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PAPERS, DISCUSSIONS, ABSTRACTS, PROCEEDINGS



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**M. LASSIG, CHICAGO.**

IN MEMORIAM.

Moritz Lassig died suddenly on Tuesday, January 7th, 1902, in the seventy-first year of his age. He had made all preparations for his departure for Europe and had bidden his friends good-bye, exhibiting considerable emotion in doing so. He intended, accompanied by his wife, to join his two married daughters, Mrs. George (Emma) Bartholomae, and Mrs. August (Ida) Olinger, in Germany, and he did not expect to return. His health had not been satisfactory for years, but death came practically without warning two days before the time set for his departure.

Mr. Lassig was born in Rochlitz, Kingdom of Saxony, in the year 1831. He attended the School of Technology in Chemnitz, and after completing his studies there, emigrated to America, arriving in the spring of 1851. In the autumn of the same year he came to Chicago, accepting a position with the firm of Stone & Boomer

(Andros B. Stone and Lucius B. Boomer, with Amasa Stone, of Cleveland, as special partner). This firm was the owner of the Howe truss patents for certain of the western states, including Illinois. It was the time of the construction of the Illinois and Michigan canal, the Illinois Central railroad, the Chicago & Rock Island railway, and the Galena & Chicago Union railway. The aqueducts carrying the canal over the Fox, Desplaines and other streams between Chicago and the Illinois river, and most of the original bridges upon the aforesaid railroads, as well as upon the railroads generally throughout the western country, were built of this type and by this firm. The works were located between State and Clark, and Fourteenth and Sixteenth streets, Chicago. They were destroyed by fire in October, 1854, and never rebuilt.

Mr. Lassig remained with the firm of Stone & Boomer in positions of increasing responsibility until and during the time of the civil war. He was the valued and trusted assistant of Mr. L. B. Boomer in the execution of the latter's bridge building contracts with the United States government in the states of Tennessee, Alabama and Georgia. After the close of the civil war the bridge building business was continued, with Mr. Boomer, Mr. H. A. Rust and Mr. Lassig as associates under various firm names.

In the year 1876 Mr. Lassig established his own shop on South Clark street near Sixteenth street, Chicago, but these works were soon purchased by the Chicago & Western Indiana railroad for its right of way and had to be abandoned, and Mr. Lassig then formed a partnership with Mr. John Alden under the firm name of Lassig & Alden. Together they leased and operated the Rochester Bridge Works (of Rochester, N. Y.) for five years.

The works of the Lassig Bridge & Iron Works at Clybourn and Wrightwood avenues, Chicago, were started in 1882. Mr. Lassig was the president, manager, and almost the sole owner. At the beginning these works had an output of approximately 6,000 tons per annum. They reached an output of 42,000 tons in 1900, the last year of their existence as an independent company. In that year they were sold to the American Bridge Company, and Mr. Lassig's connection with them ceased.

Mr. Lassig's success in life was well earned and it was the result of such sterling qualities as honesty, indefatigable industry and painstaking conscientiousness. He had the well-merited reputation of fully and faithfully living up to his obligations and giving full value received in all his dealings. He took great pride in his work; he was always ready to make improvements in his bridge works and had the ambition to make them the best in the country.

He leaves, surviving him, his widow, Marie Lassig, and the two married daughters above mentioned. His remains were interred at

Heidelberg, Germany, where Mrs. Lassig and the two daughters reside.

Mr. Lassig was a member of this Society and of the American Society of Civil Engineers, as well as of various social organizations.

D. J. WHITTEMORE,  
AUGUST ZIESING,  
CHARLES L. STROBEL, } Committee.

Chicago, July 30, 1902.



**EDWARD J. BLAKE.**

IN MEMORIAM.

Edward Josiah Blake was born at Bridgton, Me., November 23, 1858. He entered Maine college in 1875, and graduated with credit in 1879. In the winter of 1879-80, he was employed on the surveys for a railroad between Bridgton and Portland, Maine. In 1880 he entered the service of the Chicago, Burlington & Quincy Railroad Company, at Burlington, Iowa, working for some months on maintenance of way, and afterwards on the surveys of a proposed Kansas City-Chicago line, through a portion of the state of Mis-