

Lincoln's First Clash With Davis

Interesting Historic Incidents Recalled by Rock Island's Seventieth Anniversary.

FIGHT OVER RAILROAD BRIDGE

Davis, as Secretary of War, Opposed Building of First Bridge Over Mississippi—Lincoln Was Attorney for Railroad.

Chicago.—When the Rock Island railroad celebrates, early in October, the seventieth anniversary of the operation of its first passenger train one of the features having unusual historic interest will be the placing of a memorial tablet on the only remaining pier of the first railroad bridge to span the Mississippi river.

Abraham Lincoln and Jefferson Davis figured importantly in this early project, Lincoln as counsel for the railroad and Davis as secretary of war.

The bridge was bitterly opposed by the river interests, who condemned it as a menace to navigation, and went so far as to attempt to burn it by setting fire to an ancient packet and permitting it to float downstream and lodge against one of the piers.

Construction of this vital link, definitely hooking up the Atlantic seaboard with the great West to which the tide of emigration that was to open a new empire was already flowing, was practically completed when Jefferson Davis, then secretary of war, instructed the United States district attorney for the northern district of Illinois to obtain an injunction forbidding its use for the passage of trains. This action was defeated by the railroad, and then came the incident of the packet, one span of the structure being destroyed.

Lincoln's Prophetic Words.

Owners of the packet sued the bridge company, the railroad and several officers and stockholders as individuals, alleging that the bridge had so altered the river currents as to cause the packet to drift back down the stream. Lincoln defended the suit in the United States circuit court, and the jury disagreed and was discharged. In his argument to the jury the then country lawyer made the prophetic statement that "more traffic would cross the river on this bridge than would ever pass beneath it," a pronouncement that was regarded as more visionary than sound.

Chicago's famous mayor and congressman, pushed a resolution through congress directing the committee on commerce, the predecessor of the interstate commerce commission, to investigate and report "whether this structure constituted a serious obstruction to the navigation of the river." The committee reported that it did, but recommended that the controversy be left to the courts for decision.

Then James Ward, a St. Louis steamboat owner, filed a bill in the United States district court, Southern division of Iowa, in 1858, praying that "the bridge be declared a nuisance and

ordered removed." Judge John M. Love rendered a decision declaring the bridge "a common and public nuisance," and ordered the railroad to "remove the three piers and their superstructure which lay within the state of Iowa."

The case was appealed to the Supreme court of the United States. Before it reached there Lincoln was removed from the case by his election to the Presidency, but the argument was prepared along the lines he had laid down in the lower courts, and in December, 1862, the Supreme court reversed the District court and forever settled the controversy, saying, in the words of Associate Justice Catron:

"According to this assumption, no lawful bridge could be built across the Mississippi anywhere. Nor could harbors or rivers be improved; nor could the great facilities to commerce, accomplished by the invention of railroads, be made available where great rivers had to be crossed."

Abandoned Years Ago.

The bridge was abandoned and disintegrated years ago, and all traces of it were thought to have been lost, until Charles Davis, who drove the first engine taken into the state of Iowa, and the first pensioner of the Rock Island lines, was rambling over the arsenal grounds at Rock Island, Ill., one day after his retirement. He came upon the old stone pier, crumbling

Fires in U. S. Every Minute

Due to Carelessness of Men Who Heed Neither Warnings Nor Experience

FIRE BELL CLANGS CONSTANTLY

Each Clang Announces That a Useless Waste Is Being Added to Burdens of Community—Fire Prevention Campaigns.

Chicago.—More than two and one-half centuries have passed since the great London fire. This fire was considered to have been an "act of God," and laymen have since drawn contracts to relieve contracting parties of any obligation that could not be fulfilled because of an "act of God."

No longer, however, do we charge the deity with causing conflagrations. Humanity has progressed far enough away from superstition to place the blame where it belongs; that is, on the carelessness, thoughtlessness or "penny-wise-pound foolish" policy of men who heed neither warnings nor experience. But humanity has not progressed far enough to prevent recurrence of disasters and death dealing fires.

In spite of national, state and local fire prevention campaigns and more or less pointed legislation, fires rage in the United States at the rate of one every minute of every hour of every day. The clang of the fire bell never ceases, and each clang announces that a useless waste is being added to the burdens of the community.

Losses Increase Yearly.

Of course, a reason can readily be found for the never ending increase in yearly fire losses. Each year more buildings are constructed, contents increase, there are more people, and both buildings and contents are worth more in dollars and cents. But people are no more careful.

The National Fire Protection association devotes 365 days out of the year to fire prevention. Chambers of Commerce, Women's clubs and other civic organizations give a portion of their time to educating the public to form those simple habits which in the aggregate would greatly reduce the

away and overgrown with vines and underbrush. He recognized the locality at once, and communicated his find to railroad authorities, with the result that the pier was restored to the government arsenal officers, and is now in condition to stand as a permanent memorial to the first crossing of the Mississippi by a railroad.

While the observance of the railroad's anniversary will be general on the system, special exercises will be held at several points on the railroad.

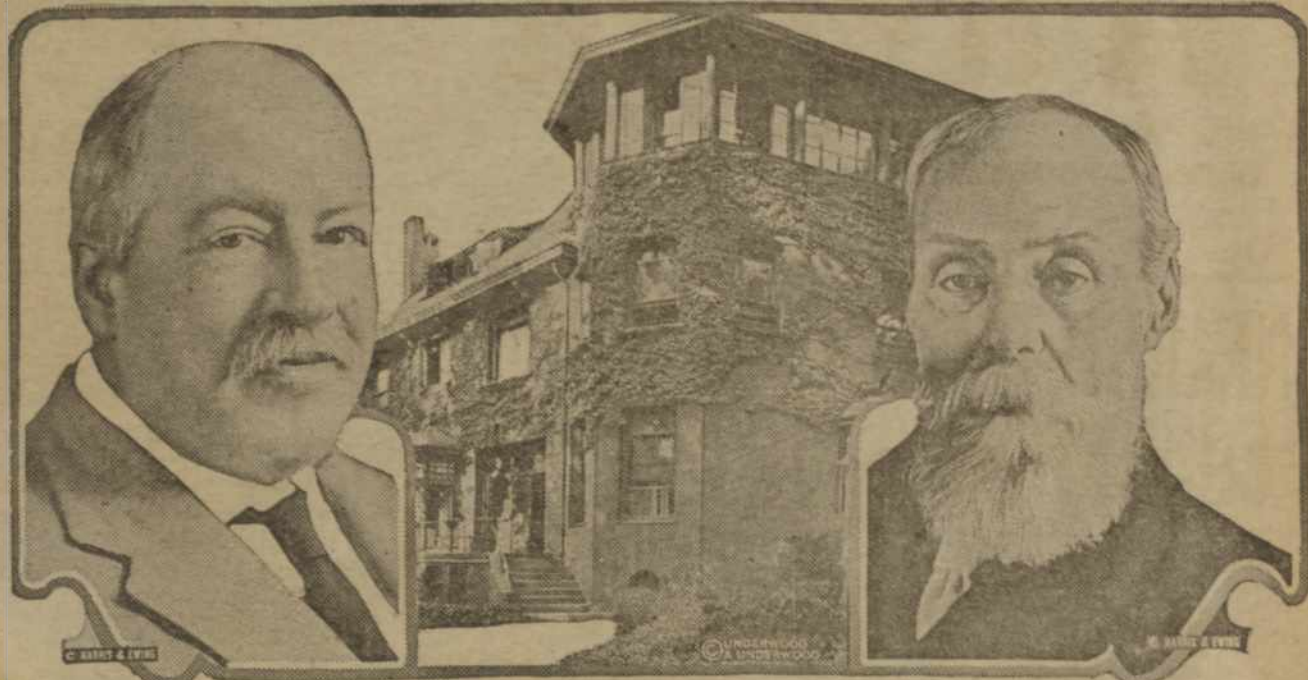
One of these will take place at Joliet, the first terminus of the road to which regular passenger service from Chicago was established. The first passenger train reached Joliet on the morning of October 10, 1832. This run will be duplicated on October 10 by a special train carrying railroad officials and invited guests to Joliet, where a monument will be unveiled to Samuel B. Reed, the engineer who built the line in Illinois.

ROOSTER'S CROW SAVES MAN

Guides William Warner, Lost in Pennsylvania Cranberry Swamp, to Farmhouse.

Stroudsburg, Pa.—The crowing of a rooster saved the life of William Warner, who became lost in a cranberry swamp near Tannersville. Warner wandered for a long time and finally was caught in the soft, boggy land up to his waist. After he succeeded in dragging himself out and got on to firmer land he was so tired and weary that he realized that he might again be mired. Hardly daring to move, he heard the rooster crow and followed the sound until he reached a farmhouse.

American Viscount Doesn't Care About His Title



Although a British viscount has descended on him through the death of his greatnephew, the viscount of Exmouth, Henry Edward Pellew, ninety-four-year-old resident of Washington, is showing little concern over his late turn of fortune. Mr. Pellew places his half century of American citizenship before the British title. The illustration shows the residence of Mr. Pellew in the capital city; at the right his portrait, and at the left his son, Charles Ernest Pellew, president of the New York Society of Craftsmen.

U. S. Is Rich in Oil Shales

New Source of Motor Fuel Awaits Development by Chemists, Says Dr. McKee.

USE MORE THAN WE PRODUCE

Shortage of Petroleum Is Made Up by Large Importations From Mexico—Big Source of Supply Seen in Shale.

Washington.—In the last six years the gasoline used in the United States per automobile has decreased from 600 gallons per year to approximately 400 gallons per year, owing not to a decrease of mileage per car, but to an increased efficiency of carburetors and engines. Were it not for this increased efficiency we should already have reached our limit of gasoline consumption and with it probably a price of at least 40 cents a gallon.

Since 1921 the United States has been consuming more petroleum than it produces. The excess has been largely provided by Mexico and last year showed an importation of more than 120,000,000 barrels, that is, approximately 26 per cent of the American production. Moreover, about a year ago the geological survey called attention to the fact that we should not expect to find any more large fields of petroleum in the United States—in other words, that practically all of the possibilities in the way of large petroleum fields in this country have been well protected and that now we can calculate fairly closely what the production will be in the future.

Continually Increasing.

On the other hand, the use of motor vehicles in this country is continually increasing. At present there are about 10,000,000 passenger cars, trucks and tractors in use, and it is certain that the saturation point is more than 15,000,000, and perhaps will exceed 20,000,000 machines. With this expected larger demand for gasoline on one hand, and on the other, even less petroleum available in a few years than we have at present, there arises a question as to how the motor fuel deficit is to be met. Of course, importations of oil can be made from Russia, Persia, Mesopotamia, and South America. The consumer will purchase his gasoline at from 60 to 75 cents a gallon. We must have a domestic supply of motor fuel and at a price more reasonable than 60 cents a gallon. Thirty-five or forty cents a gallon will probably be considered a fair price by the consumer.

Alcohol and benzol and the synthetic motor fuels having a mixture of

these two as their base, will meet a small, but only a very small portion of the needs. The total amount of these two motor fuels available in America is but a small percentage of the 20,000,000 gallons of gasoline now used daily.

Oil Shale Resources.

In the last two years another source of motor fuel has begun to be considered seriously in America. In Europe oil shale has been used for nearly a century for the obtaining of petroleum. Indeed, the word "petroleum" was used for shale oil for a generation before Colonel Drake drilled the first oil well (Titusville, Pa., 1859). Oil shale does not contain petroleum, but by heating oil shale a petroleum distillate from which a motor spirit similar to ordinary gasoline may be obtained.

The European oil shale yields 20 to 22 gallons of oil per ton of shale mined. In this country we have large deposits of shales that give double this yield of oil. The largest of these are the Green River deposits in Colorado, Utah and Wyoming, but there are also deposits in Kentucky, Indiana and Ohio, and some of equal extent in New Brunswick and Nova Scotia. Many of these will yield a barrel (42 gallons) of oil per ton of rock. It is not commonly appreciated how large these oil shale deposits are. In the Green River section alone there are known deposits yielding a barrel or more of petroleum per ton. These are sufficient to furnish more than five times the total world production since the commercial development of well petroleum 60 years ago.

Experimental Work.

In the last two years "conversations" regarding shale oil possibilities have been followed by real experimental and small plant operations, so that today we have several processes in course of trial. It is as yet a question whether we have found the best method of obtaining oil from the shale. It should be said in passing that the American shales do not work satisfactorily when retorted in the standard Scotch retort, and that, accordingly, modifications of this retort, or retorts on new principles must be designed.

So far the developments have been largely in the hands of mining engineers or of men without technical training. Only lately have chemical engineers taken an active hand in the industry.

In concluding, Dr. McKee says: "The demands for petroleum are increasing in this country at the rate of about 50,000,000 bbls. a year. We have in prospect no source of fuel oil, gasoline, or gasoline substitute other than oil shale that promises to furnish even a minor part of this demand. To meet this, even without making any allowances for the expected decrease in production from oil wells will require each year the building of 75 shale oil plants, each handling 2,000 tons of oil shale daily, and each representing an investment of nearly a million dollars. And yet some men feel that the industrial need for chemical engineers and chemists is limited!"

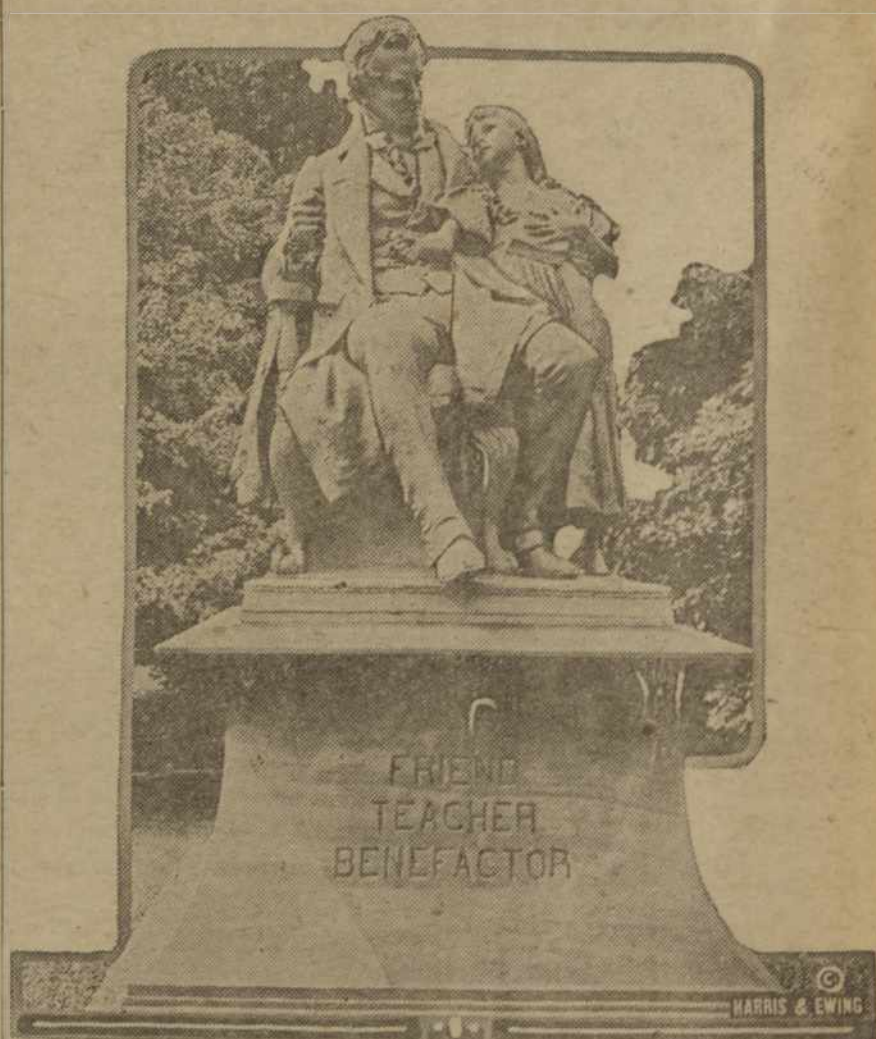
CUBAN PATRIOT HONORED



A delegation of prominent Masons from Cuba journeyed to Washington to attend the unveiling of a marble tablet to the memory of Gen. Calixto Garcia Iniguez, Cuban patriot, the ceremonies taking place at the Raleigh hotel, where the tablet was placed and where the general died. Photograph shows Felix V. Frenkel, grand secretary of the grand lodge of the Cuban Masonic bodies, and V. Gonzalez, interpreter, speaking to the gathered Masons.

The gimlet screw, the idea of a little girl, brought many millions of dollars to its inventor.

Gallaudet Statue in Washington



Statue of Gallaudet with a deaf mute, by Daniel Chester French, celebrated sculptor, on the grounds of Gallaudet college, Washington. Gallaudet founded the first school for deaf mutes in the United States and Gallaudet college is the only college giving degrees to deaf mutes. The fund for the statue was subscribed to by deaf mutes from all sections of this country.

Will Found Written on Paper in Watch

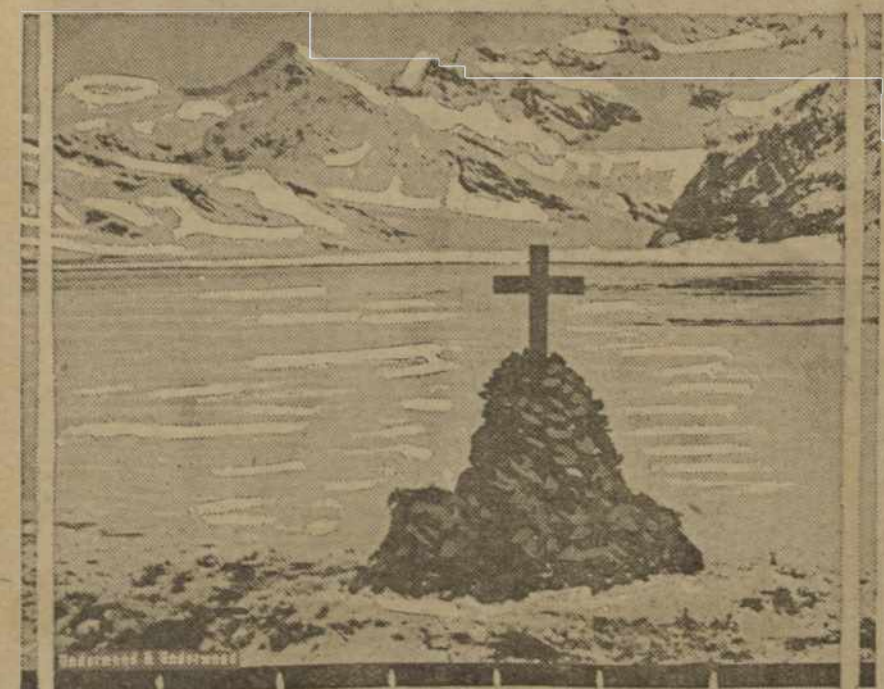
Palo Alto, Cal.—The will of "Dad" Moulton, veteran Stanford athlete, was taken to San Jose for filing, and it is one of the strangest, in form, ever filed.

Moulton cut a piece of paper into a circle that fit the back of his watch and wrote the will on it.

It reads: "September 14, 1921. At my death I will everything I have to my wife, Ida L. Moulton. I wish her to help Edwin, our adopted boy, if he deserves it."

"E. W. MOULTON."

Lonely Grave of a British Hero



This plain wooden cross upheld by a cairn of small stones, on the desolate and uninhabited island of South Georgia, just above the Antarctic circle, marks the last resting place of England's heroic explorer, Sir Ernest Shackleton, who died last year.

SUE FOR AMERICAN'S DEATH

\$100,000 Reparation Asked of Turks for Death of George Knapp, Murdered by Soldiers.

Los Angeles, Cal.—A claim of \$100,000 as reparation for the death of George P. Knapp, an American, seven years ago in Armenia, is being prepared for filing against the Turkish government by officials of the State department at Washington, according to a statement made here by Knapp's brother, J. Herbert Knapp, a civil engineer.

When Knapp died, typhus was given as the cause, but his brother believed the cause was more sinister and left his home here to go to Turkey and Armenia, where he passed years in an investigation. He secured an affidavit from an Armenian banker, which declares his brother was taken by Turkish soldiers, who trampled into the dust the American flag over his door, tied him to a tree in a desolate place and shot him three times simply because they believed he knew too much about their depredations.

Personalities Barred. We like our friends to be perfectly frank about other people.—Boston Transcript.

Rides 3,000 Miles to See His "Long-Lost" Sisters

Lynn, Mass.—Like a character out of a Western painting, George Morin, cow puncher, swung out of his saddle in front of the rectory of St. Jean Baptiste's church and saluted Father Lacroix with a query as to where the Morin sisters might be. It was the end of a 3,000-mile journey on the back of Skeeter, a cayuse full of tricks, from Rawlins, Wyo. Morin came to meet his sisters, whom he had not seen for 38 years.

The priest did not know, but a neighbor said one of the sisters might be Mrs. Annie Morin Roussin. Mrs. Roussin recognized the brother, who ran away from his home in Suncook, N. H., and went West with an uncle after the father died.

Another sister, Mrs. Ida Kennedy, lived a short distance away, while three others live in Suncook, N. H. There was a family reunion.