CENTENNIAL HISTORY

OF THE

CITY OF CHICAGO

ITS MEN AND INSTITUTIONS

Biographical Sketches of Leading Citizens

ILLUSTRATED

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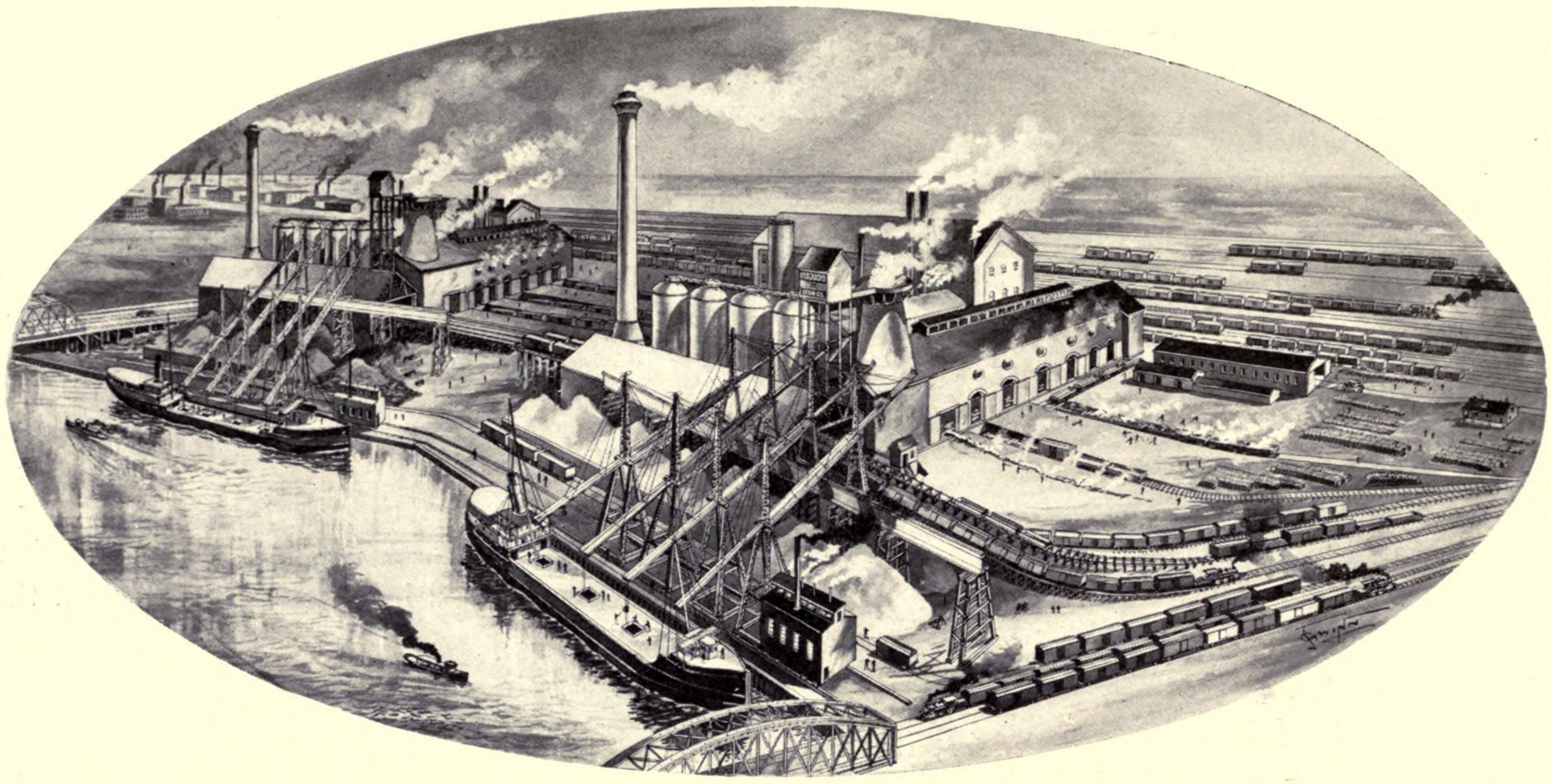
Lake Superior and Old Range ores. Their coke for fuel is brought in trainload lots from the Stonega and Connellsville districts.

The officers of the Iroquois Iron Company are M. Cochrane Armour, president; William A. Rogers, vice-president; George A. Tripp, secretary and treasurer, and Samuel A. Kennedy, superintendent. Mr. Armour, who is likewise associated with Rogers, Brown & Co., sales agent for the Iroquois Company, is a native of Auburn, New York, where he was born in 1851, of Scotch parents. He received his education in Michigan and Wisconsin high schools, and came to Chicago in 1876. He was connected with the Adams & Westlake Company of this city for ten years, and in 1890 he helped organize the firm of Rogers, Brown & Co. In 1899 he was elected president of the Iroquois Iron Company, which position he has since held. He is also vice-president of the Rogers Iron Mining Company.



VIEW OF IROQUOIS IRON COMPANY'S PLANT.

The Scherzer Rolling Lift Bridge is the invention of the late William Scherzer, C. E. It fulfills every requirement of a movable bridge, eliminating, in so doing, all the objectionable features of a swing bridge and spanning navigable waters in the simplest and least expensive manner. The efficiency of this type of bridge for the accommodation of heavy land and water traffic, and its many points of superiority over a swing bridge, have been demonstrated by more than seventy large Scherzer Rolling Lift Bridges constructed during the past ten years and in successful operation for the principal railroad companies and municipal corporations in the United States and abroad.

The chief advantage of Scherzer Rolling Lift Bridges over the old-fashioned center-pier swing bridges is the absence of any center-pier and large obstructive pier protection. The supports for the Scherzer Rolling Lift Bridge are supplied by piers placed upon the sides of the navigable channel, and upon these the movable parts of the bridge roll in a vertical direction, and through the clear opening thus obtained vessels are enabled to pass rapidly. A partial opening of the bridge will usually suffice. The power expended and the time occupied in opening and closing the bridge are both reduced to a minimum. The large bridges of this type now in use are usually opened or closed in thirty seconds, and receive highway or railroad traffic in less than one minute from the time the bridge begins to close. Another important advantage of this type of bridge consists in the absolute protection which the bridge itself affords against accidents when opened. In the open position the bridge itself forms a positive signal and barrier, absolutely preventing vehicles and pedestrians from falling into the water, which accidents are very frequent with swing bridges and result in large losses of life.

The first bridge of the Scherzer type was constructed across the Chicago River at Van Buren street. It was completed in the spring of 1895, and has been used continuously by the city of Chicago for the heaviest highway traffic, and is now carrying both highway and electric car traffic and giving complete satisfaction.

The four-track railroad bridge of the Scherzer type conveying the Metropolitan West Side Elevated Railway Company's lines across the Chicago River midway between Jackson and Van Buren streets was completed

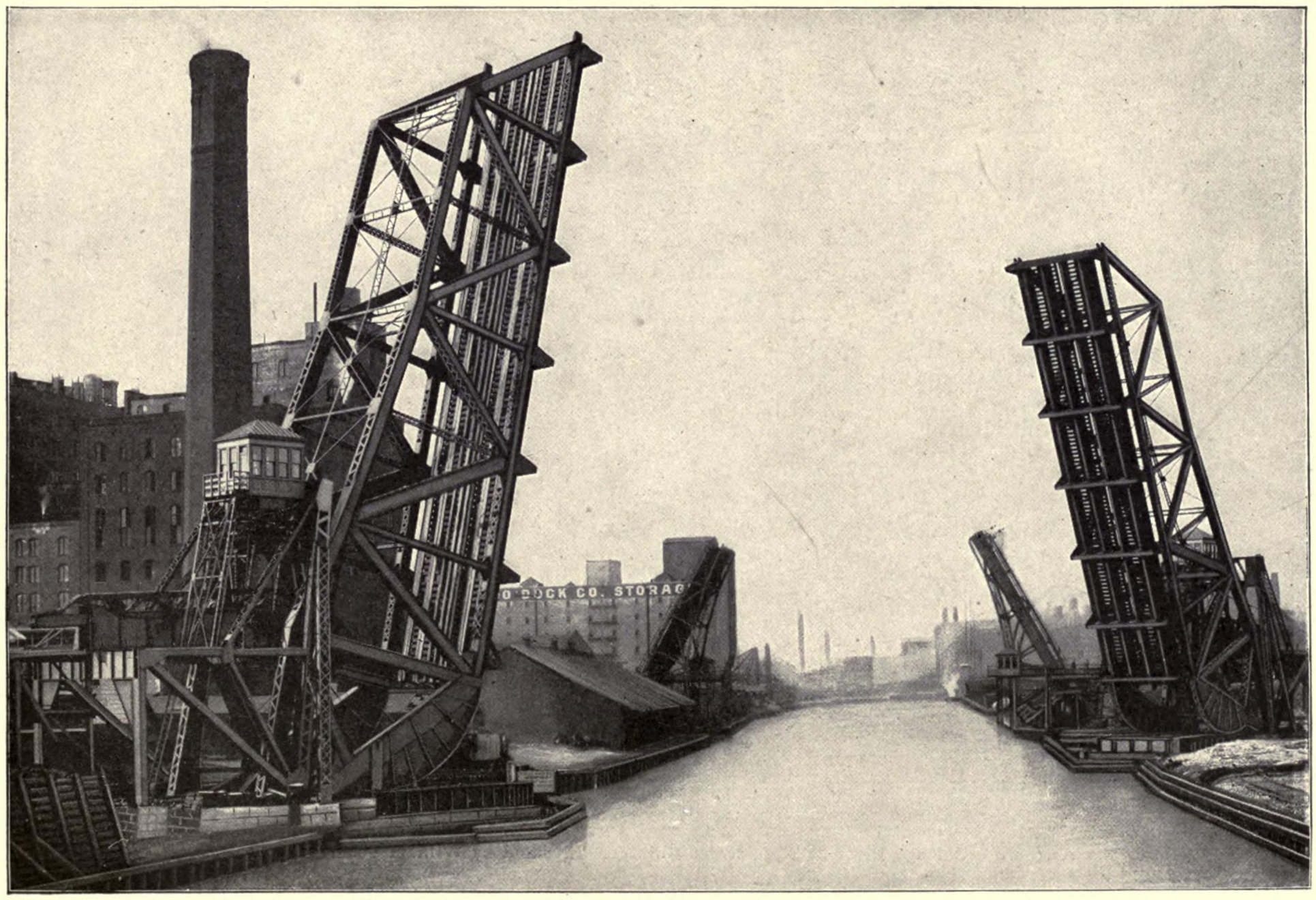
very soon after the Van Buren street bridge. It is composed of two similar or duplicate bridges placed side by side and firmly coupled together so as to operate as one bridge, or when desired may be uncoupled in a few minutes and operate separately, thus insuring a crossing for trains at all times. This bridge is operated by electricity and is opened or closed within thirty seconds. The satisfaction which this bridge has given can be no better shown than by an extract from a letter to Mr. Scherzer, written by Mr. W. E. Baker, general manager of the Metropolitan West Side Elevated Railway Company, under date of July 12, 1897, in which he says, referring to this subject:

"It was completed some time before May 6, 1895, at which date the road was opened and the bridge placed in active service, since which time it has operated continuously, and of itself caused no delays to trains, of which there are and have been, since shortly after the date of opening the road, about 1,200 daily crossings the bridge. We do not make any charge for motive power for operating the bridge; it is too small to be considered. The bridge is operated, as you know, by motors, using the current with which we operate the trains. The bridge has proved rigid. It is rapid to open and shut, has never shown any signs of failure; it requires little power to move it and shows no evidence of a depreciation, and we are satisfied with it."

The North Halsted street bridge of the Scherzer type was completed in 1897.

The State street bridge of the Scherzer type was completed in 1903. It replaced a very obstructive center-pier swing bridge, through which modern vessels could not pass. The new bridge gives a clear channel for navigation 140 feet wide. It was constructed by the Sanitary District of Chicago in connection with similar bridges at Randolph street, Harrison street, Eighteenth street and other points on the Chicago River where obstructive center-pier swing bridges had to be removed in order to secure an unobstructed water flow and passage for vessels.

Firmness and rigidity under heavy loads is a marked feature of the Scherzer Bridge, and is due to a great extent to the simplicity of the bridge structure as compared with other movable bridges now in use. This is at once apparent upon inspection of the bridge itself or the views herewith presented. Whether compared with the best class of swing bridges now in use, with the direct lift bridge, of which that at South Halsted street is an example, or with the various plans of experimental structures intending to do away with the center-

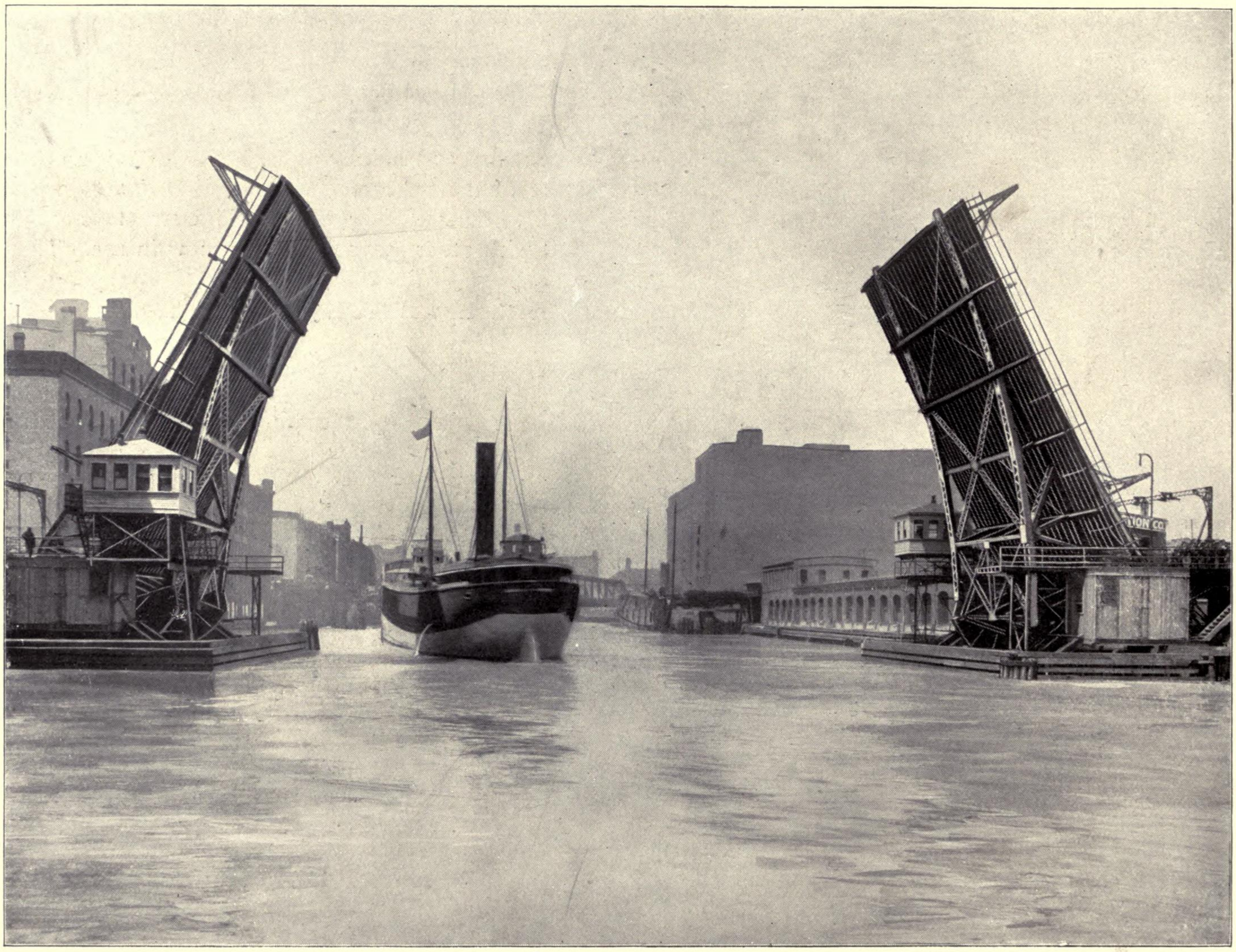


SCHERZER ROLLING LIFT BRIDGE

Across the Chicago River at Entrance to Grand Central Station, Chicago. The Longest Span Bascule Bridge in the World.

pier, the Scherzer Bridge has no equal for simplicity, rigidity, safety, rapidity of operation, economy, efficiency or durability. This is demonstrated by the fact that the principal railroad companies are rapidly removing their center-pier swing bridges and replacing them with modern Scherzer Rolling Lift Bridges.

The New York, New Haven & Hartford Railroad Company constructed a six-track Scherzer Bridge across Fort Point Channel at the entrance to the South Terminal Station, Boston, Massachusetts, in 1899. This station is one of the largest and most important terminal stations in the world. The Scherzer Bridge was selected by the railroad company because it fulfilled the highest requirements of a movable bridge. It has been so satisfactory that the railroad company removed its double-track swing bridge at Bridgeport, Connecticut, and replaced it with a Scherzer Bridge, completed in 1903. Four-track Scherzer Bridges are now under construction for this company at Cos Cob, Westport, over the Housatonic River and over the Connecticut River, Connecticut; also at Neponset, Massachusetts, and six-track bridges across the Bronx and Hutchinson rivers, New York. All of these modern bridges take the place of discarded center-pier swing bridges. They are intended to accommodate and expedite the increasing traffic of the railroad company and to facilitate the improvement from steam to electric operation of trains.



SCHERZER ROLLING LIFT BRIDGE
Across the Chicago River at State street, Chicago. Invented by William Scherzer, C. E.

Seven Scherzer Rolling Lift Bridges have already been constructed for Greater New York; four at Boston, Massachusetts; five at Cleveland, Ohio, and other cities too numerous to mention here.

One of the illustrations herewith shows the double-track railroad Scherzer Rolling Lift Bridge constructed across the Chicago River at the entrance to the Grand Central Station, Chicago. This bridge is the longest span bascule bridge in the world. It is also opened

more frequently than any other bridge in the world. It has given perfect satisfaction to the railroad company.

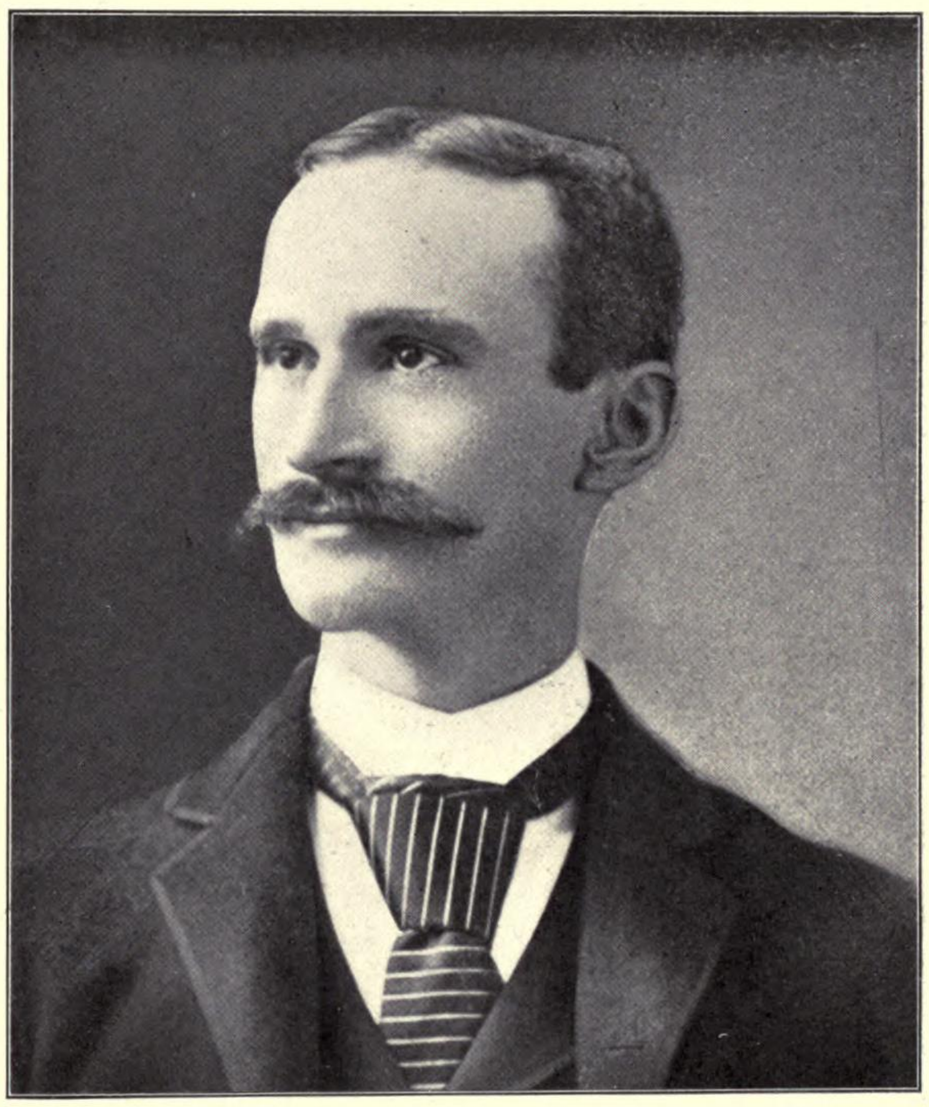
The Scherzer Rolling Lift Bridge Company also has the distinction of having made the designs and plans for and constructed the eight-track railroad bridge across the Drainage and Ship Canal, Chicago. This bridge is used by the Pittsburg, Cincinnati, Chicago & St. Louis Railway, the Chicago Terminal Traction Railway, the Chicago Junction Railway, and the Baltimore & Ohio Railway. It is the largest movable railroad bridge in the world and consists of four double-track bridges of the Scherzer type placed side by side to be operated either jointly or separately, as desired.

In England a large Scherzer Bridge has already been completed for the South Eastern & Chatham Railway, near London. Others are under construction in Ireland, the north of England, Russia and Holland, where the Scherzer type of bridge is superseding and replacing the trunnion type of bascule bridge.

A distinguished authority has stated: "The Scherzer type is the bridge of perfection. It is recognized by the engineering profession as the most perfect bascule bridge in existence. It is a monument to the inventor." This statement is verified by the fact that all of the largest and most important movable bridges constructed during the past ten years have been bridges of the Scherzer type.

William Scherzer, the inventor and patentee of the Scherzer Rolling Lift Bridges, was born at Peru, La Salle County, Illinois, on January 27, 1858. His parents were William and Wilhelmina Scherzer. His early education was acquired in the public schools of Peru, Illinois. At the age of fifteen he was placed in charge of a private tutor with a view of preparing him for entrance to some European University. At the age of eighteen he entered the Polytechnicum at Zurich, Switzerland, to take the four years in civil engineering. He was graduated with honors in the year 1880. Upon his return to the United States William Scherzer was engaged as engineer with the Matthiessen & Hegeler Zinc Company, remaining with that company for three years. For the following eight years he was employed with the Pittsburg, Fort Wayne & Chicago Railway Company, the Keystone Bridge Company and the Carnegie Steel Company, leaving the latter company to establish an office as consulting engineer.

One of the problems upon which he was consulted was the question of a movable bridge to carry the four tracks of the Metropolitan West Side Elevated Railway across the Chicago River, to the business center of Chicago, between the Jackson street and Van Buren street swing bridges. A swing bridge was impossible because it would interfere with the movements of both of the existing swing bridges. One of the ablest American engineers submitted to the management of the railroad company a pivot bascule bridge design, similar to the Tower bascule bridge at London, England, which was then under construction, and it seemed to be the only feasible solution of the difficulties, and detail plans were prepared for the construction of the bridge, but in working out the details, objectionable features became more apparent. The bridge question was becoming critical and the management of the railway company consulted William Scherzer with reference to overcoming the objectionable features of the design. After careful study of the problems, William Scherzer became convinced that it was impossible to eliminate the objectionable



WILLIAM SCHERZER.
Inventor of the Scherzer Rolling Lift Bridges.

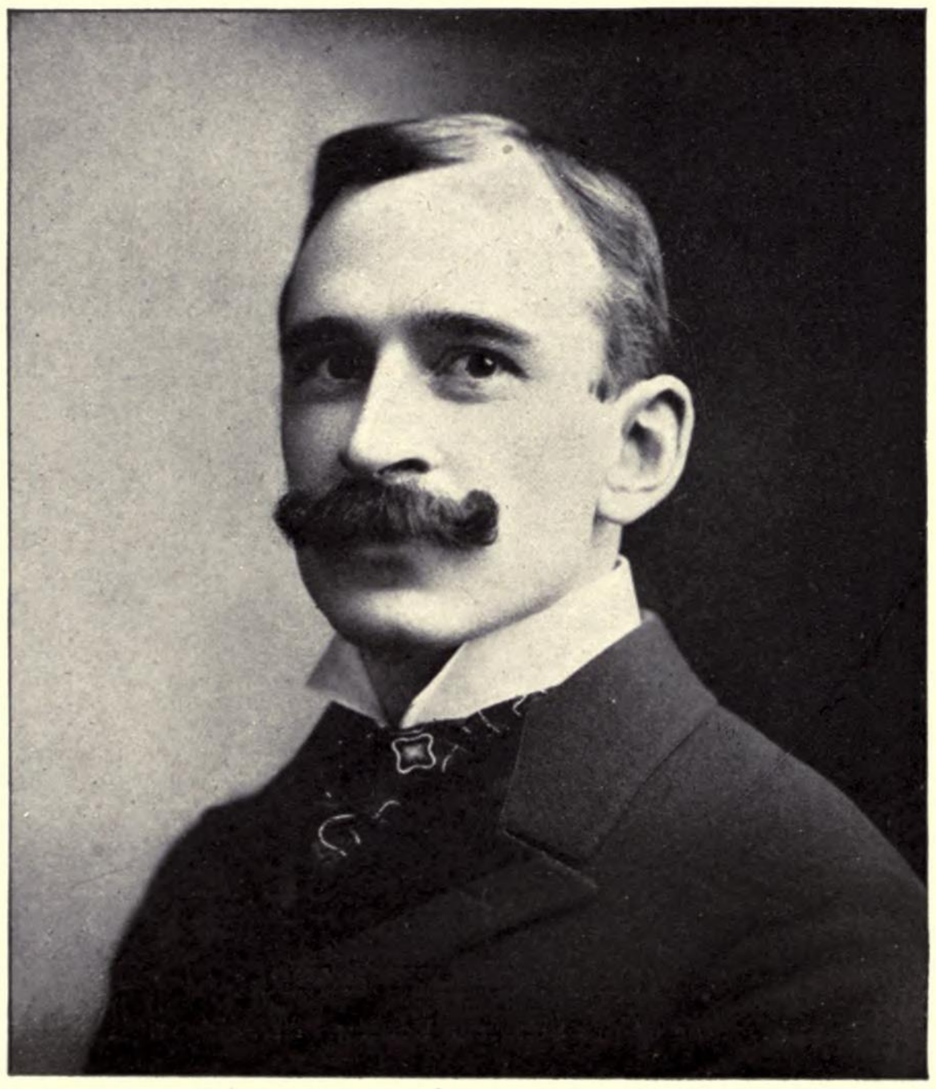
features of the pivot or trunnion type of bascule bridge. As the railroad was nearing completion, the bridge problem became very critical and induced William Scherzer to endeavor to solve the problem on entirely new lines. This ultimately led to his invention of the type of bridge known as the Scherzer Rolling Lift Bridge. He prepared a design for a four-track rolling lift bridge, which was at once adopted by the railroad company for construction. It was also decided by the railroad company and city authorities to remove the obstructive center-pier swing bridge at Van Buren street and replace it with a Scherzer Rolling Lift Bridge. The plans for both of these bridges were completed by William Scherzer shortly before his death, which occurred on July 20, 1893.

The complete success of the above-mentioned

bridges has been the foundation for the unparalleled success and rapid adoption and use of the Scherzer Rolling Lift Bridge throughout the world. The invention of the Scherzer Rolling Lift Bridge formed a new era in movable bridge construction, enabling and facilitating the improvement of waterways and the accommodation of the ever-increasing railroad, electric railroad and highway traffic.

William Scherzer was unmarried. He was a member of the American Society of Civil Engineers, the Society of Engineers for Western Pennsylvania, the Western Society of Engineers, The American Society for the Advancement of Science, and the University Club of Chicago, besides a number of social clubs.

Albert H. Scherzer, president and chief engineer of The Scherzer Rolling Lift Bridge Company, was born at Peru, La Salle County, Illinois, and is the son of



ALBERT H. SCHERZER.
President and Chief Engineer, The Scherzer Rolling Lift Bridge Company.

William and Wilhelmina Scherzer. After completing his preliminary education at the high school of his native city, he went to Europe, where considerable time was devoted to study at the universities in Zurich, Switzerland. Returning to this country in 1882, he became identified with the Illinois Zinc Company of Peru, Illinois, one of the largest firms in the world engaged in the smelting and rolling of sheet zinc, remaining with that company for the following eight years. In 1890 Mr. Scherzer came to Chicago and entered the Union College of Law, pursuing the regular course leading to the degree of LL. B., and graduating therefrom with the class of '92. He subsequently entered upon the practice of his profession, but in 1893, upon the death of his brother, the late William Scherzer, the inventor and patentee of the Scherzer Rolling Lift Bridges, he gave his attention to the development of the business established by him.

Mr. Scherzer has made an exhaustive study of movable bridges, and in pursuit of his studies along this line has traveled extensively throughout both this country and Europe, visiting all the principal structures of that class.

Under Mr. Scherzer's management the scope of the business has been very widely extended. In addition to the many large railroad, electric railroad and highway bridges of the Scherzer type in successful operation, more than thirty of the largest movable bridges in the world are now under construction in the United States and abroad upon the designs and plans and under the supervision of the Scherzer Company. The very high standing which this company has attained under the direction of Mr. Scherzer is evidenced by the fact that they are retained as consulting engineers by the principal railroad companies and the largest municipal corporations for the largest, most important and difficult movable bridges.

Mr. Scherzer was married to Miss Donna Gunckel Adair of Dayton, Ohio, in May, 1902.

Samuel Worthington McMunn, president and treasurer of the Kindl Car Truck Company, is one of the best known manufacturers in Chicago. His offices are at 135 Adams street. He has extensive business interests both in Chicago and throughout the West. Mr. McMunn was born at Sharon, Noble County, Ohio, March 20, 1850, the son of Isaac and Maria McMunn. He attended the public schools and later Sharon Academy in his home town. For some time after leaving the academy he taught school, when he entered business in the employ of the Ohio River Salt Company at St. Louis and later became a member of the firm of G. L. Joy & Company, the successors to that concern. Shortly after this he became president of the American Transportation Company and also president of the American Brake Company. From 1884 to 1889 he lived in New York as the manager of the Consolidated Coupling Company. In the latter year Mr. McMunn moved to Pittsburg, where he was identified for five years with the Carnegie Steel Company. He came to Chicago in 1894 as the manager of the Otis Steel Company. He later became interested in the Kindl Car Truck Company and is at present the active head and treasurer of that concern. Mr. McMunn is also a director of the Raymond Concrete Pile Company, second vice-president of the Oro Verde Mining Company of Colorado, director of the Page Woven Wire Fence Company, president of the United States Steel Piling