

The Swedish Engineers' Society
of Chicago, Illinois

MONTHLY BULLETIN

JUNE-JULY, 1930



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doubt will extend bigger, better, and
greater opportunities than heretofore.”*

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No. 6-7

"Line up and have prepared some new members for Fall
and let's anticipate the enjoyable festivities ahead of us by
making the best of the present conditions."—From the
President's belated message.

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MONTHLY BULLETIN

Published monthly for the members of the
Swedish Engineers' Society of
Chicago, Illinois

EDITORIAL STAFF

SVEN OSCAR YOUNG

Tel. Randolph 2121, Local 328 (Bus.)
Lincoln 9594 (Res.)

WM. E. ANDERSON	ÅKE BJÖRKMAN
C. H. CARLBERG	H. G. GUSTAFSSON
ERIC T. JERNBERG	A. J. LAWRENCE
HENRY A. MOBERG	ERIK PETERSON

Address all contributions to the Bulletin Editorial Staff, 503 Wrightwood Ave., Chicago, Ill.

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NEW OFFICERS

For the duration of the absence of Clarence S. Ongman and Henry A. Moberg, who are touring Europe this summer with their families, the Board of Directors elected the following officers to fill the places thus temporarily vacated:

Sven C. Eklund, Secretary;
Nels P. Peterson, Treasurer.

MANY, MANY REGRETS

A Bulletin without the customary cheerful message from the President is a disappointment, no matter what else it may contain. We regret also the absence of the Ladies' Auxiliary notes. We have delayed this issue because of these missing features.

Nearly every one of our regular contributors seems to have fallen down on the job, as far as this issue is concerned—your editor included. The only exception is Mr. W. E. Anderson, who has furnished us a review of all but one of the lectures delivered at our monthly meetings, all of which are already in type, reposing in our galley, to be printed in orderly succession. We are fortunate to have Mr. Anderson on our staff.

We had an ambitious program for this midsummer edition, but it has been largely dissipated by the torrid weather that has beset this otherwise attractive region.

We had planned to complete our story of our Knight of the Order of Vasa, John S. Gullborg. Another thing we had intended to do was the finishing of an account of the part

the Ladies' Auxiliary has played in our Society during the first decade of their activities. And there were other features we have had in preparation, but have had to drop, at least for the time being.

Our editorship, as some of our readers must have observed, is just one long chain of unfulfilled intentions.

We had also expected to be able to present something extraordinary from Eric Jernberg, humorous and witty; also something in a serious strain, the latter concerning the Swedish Glee Club, whose appearance and masterly performance at the Bendix testimonial dinner impressed us so favorably that we thought only a special article from the able pen of Jernberg could do them justice.

As to the Outing

Then there was the Society's annual outing, at Gurnee, Ill., to be considered. Åke Björkman, chairman of the entertainment committee and member of our staff, undertook to gather in all the interesting details and put it in the hands of the editor for this issue. We have waited long and patiently for this data—and are still waiting.

What added features we have had in mind need not be revealed—perhaps some of them will appear later. It is enough to say that a contemplated twenty-page Bulletin has dwindled down to the ordinary, modest twelve-page size.

We are not criticizing or blaming any one. It is too much to expect a man to sit down and labor in his sweat for hours, after a strenuous day at the desk or draughting room, or in the shop, on summer nights like these.

VARENDA EN MÅSTE LÄSA
DETTA!

Jag vågar hålla vad om, att i jul, när ni läste vår "Trasdocka", varena en åtminstone en och annan gång tänkte: "Det där hade jag kunnat göra bättre!" Och jag är övertygad om, att i fall ni bara försökt, ni verkligen skulle ha lyckats göra det.

Varför då icke försöka? Ingen av "Trasdockans" redaktion eller med-

arbetare inbillar sig vara skald eller författare. Vi göra så gott vi kunna, och det är kanske icke alltid så värst mycket. Men i brist på bättre får det duga, ty "Trasdockan" är en allt för god inkomstbringare åt vår förening att vi skulle låta henne vara.

Det tycks kanske, att det nu är bra långt till den tid, då nästa "Trasdocka" måste utstyras. Men vi ha aldrig varit färdiga i god tid; ju fortare bidragen komma oss till handa, dess bättre kommer "Trasdockan" att bli. Och just nu i dessa sommardagar är en mycket behaglig tid att skriva ihop den artikel eller skalda den vers, som vi så väl behöva. Vi behöva icke säga ifrån, vad det skall vara. Ni har ju läst föregående nummer och vet hur blandat innehållet är. Allting duger, troligtvis utan någon bearbetning alls, och vad som helst är bättre än intet.

Du som aldrig förr har hjälpt till utan litat på att det alltid finns några medlemmar som äro dumma nog att taga hela bördan på sig, och du som förut varit oss till hjälp, lyssna nu alla till denna vår allvarliga vädjan och låt den icke klinga ohörd.

A. G. WITTING,
Trasdockekommitténs ordf.

IN MEMORIAM

Verner Renhold Velander, active member, who joined the S. E. S. in 1910, died at his home, 1943 Monterey Avenue, after a long and trying illness, on May 22nd. He was born in Stanton, Iowa, May 16, 1888, and received his B.S. and M.E. at Iowa State College, Ames, Iowa.

His first job was with the Crane Co., Chicago, in 1910, but soon thereafter became connected with the Underfed Stoker Co., where he remained until 1912, when he was employed by the Sargent & Lundy Co. In 1914 he was consulting engineer with the Chicago Engineering Co., but left for Cleveland, Ohio, in 1915, to become assistant engineer for the W. W. Sly Mfg. Co., where he remained until 1918. The following year he was employed as mechanical engineer with the Willis E. Holloway Co., Cleveland. He moved to Scottdale, Pa., in 1919, to become

chief engineer for the Marion Machine Foundry and Supply Co., until 1922, when he formed his own company, under the name of Pittsburgh Engineering Foundry and Construction Co.

After five years of successful business and as registered professional engineer in Pennsylvania, Mr. Velander took sick and had to leave for the South and Cuba. Somewhat improved, he came back to Chicago in April, 1927, and organized the Verner Steel Products Co., besides being engaged for a while as sales engineer for a local firm.

Mr. Velander was one of the more active members of the Society during the first period of his residence here. He continued his connection with the Society, as corresponding member, during his absence, and resumed his active membership on his return to Chicago. He also belonged to the American Society of Engineers, and was a very active church member. He married Olive M. Siler, of Ames, Iowa, with whom he lived very happily. The union was blessed with five children—two girls and three boys.

Besides his wife and children, Mr. Velander is mourned by two brothers, Julius and Ivar Velander, and an aged mother. The internment was at Oak Hill cemetery.

It can be truthfully said that Mr. Velander was a most pleasant companion and a genuinely good fellow, one of the few American born members to take such an active interest in our Society.

A wreath with the Swedish colors from the S. E. S. followed the departed to his last resting place.

*

Carl Jernberg, a former member, died on May 19th, at the age of 75 years.

He was born in Noreborg, Värmland, September 13, 1855, and came to the United States in 1881 and in 1903 organized the Standard Forging Co. at Indiana Harbor, Ind.

He joined the S. E. S. in 1910 and left the Society in 1923.

The funeral took place at the Swedish Baptist Church in Englewood, with internment at Oak Hill cemetery.

—C. G. Axell—O. Y.

MORE EDITOR'S NOTES

Because the times are out of joint, it is necessary, in spite of summer heat and out-of-doors attractions, to devote more than ordinary effort to our Society's affairs, in order to keep our heads above water. To this end, the Officers and members of the Board of Directors are holding frequent sessions, laboring long hours to solve the Society's problems.

Much of their time is being devoted to the collection of delinquent membership dues and, in furtherance of this most needed work, a score or more of the more responsive members have been called in to render assistance and advice.

Every member can take a hand in this work. If you are in arrears with your dues, make haste and bring or send them in; if they are paid, then get in touch with some fellow-member, whose dues are not paid, and have him restored to good standing in the Society.

"Svensesa"

One of the most popular good fellows among the younger set in our Society is Dr. Axel V. Hall, a successful dentist, with offices at 5154 North Clark St., a brother to our official architect, Eric E. Hall.

Late in May it became known that Dr. Hall was about to enter into a contract with a charming young lady—Miss Florence Gustafson was her name—to forego the pleasures of carefree bachelorhood and accept the bonds of matrimony.

Of course, the event had to be preceded by the customary bachelor party and so a "svensesa" was arranged for Thursday evening, May 29th. As Dr. Hall's friends are many and three clubs would be represented, it was decided the affair should be held in the ball room of our club house.

Unfortunately, an inconvenient illness prevented the writer from attending and a detailed report can therefore not be made. However, it was a dignified party, entirely different from the traditional "svensesa".

Dr. and Mrs. Hall have our heartiest good wishes for a long and happy married life.

House Warming Party

A party of S. E. S. members, Ladies' Auxiliary and outside friends—some fifty, in all—swooped down on Mr. and Mrs. Axel K. Sjolander one evening in the early part of June, bringing presents (two beautiful alabaster fire urns), music and loads of refreshments, keeping the home fires burning until late in the night.

The Sjolanders had just moved into an elegant new two-story residence, which they have built for themselves at 2716 Morse Ave., and the party was a sort of dedication of this house to its proper social use.

Holmes to New Jersey

One of our Society's best known and most generally liked and dependable fellows—the Society's youngest living charter member—Sven E. Holmes, has left Chicago permanently, just as we all were rejoicing in his return, after a long absence.

For many years A. A. Wickland & Co.—a well known concern, headed by and bearing the name of a loyal and valued member of our Society—has claimed Mr. Holmes as its chief engineer. For more than a year this concern has been engaged in designing and constructing a mammoth Eastern plant for Rundle Mfg. Co. of Milwaukee, Wis., at Camden, N. J. Mr. Holmes has been in charge of this work, which was finished late this spring. He now goes back there, as chief engineer of that plant, for the Rundle Co.

Before leaving Chicago, Mr. Holmes and his fascinating young wife were hosts at a very delightful dinner and card party to fifty or sixty intimate friends at the Club, given in honor of Mr. Holmes' cousin, Mrs. John S. Olson (wife of our former treasurer) on the 40th anniversary of her birth, at the same time Mr. Holmes announcing their leaving Chicago, bidding their friends a fitting farewell, thus making the occasion doubly significant.

We all sincerely wish Mr. and Mrs. Holmes a full measure of happiness and contentment in their new home, which we are sure will not be denied them, possessing, as they do, the happy faculty of easily winning people's friendship and devotion.

Trap Shooting Contest

From reports of an animated trap shooting contest during the first part of June, it appears that our architect, Eric E. Hall, is now champion trap shooter of the country, having defeated the big shot that held that distinction before the contest referred to.

Your Fishing Story

We have just one fishing story so far for our August-September Bulletin. George Axell and Carl Larson brought that one in; and as if they expected to encounter doubting Thomases, they brought a mess of fish along also, which started a fine series of fish dinners at the Club. And they brought a lot of pictures. With all that evidence there could be no room left for doubt.

Larson has since been out chasing bears and has promised to write us a story about it.

Let's see, now, what other S. E. S. members have been up to during the vacation months. Give us the facts—we will be glad to supply the rest.

Forty Years Old

On a Wednesday night in May, the members of Onsdagsgänget, who had gathered for their regular Wednesday night dinner, were invited to join with Lambert C. Eklund, home builder and active member of the S. E. S., in celebrating the 40th anniversary of his birth.

Henry A. Moberg was toastmaster, and there was no lack of flowery eloquence; but George Axell held the party's attention almost constantly that evening, with an endless string of side-splitting stories.

We wish our friend Lambert another forty years of health, prosperity and contentment—and then some! He has done well so far and has a happy home with a good and true wife and a charming, dutiful little daughter, Laura, who a few days before had been confirmed in the Lutheran faith—she and Gunhild Moberg. The two girls, as we saw them in their snow-white dresses, presented an inspiring picture of girlish innocence and devotion to the good and true, such as one does not wish to soon forget.

Reunion in Stockholm

Radio letters were exchanged between the President and members attending a Board of Directors' meeting and the Wednesday night supper attendants, on this side, and the Reunion Dinner party at Bellmansro, Stockholm, on the other side of the ocean, Wednesday, July 16th.

These exchanges of greetings and felicitations will be printed in our next issue—the August-September number—together with a complete account of the entire celebration, if a report has reached us before that issue is prepared for the printer.

To Sweden to Stay

Ligne Swartz has sent the Secretary a letter, notifying him that he is returning to Sweden, with the intention of remaining there, but wants to continue his membership in our Society, at the same time sending his regards to us all and requesting that the Bulletin be forwarded. His address will be: Töckfors, Värmland, Sweden.

The Blue Book

The third edition of the Swedish Blue Book is now printed and several copies have been delivered to our Club.

It is a veritable storehouse of information about Swedish people and Swedish institutions in Chicago and a handy directory of Swedish names.

Julius Lincoln's Speech

In the Bulletin for May, we gave a brief account of the testimonial dinner to Vincent Bendix on the evening of last April, the 3rd, at the Stevens Hotel, and promised to reproduce in the following issue the speech made on that occasion by Dr. Julius Lincoln, Secretary of American Sons and Daughters of Sweden, having received Dr. Lincoln's permission to do so.

The fact that Mr. Bendix, around whom the great oration is woven, has since become a member of the S. E. S.—is in fact now one of us—should make it all the more interesting reading, and we believe its publication in this mid-summer edition of the Bulletin is particularly appropriate and timely.—Ed.

THE IRON AGE AND IRON MEN

(Address by Dr. Julius Lincoln)

Spontaneously, there is projected upon the screen of memory and imagination the rugged outlines of the Scandinavian peninsula, away yonder in the Northern seas, whence the gentleman, whom we are honoring, and many others in this distinguished company, have sprung.

A wonderful panorama unfolds itself in bewitching sequence. The dazzling crown of Aurora Borealis upon the brow of the universe; the sun that illumines at midnight; a rock-ribbed coast, against which the furies of the deep are broken; a summer sky that arches an enchanted land, as Heaven's choicest benediction; a rigorous winter and a brief season for reaping, that compel men to diligence and resourcefulness; woods and mountains and waterfalls, calling for ingenuity to develop; a race that has had the mental, moral and physical equipment to respond and create a fascinating record of romance, adventure and achievement.

From Scandinavia's Shore

Sturdy craft with image of dragon upon the prow, propelled by brawny arms, Viking chieftain on the lookout, are pushing away from Scandinavia's shores for exploration and conquest.

They say that Leif, the bold, stepped out upon the New World in the year One Thousand. The story of these sea-farers is a colorful chapter of history.

Scientific research has fixed three distinct eras in the development of the world, the stone age, the bronze age, and the iron age. Utensils and weapons of stone were clumsy and fragile. A panic-stricken morale is the inevitable consequence of a shattered, indispensable implement. The alloy of copper and tin was brittle and unequal to the strain of the most crucial tests. The infusion of another element was needed to make strong men self-reliant and bolder to launch out for unexplored realms of endeavor. At the dawn of the iron age the masterful man entered the arena of action. With iron in his hand and iron in his soul, he set out

to conquer. Swede or Englishman or Frenchman or Spaniard or Italian or German, or American, he had discovered the mightiest of instruments. The iron age begat iron men. What men they were and what they wrought, undaunted, undefetted, ever pressing on, building a civilization upon a new anchorage sunk into mountain fastness and deepest earth.

Stephenson, the Scotchman

To George Stephenson, the Scotch engineer, goes the credit of having produced the locomotive, in 1814. Literally, it had to steam its way through prejudice and unreasonable opposition to a demonstration of practical utility. While seeking a route for the Liverpool and Manchester railway, "the surveyor and his assistants were attacked with guns and pitchforks and sticks." Railroads were the most popular theme of denunciation and ridicule by writers. "It was declared that poisoned air from locomotives would kill birds and render the preservation of foxes impossible and that hens would stop laying and cows cease grazing. The people were told that should railways become general, there would no longer be use for horses, that the species would grow extinct and oats and hay become unsalable." But, the builder of "the iron horse" was himself an iron man, and George Stephenson triumphed with scientific facts and irresistible energy even over a recalcitrant parliament.

Cyrus Field's Courage

Would you look at another picture. On March 10, 1854, six men gathered in Cyrus W. Field's parlor to listen to a recital of his dream of connecting the Old World and the New by means of a cable on the bottom of the ocean. In the entire history of mechanical achievement the account of this enterprise scarcely has a parallel. The first attempt to lay the wire from the American side under the Gulf of St. Lawrence ended in failure. On to Europe went Mr. Field, where aid was enlisted. A fleet sailed from Ireland, laying out the line, which snapped, when three hundred miles from the shore. An appeal was made to both sides of the Atlantic and once more there was

generous response. The United States and Great Britain loaned ships from their navies. Hundreds of miles of wire had been laid, when the cable was broken by the upheavals of the sea. But, the iron man did not crack under the strain. Another, a last desperate effort, was successful, and President Buchanan and Queen Victoria exchanged felicitations upon this mastery over space.

A Critical Moment

That very night, in 1858, the Atlantic cable died. Rarely, if ever, has so much abuse been hurled at a promoter. The press and public joined in the most vehement vituperation of Cyrus W. Field, whose unworkable project was stamped as a stock-jobbing fraud. Accusations that the cable had never functioned were openly made. The burdens of a discredited and disappointed man were made heavier by the loss of his entire, private fortune. The iron man was not yet crushed. For eight years he labored. In the course of conferences with congresses and parliaments, cabinets and ministers, bankers and directors, he crossed the ocean forty times. Finally, in 1866, the victory was won, and the world lay at the feet of a new conqueror.

The Automotive Industry

Tonight the automotive industry is in the foreground, an amazing revelation of progress before the very eyes of the present generation. It's almost like a dream.

Mr. Marcosson sketches this bit of history: "A Detroit engineer, who had served his apprenticeship in an electric light plant, evolved a car, which he believed would sell at a popular price. He tried to interest capitalists in vain. Finally he fell in with a stove manufacturer, who agreed to lend him \$27,000. 'But I can't afford to be identified with your project,' said the backer, who feared ridicule for his hardihood.

"Today the name of the struggling inventor is known wherever cars are run. This, in substance, is the story of Henry Ford."

The rapid transformation of the public mind, as well as the perfection of the vehicle are aptly illustrated by an English statute in

force not so very long ago, which required that every motor car on the Queen's highway must be preceded by a man bearing a red flag and that they must not travel at a greater rate of speed than two miles an hour.

Fleets of the Air

What a picture of prodigious growth in a few years! Twenty-five million motor vehicles rolling over the United States, upon roads which their demand has built. The wholesale value of the production for 1929 was three and one-half billion dollars. And out of this stupendous, highly systematized manufacture, fleets of the air are lifting themselves up on wings to soar over land and sea, for the 20th century iron man has made iron fly.

This industry has been an attractive and fertile field for the inventive genius and mechanical engineers, iron men, who are emerging with a bountiful harvest of hard-earned success.

Vincent Bendix

While this modern means of transportation was largely in its experimental stage, a sixteen year old lad started out from a Swedish parsonage in Chicago to investigate this big world and the things in it. The interior mechanism of the automobile engaged his attention. He concentrated upon three points, the starting, the going, the stopping, and in this special most vital province the name of Vincent Bendix is synonymous with mechanical perfection and his advance has been phenomenal. Just how well the ground-work was laid by the energetic youth, is evidenced by the colossal superstructure, which has been reared upon it, a miracle of financial architecture and substantial construction.

A Heart of Gold

The creator of this mammoth corporation excites our admiration, of which this dinner is a sincere expression, and we really appreciate this opportunity of becoming a little better acquainted with him. May we venture to say that in Mr. Bendix's persistent and fruitful efforts to make the ride through life for

all of us safer and more comfortable is also found the key to his character? We have seen his supreme self-control and poise under stress and in exacting situations. The machinery of his disposition runs smoothly and the brakes of a well-balanced mind and a kind heart subdue nerves that are placed under a terrific strain in the conduct of immense affairs. The man of iron has come through trials and difficulties with a heart of gold.

The Ride Through Life Made Easy

There is a beautiful tenderness in the solicitude of this strong man for the mother, who is rejoicing over the honors being paid her thoughtful son tonight, and it seems I hear the prayer of her loving heart: God bless my noble boy. We were thrilled last fall, when the message came amidst the crashing of fortunes and the disappearance of savings, that Vincent Bendix would safeguard his employees against possible loss for investment in his enterprises. Surely these men and women are finding the ride through life easier by this distinctively Bendixian appliance.

The renowned explorer Dr. Sven Hedin, met with the hardships of exhaustive studies in the wilds of Thibet, is enabled to make further contributions to science by the generosity of Mr. Bendix, and at the same time Chicago is to be enriched by a most unique gift. Right here it is fitting to make public acknowledgment of the benefaction of another citizen of Chicago to further the work of Dr. Sven Hedin. We refer to Mr. Albert I. Appleton, whom we have the pleasure to salute as Riddare of Kungliga Nordstjärne-Orden.

Shoan Made His Models

In the beginning of his remarkable career, when he was struggling to secure a foothold, Mr. Bendix went to a young Swedish mechanic in Chicago to contract for work, which was satisfactorily performed. Within the past year, these two men again met, when Mr. Bendix exclaimed to the chairman of this dinner: "Well, well! Nels Shoan. You're the man who helped me to get my start. You made models for me when I had no money. I owed

you \$35.00 for six months and you never crowded me. Thank you. I'm awfully glad to see you." The iron man with the heart of gold never forgets. That's the way friendships are made and kept.

Such is the man, whom we delight to honor and who was elected by His Majesty, King Gustav V, for a high, well-merited distinction, upon which we congratulate Mr. Vincent Bendix, Commander of the Royal Order of the North Star, and the charming Mrs. Bendix, who becomingly shares the honors with her famous husband.

On the Pages of History

The little country up yonder in the North has written splendid entries into the pages of the United States' history through her children. The American Sons and Daughters of Sweden, a patriotic organization, has undertaken to perpetuate and interpret this record, from the founding of New Sweden in Delaware, in 1638, from the signing of the Declaration of Independence by John Morton, grandson of a Swedish colonist, and on down through the years.

A Galaxy of Proud Names

This occasion recalls the accomplishments in the field of engineering, of John Ericsson, the creator of modern navies and rapid steamship transportation, of Admiral Dahlgren, "the father of American Ordnance", of Dr. E. F. W. Alexanderson, the technician of radio and television, of Mr. C. E. Johansson, the perfecter of precision instruments, of Mr. Olof Ljungstrom, efficient power engineer, of Colonel Lindbergh, still the Lone Eagle of the Atlantic, and of Vincent Bendix, chivalrous, masterful and friendly, the man of iron with the heart of gold.

"Mest Delikata Bröd"

Var och en som deltagar i våra klubbester på onsdagskvällarna har haft anledning att prisat det delikata knäckebröd, som serveras vid dessa trevliga tillställningar.

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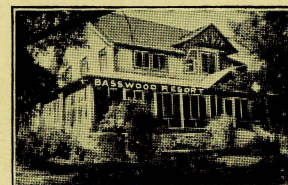
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