

Spend 20 Million Learning to Coke Illinois' Coal

(Continued from page 1)

created persons. The scheme blowed up—nothing went to William E. Crozier, the president, and to Judge who is now steel king. Both became interested. Coke is the life of the steel industry. Coke and iron are the backbone of the United States Steel Corporation's assistance and the poignant hacking of officials, experiments were carried

over, were built, torn down, re-built—repeatedly. By 1919, the experiments had worked out up to more. But success was getting nearer. In 1914 a series of events were being built at Chattanooga, then at Chicago, then at the U.S. Steel Co. The plant ran into big money, way up, it was never completed. Great war came, however. The story became known. The Hanau family, heirs to the late Mark Hanna, who had been a man of some knowledge as the Cambridge coal properties. If that could be out, they would be in business in it. Then came a shipment of the smelted Chattanooga iron and, unashamed, as the coal, the coal went.

The Hanna ordered twenty-four ovens to be built near Dover, Ohio. Twenty-four ovens, twenty-four. Then came the Great War, a giant. But experts, in spite of the fact that the coal had been coke, and it could be used, were not so sure. They said, "It couldn't be done and with the Great War on and times full, trouble would bring dropped, plus the war."

Now come Maguire, George W., Seidingshaw and Einstein to the picture. Maguire was a man of the steel business, he was of the Niedertausch family that made millions out of the invention and development of the coke ovens. Einstein was president of the Union Electric Light & Power Co., of St. Louis. They got their hands on the project.

It still a factor, called a genius along some lines, and Maguire were sent out to seek a market. They found it in the steel plant of the Studebaker plant at South Bend, Ind. They took over the mighty plant of the Studebaker company. When they got to New York they met Clement Studebaker, Jr., who had just become chief of the plant.

If their truth hadn't stalled them probably would have been accounted for it in the market. In two years Mr. Studebaker had agreed to put \$200,000 into the work. Mr. Einstein was to interest the Studebaker plant in the coke plant for a million or two. That plan progressed but, according to the story, after the receipt of the money already poured into what appealed to him as promising yet something visionary, he had to have control, control of nothing at all. He got the latter.

With the interests of the Studebaker plant, the steel industry, the iron, senator, and these powerful electric road and electric power interests behind him, all closely associated with the Studebaker interests, he came a factor.

Then the Great War came, the steel business got into a bind. And so, finally, officials of the government dash into the film so swiftly leaving unreduced. "Bill" is the name of the plan. The steel industry, the United States stood high in the secret service.

General Wilson was in Paris who was driven out of France by the Napoléons, who came to America and was high honor in the Civil War and then there was another Japan. He had close contact in high places. Le Gendre, and President Wilson, who had been a good friend of the privacy of the presidential offices.

Le Gendre and Wilson saw great possibilities in the plan, big, big possibilities, ended up with the staffs for dye, tolou, T. N. T. and other needed. The war department wanted to make another Japan. Gen. Crozier said to Roberts in Washington:

"Here Saturday morning with

the new MAGNAVOX

MAKES A CHILD CAN WORK IT

People who know Radio buy Magnavox. They're getting net, and those who want to know Radio buy Magnavox. Magnavox has a deserved reputation for Quality, Reception, Ease of Operation and Price. Magnavox is rapidly becoming the most popular radio in the market.

The Radio is a most reliable radio, the best radio propagation we have.

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The Radio is a most reliable

BARRINGTON REVIEW

ESTABLISHED 1886

M. T. LAMLEY, Editor and Publisher

LESLIE B. PADDOK, Managing Editor

Published every Thursday morning at Barrington, Illinois, and entered as second-class matter at the Barrington postoffice.

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Advertising rates made known upon application.

All communications should be addressed to the BARRINGTON REVIEW

TELEPHONE NO. 1 BARRINGTON, ILL.

PROSPERITY IN 1925

As the year nears its close, students of industrial and economic conditions are beginning to take stock of our national prosperity during 1925, with very satisfying results.

While there have been local depressions of greater or less extent in various sections, as, a whole American business and industry, as well as the general condition of agriculture, have shown a marked upward trend.

Automobile production for the year will break all records, reaching approximately 3,750,000 passenger cars, and the close will see nearly 20,000,000 cars and trucks on the road, or one for every five and one-half persons in the United States.

Radio sales for the year are expected to reach \$500,000,000, while electrical goods will sell up to a new high level. Iron and steel has shown a decided upward trend, and machinery has had its best year since 1920. Gasoline production is 15 per cent greater than in 1924.

Another favorable sign is the fact that the total liabilities of commercial failures are indicated to be about \$100,000,000 less than those of last year.

So far as may be foreseen, the present prosperity promises to continue indefinitely, unless industrial strikes or other human folly shall interpose. The United States has definitely and completely overcome the post-war depression and appears to be on a sounder economic basis than any before. This is spite of the heavy taxation and perpetual legislative tinkering.

GERMANY HONORS HERO

Germany has no grave of an "unknown soldier" set apart as a national shrine, as was the principal Allied countries. But the last resting place of a known hero promises to become the symbol of German valor.

Last week the body of Baron Manfred von Richthofen, acclaimed the world's greatest ace, was removed from France to its final sepulchre in the Invalids cemetery of Berlin, with all the honors due to a national hero.

Richthofen, associated with many a knighted down single-handed 80 Allied aircrafts before he met death in a terrible air duel between his squadron of 30 planes and a British force of 50, near Amiens, France, where his admiring enemies buried him with full military honors behind their lines on April 21, 1918.

While the manner in which "scores" of airplane victories were kept by various countries differed to some extent, so that an accurate comparison is difficult, the enemy planes destroyed by the outstanding aces of the World war were recorded as follows:

Richthofen of Germany, 80; Fokker of France, 78, Manfred of England, 73; Eisenberger of the United States, 29 planes and 3 balloons. Guyemier of France, who was killed 14 months before the Armistice, had shot down 53 before his death, holding the record at that time.

The name of Richthofen will be held in reverence by the Fatherland for generations to come, while in all the world it will command respect. The pity is that his dauntless courage and fervent zeal should not have been devoted to constructive service for humanity.

NATIONAL LOTTERIES

In view of the proposal to establish a new national lottery in France in aid of the country's finances, it is interesting to note the change of attitude toward such schemes during the past century.

It may not be generally known that an American national lottery was instituted by the Congress of 1776 and that between that date and 1820 at least seventy acts were passed by Congress authorizing lotteries for public purposes, such as school, road and bridge improvements.

During the presidency of Washington, Harvard College supported itself in part by a grand lottery, with capital prizes as high as \$200,000.

Most European governments have at some time or another employed national lotteries as a means of raising funds for the public treasuries, and municipal lotteries have been common. Cuba has conducted a national lottery since the formation of the republic.

France financed the war of the Spanish Succession by a lottery, which was not successful.

until 1836. England authorized lotteries for harbor improvements and for the financing of the Virginia Company, which founded the early settlements in America, and raised government funds by that means until 1824.

Religious and charitable organizations were in some countries permitted to operate lotteries, long after the governments had abolished them as national institutions. On a small scale such exist in America today in the form of "raffles" which do not differ in principle from the more legitimate lotteries of the past.

But during the last hundred years the form of sentiment throughout the world has been against lotteries, particularly in the United States, where drastic legislation for their suppression has been enacted.

RADIO ON RIVER BOATS

In former days when a river steamer bursted a boiler tube or ran aground on a shifting sand bank in a section remote from telephones, much anxiety and alarm and trouble were caused by the lack of communication.

Gone was the time of arrival of a steamer entailed great expense in keeping stevedores, truckmen and others on duty at landings to avert boats which were often hours or even days late.

To this uncertainty was due much of the prejudice against inland water transportation.

Now, thanks to radio, all this is changed. By means of this modern wonder, river craft may keep constantly in touch with landings and ports, so that the time of arrival is as accurately known as that of a railroad train. Fast launches bearing repairmen may be readily summoned when needed, thus lessening delays due to accidents.

Inland navigation has been developed to a high state of efficiency with boats plying on the Mississippi river and on the important barge lines of the Mobile, Tombigbee and Warrior system in Alabama.

Strange to say, the old river captains at first opposed the installation of radio on their vessels and some even threatened to quit rather than use it. But they have become reconciled to the necessary contraption and would not be without it.

It is declared that the advent of the radio is doing more to restore confidence in river transportation and advance its employment than anything that has happened in many years.

HINDENBURG SIGNS

By signing the bill legalizing the Locarno security pact in behalf of Germany, within a few hours after its passage by the reichstag, President Von Hindenburg appears to have effectively silenced those who looked upon his election as a menace to world peace.

When the aged man was brought from his retirement to head the German republic, many saw in the occurrence the first step in the direction of an attempt to restore a monarchial government.

In his inaugural address, President Von Hindenburg pledged himself to maintain the republic and work in the interest of peace. So far he has faithfully kept that pledge.

Thus a world figure, who during the war was looked upon as the very embodiment of imperialism and force, has become the exponent of democracy and concord.

FARMER'S MONEY BURNED

Another striking illustration of the folly of keeping large sums of money about the house or in other insecure places comes from Corinth, Miss., where \$7000 in currency was burned in a fire which also destroyed a farmer's home.

T. H. Nehm of that place took the precaution to insure his cotton when it was stored in a compressed, which burned a short time later. But when he received his insurance money, instead of depositing it in a bank, he kept it in his home.

The house caught fire at night, and although Nehm's son was badly burned and nearly lost his life in an attempt to save the money, it was all consumed in the flames.

Innumerable cases of loss occur through fire and theft as the result of failure to use the banks for the safe keeping of cash and other valuables. Unfortunately such losses usually fall upon those least able to stand them.

THE FOUR CORNERS

Hotels of New York nation

about 400,000 passengers a year, and 2,000,000 passengers annually.

Ice cream was first manu-

factured in New York in 1851.

It is customary to give

to street car conductors

in Cincin-

nati two rows of

car seats for wo-

men.

In the National

Museum of Natural

History there is a

large model of a

dwarf camel, built

to be more than a million

feet long.

During the past

years more than 5,000 pa-

tents have been granted to

women.

Oleo leads all states in

the manufacture of paints,

inks and varnishes.

Over 2,000,000

000 gallons annually.

Massachusetts manu-

factures more hams and bacon

than any other state in the

country.

Milan is the third largest

industry in Canada in

capital of employed,

10,000,000

being only exceeded by

agriculture and rail-

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