THE NATIONAL

CYCLOPÆDIA OF AMERICAN

BIOGRAPHY

BEING THE

HISTORY OF THE UNITED STATES

AS ILLUSTRATED IN THE LIVES OF THE FOUNDERS, BUILDERS, AND DEFENDERS OF THE REPUBLIC, AND OF THE MEN AND WOMEN WHO ARE DOING THE WORK AND MOULDING THE THOUGHT OF THE PRESENT TIME

EDITED BY

DISTINGUISHED BIOGRAPHERS, SELECTED FROM EACH STATE

REVISED AND APPROVED BY THE MOST EMINENT HISTORIANS, SCHOLARS, AND STATESMEN OF THE DAY

SUPPLEMENT I.

NEW YORK
JAMES T. WHITE & COMPANY
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1904 with a capital of $5,000,000 to manufacture and install these automatic secret service devices. Since its incorporation this automatic system has been installed and is in successful operation in over one hundred cities in the United States. Mr. Wheeler was married Feb. 12, 1873, to Cassie Gould, daughter of William H. Taylor of New York city, and has one daughter, Cassie Gould, wife of Edwin W. Gearhart of Scranton, Pa., and one son, Albert Gallatin Wheeler, Jr.

JACKSON, George Washington, engineer, was born in Chicago, Ill., July 21, 1861, son of Thomas and Alice Jackson. He was educated in the Chicago public schools and at Oxford, England. In 1883 he began the practice of his profession in Chicago. Ten years later he was appointed consulting engineer for the city of Chicago in its study of the traction problem, and he was given the contract for the construction of a freight subway system, which has been pronounced one of the greatest engineering feats in the country. These tunnels were built to take care of the enormous freight traffic that had been a problem of the Chicago authorities for some time. In a district of the city a mile and a half square are thirty-eight railway stations, and nearly 200,000 tons of freight are moved to and from them daily. Previously this caused great congestion in the streets, until Mr. Jackson found a way to construct a series of tunnels made of concrete. At the same time it was planned to have spur tracks connect with the basements of the leading warehouses and stores in the city, and provisions were made for carrying coal to the large buildings and removing ashes therefrom and handling the United States mail. The tunnels of this system are enclosed in a concrete shell fourteen inches thick at the bottom and fourteen inches thick at the sides, which curve to the center overhead in the shape of a parabola. The dimensions are twelve feet nine inches high and fourteen feet wide for the trunk lines, seven feet six inches high by six feet wide for the branch lines. The work occupied a period of four years, and the tunnel was opened for traffic in August, 1905. Mr. Jackson has always been an advocate of the use of concrete. He is probably the leading authority on cement constructions in the United States, and the labyrinth of catacombs under the busy streets of Chicago will stand for many years as a monument to his genius and ability. He was consulting engineer for the city of Chicago in its study of the traction problem, and was the hydraulic engineer for the Chicago high pressure water commission. He is the inventor and owner of patents on interlocking steel sheeting, and is president of the Interlocking Steel Sheeting Co. Among the more important works undertaken by him are the following: Section No. 3 of the Southwest land and lake tunnel; Blue Island avenue land tunnel; 28,350 feet of eight-foot tunnel for the department of public works, Chicago; the Dearborn street bridge for the sanitary district of Chicago; the water pipe tunnel, Chicago river, at Diversey boulevard, for the department of public works, Chicago; the Strickler tunnel, through Pike's Peak, 6,642 feet long; the Randolph street bridge, for the city of Chicago; the Polk street water tunnel, Chicago, length, 6,290 feet; the Wentworth avenue drainage system, Chicago, five to eleven feet in diameter, length 36,660 feet, average cut 33 feet; the foundation of the Halsted street bridge, Chicago; a fourteen-foot conduit, Reading Pa., length, 12,600 feet; fifty-five miles of subway, Illinois Tunnel Co., Chicago; Sacramento avenue subway, Chicago; tunnel under river, La Salle street, Chicago Telephone Company, Chicago; foundation, Commonwealth Electric Co., Chicago; fifteen-foot stormwater conduit, Muscatine, Ia., length, 4,000 feet; Loomis street and Harrison street bridges, Chicago; electric light conduit system, South park board, Chicago; 94,000 feet of pneumatic tube system, Associated and City Press of Chicago; conduits for the Chicago Telephone Co., Western Union Telegraph Co., Postal Telegraph Co., Chicago Edison Co., Central Union Telegraph Co., Columbus, O.; the Twenty-second street bridge, Chicago; North pier for the U. S. government, Chicago; electric light conduit system, West park board, Chicago; North avenue bridge, city of Chicago; Eighteenth street bridge, city of Chicago; pile protection, Rogers Park street ends, Chicago; raising and reconstructing foundation under part of Marshall Field's wholesale building, Chicago; Torrence avenue bridge over Calumet river, Chicago; temporary swing bridge over Chicago river at North avenue, Chicago; steel sheeting, Chicago avenue pumping station, Chicago; conduits for the Central Union Telephone Co., Indianapolis, Ind.; sixty miles drainage system, Chicago; forty-six miles track trolley and drainage system, Chicago Subway Co.; two miles canal feeder for the Illinois-Mississippi canal, U. S. government; tunnel under river at Quarry street, Chicago Edison Co., and the Belmont avenue drainage system, Chicago. He is a Shriner, Knight Templar, Thirty-second degree Mason, an Elk, a member of the South Shore Country Club, Chicago Athletic Club, Illinois Athletic Club, Chicago Automobile Club, Press Club of Chicago, Academy of Sciences, Chicago Technical Club, and Western Society of Engineers. He was married in 1883 to Rose Theresa Casey, and has one daughter, Rose, and one son, Thomas Jackson.

George W. Jackson

AILSHIE, James Franklin, jurist, was born in Green county, Tenn., June 19, 1868, son of George W. and Martha (Knight) Ailshie. His grandfather, Stephen Ailshie, was "conscripted" during the civil war and held as a prisoner at Vicksburg until the capture of that stronghold. His father also fought in that war, in the union ranks. As a lad James Ailshie worked on the home farm and attended the public schools. He afterwards studied at Mosheim (Tenn.) College and Carson College, Mossy Creek, Tenn., until nineteen years of age, when he moved West and became a public school teacher. Choosing law as his profession he took a college course at Willamette University, Salem, Ore., and was graduated with the degrees of LL.B. and Ph.B. in 1891. The same year he was admitted to the Oregon bar but began his practice in Idaho, where he was successful from the start. In the following year he was admitted to the supreme court. During 1893-95 he was a regent of the State University, and for nearly thirteen years was active in his profession, being engaged in a great number and variety of cases—some of vast importance. His chief reputation was gained in defending criminal cases, in which he had an extended experience and unusual success. In January, 1903, Mr. Ailshie became associate justice of the supreme court of Idaho, and since 1907 he has