

ILLINOIS WATERWAY NEARING COMPLETION

Army Engineers in Charge of Project Expect to Finish in October

Assurance that a century-old dream of industrialists will become a reality this year has set giant industries of the Chicago area to work revising their shipping schedules, says an Associated Press report.

Army engineers building the 60-mile Illinois Waterway—connecting Lake Michigan with the Illinois river and making a water freight route from lakes-to-gulf—say their job will be finished by October 15.

State engineers who must build or remodel bridges over the waterway say their work will be completed sufficiently that navigation won't be held up on that account.

May Haul Coal

Major Rufus W. Putnam, director of the Chicago Regional Port commission, says huge power plants of the Chicago metropolitan district already have begun studying now to take advantage of the new water route to bring great quantities of coal from downstate fields.

Putnam estimates some three million tons of coal a year will be brought to Chicago over the new route.

Sulphur from Texas, used in great quantities by an East Chicago, Ind., chemical firm, and silica sand from Ottawa, Ill., used in glass-making and foundry work, are other commodities expected to contribute bulk to upstream traffic.

Downstream along this route which man made by cutting across a natural watershed and reversing a river's flow, will go great masses of structural steel and cast iron pipe

from Gary mills to St. Louis, and the southwest market.

Boost for Gary

It will give Gary a 400-mile advantage over Pittsburgh in shipping steel to the southwest, Putnam says. Pittsburgh heretofore has had the advantage of a direct water route, down the Ohio river.

Possibility of utilizing the route for shipment of grain from Kansas City also has been discussed, Putnam said, since the project has given definite promise of early completion.

"Undoubtedly the waterway will take much bulky traffic from the railroads," Mayor Putnam said, "but it is very conceivable that the decreased cost of assembling raw materials in this great manufacturing area, which the waterway will afford, will stimulate industry generally enough to compensate the railroads."

"The waterway will get us much closer to Pacific coast markets, and bring coast raw materials much closer to us. Routing goods via New Orleans, even with the cost of transfer to ocean-going vessels there, will be cheaper than trans-continental rail rates."

Draft of Ten Feet

The waterway will have a minimum channel width of 200 feet at bottom. It will accommodate fleets of 2,000-ton capacity barges.

It may make a few imported commodities cheaper for inland points, Putnam added, because they may be carried to the midwest before transfer to rail carriers. Such commodities include Swedish pulp and China clay, both used in paper manufacturing and coating; Belgian cement and Belgian steel.

Charles Bernard, 41, Libertyville auto dealer for the past several years, passed away at the home last week as the result of an attack of pneumonia of a few days' duration.

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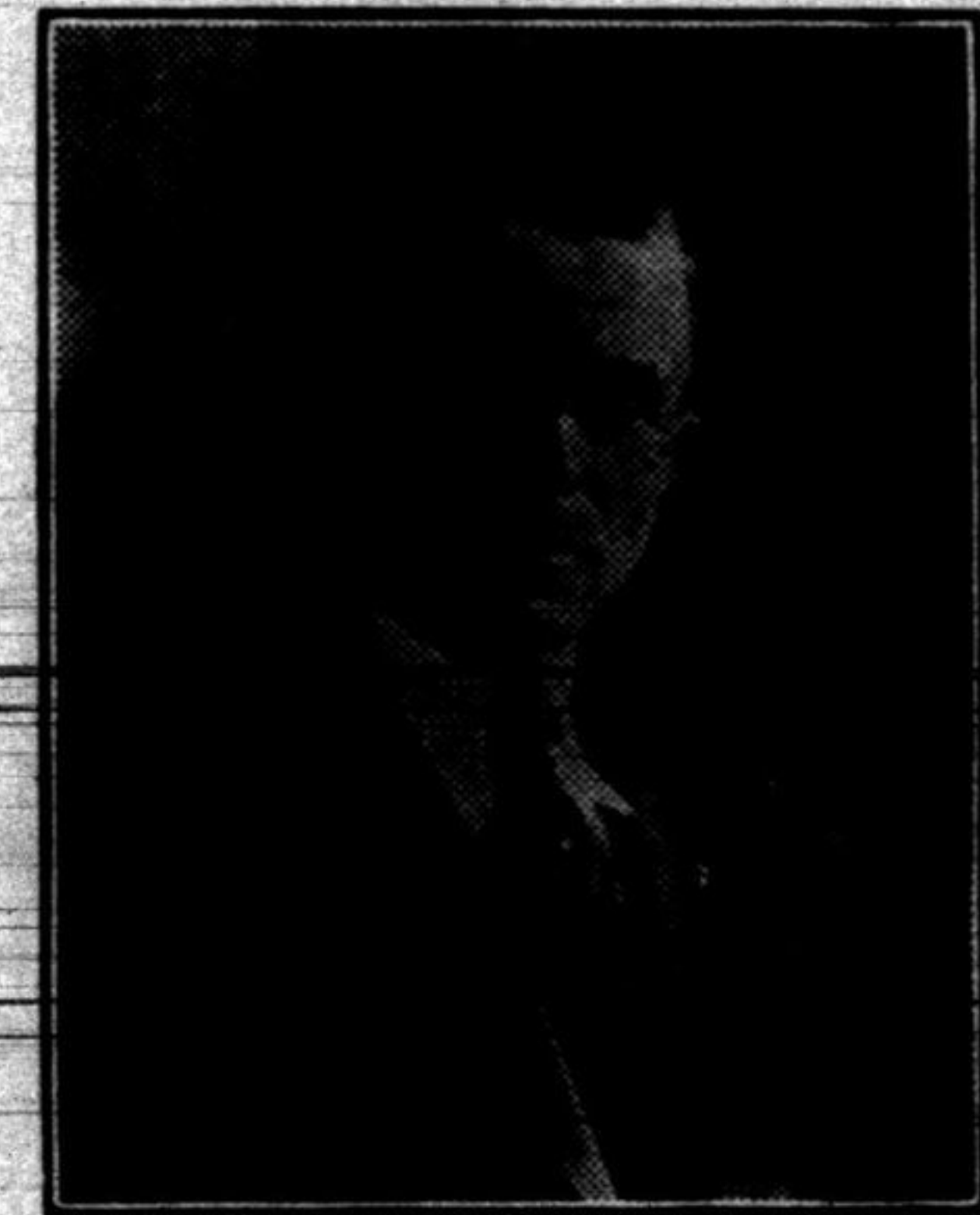
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