matthews, who rode a pony called Calico, up and down through the jobbing district, blowing a whistle for buyers to come out and get the news, market up or down an eighth or a quarter. Sometimes Matthews would hand out a Belcher market report written with pen and ink.

Mr. Belcher died and this company was organized with W. L. Scott and A. D. Cunningham, as president and secretary. Under these gentlemen's guidance, this firm contracted for 10,000 tons of Sandwich Island raw sugars at a fixed price of about 7¢, which was shipped to San Francisco, Southern Pacific to New Orleans, and Iron Mountain to St. Louis, as the river was frozen over in the winter. The writer has been told the loss on this sugar amounted to over $50,000, which practically put the Belcher Sugar Refining company out of existence, about 1886.

The American Sugar Refining Co. later took over the Belcher Sugar Refining Co. (Wm. N. Hutchinson was made secretary), but the refinery was unprofitable, and was finally closed.

Another instance I can recall of the old St. Louis Sugar Refinery days, was they had had accumulated 20,000 barrels of sugar, which they were unable to sell.

Mr. W. F. Havemeyer, who was then manager of the St. Louis Sugar Refining Co., rushed into the office one very cold morning, while a group of buyers and brokers were hugging a big stove in the middle of the office. Mr. Havemeyer said he wanted to talk to that sugar broker, Hutchinson. He asked Hutchinson if he could get rid of the 20,000 barrels for them. Hutchinson replied, that he would have to get permission from his principals, which he did, and within a few weeks time was able to dispose of this entire lot of sugar.

From that time on, James Hutchinson was appointed St. Louis selling agent for the American Sugar Refining Co., and his office was then moved into the St. Louis Sugar Refining Co.'s office at 204 North Second Street, continuing in this capacity up to 1916, when this company decided to open their own sales offices.

In these days raw and second sugars were packed in hogsheads and granulated in barrels (no bags at that time) and were delivered in the city on drays or horse-drawn big-wheeled carts, drawn by two or four horses. A great deal of sugar was delivered from here to nearby territory in mule wagons, drawn by four and six mules. James Hutchinson's first office was located at 204 Olive Street, under the old Olive Street Hotel, torn down some forty years ago. In the early days, James Hutchinson was considered one of the best sugar salesmen and St. Louis was one of the largest sugar markets in the Western country. If Poote & Evil, New York, Searles, or Gay were overstocked, they always passed the buck to "Hutch" (as he was known), naming a price that would move the goods promptly, and he had a reputation of being able to get rid of any kind of sugar. He was also known in the trade as "It's Going Up." He always used the phrase, "you had better get in, it's going up."

James Hutchinson sold the first corn sugar and syrup ever sold in St. Louis, for O. W. Heyer, who had a little factory in East St. Louis, Illinois. This corn syrup was known as California Honey, and sold for about $1.15 a gallon. He later represented the American Glucose Co. (Hamlins) of Buffalo, N.Y.

In those days jobbers would purchase 10,000 kgs, four, five, half-gallons each, or one thousand barrels of this corn syrup, at a clip. The writer can remember an order placed some thirty years ago, with James Hutchinson & Sons for twenty trainloads, or two hundred cars of glucose purchased by the St. Louis Sugar and Preserving Co., out of business now for a number of years. Hamlins built a large corn sugar refinery at Peoria, Illinois, which delivered their goods to St. Louis, by steamboat via the Illinois river.

The Hutchinson business was later taken over by Les Welch, former GW sales manager and General Office luminary, who still operates the firm in St. Louis.

We are now the Company's brokers for Texas, operating offices at San Antonio and Dallas. Associated with me are H. Ketchum, who was the office boy that finally stuck, my son, F. M. Lewis, Jr., and my son-in-law, Dan Chandler, who has charge of the Dallas office. We had the great misfortune to lose our grandson, Mr. F. W. Lewis, in October 1927. His passing was a bitter loss.

On the whole, however, we have found happiness and good reason for success in the sugar business and most of my real friends are among the fraternity.

I like to think of the old days when I was a hustling kid and eternally around 1906. A gentleman stepped into my office one day and announced he was from Colorado and made sugar from beets.

I pulled out my desk drawer a few inches so I could reach the old musket in a hurry in event he became violent. Since he did not insist that he was Napoleon or Christopher Columbus I calmed down and listened to his story and we made a trade, which has lasted from that day to this.

We are now the Company's brokers for Texas, operating offices at San Antonio and Dallas. Associated with me are H. Ketchum, who was the office boy that finally stuck, my son, F. M. Lewis, Jr., and my son-in-law, Dan Chandler, who has charge of the Dallas office. We had the great misfortune to lose our grandson, Mr. F. W. Lewis, in October 1927. His passing was a bitter loss.

On the whole, however, we have found happiness and good reason for success in the sugar business and most of my real friends are among the fraternity.

I like to think of the old days when I was a hustling kid and eternally reaching out for "more."

I recall well the time I went to Denver to see Mr. C. S. Morey about enlarging my territory. I got Will...
Baker to frame up a golf match with Mr. Morey and myself pitted against Will and Charley Laff.

I fancied myself a lot as a golfer and I played my head off that day and we won the match.

I thought the time was ripe for me to spring my proposition on Mr. Morey so immediately we got in the club house I gave him my big idea and, through a buzzing in my ears, this is what I heard him say:

"Baker, I think Frank plays entirely too good golf to be a good broker. He must spend an awful lot of time at it."

Another time I went to Mr. Morey with an awful grouche on my old friend, Mr. Ariel Meinrath, and suggested that if Mr. Morey could get the good brother Meinrath locked up in a nice tight jail the rest of us might get a little sleep at night.

Mr. Morey grinned and replied, in effect, that it couldn't race on a fast track he could always use another stable boy down at the barns. I wasn't long in getting the idea that if this pesky Meinrath was going to be taken for "a ride in the country" I'd have to drive the car myself.

I've had a great kick out of meeting the big fellows in the selling game. From my little far off observatory down here in Texas such names as Russell, Earle, Bend, Hutchinson, Witherspoon and Meinrath looked like full moons to me, and they didn't get much smaller after I'd met the owners.

Of course I've helped raise some of the younger group like Fred Southall and Mark Cavanaugh, and I used to scold Will Morey for dropping his porridge on his bib.

I can also remember when the first jar of that lovely fruit was preserved and placed in the museum department of the Denver office because that was the year I caught William Lippitt when his shoes weren't shined.

I also recall when our favorite sporting game was betting which one of the three corners to Frank Kemp's pants would first elude the safety pin. Boy, howdy, them was the days.

If any should wonder as to my age, permit me to say that is nobody's business and, besides, it varies. On days when we have a market move and we sell 'em blind I'm young and gay, but when the contracts mature and one William Baker is hollerin' for shipping instructions I grow old and haggard. Did this ever happen to any of you?

If I get my wish there will be a Frank Lewis in the sugar business down here after this particular one has become only a faint echo, and if I get my other wish the men I've met in the Great Western organization will hold me in the same high regard and remember me in the same fine way that I now regard and remember them.
A Famous Safety Meeting and its Sequel

By LLOYD RICHARDS, Fort Collins

A group of sober-looking serious-minded men gathered in the office of the superintendent of the Fort Collins factory on January 19, 1916. The hour was 6:40 in the evening. It meant that those present had eaten an early supper and had returned to the place of their employment to do a stint of "love's labour."

The meeting was held to form a permanent organization for systematic accident prevention in the factory. Before no regular sessions had been held and no records had been kept of the safety efforts of the plant crew.

H. W. Hooper was superintendent. War clouds hung dark and low over the world. Men's minds were unsettled. A few of the younger men in the group probably did not know what it was all about.

But what a group of sugar tramps were gathered in that room! Look over the list:

H. W. Hooper, now assistant general superintendent at the head of the Nebraska District.
Sam C. Mooney, master mechanic in those days at Fort Collins, now honored and loved superintendent at Loveland.

C. D. Towe, an extra foreman, now superintendent at Mitchell and leader of the gang which took second honors in the last pennant race.
F. S. Treadway, an assistant then, now superintendent at Longmont.
John Westine, then an assistant master mechanic, and master mechanic later at Bayard before he died.
Mike Deb, sugar end foreman, now assistant superintendent at Mitchell.
Carl Glasenapp, sugar end foreman, off the Gwesco payroll at present.
C. F. Miller, an assistant, now superintendent at Fort Morgan and twice winner of the blue flag of efficiency. William Warren, assistant master mechanic, now master mechanic at Greeley.
E. Heumesser, beet end foreman, who has gone to assistant superintendent at Fort Collins.
A. R. Remington, beet end foreman, who responds to a roll call in a land from which the dice ever reaches us on this earth.
L. E. Wind, chief chemist, assistant superintendent at Greeley.

Connally admired his nerve and put him to work on the brown side. He picked up his duties so quickly that he was soon transferred to the white machines where he remained during the remainder of the campaign.

Fred Roberts, R. C. Welch, H. S. Rollins, W. T. Ball, and Frank Casper, Jack Weinberger and Jerry Light are some of the old timers who put in the campaign of 1902 at Rocky Ford.

At the start of the next campaign Mr. Stone was promoted to centrifugal foreman. The crop, however, was small that fall due to the fact that the beets were affected with early top. At the close of the short campaign Messrs. Roberts, Rollins, Welch, Ball and Stone packed their duds and started for Longmont arriving there in time for their first run which was under the supervision of George Shaffer.

Mr. Stone remained at Longmont as sugar-end foreman and extra sugar boiler until 1910 when he was transferred to Scottsbluff in the same capacity under Superintendent Henry Schmoke. In 1916 he was made general foreman and held this position until 1927 when he was transferred to Lovell as assistant superintendent.

In 1901 at Boulder E. E. married Miss Ella Smith. Their two children, Ruby and Jesse, are both graduates of Scottsbluff High School. July, 1928

This bold cowman of 1901 has turned out to be a perfectly respectable assistant superintendent.

By A. A. DAVIS

WANTED—EXPERIENCED SUGAR CUTTER

E. E. Stone didn't know whether you used an axe or a razor but he got the job

Everett E. Stone at Lovell holds the record of having spent twenty-six years in the beet sugar industry, twenty-five of which have been with Great Western, and has been on the company's pay-roll during this whole period with the exception of twenty-six days.

Mr. Stone was born on a farm in Kansas in 1878 and spent his early life cultivating corn, not knowing at that time that he was destined to forsake the farm to become a sugar tramp. After he first left the old home place he spent a year in the lead and zinc mines at Galena, Kansas. Colorado called him in 1901 and he put in a year on a cattle ranch as a tenderfoot cowboy.

At the start of the campaign of 1902 at Rocky Ford he heard that they wanted another sugar cutter, so without delay he filled his dinner pail and started for the factory but upon his arrival he found about a hundred men ahead of him.

Here he brought strategy into play and told the watchman that the superintendent at that time, that he was an experienced sugar cutter, although E. E. now admits that he did not know whether the sugar was cut out of the beet with an axe, saw or jack-knife. His bluff didn't work, however. Mr. Stone was promoted to centrifugal foreman. The crop, however, was small that fall due to the fact that the beets were affected with early top. At the close of the short campaign Messrs. Roberts, Rollins, Welch, Ball and Stone packed their duds and started for Longmont arriving there in time for their first run which was under the supervision of George Shaffer.

Mr. Stone remained at Longmont as sugar-end foreman and extra sugar boiler until 1910 when he was transferred to Scottsbluff in the same capacity under Superintendent Henry Schmoke. In 1916 he was made general foreman and held this position until 1927 when he was transferred to Lovell as assistant superintendent.

In 1904 at Boulder E. E. married Miss Ella Smith. Their two children, Ruby and Jesse, are both graduates of Scottsbluff High School. July, 1928

Clint Sawyer, mechanic, now assistant master mechanic at Lyman.
Joe Mooney, head pipe fitter, now master mechanic at Greeley.
E. E. Woolf, chief electrician, now master mechanic at Fort Lupton.

And A. W. Cummer, extra foreman, gone to the great beyond.

Out of 16 men present one became assistant general superintendent; four have been made superintendents; four master mechanics; one an assistant master mechanic; and four assistant superintendents. Three have died and only one has left the Great Western to seek fame and fortune with another company.

Charlie Towsle served as secretary of the meeting; Mr. Hooper as chairman, and Sam Mooney as assistant chairman. Various of the men were appointed on committees. The minutes show that regular meetings were called for 3 o'clock on the afternoon of every third Wednesday of each month. Suggestions from the factory crew were sought, the record shows. Each committee member should see that all employees in his department obey the safety rules.

Such operating men have made Uncle Gwesco the revered of sugar companies. Hail to these "old-timers:" God grant that they be spared many more useful years in our midst.

January, 1929

47
The Grand Old Days at Longmont on Main Street and out at the sugar factory. The view above, dated 1913, looks north along Main from the Imperial Hotel at the extreme left with the sign of Woelz Brothers clothing store over the street level. Only two autos are parked on the street among all the horses, buggies and hitching posts. The Times Building appears on the east side of the street, with a light front, third from right. The view at right shows the Longmont factory dimly behind the old covered beet sheds and the sea of beets piled outside during the first campaign on Nov. 25, 1903.
Two venerable Great Westerners appear here in their salad days at the Loveland factory on Sept. 25, 1916. Standing at left is Supt. Harry W. Hooper, who was later assistant general superintendent of the Northern District; leaning against the desk at right is Asst. Supt. Avery A. Clark, who was later vice president and general superintendent. The man with the hat at left is unidentified, the man with the bow tie is W. A. Colomb, and the man at right is Herman Major. Clark, who retired in 1949, now lives in Denver. Hooper, who retired in 1939, lives in Scottsbluff where he can keep tabs on his son, Sabin, superintendent at Gering. Though the day is visible on the calendar, the month and the year were figured out by O. P. Dittrman and his perpetual calendar.

Baseball was the Great Western pastime in the post-war era, when every factory fielded a team and batting averages meant almost as much as slicing averages. The General Office squad of 1919, shown here, was captained by O. P. Dittrman, now chief accountant. Seated, from left: Eddie Clay, Bodie Morris, Walters, Lee Josslyn, Shorty Arthur. Standing: Jimmy Campbell, Harry Stender, Lee Laggerquist, H. B. Webster, Charlie Payne, Young, O. P. Dittrman, and Zack McIntosh.
They Call it a Twenty Year Club—

But at Longmont, unless you've been on the job at least 22 years, it's hard to qualify.


This formidable machine—a Caterpillar tractor, vintage about 1913 or so—rumbles over the Company farm near Windsor. Like the flivver, the tractor had to wait for mechanical refinements and mass production before winning wide acceptance later in the 1920's.

Another typical scene of the early days—farmers with their teams and wagons loaded with beets line up at the old receiving station at Foster, near Billings.

The Duke of Lovell, who wrote in The Sugar Press to "Friend Al" and who traveled the territory as George Reynolds, sits under the restraining hand of O. P. Dittman, keeper of the stores at Lovell during construction in 1916. Ditt was at Lovell in 1918 when George arrived to become cashier and warrant officer of mule-buying expeditions with Bill Hogarty, Andy Cross and John Maier. While Ditt settled with the hot stove league in Denver to call the pitches for the accounting staff, George was traveling auditor for 28 years until his retirement in 1948, a long ways from the presses he pulled at Sterling in 1905. George and Mrs. Reynolds recently moved to Casper.
The Longmont Nestors and the Factory Payroll of 1905

The Longmont factory payroll of 1905 lists some noted personalities in their days of lesser responsibilities and also some interesting rates in comparison with nowadays. It is reproduced from the original found about a year ago by Manager Leonard M. Johnson at the Loveland factory office.

The heading refers to the Longmont Sugar Company on Feb. 1, 1905, although the local firm was incorporated into Great Western on Jan. 12, 1905.

The hourly rates applied then to a 12-hour day for six days a week.

Among the personalities:

Roy McCrery was later manager at Longmont and Colorado District manager. George M. Shaffer was later assistant general superintendent for Colorado. E. F. Ogborn was later superintendent at Fort Morgan, Billings and Longmont. Fred H. Roberts, father of Purchasing Manager Carl R. Roberts, was later superintendent at Sterling and then a member of the Board of Directors, a position he still holds.

Everett E. Stone, father of Supt. Jesse Stone at Fremont, was later assistant superintendent at Lovell. W. T. Ball was later assistant superintendent at Longmont (his picture appears opposite in the Longmont group of 1929). W. C. Graham was later superintendent at Loveland and then organized and directed the Research Lab at Denver.

William P. Hogarty was the illustrious agriculturist who was the first manager at Lovell, then manager at Billings, and later Montana district manager.

A. J. Morey, brother of President C. S. Morey, was later manager at Brush. John Maier was later agricultural superintendent at Billings.

***************

"Billy" Jensen, Assistant M. M., recalls vividly his first job with the GWSCO some fifteen or sixteen years ago, on landing in Longmont from the old country without even a slight understanding of the English language. Yeah, it was a job—pushing an Irish buggy loaded with a heavy red and white rock. His falling was working too fast and when told to "take it easy" he imagined the boss was urging him on to greater efforts, so that when he was making three trips to the other workmen's one, you can feature his mental conclusions. He stuck to it a month until an easy job was opened up, passing coal in the boiler room. He also struck it rich. He stuck to this and from there he has come right up. Billy now handles the English language with ease and has the respect of every man here.

—August, 1921

That, in brief, was the story of Billy Jensen up to 1921. But, like many other resourceful immigrants, his accomplishments did not stop there. He became master mechanic at Scottsbuff and then at Billings—and he lived to see the American dream come true for himself in 1957 when his son, Lloyd, became vice president and general superintendent.

MEMORANDUM OF EMPLOYEES OF THE LONGMONT SUGAR COMPANY

February 1, 1905

OFFICE:

I. L. Herron, Cashier $125.00 Per Mo.
Roy McCreery, Asst. Mgr. 125.00 " "
C. E. Finney, Bookkeeper 75.00 " "

FACTORY:

Geo. M. Shaffer, Superintendent $250.00 Per Mo.
E. F. Ogborn, Asst. Supt. 110.00 " "
R. A. James, Timekeeper 80.00 " "
F. H. Roberts, Asst. Supt. 125.00 " "
H. Schwartz, Master Mechanic 150.00 " "
E. Stone, Sugar End Foreman 27-1/2¢ " Hr.
W. T. Ball, Sugar End Foreman 27-1/2¢ " Hr.
Ed. Wolf, Beet End Foreman 85.00 " Mo.
Ed. Davenport, Beet End Foreman 25¢ " Hr.
Jos. Sortorious, Steffens Foreman 85.00 " Mo.
F. M. Harter, Steffens Foreman 25¢ " Hr.
L. J. Whann, Saach. Press Foreman 20¢ " Hr.
Bert Ish, Coolers 20¢ " Hr.
J. E. Agee, 1st Carbonation 20¢ " Hr.
H. E. Plunley, Centrifugal Man 20¢ " Hr.
W. J. Prohazki, Batteryman 22-1/2¢ " Hr.
W. C. Graham, Chemist 85.00 " Mo.
A. S. Calkins, Batteryman 20¢ " Hr.
W. F. Sells, Centrifugal Man 20¢ " Hr.
H. S. Shaffer, Knife Station 20¢ " Hr.
C. D. Ames, Kiln Foreman 50.00 " Mo.
Al Foster, Main Engine 25¢ " Hr.
Ed Hale, Millwright 40¢ " Hr.
T. J. Bishopp, Pipe fitter 40¢ " Hr.
J. C. Cogan, Pipe Fitter's Helper 20¢ " Hr.
Al Peak, Boiler House Foreman 20¢ " Hr.
J. Chambers, Machinist 35¢ " Hr.

AGRICULTURAL DEPARTMENT:

W. P. Hogarty, Superintendent $175.00 Per Mo.
Chas. Mayfield, Asst. Supt. 125.00 " "
John Comstock, Field Supt. 100.00 " "
A. J. Morey, Field, Supt. 100.00 " "
Howard Allen, Field, Supt. 100.00 " "

MISCELLANEOUS:

John Maier, Yard Man 20¢ Per Hr.
Chas. Howe, Yardman's Helper 17-1/2¢ " "
J. H. Mills, Selling Pump 2.00 " Day
The Great Westerners Who Grew Up With The Growing Sugar Company

Time has a way of making a simple list of names mellow with memories. The names here were compiled in 1930 with the idea of presenting a roster of employees who were at the Denver office and the six original local sugar companies in Western Colorado before their incorporation into Great Western on Jan. 12, 1905.

The list is reprinted without change from The Sugar Press of January, 1930; it was gathered at that time from questionnaires sent to all factories. The accompanying article warned that there might be some errors and omissions. It also admitted some difficulty in classifying the service of men who worked at places like Ames, Neb., before the mill was moved to Scottsbluff in 1910. As a result, the list does not include stalwarts like Hug Scilley, longtime manager at Loveland, who was at Ames and was identified with the earliest days of beet sugar in the intermountain area.

Be that as it may, the list still provides the names of most of the young men who grew up with Great Western during the first 25 years of incorporation—men with the sugar beginnings of some 60 years ago. Even with the passing of the intervening years, many still remain on the scene. Based on General Office records, they include: Sidney J. Osborn, Earl F. Shepard, George Reins, Roy L. Scott, William K. Curney, John L. Sherman, Andy Timm, Charles Lutes Sr., Ferlo Klingenberg, Clarence F. Osborn, Polo Well, Paul Hermet, J. L. Hips, Fred Thorsen, Van Akin, Henry W. Hooper, Ralph F. Bristol, A. M. Gill, Gus Wunderling, and G. C. Fogarty.

---

**GENERAL OFFICE, DENVER**

**NAME** | **POSITION** | **PLACE** | **WEEKS JOINED** | **WEEKS WHEN**
---|---|---|---|---
W. L. Petrkin | Vice President | Eaton | 1902
W. Handington | General Manager | Denver | 1903
Charles Bostich | Vice President | Loveland | 1901
R. W. Bemis | General Superintendent | Denver | 1901
R. J. McCreary | Col. Dist. Mgr. | Denver | 1901
H. E. Bender | Auditors | Denver | 1902
Hans Henshaw | Consulting Agriculturist | Loveland | 1901
Sidney J. Osborn | General Engineer | Fort Collins | 1904
E. H. Coffin | Manager | Denver | 1903
Will Baker | Sales Manager | Denver | 1903
Charles Consigny | Accountant | Denver | 1903
Earl Shepard | Accounting Dept. | Denver | 1903
A. W. Timm | Superintendent | Fort Collins | 1903
George Reins | Supervising Engineer | Fort Collins | 1904
V. H. Rabbitt | District Engineer | Fort Collins | 1903
Roy L. Scott | Traveling Engineer | Fort Collins | 1903
Currie Parker | Sales Department | Denver | 1904

---

**EATON**

George W. Cumley | Assistant Superintendent | Eaton | 1905
William A. Conaway | Boiler Foreman | Loveland | 1901
G. W. Miller | Assistant Superintendent | Grovel | 1904
John J. Sherman | Assistant Master Mechanic | Loveland | 1904
A. W. Timm | Superintendent | Loveland | 1904
Sam Dickens | Janitor | Eaton | 1905
Charles Henry Turner | (Retired) | Eaton | 1902

---

**GREELEY**

Charles F. Evans | Manager | Windsor | 1905
A. W. Gordon | General Manager | Windsor | 1906
Tom Houghton | (Retired) | 1905
Chester Harper | Superintendent | Fort Collins | 1905
William Fields | Act. Best Foreman | Greeley | 1902
Harley Smith | Act. Best Foreman | Greeley | 1902
Floyd Peralta | Sugar End Foreman | Greeley | 1902
Charles Lutes | Sugar Boiler | Greeley | 1902
Harry Miller | Extra Foreman | Greeley | 1902
K. E. Renner | Dump Foreman | Greeley | 1902
A. M. Moe | Master Mechanic | Greeley | 1902
George Cox | Boiler Foreman | Greeley | 1902
Charles A. Kehlbruier | Sugar End Foreman | Greeley | 1902

---

**WINDSOR**

H. H. Sandmann | Superintendent | Loveland | 1902
John Cox | General Manager | Windsor | 1904
E. C. Walter | Fieldman | Windsor | 1903

---

**FORT COLLINS**

P. Klingenberg | Superintendent | Loveland | 1901
C. F. Osborn | Fieldman | Loveland | 1901
W. M. Fiddel | Superintendent | Fort Collins | 1903
E. Heusmann | Assistant Superintendent | Fort Collins | 1903
G. Poley | Boiler House Foreman | Fort Collins | 1903
H. D. Griffin | (Retired) | Fort Collins | 1903
J. C. House | Superintendent | Fort Collins | 1905
E. C. Philipert | Janitor | Fort Collins | 1905

---

**LOVELAND**

S. C. Mooney | Superintendent | Fort Collins | 1902
J. W. Berry | Assistant Superintendent | Loveland | 1901
R. Berlinger | Sugar Boiler | Greeley | 1902
N. L. Wofte | Crystallizers | Loveland | 1902
William Caldwell | Extra Foreman | Greeley | 1902
Charles Smeds | Sugar Boiler | Greeley | 1902
A. J. Greer | Machinist | Eaton | 1903
Charles Dingler | Boiler House Foreman | Loveland | 1904
R. M. Van Aikin | Superintendent | Fort Collins | 1903
Paul Hermel | Superint. Foreman | Eaton | 1904
N. J. Hettlinger | Grease Man | Loveland | 1906
J. C. Mace | Assistant Master Mechanic | Greeley | 1904
Charles Lohr | Sugar Boiler | Greeley | 1906
John Peak | Superintendent | Fort Collins | 1906
E. P. Sunderlax | Assistant Superintendent | Greeley | 1905
Otto A. Tompke | Machinist | Loveland | 1901
Henry A. Howe | Watchman | Eaton | 1901

---

**LONGMONT**

Frank A. Wilson | Superintendent | Fort Collins | 1903
Fred S. Sweeney | Superintendent | Fort Collins | 1903
W. B. Ball | Superintendent | Fort Collins | 1903
J. L. Brown | Belt Man | Loveland | 1903
W. McCullough | Assistant Superintendent | Fort Collins | 1903
Fred Lowry | Assistant Superintendent | Eaton | 1904
Robert H. Harr | Agricultural Supt. | Fort Lupton | 1903
August Naison | Superintendent | Fort Collins | 1903
Edward A. Nick | (Retired) | Loveland | 1903

---

**BRIGHTON**

W. M. Barber | Superintendent | Eaton | 1903
J. P. Hume | Superintendent | Eaton | 1903
H. R. Lee | Assistant Superintendent | Denver | 1904
M. T. Metcalfe | Sugar End Foreman | Fort Collins | 1903
L. H. Parker | Sugar End Foreman | Fort Collins | 1903
J. E. Smith | Boiler House Foreman | Loveland | 1902
S. J. Chambers | Superintendent | Fort Collins | 1903
Charles Houston | (Retired) | Petroglyph | 1903
G. H. Wilson | Sugar Boiler | Loveland | 1906

---

**FORT Lupton**

Sam Roberts | Agricultural Supt. | Eaton | 1906
Charles Padman | Superintendent | Eaton | 1903
Frank Lamb | Battery Foreman | Loveland | 1905

---

**JOHNSTOWN**

W. R. Paulsen | Sugar Boiler | Greeley | 1902
Theo Rave | Evaporators | Greeley | 1906
Nate Bales | Assistant Master Mechanic | Fort Collins | 1903

---

**OVID**

(They all seem to be spring chickens at Ovid.)

---

**STERLING**

Van Alklin | Superintendent | Loveland | 1906
Carl W. Peterson | Master Mechanic | Eaton | 1906
William Doolo | Superintendent | Fort Collins | 1904
W. H. Miller | Superintendent | Fort Collins | 1904
Jefferson Horner | Superintendent | Fort Collins | 1904
C. F. Miller | Superintendent | Fort Collins | 1904

---

**POT MORGAN**

H. W. Hooper | Assistant General Superintendent | Fort Collins | 1904

---

**SCOTTSBLUFF**

Tom L. Croatin | Assistant Superintendent | Eaton | 1906
Will T. Warren | Master Mechanic | Eaton | 1906

---

**BAYTOWN**

R. F. Bristol | Superintendent | Fort Collins | 1905
A. M. Glenn | Superintendent | Eaton | 1906

---

**MINATARE**

W. W. Hubbard | Sugar End Foreman | Fort Collins | 1903
J. C. Logan | Assistant Superintendent | Eaton | 1904
R. A. Hidrick | Engineer Man | Loveland | 1901
Frank G. Taylor | Boiler House Foreman | Eaton | 1902

---

**RICHFIELD**

A. R. Williams | Assistant Superintendent | Eaton | 1902
M. H. DeLey | Superintendent | Fort Collins | 1903
W. T. Brad | Superintendent | Fort Collins | 1903

---

**BILLINGS**

Herbert B. Barringer | Superintendent | Eaton | 1902
Henry Scherer | Superintendent | Fort Collins | 1902
T. J. Bishop | Superintendent | Fort Collins | 1902
O. B. Rowings | Superintendent | Fort Collins | 1902
W. H. Rice | Superintendent | Fort Collins | 1902
Osa Wunderling | Superintendent | Fort Collins | 1902
G. C. Fogarty | Assistant Superintendent | Fort Collins | 1905

---

**LOVELL**

F. E. Stone | Assistant Superintendent | Fort Collins | 1903

---

**WHEATLAND**

R. G. Miller | Superintendent | Fort Collins | 1903
J. E. Ott | Superintendent | Fort Collins | 1902
James Stehlik

---

**NORTHWESTERN RAILWAY**

Charles Angove | Superintendent | Fort Collins | 1906
J. K. Barnard | Section Foreman | Johnstown | 1906
John Bolen | Engineer | Fort Collins | 1906

---

**52**
How Little We Knew . . .

How the field force had to learn from scratch—told with candor by Hi Timothy, in 1920, when he was agricultural superintendent at Grecely.

How little we knew about the proper methods of raising beets twenty-nine years ago. The first few years we had a few seed drills, but there were no beets on the drills, as we did not think we could plant the seed and ride on the drill. We walked behind the drill in order to watch the seed.

A great many farmers at that time planted their beets by hand with a small one-rowed Planet junior seeder. But within a few years we were rid­ing the drill with a crazy wheel at­tached to it. You can imagine how crooked our rows were, although the old saying is true. "More beets grow in crooked than in straight rows."

We went on improving our drill, especially the drill shoe. In those days we had a great deal of trouble getting a shoe made that would suit our conditions around the Lehi, Utah, factory, the first sugar factory built for slicing beets grown under irrigation. But finally we got what is called the old John Deere shoe, which is gener­ally used today.

In the early days we planted our rows sixteen inches apart and we did not know that we could ever cultivate the beets with horses. So in those days the beets were all cultivated by hand with a push hoe, and I want to say it was some job. In those days our thinning was not thought such a hard job because every farmer who planted beets had his own children to do the thinning. But it was some job, as we did not use hoes to block beets. We used small onion weeders or bent case knives.

Increased acreage finally compelled us to adopt something different. One day Mark Austin and I were on the old Hart farm and there was a small one-rowed Planet junior cultivator set by the ditch. We thought we would see if we could cultivate beets with a horse. One held the cultivator and the other led the horse. We learned that we could cultivate beets with a horse and do a good job, as long as we were careful.

We soon figured out that if we could cultivate one row with a horse why couldn't we make a two-rowed cultivator and cultivate two rows at a time. So we got John Bane, the blacksmith, to cut the wheels down from an old hay rake and make us a two-rowed cultivator on wheels. But still we walked behind the cultivator and a boy led or rode the horse. We got along fine with this improved machine. You can see how the machinery for beet farming has improved during these past twenty-nine years, and how much easier it is for the farmer today to care for his beets with all the present improved machines and the imported labor.

In those days we had a beet contract that stated no beets should be grown on land that had not been broken up two years from alfalfa, and that there should be no sheep manure used on the land for two years prior to plant­ing beets. How foolish we were and how we have changed. We thought that beets would not mature after alfalfa or where land was manured with sheep manure. Our contract also pro­vided that no beets should be irrigated after July 15, and should anyone irri­gate after July 15 his contract would become null and void. This was an­other mistake we made, but we have all learned better.

In those days we had practically all of our beets delivered to the factory in sacks and here is where the farmers got us.

They would fill the sacks with dirt and we could not catch them at it, as our sheds were built with tight sides and a dirt roof, with small holes in the top to empty the sacks into. We thought we had to build tight sheds to keep our beets from freezing, so we spoiled the beets with heat. We have learned better.

At that time our contract stated that no beets would be accepted that were not topped below the base of the first leaves, and all that portion of the beet that grew above the ground should be taken off. Our contract also provided that no beets would be accepted that weighed more than three pounds, and should any farmer have any beets that were improperly topped or beets in his wagon weighing more than three pounds, the whole load would be re­jected.

You can imagine what a time we had with the farmers at some stations. We would have twenty-five or thirty farmers unload their beets and sort out all beets weighing over three pounds and re-top them before we would receive them. It was a great mess.

Some farmers would unload and go home, and would come back in a week or so to re-top their beets. And when some farmers came and had their beets not know what pile of beets belonged to them. So they would take their choice of the piles and re-top them, depending on the beets and the farmers. The farmers would not come back, and the beets would lay there and spoil.

Others would come back to re-top the beets, but the farmers would be gone. Some other farmer had taken them, by mistake. Yet they did not object as much as we thought they might.

They only got $3.50 per ton for their beets, and if they lost they did not lose much.

We had a system of taring beets that was a dandy for the farmers. Our company would send a man from the factory down as far as Payson, 35 miles, and he would visit each sta­tion, take care of each farmer, which tare would remain the same for a week or until the week expired. The farmers would then have our company send back the dirt, and try to meet all reasonable demands that the farmers want and need. We now have all been changed. We have learned better.

But those days there was no such thing known as a beet dump. The farmers forked all the beets in cars, box cars in a great many instances. They would shovel the beets in the doors, then would get up in the box car and shovel the beets back in the end of the car, and then we tried to get a farmer to shovel his beets and fill the ends of a box car you do not know what trouble is in receiving beets.

Our contract provided that the beets should test up to a certain sugar con­tent and purity and if a farmer's beets did not test up to the requirements we would immediately stop him from de­livering beets. We learned it required the fastest horse to stop him and what he said about us I am unable to state on paper.

But those days and those systems have all been changed. We have learned from practical experience what the farmers want and need. We now try to meet all reasonable demands from the farmers. We have finally made the beet growing industry the most remunerative crop one year with another that the farmer has.

We have some students and some fieldmen who have shed the title of students who may think they know it all and that us older fieldmen are be­hind the times. No, we thought. And to those men I want to say that the first year I worked in the sugar business I learned. But by the second year I learned a great deal more, and the third and fourth years I thought I knew it all. But the fifth year I had just learned how to know that I did not know anything about a sugar beet, the nature of soils, how the different soils should be han­dled for best production, and the re­quirements of irrigation on different soils for the benefit of diversified crops.

In closing I would urge all on, es­pecially the younger men, in the study of agriculture and to benefit by the practical and technical experience of all the company's agricultural men. —November, 1920
Death has come at the age of 96 years for Harvey H. Griffin, the oldest living Great Westerner. Harvey, who was agricultural superintendent at Fort Collins when he retired in 1928, died on May 2 after an illness of only a few days. (His picture appears on Page 37). Although in declining health in recent years, he still retained his interests and required only occasional use of a hearing aid and reading glasses. He drove his own car until he was 90 and lived in the same house at Fort Collins for 59 years on farm land he bought 68 years ago.

Only last Feb. 8, he entertained a few old friends on his 96th birthday and also collected $2,000 on a life insurance policy he outlived. At that time, he recalled his student days at Colorado A & M College, where he was graduated in a class of four in 1888. He studied irrigation engineering under Dr. Elwood P. Mead, later U. S. Reclamation commissioner. He helped Dr. Mead survey Long Pond and other reservoirs in the area.

Harvey became acquainted with sugar beets when he was head of the experiment station at Rocky Ford. One day, he recalled later, he met A. V. Officer with a group of men looking over the beets at the station. Officer, later the first manager at Loveland, said they planned to build a sugar factory at Manzanola. Harvey said he always felt his student days and his association with Dr. Mead led him to select sugar beets for his career.

After six years at New Mexico Agricultural College, Harvey joined Great Western as a fieldman in 1903 at the Fort Collins sugar factory. He became agricultural superintendent in 1911 and remained in that capacity until his retirement 34 years ago.

Harvey is survived by seven children, 11 grandchildren, and 12 great-grandchildren. His children are Myron H. Griffin, Mrs. Lucille Ferguson and Mrs. Florence Carper, all of Fort Collins; Mrs. Norma Moon of Loveland, Mrs. Leonore Cook of Littleton, Mrs. Helene Slocum of Denver, and Edward M. Griffin of Mount Vernon, N. Y.

H. C. Sheffield, veteran master mechanic at Gering, died after an illness of some length on April 11. He was 61.

A Great Westerner for 35 years, Herb was first a machinist on the construction of two factories—Ovid in 1926, and Lyman in 1927.

Moving to Wheatland in 1936, he was promoted to assistant master mechanic. He served in the same capacity at Lyman from 1940 to 1943 and at Gering from 1943 to 1946.

That year, Herb was advanced to master mechanic at Lovell and in 1947 he was transferred in the same job to Lyman.

With the closing of the Lyman mill in 1949, Herb was temporarily an assistant master mechanic at Billings until he was named master mechanic again at Lovell in 1950. Herb returned to Gering as master mechanic in 1950 and in recent years had charge of the construction projects that improved and expanded the factory.

Claude T. Carney, who was superintendent at Greeley for 27 years, died on March 8 at Greeley, where he lived. His age was 76.

Claude joined Great Western in 1910 as a bench chemist at Fort Morgan. The next year he was in the lab at Windsor and in 1911 he became chief chemist at Eaton and in 1912 at Longmont.

From 1913 to 1920, Claude was at Billings as traveling chemist for the Montana district. In 1920, he moved to Scottsbluff to become assistant to Harry W. Hooper, assistant general superintendent.

In 1926, Claude took over as superintendent at Greeley, where he remained until his retirement in 1953. Since then he managed his farms in Waldo County and served as an officer of two irrigation companies.

James J. Cummins, who was boilerhouse foreman at Sterling for 39 years, died on March 11. Jim began his career at Sterling in 1918 and remained there until his retirement in 1949.

George, who retired at Windsor in 1940, was a Great Westerner of 43 years. He began his career with the surveying gang at the Lovell factory in 1918 and worked the first campaign there in 1916.

In 1917, he began his continuous service at Lovell and worked up to beet and foreman by 1919. He switched to the sugar end in 1923 and remained there until 1929, when he was promoted to general foreman at Windsor. He became an assistant superintendent in 1933 at Windsor, where he remained until his retirement in 1955.

After his retirement, Floyd and his family returned to live in Brighton.

George S. Wilder, who was an assistant superintendent at Windsor for 27 years, died on Jan. 22. His age was 66.

Ed, who had been ill for some time before his retirement, began his career at Fort Morgan in 1922.
The Old Loveland Twin Engine--
And the Human Engine

By Sam Mooney

If there is anyone in the company who has a right to say the things that are said in the following article that man is the Loveland Superintendent. Self-made, efficient, clean, Sam Mooney may draw a moral from the old twin engine and those of us who are worth while will echo to his sentiments.

While walking to work one fine Colorado morning, when the air seemed fresh and even form of being seemed to be pulsing with the very joy of living, each striving to outdo the other in trying to fulfill its life purpose, the writer noticed the bull pen, the old twin.

A bull pen is to be found at all factories, just as a graveyard is to be found at all towns. It may have different names at different plants: "White City," "Scrap-yard" or "Bull Pen"--they mean the same. It is the graveyard of many different hopes, the mausoleum of many good ideas. Here the discarded machinery awaits the executioner, the second-hand man.

Up in one corner I saw a large piece of apparatus, neatly shrouded, carefully laid away--AT REST! No more will it revolve, or perform work! No monument there to tell its name!

In a short while, some of us "old heads" will have gone, and perhaps some graybeard, tottering along, will also look into the bull pen, and say, "Why that is the old TWIN ENGINE!"

What a story that old engine could tell! It has seen so many changes. When it was first installed as the main engine of the Loveland Factory, with what ease it performed its work; with the Loveland Factory, with what care the human head worked, with the engine of the Loveland Factory, with what pride did old Tom watch it revolve! "Time marches on. We all must do our part and fill the niche reserved for us. The men, the human engines, who watched over this twin engine in the early days of the business, do not look so youthful. Gray hairs are now the predominant color; crow's feet and wrinkles show where once only the flush of youth appeared.

But it is different with the human engine than with the engine made of steel. The engine of steel can only do the work intended for it; it is a machine made, and has its limits. Given care and attention, it performs its duties faithfully, always doing its best. But—the Human Engines who were contemporaries with this machine, may not be in as good physical shape as the subject of my text, may not be able to approach their powers of youth as the old twin can. Still, they are today giving a larger service to the Company than they did in the olden days. The old twin did not have a brain. The brain is the seat of energy in man, and by the expansion of our existence that we are just hanging on and barely doing our work. We do not want to be old twin engines in the factory scrap yard when we have given twenty years of service changing with you? Where will the men, the human engines who watched your predecessor, the old twin, through its twenty years of work, who decreed its demise, and the installation of you, its successor? Where will they be?"

I suppose some of our younger men may say, if they read this, that this retrospective shows the approach of early decay, that we should always look and plan for the future. If they say and think this, so be it—it matters not. Patrick Henry said: "I know of no better way of judging the future than by the past."

There is a moral, or a lesson, to be drawn from this, clouded though its presentation may be. We do not want to be old twin engines in the factory scrap yard when we have given twenty years of service changing with you? Where will the men, the human engines who watched your predecessor, the old twin, through its twenty years of work, who decreed its demise, and the installation of you, its successor? Where will they be?"

I suppose some of our younger men may say, if they read this, that this retrospective shows the approach of early decay, that we should always look and plan for the future. If they say and think this, so be it—it matters not. Patrick Henry said: "I know of no better way of judging the future than by the past."

There is a moral, or a lesson, to be drawn from this, clouded though its presentation may be. We do not want to be old twin engines in the factory scrap yard when we have given twenty years of service changing with you? Where will the men, the human engines who watched your predecessor, the old twin, through its twenty years of work, who decreed its demise, and the installation of you, its successor? Where will they be?"

No! We must improve the seat of energy, the brain, while we are young and at the time we are performing our customary duties, so that as we grow old we will be capable of filling positions of trust, where we can draw upon the benefits of experience, and where to this stored knowledge we can add more knowledge—thereby making a mighty engine good for years to come!

July, 1923

Sam Mooney, born in Scotland and schooled in Ireland, traced his Sugar Tramp lineage back to 1903 at Fort Collins, where he was first a head fitter. But he didn't stop there. By 1909, he was master mechanic at Greeley, then back to Collins for a short term, and then to Loveland, where he was superintendent from 1917 to 1936. His work then brought him to Denver and a job as district superintendent. In 1940, he was appointed general superintendent and in 1941 elected vice president. Sam's career was cut short by his death in 1942 at the age of 63. His brother, Joe Mooney, was master mechanic at Greeley from 1925 until his retirement in 1951.
WHERE DO YOU GO FROM HERE?

By E. A. HAND, Fort Collins

How tired I am of that slang,
Out of the year it greets my ear
At the end of each campaign.
When I start out on the road again
The conductor on the train,
As he takes a grip on my mileage slip,
Fires this at me again:
"Where do you go from here?"

The hotel man gets sociable
As I pay for his high-priced cheer,
And as he drops my bill in his growing till
He says, "Where do you go from here?"
At last I dreamed and to me it seemed
That my time had come to die;
With angels bright I took my flight
To the pearly gates on High.

There stood St. Peter, at the foot of the stair—
He looked at me with a doubtful air
And said, "Your papers, please;
What ails your knees?"
Then, grinning from ear to ear,
Said: "Oh, you are one of those Sugar men—
Where do you go from here?"

January, 1920