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JACKSON

Erie Dock Company, all of Pittsburg, the Bessemer Limestone Company of Youngstown, Ohio, and the Montreal Mining Company of Cleveland, Ohio.

Mr. Schiller is a member of the Duquesne Club, the Pittsburg Club, the Union Club, the University Club, the Allegheny Country Club, and the Pittsburg Golf Club, all of Pittsburg.

His favorite recreations are golf, shooting, horseback riding and automobiling. He has also traveled extensively both at home and abroad. On June 6, 1900, he was married at Pittsburg, Pa., to Margaret Patterson Crosby, and they have two children: William Bacon, Jr. (b. November, 1902), and Frederic Crosby (b. August, 1905).

George Washington Jackson

George Washington Jackson was born at Chicago, Ill., July 21, 1861, the 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 14 inches thick at the bottom and 14 inches thick at the sides, which curve to the center overhead in the shape of a parabola. The dimensions are 12 feet 9 inches high and 14 feet wide for the trunk lines, 7 feet 6 inches high by 6 feet wide for the branch lines. The work occupied a period of 4 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 Company.

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, 5 to 11 feet in diameter, length 36,660 feet, average cut 33 feet; the foundation of the Halsted street bridge, Chicago; a 14-foot conduit, Reading, Pa., length, 12,600 feet; 55 miles of subway, Illinois Tunnel Company, Chicago; Sacramento avenue subway, Chicago; tunnel under river, La Salle street, Chicago Telephone Company, Chicago; foundation, Commonwealth Electric Company, Chicago; 15-foot storm-water 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 Company, Western Union Telegraph Company, Postal Telegraph Company, Chicago Edison Company, Central Union Telegraph Company, Columbus, O.; the Twenty-second street bridge, Chicago; North pier for the United States 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 Company, Indianapolis, Ind.; 60 miles drainage system, Chicago; 46 miles track trolley and drainage system, Chicago Subway Company; two miles canal feeder for the Illinois-Mississippi canal, United States government; tunnel under river at Quarry street, Chicago Edison Company, and the Belmont avenue drainage system, Chicago.

He is a Shriner, Knight Templar, thirty-second degree Mason, and 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.