

nati than in any other big city I know of," a truck driver told me.

Served now by eight railroads, this is a tremendously busy river port.

Its magnificent \$41,000,000 Union Terminal is one of earth's most overwhelming architectural feats. It even has a game room, to divert those waiting for trains. Murals on its vast concourse walls dramatize the romance and adventure of civilization's westward march. So spacious is it that here even dog races might be run.

Cincinnati is the largest inland bituminous-coal trading center in the United States. One printing firm advertises that it makes "399 miles of envelopes a day."

From Tokyo to Timbuktu, when men shuffle and deal, the chances are they're playing with cards made in Cincinnati.

"In 1948 Americans alone bought about 57 million packs of cards," said M. A. Follman, president of the United States Playing Card Company. "About four-fifths of all our people play or have played cards. Today most players are between 20 and 30. Many youngsters learned while in the Army or Navy.

"New games usually have their genesis in old, established ones," added Mr. Follman. "Within the past 25 years contract bridge has become the leader. Its principles go back 400 years, in England.

"Whist began in the 17th century. From it came bridge, in 1896, and in 1904 came auction. By 1930, contract was the leader. The whist family is older, but it's doubtful whether it will ever reach the universal acceptance of many variations of poker, which lend themselves to individual play, as do those of the rummy family. In this latter group gin rummy was followed by Oklahoma, and now by Canasta."

I saw an old photo of a Cincinnati waterfront house where Stephen Foster clerked about the time he wrote *Oh! Susanna*. In some such now shabby old buildings the city's most significant activity had its beginnings. That was the making of machine tools—tools to make other machines.

Here worked those skilled pioneers who made their own tools with which to build guns, sawmills, and gristmills, and bore cylinders for steamboat engines. Thomas Carlyle called man the "feeblest of bipeds," but as a "tool-using animal" he can grind mountains into dust and knead red-hot iron as if it were soft paste.

Frederick V. Geier, president of the Cincinnati Milling Machine Company, says as early as 1800 a Cincinnati gunsmith was advertising his skill. By 1814 a steam engine

here was running a mill to grind flour and weave cloth. Shipyards in 1818 built the *Eagle* and the *General Pike*, first all-passenger steam packets on the Ohio River.

"Today," says Mr. Geier, "Cincinnati is the world center for making milling machines, lathes, and planers; drilling, grinding, and cutter-sharpening machines; shapers, and boring mills. Such machine tools give men the mastery over power and metals."

Lawyer Charles P. Taft showed me daguerreotypes, made in 1848, with dozens of steamers crowding the river front. First Panama Railroad locomotives were built here. One early toolmaker, George A. Gray, Jr., fitted plates on ironclads built here; he also made a rapid-fire gun and demonstrated his model to Abe Lincoln, who said men were already being killed fast enough. Later, this gun, as the Gatling, was adopted by the British.

From Cincinnati go tools that make many of the machines the whole world uses, from South African gold fields to the sheep-shearing sheds of west Texas.

Ideas, Too, Float Down This River

Cincinnati's mind was early on art and science because of the high intellectual quality of so many pioneers.

In 1806, when Jared Mansfield was named surveyor general of the United States, instruments were sent to him here to survey the Northwest Territory. With these he made astronomical observations. Later, in 1843, Cincinnati established the first observatory founded by public subscription.

From this city's now century-old Literary Club went Ainsworth R. Spofford to be Librarian of Congress. Meteorologist Cleveland Abbe went from here to set up our Weather Bureau at Washington, D. C.

For 121 years Ohio Mechanics Institute, at Cincinnati, has set the pace and kept pace with new types of craft education. It has sent hordes of trained men to meet calls from all this city's enormous list of factories, which make many things, from soap and beer-barrel bungs to television sets and overalls.

Sensibly, the University of Cincinnati (pages 194 and 207) joins classroom theory with actual shop or office experience. After his freshman year a student can study eight weeks, then work eight weeks, for pay, preferably in his chosen vocation.

Advent of many Germans affected this city's culture and character. It once had four German newspapers; for years German was taught in public schools. The elder Nicholas Longworth, who had developed vast vineyards on