

Great American Inventors

"LEARN ONE THING EVERY DAY"

No. 1. ELI WHITNEY.

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Whitney was born in Westchester, New York, on December 17, 1765. He early showed great ability, and by the time he was three years old had enough to enable him to read. After graduating from Yale, he went to Georgia, with the intention of becoming a teacher there. He was appointed in this, but the assistance of Mrs. Noyes, the widow of the general, and paid a plantation. There were some gentlemen also visiting Mrs. Noyes one day to lament that there was no machine for spinning the staple cotton of its work had to be done



by hand and was very slow. Separating one pound of the clean staple from the seed was a day's work for a negro woman.

Suddenly Mrs. Greene turned to them. "Gentlemen," she said, "apply to my friend here, Mr. Whitney; he can make anything." And she showed them several contrivances the young Northerner had made.

Whitney modestly said that he did not know how successful he would be, but that he would try. In a few weeks he produced a model, consisting of a wooden cylinder encircled by rows of slender spikes set half an inch apart, which extended between the bars of a grid set so closely together that the seeds could not pass, but the line was pulled through by the revolving spikes, and the seed fell into another compartment. This machine could clean fifty pounds of cotton a day, as compared with one pound a day cleaned by hand.

Whitney formed a partnership with Phineas Miller, who later married Mrs. Greene, and they built a factory at New Haven to make cotton gins. This place was burned to the ground in March, 1795, and the partners were plunged into debt. Several infringements of their patent then appeared to discourage them still more, and it was not until 1807 that Whitney's rights were established.

In the meanwhile, however, the inventor became disgusted with the struggle and commenced manufacturing firearms for the Government. This proved profitable, and Whitney greatly improved the way of making arms. But from the cotton gin he received little revenue.

His last years were the happiest. In 1817 he married Henrietta Edwards, the youngest daughter of Judge Pierpont Edwards of Connecticut. They had four children, a son and three daughters. Whitney died in New Haven on January 8, 1825.

No. 2. ROBERT FULTON.

FULTON was not the first man to build the steamboat. He was, however, the first man to build the power of the steam engine in the propulsion of boats in an effective manner.

His parents at Little Britain, Lancaster County, Pennsylvania, in 1765, he received a liberal education, but he promised of becoming a painter. At the age of twenty he took up painting seriously and supported himself thus until he was twenty-



machine for spinning flax, and another for making ropes.

Soon after this he went to Paris, and built a submarine, the "Nautilus." This boat was tried in Brest Harbor in 1801 before a commission appointed by Napoleon Bonaparte and Fulton succeeded in blowing up a small vessel anchored there for that purpose. Two years later at Paris he also was successful in propelling a boat by steam power.

Fulton returned to America and in partnership with Robert Livingston constructed the first American steamboat, the "Clermont." This was launched in the spring of 1807, and its success caused a great sensation. The principle of propelling boats by steam was now proved. The "Clermont" was soon established as a regular passage boat between New York and Albany.

Fulton built the "Demologos," or "Fulton the First," for the United States Government during the years 1814 and 1815. This was the first steam battleship ever constructed.

In February, 1815, the inventor caught cold from exposure and rapidly became worse. On February 24th he died, mourned by everyone who had known the man and his achievements.

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Henry Ford, of Ford Company, Talks Interesting of Automobile Development.

Goodroads Goodrum, who is now in Detroit getting "good dope" on the new automobiles direct from the factories where they are made, writes interestingly from that city of the sights he is seeing and the facts he is learning about autos.

Of course he visited the home of the Ford and endeavored to get a line on the future development of the automobile from the head of the house of Ford. Here is the way the story runs:

"What do you think the evolution of the motor car will ultimately produce?"

"Henry Ford turned and smiled slightly. 'Tell me, what do you mean?' he replied. 'The clumsy two-wheeled cart of the world's youth evolved into the luxurious landau; the Montgolfier balloon, lifted by hot air, developed into the Curtis biplane. In what way will the motor car of the future differ from the first Ford motor car?'"

"Mr. Ford passed a hand over his iron gray hair and his eyes took on a contemplative look. The man who re-created Sinbad's diamond valley out of his mechanic's brain was thinking of the painful early path. It suggested that eagle flights of 200 or 300 years do not belong to the inventor, but to some days and wakeful nights with infinitesimal progress.

"Lightness is what we are striving for more than any other thing," he said. "It will not be long before the present 1300-pound motor car will be reduced in weight to 500 pounds. This will mean greater speed and somewhat lower price. But the price cannot be greatly decreased because lighter material demands greater strength and craftsmanship."

"Although I am not a speed enthusiast, my aim being to increase comfort, I see no reason why motor cars should not eventually attain 150 or 200 miles an hour. But there would be no room for pedestrians on streets used by such machines. They would require special highways. In fact, rails would probably be the proper thing, just as we have rails now for our railroad trains."

"Would gasoline as used furnish sufficient power for these light, speedy machines?"

"Oh yes, though it might be necessary to mingle other liquids."

"Wouldn't friction set on fire a motor car going at 200 miles an hour unless some new lubricant were employed?"

"By no means; we have dynamos that run for a whole year with one application of lubricating oil."

"And this was as far as Henry Ford would go in snatching motor secrets from the future."

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STATEMENT OF CONDITION OF

FLANAGAN & BENNETT BANK

MARSHFIELD, OREGON.

AT THE CLOSE OF BUSINESS AUGUST 9, 1913.

Resources.	
Loans and Discounts	\$521,082.10
Banking House	50,000.00
Cash and Sight Exchange	311,699.76
Total	\$882,781.86
Liabilities.	
Capital Stock Paid in	\$ 50,000.00
Surplus and Undivided Profits	62,788.31
Deposits	769,993.55
Total	\$882,781.86

CONDENSED STATEMENT OF THE CONDITION OF

The First National Bank of Coos Bay

At Marshfield, in the State of Oregon, at the close of business, August 9, 1913.

Resources.	
Loans and Bonds	\$436,185.75
U. S. Bonds to secure circulation	100,000.00
Real Estate, Furniture and Fixtures	80,000.00
Cash and Sight Exchange	378,878.98
Total	\$995,064.73
Liabilities.	
Capital Stock paid in	\$100,000.00
Surplus and Undivided Profits	15,350.62
Circulation, outstanding	97,500.00
Deposits	782,214.11
Total	\$995,064.73

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