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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.

CENTENNIAL HISTORY
OF THE
CITY OF CHICAGO
ITS MEN AND INSTITUTIONS

Biographical Sketches of Leading Citizens

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This tunnel system is now only in its infancy; no one can foretell the purposes and uses to which it will be put in the future. It may solve the smoke nuisance. By locating a central steam plant it could supply steam for heating and power to all of the buildings in the business district at less cost than the smoky individual plants now operated by coal can be maintained. Refrigeration can be furnished from the same central power plant, furnishing cold storage to buildings, hotels, restaurants and factories.

Nothing has ever been developed in the history of any city which will prove such beneficial results to the whole community as these tunnels. They will work out the method of better paved and cleaner streets; will prevent loss of that business to the city which increased cost of handling, owing to congestion of its streets, has gradually diverted to other cities, and will permit the use of the streets to every citizen with less risk to life or limb.

The company proposes to extend its system of tunnels to cover the residence district for the delivery of packages, etc. No public improvement of this or any other age ever equaled this undertaking, and Chicago prides itself with being the pioneer city of the world in adopting an improvement which means: The streets for the people—subways for freight.

George W. Jackson, as consulting and contracting engineer, has managed the expenditure of over \$25,000,000 for construction work in twenty-five years. He is credited with being the first engineer in this country to complete an all concrete underground construction, and with being the first engineer to design and install a successful pneumatic tube system for the transmission of packages underground, having designed and constructed over fifteen miles of pneumatic tubes for the City and Associated Press Associations of Chicago.

Under Mr. Jackson's management was constructed a fourteen-foot, all concrete, storm-water sewer system for Reading, Pennsylvania. He built the Strickler tunnel, one and a quarter miles in length, through the Pike's Peak Range, at an elevation of 12,700 feet above sea level, and has constructed subways at Indianapolis, Indiana, Columbus, Ohio, and Muscatine, Iowa. He built the bridges at North Halsted, Randolph, Loomis, Eighteenth, Harrison and Twenty-second streets for the city and sanitary district of Chicago; constructed the Wentworth avenue and Belmont avenue drainage systems, the Sixty-seventh street low-level drainage system and miles of other drainage systems for Chicago and St. Paul; laid the entire conduit system in the downtown district for the Chicago Telephone, Western Union and Postal Telegraph and Chicago Underground Sectional Conduit companies, and

has done a large part of the construction work for the cable systems of the traction companies, and for the lighting systems of the South and West Park boards.

Mr. Jackson has designed and patented what is known as the first practical steel sheeting, as well as the steel forms and ribs for forming concrete, and what is known as the Jackson column bar for driving rock tunnels. In 1903 he was appointed by Mayor Harrison hydraulic engineer for the High Pressure Water Commission, and designed for it a high-pressure system. He was chosen by the city council's local transportation committee as consulting engineer, to advise it as to the



GEORGE W. JACKSON.

construction of traction subways. He has also devised for the city a new sanitary sewer system.

During the past five years he has been chief engineer and general manager of the Illinois Telephone & Telegraph and the Illinois Tunnel companies, for which he has engineered and managed the construction of thirty-three miles of tunnels, which have been constructed in every street within the district bounded by Fifteenth, Halsted and Illinois streets and Lake Michigan. He has equipped the system with rails, trolleys, drainage facilities and a telephone system.

Mr. Jackson is president of the Jackson & Corbett Bridge & Steel Works; the Jackson & Corbett Company and the Interlocking Steel Sheeting Company, and is advising engineer for the Pike's Peak Hydro-Electric Company.

Mr. Jackson was born in Chicago, July 21, 1861, and is of English-Irish descent. He received his education in the public and technical schools, and in

the school of experience. He graduated from the technical schools in 1878, and entered upon a construction and engineering business in 1880, in which he has been engaged continuously ever since.

His family consists of his wife, Rose Theresa Jackson, his daughter, Rose Casey Jackson, aged eighteen years, and his son, Thomas Casey Jackson, aged twenty years. Mr. Jackson has lived for twenty years in the heart of the business district, his residence being a handsomely appointed flat on the top floor of the building at 177 Monroe street.

W. S. Bogle, president of the Crescent Coal & Mining Company, was born in Dover, New Hampshire, of Scotch parentage. He came to Chicago with his parents in 1861, his father, Daniel Bogle, being one of the noted



W. S. BOGLE.

engraver experts. He was awarded the gold medal for excellence in engraving at the Crystal Palace, New York, the first World's fair held in this country.

Mr. Bogle graduated from the Chicago High School in 1868, and immediately afterwards went into the coal business with his father, and has been in it ever since. He organized the Crescent Coal & Mining Company in 1891, previous to which time he had been western sales agent for the Delaware & Hudson Company for a number of years. From a comparatively small beginning the Crescent Company has grown to be one of the largest firms in point of tonnage in the Chicago market. Mr. Bogle has also owned and developed a great many bituminous coal mines, independent of the Crescent Company, in West Virginia, Ohio and Indiana, his principal operations having been in Indiana. He founded

the W. S. Bogle Coal & Mining Company, of which he was president; the Torrey Coal & Mining Company, of which he was also president, and the Indiana Fuel Company in which he held a half interest, and was vice-president of the Baltimore & Ohio Coal Company of Columbus, Ohio. He recently disposed of all his mining interests to the different syndicates which had been absorbing the Indiana mining properties. At the present time, in addition to being president of the Crescent Coal & Mining Company, he is also president of the Consolidated Anthracite Coal Company of Spadra, Arkansas, which controls practically all of the territory in which this coal is found. This coal is equivalent in all respects to the Pennsylvania anthracite, and the demand for it is so great that the company has difficulty in developing fast enough to supply it.

Mr. Bogle is a Democrat, and for many years was active in party management of Cook County. He retired from politics in 1892, after having served as chairman of the Central committee of the party for several years. For a number of years he was vice-president of the Iroquois Club, and served one term as president, refusing on the expiration of his term to accept of the second nomination. He is also a member of the Union League Club, Chicago Yacht Club, Germania Männerchor of Chicago and the Manhattan Club of New York.

In 1872 he was married to Miss Delia Stearns of Chicago. He has three children, two daughters and one son. The son, Walter S. Bogle, Jr., was educated at the Cornell University as mechanical and mining engineer, and is now general manager of the Consolidated Anthracite Coal Company of Spadra, Arkansas, having full charge of the operation of the mines.

Thomas J. O'Gara started in the coal business eight years ago with practically no capital. To-day he controls mining and coal interests worth \$6,000,000. Mr. O'Gara started in the business in 1897 as a jobber with little capital and no prospect of ever becoming a mine owner. In 1905, he owned and operated twenty-seven mines, organized a \$6,000,000 coal corporation of which he is the president and principal owner, and is now recognized as one of the leading coal men of the country.

Mr. O'Gara was born in Ireland about forty years ago, and came to Chicago in 1886. For several years he worked as a salesman in the coal business, but found time to study law, and after taking a course in the Chicago College of Law, was admitted to the bar in 1893. In 1897 Mr. O'Gara established the copartnership of O'Gara, King & Co., the members of the firm being T. J. O'Gara, John King and William Lorimer. In 1899 Mr. O'Gara bought out his partners and has since been alone in the business. Since that time Mr. O'Gara