

SUBJECT

REGULAR AND CASUALTY PAYMENTS

ESTIMATED AND CASUALTY PAYMENTS

UNION AND MANAGEMENT BOARD

MAJOR W. J. MARSHALL

CHIEF OF ENGINEERS U.S.A.

United States Engineers Office,

1637 Indiana Avenue, P. O. Box 132

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Chicago, Ill.

Sept. 25, 1896.

INDEXED.

Chicago Chronicle,

Chicago, Ill.

*Chicago Engineering News
New York*

Gentlemen:

Please insert in your paper the enclosed advertisement, dated Sept. 25, 1896, for six insertions, viz.

Sept. 28, 29, 30, and Oct. 1, 22 & 23.

Set up the advertisement close, without display or leading type. (See circular letter herewith), and send copy of each issue containing the advertisement, to this office.

Bills for this advertising should be promptly forwarded to this office, in duplicate, after the last issue of the advertisement, which bills should be signed by the Treasurer or Manager of your Company.

By order of Major Marshall,

Very respectfully,

J. J. Quinn
~~Major, Corps of Engineers.~~

Chief Clerk,

SUBJECT:

CHICAGO AND CALUMET HARBORS.

ILLINOIS AND CALUMET RIVERS.

ILLINOIS AND MISSISSIPPI CANAL.

SENOR W. L. MARSHALL.

CORPS OF ENGINEERS, U. S. A.

United States Engineer Office,

1637 Indiana Avenue, P. O. Drawer 132

Chicago, Ill. Oct. 2, 1896.

Editor, Chicago Chronicle,

Chicago, Ill.

Sir:

The dredging by the United States of Chicago River within the existing dock lines will be begun under contract on November 15, 1896. As this matter is one of general public interest and benefit; of local interest in furthering not only commerce and navigation but also in aid of Chicago drainage incidentally, and more especially still is of private benefit to dock and property owners along the upper reaches of Chicago River and its branches, and as the United States Government will not pay for the information herein as a public advertisement, I venture to writeto the public press of Chicago asking that its members will call the attention of the parties indivdually concerned to certain requirements of them that they should meet, and to certain dangers that they should provide against.

It is well known that over a comparatively short stretch of the navigable waters of Chicago River has provision been made in the construction of docks &c for more than 15 feet depth at the present stage of water. On the upper stretches of the river's branches, docks have generally been built admitting only from 12 to 14 feet of water. When the proposed dredging is done many of this latter class of docks will inevitably fail, and there will be landslides into the channels. I desire the public press to warn the owners of such dock property that they

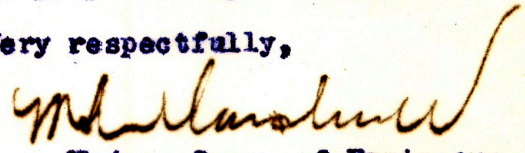
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must strengthen their docks to prevent injury to channels, and that if they so arrange or have arranged their banks or property that it shall slide into navigable channels when the U.S. improve them in rational manner, that they may discover that not only have they no claim for damages, but that they may be compelled under U.S. laws to suffer penalties named in the laws. It is expected that all parties owning dock and wharf property along Chicago River will at once proceed to place their docks and wharves in condition to meet any requirements of strength and sufficiency imposed by the proposed improvement.

Very respectfully,



Major, Corps of Engineers.