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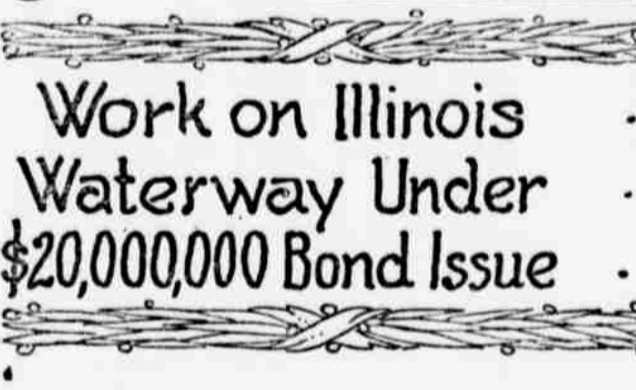
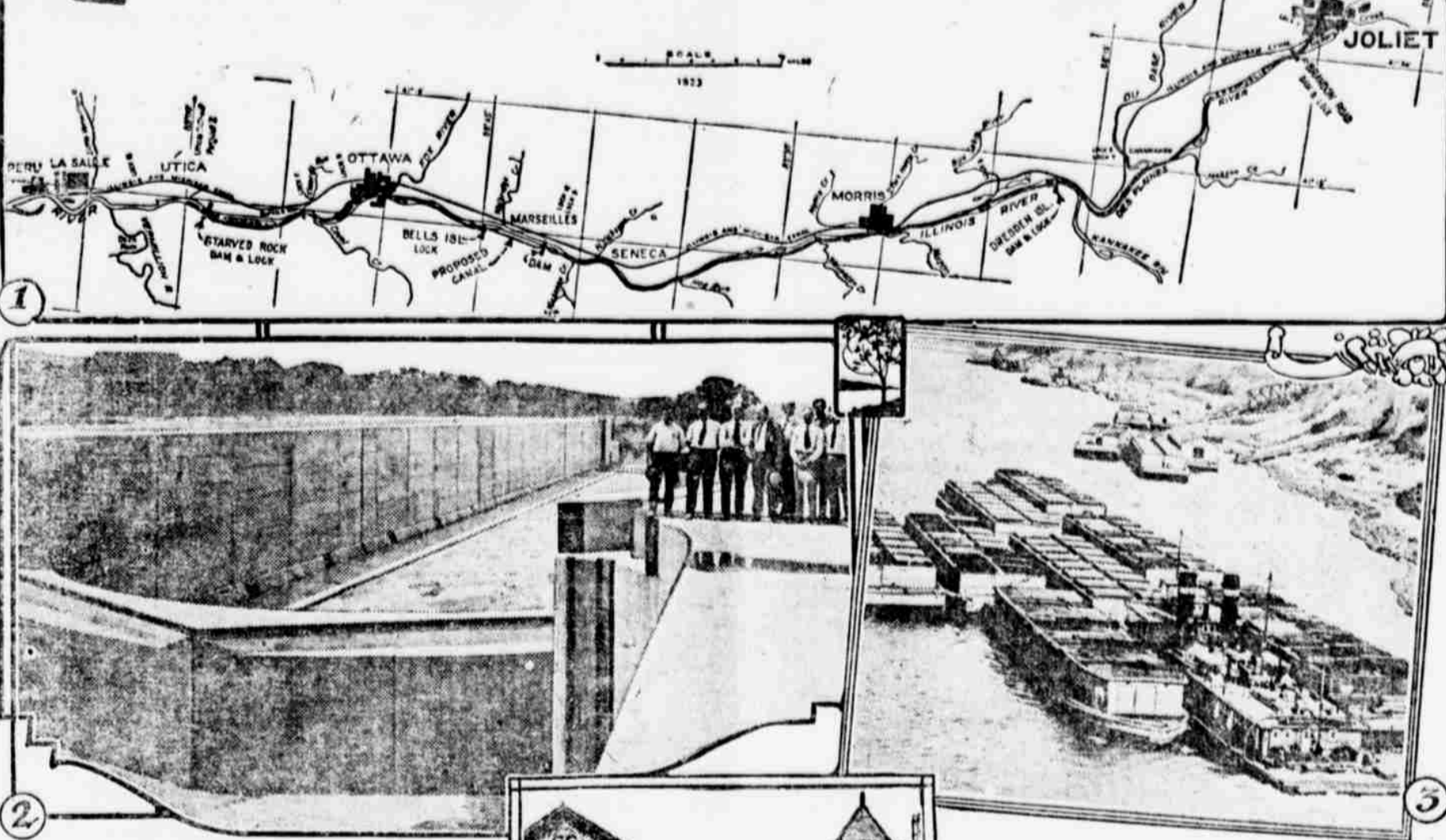
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Hall's Catarrh Medicine is a Combined local and internal, and has been successful in the treatment of Catarrh for over forty years. Sold by all druggists. F. J. CHENEY & CO., Toledo, Ohio

Great Lakes to Gulf



Work on Illinois Waterway Under \$20,000,000 Bond Issue

By JOHN DICKINSON SHERMAN

ILLINOIS is making progress in the work on the Illinois Waterway. Under instructions from Governor Small, Col. C. R. Miller, director of the department of public works and buildings, has received bids for the construction of another lock, the second of five to be constructed between Lockport and Utica. This lock is to be built at Lockport and will connect the channel of the Chicago Sanitary district with the Desplaines river at that point. Bids were also received at the same time for furnishing and erecting the steel gates for this lock and for the lock at Marseilles.

Itation and electric power but not yet a channel for commerce. They would see New Orleans with its slogan, "The second port of the United States" and its \$20,000,000 new harbor. They would see the Great Lakes teeming with commerce, but not yet with a path to the sea; the Mississippi with its barges but not yet a path to the Great Lakes. They would see the East and the West at variance over the Great Lakes-St. Lawrence route to the sea. They would see Illinois and some of her neighbor states at variance over the Great Lakes-Gulf route via the Illinois Waterway.

The Marseilles lock, begun November 20, 1920, is now ready for the steel gates and operating machinery. The contract bid price was \$1,375,115 at the peak of war prices, but William L. Sackett, superintendent of the division of waterways, reports that it has been completed for \$100,000 less than the contract price. Bids received last February for the Starved Rock lock and dam were substantially below the state's estimate of cost for that work. These figures, Superintendent Sackett points out, show that the Illinois Waterway can be completed well within the \$20,000,000 bond issue authorized by the state.

DeSoto's bones lie in the bed of the Mississippi river. Radisson's are—who knows? Joliet's are in Canada. Marquette's are at St. Ignace, Mich. LaSalle's are in Texas.

Suppose one could wake these famous explorers from the dead and take them from the Great Lakes to the Gulf through Chicago and its drainage canal, down the Illinois and Michigan canal and the Illinois river to the Mississippi and down the Mississippi to New Orleans. Just imagine what they would feel and say!

They would see in Illinois itself legal complications which threaten further delay. But they would see, looking with the eyes of the 1923 nation-builders, within the space of ten years one great path leading to the Atlantic and Europe and another great path to the Gulf leading to the Panama canal and South America. Doubtless this vision will be fulfilled. What was done at the Soo can be done at LaSalle; the channeling of the St. Clair flats can be repeated in the mudbanks of the Illinois.

For DeSoto saw the Lower Mississippi in 1541. Radisson was on the Upper Mississippi about 1655. LaSalle may or may not have crossed the Chicago portage as early as 1670, but he certainly in 1682 built Fort Crevecoeur at Peoria. Then, descending the Illinois and the Mississippi to the Gulf, he took possession of the region in the name of France and named it Louisiana, after Louis XIV. Joliet and Marquette, in 1673, went by canoe from Mackinac to the mouth of the Arkansas by way of Green Bay and the Wisconsin. They returned by way of the Illinois and the Chicago portage. And Marquette spent the winter of 1674-5 in a hut on the site of Chicago.

Following the bond issue authorization in 1908 all efforts to get action in the legislature were blocked by differences of opinion and political jealousies. In 1915 the legislature agreed on a bill incorporating a plan for the work, which became a law. It provided for locks of a minimum width of 55 feet and a length of 250 feet. The chief of engineers of the War department refused to approve the plan on the ground the size of locks was but little improvement on the old canal and that a water power scheme was paramount. This refusal resulted in a delay of four years more. In 1916 Superintendent Sackett had a conference with Gen. William M. Black, then chief of engineers, and succeeded in working out an agreement with him. This was incorporated in the law of 1919 passed by the Fifty-first general assembly. Plans for the work by M. G. Barnes, chief engineer, who had been in government service in connection with the construction of the Panama canal, gained approval of the chief of engineers of the War department and secretary of war in March, 1920, after five years of effort following the first enactment by the general assembly.

DeSoto, after the failure of his expedition for conquest, was bent on escaping from the wilderness by marching across the continent. Radisson, out of whose explorations came the Hudson's Bay company, was looking for furs. Marquette was a Jesuit priest engaged in religious work.

But LaSalle and Joliet were empire builders and they saw in the Chicago portage the key to water transportation from the Gulf of St. Lawrence to the Gulf of Mexico through the heart of the New World of North America. They said a few men with shovels on the Chicago portage could unite the Great Lakes and the Gulf of Mexico and they may be pardoned the exaggeration, for in season of flood it was usual to travel by canoe over the Chicago portage. They had the vision to see the full meaning of this uniting of the waters at the Chicago portage between the Chicago river and the Desplaines.

Hard upon the heels of these great Frenchmen came a race of nation-builders who had like visions. Could the explorers now revisit the Mississippi valley they would stand aghast at what has already been accomplished along the line of their vision. They would marvel at the slowness of these latter days. They would be puzzled by complications, with ramifications seemingly without limit.

It was the necessity of a more adequate channel of navigation and water transportation from Chicago to the Gulf that impelled the people of Illinois to vote in 1908 the twenty-million-dollar bond issue for the purpose. Power development was an important factor in the final selection of the river route as against an attempt to enlarge the canal. The plan approved provides for the improvement of the Desplaines river from Lockport to its mouth eight miles west of Joliet at its confluence with the Kankakee river, the two forming the Illinois river, and of the Illinois river from that point to Utica where the present navigable water of the river is reached. This will be done by construction of four dams creating navigable pools and five locks, compared with fifteen locks in the old Illinois and Michigan canal. The locks will be the same width as the locks of the Panama canal, 110 feet, but 600 feet long, or two-thirds the length of the locks of the Panama canal. These locks are about two city blocks in length and nearly half a block in width. They will have a depth of 14 feet over

water shills. The minimum depth of the pools formed by the dams will be nine feet, which is the available depth for navigation in the Mississippi, from Cairo to New Orleans.

The Lockport lock—the picture gives an idea of its size as reckoned in skyscrapers—will have the highest lift of any lock of its size in the world—41 feet. This will enable boats to get from the Desplaines river into the Chicago Sanitary district channel which affords a navigable channel of 21 feet into Chicago—an important link in the improvement by the state of the 65-mile stretch of the Desplaines and Illinois rivers from Lockport to Utica and considered the most valuable potential artery of transportation for its length in the world. These locks will permit transportation in fleets, without breaking bulk, from New Orleans to Chicago, of 9,000 tons cargo capacity, which is equal to 13 average trainloads in 1920. The waterway, when completed will have an annual tonnage capacity of more than sixty million. The cost of haul by water is about one-third the railroad freight rate of 1921.

The fall from Chicago to Utica is 140 feet. This will afford a power development at each of the dams totaling 75,000 horsepower. This, it is estimated, should net the state an annual income of \$1,500,000.

With the completion of the Illinois Waterway Chicago will be 400 miles nearer to New Orleans than is Pittsburgh and there will be five locks on the Illinois Waterway route as against fifty-four on the Ohio river route, Chicago will have a 7,000-mile all-water route to San Francisco with one barge-to-ship transfer at New Orleans—a saving of over \$1,000 per car between Chicago and Pacific coast ports.

In 1922 it was planned to proceed with the construction of the Starved Rock lock and dam, for which plans were ready. The site for the lock and to be acquired. Because of complications in title the attorney general's office held it would be necessary to acquire this land by condemnation proceedings. The decision of the county court of LaSalle county in this case was adverse to the state. That work may not be entirely suspended pending the decision of the state supreme court, where the LaSalle county case is on appeal. Governor Small has authorized the construction of the Lockport lock.

Several questions have been raised in the LaSalle county case which threaten years of delay in actual construction, if it would be possible to construct the waterway at all. It is contended: That complete detailed plans, not only for construction of the waterway, but for all water power plants and appurtenances must be prepared and submitted to the court. That the court must pass on the sufficiency of these plans and determine if the waterway and power plants can be built according to the plans for \$20,000,000.

That detailed plans must be submitted to all the cities and villages along the route of the waterway and must be approved by them. That all this must be done before the state has any right to bring condemnation suits to acquire land for any part of the construction of the waterway at any point.

Chief Engineer Barnes contends for the state that it is physically impossible to prepare detailed plans for the waterway and water power and appurtenances in advance of any construction. The waterway construction for navigation must first proceed—the locks and dams. Following that will come details of water power and other appurtenant construction. The rights of the cities, contends the state, is limited to cases where public property is affected by construction.

Another complication is this: The state of Wisconsin, in an original injunction suit filed in the United States Supreme court, contends the Chicago Sanitary district is unlawfully diverting water from Lake Michigan to facilitate sewage disposal and that this diversion has lowered the lake level six inches, impairing navigation facilities and inflicting an annual loss to lake commerce of from \$750,000 to \$1,000,000.

The sanitary district officials, challenging these allegations as matters of fact but granting them for the sake of prompt action, offer to meet the objections upon which they are based by building, at a cost of \$2,500,000 and at the expense of Chicago, compensating works or floating dams in the St. Clair, the Niagara, and the St. Lawrence rivers. The sanitary district represents the investment of \$120,000,000. It was created in 1859 and the drainage and ship canal connecting the Chicago and Desplaines rivers was finished in 1900. In the meantime Illinois and Indiana aided and abetted by the War department, are getting ready for the completion of the Illinois Waterway. Elaborate plans are well under way for harbors on Lake Michigan at the state line affording reshipping facilities for Great Lakes to Gulf traffic.

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