



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



CONTENTS FOR JANUARY, 1902

SUCCESSFUL AMERICAN

PORTRAITS AND SKETCHES OF PROMINENT MEN.

HENRY LYMAN LITTLE, Minneapolis 8

THOMAS BARLOW WALKER, Minneapolis . . . 11

HON. WM. DREW WASHBURN, Minneapolis . . 14

TIMOTHY EDWARD BYRNES, Minneapolis . . . 17

JOHN S. PILLSBURY (Deceased), Minneapolis, 18

CHARLES AXEL SMITH, Minneapolis 20

AMASA COPP PAUL, Minneapolis 22

JAMES EDWARD MOORE, M. D., Minneapolis, 23

LUCIAN SWIFT, Minneapolis 24

GEORGE ALLEN MCDougALL, Minneapolis . . 26

WILLIAM IRVING GRAY, Minneapolis 27

PATRICK CUDAHY, Milwaukee 28

THOMAS HENRY BOWLES, Milwaukee 30

THEODORE OLTMANN'S VILTER, Milwaukee . . 31

CHARLES QUARLES, Milwaukee 32

GEORGE NELSON WISWELL, Milwaukee . . . 33

FERDINAND A. W. KIECKHEFER, Milwaukee, 34

WILMER SIEG, Milwaukee 37

HORACE MANCHESTER BROWN, M. D., Milwaukee 38

AUGUST ROSENTHAL, Milwaukee 39

HON. WILLIAM BLAKE DEAN, St. Paul 40

RICHARD THOMAS O'CONNOR, St. Paul . . . 41

THEODORE R. TIMBY, M. A., S. D., LL. D., Borough of Brooklyn, N. Y. 42

LEWIS NIXON, New York 44

HON. JACOB A. BEIDLER, Cleveland 48

CYRUS H. McCORMICK (Deceased), Chicago 51

HONORÉ PALMER, Chicago 54

MARK MORTON, Chicago 56

ROBERT W. HUNT, Chicago 57

WILLIAM LAMBERT HURD, Pittsburg 58

HUGH HENDERSON DAVIS, Pittsburg 59

JACK VANDEVORT HURD, Pittsburg 60

MARION HAYLEIGH MURPHY, Pittsburg . . . 62

SIMON O'DONNELL, Pittsburg 63

ILLUSTRATIONS OF INDUSTRIAL ENTERPRISES.

PLANT OF THE NATIONAL ENAMELING AND STAMPING COMPANY, of Milwaukee, Wis. 36

WORKS OF THE McCORMICK HARVESTING MACHINE COMPANY, Chicago 53

WORKS OF THE MONONGAHELA TUBE COMPANY, near Pittsburg 61

CONGRATULATORY TELEGRAMS REGARDING PITTSBURG CATTLE SHOW 65

SPECIAL ARTICLES.

CHAT AROUND THE CLUBS 4

ALMOST FORGOTTEN HOLIDAYS *Wm. Cauldwell* 5

A MYSTERY AT LAST REVEALED *Thomas W. Pittman* 7

TO WHOM CREDIT FOR THE REVOLVING GUN TURRET BELONGS *Alfred King* 42

THE CONSTRUCTION OF OUR GREAT BATTLESHIPS *Wm. J. Hartford* 44

ELLA WHEELER WILCOX'S DEBUT ON THE PRESS *William Cauldwell* 66

SKETCH OF LURANA W. SHELDON *J. F. Ferris* 67

THE OLD YEAR (Poetry), *Lurana W. Sheldon* 68

BIRTH OF THE OPAL . . *Ella Wheeler Wilcox* 68

THERE IS NO TAMMANY . . *E. E. W. Brewster* 68

A NEW YEAR'S EVE LARK, *F. Bennett Clayton* 69



CHARLES LOUIS STROBEL.

AN AMERICAN ENGINEER NOTED FOR HIS BRIDGE CONSTRUCTION WORK.

CHARLES LOUIS STROBEL was born in Cincinnati, Ohio, October 6, 1852, and is a son of Carl and Ida Louise (Merker) Strobel. His father was a native of Wurzburg, Germany, and by profession a chemist connected with the glass-manufacturing industry in Bohemia and in Birmingham, England. He came to America in 1849, but, finding no opening for his talents in his specialty, engaged with his brother in the leather novelty business at Cincinnati. Both father and mother were Germans. Mr. Strobel, at the age of 17 years, went to Germany and, entering the Royal Polytechnic School at



CHARLES LOUIS STROBEL,
Chicago, Ill.

Photo. by Cox.

Stuttgart in 1869, graduated from the Civil Engineering Department in 1873. He began his professional career upon his return to Cincinnati, where, in the Spring of 1874, he entered the employ of the Cincinnati Southern Railway as Assistant Engineer, and was most of the time in immediate charge of bridge construction.

Among the important structures built under Mr. Strobel's supervision were the Ohio River Bridge at Cincinnati, with its great channel span of 519 feet, and the High Bridge over the Ken-

tucky River, which was the first example of a large cantilever bridge and is one of the highest viaducts ever built. In May, 1878, Mr. Strobel moved to Pittsburg, having accepted the position of Assistant to the President and Engineer of the Keystone Bridge Company. He removed to Chicago in 1886, and opened an engineering office, retaining a connection with the Keystone Bridge Company as Consulting Engineer, besides occupying the position of Consulting Engineer to Carnegie, Phipps & Co., Ltd., and Carnegie Brothers & Co., Ltd., of Pittsburg. Among the important structures built by Mr. Strobel while with the Keystone Bridge Company were the Susquehanna River Bridge for the Baltimore & Ohio Railroad, at Port Deposit, and the Ohio River Bridge for the Ohio Connecting Railway, below Pittsburg. He prepared and is widely known as the editor of a handbook of useful information to engineers and architects, first published by Carnegie, Phipps & Co., Ltd., in 1881. For this firm Mr. Strobel designed entirely new sections for steel beams to take the place of the irregular and clumsy patterns which the mills had been using in iron, and these sections have since been generally adopted as standard in this country. In the year 1887 Mr. Strobel introduced the rolling of Z bars into this country, and invented the Z bar column now so extensively used for viaducts and in fireproof buildings. He was connected as Engineer with the construction of a number of the earliest examples in Chicago of high, steel-ribbed fireproof buildings. A notable engineering feat performed under the direction of Mr. Strobel was the placing in position by floating of the main spans of the Railroad Bridge over the Ohio River below Pittsburg, Pennsylvania. Two spans, one 525 feet long, and one 416 feet long, were moved, while resting on their falseworks, and making a total height of structure above water of 143 feet, from a position alongshore to the masonry piers. Only a day's time was required for the transferring, ordinary coal barges serving for pontoons to carry the load.

He is a member of the American Society of Civil Engineers, and other American engineering associations, and of the Institution of Civil Engineers of Great Britain; also is a member of the Chicago, the University and the Chicago Golf Clubs.