

A GENERAL HISTORY OF
HALLIDAY, NORTH DAKOTA
FROM 1900 - 1940.

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A GENERAL HISTORY OF HALLIDAY,
NORTH DAKOTA FROM 1900 - 1940

NORTH DAKOTA
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Elmer Faser

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DEDICATION

To

MY WIFE JOAN MARLENE, WHO SO GRACIOUSLY
GAVE OF HER TIME WHILE ASSISTING ME IN
THE STRUCTURE AND CONTENT OF THIS PAPER.

Elmer Faser

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PREFACE

My purpose in writing this paper is to present a general history of Halliday, North Dakota from her beginning in the early 1900s through the 1940s. I herein endeavor to relate and recapture the struggles and anxieties of the Halliday citizens from pioneer life to the modernization of the 1940s. This can be vividly portrayed by the determination of a few adventurous people such as Nathan C. Halliday for whom the town was named. The coming of the railroad brought about a new frontier for the merchants and area homesteaders of Halliday.

Progress and prosperity during the early 1900s was shared by the citizens of this community. Suddenly in 1929 came the great stock market crash resulting in the closing of the banks and foreclosures on mortgages. This was followed by the drought and depression of the 1930s. These devastating events finally passed and once more Halliday was on her way on the ladder of success.

I would like to express my appreciation to the early settlers who gave me the information concerning the history of Halliday's beginning. These men are Andrew Bye and Sig Evenson. I would like to thank the staff of the North Dakota State Historical Society that so generously allowed me the use of the Halliday Promoter newspapers dating from 1914 through 1922. I am also indebted to the Halliday Historical Committee who so willingly gave of their time and materials to make this paper relatively complete.

I am deeply grateful to my sister, Mrs. Eleanor Reich, for the donation of her time in typing the final draft of this paper.

These acknowledgements would not be complete without giving thanks to Mr. N. Manvel Lillehaugen, Associate Professor of History at Minot State College, for the time, patience, and understanding that he gave to me while writing this paper.

In conclusion, any facts that have been misinterpreted by the author have not been intentionally stated, but are due to probable inaccuracy and misunderstanding of the sources used.

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CHAPTER I

OLD HALLIDAY 1900 - 1913

In the early twentieth century the Midwestern area of North Dakota was an unorganized territory of rolling prairie and vast grasslands, in which cattle grazed and roamed without physical limitation. This midwestern territory was sparsely settled with ranches and was intriguing to adventurous men. Nathan C. Halliday, of Scottish origin was one of these men, who in 1900 came from the "Canada country", and migrated into Western Montana. Because of his wanderlust, Halliday decided to move to the western part of North Dakota, where he settled, near spring creek on Squaw Trail, leading to the Elbowoods country. Subsequently Halliday decided to build a ranch home, in which he opened a store and a Post Office in the year of 1900.¹

According to Sig Evenson, an original settler at Halliday, Nathan Halliday was a wanderer, and never seemed to be satisfied when it became necessary for him to settle

1

Sig Evenson, Personal Interview, January 2, 1964.

in one place. Halliday was a "squatter" on the land and paid no taxes because the territory had not been organized until 1908. Because of Halliday's nomadic nature he left his ranch home in 1903 and departed for California without any expectations that his small town would be named after him.²

Halliday was a frontier town during these days. Andrew Bye a native of Old Halliday had this to say;

When I came to the site of Old Halliday from Taylor in 1905, I found the Halliday store and Post Office in a sod dug-out. There were three or four rooms to the dug-out built into the side of a hill. The General Store constructed in the sod house sold articles such as tobacco, Bull Durham, and hard candy. Twice a week the Post Office would receive mail from Taylor located about forty miles from Halliday.³

Transportation over the Knife River, located about 16 miles south of present Halliday, was an interesting experience. Mr. Bye, a native settler and rancher said; "A common way of crossing the mail over was to place the mailsacks in a tub and guide it across the water."

What was travel like during this era? "Horseback

2

"How Halliday Was Named," Halliday Promoter, Friday, January 1, 1915, p. 1.

3

Andrew Bye, Personal Interview, January 4, 1964.

4

Ibid.

was the most common form of transportation," says Andrew Bye. Those who did not own horses just had to use their feet. However, there were a few people who owned a "toprig", or surrey type carriage, and were considered to be of upper social class. The toprig in those days seemed to compare with the ownership of the modern Cadillac of today in status!

The land around Old Halliday was known as "no mans land," due to the fact that the country was not organized. Counties such as Stark and Mercer, tried to claim the territory for their own, because it would increase their size and prestige. Organization of Dunn County was established on January 18, 1908, by Governor G. Burke.⁵

Like all frontier areas, Old Halliday had colorful citizens. Another such colorful person was Sam Juele, a local blacksmith, who according to Andrew Bye, was "quite a character." Sam had his blacksmith shop in a sod dug-out. His "shop" was a favorite place for early settlers to stop and visit. Sam was a big husky fellow, with a beard which always was a couple of weeks growth in length. He had a stentorious voice which seemed to correspond to his physical

5

"Dunn County Organized," Dunn County News, January 23, 1908, p. 1.

attributes. At first glance one would think this man was cruel or harsh, but Mr. Bye said "Sam was a good and kind hearted person." Sam originally came from New York and had migrated as far west as Glendive, Montana. He squatted near Taylor and from there moved to Halliday and settled in the vicinity of the now George Ferbee farm, located about six miles north of Halliday today.

It seems that Sam enjoyed trapping. When a person walked into Jule's dug-out the visitor would find traps all over the place. Sam also always had his mouth full of tobacco and was quite proud of being able to spit tobacco in to a spittoon six feet away!

Sam later decided to move to Canada, but returned again to Halliday in 1910. During his second stay at Halliday he started a restaurant in one of the dug-outs. He became known for his black coffee, biscuits, and kraut. Sam pickled his kraut each year and stored it in fifty pound barrels. A humorous accident occurred one day while Sam was cooking in his kitchen that is, if a dug-out has a kitchen! It seems that a cow was walking over the top of his sod dug-out and in turn fell through the sod and

over the stove, where his dinner was cooking. This caused quite a bit of excitement and teasing of Sam by the men who had witnessed the affair.

Old Sam finally succumbed to poor health and was taken to Bismarck to a hospital, where he passed away a short time later.

⁶
Andrew Bye, op. cit., p. 2.

CHAPTER II

NEW HALLIDAY AND THE COMING OF THE RAILROAD

By 1914, the Northern Pacific Railroad was branching out from Mandan, North Dakota, and was to extend 130 miles northwest of the Missouri River, into the hinterlands. This territory had become populated in the early 1900's, therefore, more inclusive communication and transportation had to be established in order to bring about faster development of the land and the area.

Because the Northern Pacific Railroad was being constructed northwest of Mandan, the people of Halliday realized that if their town was to be a really growing and prosperous community the town would need the lifeline of a railroad. However, the railroad had already been constructed two and a half miles south of Halliday. This brought about a chain of events which began with the moving of Halliday from the old site to its present location,

which is the Northern Pacific branch location on the Spring Creek route.

The coming of the railroad encouraged the inhabitants to move business buildings, which included the General Store, Bank, Post Office, and various residential buildings to this new site. The townsite of Halliday is particularly worthy of special mention. It is splendidly situated on a flat, the hills sloping up on the north and south, while to the east and west a gentle valley makes a natural gateway for the railroad.

The coming of the railroad meant progress and modernization to the early settler. A description of what this meant to these early settlers was given by Mrs. Wallace Sandberg, wife of a homestead farmer, who lived in the Halliday area during 1914.

The story of the struggle and hardships would be a long one and one shared by many of the early pioneers. Their first homes were of sod houses and a sod barn. To make a sod house into a home, Mom took the dainty linens from the trunk, and tenderly laid them on boxes that served as furniture. The comforts of the homeland must have been on her mind many times.

There was no town, or... no hopping into the car for a quick trip to the store. Taylor, North Dakota, forty miles south, was the nearest town. In order to go there, the trip had to be planned in advance. The trusty team of horses, were hitched to the wagon and guided southward toward the Knife River, which was located sixteen miles south of Halliday. This river had to be crossed without the aid of a bridge, therefore, the trip took more than two days.¹

As an aftermath of the railroad enthusiasm grew among the people of Halliday. This can be visualized by captions taken from the Halliday Promoter, the town newspaper:

Two crews are working from Golden Valley (located eighteen miles east) to Halliday. One crew has charge of the bridges the other the laying of steel. Progress is slow because help is scarce and full crews cannot be obtained. It is hoped that as soon as harvest comes more workers will be available.²

And:

Surface crews have reached Halliday and are camped here for the present building of the grade and side tracks. The completion of the

1

Mrs. Wallace Sandberg, Letter To The Halliday Historical Committee, December, 1963.

2

"Laying Of Steel Has Now Begun," Halliday Promoter, Friday, August 21, 1914, p. 1.

rail laying is expected by September 15, 1914.³

The arrival of the first Northern Pacific train into Halliday occurred in September of 1914. "There was great rejoicing, old timers, bronco busters, and cow - punchers, as well as the new comers, looked thunderstruck."⁴ Now the farmer would not have to haul his grain forty miles to Taylor, instead he could ship his produce directly to Bismarck by railroad.

As the development of Halliday progressed, the railroad daily brought more people into the town in search for locations to build homes and to find places to work. According to the Halliday Promoter, the common expression in 1914 was, "Who is that?" and "What building is going up?"⁵ Yes, there must have been optimism over the growing community.

During 1914 eight buildings were under construction. Some of these included the Security State Bank, Hardware Store, Clothing Store, and Elevator. "In fact, the sounds of a hammer and a saw were heard from early morning until dusk, and every workman who could handle a hammer and saw

³ "The Rails Are Gradually Being Laid Toward Our Thriving Little City," Halliday Promoter, Friday, September 4, 1914, p. 1.

⁴ "Halliday's Real Romance," Halliday Promoter, Friday, May 14, 1914, p. 1.

⁵ "Halliday Is Now On The Railroad Map," Halliday Promoter, Friday, September 11, 1914, p. 1.

6

was urged to work."

Halliday was no longer to be an isolated town. She was to have her place on the map, and was to become a leading town in Dunn County! Halliday at this time had a steady growth of strong citizens and good farmers who were determined to carry out their duties to make Halliday a leading community.

The railroad had certainly brought Halliday out of its original isolationism. The passenger train came steaming through daily, as did the freight train which was long and heavy with the incoming consumer goods, and with farm products that were shipped out. Halliday was now well on the way to becoming a prosperous community.

7

6

"Halliday Is Growing Rapidly Since The Rails Came,"
Halliday Promoter, Friday, October 9, 1914, p. 1.

7

Marshall Jackson, Letter To The Halliday Historical Committee, December, 1963.

CHAPTER III

GROWTH OF HALLIDAY FROM 1913--1920

On September 1, 1913, the present site of Halliday was a pasture, and therein grazing were numerous domestic horses owned by area ranchers. On the morning of September 2, a load of lumber was hauled in from Taylor, and that afternoon contractor Davis, with two other men, began the erection of the Farmers State Bank Building on the Spring Creek Route site. From this prairie town there grew a thriving little village of 150 people. Splendid streets -for those days- were laid out and ample business blocks were built.

Various types of businesses were represented. Each merchant had a complete stock of goods. There was not the suffering or hardship so often found on the frontier and common to pioneer life due to the prosperity of this new land.¹ Farmers boasted about their crops, and believed crop failures were a myth in this midwestern area of North Dakota. As a result of the magnificent grain

¹ "First of the Magic City of Halliday," Halliday Promoter, Friday, September 2, 1914, p.1.

crops produced, three large elevator sites were selected. On October 2, 1914, the Farmers Elevator received its first load of grain from Bud Card, a farmer from the "South Country". The grain was shipped out by the railroad since the Northern Pacific railroad had now been completed.

By 1914, fifteen merchants had stores and facilities to serve the people of Halliday. These were as follows:

1. Barber Shop--Mr. Lyman Sumter.
2. Halliday Drug Store--Dr. L. C. LeClair Prop.
3. Security State Bank.
4. Hotel
5. Dry Goods Store--Williams-Wimmer.
6. Palore Billiard Parlors--Mr. L. H. Rosenberg.
7. Dry Goods--Mr. George Haney.
8. Contractors--Davis & Son.
9. Halliday Lumber Company.
10. The Unique Cafe--Mr. Sam Juele.
11. Garage--Mr. Ole Vilsen.
12. Buggies & Spring Wagons--Mr. Carl Hanke.
13. The Majestic Billiard Parlors--Mr. George A. Landwehr.

2

"Farmers Elevator Company Start Buying Wheat," Halliday Promoter, Friday, October 3, 1914, p. 1.

14. Mr. George H. Purchase--Lawyer.
15. Rae & Euerhart Meat Market.
16. Halliday Promoter--Newspaper.³

The people who owned these business places in Halliday in 1914 were an interesting group. On the whole, all of them were people who wanted to meet the needs of their costumers. However, sometimes activities of a "dabbling nature" got in the way. For example, Lyman Sumter, the local town barber, was also the chief game warden for the Halliday section. One day while driving his Ford roadster (an auto with an open body) north of Halliday, he observed a prairie hen running down the road. She intrigued his adventurous nature and he opened the throttle and gave chase, whereby, the hen unexpectedly took a prairie course. Sumter wanted this hen for a pet, since she was exceptionally lustrous. Lyman, therefore, steered the automobile off the road unto the path of the hen, but found to his dismay, that on account of rocks he must reduce his speed. He continued to give chase for some distance, driving recklessly over the rocks.

³
Ibid.

Consequently, Sumter's car was damaged as it bounced roughly upon the rocks forcing him to give up the chase. Lyman, repaired the damages on his auto and returned home alright, as did the chicken. Moral: Never turn aside from the straight and narrow path for that which pleaseth the eye said his joking neighbors!⁴

The following episode which was related to the author by Sig Evenson was one concerning the town physician, L. C. LeClar. It would seem that a man of his profession should have had an adequate amount of training to become a doctor--but this was not the case: Apparently Dr. LeClar had a medical diploma, but according to North Dakota state files, he had not earned a high school diploma which was a pre-requisite. As a result of this he was forced to quit his practice in Halliday. This was quite an unfortunate incident and one which naturally upset the citizens of Halliday. The outcome of this aftermath resulted in a search for another doctor. The new physician was a woman. Mr. Evenson was unable to recall her name.⁵

⁴ "He Didn't Catch It," Halliday Promoter, Friday, August 28, 1914, p. 1.

⁵ Sig Evenson, Interview, January 2, 1964.

About a year after assuming her practice in Halliday, the woman doctor walked down the street one day. As she crossed the street a horse reared in front of her and caused her great shock and fright. The consequence of this traumatic experience led to a heart attack causing her death. This tragedy forced the people of Halliday to locate another doctor.⁶ The next doctor was Dr. O'Neill, whose practice was not to be uneventful either. One day while he was riding on the train, returning from Dunn Center, a town sixteen miles west of Halliday, the train made a stop at Werner, located four miles west of Halliday. Dr. O'Neill left the train to converse with a farmer. As the train started toward Halliday, he jumped on the back step of the coach and found that the car door was locked and the coach vacant. While riding on the back step of the railway coach, Dr. O'Neill, without proper clothing to ward off the biting cold of a Northwest winter wind-- and a temperature of fifty degrees below zero--made this statement as he got off the train at Halliday, "It sure wasn't any fun."⁷ A rugged man, he was!

6
Ibid.

7
"Takes a Cold One," Halliday Promoter, Friday, January 29, 1915, p. 1.

In August 1915 Halliday had obtained electric power for electric lights. A large dynamo was purchased and installed in the Farmers Elevator. Other improvements in 1915 were the graded streets, site for a city park, and a telephone exchange.

The years from 1916--1918, saw a growing Halliday. More people came to settle. Land was advertised through newspapers and sold in large lots. The Halliday Promoter boasted that the territory had never suffered a crop failure. The only loss known to the farmers was due to wheat thieves. An article in the Halliday Promoter had this to say:

This community would not be a safe place for one committing a theft was evidenced this week when two "wolfers" travelled through the country were detained and searched for wheat which it was thought they had stoled. Mrs. Zeisler notified John Stockland, city constable, that she saw the two men coming out of the granery with a sack full of grain. Mr. Stockland immediately drove to town in his Ford car and notified the Dept. Sheriff, Lyman Sumter, our former game warden. In less time than it takes to tell it, Mr. Sumter was searching their wagon for stolen wheat. No wheat was found, however, and they were allowed to go their way. There was no question but that some wheat or oats had been taken, but as nothing could be found, it was thought best to drop the matter.

8 "Halliday Is a Dandy Town," Halliday Promoter, Friday, August 29, 1915, p. 1.

9 "Wheat Thieves," Halliday Promoter, Friday, November 27, 1914, p. 1.

By March 1916, Halliday could boast of further progress in building. In 1915, a social center was built which was called the City Auditorium. This was the social life line of the city. When the auditorium was dedicated on September 16, 1915, Governor Hanna of North Dakota was present.¹⁰ According to Sig Evenson the town acquired the new auditorium by selling shares, or in a simpler language, through donations of money!¹¹ In October of 1916, these quite inclusive billings were presented at the Halliday auditorium:

COMING EVENTS

- Oct. 6--The Wilkas
 - 7--Basketball Dance
 - 14--Farmers Day and Day of Dairy
and Festival Special
 - 26--Those Fury Entertainers
 - 30--Dance--Bismarck Orchestra
 - 31--Politics Speech by John Burke

 - Nov. 28--Lycium Players

 - Dec. 22--Chicago Musical Club

 - Jan. 13--Montaville Flowers

 - Mar. 24--Metropolitan Glee Club
- 12

Other advancements in the city in 1916, were con-

10

"New Auditorium Opening, "Halliday Promoter, Friday, September 16, 1915, p. 1.

11

Sig Evenson, Op. Cit. footnote 5, p. 4.

12

"Social Calendar," Halliday Promoter, Friday, Oct. 6, 1916, p. 1.

solidated schools, completion of a bridge, bakery,
 restuarant, pool hall, and a bowling alley.¹³ In May
 1916, the Halliday citizens ordered forty chemical
 engines for fighting fires. At this time about ninety
 per cent of the fires were fought by this method and was
 the only method used by small towns. The fire department
 consisted of a volunteer organization.¹⁴

In September 1916, the call went out to build a new
 city hall. The purpose for this city hall was to store
 the fire engines, to have a council room in front of the
 building and a jail which would contain two cells. The
 basement was to be large enough for a boiler, and
 storage of coal.¹⁵

A new attorney established a practice in Halliday in
 1916. The man's name was H.L. Malloy, who held a position
 of prominence and became a long term resident of Halliday.
 Originally from Ohio, he was a graduate of the Northern
 Ohio School. He served the community in civic matters
 until the early 1950s when he passed away.

In 1917, the United States entered into World War I.

13 "One Year Ago," Halliday Promoter, Friday, March 24, 1916,
 p. 1.

14 "Fire Engines Ordered,": Halliday Promoter, Friday, May 26,
 1916, p. 1.

15 "New City Hall,": Halliday Promoter, Friday, September
 29, 1916, p. 1.

This war saw Halliday youth leave to fight for their country. Some died and some gained honorable recognition for their combat duty and courage.

Private Maurice Wasem Sr. was the recruiter for Company K Division with headquarters at Dickinson, North Dakota. In May of 1917, Lewis Nessars, John Palmer, Oscar Smithhaul, and Ed Voyt, were inducted into the armed forces. Palmer was an employee of the Halliday Promoter, Lewis was a farmer, Smithhaul, was also a farmer, Ed Voyt was Assistant Cashier at the Farmers State Bank in Halliday.

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What was the life of a soldier like during the World War I days as seen through the soldiers eyes? D. W. Hall, a native of Halliday wrote to his friends at home his account of army life. He began by telling of his travels across the Atlantic Ocean:

I crossed the ocean on the Leviathon with 12,000 troops. The trip took nine days. On arriving in the danger zone, we picked up six submarine chasers, who escorted us up to Liverpool, England. We rode English troop trains on Christmas Day of 1917.

16

"Four Halliday Boys To Help Uncle Sam," Halliday Promoter, Friday, May 18, 1917, p. 1.

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The English were very distant and showed no appreciation whatsoever, and had the nerve to ask us what we wanted to come over now for after they had won the war. (The Englishmen were not liked by other service men because of this attitude). Needless to say the Americans talked to them in some of their "mild" American slang, The United States came over to finish what you started because we knew you were unable to. The crossings over the English Channel were made in cattle boats. The landing was made at Havelcourt, France. The activity in Havelcourt amounted to duty, open drills, and instructions in modern warfare. They kept most of the men there for nine months.

From Havelcourt in France the soldiers would be shipped to various fronts in Europe where they would be needed. Transportation was made by flatcars or boxcars.

17

Joe Young Hawk, a young Indian from Elbowoods, North Dakota, received some recognition in World War I. In a letter to the Halliday Promoter, Major Welch, Joe's commanding officer had this to say: concerning Joe's heroic deed:

Young Hawk was captured by five Germans. Upon marching to a concentration camp the Indian waited his chance and then suddenly took his captors unawares as he lunged for one big "Hun" and broke his neck, killed two with his bare hands and marched the other two back to the American lines.

18

17 "Soldiers Life As Seen By D.W. Hall," Halliday Promoter, Friday, April 11, 1919, p. 1.

18 "Joe Young Hawk," Halliday Promoter, Friday, August 18, 1918, p. 1.

War may have been on his mind the night of September 20, 1917, but Sig Evenson still had his humor. In a telegram to Mayor Evans of Halliday, Sig wrote the following:

Hazen, N. D. Sept. 20, 1917. Drafted and called last night at 8:00 p.m. Left for Camp Dodge at midnight under guard. Off for somewhere in France. Keep your eye on Alderman McNally and sit tight on city funds.

19

Sig Evenson

In an interview with Mr. Evenson, this author asked him about Alderman McNally and the reference to the telegram incident. He told me that he and McNally liked to banter each other in respect to city affairs.

20

On November 11, 1918, the armistice was signed which ended the anguish of World War I. The citizens of Halliday gave their returning boys grand welcomes. They started the proceedings with a Grand Ball which was held in the city auditorium. This event lead to other activities such as band music, addresses, movies.

21

19

"Special Telegram," Halliday Promoter, Friday, September 21, 1917, p. 1.

20

Sig Evenson, Personal Interview, January 2, 1964

21

"Halliday Boys Are Coming Home," Halliday Promoter, Friday, March 7, 1919, p. 1.

Bunk Pippin, a Halliday man remained in France for a period of time after the war and worked on the Stars and Stripes, and American Newspaper, in France. After returning to Halliday, Pippin worked for the Halliday Promoter newspaper.

The years after World War I found the people of Halliday back on the road to record progress and prosperity. The businesses were stable, the banks were in good financial condition, and the farmers had ample crops which resulted in economic gains for the community. A Northern Pacific Railroad official (name unknown) had this to say about the great northwest land of North Dakota:

The speed with which they are working in the Halliday area is an example that is making the Northwest the greatest section of the country. When they tackle anything out here they go at it in a hurry and stick to it like a puppy at a root until the job has been done right... That part of the country has a future.

22

22

"Western Spirit," Halliday Promoter, Friday, November 27, 1914, p. 2.

CHAPTER IV

HALLIDAY 1920 - 1940

The years from 1920 - 1940 were years of prosperity and poverty, a period of good and bad days. Halliday had a booming business, farmers had bountiful crops in the years between 1920 and 1925. Then nearly overnight, from the years 1925 - 1933, Halliday suffered from adversity and stress, caused by drought and failure of crops.

Halliday was a well-established town and the citizens were active in community affairs that aided in the development of their town, during the years 1920 - 1928. The stores and elevators were booming with business, and the farmer's crops and produce were very profitable. People were happy and contented with life, it seemed as though nothing could go wrong. Commercialism was not as advanced in this part of the country as it was in the more thickly populated states. Entertainment was of a creative nature and practiced more in the homes than in the civic arena.¹

¹ Marshall Jackson, Letter To Halliday Historical Committee, December, 1963.

The baseball team consisting of local people was a drawing attraction. There were the school carnivals, traveling shows, and box socials, which were exciting events for all to look forward. And, of course, nearly everyone went to town on Saturday night to take in the cream and eggs and do the grocery buying, and it was common to stay in town until midnight or longer, visiting with other farmers and town's people.²

Information is scarce concerning events in Halliday from the years 1915 - 1928. The author while interviewing original settlers that the town was just barely holding its own. In 1929, the depression struck Halliday quite hard. According to Marshall Jackson a native farmer in the Halliday area in 1929, farming had just started to pay off when the depression struck with the drought. Work became scarce. Crops were poor. Pay and income was small and the future looked dim. Neighbors were kind and helpful, but there was a limit as to what one can do for his neighbor when there is nothing left to do it with.³

² Ibid.

³ Ibid., p. 2.

R. D. Lusk, of the Saturday Evening Post, described that first great storm of blowing dust which hit the 470 acre Karnstrum farm in Beadle County, South Dakota. The description however might apply equally well to thousands of other farms on the Great Plains all the way from the Texas Panhandle up to the Canadian border, and to any one of numberless storms that swept the Plains during the next two years. The following shows the starkness of life:

By mid-morning a gale was blowing, cold and black. By noon it was blacker than night, because one can see through night and this was an opaque black. It was a wall of dirt one's eyes could not penetrate, but it could penetrate the eyes, ears and nose. It could penetrate to the lungs until one coughed up black. If a person was outside, he tied his handkerchief around his face, but he still coughed up black; and inside the house the Karnstrums soaked sheets and towels and stuffed them around the window ledges, but these didn't help much.

They were afraid, because they had never seen anything like this before.....

When the wind died and the sun shone forth again, it was on a different world. There were no fields, only sand drifting into mounds and eddies that swirled in what was now but an autumn breeze. There was no longer a sectionline road fifty feet from the front door. It was obliterated. In the farmyard, fences, machinery, and trees were gone, buried. The roofs of sheds stuck out through drifts deeper than a man is tall.

4

4 R. D. Lusk, "Life And Death of 470 Acres," Saturday Evening Post, (August 13, 1938).



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Halliday lost part of its population by migration to the western states. According to Sig Evenson, the farms in the surrounding area were deserted and the farm-yards gradually lost their once lived in appearance. The drought had made the farms look like a desert.⁵ An account related to me by my father further illustrates the conditions of the 1930's. He stated, "It was not uncommon to see sand dunes as high as fence posts, and barren land as far as the eye could see."⁶

It was in 1929 that the banks in Halliday lost their reserves and town folks and farmers alike lost their money. One bachelor farmer (name unknown) lost \$1500 when the Security State Bank in Halliday closed.⁷

The 1930's, brought some relief to the inhabitants of Halliday. In 1931, there was political agitation in regard to building a bridge over the Missouri River, sixteen miles north of Halliday on the Fort Berthold Indian Reservation. There were three men in Halliday who were very influential in getting state legislation through to get the bridge built. These men were Malcom Pippin, hardware owner, Maurice Wasem, hardware store owner, and Sig Evenson, General Store owner. The Civic Club of

⁵ Sig Evenson, Personal Interview, January 2, 1964.

⁶ Gottlieb Faser, Personal Interview, May 6, 1964.

⁷ Sig Evenson, op cit., p.4

Halliday gave them \$1200 to cover their expenses while lobbying in Bismarck, for the construction of the bridge. The time spent in Bismarck by the men was 51 days. In the mean time, the wives of these three representatives were called "Political Widows," by the Halliday people, because of the time these men spent in legislative lobbying in Bismarck, North Dakota.

The bill for the construction of the bridge was tossed around by the state legislature and was finally passed unanimously in both houses. The reason for this harmonious decision was possibly based on the fact that the federal government reimbursed this project because it was to be constructed on the Fort Berthold Indian Reservation. This in turn meant that the United States Federal Government would have to pay the expenses. Governor Shafer signed the bill in 1931. Construction resumed in the same year. Following below is a resolution used by the committee for the building of the bridge.

RESOLUTION

At a meeting of the Village board of the Village of Taylor, North Dakota, this 3 day of May 1930, motion was made, seconded and carried, that this civic body adopt the following resolution:

8

Mrs. Hilma Wasem, Personal Interview, March, 1964.

Whereas: The Missouri River is a great barrier and a bridge at Elbowoods will form an indispensable means of communication between the people in western North Dakota, north and south of the Missouri River.

And whereas: The development of our great state and the welfare of its people will be proportionate to the development of contact.

Therefore, Be it resolved: That the State Highway Commissioner be urged to use (their) his influence to remove this great barrier to the extent of favoring a bridge at Elbowoods, North Dakota.

9

John Knudson
E. J. Leadon
E. E. Ivgold

The communities that favored the bridge are as follows:

H. W. Case, Chairman, R. A. Norbye, Vice Chairman
E. S. Evenson, Vice Chairman, R. A. Lanowehr, Secretary

ELBOWOODS BRIGE ASSOCIATION, DEVOTED TO THE UP-
BUILDING OF WESTERN NORTH DAKOTA,

Elbowoods, North Dakota

Executive Civic Bodies Represented

Elbowoods	Nishu	Williston
Minot	Halliday	Glen Ullen
Parshall	New Salem	Manning
Tioga	Regent	Plaza
Sanish	Marshall	Shell Village
Killdeer	Emerson	Stanton
Mott	Ryder	Richardton
Dickinson	Raub	Hettinger
Stanley	Makoti	New England
Roseglen	Belfield	Taylor
Van Hook	Gladstone	Dodge
Dunn Center	Werner	Hazen

10

9 Sig Evenson, op. cit., p. 4.

10 Ibid.

If it had not been for the three persistent men from Halliday lobbying successfully, the bridge might never have been built on the Fort Berthold site. At the time of their lobbying there had been talk of building it further to the north.

To give the reader a picture of what such a great project encompassed in 1932, the following information about the construction of the Four Bears Bridge should provide some indication. The bridge was to be of continuous tress design with a single span projecting itself across the river for a distance of 650 feet. The massive structure was painted black, and was supported by two concrete piers, each of which cost \$55,000.¹¹ They were made to rest on 80 steel pilings, which were driven to a depth of 100 feet below the water level. Sixty-one carloads of material were used in each pier. The bridge was built with silicon steel. The cost of the entire project was \$325,000. The construction of the bridge employed as high as 75 men, which helped the community of Halliday tremendously both economic, and labor wise. The contractor for the bridge was Industrial Construction of Minneapolis,¹² Minnesota.

11 "Four Bears Bridge," Ward County Independent, Thursday, May 24, 1934, p. 3.

12 Ibid.

The bridge was completed in 1934. On June 15, 16, 17, and 18, the dedication was to be made. Governor Langer made the main address on the 15th. The bridge was also opened to traffic on this same day. On the 16th former Governor of North Dakota, Governor Shafer, Senator James Cain, and Senator J. H. Sinclair spoke from there. The latter two men were Senators who had been instrumental in "pushing" the bill for passage. The 17th of June saw the revealing of the official cement monument dedicating the bridge in honor of Chief Four Bears, a former great Indian chief of the Fort Berthold Indian Reservation. The name of the bridge thereafter, was known as Four Bears
 13
 Bridge.

In charge of the dedication ceremony was the Civic Club of Halliday. E. S. Evenson, was the chairman, and the other members were H. J. Palmer, H. M. Pippin, and Fred Hall.
 14

To give the reader an example of how the construction of the bridge helped Halliday economically I would like to put forth the following example. The second fall after the bridge was built, 175,000 tons of grain was carried across the bridge to Halliday elevators, therefore, helping Halliday merchants establish better economic standards for the town.
 15

13 Ibid., p. 7.

14 Ibid. p. 7.

15 Sig Evenson, Op. Cit., p. 6.

The years 1935 - 1940, found the Halliday people once again struggling for adequate work and employment. The Roosevelt Administration and the work projects such as the W.P.A. (Works Progress Administration) and the P.W.A. (Public Works Administration) were active in the Halliday area providing work for the unemployed. This by no means gave a person a high income, but it helped him "keep food on the table". Along with the W.P.A. projects came the ration book, whereby people were issued so many articles each week, or month. My father told me about his experiences both with the ration book and the W.P.A. work project. Rations were issued every two weeks. They consisted of dried milk, navy beans, can milk, and one pack of cigarettes a week.⁶ These however, are just a few of the items that were given out by the ration booklet. To further illustrate the hardships workers received \$9.00 a month wages while working on the W.P.A. projects.¹⁷ Many were the men who had ulcers from eating frozen foods for lunches, caused by the cold winter winds. While working in a W.P.A. gravel pit, men found it necessary to build cardboard houses to protect themselves from the cold howling winter winds.

The W.P.A. project gave work to Halliday men for

16 Gottlieb Faser, op cit., p.4.

17 Ibid.

the construction of a bridge across Spring Creek north of Halliday on highway No. 8. This project also included building a swimming house and swimming recreation area. Sidewalks were also constructed around some of the streets in the Halliday business section.

Finally, in 1940 the tide began to turn. The farmers were beginning to harvest better crops and the merchants in turn received more trade from the surrounding countryside. Good times were now to continue until the United States entered into the Second World War. This event caused a decline in manpower in the village of Halliday. Most of the men in the area want to serve in the armed forces. Following the war Halliday was once again to be a prosperous community until the economic problems of the pastwar years engulfed Halliday as they did the rest of the nation.

CHAPTER V
HALLIDAY CHURCHES

It consoled me in youth, guided me in truth; that old church with its pews of yellow pine.

Precious, sacred place, with pastor's kindly face, the choir, the hymns, the bells that surely chime.

It points to Paradise, exalts the Blessed Christ, its chimes never from me will depart.

And that little church, to me, with its sacred memories, is a towering Cathedral in my heart.

A. Claire Rasmussen

In Matthew 28: 19-20 we read that Jesus gave the missionary command to His disciples: "Go ye therefore and teach all nations, baptizing them in the name of the Father, and of the Son, and of the Holy Ghost; teaching them to observe all things whatsoever I have commanded you; and lo I am with you always, even unto the end of the world."

The Spring Creek Congregation of Halliday, North Dakota was organized at the Carl C. Carlson farm and ranch, three miles east of Halliday, on March 21, 1908, by Rev. Theodore H. Larsen. The first board of trustees were: Karl Dahlen, Charley Gustafson, and Thomas Perhus. Deacons; Carl E. Carlson, Steve Haugen and Osten Olson; Secretary, Alf Olafson; Treasurer, Eric Stenerson.

Pastor Theodore H. Larsen contributed much to the pioneer life of the parish. Many a time he braved blizzard and storm to be of service at an appointed time. He always drove ponies and buggy and cutter in winter. Those who knew him can tell of his winning personality and the interest he took in every one with whom he came in contact. Pastor Larsen resigned as pastor in the fall of 1913 and Rev. N. Horneland took charge and remained until August 1919. During this period, the Spring Creek congregation decided to form with Normanna, Vang and Whetstone in what was called the Dunn Center Parish at a meeting on October 7, 1914. Discussion to build the present church at a cost of \$3000.00 was held and decision made.

On December 15th, 1918, the congregation was incorporated. Pastor Horneland lived a few miles north of the present site of Halliday that first year, then later moved and established a parsonage at the center of the parish, Dunn Center. Pastor Horneland like Pastor Larsen drove ponies and buggy. He resigned in 1919.

Pastor F. J. Swensen was called and served until December 1, 1915. During this six year period, which

Pastor Swensen sometimes called the Model T. period, the ponies and buggy became to slow. This period saw more activities also in church work possibly because the sons and daughters of the pioneers came to active adult life. Young people societies, choir, Sunday school, and programs followed their life. With the help of the Model T. the pastor was a strong, energetic worker - but hard on the Model T. In passing, I might mention that on the day of a local residents funeral a full church sat waiting for the pastor. Someone suggested to send a car out west as perhaps there had been a mishap. West of Marten Dahlen's place they found the pastor's family out in a field looking for a rear wheel.

In 1926, Pastor Fosmark took charge of this parish and served until 1939. This period, as you know included the great depression of the 30's. Ninety percent of the congregation was composed of farmers. All classes were affected by the depression even the pastor. We will have to admit, when a pastor has to seek work such as painting buildings, hauling grain, and digging ditches, the work of the church has to suffer. Also this was the period of changing the so-called two language service exclusively to English.

Rev. L. S. Gjerede started work in the fall of 1940,¹ and served until called as Chaplain into the U. S. Navy.

Exact and detailed records of the beginning of St. Paul's Lutheran Church are not available. However some facts and figures can be gathered from existing records. Others have been furnished by older members.

At the beginning of this century Lutheran Christians, homesteaded in this area. The community, known as Defiance and Friedenstad, was located about 11 miles north of Dodge, a community seven miles west of Halliday. These people had brought their Bibles, hymnals, and prayer books and conducted family worship. But Christians always feel the need of worshipping and working together in the larger fellowship of believers in their community. God had taken care of them on the ocean voyage and during the hardships of homesteading. He had provided for them in the colds of the winter before they were well established in their frontier homes. They were thankful when God made arrangements for their spiritual care also.

Besides having family devotions, people gathered together in various homes for services. Some of the people

1

"50th Anniversary Booklet," History Of The Spring Creek Congregation, 1958.

had sermon books with them. A "Vorleser" (true-reader)² would read one of these sermons each Sunday.

In about 1906, Pastor W. Schmoak of Wuertenberg, northeast of Golden Valley was called to minister to the spiritual needs of the people in this area. He conducted services approximately once a month in homes of the community for several years.

In 1909 before the congregation had its own church building, services continued to be held in various homes. Since most houses were rather modest and small at that time, Sunday worship was usually held in the homes of those members whose houses offered the most room. The homes in which services were most frequently held were those of Christian Weidner, and Ludwing Talbert, area farmers. The gentleman who usually served as "Vorleser" in the absence of the Pastor was Jacob Huber, now of Golden Valley. The Pastor at this time was O. H. Pannkoke.³

From 1901 - 1912, Pastor Mackenson served the congregation. During this time the congregation was organized and soon made plans to erect its own church building. By June 1911, the members were privileged to

2

"50th Anniversary St. Paul's Lutheran Church," History of St. Paul's Lutheran Church, June 28, 1959, p. 1.

3

Ibid.

see the cornerstone laying of their first church. In the fall of the same year, the church was dedicated to the service of God.⁴

In the fall of 1912, Pastor Kaul accepted the call as first resident pastor of the congregation. During his pastorate the church became a voting member of the Missouri Synod in about 1916. A new parsonage was built in about 1919. The house previously occupied by the pastor was sold and moved away.⁵

In 1922, Pastor M. Keller, succeeded him staying for two years. The time period between 1925 - 1940 saw pastors H. M. Mass and F. W. Gerike serve. 1929, was a big year in the history of the congregation. During that year the present church building was erected and dedicated. The former building was sold to the E. L. C. Congregation at Marshall, about 15 miles south of Halliday. The new building program was made possible with a \$4000 loan from the Synadical Church Extension Fund. It was at this time that the congregation changed its name from Friedental to St. Paul's Lutheran Church.

At the time of dedication, the congregation consisted of 22 families. The neighboring congregation to the west

⁵ Ibid., p. 3.

disbanded and members joined at St. Paul's now that their new church provided ample space.

The basic founding of St. John's Lutheran Church in Halliday took place in 1912. This was the first attempt to organize a congregation here. There was no pastor. In a pastors place was the layman who read the service instead. These readings were first held in a schoolhouse about 5 miles north of Halliday. At first the church was of the Iowa Synod, but later changed to the American Lutheran Church. The congregation at this time consisted of 22 members. The church later joined St. Paul's congregation in Dodge under the Pastorship of Rev. Haberacker.

About 1915, Rev. Pirner became pastor of St. John's Church. In the years that followed a school house was bought and a church was built 5 miles north of Halliday in 1929. The idea of a new church was really a big achievement. Even the women helped in building the church. On October 1, 1929, the dedication was made. Five hundred guests were present at the dedication. Three hundred dollars was taken in as a collection. This was a large amount of money especially since the banks had closed in 1929, and

the years of the drought were at hand.

In 1930, Rev. Schmier served the congregation. He stayed until 1935, then was succeeded by Rev. Paul Pielreck. In 1936, Rev. Bergstedt came and served until 1939. It was during this time that the church was moved five miles north of Halliday to its present site in the community.⁶

Another church of interest is the Congregation Church (United Church of Christ). In the early summer of 1915, a rather temporary organization was effected by Rev. Dickey and services arranged for at the town schoolhouse. Rev. Hardy, the first Pastor, came from Golden Valley as often as possible.

May 20, 1916, a meeting was called to form a permanent organization. Present were Rev. Stickney, Rev. Dickey, Rev. Ischy. The organization was completed and charter applied for. The charter was received about July 1, 1916. There were 17 charter members. During the summer a building committee was appointed and lots were purchased. Services were held in the city hall and auditorium until 1922, when the building was erected. The church was dedicated Sunday April 15, 1923.⁷ The church through the 30's and 40's was supplied by supply pastors

⁶ Rev. Bergstedt, Interpretation of St. John's Church Records, January 3, 1964.

⁷ Hilma Wasem, Interview, February 27, 1964.

The last of the churches to organize in the early 1900's was the St. Paul Catholic Church. The church records during this time were very vague so therefore, the information is quite summarized.

The first records of St. Paul Church show that Florian Joseph Stoltz was baptized April 28, 1916, by Father Emile Bubik, Pastor of St. Paul's. Fr. Bubik remained as Pastor until February 1918. From this date to October 1918 Fr. Seitzer was the Pastor at Halliday.

From about November 1, 1918, until May, 1937, there was no resident priest at Halliday. The priests from Hazen came regularly to attend to the parish. They were, in chronological order, Fr. Braeunig, Fr. Olberding, C. S. Fr. Bauer C.P.P.S. In may 1937, Fr. Schaeper C.P.P.S. began to attend the parish from Killdeer, a community 22 miles west of Halliday. In 1942, the care of St. Paul's was transfered to Fr. Rehberger Pastor of Dodge, North Dakota.

8 Fr. George Fey C.P.P.S. Letter, April 15, 1964.

CHAPTER VI

HALLIDAY PUBLIC SCHOOL

In 1914, a new challenge faced the citizens of Halliday. How were their children going to get an education without a school? Therefore, the members who had been selected for the school board met and decided to rent a room above the Hessen and Marsod Store for a period of eight months to educate some twenty children that were of school age in Halliday.¹

In 1915, the school board took into consideration the vote of the people in regard to consolidation and the possibility of having an election to vote on bonds for a new school building. Finally, in 1916, the bonds were appropriated and the construction of the first brick schoolhouse in Halliday was undertaken. The following article from the Halliday Promoter shows the pride of the people over the building of the new brick schoolhouse.

When completed, the Halliday schoolhouse will be among the best in the state. Nothing but the

1

"Halliday Will Have School," Halliday Promoter,
Friday, Sept. 11, 1914, p.1.

best material will be used. It will be erected on the hill south of the railroad tracks and will overlook the beautiful valley of Spring Creek which winds its way through the townsite, north of the buisness section.

The building will be planned so that two, four or six rooms may be added when necessary. The new school will have three teachers: O.H. Pippin, Miss Ada Urbon, and Miss Lorene Evans.

2

There was some opposition in regard to having the school built south of the railroad tracks and on a fairly steep hill.

One citizen complained that the children would have to climb a great and unnecessary distance up a steep hill along streets that were not maintained properly. He was rebuffed by other people who claimed that any old Model T Ford could make it up the hill!

3

On March, 17, 1917, close to sixty pupils enrolled in the new school. This enrollment was to be constant throughout the following years. As time progressed additions were built on to the school to provide for the growth in student enrollment.

During the period between 1920-1950 the school progressed at a normal pace with the community without any apparent idiosyncrasies transpiring.

2 "It Will Be a Beauty; It Will Be Brick," Halliday Promoter, Friday, August 18, 1916, p. 1.

3 "The School Question," Halliday Promoter, Friday, Sept. 1, 1916, p. 1.

A new gymnasium was constructed next to the schoolhouse in 1953, which added to the pride of the school students and halliday citizens. This structure provided classrooms for grades one and two, a band room, a stage, as well as the basketball court, and a seating capacity for approximately 500 people. The cost of this structure was about \$100,000.

In the year 1956, a fire started in the school building during the middle of the night which caused extensive damage resulting in major reconstruction. While the schoolhouse was being repaired, classes were held in various buildings such as the church basement, vacant buildings, and the auditorium.

The expenditure of the school for repair of fire damages amounted to nearly \$30,000. However, this was not to be the last fire in the school. On Saturday, Feb. 20, 1960, at three o'clock in the morning, another fire was discovered. By the time the fire had been detected and the alarm sounded, the entire interior was in flames and the Halliday Volunteer Fire Department concentrated on saving the gymnasium which joined the school. The firemen battled through the night

and were still on the scene the next afternoon, supervising workers in pulling down the walls, so that spectators and children would not be endangered by falling debris.

Trucks were used to pull the walls together and by the following Monday, crews were busy hauling out the rubble.

The only thing salvaged was a vault in which were kept the schools permanent records. Some of the documents were scorched, but all were legible and could be reproduced.

A short time before the fire the school had undergone a complete face lifting with new lighting, wiring, windows, and desks.

For the remainder of the 1960 school term, classes were held in the theatre building and available church basements. Grades two through six, were transported fifteen miles north of Halliday to accessible facilities at Twin Buttes.

During the 1960--61 term the gymnasium provided for the high school, and the elementary grades were taught in one-room schoolhouses which were moved in from the country. A teacherage was converted into a hot lunch room.

During the first week of 1962, the elementary grades moved into the new building and in Sept. of 1963, all students started classes in the one story, attractive and modern new school building.

On the school board seeing the project to completion were: George Fisher, President; Maude Schmidt, Clerk; and board members, Gust Weisenburger, Adolf Kisse, and Max Biffert.

The new building is constructed with the long and solid wall to the north, wings branch off to the south on both ends and the building is virtually completed. There are fourteen rooms for the high school and eight classrooms for the elementary, three office rooms, a medical dispensary for the nurse, teachers lounge, library, workroom, multi-purpose room, a modern kitchen, and a receiving room.

The new school is completely fireproof and is designed so that it can adequately provide for about 350 students. The cost was \$600,000. including the price of the gymnasium.

The districts own five school buses and in addition Werner transports high school students to Halliday in the Werner bus. The district runs from Marshall on the south to Twin Buttes on the north. Some of the drivers travel
⁴
 ninety miles a day.

4

Len Carroll, "Halliday Dedicates New School." Dickinson Press, January 18, 1963.

CHAPTER VII

ORGANIZATIONS

The writing of this paper would not be complete without giving due mention to the organizations which were organized and developed between 1915 and 1940. The purpose of this chapter is to give the functions and duties of these major clubs which were started by the citizens of Halliday in order to stimulate community growth and unify the community.

The first club that was actively started was the Commercial Club which dates back to 1915. Its main purpose was to improve the social life of the city. Social life up to this time was mainly a few families getting together and having a social party or dance. To carry out the project for a better social life the members of the Halliday Commercial Club decided to build a civic center to provide for its social development. The building was built in 1915. Its dimensions were to be 40' x 76'- it was

to be the largest civic center in the surrounding area, and it was to be equipped with a suitable floor¹ for roller skating, dancing, and other activities.

The Commercial Club was dormant as an organization during World War I because of the conscription of most of its members for military service. Even after the war the club was not reorganized until 1922. The club then continued its activities into the 1930s and in the late 1940s gave way to another organization called the Civic Club.

The Civic Club was based much upon the ideals and purposes of the Commercial Club. It was primarily concerned with the welfare of the community and its social progress. In the 1940s the Civic Club was instrumental in obtaining a new City Hall to house the fire fighting equipment as well as the library and local jail. Today the Civic Club remains much the same in ideals and functions. It strives for the welfare of its citizens and, therefore, resembles the present day Chamber of Commerce in that it assists in the beautification and recreational facilities for the people.

¹ "City Hall", Halliday Promoter, Friday, February 26, 1915, p. 1.

On July 28, 1917, the Red Cross Society was organized. Its first meeting was held in the City Hall with a total of 60 members. The primary objective of the society was to help raise funds for the national Red Cross, to help fight sickness, help aid the fighting soldier in World War I, and also to encourage moral support for the citizens of the community. The chapter was active in public affairs throughout the war, but gradually it declined to a low ebb. The chapter remained active until the 1940s. During the proceeding years the chapter fell in membership, but was still active in the causes and principles of the Red Cross Society.

The next major organization to be founded in Halliday was the Halliday Study Club. In February 1937, several women met at the home of Hazel Malloy, wife of the local attorney, to organize such a club. Much interest was shown and it was agreed that the club would be known as the Halliday Study Club. The local attorney, H.L. Malloy, wrote the constitution and the club became federated in March of the same year. The club has enjoyed worth while things. They sponsored a Public Library, which was in operation for several years. When the City Hall was remodeled

the space was limited, so the library was discontinued much to the regret of the members. Many of the books were donated to the school library. The club has been interested in children's welfare and education, and it was through their efforts that the local Parent Teachers Association was founded. In 1956 the gymnasium was built and the club donated \$400² towards equipment.

The club has had the privilege of entertaining the 7th District Convention of the literary organization three times during the past years. The different departments and some of the divisions are: Conservation Education, Fine Arts, International Affairs, Public Affairs, and Leadership Training.³

The last major organization to be established in Halliday up to the 1940's was the American Legion Fiegel-Fischer Post #258, named after Lawrence Fiegel and Nicholas Fischer who gave their lives in World War II. Lawrence Fiegel S 1/c enlisted in the U. S. Navy, September 1938. He was killed in action February 28, 1942, while serving aboard the heavy cruiser, the U.S.S. Houston flagship of the Asiatic fleet, which was engaged in battle with the Japanese in the Java Sea.

² Hilmas Wasem, Interview, February 29, 1964.

³ Ibid.

Some of the survivors from his ship were captured and were participants in the infamous "Death March In Baton".

Nicholas Fischer M.M. 2/c was killed in line of duty January 26, 1942, aboard the U.S.S. Hommondsport. He was buried at sea in the South Pacific with full military honors. ⁴

This charter was approved by State headquarters on October 12, 1945. At the formal election of officers, H.M. Pippin, local hardware owner was elected as Post Commander, A. J. Palmer was elected as Post Adjutant and finance officer. There were 46 charter members. Many of these members still belong to the Legion. 1946 was also the year which showed the highest membership at a total of 82 members.

The post has participated in numerous military funerals. They have also conducted several Memorial Day Services - the largest being held in the Halliday City Park. This was attended by some 350 people. The Legion has also placed markers on all veterans graves and each Memorial Day a small American Flag is placed on each veterans grave. Each year the Post sponsors a candidate to Boys State, held at Grand Forks, and also sponsors a Junior Legion Baseball team each year.

4

Bill Gustafson, Letter To The Halliday Historical Committee,
April 7, 1964.

The American Legion under national auspices, has sponsored a nation wide highway safety campaign a "go To Church each Sunday" campaign, as well as the many "Americanism" activities, featuring wide range community services, youth development and educational advancement.⁵

⁵ Ibid.

EPILOGUE

It has been the purpose of this author to record, in a small fashion, the rise and development of a mid-western North Dakota community called Halliday. As has been told here, the town started from a small dug-out in the side of a hill in 1900. When the railroad came to this hinterland territory in 1914, the town transferred its site to two and a half miles south on the Spring Creek route. The railroad brought rapid progress resulting in stable buisnesses due to the prosperity of the farmers abundant crops. However, the community was to be given a staggering blow in the late 1920s and 1930s mainly caused by the depression and the closing of the banks. In the 1940s the farmers once again had bounteous crops resulting in higher economic standards for the community.

Halliday has not had a rapid growth but a gradual one. Today she has a population of approximately 500 people. The buisnesses are well supported by the town's people and the surrounding area farmers. This can be evidenced by the completion of a city water system in 1956, the paving of three blocks of the buisness section, support of a fishing and recreational area located 16 miles north of Halliday on the

Garrison reservoir, and finally the construction of a \$500,000 school building in the 1960s.

It has been through this kind of community spirit and determination that Halliday has progressed from a dug-out village to a well established community. Whether or not small towns such as Halliday can continue to exist--due to automation, modern communications and transportation--is a moot question. This transition from a rural to an urban society will create problems for the persons involved. Whatever the outcome will be, the fact remains that our rural areas have given a great heritage of freedom and liberalism to american life. Halliday is an example of this independence on the american scene and is a heritage of which North Dakota may be proud.

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