

TELLS SOME FACTS OF DEEP WATERWAY

CONG. HULL TO EDITORS

Speaks at Meeting of Illinois Press Association; Reviews History of This Great Project

Honorable William E. Hull of Peoria, Illinois at the mid-winter meeting of the Illinois Press Association, March 6 at Sherman House, Chicago, told the Illinois newspaper men some facts about the deep waterway from the lakes to the gulf. He said in part: In 1860 the great state of Illinois gave to the nation Abraham Lincoln who became the outstanding figure of the world.

In 1828 and in 1831 this same great Lincoln made two trips down the Illinois and Mississippi rivers, the greatest inland water course, and recommended it for the transportation relief of the richest agricultural district of the whole world.

Previous to Lincoln making these trips congress had passed a canal act in 1822 after the British government having given definite expression of its attitude denying the American citizens the right to navigate the St. Lawrence river.

Early Acts of Congress So, the congress of the United States passed an act authorizing the state of Illinois to open the canal in order to connect the lakes with the gulf.

Again, in 1827 the British government refused our right to navigate the St. Lawrence. And congress then passed an act authorizing the state of Illinois to open the same canal and provided therein that there should be a grant to the state of Illinois for the purpose of aiding the state to open the canal to unite the waters of the Illinois river with these of Lake Michigan.

From 1829 to 1836 the state of Illinois passed legislation authorizing the construction of the canal as requested by the United States which was completed in 1848.

In 1861 the legislature authorized a survey to enlarge the canal.

In 1866 General Wilson in a report demonstrated that the Illinois river was the natural line by which the waters of Lake Michigan should be connected by those of the Mississippi river and up until 1890 a number of surveys were made of the Illinois river project showing a through line of water connecting from the Mississippi to Lake Michigan via the Illinois river.

Favorable Report 40 Years Ago And, so, I quote a report on the Illinois and Michigan canal adopted by the Rivers and Harbors committee, August 5, 1886 which says "A waterway from Chicago to Grafton on the Illinois river is a most important one and when completed there is a little doubt that it will rightly pay for itself in the reduction and regulation of freights."

For three and one-half years as a member of congress I have been making speeches, sending out propaganda and using every effort to wake up the people of the Illinois and Mississippi valley to a realization that they were about to lose the only chance they will ever have to develop a great natural resource into a transportation system, second only to the Panama Canal either in importance or size.

Indifferences Shown by Those Benefited

But, they have sat idly by, little attention has been given to it by the farmer who is now in distress on account of high freight rates, by the merchant of the central west whose sales and income have been largely diminished by the loss of the productivity of the farm and the shortage of labor in the cities, by the manufacturer who has been unable to compete with those on the Atlantic Coast line who take advantage of the ocean and Panama Canal rates.

During all of the terms of Congress, from 1900 to the present date, there have been gestures made for the passage of a law making a deep waterway through the Illinois and Mississippi rivers to the Gulf of Mexico. But, until recent years, it was impossible to convince the congress of the United States of the great necessity of the west for this waterway.

The high transportation rates that exist today have convinced Calvin Coolidge, the president of the United States; have convinced Sec. Hoover and others of the cabinet that the best relief that can be given to the west is to complete an inland waterway.

Inland System Incomplete All of the rivers, including the Ohio, the upper Mississippi, the Missouri, the Intercoastal Canal from the Mississippi to the Bay of Galveston, and the lower Mississippi, are projects authorized by the congress.

The only unauthorized project of this great waterway system now is the Illinois river. Without it the project will be a failure for the lack of water and also for the lack of communication because the only way to make this waterway a success is first, to give it enough water to make an adequate waterway, and second, to connect it with the Great Lakes.

It means this: that it will put us in a position to compete with the Atlantic coast and the Pacific coast in cheap transportation; it means that the farmer will save seven cents on every bushel of grain that he ships to the seacoast or port; it means that

the cities in the central west will be able to buy raw materials for manufacturing purposes and deliver them as cheaply as they can be delivered on either coast; it means that the Panama Canal will not have destroyed the central west provided we are favored with this connecting link from the lakes to the gulf.

With the great lakes lying two-thirds on United States soil we find the Canadians working with retired army engineers of the United States issuing propaganda, filing protests with the state department, urging that the last great divide of the valuable water of the great lakes be given to them.

Paid lawyers and lobbyists in Milwaukee, Detroit and Cleveland financed by the great power companies of Canada keep the trail hot between the White House, the State Department and the War Department, fighting the diversion of our water.

Let me draw a picture and by so doing impress upon your mind a thought, and may it never be forgotten, that the waters of the great lakes Canadian power has taken 38,000 c. s. f., Niagara power has taken 20,000 c. s. f., a total of 58,000 c. s. f. of water.

Last Great Divide Now the last divide is to come, the water of our great lakes will not be divided again in a century.

We now have 10,000 c. s. f. of this water for the benefit of twenty-eight states between the Allegheny and Rocky mountains. Our neighbors of the east, who have more than a lion's share, already want another split by cutting down our division to 4187 c. s. f., and then split the difference of 5833 c. s. f. between the Canadian power and the Niagara power. Would not that make a most wonderful picture for each of you editors to hang up in your editorial room for future reflection?

Gentlemen, the time has arrived when the congress of the United States will decide how much water we may have for the Illinois-Mississippi river-waterway. What will you now say?

DEERFIELD STUDENTS ENTER N. W. U. MEET

A number of Deerfield-Shields high school athletes will participate in the annual Northwestern University track and swimming interscholastic meet for high schools of several states March 26 and 27, in Patten gymnasium. Deerfield track men and tank artists have been giving good accounts of themselves in high school meets during the winter and spring, and it is expected that they will make a good showing at the Purple meet.

ADJUDICATION NOTICE

PUBLIC NOTICE is hereby given that the Subscriber Administratrix of the Estate of Anna Cook deceased will attend the Probate Court of Lake County, at a term thereof to be holden at the Court House in Waukegan, in said County, on the first Monday of June next, 1926, when and where all persons having claims against said estate are notified and requested to present the same to said Court for adjudication.

Henrietta E. FitzGibbons, Administratrix of the Estate of Anna Cook, deceased. Waukegan, Ill., March 22, 1926. Ernest S. Gail, Attorney. 4-6pd

MILLION KILOWATT STATION PLANNED

Insull Public Service Interests Preparing to Build Super-Power System

Plans for a new electric generating station on the shore of Lake Michigan on the Indiana side of the Indiana-Illinois state line, were announced Monday, March 22, 1926.

This station is planned to have a larger capacity than any steam operated electric plant now in existence—1,000,000 kilowatts—approximately 1,335,000 horse power. The first unit will have a rated capacity of 200,000 kilowatts—approximately 267,000 horsepower—or over three and one-half times the capacity of the largest steam turbo-generators now in use.

The station will be owned and operated by the State Line Generating company. Application for incorporation of the company was filed with the secretary of state of Indiana at Indianapolis.

This company will be exclusively a "manufacturer" and wholesaler of electrical energy—a producing but not a marketing or distributing company. It will produce electrical energy for the interconnected electric light and power companies of the Chicago-Illinois-Indiana industrial district, which already has, in the words of the late Dr. Steinmetz, "the greatest pool of power in the world."

The companies which will take energy from State Line station are: The Commonwealth Edison company, serving the city of Chicago.

Public Service Company of Northern Illinois, serving upwards of two hundred communities in fifteen counties in northeastern Illinois, including the suburban territory immediately surrounding Chicago.

Northern Indiana Public Service company (formerly the Calumet Gas and Electric company) and the Northern Indiana Gas and Electric company, which is soon to be merged into it, serving northeastern Indiana.

The Interstate Public Service company, serving northern and central Indiana. The first board of directors of State Line Generating company, will be composed of the following: Samuel Insull, Martin J. Insull, Samuel Insull, Jr., Britton I. Budd and E. W. Lloyd of Chicago; Harry Reid, Indianapolis; Charles W. Chase, Gary, Indiana; Morse DellPlain, Hammond, Indiana; R. M. Feustel, Fort Wayne, Indiana; L. B. Andrus, Indianapolis, Indiana; S. E. Mulholland, Fort Wayne, Indiana. All of them are connected with one or more of the electricity supply companies which will take energy from the new station.

Construction of the State Line station will begin immediately. An eighty acre site on the shore of Lake Michigan, assuring the water supply that is so essential to a modern electric station, is practically ready for the builders.

This first unit will go into operation in 1929. Its rated capacity of 200,000 kilowatts, (267,000 horse power) will represent about fifteen per cent of the estimated combined maximum demand.

The man who is listening all the morning for the call of the dinner bell, does not usually listen to much change clinking in his pocket.

WOULD MAKE STAGG A LOCAL TEACHER

Bishop Says U. of C. Coach Great Exponent of Righteousness for 25 Years

Bishop Edwin H. Hughes of the Methodist Episcopal church, speaking at the jamboree, offered to ordain Coach A. A. Stagg of the University of Chicago "a local preacher or exhorter." He hastened to add that "we have had a great preacher for righteousness in America for twenty-five years in the person of A. A. Stagg."

"Play the game fair and square in the matter of drinking," advised A. A. Stagg. "Don't think it smart to break the law. Anybody can do that. It takes a real man to obey the law." Coach Tom Robinson and Captain "Tim" Lowry of Northwestern university and Captain-elect "Wallie" Marks of the University of Chicago football team also spoke.

Four hundred high school boys representing Hi-Y clubs in twenty-five high schools vied with each other in song and yells.

The slogan of the Hi-Y clubs fostered by the Y. M. C. A. among high school youth throughout the world is the "4 C's" or "Clean speech, clean sports, clean scholarship, clean standards."



YOUR BATTERY WORK

where will you place it? With the concern that is able to show you the most service at the least cost, will you not? That's where we come in. We are willing to stake our reputation on the service we render. Recharging, repairing, renting. Also new batteries.

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Chewing 5 Pounds.....\$1.50 Smoking 5 Pounds..... 1.25
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Paid when received. Satisfaction guaranteed. D. S. LEE, Wickliffe, Ky.

A CITY ON WHEELS

69,222 residents and visitors of Highland Park chose Yellow Cab service last year.

In carrying this vast army of passengers safely and comfortably about the city Yellow Cabs piled up a mileage total almost unbelievable—155,501 miles.

Yellow Cabs are called upon daily to help catch trains, to take patients to the hospital, to take children to school, to bring the doctor, to collect groceries. Whatever the test, Yellow Cabs can be depended upon to see you through.

YELLOW CAB of Highland Park

is a local institution, financed and operated by Highland Park citizens and employs local help.

No charge is made for extra passengers
First two-thirds mile 35 cents
DAY OR NIGHT SERVICE
CLEAN CABS COURTEOUS DRIVERS

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All Phones 2000

Attention!

A limited number of NEW Chevrolet Model K Cars at greatly reduced prices

These Prices for Four Day Only

Touring Car \$459.⁹⁸ Balloon Tires Extra

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Mass Meeting

ARMORY

Waukegan, Ill.

Monday, March 29

8 o'clock p. m.

Senator Wm. B. McKinley

will speak on

"ISSUES OF THE DAY"

Other good speakers

Music