other prominent people from Chicago and points East.

The township of Reis was named for a family who lived on the farm first occupied by "Doc" Mosher when he came to Beltrami. The buildings have since been demolished. Olive Reis was the village school teacher in 1886-87. Just west of the Reis farm lived the Webbs. They had a married daughter in Minneapolis, two sons, Ike and Dick; and three younger daughters: Susie, Dorothy, and Mable. Mable died while the Webbs lived there and was buried on the farm. Ike returned once to locate the grave but it is unmarked.

The Hallocks lived on the farm that is now owned by James Page. There were three sons and a daughter, Olive, who was a teacher. She died while they lived in Beltrami. No one ever knew where the Hallocks came from or where they went. They were known far and wide for their gorgeous flower gardens. The McMillans built a home on the farm where Forest Mosher now lives. The original house is gone. The McMillans were very aristocratic. They had several servants who had their own quarters. On top of the main house was a tower with windows looking in all directions where Mrs. McMullan would watch the farm hands to see if anyone was shirking his duty. Many people think of Beltrami as originally a Norwegian settlement, but with such names as Allen, Budd, Carey, Ford, Enad, Henney, Kimberley, Love, McCue, Olds, Price, Reis, Sullivan, Webb — one knows that many nationalities contributed to its settlement and growth.

In 1894, a group of unemployed marched through Beltrami on their way to join Coekey's Army in Ohio on its way to Washington D.C. to demand work. By the time they reached the capitol the men numbered only a fraction of the original group. They were advised to get off the lawn and go back home — which they did!

Kerosene lanterns lighted the way after dark in Beltrami until 1914, when three gas light streets were installed: one on Main Street, and one on each side of the track in the residential areas. The lamplighter was Otto Berg. In 1918, the village was wired for electricity.

One of the first treasurers absconded with the village funds, but it obviously did not cause the village to default. To date, Josephine Regedal Johnson lived in the village longer than any other person, arriving in 1886 at the age of eight and living there until her death in 1971 at the age of ninety-three. At the end of World War I One a two-day celebration was held in Beltrami to honor those who served their country. A huge beef was barbecued in an open pit, and there were parades, games and a pavilion dance. Everyone in the community participated. Patriotism was more keenly felt and openly displayed than it is today. There are those who have predicted that Beltrami will eventually become a ghost town; however, the citizens do not believe in ghosts. They believe in Beltrami.

HISTORY OF THE BELTRAMI POST OFFICE

The railroad was built through Beltrami in 1871 and 1872. Eleven years later, on July 1, 1883, the first post office in this vicinity was established. It was named Edna and was located a mile and one-half south of Beltrami. It was located at this place for just a short time and then moved to Beltrami railroad station. For a number of years it was called Edna post office to distinguish it from Beltrami station. On April 1, 1900, the name of the post office was changed to Beltrami. Beltrami was named in honor of Giacomo Costantino Beltrami (born 1779, died 1855), an Italian exile, who traveled to the Red River and the upper Mississippi River in 1823.

The first postmasters had the post office located in their places of business, which in each case was a general merchandise store. It was not until 1920, when J. N. Peterson became postmaster, that the post office was located in a building of its own.

The first postmaster was Edna Webb and she served from July 1, 1883 to May 12, 1884. The next postmaster was C. M. Ohl, who evidently moved the post office to Beltrami station. He was postmaster from May 13, 1884 to April 1, 1888. Then Charles E. Ford became postmaster, and he served until September 1888. Then E. W. Johnson served from April 1, 1889 to March 28, 1893. He bought Charles E. Ford in his General Merchandise Store. Later E. W. Johnson acquired his own business and served as postmaster for a while. The next postmaster was K. O. Flanke. He served from October 1, 1893 to April 1, 1897. Then T. W. Welter became postmaster. He served until June 1, 1901. E. W. Johnson succeeded Welter and served until May 31, 1904. On June 1, 1904, Iver Johnson took over. He was postmaster for fifteen years. On August 9, 1919, a fire burned down a block of business places. So Theodore M. Boyer and Company store burned down. Of the Theodore M. Boyer bought out Iver Johnson and became acting postmaster. After a civil service examination, J. W. Peterson was appointed postmaster March 1, 1920. He served as postmaster for twenty years, and when he became seventy years of age he retired January 31, 1940. Evelyn E. Scott became the next postmaster and she served until June 30, 1945. P. B. Boyer discontinued his general merchandise business to become the next postmaster, beginning July 1, 1945. For most of the time the Beltrami post office has been a fourth class office. On July 1, 1922, it was advanced to a third class office, and continued in that class until July 1, 1934. Due to the 1930's Depression, sales fell off and the office was relegated to fourth class. On July 1, 1943, while Evelyn E. Scott was postmaster, it was again advanced to a third class office. To remain a third class office the sale of postage stamps has to be above $1500.00. And the salary of a postmaster is also determined by the sale of postage stamps. The rural route system was started by the post office department in 1896, fifty-nine years ago. At first it was in the experimental stage. But after 1900, it expanded rapidly.

In 1904, the first rural route was started at Beltrami. The route was thirty-two miles long and covered the territory north and east of Beltrami. The first rural carrier was Charles Lenz. Then N. S. Byington was carrier for a year or so. In 1911, Peter Anderson took over the mail and then he retired after thirty years of service. Ivel Hanson was the substitute carrier until April 1943. Then Helmer B. Nornes was appointed, after a civil service examination.

In 1916, Rural Route Number 2 was established. This route was thirty miles long and covered the south and west territory of Beltrami. Now, practically all the farmers in the Beltrami vicinity had free delivery service of the United States Mail. Orely Oldland was the first rural carrier of this route. He carried mail for a year or so, until he went into the army in World War I. Next Darwin Bodahl took over. After that there were several who carried the mail for a short time each. Among them were Joe Patterson, Oscar Larson, Adolph Swenson and Alec Scott. Then in April 1920, John D. Dewar became the regular rural carrier. He continued until June 1944, when he retired after twenty-four years of service. The first years the rural carrier used horses to haul the mail. Later, as cars became more prevalent, the carriers used both horses and cars. When the roads were open and good they used cars, and in the winter when the roads were blocked with snow or ice, if the roads were muddy they used the horses. Now the rural routes are completely motorized. At first Rural Route Number 2 had only tri-weekly service. Then in 1929, it became a daily route.

It is the policy of the Post Office Department to consolidate rural routes whenever possible. This is accomplished, especially when a rural route carrier retires. So when John D. Dewar retired in 1944, Rural Route Number 1 and Rural Route Number 2 were combined. Helmer B. Nornes