

Rand, McNally & Co.'s

Bird's-Eye Views

and Guide to

—Chicago

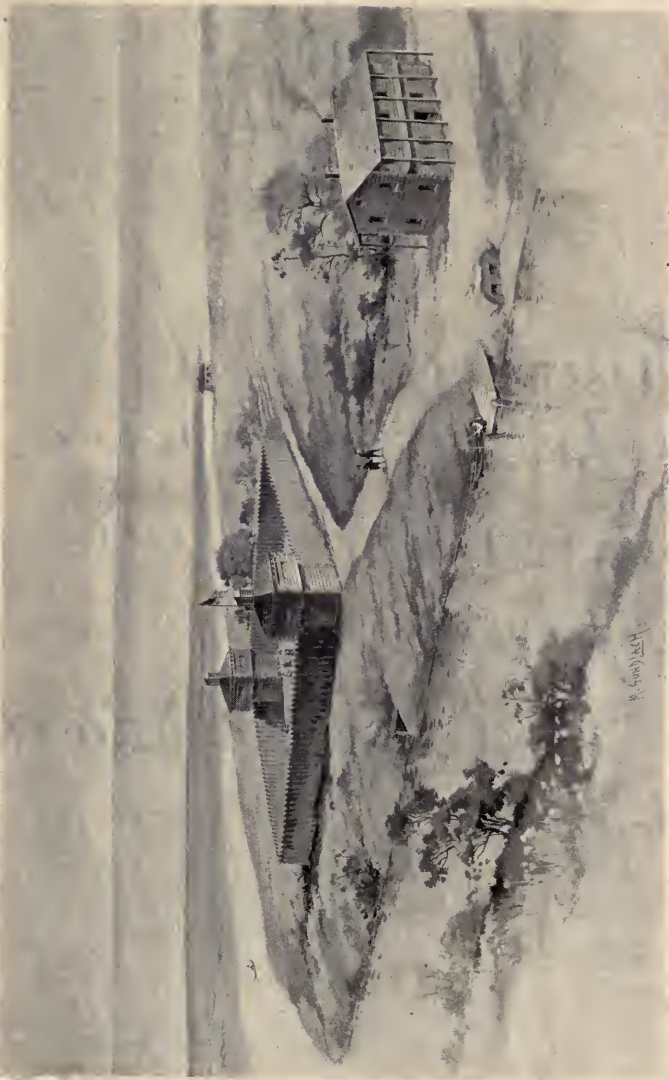




Presented to
Mr. John McQuay
with regards and
best wishes of

Robt. A. Power

July 28/93,



FIRST MILITARY POST AT CHICAGO.

Fort Dearborn established 1803. Destroyed 1812. Re-built 1816. Evacuated 1836. Blockhouses and stockade demolished 1857, one building left standing, destroyed in the fire of 1871, and one other removed and now in custody of the South Park Commissioners. The frontispiece shows the former southerly course of the river as it emptied into Lake Michigan. The building on the right is the U. S. Agency.

NDY

RAND, McNALLY & Co.'s

BIRD'S-EYE VIEWS

AND

GUIDE TO CHICAGO

INDISPENSABLE TO EVERY VISITOR.

CONTAINING

INNUMERABLE DETAILS OF BUSINESS AND RESIDENCE LOCALITIES; THE MOST
CHARMING DRIVES, THE VARIOUS MEANS OF TRANSPORTATION, INCLUDING
ROUTES TO THE EXPOSITION, DEPOTS, ETC.; TOGETHER WITH A
COMPLETE DIRECTORY OF CHURCHES, CLUBS, HOTELS, CAFÉS,
THEATERS, AMUSEMENTS, PUBLIC BUILDINGS, PARKS,
AND MONUMENTS—A GRAPHIC DESCRIPTION,
IN SHORT, OF EVERY OBJECT OF ANY
INTEREST IN THE CITY.

CHICAGO AND NEW YORK:
RAND, McNALLY & COMPANY.
1893.

INTRODUCTORY.

The present Guide has been prepared by writers whose long residence in Chicago has made them thoroughly familiar with the history and progress of the city.

In its compilation two aims have been constantly kept in view: First, that all statements herein made should be absolutely true; second, that they should be clearly and concisely expressed, containing only such information as may be of positive value to strangers.

A knowledge of localities and direction of streets is but partially complete unless the mind recalls with ease their separate features. While, therefore, maps and engravings might have embellished the work, in accordance with the fundamental theory of a Guide, a much more practical method of illustration has been chosen.

This method consists of a series of accurate Bird's-Eye Views, executed by a unique combination of photography and topography, without doubt the best ever selected for a similar purpose. This task has involved the use of several hundred photographs, together with very great labor and expense, in order that the views, so far as their scope permits, may portray with perfect fidelity of detail the architectural effects rendered in fac-simile.

Let the visitor, book in hand, judge from its immense and varied store of information how well the objects of the Guide have been accomplished.

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HISTORICAL FACTS.

EARLY CHICAGO.

Just why and how Chicago got its name has not been satisfactorily determined. An authority as well acquainted with the Indian languages and customs as the late Elijah M. Haines of Waukegan was unable to reach a definite conclusion. It has been said that the Indians used the word to mean Strong, Wild Onion, Polecat, Great, Mighty, Powerful. St. Cosme, in 1699, spelled it Chikagu, Chikagou, Chicagu, Chicago, and Chicaqu. The name was borne by a long line of Illinois Indian chiefs. So the Indians did not always attach an offensive significance to the word.

Among the first white men to visit the site of Chicago were Joliet and Father Marquette, who returned from the Mississippi River, up the Illinois River, in 1673, and entered Lake Michigan by way of the Chicago River. The present mouth of the river was closed by a sand-bar, and the winding stream, having reached a point as near to the lake as Michigan Avenue at River Street, flowed directly southward and emptied at Van Buren Street. This obstruction was afterward partly swept away by a heavy flood in the river and partly removed by the Government.

Two French traders, who had a cabin near the present site of the city Bridewell, or House of Detention, in the southwestern part of the city, probably were the first whites who lived within the present limits of Chicago, Pierre Moreau being one of these. The other trader, who was also a surgeon, visited Father Marquette, who, falling ill, wintered here in 1674-75.

The word Che-cau-gou was first used by white men in 1680 in Hennepin's account of La Salle's expedition to the Illinois River—probably the Desplaines—by way of the St. Joseph and Kankakee.

The earliest mention of "Chicagou or Garlick Creek" is in 1773, a century after Joliet, when William Murray, an Englishman, bought of the Indians land thus bounded on one side, and with several associates founded the "Illinois Land Company." He was the first real-estate agent, and failed.

The first cabin on the lake shore was inhabited by Jean Baptiste Point De Saible, a negro, of whom the commandant at Mackinaw Island writes in 1779 that he "has settled at Eschikagou." This cabin, with additions, was sold in 1803 to Le Mai, who occupied it until 1804, when he sold it to John Kinzie. It became the celebrated "Kinzie mansion," a house with Lombardy poplar trees before it, across the stream from Fort Dearborn.

The pioneer of Chicago is a title usually awarded to this John Kinzie, the first permanent white resident of Chicago, an Indian trader, who afterward

became the agent of the American Fur Company. He died Monday, January 6, 1828. Letters in his handwriting remain.

The first homicide in Chicago was committed by John Kinzie, who, in self-defense, killed John Lalime, an Indian interpreter at Fort Dearborn. What are believed to be Lalime's bones are now in the possession of the Chicago Historical Society. Kinzie was discharged by the jury. This was in 1812.

Indian murders began April 6, 1812, when three men and a boy, living on "Lee's Place," afterward called "Hardscrabble," on the west side of the South Branch, between Halsted Street and Ashland Avenue, were visited by strange Indians, who entered and seated themselves without ceremony. One of the men and the boy, taking alarm, reached the fort. The next day White and Debou, the other men, were found dead and scalped.

The first white child born at Chicago was Ellen Marion Kinzie, in December, 1804, at the Kinzie mansion, and there she was married, July 20, 1823, to Dr. Alexander Wolcott, so that the Kinzie mansion was the scene of the first birth and the first wedding. There, in 1807, was born a sister, Maria I., who became the wife of Gen. David Hunter, of the United States Army.

Fort Dearborn was built in 1803, and was the outermost western defense of the nation. A memorial tablet placed in the structure at the corner of River Street and Michigan Avenue marks its site. Indian hostilities, fomented by the British in the War of 1812, rendered the fort untenable, and on August 15, 1812, the garrison, with women and children, abandoned it and marched southward, bound for Fort Wayne. When they reached a point on the lake shore about the foot of Eighteenth Street (near the present residence of George M. Pullman), over 400 Indians confronted the fugitives, and massacred all but twenty-five soldiers and eleven women and children. Carl Rohl-Smith, the Danish sculptor, has produced a beautiful bronze group commemorative of this massacre, erected through the generosity of Mr. Pullman, and to be seen near his private grounds at the foot of Eighteenth Street.

The most distinguished city father.—For many years Gurdon S. Hubbard, an Indian trader, in the employ of the American Fur Company, who made his first visit here in 1818, lived in great esteem among Chicagoans, dying in 1887. At that time the settlement of a half-dozen cabins which he found here sixty-nine years before had grown to be a city of a million inhabitants.

The first conflagration at Chicago was on August 16, 1812, when Fort Dearborn was burned by the Indians who had on the previous day massacred the garrison at Eighteenth Street and the lake shore.

Chicago had fourteen cabins in 1825, when John H. Fonda describes it, and the assessment-roll of the assessor of Peoria County for that year shows the same number of tax-payers. The rich man was John Crafts, who paid \$50 on \$5,000, or more than the other thirteen combined.

The incorporation of Chicago as a town took place in 1833. Its popu-

lation at that time has been variously estimated, but must have been at least 150, that being the smallest legal number permissible. The southern limits were at Jackson Street; the western at Jefferson; the northern at Ohio.

Land-grants.—The northern half of this land once belonged to the canal; the southern to the schools. The early sale of these lands was unwise. The school lands would to-day be worth over a hundred millions. Four blocks remain. The most important is the one on which the *Tribune* stands.

The first hotel in Chicago was built, probably west of the forks of the river, by James Kinzie in 1828, and was kept by Archibald Caldwell, who had a sign, and held a license from the commissioners of Peoria County. A noted building, still to be seen, was the Green Tree Hotel, afterward the Chicago Hotel, which once stood at the northeast corner of Lake and Canal streets. It is now at Nos. 33 to 37 Milwaukee Avenue, near by. It was built in 1833, by James Kinzie, and thus was one of the very first hotel buildings of Chicago. In those days the settlers were generally to be found near the forks of the river, called Wolf Point. The fort was another and official center.

The last wild bear killed at Chicago was in the grove at the corner of Market and Jackson streets in 1834, and in the same year forty wolves were killed in this region. Ponds frequented by wild ducks covered the ground at La Salle and Randolph streets and the site of the *Tribune* building.

The first editor was John Calhoun, who in September, 1833, shipped printing material by water from Sacketts Harbor, New York, to Chicago. He issued the first number of the *Chicago Democrat* from his office in a building on the southwest corner of Clark and South Water streets, on November 26, 1833. This publication announced that freight had been transported from New York hither for \$33 a ton.

The first city census was taken July 1, 1837. It showed a population of 1,800 males and 845 females aged twenty-one and over, exclusive of 77 colored people and 104 sailors. The children under five years of age numbered 513, and between five and twenty-one, 831. The grand total was 4,170.

Stephen A. Douglas made his first speech in Chicago August 4, 1838. His burial-place is marked by a handsome monument at a beautiful spot overlooking the lake at Thirty-fifth Street.

The first public execution was in 1840, on Friday afternoon, July 10th. It took place "near the lake shore, three miles south of the city." John Stone, a thief and ex-felon, murdered Mrs. Lucretia Thompson.

The first electric telegram received in Chicago came from Milwaukee on January 15, 1848. The office was at the corner of Lake and Clark streets.

The first meeting of the Board of Trade was held the 13th of March, 1848, thirteen mercantile firms signing the call. Thomas Dyer was elected president, and a room was rented over the flour-store of Gage & Haines, on South Water Street, at \$110 a year. W. L. Whiting was the first secretary.

The systematic numbering of streets began in the spring of 1848, and Clark Street, from South Water to Randolph, was the thoroughfare to be thus distinguished. In 1850 the Common Council ordered the names of the eight principal streets posted in plain letters on their corners.

The city was first lighted with gas on the 4th of September, 1850. The account in the *Gem of the Prairie* notes that "the burners in Reed & Co.'s and Keen's stores were lighted about the same time, presenting a steady golden flame." "Several of the streets," says the chronicler, "were illuminated in regular city style." The Chicago Gas Light & Coke Co., incorporated in 1849, was given an exclusive charter for ten years.

The first Chicago railroad did not enter the city from the East. The Galena & Chicago Union was chartered January 16, 1836, and Galena being a city of so much greater importance than Chicago, its name was put first. On October 10, 1848, the locomotive "Pioneer" (still in existence) arrived at Chicago on the brig Buffalo. This and six freight-cars were at once put on the ten miles of completed railroad, which extended to the Desplaines River.

The first through train of cars from the East entered Chicago on the Michigan Southern & Northern Indiana Railroad, February 20, 1852. The corporations whose joint efforts built this line were the Erie & Kalamazoo, the Michigan Southern, and the Northern Indiana.

Steam-tugs first began to ply up and down the river, and bring vessels into the city from the harbor and lake, in May, 1855. The lake commerce of the city increased as the railroads were extended.

Drainage was found impossible, the city being but little above lake-level, and it was decided to raise the streets so as to give the sewers a fall. A beginning was made with Lake Street. May 26, 1855, property owners attempted to set aside the ordinance under which this great work was undertaken, but Judge Caton upheld the City Council. The filling of streets had not entirely ceased in the business district at the time of the Great Fire.

The first brick block raised to grade was the Tremont House, which was put on the new level without a crack in its walls. The block of brick stores facing south on Lake Street from Clark to La Salle Street was raised eight feet. The streets at some places are fourteen feet higher than the original level. The amount of house-raising to be done brought George M. Pullman west from the Erie Canal to become the leading contractor in such work.

The first pivotal swinging bridge was built at Rush Street, in 1856. It cost \$48,000, and was the first iron bridge in the West. In 1863 a drove of cattle began to cross while the bridge was opening. The structure toppled into the river and the cattle were drowned.

The first street-cars ran on State Street south from Randolph Street, in November, 1858. April 25, 1859, the road was opened to Twelfth Street, and

in June to the city limits, Thirty-first Street. In war-times car-fares were 6 cents (instead of 5, as now), the extra cent being an "internal revenue" tax.

The first theater was built on the south side of Randolph, a few feet east of Dearborn, by John B. Rice. It was opened to the public June 23, 1847, at 7.15 P. M., and burned July 30, 1850. Here, on the evening of May 2, 1848, Mr. and Mrs. James H. McVicker appeared on the boards for the first time in Chicago. The first opera ever given in Chicago was "La Sonnambula," the first performance being the night the theater was burnt.

The first city market was built in the middle of State Street in 1848, which explains the present great width of State from Lake to Madison. The second market was at Desplaines and Randolph—the now famous Haymarket. The third was at Van Buren and State, and was destroyed by the Great Fire. The fourth was at Twentieth and State. Large general markets such as are found in other cities have not met with favor in Chicago.

The first great calamity by fire occurred the night of October 19, 1857. It started in a large brick store at Nos. 109 and 111 South Water Street, and extended to Barnum's four-story dry-goods store, Lake Street, which fell, killing twenty-three persons. The loss was said to be a half-million dollars.

The first steam fire-engine was called the "Long John," after John Wentworth, a man of great stature, who was then mayor. The paid fire department was established August 2, 1858, after a riot in which Mayor Wentworth, with 200 policemen, put the volunteer firemen to flight. The first fire-bell was hung in the Court House, in February, 1855.

The first great national political convention was held in a "wigwam" at the junction of Lake and South Water streets, May 16, 1860. Lincoln and Hamlin, Republicans, were nominated. The second was held by the Democrats in a wigwam on the West Side, near Lake and Canal streets, August 29, 1864, when McClellan and Pendleton were nominated. The third was held by the Republicans in May, 1868, at Crosby's Opera House, on the north side of Washington Street, between State and Dearborn, when Grant and Colfax were nominated. The fourth was held in the Exposition Building, on the site of the Art Institute (lake front), June 3, 1880, when the Republicans, after a protracted contest in which Grant failed of success, nominated Garfield and Arthur, June 10th. The fifth was held in the same building June 3, 1884, by the Republicans, who nominated Blaine and Logan. The sixth was held by the Democrats July 8, 1884, in the same place, and Cleveland and Hendricks were named and elected. The seventh was held by the Republicans at the Auditorium in 1888, when Harrison and Morton were nominated. The eighth was held in a wigwam, built on the Lake Front between Madison and Washington streets, June 21, 1892, and in the midst of a violent storm Cleveland and Stevenson were nominated by the Democrats. Eight out of eighteen leading Presidential candidates since 1860 were Chicago nominees,

Vicinity of the Board of Trade.

The region graphically portrayed on the opposite page is doubtless the most striking one in the city, for the visitor can not approach it from any direction without adding to the scene many other notable buildings. The "head of La Salle Street," as late as 1868, included no good building of any size whatever. Jackson Street, the avenue in front of the Board of Trade, and Quincy Street, the alley or narrow street one block north, were densely populated with the worst elements of the city. The Van Buren Street Station was then the head of La Salle Street, and La Salle had not been shortened to make a place for the Board of Trade. The Grand Pacific Hotel was built and burned in 1871. It was reproduced in 1872. The grand transformation of this locality came in 1883 and 1884, when the earliest group of Chicago's high buildings was erected. The rise in value of property on Jackson Street was sometimes from one to twenty in a year's time. The block directly to the right of the Grand Pacific Hotel, composed of the Royal Insurance, Mallers, Gaff, and Counselman buildings, made the most rapid progress in 1884. The Rand-McNally Building is seen in the foreground. In addition to the sterling character of its architecture, it has become very famous as the headquarters of the World's Fair.

1. The Lakeside Building

Stands at the southwest corner of Clark and Adams streets. It is a populous and busy corner. Here is the home of the Lakeside or Chicago City Directory, a work which grows more ponderous each year. This directory can always be consulted at any drug-store or counting-room. In this building the Lakeside Library began, which was sold to New York publishers and became the Seaside Library, because it was translated from lake to sea. The Lakeside Building is of the days when Chicago imitated Paris, with pavilions, Mansards, gables, and dormers. Its exterior is of stone and iron, and it has 6 stories, is 110 feet high and 125 feet square. It has 65 offices, 3 stores, 2 elevators, carrying 1,600 passengers daily, and its 300 occupants are publishers, printers, and manufacturers' agents. It has always been a publishing center, and here the earliest literary magazines were edited, particularly the *Lakeside Monthly*. It cost \$200,000 in 1873.

2. The Rookery

Stands west of the Lakeside, on Adams Street, and reaches La Salle Street, a remarkable thoroughfare, because of its high sky-lines, ending with the tower of the Board of Trade. Here stood the water-tank, and here, in 1884, rose this splendid edifice. The Adams Street frontage is 170 feet, the La Salle 180. The height is 165 feet, in 11 stories and basement. The offices—more than 600

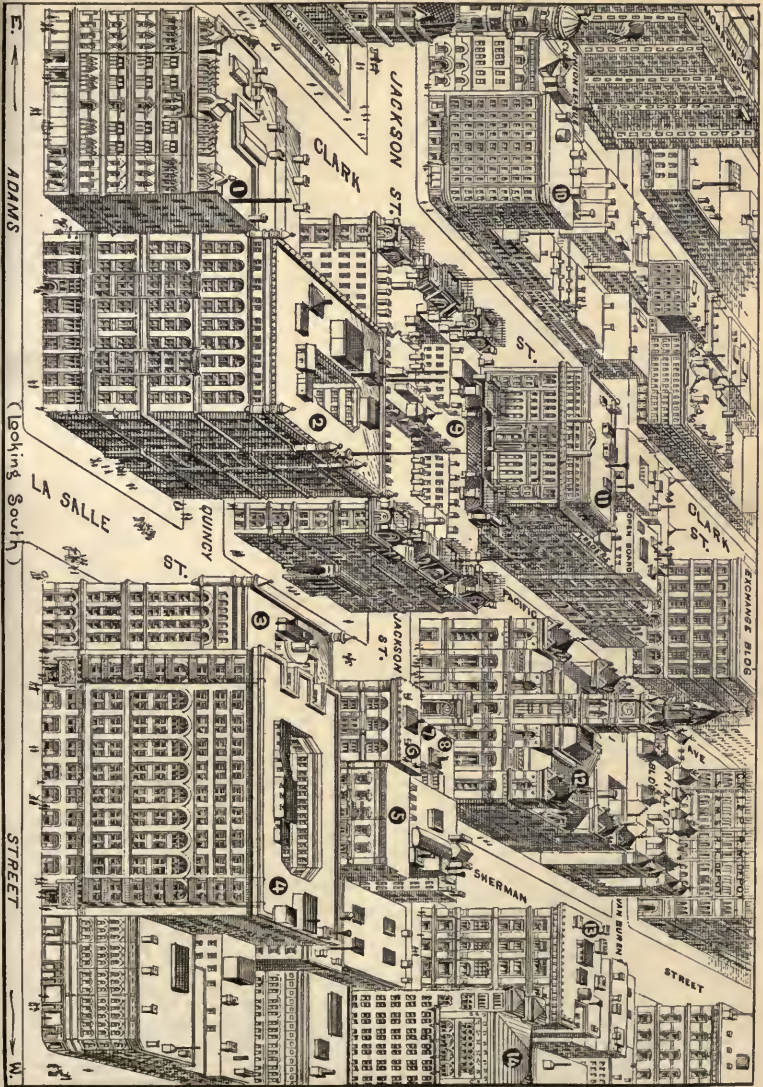
in number—surround a large court, and 10 passenger elevators carry 22,000 persons each day. There are 3 freight elevators. The 5,000 occupants may be grouped as financial, but there are many exceptions. D. H. Burnham's offices are on the upper floor. The Corn Exchange Bank and Illinois Trust & Savings Bank are located below, with many offices of brokers, private bankers, and agents. The cost of this structure was \$1,500,000. It was built by a joint-stock company.

3. The Insurance Exchange.

Across La Salle Street from the Rookery, has a handsome façade, the favorite design of the late John W. Root, architect. It extends from Adams Street to Quincy, 165 feet; 60 feet deep. Here are the Columbia and Continental National banks. About 400 tenants are served by 3 passenger elevators; 9 stories and basement, red pressed brick exterior, with coignes of vantage, and an elaborate entrance. Erected in 1884; cost \$450,000.

4. The Rand-McNally Building

Is a complete steel 10-story structure occupying Nos. 160-174 Adams Street and Nos. 105-119 Quincy Street, to which it extends. It was erected in 1889, has 10 stories, 16 stores, and 300 offices, but is principally occupied by Rand, McNally & Co., printers and publishers, with 900 employes. The headquarters of the World's Columbian Exposition have been here, and here are the



Handwritten notes:
y. view of
street scene of
1895

general offices of the Chicago, Milwaukee & St. Paul Railway. Here the Long Distance Telephone Company (Quincy Street side) enables you to call up New York City. Cost, \$1,000,000.

5. The Royal Insurance Building,

Fronting on Jackson Street (Nos. 165-173), reaches through to Quincy. The frontages on both Jackson and Quincy streets are 100 feet, with 9 stories and basement. Here 163 offices surround an impressive quadrangular, balustraded interior court, and 5 elevators serve 800 occupants. The building is of steel, stone, and red brick, and was built in 1884 to serve Board of Trade operators, insurance men, railroad agents, and cognate interests. The cost was \$600,000. The interior is one of the sights of the city.

6. The Mallers Building,

Occupying a lot but 38 feet on La Salle by 59 on Quincy Street, is 12 stories and basement, or 175 feet high. It has 2 elevators and 200 occupants, who are of all classes of light business. It cost \$275,000 in 1884, and was for awhile the highest office building in Chicago. It is all steel, pressed brick, and stone.

7. The Gaff Building

Is a 9-story steel structure with a frontage of 80 feet and but 60 feet deep, uniting the Mallers and Counselman buildings on La Salle Street, at Nos. 230-36. Here are 2 fine elevators, mail-chute, marble stairs, and nearly 100 attractive offices. Erected in 1884 at a cost of \$275,000. It is occupied principally by grain commission merchants.

8. The Counselman Building,

Occupying but 56 feet on La Salle and 60 on Jackson Street, stands almost at the door of the Board of Trade. It is all steel inside; 9 stories and basement, 145 feet high, and has 78 offices. There are 2 elevators and 370 occupants—grain and insurance men. The building was erected in 1884, and cost \$325,000.

9. The Grand Pacific Hotel

Is an enormous structure fronting Clark, Jackson, La Salle, and Quincy streets. The frontages are 186 feet on Clark, 294 on Jackson and Quincy, and 178 on La Salle. The height is 110 feet, with only 6 stories and basement. This hotel follows the Parisian architecture, with pavilions and Mansard roof. Its grand dining-room is 137 x 62 feet in size. There are 600 rooms for guests, with 2 elevators. This great house contains 35,000 square feet of dimension stone, 7,000,000 brick, 11,000 barrels of cement, 10,000 barrels of lime, 930 windows, 1,070 doors, 250 bath-tubs and closets, 7,500 square feet of tiled flooring, 8,500 square feet of plate glass, 33,500 feet of gas-pipe, 2,698 gas-burners, 47 miles of wire, 30 arc and 760 incandescent lamps. It covers nearly an acre and a half of land, and cost \$1,800,000, but costly as it was, the land-value beneath it, by constantly and rapidly rising on a five-year revaluation contract at 6 per cent, has com-

pletely swallowed the building, which now belongs to the land owners. The western half belongs to the Northwestern University at Evanston, Ill.

10. The Hotel Grace,

A European hotel, southeast corner of Clark and Jackson streets; 8 stories, 4 stores, 140 rooms, 1 elevator; 120 feet on Jackson, and 50 on Clark, 100 feet high; hotel office upstairs. It was erected in 1887, and cost \$200,000.

11. The Phenix Building,

At the southwest corner of Clark and Jackson streets, has a depth of but 50 feet on Clark, with 217 feet of frontage on Jackson, reaching to Pacific Avenue; 13 stories and basement, 200 offices, 5 elevators, and 1,500 occupants. Built of steel, granite, marble, terra cotta, and red pressed brick. All offices have marble bases, all corridors are entirely of marble, with bronze railings. High-class tenants have chosen these elegant precincts. The building was erected in 1886, at a cost of \$700,000, and with the ground upon which it stands was sold to the Western Union Telegraph Company in 1892 for \$1,500,000. The telegraph company added 2 stories to the height.

12. The Board of Trade Building

Is at the head of La Salle Street, on Jackson, flanked by Sherman Street on the west and Pacific Avenue on the east. This is the principal market-place of the world, and here cereals and food of all kinds can always be turned into money in a moment's time. The tower is 322 feet high, and the copper weather-vane, a ship, 9 feet long and 8 feet high. The tower contains a large clock, which strikes on a bell weighing 4,500 pounds. The building has 9 stories, and on 3 sides carries aloft walls of Maine granite. Its rear is whitened with 90,000 enameled brick. It is 175 feet wide and 225 feet deep. The hall is 80 feet high, with stained-glass skylight, and walls lined with green and parti-colored pilasters and gorgeous stone balustrades. The cost was \$1,800,000. It was erected in 1882-85. The interior is of steel. There are 4 elevators, making 700 trips a day.

13. The Brother Jonathan Building,

Southwest corner of Jackson and Sherman streets, 100 feet on Jackson and 50 feet on Sherman. It is 100 feet high, with 6 stories and basement, and 70 offices; 2 elevators. Cut-stone and brick exterior. Cost, in 1887, \$300,000. Grain commission merchants, brokers, and railroad agents.

14. The Medinah Temple,

Northeast corner of Jackson Street and Fifth Avenue, erected by the Medinah Temple Company, cost \$500,000; 12 stories in height, steel, terra cotta, and pressed brick. Frontage on Jackson 115 feet, on Fifth Avenue 110. The first 2 stories for stores and shops, the next 8 for manufacturers' agents, 11th and 12th for the use of the shrine which built the Temple.

and of the nine successful ones five were nominated here. Three Chicago nominees were defeated—McClellan, Blaine, and Cleveland.

Wreck of the Lady Elgin.—On Friday, November 7, 1860, the lake side-wheel steamer Lady Elgin sailed from Chicago for Milwaukee, on her return with an excursion party. At 2 o'clock the next morning, off Waukegan, ten miles from shore, she was struck by the lumber vessel Augusta. The Lady Elgin went to pieces, and of the 393 passengers 297 perished.

Camp Douglas was first used in the fall of 1861. It was situated on the west side of Cottage Grove Avenue, two blocks north of the Douglas Monument. There were about 158 rough wooden buildings, none of which were suffered to remain after the war. Here thousands of Confederate prisoners were held until the close of the war. The region was an open prairie, with the old Chicago University just south of the stockade.

The first Chicago Sanitary Fair in war-times was held at all the downtown halls of the city, in October, 1863. The second, or great Sanitary Fair, was held in structures which covered Dearborn Park (Michigan Avenue, Washington and Randolph streets). It was opened May 30, 1865, and cleared \$260,000, which was used for the benefit of wounded soldiers.

The first golden wedding in Chicago was celebrated on February 13, 1863, by Mr. and Mrs. D. B. Heartt, at their residence, No. 122 Buffalo Street, now Pacific Avenue. All their six children and twenty-three living grandchildren joined in the celebration.

The first Pullman sleeping-car—on the Michigan Central—like the first locomotive, was called the "Pioneer." It was a year in building, cost \$18,000, was finished in 1863, and is now on exhibition at the World's Fair.

The first clearing-house was established in 1865, with James D. Sturges as the chief promoter. By this device the banks of the city daily make a settlement involving over twenty millions, all within two hours. The bank-clearings exceed in volume those of every other city save New York.

The Union Stock Yards were organized and opened for business December 25, 1865, with a total of seven miles of streets and alleys, and pens for 118,000 animals. Twenty-two million feet of lumber were used, and \$1,675,000 were spent by nine railroad companies.

The base-ball craze first took hold of the populace of Chicago in 1867. In July, fifty-four clubs of the Northwest held a tournament at Dexter Park (Stock Yards), in which the Rockford club (Spalding, pitcher) won the first prize, and the Pecatonica club won the horn which was to be the reward of the most unfortunate players—hence the "Pecatonica horn." The Chicago club was named the Excelsiors. The first professional club in this city was organized October 1, 1869, with Potter Palmer, president.

The lottery-drawing of Crosby's Opera House, January 21, 1867, was probably the most exciting local event between the war and the Great Fire.

The opera house was a magnificent stone-front, mansard-roof edifice, covering five city lots. It had cost \$600,000. Prize No. 1 was the opera house itself, the other prizes being the pictures in the art gallery, which was one of the attractions of the building. There were 210,000 tickets, the price being \$5. They were sold throughout the Northwest, and popular interest rose to fever-heat. A large audience in the opera house witnessed the drawing of the tickets. There was a large wheel containing 210,000 tickets, and a small one with 302 prize tickets, each bearing a number. Blindfolded boys, standing one at each wheel, each drew a ticket, and the prize drawn belonged to the ticket drawn. At the 113th announcement the prize No. 1 came forth, and the corresponding ticket was numbered 58,600. This ticket was owned by A. H. Lee of Prairie du Rocher, Ill., who sold the opera house back to Mr. Crosby for \$200,000 in cash. This speculation, which then interested the entire nation, would now be considered a comparatively trivial event.

✓ **The first great pedestrian feat** was accomplished when Edward Payson Weston walked into Chicago from Portland, Me., on Thanksgiving Day, 1867, having made the distance in one month, resting Sundays. The wager was \$10,000. His arrival here created great excitement, the streets being densely crowded with people. Popular interest in pedestrianism in this country began at that time. Weston's feat remains a monument of endurance.

River tunnels.—The first one was built under the South Branch at Washington Street. The original plan of construction was faulty and much of the preliminary work had to be done over again. It was finished in 1869, being 1,605 feet in length and costing \$517,000. The second was built at La Salle Street, in 1871, at a cost of \$566,000. Both have been given over to the use of the street-car companies. A third has been built at Van Buren Street, at the expense of the West Side street-car corporation.

THE GREAT FIRE.

Prelude.—The most disastrous conflagration that had ever visited Chicago occurred the night before the Great Fire, and destroyed an ill-built quarter between the river and Clinton Street and Adams and Van Buren streets. Everything in this large space except a grain elevator was swept away Saturday night, October 7, 1871. To the loss of fire apparatus and the exhausted condition of the department caused by this event may be attributed in part the overwhelming calamity of the next night.

Extent of the Great Fire.—The visitor, standing anywhere north of Polk Street, on the South Side, should understand that the ground as far northward as his eye can reach was covered with ruins on the morning of October 10, 1871. He may view the city from the Auditorium tower or from the lofty summit of the Masonic Temple, and still he will find difficulty in

clearly discerning any point on the northern limits of the burnt district. From the Auditorium northward the sweep was from lake to river.

Origin of the Great Fire.—The origin and progress of the fire are carefully and graphically described in the story called "Daniel Trentworthy," published by Rand, McNally & Co. The fable of Mrs. O'Leary and her cow has long been rejected by the Historical Society. At the northeast corner of Jefferson and De Koven streets is a brick block extending northward to the alley, covering the ground occupied in 1871 by a frame structure of the same height. Back of this block, fronting south on De Koven Street, was a large frame house, and next a cottage; then, third, came the long O'Leary cottage, with McLaughlin living in front and O'Leary behind. O'Leary was a milkman, and was in bed at 8.30 P. M. October 8, 1871, with all his family. The shed in the rear was higher than the one standing there in 1893. From that shed it is certain that flames broke out at exactly 8.45 P. M. by a railroad man's watch, for the man was noting the time when the light appeared. A trip may be taken to this alley by the Twelfth or Taylor



Street cars. The alley across Jefferson Street, west, in its general appearance much resembles now the "fire alley" on the fatal night.

Progress of the Great Fire.—The shed on fire at Patrick O'Leary's was seen by Mathias Schaffer on top of the Court House, but was located a mile too far south. A dozen houses were on fire within five minutes of the outburst, and this need not be wondered at when it is understood that a high wind was blowing and a drouth had lasted all summer and autumn. The region was one of planing-mills, lumber-yards, wooden churches, and tan-yards. The column of fire mounted to a great height, and the destruction of the city was prophesied as early as 11 o'clock. At midnight the flames crossed to the South Side at Adams Street and the gas-works. At 2.20 A. M. October 9th, the Court House bell went down, and at 8 o'clock A. M. the water-works at Chicago Avenue and the lake were destroyed. No water was pumped for eight days. Having

burned this direct line northeastward from De Koven Street, side waves of fire, acquiring, however, far less intensity and momentum, spread to right and left, with a northward tendency.

End of the Great Fire.—The northernmost spark of the Great Fire is said to have been put out on the roof of the old Huck house, near the northeast corner of North Clark Street and Fullerton Avenue. The appearance of this building is the same as on that memorable night, with the exception of a tower, since erected, on the southeast corner. It was saved only by the untiring efforts of the household, who applied wet blankets to the blazing shingles. The wooden house, seventy-five feet from Clark Street, west on Fullerton Avenue, withstood the encroachment of the flames after the fencing and corner-posts on Clark Street were consumed. The last house burned was on the site now occupied by the three-story stone-front building known as No. 1053 North Clark Street.

Features of the Ruins of the Great Fire.—Some days passed before the heaps of anthracite coal stored along the South Branch burnt down to ashes. Distances were apparently shortened. It seemed but a few steps from Madison Street bridge to the lake. The North Side was a plain, with one house, and that a wooden one, standing in its center. Groups of ruins stood in various places on the South Side, and of these the largest was the court house. The First National Bank, at State and Washington, the *Tribune*, the post office (site of the present First National Bank), the Republic Life Building, at La Salle and Monroe, and the Grand Pacific Hotel, made a long line of ruined or partly ruined walls that closed the North Side from view on its south. The Lind Block (standing in 1893), at the northwest corner of Randolph and Market streets, was not injured. A patch of wooden houses on East Kinzie Street, on the North Side, was spared, and in those houses the small-pox epidemic of 1872 took its first hold. Cellars were filled with fused log-chains, crockery, and nails. When rebuilding began the debris of the ruins was used to fill the lake front basin between Michigan Avenue and the Illinois Central tracks.

Destruction caused by the Great Fire.—The cost of the Great Fire can not be determined within many millions. One of the statisticians of Chicago figured a loss of seventy-nine private blocks, without contents, at \$8,015,000; public buildings, bridges, and streets, \$6,298,750; railroads, \$1,760,000; 16,000 houses at \$1,800 each, \$28,800,000; produce, \$5,262,500; business stocks, \$78,700,000; personal effects, \$58,710,000; and other great items, raising the total to about \$196,000,000. The amount of insurance was \$88,000,000, placed in 341 companies, fifty-seven of which at once suspended.

The Relief and Aid Society, an existing Chicago organization, was entrusted with the money, clothing, and other supplies contributed by the charity of the world. It handled about \$3,500,000, and aided over 60,000 people to tide over the winter of 1871-72. Seven thousand barracks, for 35,000

people, were built, furnished, and supplied with food. About 100,000 persons were made homeless in a night, and about 300 were burned alive, McDevitt, the billiard champion, among the latter.

AFTER THE FIRE.

The Inter-State Industrial Exposition stockholders held their first meeting at the hall, West Randolph and Desplainés streets, April 25, 1873. There were present Messrs. Potter Palmer, Joseph Medill, Coolbaugh, Gage, Dexter, Fairbank, Reynolds, Pearce, Hesing, and others. A very large and handsome structure was built on the lake front, and opened early in September, 1873. At this place 25,000 people often gathered Saturday nights. The building gave way to the Art Institute in 1892. The Exposition building was also famous for its political meetings, balls, summer concerts, conventions, its Railway Exposition in May, 1883, and its fat-stock shows.

The Panic.—The first public news of the panic of 1873 reached Chicago about 3 o'clock in the afternoon of Saturday, September 3d. The Franklin Savings Bank was the first institution to close its doors. The influence of the panic did not cease to depress business until the fall of 1879. A great deal of real estate would not bring the amount of a year's taxes at public sale.

The great fire of July 14, 1874, began in a two-story frame building at 449 South Clark Street, near Taylor, at 4.29 P. M. The conflagration spread rapidly among cheap frame buildings, and taking a direction north of northeast, widened laterally to Michigan Avenue. At dark (9 o'clock), it had become a vast and terrible spectacle, as viewed from the West Side bridges. As the flames approached Van Buren Street, and the more solid structures, the citizens began to remove goods from stores as far north as Madison Street. About midnight, however, the fire department succeeded in staying the progress of the flames, and Van Buren Street, at Michigan Avenue, was the northernmost limit. In this fire 812 buildings disappeared, 190 of them brick. The burnt district covered forty-seven acres, the total loss being \$1,067,260. The immediate effect of the calamity was bad, as the insurance companies began to seriously consider the advisability of ceasing to take risks here; but the case of the people who were advocating a good fire ordinance was strengthened, and the fire limits were immediately extended.

The first telephone was exhibited by Professor Gray, in the *Tribune* office, in 1876. The speaking telephone was in operation at the Associated Press office within a few weeks afterward.

The first phonograph ever seen in Chicago was exhibited many months, at a store-room on the northeast corner of Madison and Dearborn streets, in 1876. The machine was primitive, and, on the whole, disappointing.

The great labor strikes of 1877 caused as much excitement and dis-

From Adams Street, Looking South.

The scene before the reader (on the opposite page) portrays some of the most remarkable buildings in the world. The Monadnock at the time it was built, and in 1893, contained the largest number of offices. The Great Northern Hotel has 500 rooms for guests. In the distance, on Van Buren Street, are the Isabella, the Siegel-Cooper, and the Old Colony. On the right of the Monadnock can be seen the palatial home of the Union League Club. In front is the celebrated Post Office of Chicago, a property which, at an original cost of \$4,000,000, has proved a disappointment to inmates and tax-payers alike. On its left, in front, is the tall Owings Building. The actual views south, west, and north, standing at the intersection of Jackson and Dearborn streets, are perhaps the most striking that can be easily obtained in the city.

1. The National Union Building,

At 66-72 Adams Street, is 80 feet wide, 100 feet deep, and 60 feet high, with 3 stories and basement. It is a brownstone front, and its upper stories contain 4 halls for the accommodation of councils or lodges of the mutual insurance association known as the National Union. These rooms are patriotically called Washington, Jefferson, Franklin, and Lincoln halls. It was the method of this society, at first, to unite certain professions in separate councils. But the Press Council, as an instance, beginning with many journalists and printers, has added hundreds of the leading railway men to its membership, greatly to the advantage of all concerned. Erected in 1888.

2. The Dexter Building,

At 80-84 Adams Street, is 50 feet wide, 105 feet deep, and 140 feet high, with 8 stories and basement. The structure is of the steel pattern, with heavy brick walls and terra cotta and tile. There are 2 stores, 140 offices, and 2 passenger elevators. The occupants are insurance companies, real-estate dealers, and manufacturers' agents. Erected in 1892, at a cost of \$150,000.

3. The Owings Building

Fronts 50 feet on Adams and 75 feet on Dearborn Street, at the southeast corner. This 14-story structure, on a lot so small, at a corner so conspicuous, produces a monumental effect. The brick used in this edifice were the first in the Western world to imitate in shape and color the brick used by the ancient Romans in the Eternal City. A tower with cupola, and ornate treatment at the roof, enhance the architectural effect. The history of this peculiar edifice is further given in our chapter on "Notable High Buildings." There are 168 offices and 3 passenger elevators, averaging 900 trips a day. The occupants are financial and coal companies, investors, and professional men. The

Owings Building was erected in 1888, at a cost of \$475,000, and like the Monadnock, Manhattan, Unity, and others is a genuine Chicago sky-scraper.

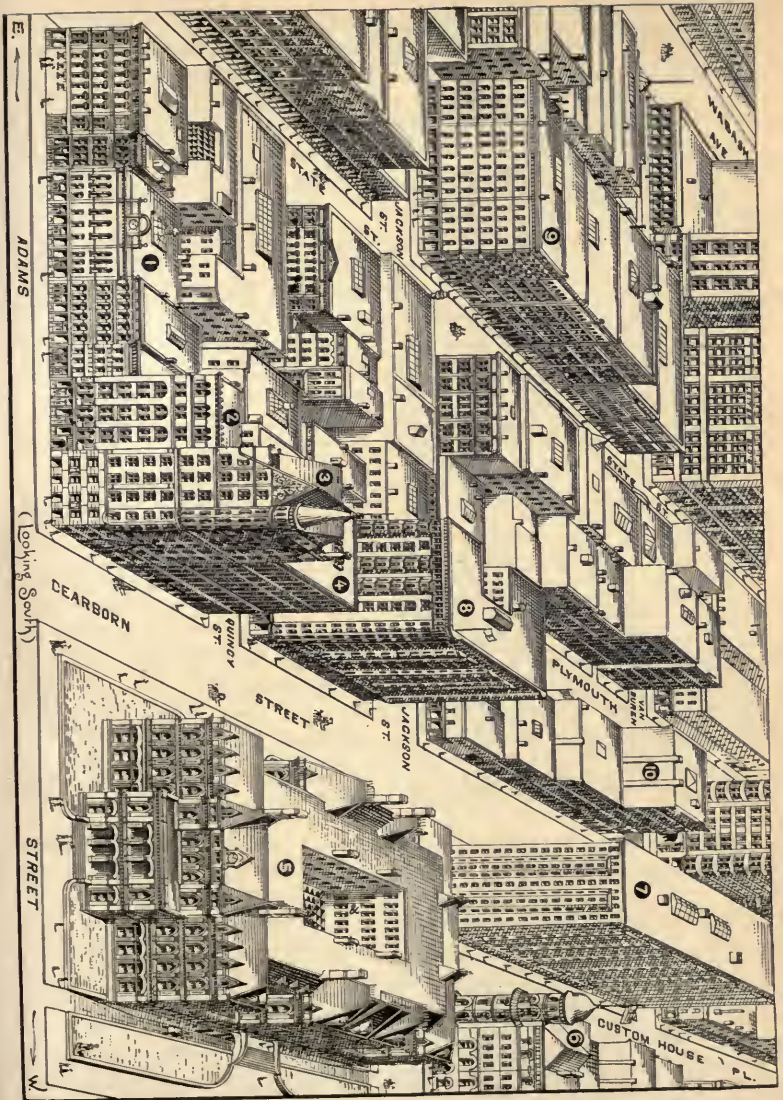
4. The Temple Court Building

Fronts 100 feet on Dearborn and 180 feet on Quincy Street, at the northeast corner, and is 100 feet high, with 9 stories and basement. It is built of stone, brick, and terra cotta. There are 8 stores, 400 offices, and 3 elevators. The occupants are coal dealers, capitalists, brokers, attorneys, scientific experts, manufacturers' agents, and professional men. Erected in 1887.

5. The Post Office and Custom House

Occupies a square bounded by Adams, Clark, Jackson, and Dearborn streets, but the building, standing in the center of this plot of ground, has a width on Adams and Jackson of only 212½ feet, and a length on Clark and Dearborn of but 305.2 feet. After the destruction of the old Post Office, at the northwest corner of Monroe and Dearborn, there was a strenuous attempt to buy the whole of that square for the Federal Government, but the property was considered too high-priced. Some further history of this institution in Chicago is given in our chapter on "Notable High Buildings." Its weight was too great for the soil, and there has always been an uneven settlement, destructive in character, and at times dangerous to the occupants. To hold it together, heavy rods have been run through the upper walls. The material entering into the construction of this fabric is of the best—Buena Vista sandstone, steel, cement, terra cotta, brick, and marble. The heavy stone walls rise to a height, with their roof, of 102 feet, and there are 4 stories and basement. On the three upper floors are 65 rooms, occupied by 8 divisions with 20 different departments of the Government service. On the main floor, surrounded by a great

about 1905.



lobby, is the Post Office. In the building are 3,500 employes, who use 1 freight, 10 mail, and 4 passenger elevators. Into this house, which never closes, it is estimated that 50,000 persons go every day.

6. The Union League Club,

At 110-114 Jackson Street, is the property of the most popular and influential social organization in the city. Its membership is nearly 2,000, and it has exceeded the political bounds and restrictions under which it was founded. Nominally a Republican society, it has become, under the liberal influence of the World's Fair, a potent factor in the every-day life of the city. In its ranks are nearly all the ambitious young successful tradesmen of the city, and professional men have not been slow to ally themselves with a body so active and progressive. The striking and luxurious home of the club fronts 100 feet on Jackson Street and is 60 feet deep, with 5 stories and basement. There are 74 rooms above the street. The walls are 100 feet high with roof, and the material is granite and brick. There are 125 employes. About 400 people enter the club daily. Erected in 1857. Cost, \$500,000.

7. The Monadnock Building

Covers the very long and narrow block bounded by Jackson, Dearborn, and Van Buren streets and Custom House Place (once Fourth Avenue). The front on Dearborn Street is 420 feet; the depth is but 70 feet. The walls, which are among the very heaviest brick constructions in the city, rise to a height of 180 feet, with 16 stories, and exhibit fine specimens of constructive skill. All the strength and security of a steel and tile interior are added to make the Monadnock permanent and popular. In this astonishing edifice there are no less than 1,600 offices and 18 passenger elevators. Great corporations, banks, and professional men are to be found here—among them the Santa Fe, the Michigan Central, and the Chicago & Alton railroads, and the American Exchange National and the Globe Savings banks. Electricians, attorneys, agents, capi-

talists, and commission merchants also gather here. Erected in 1891-93, at a cost of \$2,500,000. (See "Notable High Buildings.")

8. The Great Northern Hotel

At Dearborn, Jackson, and Quincy streets, on the northeast corner of Jackson and Dearborn, is a high steel structure that preserves many canons of old-style proportions. Like the Rookery, the Siegel-Cooper, and the First National, the Great Northern is impressive on the lines of grace and beauty. The dimensions of this colossal structure are as follows: Front on Dearborn, 165 feet; depth on Jackson and Quincy, 100 feet; height, 185 feet; 16 stories and white marble basement. In this hotel are 500 rooms, 8 dining-rooms, cafe, and 6 elevators. A prize was publicly offered for a name, and given to the suggestor of the title "The Chicago." This title was abandoned for the present one. The plan of entertainment is strictly European. The appointments and modern character of this hotel give it a conspicuous place among the sights and conveniences of Chicago. The proprietors are Hulbert & Eden, highly experienced and well-known landlords. Erected in 1891, at a cost of \$1,150,000.

9. The Spaulding Building

Fronts 40 feet on State and 147 feet on Jackson Street, at the southeast corner. It is an imposing 6-story building of the style of 1872, with 2 passenger elevators, and 40 offices on the upper floors. The three lower stories are occupied by Spaulding & Co., extensive manufacturers of silverware.

10. The Boylston Building,

At 265-273 Dearborn Street, extends through to Plymouth Place (once Third Avenue) on the east, and is 100 feet wide, 80 feet deep, and 75 feet high, with 6 stories and basement. There are 60 offices and 1 elevator. The walls are of stone and iron. Publishers, printers, agents, and jobbers occupy the premises. Erected in 1875, and owned by the estate that built the Old Colony, opposite.

order in Chicago as elsewhere, if we except Pittsburg, and several conflicts occurred between the rioters and the police force, notably at the Sixteenth Street viaduct on South Halsted Street. The mob, however, never entered the "business district." The third week of July was memorable because of the general apprehension of evil—happily averted, as events proved.

The Grant Ovation.—One of the most enthusiastic receptions ever accorded to an American marked the arrival of Ulysses S. Grant in Chicago November 12, 1879, from his trip around the world. The city was profusely decorated, and the crowds were so great as to render the General's passage through the streets very slow and difficult. There was a long procession.

The city has been in deep mourning three times—for Lincoln, in April, 1865; for Garfield, in September, 1881; for Grant, in August, 1885. Houses in every part of the town were heavily draped with black cloth.

The first great display of electric lights was made in 1880, by Willoughby, Hill & Co., at Clark and Madison streets. The Palmer House and Grand Pacific Hotel were among the earliest patrons of the new invention. During the year 1886, a powerful light (40,000 candles) was burned on the tower of the Board of Trade, visible, it is said, sixty miles.

The largest meeting of Free Masons ever seen in Chicago was in August, 1880, when the Triennial Conclave of Knight Templars was held here. It was the general testimony that never before had the city had so much difficulty in accommodating its visitors.

Tall buildings.—It is supposed that Chicago leads the world in the construction of office buildings, the materials used in the tallest ones being steel and terra cotta. The Masonic Temple is probably the largest office structure on earth. The Montauk Block, on Monroe Street, built in 1882, was the first of the tall buildings. The invention of the hydraulic elevator made such lofty edifices available for business purposes.

had greatly exceeded Chicago. By 1902 1.4

THE ANARCHISTS.

Eight-hour agitation.—A Congress of Labor held at Chicago in 1884 set May 1, 1886, as the date on which all labor unions should demand eight hours as a day's work. Indirectly this led to

The riot in the Black Road.—On Monday, May 3, 1886, there was a riot at the McCormick Reaper Works, on Blue Island Avenue. The works were attacked, a drug-store where a policeman took refuge was demolished, and the assault on the works was repulsed by firearms, with a loss to the rioters of six killed and fifty wounded. Spies, editor of the *Arbeiter Zeitung*, issued a call for a meeting the next night at the Haymarket Square, West Randolph Street, between Desplaines and Halsted, at the eastern end of which stands the police monument erected in honor of the officers killed or wounded near by.

The meeting was not held on the wide Haymarket, but on Desplaines Street, a little north of Randolph. Later in the evening the crowd was ordered to disperse. At that moment (about 9 p. m. May 4, 1886) the lighted bomb, a small sphere, was thrown from an alley. Eight officers were mortally hurt, and sixty others badly wounded. Much shooting was done by the police, and many Anarchists and spectators were wounded.

The trial.—The arrest of the editors and speakers followed the next day. Parsons, Spies, Engel, Fischer, Lingg, Fielden, Neebe, and Schwab were put on trial for conspiracy to murder. The trial began June 7th, lasting sixty-two days. Parsons, Spies, Lingg, Fischer, Fielden, Schwab, and Engel were sentenced to death, Neebe to imprisonment. There was an appeal to the Supreme Court of Illinois, which affirmed the finding, and to the United States Supreme Court, which ruled that it had no jurisdiction. These proceedings occupied more than a year's time. The execution took place on the 11th of November, 1887. The previous night Lingg committed suicide, almost blowing his head off. The Governor, at a late hour, commuted the sentences of Schwab and Fielden, who had asked for pardon.

Burial of the Anarchists.—A lot was purchased at Waldheim Cemetery, west on the Wisconsin Central (Northern Pacific), at the Desplaines River, and there the five dead men were buried. Each year, on the Sunday nearest to November 11th, there are speeches at the graves, and on the 11th of November, 1892, a monument was unveiled.

The murder of Doctor Cronin was committed on the night of Saturday, May 4, 1889, at 8 o'clock. The murderers first rented and furnished a room at 117 Clark Street, top floor, front. Abandoning this plan, they then moved their furniture to the Carlson cottage, at 1872 North Ashland Avenue, Lake View (far north), and enticed the doctor thither. His naked body was found May 23, 1889, in a man-hole near Graceland Cemetery, and his clothes in a sewer, some months later. Burke, Coughlin (an officer of police), and O'Sullivan were sentenced to life imprisonment. O'Sullivan died in prison May 5, 1892; Burke died in prison December 10, 1892, and Coughlin was given a new trial January 19, 1893. Beggs, acquitted, died April 6, 1892.

Coughlin was tried for jury-bribery in behalf of the street-car co., and fled the country. In 1906 he escaped from Mobile back to Mexico.

ARRIVAL IN CHICAGO.

Visitors will ordinarily arrive either by railway or lake. If by railway, the new-comer will be set down at one of the *seven* great stations or depots, and it will be the purpose of this chapter to note the exact situation of these stations, and to tell the traveler exactly what to do to reach that section of the city where he wishes to go. We shall, therefore, divide this difficult subject into its *seven* natural parts, believing that the reader will not fail to observe that particular paragraph in which he is most deeply interested.

We present on a neighboring page a carefully prepared map of latest date, placing and numbering sixty-three down-town hotels. The names, locations, method of caring for guests (whether on European or American plan), and rates, are given in each case on the descriptive page opposite the map.

1. Union Passenger Station, Canal and Adams streets, serving the Chicago, Burlington & Quincy, the Pennsylvania Lines west of Pittsburg, the Chicago & Alton, and the Chicago, Milwaukee & St. Paul. We will suppose that you sit facing toward the locomotive, that the train has stopped, and that you come from the south. You are now in the heart of Chicago, with Lake Michigan distant ten blocks on your right, or east. As you leave the doors of the station, the lake will be at your back, and the north to your right hand. Street-cars passing almost over your head will carry you, for 5 cents, either toward the lake or toward the western limits. You are now standing immediately west of the city's business center, and from here there are five great main routes on which you may go—either in search of the homes of friends or for purposes of information and pleasure. These routes are south, southwest, west, northwest, north. The city covers 178 square miles of surface, which will give you some idea how far out of the way you may go by starting wrong from this center. Ask some Chicagoan in which direction your friend's house is. If he says north (Lincoln Park region), take the nearest car at the left as you leave the station, to Clark Street; walk one block north to Monroe and reach the north city cable lines. The fare is 5 cents on every cable and horse-car line. If northwest (Humboldt Park region), go to the right as you leave the station, north on Canal Street to Washington, and west one block to Clinton, and board the Milwaukee Avenue cable-cars as they come out the northern river tunnel going west. If west (Garfield Park region), take horse-cars at left (three miles only), or go north to the northern tunnel, and take Madison cable, which will connect with electric-cars for Desplaines River, ten miles away. If southwest (Blue Island Avenue region), go south two blocks for Blue Island Avenue cars coming out of southern tunnel; or, if Douglas Park region, go north to northern tunnel, and take Ogden Avenue car

(always last on the train of cars). If south (World's Fair and Stock Yards), go to the left, take horse-car over the bridge east, and reach the two South Side cables, one on State Street for Englewood and the Stock Yards; one on Wabash Avenue for the World's Fair. The station numbered 3 on our map is the one in which you stand, and the small station numbered 10 on the map is the Elevated, which, for 5 cents, will take you to the World's Fair. The station numbered 5 on the map is the Illinois Central Suburban, which, for 10 cents, will take you to the World's Fair. There are, therefore, four ways in which you may get to the Fair—State Street cable (indirect), connecting with east and west electric and horse car lines to the Fair, Wabash Avenue cable, Elevated and Illinois Central railroads. Two blocks south of the station in which you have arrived is the new tunnel through which the Van Buren Street and Blue Island Avenue lines of cable go under the river, thus shortening the trip to the McCormick Reaper Works region. The maps will show you the names of Chicago's parks. These will, in turn, give you the five main routes we here lay down, and it will then be easy to correct any small error of the wrong car or the wrong street, for you will be journeying always toward your true destination. Fix it substantially in your mind that you are alongside the South Branch of the Chicago River, going north, ten blocks west of the lake, within easy walking distance of all the great hotels, and that good hotels are numerous close by. You leave the train and pass through an iron gateway. Here you find many conveniences. To the left, or south of the great staircase that leads up to the street—for you are far below grade—is a parcel-room, and small baggage may be checked for 10 cents. Here are wash-room, barber-shop, and a bureau of information, where all questions about hotels, cabs, bus, etc., will be answered fully. North of the wide staircase are the telegraph-office, lunch-counters, and smoking-room. If you desire an excellent meal, go upstairs to the café, where everything is good, with fair prices, say 35 to 50 cents for a satisfactory meal. If you are going through Chicago, and must re-check baggage, you must bear in mind that the in-depot is at the north end, up on Canal Street, and the out-depot is at the south end; so, to get your trunk, always go to the south baggage-room. The main floor of the great station is given almost entirely to waiting-rooms, with ladies' waiting-rooms and lavatories. Good news-stands will be found at the north end upstairs and near the iron gates downstairs. Drawn up along Canal Street is a line of cabs, buses, coupés, and carriages. The bus fare will be 50 cents. The cab fares will be according to a card posted in the vehicle, generally 50 cents a mile, \$1 an hour, day or night. It is always wise to check your trunk on the way into the city, by the agent who passes through the train. If you are bound for the great hotels, at \$5 to \$9 a day, you give yourself little thought of their location, for a busman or cabman will see to that, but if a more moderate charge is what you are seeking, then you may cross the

street diagonally southwest to the Oxford; or go north one block to the Washington or Grand Central; or passing these, turn and go west to the Gault House. Across the street (Canal) are the Dowling, Golden Star (German), and Jefferson. Far north on Canal, at Randolph, is the Barnes House. On Madison, near the Gault, are the La Fayette and McEwan's. The famous avenue hotels (Auditorium, Leland, Richelieu, Victoria, Wellington) are all in a group near the lake shore (go over the Adams Street viaduct). The Grand Pacific, Great Northern, and Palmer are all a little nearer, and the Briggs, Sherman, and Tremont are at a considerable distance north (five blocks) after you reach Clark. The Commercial (Lake and Dearborn streets) is a \$2 house with a large patronage. If you do not intend to stay over night, the station offers you first-class accommodations, such as reflect the greatest credit on the city and on the railroad lines over which you have traveled. Immigrants are housed upstairs in the south end of the station, and many thousands annually are ticketed through almost like baggage, and as safely.

2. Wells Street Station (corner of Wells and Kinzie streets), serving the system of the Chicago & North-Western. Standing with face toward the locomotive, in your car, you also face Lake Michigan, or east, with the south on your right. The station at which you have arrived is numbered 2 on our map of down-town hotels and stations. You have entered the city directly northwest of the business district of Chicago, and the most interesting parts of the city lie to your right, for you are at the northernmost station, and already on the North Side. A cable-car near by will carry you for 5 cents to the center of the town, or, if you are bound north (Lincoln Park), you are already well on your journey, and may safely take the cable going that way. To get to any one of the other main routes of our first paragraph, take the cable-car close by for the center of the town, and reach Washington Street, where cables run to west, northwest, and southwest (Douglas Park) points as follows: For Humboldt Park, on the northwest, take Milwaukee Avenue cable, asking conductor which car; for Garfield Park, on the west, Madison Street cable; for Douglas Park, on the southwest, board Ogden Avenue car, always last on Madison Street cable train. But to go far southwest, on Blue Island Avenue, take a horse-car that runs from Wells Street Station to Dearborn Station, and ride on to Van Buren Street, on which the Blue Island Avenue cable runs. For the World's Fair, the same horse-car will take you to within two blocks of the Elevated station, or within four blocks of the lake shore suburban service of the Illinois Central; or the cable near your station will carry you within two blocks of the South Side cables running on Wabash Avenue. A cab or bus may properly be taken if the transfer is to be from one depot to another, although there is a convenient line of horse-cars (spoken of above) that runs from here to the Dearborn Station (fare 5 cents). On leaving this station you find yourself on Wells Street. East two blocks is North Clark

East End of Adams Street, Looking South.

An excellent view of the Pullman Building, and good relative views of the Isabella, the Siegel-Cooper (Leiter), and Old Colony buildings are afforded in the picture on the opposite page. Two celebrated hotels, the Leland and the Richelieu, are to be seen; and among popular retail stores, James H. Walker's and the Hub. At the southeast corner of Wabash Avenue and Jackson Street is a remarkable grouping of physicians' offices. Music and art flourish in this part of Wabash Avenue. Here, during war-times, was the fashionable residence quarter of Chicago, and houses with large shaded grounds were to be seen all along Wabash Avenue.

1. The Pullman Building

Fronts 169 feet on Adams Street and 120 feet on Michigan Boulevard, at the southwest corner. This structure is described fully in our chapter on "Notable High Buildings." Its 10 stories are 125 feet high and its northwest tower rises 162 feet above the street. It has 125 suites of offices and 75 apartments for residence, with 4 passenger elevators. The construction is of steel within, and granite, pressed brick, and terra cotta outside. Here Mr. George M. Pullman has his offices, and here are the headquarters of the Pullman Palace Car Company. The United States Army maintains departmental headquarters here, and many professional men and merchants occupy offices and stores. The Pullman, which is one of the principal edifices of Chicago, as well on account of situation as of intrinsic splendor, was erected in 1884, at a cost of \$1,000,000.

2. The Stevens Art Building,

At 24-26 Adams Street, is 50 feet wide, 80 feet deep, and 75 feet high, divided in 7 stories and basement. It has 1 store and art-gallery, 28 offices, and 2 passenger elevators. This new style of steel building has a granite and Roman brick exterior. It is occupied by artists, musicians, and modistes. It was erected in 1888, at a cost of \$260,000.

3. The James H. Walker Building (Retail)

Fronts 80 feet on Wabash Avenue and 225 feet on Adams Street, at the southwest corner, and is 70 feet high, with 6 stories and basement. This is one of the great retail stores of Chicago, and its 7 floors are in themselves a fair, where nearly everything useful and ornamental pertaining to an American home may be seen or purchased. The display in the windows is very fine. There are 4 passenger elevators, 32 departments, and 400 employes. The building is one of the handsomest of the ante-steel era of construction.

4. The Owen Electric Belt Building

Fronts 142 feet on Adams and 75 feet on State Street, at the southeast corner, and is

80 feet high, with 4 stories and basement. The fittings of the American Oyster House, in the basement, are an example of the magnificence of our contemporaneous architecture. There are 10 store-rooms, 60 offices, and 3 passenger elevators. The offices are occupied principally by manufacturers' agents and jewelers. The edifice was erected in 1891, at a cost of \$130,000.

5. The Hub Building

Fronts 100 feet on Jackson and 123 feet on State Street, at the northwest corner. It is a 5-story building, 70 feet high, with 2 passenger elevators. It is occupied by the Hub Clothing Company, which employs 100 salesmen. Erected in 1883. Cost, \$200,000.

6. The A. H. Andrews & Co. Building,

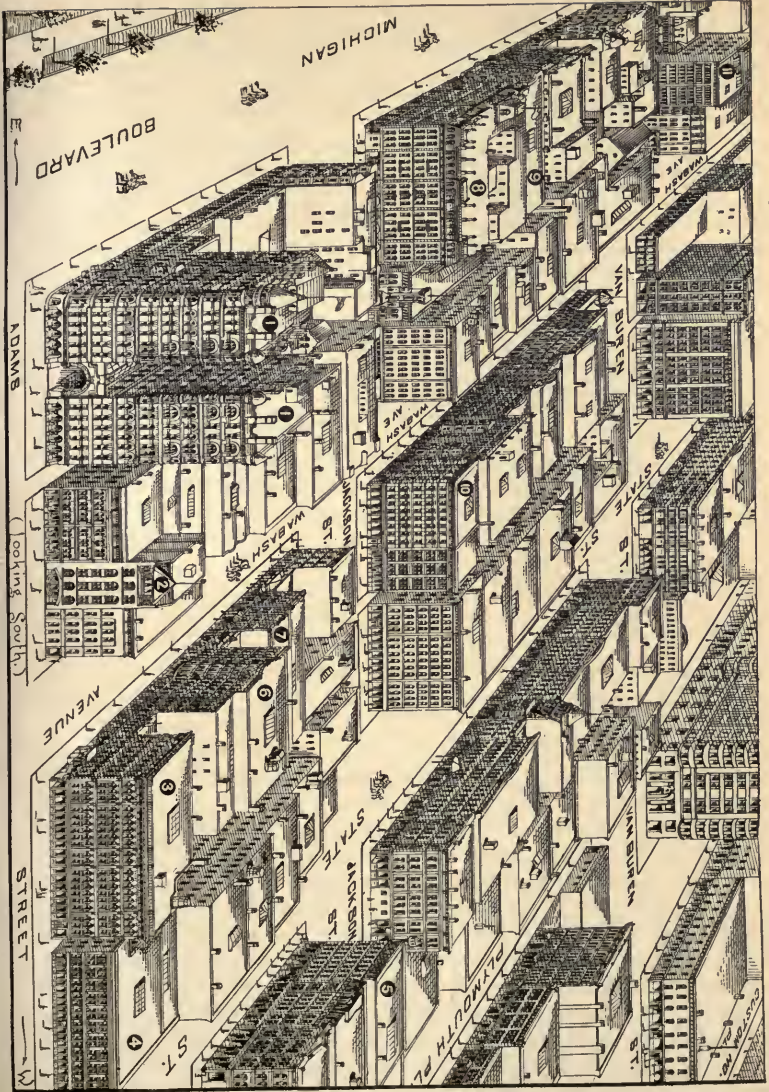
At 215-221 Wabash Avenue, like Kimball Hall, farther south, makes a fine showing on the street, having graceful bays and liberal provision for light. The building is 80 feet wide, 125 feet deep, and 95 feet high, with 7 stories and basement; has 2 stores, 25 offices, and 3 elevators. The building has a stone and steel front, and is mainly occupied by A. H. Andrews & Co., office and school furniture manufacturers and wholesalers. It was erected in 1890.

7. The Casino

Was built as the Eden Musee, at 227-229 Wabash Avenue, with a frontage of 54 feet, a depth of 70 feet, and a height of 90 feet, in 5 stories and basement. It is a handsome structure of the old style, erected in 1888, at a cost of \$115,000, and is open to the public as a wax-work museum and family minstrel show.

8. The Leland Hotel

Fronts 180 feet on Jackson Street and 160 feet on Michigan Boulevard, at the southwest corner. Its admirable situation on the Lake Front and the honored name it bears have brought it into widespread popularity. Before the Lelands purchased it it was called the Gardner House, and was always noticeable for the varying bright colors with which its walls were covered. The building is 70



*Chicago
sky scraper.
W. Sky scraper.*

feet high, divided in 6 stories and basement, and has on its main floor 5 stores and a café. There are 275 rooms and 2 passenger elevators. An artesian well flows in the office, which is on the main floor, as are the reception-rooms. The white marble fittings of this hotel are a result of the remodeling in 1890, when Kittredge & Skeels, the present proprietors, took charge. A cheerful public fire-place is a feature which greets the stranger in winter. Originally built in 1872, at a cost of \$500,000; remodeled in 1891, at a cost of \$200,000. (See "Hotels.")

9. The Richelieu Hotel,

Next south of the Leland, fronts 125 feet on Michigan Boulevard, and is 125 feet deep. The building is 90 feet high, with 6 stories and basement; brick and terra cotta walls. There are 125 rooms and 1 passenger elevator. The furnishing of this hotel, the service, and the indefinable thing called "tone" are such as to attract guests of great reputation and large wealth. The article on "Hotels" in this guide mentions some of the characteristics of this hostelry. Erected in 1885.

10. Chickering Hall

Fronts 100 feet on Jackson Street and 50 feet on Wabash Avenue. It is 65 feet high, with

6 stories and basement, and contains a recital hall of high standing among musicians, who nearly fill the 35 offices of the building. Here are 2 stores, and here are the headquarters in Chicago of the Domestic Sewing Machine Company. The structure, a fine one, was erected in 1878.

11. The Athenæum Building,

At 18-26 Van Buren Street, is the home of one of the noblest of Chicago's semi-public institutions. Here classes in almost all schools of knowledge are maintained, where the adult student may repair the neglect of earlier years. Nor are athletic exercises despised. The Athenæum had its quarters in 1874 where the Peacock Café now is, on Madison Street near Clark, and for many years later was on Dearborn Street near Randolph. Its main apostle was O. C. Gibbs, and Ferdinand W. Peck has been one of its steadfast friends. Here a young man or woman may study foreign languages, elocution, history, or science. He may in some sense enter good society, and here he will form life-long acquaintances. The building is 125 feet wide, 120 feet deep, and 70 feet high, with 7 stories and basement. There are 2 passenger elevators. The walls are of brick and cut-stone. Erected in 1886, at a cost of \$107,000; remodeled in 1891, at a cost of \$200,000.

Street, an important thoroughfare leading straight to Lincoln Park, on which you will find hotels such as the Revere, Grand Palace, Waters, Clarendon, Damon, Davenport, Hammond, Howard, European, Normandie, Superior, and Teller's. The Virginia and Granada are family hotels that do not quote rates, and require references. The following houses may be found very near the station: Colombo, Danmark (German), American, Garden City (Swiss), Garfield, Metropolitan, North City, Neef's (French and German), Anna, Bradford, and Le Grand. Lauterbach's and the Columbia hotels are farther east, on North State. All the very large public houses of Chicago are on the South Side, but to reach some of them only a short walk over the bridge need be taken. The Briggs, Sherman, Tremont, Merchants, and Commercial, together with the Nicollet, Germania, Currier's, Henrici, Ogden, Old Metropolitan, Hamburg, and Barnes (West Side), all cater naturally to guests who come from this Wells Street Station, which is near them, though across the river. Beautiful flowers are sold here, and all the appurtenances of a new and first-class structure are in plain sight. On the first floor, or basement, to the right of the main stairway, are the lunch-counter, news-stand, baggage-room, and closets; to the left, ticket and telegraph offices, smoking-room, and depot-master's quarters. Ascending the stairs to the main floor, the restaurant (café) is at the left, or north; the waiting-rooms and parcel-booth occupy the entire middle and southern portions. You must cross the Wells Street bridge over the main river, close at hand, to reach the business section of the city. The thoroughfare called Wells Street north of the bridge is called Fifth Avenue south of it. There is a clock in the tower of the station, showing standard time, an hour slower than New York time.

3. **Twelfth Street Station** (on the lake shore), serving the Illinois Central, the Michigan Central, the "Big Four" (Cleveland, Cincinnati, Chicago & St. Louis), and the Chicago & West Michigan roads. When you reach this station, which is numbered 8 on our map, you have passed the World's Fair six miles back, and have come directly north; Lake Michigan is due east. You are a mile south of the river, on the very street which was the first southern boundary of the city. Before you, on the north, stretches the Lake Front Park, and to the left of it appear the façades of a noble line of great structures, among them the Auditorium and Pullman Building. The first street is Michigan Boulevard, said by the late Duke of Marlborough to be the finest drive in the world. A trip down this boulevard on the way to the World's Fair would be a wise investment of the extra money it would cost, and certain pages of this "Guide" will be found descriptive of the residences on the way. Now as to main routes: The south one (World's Fair) is to be secured by returning on the tracks just used; by walking two blocks away from the lake, to Wabash Avenue, or three blocks to State Street, for the south cables, or to the Elevated. For the west (Garfield Park) or north-

west (Humboldt Park), take a Wabash Avenue cable and ride to Washington Street, then walk west one block to State Street to get the Madison Street or three blocks to La Salle for Milwaukee Avenue cables. For the north (Lincoln Park), take Wabash Avenue cars, go north to Monroe, get off and go west two blocks to Dearborn, where the north cable may be boarded. On all street-cars in Chicago and on the Elevated the fare is 5 cents a trip, long or short. To go southwest, you may save time by taking a horse-car over the great Twelfth Street viaduct to either Blue Island Avenue cable, two miles west, or Ogden Avenue horse-cars, three miles west. The hotels nearest the Twelfth Street Station are the Bordeaux, Metropole, Imperial, Martinette, and Stamford. All needful general directions as to telegraphing, baggage, washing, eating, waiting, etc., will be found in paragraph No. 1, and need not be repeated here. The station itself was formerly a mile north, where a suburban terminal is now maintained.

4. **Dearborn Station** (Polk Street, head of Dearborn Street), serving the Atchison, Topeka & Santa Fé, the Chicago & Erie, the Chicago & Eastern Illinois, the Chicago & Grand Trunk, the Monon Route (Louisville, New Albany & Chicago), and the Wabash. This station is numbered 6 on our map of down town hotels and stations. You have entered well into Chicago from the south, and as you face the locomotive, in your car, Lake Michigan (east) is on your right, and the north is directly in front of you. Go out of the front door of the station and you are at the head of Dearborn Street. Of the buildings which line it several are sixteen stories in height and many are ten and twelve. But this beautiful station is itself well worthy of notice, on account of the novelty and utility of many of its accessories. The great fire-places, the Flemish tower with its brazen dragon, the marble fittings of its basement region, the busy scenes attending the departure and arrival of trains for six great railroads—all these things should be carefully observed. On leaving your train, to the left are the restaurant (café), smoking-room, and news-stand; to the right, waiting-rooms, ticket and telegraph offices, parcel-booth, and ladies' retiring-rooms. In the basement are the barber-shop, men's closets, and second-class waiting-rooms. Vast numbers of immigrants go west by way of this station. If you visit it during certain morning hours you will see thousands leaving the station on foot; they are suburban residents, bound for the tall buildings near by. If it is dark you will see the lights shining on the sixteenth story of the Great Northern Hotel, and you are to know that this hotel is on the northeast corner of Dearborn and Jackson streets. You may here take a special street-car (5 cents) and travel to the North Side (Wells Street Station; see paragraph No. 2). By this means you can go either to the doors, or within a block, of, first, the Great Northern, Windsor, Tremont, Commercial; or, second (on the left), McCoy's, Gore's, Hotel Grace, the Grand Pacific, the small Clark Street hotels named

in paragraph 5, and also the Sherman and Briggs; on the right, the Palmer, Richelieu, Leland, Victoria, Auditorium, Wellington, Clifton, Brunswick, and all the State Street hotels—Conroy's, Bartl's, Richmond, Brown's, Continental, Wood's, Goldston's, Grand. Now as to general routes: To go south (World's Fair, etc.), walk toward Lake Michigan, to the cables or the Elevated. North (Lincoln Park), take the special horse-car to Monroe Street and board the north cable. Northwest and west, same horse-car and reach Washington Street; Milwaukee Avenue cable for Humboldt Park, and Madison Street cable for Garfield Park. Southwest, walk north to Van Buren Street, and take Blue Island Avenue cable. All directions as to baggage, eating, waiting, riding, etc., which have been previously given apply here. If your time in Chicago is short, go at once to the Fair, and leave light baggage at the check-rooms. At night be particular to get a car near by, or take a cab. A clock on the tower gives you standard time, an hour slower than New York time.

5. Van Buren Street Station (between Pacific Avenue and Sherman Street), serving the Lake Shore & Michigan Southern and the Chicago, Rock Island & Pacific. This well appointed and conveniently located station at which you have arrived is numbered **4** on our map of down-town hotels and stations. As you face the locomotive, Lake Michigan is on your right (east) a quarter of a mile away, and the South Branch of the river is on your left (west) just about the same distance, and you have penetrated north into Chicago to within one-half block of the Board of Trade, or over half-way through the city. You are about seven miles north of the World's Fair Grounds. As you leave the train the waiting-rooms, restaurant (café), lunch-counter, ticket-office, telegraph-office, baggage-room, and closets are all on your left, and the street outside is Sherman, running alongside or west of the station. If you go out at the front of the station, you face north. To your left is the Atlantic House; to your right, Stafford's Hotel; south of the Atlantic are the Rock Island and Garden City houses; to the right one block, across the street, is McCoy's, and around the corner, Gore's, both celebrated "European" hotels. The Grand Pacific is just beyond. Across from Gore's, on Clark Street, is the Hotel Grace; and all these hotels are in the very center of New Chicago. The directions which will enable you to reach the different parts of the city from this point are very simple. To go south (World's Fair), walk four blocks east to State Street cable, or five blocks east to Wabash Avenue cable, or to Congress Street for the Elevated, or to the lake for the Illinois Central. To go southwest, take Blue Island Avenue cable in front of you. To go west (Garfield Park), walk to right one block to Clark Street, then north five blocks to Washington Street, and take Madison cable. To go northwest (Humboldt Park), walk one-half block west to Sherman Street, then north and east one and one-half blocks to La Salle Street, then north to Madison Street and board the Milwaukee cable. To

go north (Lincoln Park), walk to Clark Street, then north three blocks to Monroe Street, and take North Side cable. Let us suppose you go lakeward to the corner of Clark Street, there in the far north, beyond the court house, is the Sherman House. Go lakeward a block farther, and at Dearborn Street, looking northward, you see first the Great Northern, and in the far distance the Tremont House and Commercial Hotel at Lake Street; a block farther, at State Street, looking northward, you can see the Palmer House on the east side; still another block and at Wabash Avenue you can look northward for the Clifton House and Wellington Hotel; one block farther east and you reach Michigan Avenue, and there in a row you find the Leland, Rielieu, Victoria, Auditorium, and Auditorium Extension. There are a number of hotels charging lower prices on Clark Street, from Van Buren to Washington, streets, including the Arcade, Chicago European, Deming, Cosmopolitan, New Rockford, Kuhn's, National, Lawrence, Underwriters', Kimball's, and others.

6. Grand Central Station (Harrison Street and Fifth Avenue), serving the Chicago & Northern Pacific, the Chicago Great Western, and the Baltimore & Ohio. This station is numbered 7 on our map of down-town hotels and stations. You have arrived in the new and magnificent station at Harrison Street and Fifth Avenue, where the invention and experience of railroad men have joined to make your reception agreeable, safe, and convenient. The eating arrangements, roominess, and solidity of this structure will not soon fade from your memory. To the right, as the handsome waiting-room is entered, are the baggage-rooms, lunch-counter, barber-shop, and ladies' retiring-rooms. The restaurant (café) is reached by ascending the marble staircase. To the left, as you approach the main exit at the corner of Harrison Street and Fifth Avenue, will be found ticket and telegraph offices, parcel-room, and bureau of information. As you face the locomotive, in your car, the north is before you, and Lake Michigan to your east. The hotels in the vicinity are the Crescent and Lindell. Nearly all the well-advertised houses will be found within a half-mile north and northeast. On leaving the station, you reach Harrison Street, the southern limit of the Great Fire east of that point; the street running north is Fifth Avenue, and the horse-cars on this street are your only cheap means of riding to the business center. The Twelfth Street horse-cars come by on Fifth Avenue, and the Taylor Street cars on Harrison. Note carefully that some of the Twelfth say "Randolph," some "State Street," or "Van Buren and State." In nearly every case you need the car with the "Randolph" sign. The only exception is that if you wish to go south or to the World's Fair, take the Van Buren and State Street (the Twelfth Street cars) or *any* Taylor Street ear to State Street or Wabash Avenue, where you may take either the State Street or Wabash Avenue cables. Southern points are also reached by the Illinois Central suburban trains from the Lake Front, opposite Van Buren Street, or by the Elevated, on Congress near State Street.

The Wabash Avenue cable is the best cable for the Fair, as the State Street is not so direct. The Elevated carries passengers to the Fair. If you wish to walk across, these southern thoroughfares are about four blocks east, but Harrison Street is crossed by many railway tracks, and you will do wisely to take the street-cars and avoid danger. To go north (Lincoln Park), take (only) Randolph and Twelfth Street car at door on Fifth Avenue and ride to Dearborn Street, then take north cable (two fares, 5 cents each). To go west (Garfield Park), take (only) Randolph and Twelfth Street car, on Fifth Avenue, and go north to Washington Street for Madison Street cable. For the northwest (Humboldt Park), same car to Washington Street for Milwaukee Avenue cable. For the southwest, take Taylor Street or Twelfth Street car to Van Buren Street for Blue Island Avenue cable, or Randolph and Twelfth Street cars to Washington Street for Ogden Avenue car on Madison Street cable. Remember, also, that interior southwest points can be reached by taking, at the door, the two horse cars of which we have now so often spoken. Of the great hotels, the nearest is the Grand Pacific, and when you have reached that, there are fifty not four blocks away. Consult especially paragraphs 1 and 5 for petty details on arrival, and look at the map for hotels. A conspicuous clock inside the depot and a tower clock outside will both give you the standard time for all railroads in Chicago, one hour slower than New York time. The clock tower at the northeast corner of the station is 242 feet in height, the bell of the big clock weighing 11,000 pounds.

7. **Nickel Plate R. R. Station**, Twelfth and Clark streets—No. 9 on our map—is the terminus of the New York, Chicago & St. Louis Railroad, leaving the visitor at Twelfth Street, where cars pass to the West Side or down-town, as their signs indicate. Still farther east one block is the State Street cable, passing the Palmer House, and yet farther are the Wabash Avenue and Cottage Grove cables and the Alley Elevated, all leading to the Fair.

8. **By Lake**.—The view of the city from the lake, if you arrive by day, will excite your admiration, but it is more comfortable often to arrive in the night and awake in Chicago, for the change from the cool atmosphere on the water to the warmer air on land is not so sudden. As we can not foresee at what dock you will debark, you would do well to note that three of the foregoing stations are on or near the river—Nos. 1, 2, 3, and 7. Inquiry of captain or clerk will inform you as to which railroad station is nearest his dock, and the directions of the paragraph pertaining to that station can then be used. Our map of down-town hotels and stations should be of service here, as a long line of river frontage is shown. If your steamer goes as far south as Twelfth Street, horse cars on Canal going north will serve you. If you go out the North Branch, Clybourn and Milwaukee Avenue cars ought to be near you. The Wells Street Station is numbered 2 on our map; the Union Passenger Station is numbered 3, and the Grand Central Station is numbered 7. By means of these landmarks you can easily determine on your hotel.

From Adams Street, Looking North on La Salle.

The tract of valuable and populous territory that falls under the eye on the opposite page contains some of the finest business buildings in the world. Conspicuous among these is the Woman's Temple. Some features of the Home Insurance—the Cyclopean granite walls of its lower stories—must be closely studied to be appreciated. At the northeast corner of Monroe and La Salle streets is the Nixon Building, which stood unscathed through the Great Fire. Beyond is the Young Men's Christian Association Building, and, dimly beyond, the Tacoma is seen. At the left, on Fifth Avenue, rises the Lees, and still higher beyond it, the Security Deposit. All these are solid steel edifices; and another, the Calumet, is thrown out of view by the presence of the Home Insurance. For twenty years this part of La Salle Street has been given over largely to insurance and real est. tc.

1. The Schloesser Block,

At the northwest corner of Adams and La Salle streets, is a handsome stone-front of the pattern once deemed desirable on La Salle Street. The basement is very high, and there are 4 upper stories. Here the *Current* was born—the most ambitious literary venture of early Chicago—and the Single Tax Club has entertained many accomplished thinkers and writers of different principles. The building, which was erected in 1872, fronts 120 feet on La Salle, 60 feet on Adams, and is 65 feet high. It has 8 stores, 29 offices, and over 160 occupants, who are agents, brokers, and publishers.

2. The Home Insurance Building,

At the northeast corner of Adams and La Salle streets, has been described generally in another place. It is a high steel building of the first class, and has been increased from 10 to 12 stories in recent years. It fronts 140 feet on La Salle and 97 on Adams, with a height of 180 feet. The walls of the lower two stories are made of one course of granite blocks. The foundations are heavy, and the brick walls of the superstructure are very thick. There are 235 offices, 1,250 occupants, and 4 passenger elevators. The principal tenants are Armour & Co., who have general offices here, and the Union National Bank, of which J. J. P. Odell is president. Insurance agents, manufacturers' agents, publishers, and professional men fill the building. Erected in 1884, at a cost of \$800,000, and enlarged in 1891.

3. The Edison Company's Power House,

At 139-141 Adams Street, although a small building, contains 16 engines, 32 dynamos, and furnishes power for 100,000 electric lights. Its chimneys have added a chief difficulty to the Chicago smoke problem.

Dimensions: Width on Adams, 50 feet; depth, 200 feet; height, 40 feet. The general offices of the Chicago Edison Company are here. Erected in 1887.

4. The Porter Block

Has 100 feet front on Clark Street and 80 feet on Adams, at the northwest corner. It is 75 feet high, with 4 stories and basement, containing 6 stores and 40 offices. It is occupied by railway ticket offices, agents, and physicians; was erected in 1873.

5. The Kent Block,

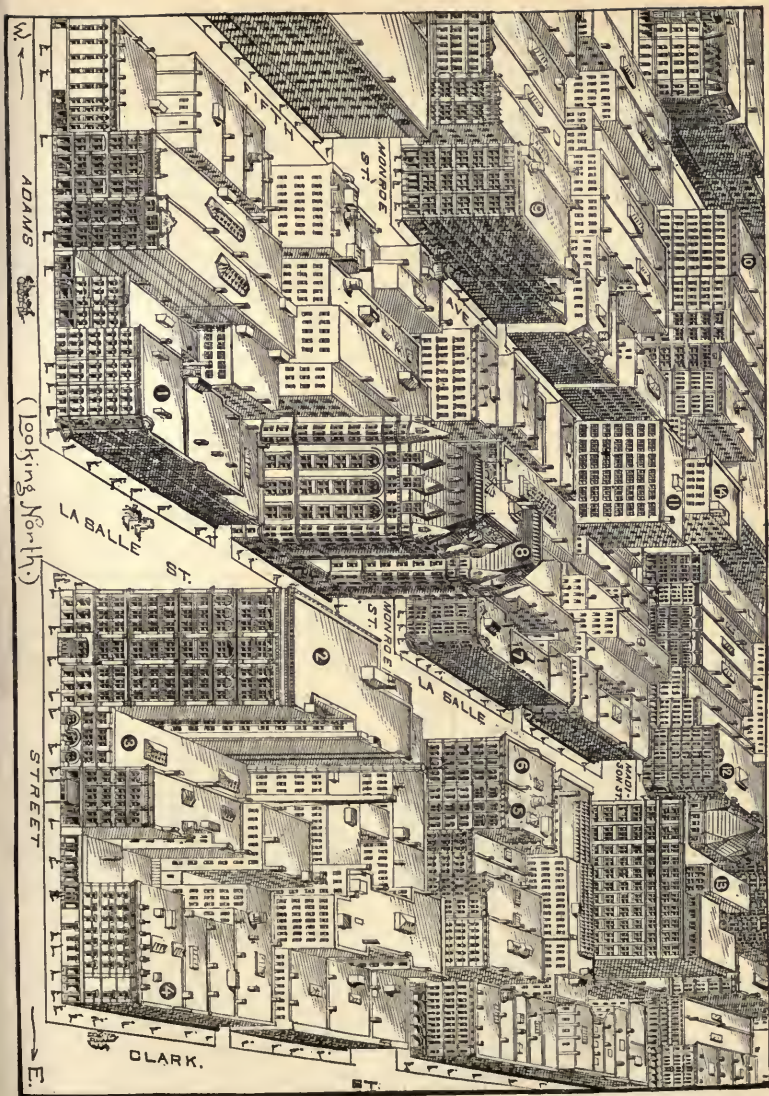
At 151-153 Monroe Street, is a fine brick front of the old style, 40 feet wide, 60 feet deep, 85 feet high, with 6 stories and basement. There are 2 stores, 44 offices, and 1 elevator in the building, which is occupied by professional men. Erected in 1871.

6. The Nixon Building,

At the northeast corner of Monroe and La Salle streets, was in the finishing stages and wet with new plaster on the night of the burning of Chicago. Little or no damage was done to it, and it served as a nucleus around which to gather new business and begin rebuilding. It fronts 46 feet on Monroe and 80 feet on La Salle, with 65 feet of height in 6 stories and basement. There are 48 offices and 1 elevator. The tenants are real estate, insurance, financial, legal, and other professional men. There are about 150 occupants.

7. The Bryan Block

Fronts 190 feet on La Salle and 50 feet on Monroe, at the northwest corner. It is 55 feet high, with 4 stories and basement. It is a stone-front of 1872, containing 6 stores, 95 offices, and 1 elevator, and is devoted principally to real estate and insurance.



8. The Woman's Temple,

At the southwest corner of Monroe and La Salle streets, is the most conspicuous office building in this part of town. It is described in another chapter. It was erected in 1892, at a cost of nearly \$1,500,000. The lot is 96 feet wide on Monroe and 190 feet deep on La Salle. The Temple is 185 feet high, in 12 stories and basement, with 300 offices. Seven passenger elevators carry 15,000 persons daily. The construction is fire-proof, of steel, granite, brick, and terra cotta, with white marble rotunda, staircases, and wain-scotings. Four banks—the National Bank of America, the Bank of Commerce, the Metropolitan National Bank, and the Bank of Montreal—are to be found here, and Willard Hall may be entered on the ground floor, from Monroe Street. Main entrance on La Salle Street, where the semicircle of elevators should be seen.

9. The Wells Building,

At the northwest corner of Monroe Street and Fifth Avenue, has a frontage of 80 feet on both thoroughfares, and is a 7-story structure 110 feet high, with 1 freight elevator. Its walls are of brick and iron, and built with great attention to light and air. It was erected in 1884, just after a destructive conflagration at this corner, and foreshadowed, in the lightness of its walls, the discovery that a building could be made independent of its exterior in the matter of security. M. D. Wells & Co., a great wholesale boot and shoe house, occupy the premises.

10. The Galbraith Building

Fronts 100 feet on Madison and 200 feet on Franklin Street, at the northeast corner. It is 80 feet high, with 6 stories and basement. It was remodeled in 1892, and is a stone-front of 1873. It has 6 stores and 2 elevators. The tenants are wholesale jobbers and manufacturers' agents.

11. The Lees Building,

147 to 153 Fifth Avenue, is a modern 12-story and basement steel building. The materials used in its construction are pressed brick and terra cotta, plate-glass being generally used. With a frontage of 80 feet, a depth of 115 feet, and height of 165 feet, the structure presents a substantial appearance, being, it is claimed, absolutely fire-proof and strong

enough to resist the heaviest strain. It is the best naturally lighted office building in the city, having a wide alley on three sides. Two hydraulic passenger and 2 steam freight elevators afford ample accommodation to the occupants, who are mainly manufacturers' and importers' agents and jobbers. The building was erected in 1892, at a cost of \$325,000.

12. The La Salle Building,

Fronting 80 feet on Madison and 40 feet on La Salle Street, at the northwest corner, was one of the most sumptuous edifices of the rebuilding era. It is an ornate stone-front of 5 stories and high basement in the La Salle-Street style, and runs 2 passenger elevators. There are 5 stores and 30 suites of offices. The height of the stone-front walls is 85 feet. The occupants are financial, insurance, real estate, and professional corporations and persons. Built in 1874.

13. The Y. M. C. A. Building

Covers the site of Farwell Hall, in the rear of 150 Madison Street, fronting La Salle Street on the east side at Arcade Court (an alley). This splendid building is like the Athletic Club's steel building on Michigan Boulevard. The lot is irregular, but has 54 feet front on La Salle, and is 187 feet deep on Arcade Court, with greater width in the rear. The structure is 190 feet high, with 12 stories and basement. Its interior is described in our chapter on "Notable High Buildings." It was erected in 1893, at a cost of \$850,000. The skeleton steel method of architecture is here followed, nothing depending on outer walls. Farwell Hall had a notable history. It burned before the Great Fire; it burned in the Great Fire; it was demolished to make way for this steel skyscraper.

14. The Security Deposit Company Building,

As well as the Lees, which stands south of it, has been described in our chapter on "Notable High Buildings." The former fronts 47 feet on Madison and 100 feet on Fifth Avenue, at the southeast corner. It is a sky-scraper of 14 stories and basement, 147 feet high, with 4 passenger elevators. There are 5 stores and 150 offices. It was erected in 1892, at a cost of \$500,000, and is occupied by wholesale agents and professional men.

TRANSPORTATION.

Will you need any kind of conveyance in Chicago, and if so, what kind? In answer, you will have to ride every day a great deal.

Names.—The vehicles will be, in the order of their comparative usefulness, cable-cars, horse-cars, suburban trains, and ordinary road-carriages. Of the latter, there are five great divisions—"hacks," cabs, omnibuses, coupés, and buggies. Everything in the style of a landau or landaulet is popularly called a "hack." The hansom cab may be known by the odd position of the driver in the elevated seat in the rear, the reins stretching over the passenger's head. The coupé is a "hack" for one or two. The omnibus, except for the use of the hotels, has been nearly abandoned. A solitary line of cassettes runs from the West Side to Lincoln Park.

Expense.—The foreigner may be alarmed upon learning the schedule of rates for one and two horse vehicles—the first, 50 cents a mile; the second, \$1 a mile; the first, 75 cents an hour; the second, \$2 for first hour, and \$1 an hour thereafter. But he should understand that except on a few special occasions the cable or horse-car answers all purposes, and is much cheaper than a carriage. The hackman, having few fares, must charge well for what he gets to do. In our chapter on "Arrival" we have shown the prudent traveler just how to reach any quarter of this city, for 10 cents at most, and he can, by street-car, for this 10 cents, secure a ride that would cost \$9 in a landau, by the mile.

Street-cars.—There is no difference between horse-cars and cable-cars as to price. You may enter any street-car in Chicago and ride as far as it goes by paying 5 cents, which a conductor will in all cases collect. This means that you may ride to the World's Fair for a nickel from any point on State Street or Wabash Avenue. Fare on the Elevated road (station near the Auditorium) is also a nickel. Fare on the Illinois Central is 10 cents. The cable-slot in the streets—and there are too many for enumeration here—warns you that cable-cars run on that thoroughfare. Guard yourself, therefore, as you would on an out-of-town railroad-track. The particularly dangerous corners are at State and Madison, Randolph and La Salle, Dearborn and Randolph, and Dearborn and Madison. Be as careful not to get on or off a cable-car while it is in motion as you would be were it a steam-car.

Cab and hack hire.—As only two railway stations connect by a direct street-car—note that these two stations are the Wells Street Station and Dearborn Station—it may happen that when a traveler desires to hasten to another railway station from the one in which he has arrived, he should take a cab or landau. What ought he to pay and not be cheated? Again, he may desire to

see Michigan Boulevard, Prairie Avenue, the Lake Shore Drive, and Lincoln Park, or the three West Side parks, and to do any of these things well, he should engage a landaulet. The city card which will be found in every vehicle tells exactly what the regular rates are, and it should be studied carefully. You are to look at this red card, and make a note of the official number of the hack, cab, or coupé you have hired, for the card itself will tell you the name of the vehicle as well as its number. You may hire by the hour or by the mile. If you indicate no choice as you enter, you must pay by the mile. If you ride by the mile, you may stop under fifteen minutes; over fifteen minutes you must pay \$1 an hour for detention. It is not customary to carry a trunk on a cab, but on all vehicles which will allow a trunk beside the driver in front, the trunk and a satchel go with the fare on the card. On the back of the card will be found both a map and a table of distances between depots, and between depots and leading hotels.

Lost articles and complaints.—As you enter, take the badge number of your driver. Should you by mistake leave anything of value in his vehicle, leave complaint and description with the City Vehicle Inspector, Room 6 City Hall (La Salle Street side of the Court House). If a driver has persisted in charging you more than the card rate, and you have paid him, you may reclaim the money on complaint to the City Vehicle Inspector. And the Mayor asks all persons to take proof and complain promptly in cases of overcharge. For this purpose the services of any police officer may be called upon, who will at once report to the Chief of Police, and the driver's license will be revoked if he shall be found guilty of wrong-doing.

WHAT ARE YOU TO PAY ?

One horse.—A mile or less, for one or two passengers, 50 cents; each subsequent mile, 25 cents more; by the hour, whether for one or two passengers, 75 cents; each succeeding quarter-hour, 20 cents, or 80 cents an hour; add, also, the time that may be required by the driver to return to his stand. In the parks, for one or two passengers, \$1 an hour, and 25 cents for each subsequent quarter-hour, plus time to return to stand. Children under five years of age can not be charged for; between five and fourteen, half-rates, and this applies to all vehicles. Cabs can always be found around the Court House or the Post Office, at all the railway stations, and at or near the leading hotels.

Two horses.—Between depots, with trunk, \$1, one or two persons, though it would manifestly be impossible to carry a trunk for each passenger; same persons, one mile or less, \$1; under two miles, \$1.50; each additional passenger, 50 cents; two people, over two miles, \$2; additional passengers, 50 cents each; one or more passengers by the day, \$8; by the hour, \$2; each additional hour,

or part of an hour, \$1. If baggage weighs over 100 pounds the driver may charge 15 cents for each parcel constituting such over-weight.

All of this information is posted in each vehicle. The absence of the card, if proved, will result in the loss of license by the driver.

Livery.—Thickly scattered through the city are livery-stables, with telephones. If a landaulet or fine vehicle be desired, step to a public telephone (sign in front of a drug-store), pay 10 cents, look at list of liveries in telephone book, choose a stable near your stopping-place, and order the carriage, ascertaining at the telephone what the charge will be. A fine ride through several parks will cost from \$6 up, with four persons to go.

STREET RAILWAYS.

The chief features of intramural travel have been mentioned quite fully in the chapter on "Arrival." Once in the heart of the city, there are five main directions in which to reach the city limits—the north cables, the northwest cable, the west cable, the southwest cable, and the south cable.

The north cables.—What are called "loops" make endless chains of the cables. The North Side loop reaches the South Side through the La Salle Street tunnel, goes south on La Salle Street to Monroe, turns east on Monroe to Dearborn, north on Dearborn to Randolph, west on Randolph to the tunnel. At some point on this loop you must take all cable-trains for the North Side. Two parallel streets on the North Side run north only two blocks apart, and join at Lincoln Park—Clark and Wells streets. Wells is the same as Fifth Avenue on the South Side. Each street has a cable, so if you are going to Lincoln Park it makes no difference whether you take Clark or Wells cable-trains. But at the park a cable on Lincoln Avenue branches off to the northwest. A cable branches off from Wells at Division, runs west on that street to Clybourn Avenue, and then on that important thoroughfare, which runs nearly parallel with the North Branch. A North Halsted Street trailer is dropped at Clybourn Avenue and Halsted and drawn by horses due north to Evanston Avenue. On the rear ends of cable-trains will be found the "trailer" cars that are to be dropped from the train and drawn by horses to the ends of the feeder lines. Such trailers will be found on various cable-trains, whereby special cars may be taken for points on Webster Avenue, Fullerton Avenue, Garfield Avenue, Center Street, and Division Street. Take particular notice that old-time full-route horse-cars run on Sedgwick and Larrabee streets. There are also horse-cars on North State Street.

Straight west cable.—The northern loop of the West Side cable leaves the Washington Street tunnel, goes east to Fifth Avenue, south to Madison Street, east to State Street, north to Washington, west to the tunnel. This loop carries all cable-cars for west and Douglas Park (in the west-southwest).

The main west route is Madison Street, and by taking a train that has no placard before its grip-car you may travel directly westward to West Fortieth Street for 5 cents, a distance of nearly five miles, passing Garfield Park. At the terminus you may take an electric-car of the Cicero & Proviso Co., and for a nickel more ride on either to Oak Park or Maywood. The Madison Street trains haul but one trailer, which is dropped two miles west, and then is drawn by horses on Ogden Avenue, past Douglas Park to Lawndale.

Northwest cable.—The loop reaches the South Side through Washington Street tunnel, goes east on Washington to Fifth Avenue, south to Madison, east to La Salle, north to Randolph, west to Fifth Avenue, south to Washington, west to the tunnel. This cable runs on Milwaukee Avenue, and penetrates the thickly settled region that has Humboldt Park for its chief attraction. It goes to Armitage Avenue, which runs westward north of Humboldt Park. Besides the main Milwaukee grip-car, many trailers are attached, and the traveler to places on West Chicago Avenue, West Division Street, and West North Avenue should be particular to get on the trailer marked with his own street rather than the grip-car, which is marked Milwaukee Avenue.

Southwest cable.—Emerging from a third tunnel which has been lately bored under the river near Van Buren Street, the loop passes east to Franklin, south to Van Buren, east to Dearborn, north to Adams, and then south on Franklin, where it re-enters the tunnel. The cable runs southwest on Blue Island Avenue, the most important thoroughfare in that section of the city, with a branch on Halsted from Harrison south to the river. Attached to it are trailers for Eighteenth and Twenty-first streets. Advice given regarding trailers in the preceding paragraph applies here.

Cross-town horse-cars.—There is a continuous car-track on Halsted Street from Lake Michigan to Auburn Park, north and south (not east and west). A visitor can by paying three fares travel the whole length of the "backbone" of Chicago. North and south cars run on Paulina and Robey streets, on Western Avenue from Twenty-sixth Street to Armitage Avenue, on Kedzie Avenue from Twelfth Street to Madison, and a North Ashland Avenue car goes over Adams Street bridge. Horse-cars run to Garfield Park on Randolph and Lake streets, and from Lincoln Park to Humboldt Park on North Avenue. There are cross-town horse-cars running west from Lake Michigan on the Twelfth Street viaduct, on Twenty-second Street, Twenty-sixth, Thirty-first, Thirty-fifth, Thirty-ninth, Forty-third and Root streets, Forty-seventh Street, and electric-cars on Sixty-first and Sixty-third streets from Englewood to the World's Fair.

South cables.—These are two distinct lines, one going south on State Street, the second on Wabash and Cottage Grove avenues, the latter avenue beginning at Twenty-second Street and running south. The loop of the State Street cable is east on Madison from State Street to Wabash Avenue,

north on Wabash Avenue to Lake Street, west on Lake Street to State Street, south again on State Street. Grip-cars that are marked Sixty-third Street carry you to the former suburb of Englewood. The only trailers on State Street are Archer Avenue and Wallace, Hanover and Butler streets—two in all. Visitors will be asked to take this route to the World's Fair, and will lose but little time in so doing. The proper cars to take will be conspicuously marked.

The direct World's Fair cable.—This starts on Wabash Avenue, and has electric-car connections at Seventy-third Street, which reach South Chicago and Pullman, and at Sixty-first and Sixty-third streets, which reach the World's Fair. Its loop is east from Wabash on Madison, north on Michigan Avenue to Randolph, west on Randolph to Wabash, and south again on Wabash for the main trip. This cable-line forks at Fifty-fifth Street, and the left, or Jackson Park grips, go to the northernmost gates of the Fair. The Sixty-first Street cars run east one block south of the Midway Plaisance, which contains many attractive features of the Fair. The Sixty-third Street cars carry passengers to the Sixty-second and Sixty-third Street entrances. By going west on these cars running on numbered streets to Wentworth Avenue and taking a transfer, you can ride back to town on a horse-car line which runs on Wentworth Avenue and Clark Street to Washington Street. Study the map and these directions carefully and you will be able to find your way without difficulty. At Fortieth Street the trains of the Van Buren Street railway station can be had, with only a nickel fare.

The Alley Elevated.—This is the first road of its kind in Chicago. The northern terminus is at Congress Street just east of State; the southern within Jackson Park. The fare is 5 cents.

The Illinois Central Suburban.—On the Lake Front, at Van Buren Street, you will see wickets every few feet, little ticket-offices, and trains in waiting. For 10 cents you will be carried swiftly to the Fair Grounds. This is the most expeditious way to go. The return fare is also 10 cents.

West Side cut-off.—If you are stopping in the region of Douglas Park, or as far east as Wood Street near Twelfth, take a Belt train that runs from Austin to Jackson Park. There is a station at the Ogden Avenue viaduct. This brings the residents of that part of the West Side as near the Fair as are the people of the South Side.

World's Fair Steamship Co.—This company furnishes transportation to and from the Fair at the uniform price of 25 cents for round-trip tickets only. The northern terminus is at the large pier opposite Van Buren Street, reached by a viaduct over the railway-tracks. At the Fair fifty turnstiles leading to thirty compartments, each accommodating 1,000 passengers, afford access to and egress from the company's steamers, while fifty others give entrance to the grounds. The fleet consists of twenty-five vessels, the whale-back carrying 5,000 and the remainder from 1,000 to 3,000 passengers each.

From Adams Street North on Dearborn.

The great height of many of the buildings included in the accompanying illustration is not apparent at a glance, that of the entire block in the right foreground varying from 100 to 140 feet. The Palmer House, farther to the right, was once, architecturally, the admiration of the West. Near the left foreground may be seen the Montauk Block, the first of Chicago's high steel buildings. In the scene are the First National Bank, the largest financial institution in Chicago; the *Tribune*, and the Hartford. Kinsley's famous restaurant is seen in the foreground, and the Honoré Building, twice burned and restored, has been occupied by the Post Office, the Army, and the Union Leaguc Club. This square faces the Post Office on the north.

1. The Quincy Building,

At the northeast corner of Clark and Adams streets, fronts 60 feet on Clark and 80 feet on Adams. It is 70 feet high, with 5 stories and basement. There are 45 offices and 1 elevator. The occupancy is miscellaneous, but largely professional. Erected in 1873.

2. The Kinsley Building,

At 105-107 Adams Street, is a steel building 65 feet high, with 5 stories and basement. The lot is 55 feet wide and 180 feet deep. This first-class refectory was erected in 1885, at a cost of \$500,000, and is wholly occupied by Kinsley, the caterer and restaurateur.

3. The Honore Building,

At the northwest corner of Dearborn and Adams streets, is occupied by the Marquette Hotel. It fronts 185 feet on Dearborn and 100 on Adams Street, is 65 feet high, and has 6 stories and basement, with 12 stores, 10 offices, and 300 rooms. There are 2 passenger elevators. The outer walls are possibly the most ornate that remain in Chicago, if we except the Palmer House. The model of this building was completed in 1871, burned in 1871, rebuilt in 1872 with much salvage, and gutted by fire early in the eighties.

4. The Fair Buildings

Occupy the half of a square on State, Adams, and Dearborn streets. The principal structure is a high steel building. Its dimensions are as follows: Front on Dearborn, 200 feet; depth, about 180 feet; height, 9 stories and basement. In the various buildings are 12 passenger elevators. There are 100 departments—that is, 100 different kinds of goods—and 2,500 employes. The annual sales are \$8,000,000 at retail. The Fair was established in 1875, by E. J. Lehman. The new building was erected in 1891, and all of the extensive operations on this ground went forward without stopping or decreasing the regular operations of the firm.

5. The Palmer House,

Which is partly shown at the southeast corner of State and Monroe streets, may be

also seen in another view, No. 7. The peculiarities and traditions of this great hotel are noted in our chapter on "Hotels." The main interior is of brick, steel, and tile, and it was the first fire-proof hotel in the West. The State Street front of 275 feet is elaborate and impressive. The total frontages, besides the foregoing, are 300 feet on Monroe and 300 feet on Wabash Avenue. The main building is 9 stories or 100 feet high. There are 15 stores, 700 rooms, and 3 passenger elevators. It was common report in 1873 that this property cost \$4,000,000. The rotunda and corridor are 106 feet long, 64 feet wide, and 36 feet high. There are some historical paintings to be seen.

6. The Adams Express Building,

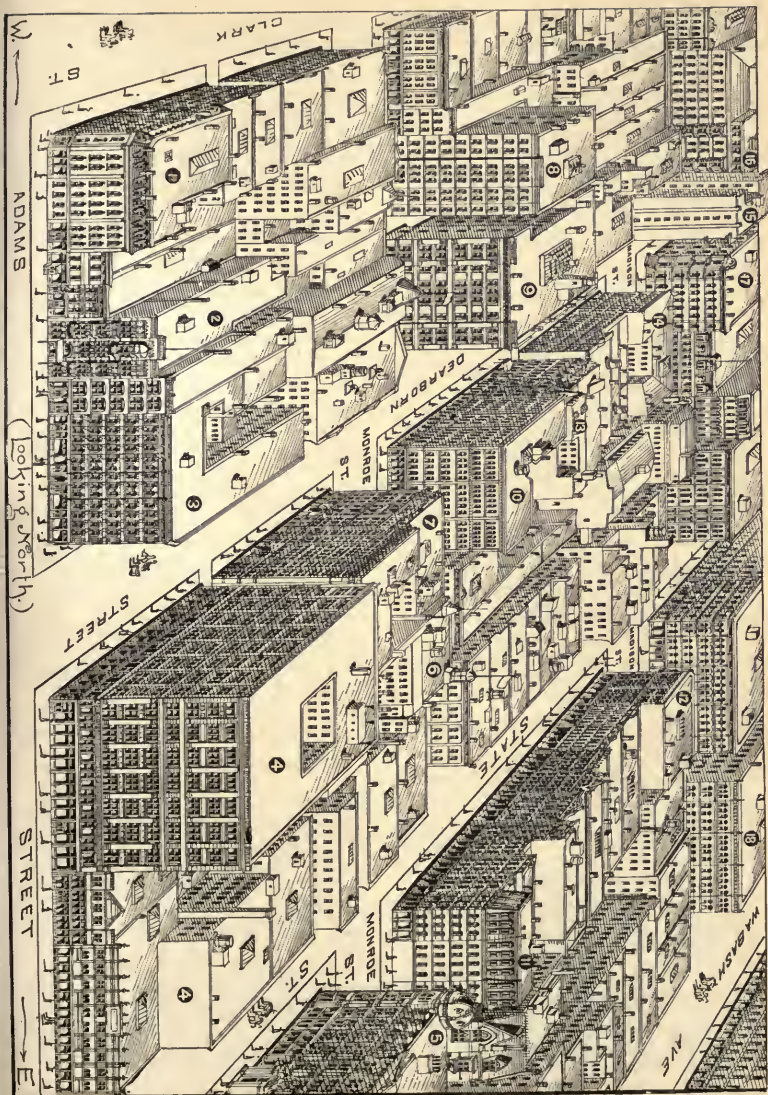
At 183-189 Dearborn Street, is probably the most imposing old-style structure in Chicago. Its outer walls are of the cyclopean thickness and weight that came in with the early steel buildings. Particularly noticeable is the magnificent granite arch at its portal. The lot is 100 feet wide and 130 feet deep. The building stands 140 feet high, with 10 stories and basement, and contains 3 stores, 223 offices, 3 elevators, and 700 inhabitants. It is occupied by heavy firms and companies, and has always maintained a first-class standing among tenants. It was erected in 1884, at a cost of \$450,000.

7. The Commercial Bank Building,

At the southeast corner of Dearborn and Monroe streets, fronts 90 feet on Dearborn and 131 feet on Monroe, and is 100 feet high, with 6 stories and basement. The bank and security vaults occupy the first floor and basement; the upper floors are served by 2 passenger elevators. There are 100 offices, with 300 occupants, who are publishers, lawyers, agents, and insurance and real-estate men. The exterior is granite, brick, and steel, and presents an imposing appearance. The structure was erected in 1884, at a cost of \$300,000.

8. The Montauk Building,

At 115 Monroe Street, has a frontage of 90



feet and a depth of 180 feet. It is 130 feet high, in 10 stories, of steel construction, on heavy foundations, with thick walls. It has 150 offices, 300 occupants, and 2 passenger elevators. Erected in 1882, at a cost of \$325,000; the first high steel building in Chicago.

9. The First National Bank Building,

At the northwest corner of Dearborn and Monroe streets, occupies the site of the old Post Office Building. The building offers a spectacle of handsome proportions, combining strength, durability, and great size. It is surrounded on all sides with light and air. Dimensions: On Dearborn Street, 102 feet to alley; on Monroe Street, 96 feet to alley; 100 feet high, with 6 stories and high basement. There are 3 elevators and 100 offices. It was erected in 1880, and is described among our notable high buildings. The bank inside is a fine sight. The remainder of the building is occupied by corporations, attorneys, leading real-estate operators, promoters, and financial men generally.

10. The Stock Exchange Building,

At the northeast corner of Dearborn and Monroe streets, was erected in 1882, and remodeled at great cost in 1889. It is a very large brick structure, with 104 feet front on Dearborn and 120 feet on Monroe, 100 feet high, and 7 stories and low basement. It has 100 offices and 3 passenger elevators, and since its renovation has been a busy building. It is to lose the Stock Exchange, which goes to its new home at Washington and La Salle, but is the rendezvous of many financial men and speculators. The fee of this entire city square is school property.

11. The Mentor Block,

At the northeast corner of Monroe and State streets, fronts 25 feet on State and 80 feet on Monroe, 85 feet high, 7 stories. It was erected in 1873.

12. The Schlesinger & Mayer Building,

At the southeast corner of State and Madison streets, fronts 200 feet on State and 80 on Madison. It is 75 feet high, with 7 stories and basement, and 2 passenger elevators. Here is one of the popular retail dry-goods stores, with annual sales of \$5,000,000. There are 1,000 employees. The building, erected in 1873, has a conspicuous stone front.

13. The Evening Journal Building,

At 159-161 Dearborn Street, once boasted a beautiful façade, but this was removed in 1889, when the structure was remodeled. The building has burned twice. It is 40 feet wide, 120 feet deep, and 80 high, with 7 stories. It is occupied by the Saratoga Hotel and the *Journal*, the oldest daily publication in the West.

14. The Tribune Building

Fronts 120 feet on Madison Street and 72 feet on Dearborn, at the southeast corner,

and stands beside McVicker's Theater. The first *Tribune* building was finished in 1869, and its walls were partly saved in the rebuilding of 1872, after the Great Fire. The type of the *Tribune* is set on the upper or fifth floor; the editorial rooms are on the fourth and fifth; the presses are in the basement, and the counting-room occupies the main portion of the lower floor. Tenants of various professions fill the 3 stores and 20 offices which remain for rent to the public. The 5 stories and basement are 65 feet high from the sidewalk. John McDevitt, the billiard champion, was burned to death under the sidewalk on the Madison side October 10, 1871.

15. The Hartford Building

Is a steel sky-scraper, with 92 feet on Dearborn Street and 50 feet on Madison Street, at the southwest corner. Its 14 stories carry it 165 feet high, and its skeleton construction leaves no weight on the outer walls, which are light. It has 4 elevators and 260 offices and banking quarters; among the occupants are the Chemical National Bank. Real-estate and loan agents and financial corporations gather here. This, the tallest building in the scene, was erected during the busy year 1892.

16. The Inter Ocean Building

Is nearly concealed behind the Hartford, at the northwest corner of Madison and Dearborn streets. A steel building on a very small lot rises at the corner, and this lot brought the highest price per square foot that has yet been paid for Chicago real estate. The entire premises front 100 feet on Madison and 50 on Dearborn. The old stone-front was erected in 1873. The steel corner building was built in 1889, when the entire interior was remodeled. There are 2 elevators and 75 offices for the public, with a handsome interior covered court. The portion occupied by the newspaper corresponds with that of the *Tribune* in its building.

17. The Union Trust & Savings Bank Building

Fronts 50 feet on Madison Street and 75 feet on Dearborn, at the northeast corner, and is 60 feet high, with 5 stories and basement. This is a handsome building of the old style, intended for bankers and professional men. It has 3 stores, 25 offices, and 1 elevator. The bank occupies the corner room. Edison's phonograph was first publicly exhibited in the West in this room. Erected in 1876.

18. The A. C. McClurg Building

Fronts 150 feet on Madison Street and 72 feet on Wabash Avenue, at the northwest corner. It is a brick block 75 feet high, with 6 stories and basement. It was erected in 1873, and contains one of the largest book-stores in the country.

Suburban trains.—Every one of the seven railway stations is the terminal of suburban trains. Besides (1) the Illinois Central, which collected 15,000,000 fares a year before the Exposition, there are (2) the Chicago, Burlington & Quincy trains to Riverside and Aurora; (3) the North-Western trains to Elgin, Desplaines, and Waukegan, and beyond; (4) the Chicago & Northern Pacific trains to Franklin Park; (5) the Chicago, Milwaukee & St. Paul trains to Evanston and Galewood; (6) the Chicago & Eastern Illinois trains to Momence; and many others which the map will show, our only object being to direct casual attention to that manner of getting away temporarily from the city.

West Side Elevated roads.—A line has been building for many years on Lake Street, and another company is buying a right-of-way near Van Buren Street westward, and southward near Paulina Street.

Parmelee's omnibuses.—As your train nears Chicago, an agent, bearing on his arm a large ring filled with leather straps and brass checks, enters the car and inquires if you want your baggage transferred to any other station or taken to any hotel, or if you wish to be taken to either place. If you pay him 50 cents he will give you an omnibus ticket and a check which will identify your trunk at the destination to which he will see that you are carried. You are to give him your baggage-check. At the station a bus will be in readiness. Do not be afraid to surrender your baggage-check to him, but you must be able to tell him exactly where you wish to be taken. Should you wish your baggage transferred to any point outside the business center (not exceeding five miles), the agent will, upon payment of 50 cents, give you a delivery check, and insure its prompt delivery. To points over five miles from the Court House, an additional charge of 25 cents is made for each separate piece.

HOTELS.

When it was announced, months ago, that the late Col. Elliot Shepard of New York City had engaged accommodations for the summer of 1893, at the Auditorium Hotel in Chicago, which would cost him \$25,000, people were enabled to form an idea of the luxury of modern hotel conveniences, and of the animated competition there would be among the wealthy of all nations for the best quarters during the World's Fair.

But a great hotel is much more than a place to eat and sleep in. Its lobby is the people's club, men meet to settle political and commercial questions of vast importance. It can not fail to entertain and instruct the reader if we tarry a moment among the great hotels of Chicago, in order to note some special features for which they are justly distinguished, and we shall begin, taking them in alphabetical order, with—

The Auditorium.—In 1887 Ferdinand W. Peck, a very wealthy citizen, induced a number of other public-spirited Chicagoans to unite with him to erect in Chicago the largest theater in the world. Under the same roof with that theater is a hotel of 400 rooms. The Auditorium, dedicated by the President of the United States and Adelina Patti, at Christmas, 1889, became the admiration of the world. The hotel at once took a place second to none, and its sumptuous apartments are always occupied by celebrated travelers and visitors. So marked has been the success of this hotel, that an extension has been built across the street, connected with it by tunnels under Congress Street. For permission to construct and use them the hotel company pays the city a rental of \$1,000 a year. The position of this hotel, on the finest street in the New World, on the Great Lake, and in the heart of the city, has given it advantages which its proprietors have not been slow to improve. Its banquet-hall is very handsome. The café is renowned for its fine cooking, and the hotel has the large number of 200 rooms with marble baths attached. In the finishing of this house, the use of onyx and porphyry has been carried to perfection, and the sight-seer should pay the office a visit and examine its beautiful decorations. The dining-hall and kitchen have been put at the top of the hotel, so that there can be no culinary odors on the lower floors, and here one may eat at an enormous height above the lake. The tower of the Auditorium is 270 feet high, and for a fee of 25 cents you can take the elevator to the top. On a clear day the limits of the city may be seen, and the shores of Michigan and Indiana are visible. The Signal Weather Bureau officer for Chicago has his headquarters in this tower.

The Briggs House, at the corner of Randolph and Fifth Avenue, was one of the leading hotels of earlier days. Before the fire it had much the same

reputation that the Richelieu and the Virginia have now. Although rebuilt in 1872 with much larger dimensions, its reputation sank for twenty years. At last, in 1892, it came into the hands of William M. Knight, who, after a thorough overhauling, converted it into a high-class hostelry, with all the conveniences of modern life. The Briggs House, thus restored to first-class rank, offers, like the Sherman House, an uncommon advantage to persons wishing to visit on the West and North sides. Trains for all the West Side parks may be taken at the door, and Lincoln Park cables pass but one block east.

The Clifton House, northwest corner of Wabash Avenue and Monroe Street, ranks among Chicago's most popular and flourishing hotels. Since the Great Fire the property has been improved in every way, the new Clifton being notable for luxuriousness and comfort in all its appointments. The building is six stories in height, solidly constructed, and provided with accommodation for 500 guests. Its present well-known management enjoys an established and deserved patronage.

The Commercial Hotel is famous for its low rates and its long lists of daily arrivals. Its patronage is such that more guests come and go from its rooms and tables than from any other hotel of its size in the city. Its proprietor is Charles W. Dabb, formerly chief clerk of the Palmer House. Thus he inherited some of the commercial patronage of the Palmer. Another feature of the Commercial is the fact that juries in many of the more-celebrated criminal trials have been quartered here.

The Grand Pacific Hotel.—There are some structures so well conceived that modern invention or change does not destroy their beauty and utility. Thus the Grand Pacific, standing at the doors of the Board of Trade, its own portals almost opening into the parlor cars of the Lake Shore and Rock Island railways, surrounded by the steel constructions of the eighties, while it remains the stone colossus of the seventies, is in some respects unrivaled among Chicago hotels. Why? Because of its vast lobbies and corridors where enormous crowds of people can move about with ease. This building, which cost over a million, stands on land the western half of which belongs to the Northwestern University at Evanston. In 1870 it was leased for ninety-nine years, at a revaluation for every five years. Another notable fact in the history of this hotel is, it has been twice built on the same plan. The first structure was burned the morning of October 9, 1871, about 7 o'clock. It was rebuilt, and its completion was celebrated by the June jubilee in the Van Buren Street station in 1873, which was promoted by Henry W. Smith, at one time managing editor of the *Tribune*. The Grand Pacific has been famous for two things. It has always been Republican headquarters—that is, Republican politicians of this and other States have given it the preference, and its club-rooms have witnessed many eventful political gatherings. The scenes at this hotel during a national convention—and we may perhaps mention the Grant-

Garfield-Blaine contest of 1880 as an example—were of unequalled interest and excitement. It has, in the second place, always been a hotel for railroad men. The ticket-offices are all near by. Because this hotel is not ten stories high, no one must imagine that it has not eagerly seized upon every improvement of the age. Great surfaces of marble flooring, wainscoting, ceiling, shining brass; electric appliances of all kinds; an army of help; a celebrated café, and a popular *table d'hôte*, or dinner for business men; luxurious chairs, even for the chance visitor; 38,000 yards of rich carpets; halls that are parlors, and parlors that are adequate for the receptions given by national celebrities—these are some of the noteworthy features. The Grand Pacific covers an acre and a half of ground, with 1,000 feet of frontage, and 600 rooms; and detailed statistics regarding lights, annunciators, speaking-tubes, shops, etc., would fill two pages. We may say of it, truly, that for twenty years it has answered the purposes in Chicago of a European “arcade” or “passage,” and in inclement weather it becomes an indoor city. The marked success of this popular house is due to Messrs. Drake, Parker & Co., whose management has long rendered it the favorite resort of thousands of Americans and Europeans.

The Great Northern.—This hotel covers a quarter of a block and is sixteen stories high. The electric lights which blaze so brilliantly from its lofty summit, and which catch the eye and excite the amazement of every visitor, are but one of the many objects of interest connected with this hotel. The sumptuous marble café, the golden electric lusters on the top ceiling, the brocaded velvets, the Roman and Pompeian mosaic, the glittering brasses, and the delicate potteries deserve careful examination. The Great Northern stands on Jackson at Dearborn. It makes Jackson—with the Grand Pacific, Grace, Wellington, and Leland—a famous street of hotels.

The Hotel Metropole, a handsome fire-proof structure of pressed brick and brownstone, is situated on the southwest corner of Michigan Avenue and Twenty-third Street. The interior decorations and furnishings are very *recherché*, and its patronage is of a high order. This hotel was opened to the public in the fall of 1892, since which time its business has been phenomenal. Both the American and European plans have been adopted by its proprietors, The Metropole Hotel Co., with rates ranging \$4 and upward per day.

The Hotel Woodruff, on the southeast corner of Wabash Avenue and Twenty-first Street, has been a noted family hotel for many years. It has all modern conveniences, is admirably located, and enjoys a good reputation as regards *cuisine* and management. It is run exclusively on the American plan, the rates varying from \$3 to \$5 per day. J. W. Boardman & Co., who were the proprietors for nearly twenty years, were succeeded by The E. S. Douglass Co. on September 15th of last year.

The Leland Hotel.—This Lake Front hotel has been brought to great prominence within ten years by Warren F. Leland, a member of the most-cele-

brated family of hotel men that America has produced. The Leland (once the Gardner House) stands at the corner of Jackson Street and Michigan Boulevard. Starting from here you can drive on a fine macadam pavement eight miles south, nearly in a straight line. No traffic wagons can go on a boulevard. For years, in the café, a *table d'hôte* dinner has been served for a dollar a plate (with wine at 25 cents a bottle extra) that has had no equal in the city for the price. Music has been a feature of the house. It has an artesian well, an excellent *cuisine*, and many specimens of fine work in marble and brass that can not be praised too highly. Its wide front has always been a favorite place for the enjoyment of the lake breeze in hot weather, and the founder of the Leland is celebrated as one of the men who fought bravely to preserve the Lake Front Park for his city.

The Lexington Hotel, one of the largest and most magnificently furnished hotels in America, is admirably situated on the northeast corner of Michigan Avenue and Twenty-second Street. The building, constructed of steel, is thoroughly fire-proof, with a massive-looking exterior of dark pressed brick, brownstone, and terra cotta. There are 400 guest-rooms, 250 of which are connected with private baths; 3 passenger elevators, and every modern convenience. The main entrance is from Michigan Avenue, and opens into a wide vestibule leading to the rotunda, 68 x 50 feet in size, the floors of which are mosaic and the wainscotings of variegated African marble. The main parlors are located in the southwest corner of the second floor. The first, or "drawing-room," is beautifully decorated in the Renaissance style, with tints of gold and cream color. This room has a magnificent onyx mantel of grand proportions, costing \$1,000, and the walls are hung with silk tapestries of exquisite design and workmanship. The middle parlor is finished in the rococo style, and the one adjoining in the style of Louis XIV., the general tone being a delicate buff. Adorning the wall of the main dining-room is a large oil-painting of the Battle of Lexington by a celebrated English artist. Accommodations on either the American or European plan may be secured at rates from \$4 to \$25 per day. This hotel was opened on September 1, 1892, by Mr. Bachelder, and its guests are from the very *élite* of this and other cities.

The Massasoit House has been in the same place for thirty-five years—at the southwest corner of Central Avenue and South Water Street, alongside the old Illinois Central Depot at the foot of Lake Street. It was built in 1857 by David A. Gage and his brother.

The Palmer House occupies much of the ground bounded by Monroe, Wabash, State, and Adams. Gradual additions have been made in the blocks on Wabash Avenue, until the corridors of the Palmer extend long distances from the elevators. Before the fire of 1871, this hotel stood at the northwest corner of State and Quincy streets, and was the tallest building in the city.

North from East Adams Street.

The scene laid before the eye on the opposite page has for its features the Lake Front, the Metropolitan Business College, the high steel building of the Athletic Club, and the Palmer House, at the southeast corner of Monroe and State streets, also portrayed on another page, and there described. Great wholesale and retail shops abound in this region, and many art-stores may be found along Wabash Avenue. Hidden behind the tallest building in the picture is the new steel structure of the Western Bank Note Company, where the Whist Club has its quarters. A highly attractive detail of the view here represented is the portion of Lake Front Park, commanding an unobstructed survey of Lake Michigan, which at early morning or in the afternoon light presents a charming perspective.

1. The Leader Building,

At the northeast corner of State and Adams streets, has 34 departments or lines of business, with 475 employes. The building is an old-style stone-front, erected in 1873, fronting 140 feet on State and 120 on Adams Street, 4 stories and basement, or 55 feet high, with 2 passenger elevators for the public.

2. The Gibbs Building,

At the northwest corner of Wabash Avenue and Adams Street, was erected in 1874. It has frontages of 90 feet on Adams Street and 40 feet on Wabash Avenue. It is higher than the Leader Building (85 feet), having 5 stories and basement, and is occupied by music-sellers, wholesale jewelers, and manufacturers' agents. There is an elevator.

3. The A. H. Revell Building,

Northeast corner of Wabash Avenue and Adams Street. This edifice, which now presents within an appearance so distinguished, has had an eventful history for years past. It was once filled with a retail stock of dry goods by Gage Brothers, and later by Carson, Pirie, Scott & Co.; it stood vacant at the time of the Siegel-Cooper fire in September, 1891, and that firm moved in and occupied it while the Leiter Building was finishing at Van Buren and State, and at last Revell placed it among the sights of Chicago. This 6-story structure is a stone-front of 1873, modernized by Revell in 1891, 100 feet on Wabash Avenue, 160 on Adams, 75 feet high, with 2 passenger and 3 freight elevators.

4. The Hotel Brunswick

Has an enviable frontage directly at the commencement of the famous lake shore façades of Michigan Boulevard. It is opposite the Pullman Building, being situated at the northwest corner of Adams Street, with 100 feet on Adams and 40 feet on the boulevard. The structure, which is of the later

period (built in 1883), has 6 stories and basement, 85 feet high, 100 rooms, 2 stores, and a passenger elevator. The walls are of brick, iron, and terra cotta. The house is kept on the American plan.

5. The Williams Building

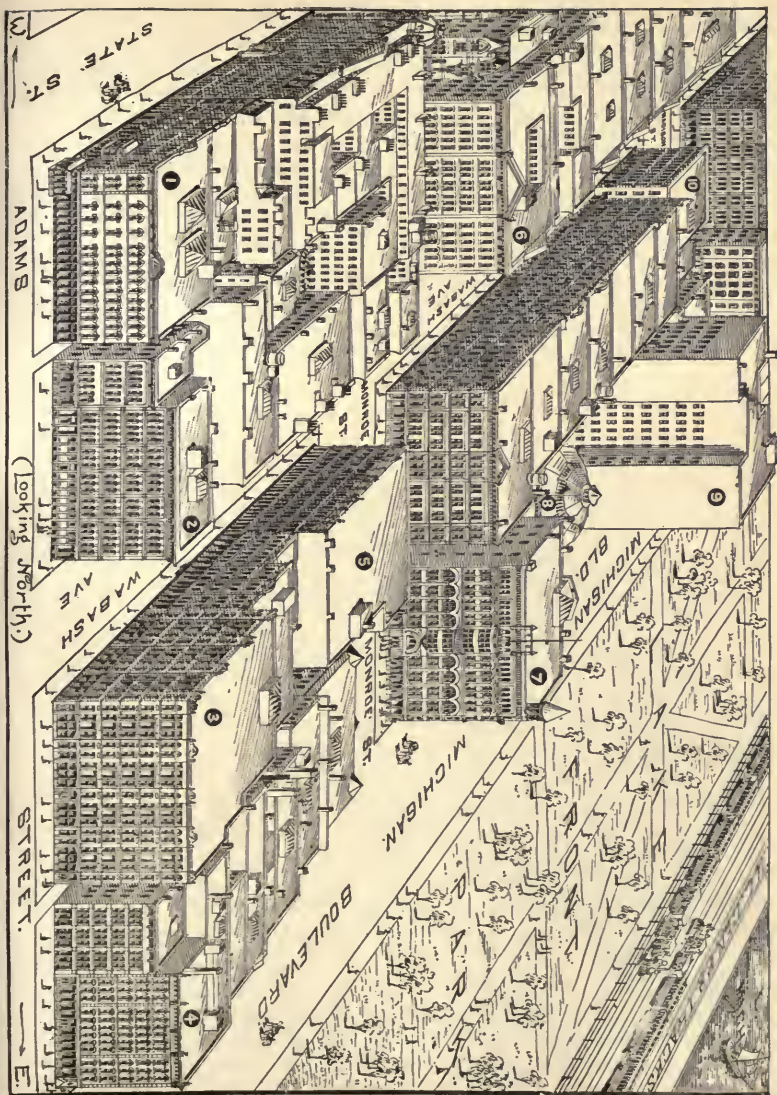
Is diagonally opposite, at the southeast corner of Monroe Street and Wabash Avenue. Here is the wholesale millinery-store of Edson Keith & Co., one of the largest in the world, which all women visitors should see, and Lyon, Potter & Co.'s music-house. The building stretches along no less than 160 feet on Wabash Avenue and 180 on Monroe Street, with 5 stories, 75 feet high, 3 passenger elevators and 2 freight elevators. The style is that of 1873, with considerable elegance of exterior.

6. The Clifton House.

At the northwest corner of Wabash Avenue and Monroe Street. Here stands one of the oldest of the family hotels, noted, under various managements, for the elegance of its belongings and the exclusive quality of its family guests. Vast sums have several times been expended on the furnishings of the Clifton. The building has 160 feet on Monroe Street and 80 on Wabash Avenue. It is 75 feet high, with 6 stories and basement, 155 rooms, and 6 stores. There are 2 elevators. The style is that of 1873.

7. The Powers Building

Rises to 7 stories at the northwest corner of Michigan Boulevard and Monroe Street, and presents some beautiful little shops on each thoroughfare. While it has 172 feet on Monroe, there are only 38 feet on the boulevard. The building is 100 feet high, in 7 stories, and has the Metropolitan Business College for its principal tenant, along with wholesale jewelers, tailors, and small shopkeepers. There are 2 elevators. The construction is that of the year 1890, stone,



steel, brick, and terra cotta, at a cost of \$200,000. (See "Notable High Buildings.")

8. The Chicago Fire Cyclorama,

At 127-132 Michigan Avenue, receives some description and comment in our chapter on "Amusements." The building was erected in 1892, and occupies a lot 120 feet wide by 180 feet deep. The height is 60 feet. It is said that 144,000 people view the circular painting each year.

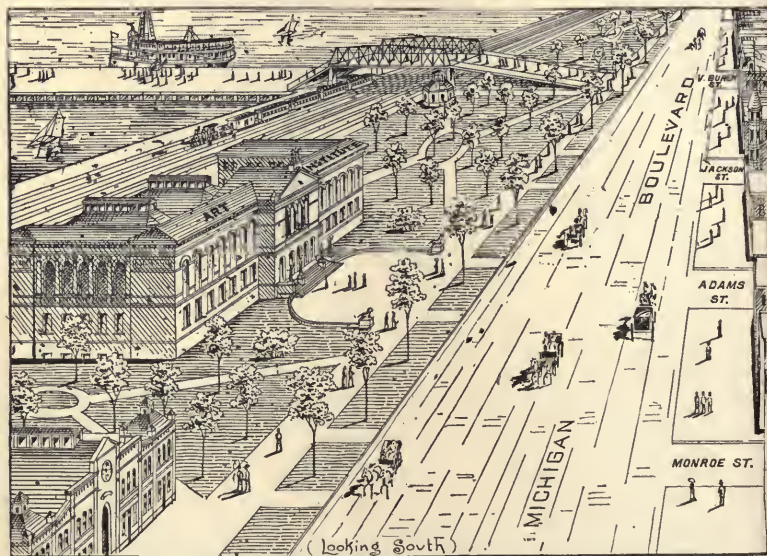
9. The Chicago Athletic Association's Building

Is conspicuous in our drawing, and has a history singular among all the genuine steel buildings so far built in the world. No sooner was the colossal structure under roof than, on October 31, 1892, fire damaged it to the extent of \$200,000. It stands at 124-126 Michigan Avenue, 80 feet front, 172 feet deep, 165 feet high, 10 stories and basement, and

boasts the largest number of athletic conveniences that have been arranged together. The architecture follows the order set down in our chapter on "Steel Construction," or the description of Rand-McNally's in the chapter on "Notable High Buildings." It cost \$600,000, and was repaired and finished in 1893.

10. The Continental Hotel,

Southeast corner of Wabash Avenue and Madison Street, carries us to the end of the picture, and to a building which was once the home of the Chicago Public Library; and here Librarian Hild began as a lad to learn his profession. The store-rooms are occupied by the Woman's Exchange and a large millinery establishment. The building is a stone-front of 1873, 120 feet on Madison Street, 100 feet on Wabash Avenue, 60 feet high, 4 stories, 150 rooms, 3 stores, and 1 elevator.



ART INSTITUTE, MICHIGAN BOULEVARD, BETWEEN MONROE AND ADAMS STREETS.

It was rebuilt on its present site, and has always ranked as one of the first-class hotels of the world. Two of its distinguishing features are, in part, that it has always been Democratic headquarters and the favorite of commercial travelers. Its lobbies have always been attractive rather for their beauty than their size, but its grand State Street portico, and its architecture generally, are quite striking. It holds its own among the new buildings, both for external beauty and convenience of interior arrangements. The *entresol*, or gallery floor, and the writing-room under skylight in the rotunda, are features that have commended this hotel strongly to its patrons. The dining-halls have always ranked among the handsomest in Chicago, and the parlors, "bridal-chambers," halls, and many suites of rooms have exhausted the resources of French and American house-furnishing art. The Palmer House has always been a famous banqueting-place, and many societies, such as the religious unions and State societies, give their dinners there. The proprietor of this hotel, Potter Palmer, is one of the wealthiest of Chicagoans, and resides on the Lake Shore Drive, just south of Lincoln Park, in a house that probably stands unique among American mansions, having many of the characteristics of a medieval castle. Mrs. Potter Palmer, President of the Board of Lady Managers of the World's Fair, has, by a generous use of her home, wealth, and talent, given an extraordinary and world-wide impetus to the ambition of women to be represented in the industrial progress of nations. The Palmer and Grand Pacific have been the two hotels most talked about since the fire, as the Sherman and Tremont were in the mouths of every townsman before the fire. The Palmer was the first iron-built inn west of the Alleghenies, and for years its 700 rooms, nine stories, and roof conservatory were the marvels of the Northwest.

The Revere House—American and European plans—stood first on the southeast corner of Randolph and Dearborn streets, where it was succeeded by the McCormick Block. The hotel was then built on North Clark Street, at the corner of Kinzie, and was again succeeded by a McCormick block. It was next built a half-block farther north, on Michigan Street.

The Richelieu is located as advantageously as the Auditorium, and is on the Lake Front near Jackson. It is small, its rates are very high, and its service is such as to appeal strongly to epicures. It belongs to the same class as the Wellington, and appeals to a special clientele. The café is justly famous, and the *chef de cuisine*, or chief cook, has a high reputation for culinary ability. The proprietor of the Richelieu will conduct his guest to a suite of two parlors overlooking Lake Michigan, on the third floor. There will be three bay-windows, bed-room, dressing-room, and closets. Upright beds convert the chamber into a third parlor in the daytime, and rich carpetings, hangings, rugs, pictures, couches, seats, ottomans, and musical instruments give the rooms an air of luxurious comfort. For these quarters the guest will pay \$17 a day, and the landlord will tell you with some truth that similar

apartments in New York City would cost \$50 a day. A guest may obtain good sleeping-quarters in the same hotel for \$3 a night.

The Sherman House, at the northwest corner of Clark and Randolph, has been the Sherman House for sixty years. Before the fire it was one of the largest and best-looking buildings in the city, and elegant as was its appearance then, its exterior was elaborated and enhanced in beauty in rebuilding, until it is the handsomest specimen of the Mansard style in the city. The Sherman has become a house for merchants and theatrical people. Ancient and honorable societies cling fondly to its grand memories, and here hold their annual banquets and balls. Here Long John Wentworth spent the last years of his life. Here Lincoln, Douglas, Andrew Johnson, Grant, Weston the walker, Parepa Rosa, Booth, Caroline Richings, and many others of note have been guests. The house is first-class, comfortable, moderate in its charges, and is very convenient for people having North and West Side connections. Stepping to the end of the block, the guest may take a cable-car for either Lincoln, Humboldt, Garfield, or Douglas Park, as two cable systems meet on the corner of Randolph and La Salle streets. J. Irving Pearce, a typical American host, is the proprietor. The Sherman House is one of the two great resorts of chess-players, the other being the Tremont.

The Southern Hotel was opened in the spring of 1875 by Mr. E. A. Bachelidor, now of the Lexington. It faces on Wabash Avenue and Twenty-second Street, and has every possible convenience. Messrs. Cropper, Tucker & Young assumed control of this hotel on January 15, 1893, since which time it has been conducted on both the American and European plans.

The Tremont House was one of the famous hotels in early days. It stands on the southeast corner of Lake and Dearborn streets, and has been three times destroyed by fire. John B. Drake went from this house to the Grand Pacific. Since the fire of 1871 the Tremont has been a favorite resort of families of means, who have been attracted by the fact that though in the heart of the city there is so little noise and confusion. The hotel contains 250 rooms. Chess has flourished in the Tremont House Block.

The Victoria.—This is one of the Lake Front hotels, and has its fame yet to make. It caters to English tastes, and is favorably situated to lay out a campaign to please the public. It is on the Lake Front at the corner of Michigan Avenue and Van Buren Street, and has a first-class café.

The Wellington is the successor of the Matteson House. After remaining vacant for four years, it was completely remodeled and opened as an ultra-fashionable resort. A good café in connection with the house has promoted the success of the plans of its proprietors, and the situation—Wabash Avenue and Jackson Street—is a good one to attract patronage from the Auditorium during the season of opera and other entertainments.

HOTELS BEFORE THE GREAT FIRE.

Besides the Sherman, Tremont, Briggs, and Matteson houses, of which we speak in this chapter, it may not be uninteresting to mention some of the ancient hotels which are no longer in existence.

The Adams House stood at the northeast corner of Lake Street and Michigan Avenue. It just escaped the fire of January, 1867, and perished in the Great Fire. It was not a famous house in its latter days. It stood on the site of the first flouring-mills in Chicago.

The Bigelow House.—This was the name given to a grand hotel that was never kept, but should not be omitted. It was built at the southwest corner of Dearborn and Adams streets (Post Office lot), and cost \$225,000. No expense was spared in furnishing it, and after an outlay of \$200,000 more, the 9th of October, 1871, was set for its opening. As that fatal day dawned it was in flames, and Ben H. Skinner, its lessee, was completely ruined. The land was then sold to the Government at a price which was thought then very high, but which is not a tithe of its present value.

The City Hotel stood at the southeast corner of Lake and State streets. It was built of brick, three stories high, in 1848, on the site of a former inn (wooden) of the same name. It presented broad fronts on both the Lake and State sides, and was largely patronized by commercial people.

The Garden City Hotel was situated on Madison Street at the northeast corner of Market, on the lot long afterward covered by a building used by Marshall Field & Co. as a wholesale house.

The Metropolitan Hotel was a large building on the southwest corner of Randolph Street and Fifth Avenue (Wells Street). It had a singular history. Isaac Speer, a wealthy jeweler at 77 Lake, grew poor, and his head man, Howgate, was discovered to have stolen enough to erect the Metropolitan. Howgate was brought to trial, and Mr. Speer was given the hotel. This building was at least five stories high, and nearly as large as the old Sherman House.

The Richmond House stood in a place from which the commission men at last ousted it—namely, on the north side of South Water Street, far east, near the Illinois Central Depot. It was built in 1856 by Thomas Richmond, a vessel-owner, and half a dozen fortunes were lost here, the house being closed before the fire. The Prince of Wales stopped there when in Chicago.

In conclusion.—The hotels which we have not here noticed at length are of more recent date or have less memorable historic associations, and this is specially the case with the Saratoga, Windsor, McCoy's, Brevoort, Gore's, Grace, Merchants', etc.—they are stopping-places where the traveler will receive good accommodations at reasonable rates.

LOCATION OF DEPOTS AND HOTELS.

Our map and index pages which follow show with clearness and fidelity the twenty-five railroads entering the city, with the location of their respective depots, together with that of sixty-three hotels situated in or near the business district. An additional list includes hotels in various parts of the city outside of that district.

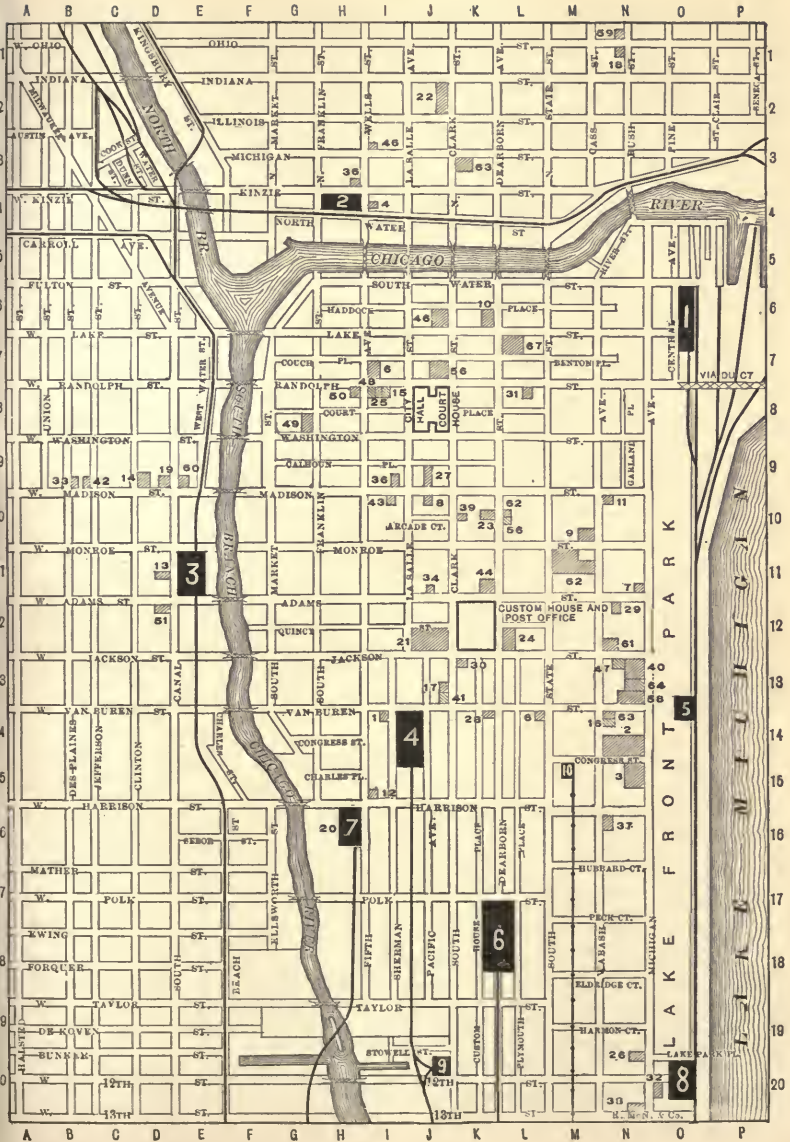
RAILROADS.

- | | |
|---|--|
| 6 Atchison, Topeka & Santa Fe. | 7 Chicago & South-western. |
| 7 Baltimore & Ohio. | 6 Chicago & Western Indiana. |
| 3 Chicago, Burlington & Quincy. | 8 Chicago & West Michigan. |
| 7 Chicago Central. | 8 Cleveland, Cincinnati, Chicago & St. Louis
(Kankakee Line). |
| 7 Chicago Great Western. | 8 Illinois Central. |
| 3 Chicago, Milwaukee & St. Paul. | 4 Lake Shore & Michigan Southern. |
| 4 Chicago, Rock Island & Pacific. | 6 Louisville, New Albany & Chicago. |
| 3 Chicago & Alton. | 8 Michigan Central. |
| 6 Chicago & Eastern Illinois. | 9 New York, Chicago & St. Louis. |
| 6 Chicago & Erie. | 3 Pittsburg, Cincinnati, Chicago & St. Louis. |
| 6 Chicago & Grand Trunk. | 3 Pittsburg, Fort Wayne & Chicago. |
| 7 Chicago & Northern Pacific (Wis. Cent). | 6 Wabash. |
| 2 Chicago & North-Western. | |

HOTELS.

(Hotel rates given were quoted the publishers in January, 1893.)

- 1 Atlantic Hotel (American), Van Buren and Sherman, I-14. Rates \$2.00 to \$4.00.
- 2 Auditorium Hotel (American), Congress and Michigan Avenue, N-14. Rates \$5.00 to \$20.00.
- 3 Auditorium Hotel (European), Congress and Michigan Avenue, N-15. Rates \$5.00 to \$20.00.
- 4 Bradford Hotel (American), 30-32 Wells, I-4. Rates \$1.25 to \$2.00.
- 5 Briggs House (American), Randolph and Fifth Avenue, I-7. Rates \$2.50 to \$3.50.
- 6 Brown's Hotel (American), Van Buren and State, L-14. Rates \$1.50 to \$2.50.
- 7 Brunswick Hotel (American), Adams and Michigan Avenue, N-11. Rates \$2.50 to \$4.00.
- 8 Burke's Hotel (European), 140-142 Madison, J-10. Rates \$1.00 to \$2.50.
- 9 Clifton House (American), Wabash Avenue and Monroe, M-10. Rates \$2.50 to \$3.50.
- 10 Commercial Hotel (American), Lake and Dearborn, K-6. Rates \$2.00 to \$3.00.
- 11 Continental Hotel (American), Wabash Avenue and Madison, N-10. Rates \$2.00 to \$3.00.
- 12 Crescent Hotel (American), Fifth Avenue and Harrison, I-15. Rates \$1.50 to \$2.50.
- 13 Dowling House (European), 137 Canal, D-11. Rate \$2.00.
- 14 Gault House (American), Madison and Clinton, D-9. Rates \$2.00 to \$3.00.
- 15 Germania House (European), 180-182 Randolph, I-8. Rates \$1.00 to \$2.00. (German.)
- 16 Goldston's Hotel (American), 254-253 Wabash Avenue, N-14. Rates \$2.00 to \$3.00. (Jewish.)
- 17 Gore's Hotel (European), 266-274 Clark, J-13. Rates \$1.00 to \$3.00.
- 18 Granada Hotel (European and American), Rush and Ohio, N-1. (Private and high-priced.)
- 19 Grand Central Hotel (European), Madison and Canal, D-9. Rates 75c to \$1.50.
- 20 Grand Central Station (European), cor. Harrison and Fifth Avenue, H-16. Rates \$2.00 to \$10.00.
- 21 Grand Pacific Hotel (American and European), Clark and Jackson, J-12. Rates \$3.00 to \$15.00.
- 22 Grand Palace Hotel (European), 81-103 N. Clark, J-2. Rates \$1.00 to \$3.00.
- 23 Grand Union Hotel (European), 148-156 Dearborn, K-10. Rates \$1.00 to \$2.50.
- 24 Great Northern Hotel (European), Jackson and Dearborn, L-12. Rates \$2.00 to \$3.00.
- 25 Hamburg House (American), 134-136 Randolph, I-8. Rates \$1.50 to \$2.50. (German.)
- 26 Hotel Bordeaux (European), 339 Michigan Avenue, N-19. Rates \$2.50 to \$5.00.



- 27** Hotel Brevoort (European), 143-145 Madison, J-9. Rates \$1.00 to \$3.00.
28 Hotel Brewster (European), corner Dearborn and Van Buren, K-14. Rates 75c to \$2.00.
29 Hotel Cortland (American), 16-22 Adams, N-12. Rates \$2.00 to \$3.00.
30 Hotel Grace (European), Clark and Jackson, K-13. Rates \$1.00 to \$3.00.
31 Hotel Henrici (European), 70-72 Randolph, L-8. Rates 75c to \$2.00.
32 Hotel Imperial (European), Twelfth and Michigan Avenue, O-20. Rates \$3.00 to \$15.00.
33 Hotel La Fayette (American), Desplaines and Madison, B-9. Rates \$2.00 to \$3.00.
34 Hotel Lansing (European), 133-135 Adams, J-11. Rates \$1.00 to \$2.50.
35 Hotel Le Grand (American), 35-45 Wells, H-3. Rates \$1.75 to \$3.00.
36 Hotel Midland (European), 167-169 Madison, I-9. Rates \$1.00 to \$3.00.
37 Hotel Queen (European), Harrison and Wabash Avenue, N-16. Rates 75c to \$2.00.
38 Hotel Stamford (European), Thirteenth and Michigan Avenue, N-20. Rates \$2.50 to \$5.00.
39 Kuhn's Hotel (European), 165-169 Clark, K-10. Rates \$1.00 to \$3.00.
40 Leland Hotel (American), Michigan Avenue and Jackson, N-13. Rates \$3.00 to \$10.00.
41 McCoy's Hotel (European), Van Buren and Clark, J-13. Rates \$1.00 to \$3.00.
42 McEwan's Hotel (European), 81-95 W. Madison, B-9. Rates 75c to \$1.50.
43 Madison House (European), 164-166 Madison, I-10. Rates 75c to \$1.50.
44 Marquette Hotel (European), Adams and Dearborn, K-11. Rates \$1.00 to \$3.00.
45 Merchants' Hotel (European), Lake and Clark, J-6. Rates 75c to \$1.50.
46 Neeb's Hotel (European), Michigan and Wells, I-3. Rates 75c to \$2.00. (German and French.)
47 Niagara Hotel (European), Jackson bet. Michigan and Wabash avenues, N-13. Rate \$1.00.
48 Nicollet Hotel (European), Fifth Avenue and Randolph, I-8. Rates 75c to \$1.50.
49 Ogden House (American), Franklin and Washington, G-8. Rates \$1.25 to \$2.00.
50 Old Metropolitan Hotel (American), Randolph and Fifth Avenue, H-8. Rates \$1.25 to \$2.00.
51 Oxford Hotel (American), Canal and Adams, D-12. Rates \$2.00 to \$3.00.
52 Palmer House (American), Monroc and State, M-11. Rates \$3.00 to \$15.00.
53 Revere House (American), Clark and Michigan, K-3. Rates \$2.50 to \$4.00.
54 Richeieu Hotel (European), Michigan Avenue near Jackson, N-13. Rates \$3.00 to \$17.00.
55 Saratoga Hotel (European), 155-161 Dearborn, L-10. Rate \$1.00.
56 Sherman House (American), Clark and Randolph, J-7. Rates \$3.50 to \$6.00.
57 Tremont House (American), Lake and Dearborn, L-7. Rates \$3.00 to \$5.00.
58 Victoria Hotel (American), Van Buren and Michigan Avenue, N-13. Rates \$4.00 to \$8.00.
59 Virginia Hotel (American), Rush and Ohio, N-1. (Private and high-priced.)
60 Washington Hotel (European), Madison and Canal, E-9. Rates 75c to \$1.50.
61 Wellington Hotel (European), Wabash Avenue and Jackson, N-12. Rates \$3.00 to \$15.00.
62 Windsor Hotel (European), 145-153 Dearborn, L-10. Rates \$1.00 to \$2.50.
63 Wood's Hotel (American), Van Buren and Wabash Avenue, N-14. Rates \$2.00 to \$3.00.

HOTELS OUTSIDE THE BUSINESS DISTRICT.

- Alabama Hotel** (American and European), Bowen and Berkley avenues. Rates \$2.50 to \$3.50.
Alhambra Hotel (American), State and Archer Avenue. Rates \$2.50 to \$3.50.
Alvard (American), Oakwood Boulevard and Cottage Grove Avenue. Rates \$3.00.
Barrett House (American and European), Cottage Grove and Bowen avenues. Rates \$3.00 to \$5.00.
Chicago Beach Hotel, Fifty-first and East End Avenue. Rates \$1.00 to \$15.00.
Chicago View (European), Madison and Ogden Avenue. Rates \$1.50 to \$5.00.
Clarendon Hotel (American), Clark and Ontario. Rates \$2.50 to \$4.00.
Columbia Hotel (American and European), Thirty-first and State. Rates \$2.00 to \$4.00.
Erle Hotel (European), Erle and State. Rates \$2.00 to \$3.50.
Farwell House (American), Halsted and Jackson. Rates \$2.00 to \$3.50.
Hotel America (European), 1469 Michigan Boulevard. Rates \$3.50 to \$5.00. (Spanish.)
Hotel Concord (American), 1835 to 1840 Wabash Avenue. Rates \$2.00 to \$4.00.
Hotel DeLavan (European), Ontario and Clark. Rates \$1.00 to \$2.50.
Hotel De Soto (European), Wabash Avenue and Thirty-seventh. Rate \$2.00.
Hotel Drexel (American), 3956 Drexel Boulevard. Rates \$2.00 to \$4.00.
Hotel Everett (American), 3619 Lake Avenue. Rate \$2.50.

- Hotel Genoa (European), 5311-15 Lake Avenue. Rates \$1.50 to \$5.00.
Hotel Gresham (European and American), 2246 Wabash Avenue. Rates \$1.50 to \$3.00.
Hotel Helene (European and American), 108 to 114 Fifty-third. Rates \$1.50 to \$3.00.
Hotel Holland (American and European), Fifty-third and Lake Avenue. Rates \$2.50 to \$4.00.
Hotel La Vita (American), 213 Dearborn Avenue. Rates \$3.00 to \$5.00.
Hotel Metropole (American and European), Twenty-third and Michigan Ave. Rates \$4.00 to \$15.00.
Hotel Quintet (American), 323 to 336 Washington Boulevard. Rates \$1.50 to \$2.50.
Hotel Stockholm (European), 54 and 56 Chicago Avenue. Rates 75c. to \$1.50. (Swedish.)
Hotel Svea (American), 129 to 133 East Chicago Avenue. Rates \$1.50 to \$2.00. (Swedish.)
Hotel Vendome (American), Centre and North Park avenues. Rates \$2.00 to \$4.00.
Hotel Willard (American), Eighteenth and Wabash Avenue. Rates \$2.50 to \$3.50.
Hotel Woodruff (American), 2103 Wabash Avenue. Rates \$2.50 to \$5.00.
Hotel Worth (American), Washington Boulevard, near Ada. Rates \$1.50 to \$3.00.
Hyde Park Hotel (American), Fifty-first and Lake Avenue. Rates \$3.00 to \$8.00.
Julien Hotel (American), Sixty-third and Stewart Avenue. Rates \$3.00 to \$6.00.
Lakota Hotel (American and European), Michigan Avenue and Thirtieth. Rates \$3.00 to \$5.00.
Lexington Hotel (American), Twenty-second and Michigan Avenue. Rates \$3.50 to \$25.00.
Libby Hotel (European), 1414 and 1416 Wabash Avenue. Rates \$1.00 to \$2.50.
Mecca Hotel (American and European), State and Thirty-fourth. Rates \$1.00 to 4.00.
Newberry (American and European), 225 to 231 Dearborn Avenue. Rates \$2.00 to \$5.00.
Oakland Hotel (American and European), Oakwood Avenue and Drexel Boul. Rates \$2.50 to \$5.00.
Paxton Hotel (American and European), State and Twenty-fifth. Rates \$1.50 to \$3.00.
Southern Hotel (American), Twenty-second and Wabash Avenue. Rates \$2.00 to \$4.00.
Strickland Hotel (European), Lake Ave., bet. Thirty-eighth and Thirty-ninth. Rates \$1.50 to \$6.00.
The Hoffman (American), 2430 Prairie Avenue. Rate \$3.00.
The Mentone (American and European), Dearborn Avenue and Erie. Rates \$2.50 to \$5.00.
The Ontario (American), North State and Ontario. Rates \$2.50 to \$5.00.
Transit House (American), Union Stock Yards. Rates \$2.00 to \$3.50.
Union Park Hotel (European), 517 to 521 West Madison. Rates \$1.00 to \$2.00.
West End Hotel (American), 503 West Madison. Rates \$1.50 to \$2.50.
Westminster Hotel (American), 264 and 266 North Clark. Rates \$2.00 to \$3.50.
White House (American), 2108 and 2110 Wabash Avenue. Rates \$2.00 to \$3.50.
Wyndham Hotel (American), 2962 and 2934 Prairie Avenue. Rates \$2.00 to \$3.50.
Yorkshire Hotel (American), 1837 Michigan Avenue. Rates \$2.50 to \$3.50.

Looking West from Michigan Boulevard.

The scene on the opposite page offers two structures of the first rank among the edifices of the city, the nation, and perhaps the world. These are the Auditorium and the Leiter, or Siegel & Cooper Building. The façades of the foreground look upon the Lake Front Park, and are but a portion of the famous row that, beginning with the Public Library, extends well south toward the new station of the Illinois Central Railroad. The Public Observatory of the Auditorium (admission 25 cents) is here seen, and in its cupola is the station of the United States Signal Service. The new Isabella Building stands beyond. The only church that remains down-town and retains the form of a church is the New Jerusalem (Swedenborgian), on Van Buren Street. It would be well to especially note that the South Side Elevated Terminal is at the south end of No. 9, the Siegel & Cooper Building.

1. The Auditorium Extension.

Fronts 178 feet on Michigan Boulevard and 173 feet on Congress Street, at the southwest corner. It is a part of the Auditorium Hotel, and is connected therewith by a tunnel under Congress Street. The building, which conforms in appearance with its ante-type, is 152 feet high, in 11 stories and basement, and has 500 rooms. There are 3 passenger elevators. It is among the notable high buildings which elsewhere have a chapter in this guide, and is constructed of steel, New Bedford stone, marble, tile, mosaic, and terra cotta. It was erected in 1892, at a cost of \$1,000,000, and a small addition has already been made on the south. This addition is 4 stories high and 60 feet wide on the boulevard.

2. The Auditorium

Fronts 362 feet on Congress Street, 187 feet on Michigan Boulevard, and 161 feet on Wabash Avenue. This celebrated and magnificent structure, the chief architectural spectacle in Chicago proper, has received attention in our chapters on "Hotels," "Amusements," and "Notable High Buildings." It covers $1\frac{1}{2}$ acres, and the height of the main building is 145 feet, with 10 stories and basement. The spacious tower, however, is 17 or more stories in height, and measures 270 feet from the ground. The walls are of granite and Bedford stone to the top, and the interior is of steel, terra cotta, and other non-combustible materials. A hotel (to which the Extension belongs), the largest theater in the world, a recital hall, 4 stores, and 136 offices go to make up the building. There are 13 passenger elevators, and 3 entrances to as many parts of the structure. It is estimated that in the mosaics of this great fabric are 50,000,000 pieces of marble, all placed by hand. The builders used 17,-

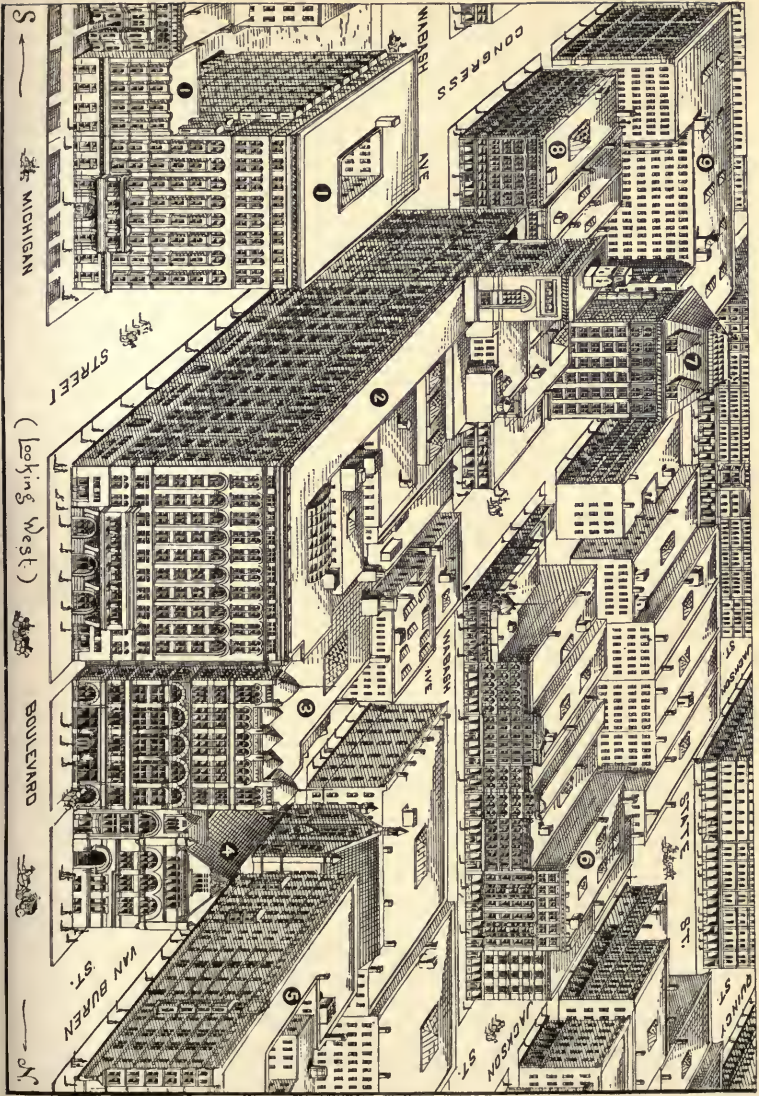
000,000 brick, 25 miles of pipes, 60,000 square feet of plate-glass, and 12,000 electric lights. The theater will admit 8,000 people at a convention, 6,000 at a lecture, 5,000 at an opera. The dining-hall of the hotel is 175 feet long. The Auditorium was the conception of Ferdinand W. Peck, who, as president of the Chicago Auditorium Association, brought it to commercial success. Ground was broken in 1887. The Republican National Convention of June, 1888, was held in the theater, and the finished building was dedicated by President Harrison during the holidays of 1889-90. Cost, \$3,200,000.

3. The Studebaker Building,

At 203-206 Michigan Boulevard, doubtless influenced the architecture of its newer neighbor, the Auditorium, for there is a resemblance in color, height, and general effect. This carriage repository and manufactory has a frontage of 107 feet, a depth of 170 feet, and a height of 135 feet, in 8 stories and basement. It belongs to the class of notable high buildings of Chicago, and receives some description elsewhere. The exterior walls are heavy, and built of red syenite granite and Bedford stone. The two granite columns at the main entrance, 3 feet 8 inches in diameter and 12 feet 10 inches high, are said to be the largest polished monolithic shafts in the country. The first 4 floors display a selection of 2,000 fine carriages. The remaining floors are used as a manufactory of the same class of goods. Erected in 1884 by the famous wagon-makers of South Bend, Ind. Cost, \$750,000.

4. The Chicago Club Building

Fronts 90 feet on Van Buren Street and 75 feet on Michigan Boulevard, at the southwest corner, and is an ornate structure which was erected and occupied by the Art Institute. From 1886 until 1892 it was the home



of this association, when the property was sold to the Chicago Club, and remodeled to meet the needs of that society. The edifice is 95 feet high, in 4 stories and basement, and is made of steel, Connecticut brownstone, and brick. There are 2 passenger elevators. Cost, \$200,000.

5. The Victoria Hotel Building

Fronts 102 feet on Michigan Boulevard and 172 feet on Van Buren Street, at the northwest corner, and was once the Beaurivage, Chicago's first "French flats," or fashionable apartment building. The structure is 80 feet high, in 6 stories and basement, with 2 passenger elevators. It was erected about 1878, and burned in 1882. It was rebuilt and stood until 1892, when it was remodeled for the Victoria Hotel, with 278 rooms. Cost, \$600,000. (See "Hotels.")

6. Kimball Hall,

At 243-253 Wabash Avenue, is an imposing structure, which is devoted largely to music. It is 150 feet wide, 100 feet deep, and 80 feet high, in 7 stories and basement. There are 75 offices for musicians and other professional men, a recital hall, and the warehouses of the W. W. Kimball Company, pianos and organs. The building was erected in 1882.

7. The Isabella Building,

At 44-48 Van Buren Street, is one of the very latest of the steel sky-scrapers. It is 46 feet wide, 78 feet deep, and 165 feet high, with 11 stories and basement. Copper enters conspicuously into its exterior construction. There are 4 stores, 100 offices, and 2 passenger elevators. The Daughters of Isabella

have their society halls on the upper floor. Erected in 1893, at a cost of \$200,000.

8. The Richardson Building

Fronts 80 feet on Wabash Avenue and 200 feet on Congress Street, at the northwest corner, and its 6 stories have a height of 85 feet. The building is a brick one of the old style, with 1 passenger and 2 freight elevators, and is occupied in the lower parts by the carpet company after whom it is named. On the upper floors are some of the heaviest subscription-book firms in the world. Here the Encyclopedia Britannica was photographed and cheaply reproduced, and Stoddard's Views of the World and other popular hits had their origin. Erected in 1886. Cost, \$250,000.

9. Siegel, Cooper & Co.'s Building

Fronts 402 feet on State, 144 feet on Congress, and 144 feet on Van Buren Street. It is 123 feet high, and has 8 stories and basement. It is more fully described in our chapter on "Notable High Buildings," and stands as an example of good taste, munificence, and wisdom on the part of its builder, L. Z. Leiter. It is a steel edifice, with heavy walls of Bedford stone, and has a floor area of about 15 acres. There are 12 passenger and 6 freight elevators. The tenants do a retail business, with 2,000 employes, and practically offer all the conveniences of a small city, with 65 different kinds of stores, a bank, restaurant, butcher-shop, telegraph-office, employment bureau, dentist's office, doctor's office, barber-shop, and a hairdresser for ladies. It is claimed that this is the largest retail establishment in the world. Cost, \$1,500,000.

RESTAURANTS.

Chicago has a great number of excellent restaurants, many of which have been started for the special purpose of catering to the extra business which the World's Fair brings. The city is so happily situated geographically, and its railroad system is so perfect, that it is kept constantly supplied with food products—flesh, fish, fowl, fruit, and vegetables—grown in all portions of the country. Hence the visitor can get at all times, if he wishes them, the delicacies as well as the substantial of a meal. The larger restaurants are in the business center, and a visitor may take interest in watching the animated scene about noon, when the thousands of occupants of the tall buildings are pouring out of them on their way to their favorite eating-houses.

It is hardly necessary to say that the prices charged in these restaurants differ widely. It will not take the visitor long to find whose prices suit his purse. He can spend much or little, as he pleases, and he may rest assured that he will find no attempt at extortion anywhere. It is advisable that visitors who lunch down town should do so as early as is convenient, because in that case they will not be so likely to find restaurants crowded with city people. Should the first place entered seem overcrowded it will often be a saving of time to try some other.

During the morning and evening hours the demands of residents of the city on the resources of these places is comparatively limited, and the visitor will then have no difficulty in finding abundant room and prompt service.

Without mentioning special details, it may be safely asserted that in appointments and *cuisine* the first-class restaurants of Chicago compare favorably with those of Europe. Viands well known to the Continent, together with rare and costly wines of famous vintages, are procurable by the possessor of unlimited means, while delicacies peculiar to America are always at hand; the proprietors desiring to make their establishments as cosmopolitan as possible.

If the visitor has the time to spare he should at least look into a number of the Chicago restaurants. Many of them are noted for handsome furniture, beautiful table service, and costly surroundings. To get a good view of an interesting side of city life, it is best to go not merely into Kinsley's, The Auditorium, The Richelieu, The Virginia (North Side), The Palmer House, Grand Pacific Café, Rector's Café (five-story), The Peacock, The Frogs, and the basement eating-houses, but also to visit some of the cheapest and plainest resorts of the very poor.

If you prefer to eat at the same restaurant during your stay, it may be advisable to fee the waiter occasionally in order to get specially prompt service;

but if you intend to go only once or twice to a place, there is no necessity for the extra expense, and nothing is gained by it.

At first-class places we may order terrapin with sherry, artichoke, cream of various things in place of soup (though hot consommé is best), Tokay wines, liquors, and ices. We will find the earliest of all things—musk-melon, strawberries, game, asparagus, etc., with excellent fruit-sauces for fritters and other pastry. We need be in no haste, and if it be intended to go to a theater, the supper should begin at 6 o'clock. The bill for food should not exceed \$5 a plate, though with wine it may extend as high as you please.

The American Restaurant, at the southeast corner of State and Adams streets, has entrances downstairs from both streets, which are extraordinary for their display of onyx and Italian marble, illuminated with electric lights. The fittings of this restaurant cost \$75,000, \$25,000 being expended in plate-glass, making a gorgeous effect. A general bill of fare may be ordered.

The Ashland Cafe and Restaurant is in the basement of the Ashland Block, opposite the Sherman House, on the northeast corner of Clark and Randolph streets. It is new and clean, and has a number of first-class buildings near by, on whose occupants it can rely for steady trade.

The Auditorium Cafe.—This splendid refectory holds a high position in the estimation of epicures. It is intended for those who desire to eat well and pay well for it, or who wish to celebrate in grand style. Here the husband meets his wife before the opera, or the promoter meets the investor.

Billy Boyle's Chop House is a celebrated hole-in-the-wall on the north side of the alley—Calhoun Place—off Dearborn Street, north of Madison, west side of Dearborn. Here, as you go in, you may choose your steak, or your chops, or your birds, and wait till they are cooked.

The Boston Oyster House is at the southeast corner of Clark and Madison streets, in the basement. The members of the clothing firm of Willoughby, Hill & Co., who own this establishment, boast that they make their own butter, bake their own bread, pies, and cakes, and quarry their own marble for staircases and wainscoting. Sea food a specialty; oysters are well and rapidly served. It is a good place at which to find refreshment for man and wife, without fear of extra expense.

Brockway & McKey's Restaurant, on the west side of Clark Street, near Madison, catches its crowds from the throng that is always passing in that direction. In summer this place is notable for its huge rotary fans. The prices are low and the trade solidly established.

The Chicago Oyster House is a very large and good eating-place under Burke's European Hotel, on the main floor, west of Clark Street, at 140 Madison, on the south side of the street. A long bill of fare is served, and such dishes as macaroni and game in season may be ordered. The business is well established, and many orders are prepared for regular diners.

The Dairy Kitchen Restaurant is a great establishment on the populous northwest corner of State and Madison streets. Here five stories and a basement, wholly given over to eating purposes, will add greatly to the facilities of Chicago during the World's Fair season. George D. Smith of New York is the enterprising caterer who has thus shown his confidence in the West.

French Restaurants.—There are some advantages about a French restaurant. The attendants are polite, without ostentatious labor; the meats are good and the wines cheap. A *table d'hôte*, with a pint of red wine, is usually served at prices ranging from 60 cents to \$1—and the prices are always well maintained. The chief French restaurant in Chicago, now at 79 Clark Street, has been near the Court House for twenty years. The Lafayette Restaurant is at 112 Monroe Street, upstairs. The Rome Restaurant is at 184 Jackson Street, near the Board of Trade, and the Français Restaurant at No. 10 Sherman Street, downstairs, where good fricassées are served.

The Frogs, at 126 Clark Street, on its west side, between Madison and Washington, is a brilliant example of the modern art of embellishment. Here plate-glass, tropical plants, and electric lights are found on four floors. It has private rooms, banquet-rooms, and elaborate cafés, together with elevator service. The display made at night by The Frogs is worth seeing, this establishment being intended to catch trade from the adjacent theaters.

Gore's Hotel Cafe, on the west side of Clark Street, north of Van Buren, downstairs, is a place where charges are moderate. Its customers are mainly transient guests of the hotel. Liquors may be ordered at ordinary prices.

The Grand Pacific Cafe is at the northwest corner of the great hotel, and holds steadily the patronage of Board of Trade people and experienced business men, who believe that it is well to spend some money in a house with so many conveniences for the public. The café is heavily carpeted, and the linen is of the largest and whitest. There is also a lunch-counter.

The Great Northern Cafe is without equal in Chicago in the luxury of its appointments. Onyx pillars adorn the velvet-carpeted hall, the hangings and draperies are of Gobelin tapestry and the costliest lace, and the effect of electric illumination by richly gilded fixtures of exquisite design is magical. Solid silver service, dazzling cut-glassware, and specially woven table linen add, if possible, to the sumptuousness of this regal *salon à manger*.

Henrici's Restaurant, at 175 Madison Street, near Fifth Avenue, opposite the tall Security Deposit Building, main floor, is a Vienna café, and was the first to serve the excellent rolled bread which has at last become fashionable in all good eating-houses. Prices are fair, and the place has always been well patronized, especially in strawberry season. The same owners run the restaurant at the Marquette Hotel, 208 Dearborn Street.

The Hotel Metropole's Cafe is on Michigan Boulevard at Twenty-third Street. Here the patron may enjoy a dinner in the afternoon while overlook-

ing the passing throng of the wealthier residents of Chicago as they crowd the gay thoroughfare in their handsome carriages.

Kinsley's.—This place, on Adams Street, opposite the Post Office, has been described in the article on "Steel Buildings." You will be told that there are establishments which excel it in some special features, but Kinsley's still remains the best place to show hospitality to friends, either in the open cafés or in private dining-rooms. Mr. Kinsley also gives entertainments to order. There is a business lunch below, where you sit with your hat on. The specialty is rapid service of prepared dishes.

The Lakeside Cafe is in the basement at the southwest corner of Clark and Adams streets, near the Post Office and not far from the Rookery, the Home, and other populous steel buildings.

The Leland Cafe.—Here, at the southwest corner of Jackson Street and Michigan Boulevard, for many years, a *table d'hôte* dinner with a pint of red wine has been served for a very moderate figure. Chicago is not a *table d'hôte* town, for people wish to order in their own way. But there will be many visitors to the World's Fair, and especially foreigners, who may prefer the *table d'hôte* or set dinners. If so, they will find their wants satisfactorily supplied at the Leland and several other places.

McCoy's Hotel Cafe, at the corner of Van Buren and Clark streets, main floor, is a good restaurant, having the advantages of light and air. The railway station near by and the Board of Trade behind furnish a good patronage.

Milan & Co.'s Restaurant, at 111 Madison, just east of Clark, on the north side of the street, is a resort where music adds to the attractions of low-priced food. Several floors in the building are occupied for restaurant purposes, and there are dining-rooms for private parties.

The Palmer House Cafe is at 38 Monroe Street, near the ladies' entrance. A meal at this café and a journey through the corridors can not fail to entertain the visitor, and there are some historical paintings to be seen. Meals can also always be bought upstairs in the dining-halls, which are very ornate.

The Peacock Cafe is at 114 Madison Street, on its south side, near Clark. Here the first successful cheap and popular restaurant (Race's) started after the fire, and made George Holyoake of England declare that he had bought good coffee and bread for the least money at Chicago, and paid there the most money for the blacking of his shoes of any place in the world. This gorgeous interior is now of Georgian marble and French plate-glass, with raised decorations in blue and white. The figures of peacocks in full plumage are done in green and bronze, and the feathers are represented by parti-colored electric bulbs. The vestibule is finished in golden mosaic. The cost of these furnishings was \$40,000. This is an annex of The Boston Oyster House.

Rector's establishment, at 35 East Adams Street, occupies five floors, with banquet-rooms, ladies' private dining-rooms, various cafés, and elevator.

Sea food a specialty, and it is an excellent resort for lovers of oysters and lobsters. Difficult dishes and delicacies, such as Welsh rarebit, may be ordered with confidence, and will be served to perfection.

Rector's Oyster House, at the southeast corner of Clark and Monroe streets, has long enjoyed a high reputation among basement resorts. No beef, mutton, veal, or such meats, are cooked. Sea food is a leading specialty, and game is to be had in season. Prices, considering the quality, are low.

The Richelieu Cafe.—This handsome café, Michigan Boulevard near Jackson Street, maintains high rates. It has been in successful operation many years, and is open to the public as well as to the hotel guests.

The Saratoga, across the alley from Thomson's, at 155 to 161 Dearborn, possesses the good qualities of its neighbor. Prices are moderate, and the restaurant is liberally patronized by both sexes.

The Schiller Cafe and Restaurant is in the basement of the Schiller Theater Building, at 105 and 107 Randolph Street. It will compete with the Ashland Café, near by, and each will do its best to please customers.

The Tacoma Cafe, in the basement of the tall Tacoma Building, at the northeast corner of Madison and La Salle streets, has a handsome interior, with separate stalls for some of its patrons. Prices are moderate and service is prompt. This place has been decorated tastefully and effectively.

Thomson's Restaurant occupies all the numbers of Dearborn Street from 145 to 153, inclusive, near the *Tribune*, and is the oldest in the city. Many ladies eat here. The restaurant is run in connection with the Windsor Hotel, upstairs. Prices are low. Go early. Strictly temperance.

The Victoria Cafe belongs to the Victoria Hotel, which was once the Beau-rivage, the first of the very elegant apartment houses built in Chicago; a fountain plays in the court. The Victoria caters to English custom and to Americans who like English ways.

The Virginia and The Granada Cafes.—These family hotels, on the North Side, at Rush and Ohio streets, have cafés of a high order, where the *cuisine* can stand the criticism of the best judges in Western America.

The Wellington Cafe.—The Gage Hotel Company, which owns this fine establishment, also has the concession for eating-houses at the World's Fair Grounds. The entrance to this café is from Wabash Avenue, near Jackson Street, and the apartment on the right is for gentlemen accompanied by ladies; that on the left is for men only.

Wooslick's Restaurant is in the basement northeast corner of Dearborn and Monroe streets, under the Stock Exchange. It is on a busy corner, and is convenient for gentlemen and ladies taking the North Side cars.

Lunch-counters.—"Ah, those Americans, sitting at their lunch-counters with knife and fork—it looked for all the world like 500 men playing the dulcimer!" says Max O'Rell. The Chicago lunch-counter, where first-class bread,

Vicinity of Van Buren and Grand Central Stations.

The scene presented on the opposite page is notable, first of all, for the presence of two of the six railway passenger depots of Chicago. The first in sight (No. 5) is the Van Buren Street Station, and the farthest (No. 9) is the Grand Central Station. Reference should be had to our chapter on "Arrival," where both of these edifices are described. The Grand Central is mentioned also in the chapter on "Notable High Buildings." The block in the foreground of the picture contains two capacious hotels—McCoy's and Gore's, the latter being a steel structure. Another matter to be known concerning the streets of Chicago may be here adverted to. Van Buren Street is the southernmost street on the South Side that is a thoroughfare to the West Side, and it is in this region that the surface railroads narrow the South Side to a few blocks of width, finally leaving only State Street, Wabash Avenue, and Michigan Boulevard free. But by going west on Van Buren Street, and turning south on Fifth Avenue, Harrison Street may also be utilized as an exit, and many street-cars go still farther south on Fifth Avenue and reach a river-crossing at Twelfth Street.

1. Gore's Hotel,

At 266-274 Clark Street, occupies a steel building, with stone, brick, and steel exterior. It has 100 feet frontage, and is 110 feet high, with 8 stories and basement. There are 5 stores, 200 rooms, and 2 passenger elevators. The wrought-iron work of the office on the main floor is handsome, and the hotel is regarded as safe and popular by a large class of traveling men and visitors. There is a café in the basement. (See "Hotels.")

2. McCoy's European Hotel,

At the northwest corner of Clark and Van Buren streets, is celebrated in Irish circles as the rendezvous of prominent Hibernians. It has a massive brick, cut-stone, and iron exterior, with 80 feet on Clark, 100 feet on Van Buren Street, and a height of 100 feet, in 7 stories and basement. There is 1 elevator. The lower part of the building is divided into 6 store-rooms, and there are 250 rooms in the hotel, which is strictly European. The office is upstairs. There is an excellent café on the main floor. Erected in 1884 for William C. McCoy.

3. The Imperial Building,

At 252-260 Clark Street, presents a double floor at its entrance, and in this respect is unique in Chicago. It is 103 feet wide, 80 feet deep, and 55 feet high, with 4 stories and basement. It is a small but first-class building, and was long a favorite place for sporting men. There are 5 stores, 20 offices, and 1 passenger elevator. The occupants are the Postal Telegraph Cable Company,

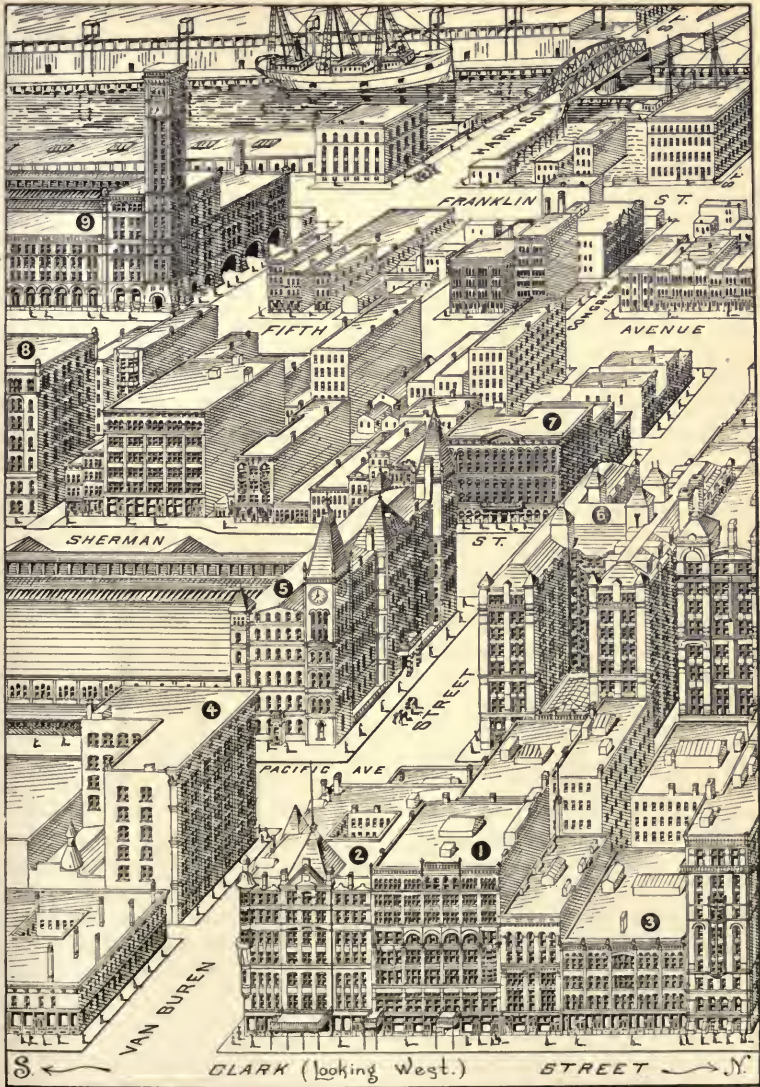
the Ives Billiard Hall, grain merchants, and stock operators. Erected in 1885.

4. The Omaha Building,

At the southeast corner of Van Buren Street and Pacific Avenue, is a fine building, in which trade papers find light and agreeable quarters. It fronts 90 feet on Van Buren Street and 80 feet on Pacific Avenue, is 80 feet high, and has 7 stories and basement, with 6 stores, 65 offices, and 2 passenger elevators. The exterior is of brick, steel, and terra cotta. Other occupants are ice companies and manufacturers' agents. Erected in 1884.

5. The Van Buren Street Station

Fronts 180 feet on Van Buren Street, and 400 feet on both Sherman Street and Pacific Avenue. Before the building of the Board of Trade this depot headed La Salle Street, and was a conspicuous land-mark of the city. In the Great Fire it stood for many hours as a protection to the eastern part of the South Side. It was rebuilt in 1873, and its dedication in June of that year was made a civic musical festival. In 1887 the front was built 2 stories higher, and tower-clocks were added as public conveniences. Fifty-two Rock Island trains, and 56 Lake Shore trains arrive here daily, and 4,500 passengers arrive and depart daily by the Rock Island and 3,500 by the Lake Shore. There are large and well appointed waiting-rooms. The front of the depot is 85 feet high, with 6 stories and basement, and is built of Joliet limestone. It cost \$700,000. (See "Arrival in Chicago.")



CLARK (looking West.)

STREET

6. The Rialto Building,

Bounded on three sides by Van Buren Street, Sherman Street, and Pacific Avenue, is so called because of a bridge which connects its upper floors with the main hall of the Board of Trade, directly north. The Rialto was one of the early high steel buildings of Chicago, and its architects planned with special reference to light and air. Its frontage on Van Buren Street is 175 feet, and on Sherman Street and Pacific Avenue 144 feet. It is 160 feet high, with 9 stories and basement, 420 offices, and 5 passenger elevators. It is occupied by grain, commission, and insurance companies; and the Drainage Commission, in itself a government, has its headquarters on an upper floor. Erected in 1886 at a cost of \$700,000. (See "Notable High Buildings.")

7. The Atlantic Hotel

Is a well-established hostelry at the southwest corner of Van Buren and Sherman streets, with frontages of 60 feet on Van Buren and 120 feet on Sherman Street, 90 feet high, 5 stories and basement, 100 rooms, office on main floor, and 1 passenger elevator. The building is an old-style stone front, erected in 1872.

8. The United States Appraiser's Building

Is a steel building which fronts 60 feet on Harrison Street and 80 feet on Sherman Street, at the northwest corner; 100 feet high, with 7 stories and basement. The fronts are of Connecticut brownstone. Excepting the World's Fair exhibits, all foreign goods consigned to the port of Chicago are received, examined, and delivered here. Erected in 1891.

9. The Grand Central Station

Fronts 223 feet on Harrison Street and 482 feet on Fifth Avenue, at the southwest corner, where its square tower rises to a height of 242 feet, and holds a clock-bell weighing nearly 6 tons. The arches open for carriages, which may themselves enter the building, and the equipment of the whole edifice is regarded with pride by all railroad men and architects. The fore building is 100 feet high, with 7 stories and basement, constructed of Connecticut brownstone, brick, terra cotta, and steel. There are 3 elevators. This station is the terminal of the Chicago & Northern Pacific (Wisconsin Central), Chicago Great Western, Baltimore & Ohio, Chicago Central, and Chicago & Southwestern railroads. The seating capacity of the waiting-rooms is 1,800, and 77 trains carry 10,000 passengers daily. The open train-shed, which is 560 feet long, covers 7 tracks, each accommodating 7 coaches and locomotive. This magnificent improvement was completed in 1890, and to serve the depot and not close Fifth Avenue the approach to Polk Street bridge, south of Harrison Street, was turned sidewise, and made architecturally a part of the station. (See "Arrival in Chicago.")

10. The Van Buren Building,

At 187-191 Van Buren Street, is a very new steel sky-scraper, 130 feet high. It stands on a lot but 50 feet wide and 80 feet deep, and rises to 10 stories above the basement. Its front is of cut-stone and brick. It contains 100 suites of offices, and has 1 freight and 2 passenger elevators. It is occupied by manufacturers' agents and wholesale jobbers. Erected in 1893.

butter, and coffee are served at a profit for 10 cents, is the invention of H. H. Kohlsaas, proprietor of the *Inter Ocean*. His first place of business was at 196 Clark Street. You sit on a low stool, hat on, people waiting for your seat, no napkin, but quick service. Here 15 cents will suffice for a lunch, and 25 cents buys a superfluity. The custom is drawn from all classes.

Following are the leading lunch-counters at which 15 cents will pay the bill in ordinary times: H. H. Kohlsaas & Co., southwest corner Clark and Monroe streets, 221-223 State Street, 324 Dearborn Street, 59 Washington Street, 83 Lake Street; E. W. Kohlsaas, 130 Washington Street, 175 Jackson Street; The Troy Lunch, 116 Randolph Street, 128 Dearborn Street, and 111 Adams Street; Coyne's Lunch, 164 Madison Street; Brighton Lunch, 81 Clark Street, opposite the Court House; Arcade Lunch, 202 La Salle Street, 271 State Street, 249 to 253 Dearborn Street, and 6 and 8 Plymouth Place. These places are all on the main floor.

In the great steel buildings will be found small cafés and lunch-counters that are known and patronized mainly by the tenants, particularly in inclement weather. Note among these, the Board of Trade, the Rookery, the Insurance Exchange (upstairs), the Masonic Temple, etc.

WOMEN'S RESTAURANTS.

Mrs. Clark Co. Lunch Room is a popular establishment at 145 Wabash Avenue, which, owing to the excellent quality of the food, the good service, and the reasonable rates, has become a favorite with Chicago women.

The Woman's Exchange, Wabash Avenue, east, near Madison Street. This institution began as a benevolent undertaking, to sell articles made by needy women. It has greatly enlarged its scope, and now gives a midday meal to many hundreds of regular and transient patrons. The cost is moderate. The service is by women, and the large room is usually filled.

Dry goods stores.—All the prominent houses now have restaurants where good meals can be obtained at reasonable prices. Take the elevator at Marshall Field's, Carson, Pirie, Scott & Co.'s, Walker's, Mandel Brothers', and The Fair (Dearborn Street side). At Siegel, Cooper & Co.'s the café is in the basement. The Leader and other establishments also cater to the appetites of their customers. These cafés are intended specially for the convenience of ladies who are shopping; they are almost invariably crowded, and it is not worth the while of male visitors to try to get meals at them. Women visitors will often find them a great convenience.

CONFECTIONERS.

Berry's.—This confectioner has establishments all over the city—five on Madison Street alone. The one best worth visiting is at the southeast corner

of State and Adams streets, the special attraction being the plate-glass room. These walls and ceilings cost \$25,000. Berry's ice-cream has become an institution in Chicago.

Gunther, at 212 State Street, made his fame and his candy first at McVicker's Theater. Then he built for himself this palace of sweets. Here, also, you may obtain a light refreshment—coffee, tea, ice-cream, cakes, ices, iced drinks, etc. The interior is Venetian, the tints rich cream-color and gold, and the whole effect thoroughly artistic and beautiful. The soda-fountain and marble counters are rich and ornate. Mirrors line the rear of the café. Upstairs on the second floor is a remarkable collection of autograph letters, ancient manuscripts and books, and curiosities of all kinds on view. Mr. Gunther is one of the most prominent collectors of curios.

Huyler's, 161 State Street and Michigan Boulevard near Twenty-second Street. At these numbers the great Eastern confectioner dispenses to the élite the high-grade candies which have made his name famous throughout the United States. Bonbonnières in great variety and of exquisite designs are also sold, and a large soda-fountain is kept in constant operation. The window display at Huyler's is always strikingly artistic.

Kranz, at 78 and 80 State Street. A brilliant interior, with decorations of electric lights, large oil-paintings, rich soda-fountain, marble counters, and café for light refreshment—frequented by a liberal patronage.

Plows & Co., 78 Madison, adjoining McVicker's Theater. This is the original stand. Here the double-curved display window is a striking feature. Two branch houses thrive, at the Victoria Hotel, Michigan Boulevard, and in the Columbus Memorial Building, corner of State and Washington streets. The latter is one of the handsomest confectionery houses in the world, the floor and rear wall being beautiful mosaics.

POPULAR BARS.

Chapin & Gore's, at 73 Monroe Street, directly back of McVicker's Theater, is a famous bar and lunch-room, and has many stalls where private conversation can be carried on. These stalls are almost always filled in the eating-hours and until late at night. Prices are not high.

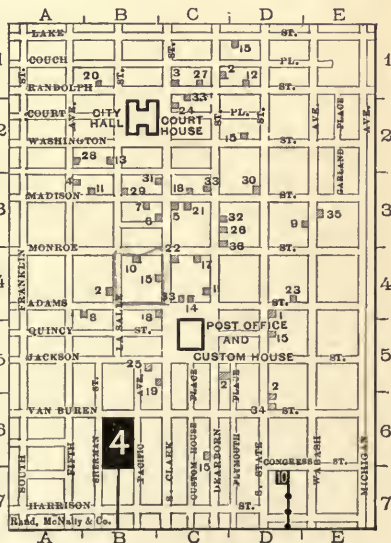
Kern's, at 108 La Salle Street, has been a favorite bar and lunch-room for city politicians, and Mr. Kern has held important county offices.

Schimpferman's.—A favorite resort among distinguished politicians and professional men is Schimpferman's wine-room, No. 172 Madison Street. The reputation established by this house is due to the superiority of its wines, which for twenty-five years have maintained their excellence and reliability. An admirable dinner is also served here at extremely moderate prices.

Other eating-places.—All the clubs have cafés and all the hotels have dining-rooms, and there are many new, small, transient, and humble eating-places, down to the glass-covered wagon of the waffle seller and the peripatetic tin can of the hot tomale man. Our map will enable the reader to find any one of the places mentioned above which he may specially wish to see.

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- 35 Woman's Exchange Lunch, 130 Wabash Avenue, E-3.
- 36 Woollick's Restaurant, Monroe and Dearborn, D-3.



AMUSEMENTS.

SOUTH SIDE—BUSINESS DISTRICT.

As the playhouse must depend largely upon the genius of the age, and as human invention is by turns sterile and prolific, so, too, the drama has its seasons of splendor and decay. The age is unproductive of the highest histrionic achievement. The opera languishes, and good plays are so few that they can scarcely support the theaters during an entire season. They must be supplemented by spectacular scenes, the ballet, and low comedies and burlesques, that do not aim to elevate the stage, but to amuse and entertain the popular mind. Thirty years ago the melodies of Rossini, Meyerbeer, Donizetti, Bellini, and Gounod delighted the musical world. Nowadays creations of genius oftener take the form of orchestral composition; and even the delightful Gilbert and Sullivan series can not long hold the public taste. Classicism is too intellectual, too somber; we must have recreation. The theaters, therefore, simply obey the popular demand, and in place of serious productions provide, for example, the fund of American satire in which Hoyt excels, to please the willing listener with clever and fertile wit, set in the modern form of play. The foibles of politics, plumbing, hotel-keeping, athletic sports, railroading, drug-store-keeping, and prohibition have served as themes for mirth-provoking exaggeration, and people have flocked to see these rollicking performances. One of the last of American managers to relinquish the era of legitimate drama was James H. McVicker, the well-known theater manager of Chicago.

The Auditorium.—This is one of the finest theaters in the world, noted for the frequent display and brilliancy of its assemblages. Imagine the spectacle in the winter of 1889-90, when the Auditorium inaugurated the Patti season of opera with Rossini's "William Tell." The stage-setting is a perfect reproduction of rural scenery. Two rows of boxes on each side, forty in all, are filled with parties of five persons, who have paid \$2,500 for the season for each box. The ladies occupying them are richly attired, the display of gems being as lavish as it is beautiful. From the enormous stage the parquet, seating 1,500 people in wide chairs, stretches far backward, slowly rising until it reaches the first gallery, beneath which is a broad space carpeted with red velvet, and opening upon large rooms handsomely adorned with leather-covered furniture, open grates, etc. Above the gallery, again, the great balcony rises to a height of about five stories, having seating accommodation for 1,500 people. Above this is a gallery with 437 seats projecting slightly beyond the balcony, and overlapping this, still higher, is the upper gallery, with 526 seats. The lower seats are upholstered with yellow plush, in harmony

with the general tone of the Auditorium. Near the balcony-rail, and along the narrow gallery surmounting the boxes, are seats which have commanded \$30 each from speculators, and there is standing-room all over the house for about 1,500 people, at \$1 each. From the arch of the proscenium, extending over the parquet in widening curves, are arches of electric lights, festooned with decorative moldings in yellow and cream color. The effect of this spectacle as seen from the balcony is the most brilliant imaginable. The entire audience of about 6,000 persons is filled with animation and delight, enchanted not only by the glittering display of wealth and luxury, but by the music, distinctly heard in the remotest part of the house. Such is the opening night at the Auditorium.

The Auditorium is seen most favorably only when the house is well filled—as at a concert by the Apollo Club or during some World's Fair attraction. The Apollo Club here made excellent use of the huge organ and its steeplebells, and on workingmen's nights wage-earners are invited to hear music at less than cost, the singing being always voluntary. The balls which are given in this hall make it the most important social center in the western world. At the Columbian dedication ball boxes were arranged across the stage, and the floor extended over the entire parquet. The scene while the diplomatic corps and the officers of the regular army and the militia of a dozen States were moving about was similar to the tableau at an inauguration ball in Washington, when some unusually large floor has been obtained; but the luxurious surroundings of the Auditorium—the ladies' rooms, smoking-rooms, cloak-rooms, banquet-hall, and perfect acoustics, combined with absence of draughts—these defy comparison.

The stage of the Auditorium offers an example of the luxury of modern theatrical machinery, and should be described as in some sense typical of the mimic scene, in attempting to popularize which, during the seventies, Edwin Booth lost a fortune in New York. The expense incurred behind the footlights of the Auditorium was \$175,000. In the first place there are two stories under the stage, and hydraulic elevators lift the whole, or any part of it, at the will of the engineer. This stage is $62\frac{1}{2}$ feet deep from footlights to the rear wall, 98 feet wide, and from the stage-floor to the flies the height is 89 feet; in great scenes the proscenium also lifts out of sight, making the stage as wide as the parquet. Twenty-six hydraulic elevators move the nine "bridges" and four drops which form the stage-floor. There are 125 backgrounds and 300 movable pieces, and behind the scenes may be unrolled 300 feet of panoramic horizon fifty feet high, representing any sky effect proper to the hour of the scene. The arrival of the loaded ship on the ocean in "Othello," and the debarkation of the troops, is made so realistic as to fill the spectator with fear for the safety of the storm-tossed Venetians. The double-floored scene in "Aida," with the brass god Phthal in the temple above and the lovers

Printing-house Row, from Van Buren Street.

The page opposite portrays faithfully the extraordinary double row of high buildings which lines Dearborn Street between Van Buren and Harrison streets. This is Printing-house Row—so called from the large number of printing-offices included within its limits. Among the high structures of this group, described elsewhere, are the Old Colony, the Manhattan, the Pontiac, the Como, the Caxton, the Monon, and the Ellsworth.

1. The Old Colony Building

Is one of the latest of the high steel buildings, and fronts three streets at Dearborn, and Van Buren, and Plymouth Place, on the southeast corner of the two streets. Its frontages are 148 feet on Dearborn Street and Plymouth Place and 68 feet on Van Buren Street. The building is 210 feet high, or 17 stories and basement, with 6 passenger elevators. It is built with tower bays at the corners, and presents an ornate appearance. The first four stories are of light-blue Bedford stone and for the upper part Old Colony pressed brick and white terra cotta are used. There are 5 stores and 600 offices. The corridor floors are laid in mosaic tile, and the modern appurtenances and luxuries are seen in profusion. The Old Colony was erected by Francis Bartlett of Boston in 1893, at a cost of over \$900,000.

2. The Girard Building,

At 298-306 Dearborn Street, has 100 feet frontages on Dearborn Street and Custom House Place. It is 60 feet deep and 80 feet high, with 7 stories and basement; 1 passenger elevator, 1 freight elevator, 15 offices, and 4 stores; brick, stone, and iron exterior. Occupied by printers, publishers, engravers, and photographers. Erected in 1888.

3. The Manhattan Building,

At 317-321 Dearborn Street, was the first 16-story building erected in America, beating the Unity only by a neck. It has shoulders like a grain elevator, and at the time of its inception and construction was regarded with awe and fear. It has frontages of 150 feet on Dearborn Street and Plymouth Place, and is 68 feet deep, with a height of 200 feet. There are 3 stores, 600 offices, and 5 passenger elevators. The exterior is of granite, Roman brick, and terra cotta. The interior is of steel, tile, and cement. The building is tenanted by manufacturers' agents and publishers. It cost \$850,000, and was erected in 1890.

4. The Monon Building,

At 330-336 Dearborn Street, extends through to Custom House Place, with frontages of 75 feet. It is 67 feet deep and 160 feet high, in 13 stories and basement. It is one of the fine high steel buildings of New Chicago, and was built principally for the general

offices of the "Monon" Route. There are 4 stores, 125 offices, and 3 passenger elevators. The exterior is of brick and terra cotta, the interior, steel and tile. Patent lawyers and publishers fill the offices which are not occupied by the railroad company. The Monon was erected in 1890 at a cost of \$285,000.

5. The Como Block,

At 323-325 Dearborn Street, has frontages of 40 feet on both Dearborn Street and Plymouth Place. It is 80 feet deep, 95 feet high, and is divided into 8 stories and basement. It was among the first of the better class of structures for publishers, and was built with steel frame and heavy walls of stone, brick, and terra cotta. There are 2 stores, 25 offices, and 2 passenger elevators. The building is occupied by printers, publishers, engravers, artists, and manufacturers' agents. It was erected in 1888.

6. The Caxton Building,

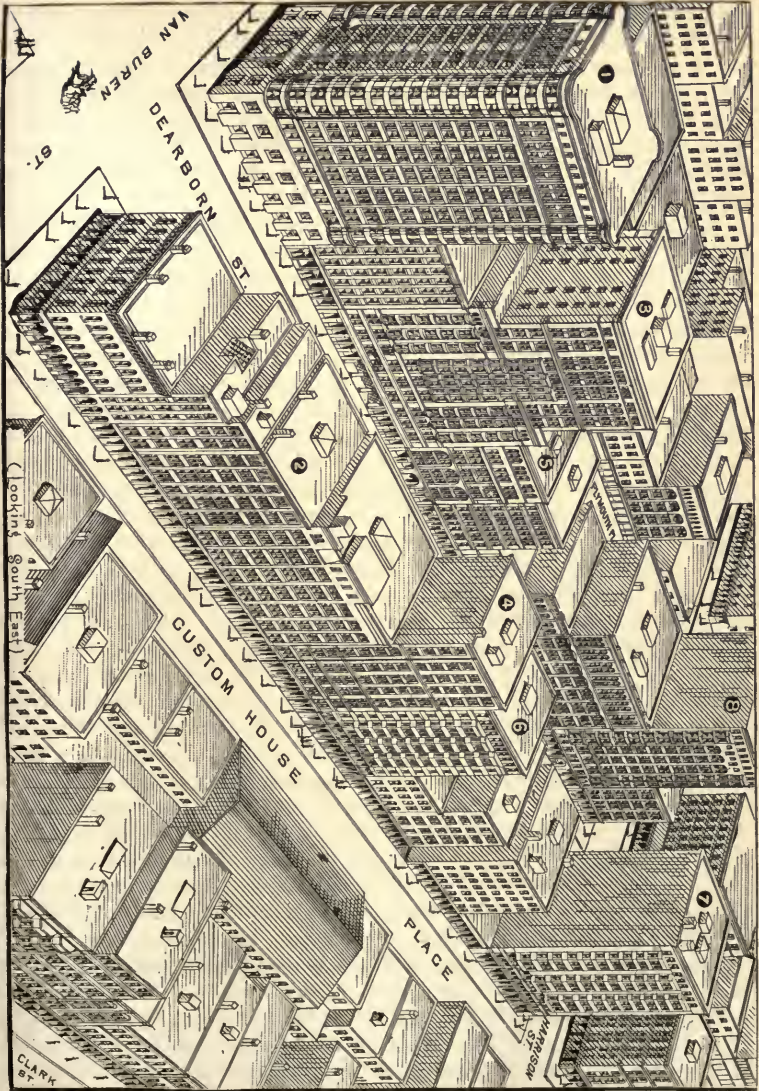
At 328-334 Dearborn Street, has frontages of 80 feet through to Custom House Place. This is a great hive of industry with printers, binders, and publishers on each one of its 12 stories. The building rises to a height of 150 feet, and has 3 passenger elevators, which carry 3,000 persons daily. There are 110 offices and 5 stores. The construction is steel, fire-proofing, brick and terra-cotta exterior. Erected in 1890; cost \$270,000.

7. The Pontiac Building

Is a still larger structure of the same high architectural character, at the northwest corner of Dearborn and Harrison streets, with 100 feet frontage on Dearborn and 70 on Harrison. It has 14 stories and basement, 260 offices, and 2 passenger elevators. The exterior construction is of brick and terra cotta, with steel and tile interior. It is occupied by publishers and printers, and cost \$375,000.

8. The Ellsworth Building,

At 353-359 Dearborn Street, extends through to Plymouth Place, with frontages on both streets of 71 feet, and a depth of 60 feet. The building, of steel, with exterior of brick and terra cotta, was erected in 1892. It is 170 feet high, in 14 stories and basement. There are 4 stores, 200 offices, and 3 elevators. The tenants are manufacturers' agents, publishers, and printers.



immured in the dungeon below, is no less than 24 x 36 feet. The steel ropes on which these hundreds of pieces hang aggregate twenty-one miles. When the orchestra is augmented, as in opera, there are "dark" electric lights on the music-stands, and during night-scenes these present curious effects. The manager is Milward Adams, well known to his profession, who had the honor of managing the audience at the dedication of the World's Fair, in Manufactures Hall, when 150,000 persons attended. The Auditorium was planned and promoted by Ferdinand W. Peck.

Chicago Opera House is at the southwest corner of Washington and Clark streets. This house is the scene of triumph of the Amazon show, and here the tinsel marching host has scored its greatest success in America, and summer after summer the richest of spectacles and the sorriest of dramas draw crowded houses with no change of bills; a popularity secured by David Henderson, once a first-class daily journalist, who, tiring of literary poverty, has become wealthy as a successful manager. The theater which he manages in Chicago is in a steel building, and though its interior once burned, every possible precaution has now been taken to preclude danger from fire, so that if the spectator can not feel safe here, he would do well to avoid all public assemblages. There are two main exits, one to Washington Street and one to Clark Street, besides passages to the alley in the rear. Neither need there be fear of collapse, for all the galleries and boxes are of steel, and would probably support a weight one hundred times greater than could be piled on them. The West Side cables pass, and the North Side cables are close by this theater, whose illuminations at night make it a landmark of the city. Entering from Washington Street, we reach a reception-room leading to a fine interior. Here are two galleries, and seats for 2,000 people. The prices are \$1.50, \$1, 75 cents, and 50 cents, and one seat is as good as another. The music and scenery of this theater are surpassed only by those of the Auditorium on rare occasions. In hot weather the gallery is necessarily the warmest place, but it is also the most comfortable when the temperature is below zero.

Columbia Theater is on the south side of Monroe Street, near Dearborn. North Side cables pass the door, with West and South Side cables only one and two blocks away. Here the seats are commodious, but it is well to get within twenty-five feet of the stage, if possible. The seating capacity is 2,400. The theater was christened the Columbia in 1885 by Ellen Terry, who was the leading lady in Henry Irving's company, then playing there to great houses. Will J. Davis, husband of Jessie Bartlett Davis, and proprietor of the Haymarket (West Side) Theater, is a partner with Al Hayman at the Columbia, and no theater in Chicago, for the last two years, has been able to outdo this house in *recherché* attractions. The stage is very large, and on the occasion of Amazon marches and transformation scenes comes into magnificent use. Seats in the orchestra and dress-circle, \$1.50; rear lower floor and front

gallery, \$1; rear of gallery, 75 cents; upper gallery, 50 cents. The best seats are on the lower floor. Splendid illuminations and a brilliant canopy and foyer welcome you to a fine interior.

The Eden Musee, or Haverly's Casino, Wabash Avenue, south of Adams Street, was formerly a beautiful little wax-work exhibition with music-hall. Jack Haverly, with his time-honored minstrel show, has recalled the place to popularity, and here family parties may spend a happy hour at the smallest expense and without fear of improprieties. The music is sure to be good and the fun uproarious. Admission to all, 50 cents; children, 25 cents; seats open to first comers. Children particularly delight in the Eden Musée. Cables pass the door, and Van Buren Street cables and Elevated near by.

Grand Opera House.—This site has been devoted to amusements for nearly forty years. Here was Bryan Hall, which shortly before the Great Fire was transformed into Hooley's Theater. Here, after the Great Fire, the Coliseum beer-hall had its day, and pickpockets at last turned off the gas-meter below, while their pals rifled the pockets of the roysterers upstairs. In 1880 it was devoted to better uses, and has been a successful house for over a decade. Here Hoyt has produced many of his laughable farces with profit to the management. Here, too, the Boston Ideals—Barnabee, Clark, and particularly De Lussan, the ideal "Daughter of the Regiment"—sustained the expiring cause of good music, and left the patrons of the Grand with many pleasant memories. The West Side and North Side cables pass within half a block, and the somewhat antiquated transparency announces at a distance the current attraction. The entrance is opposite the east door of the Court House. The prices are \$1.50, \$1, 75 cents, and 50 cents, the theater accommodating about 1,300 people.

Hooley's Theater is located at 149 Randolph Street, very near the junction of the North and the West cables. It once stood where the Grand Opera House is. The seats are crowded together closely, an inconvenience compensated by the class of plays, which is always high, more successes having been scored here during the last decade than anywhere else. The crack New York companies often visit this house, which seats over 1,500 people, the prices ranging from \$1.50 for the best seats to 50 cents for the upper gallery. All seats on the lower floor are near the stage.

McVicker's Theater.—If you turn aside from the living torrent that passes at State and Madison streets, and enter the latter brilliant thoroughfare, within a few feet on the left, facing north, is the commanding front of McVicker's Theater. Its light and graceful canopy invites you to glance within and examine the wide and handsome entrance. On the left is the candy-store which Gunther made famous before he turned it over to Plows; and on the right is a display of the choicest fruits. There is, possibly, no theater in America better known than McVicker's. Its proprietor and manager was one of the

earliest of Chicago's actors, as our history has shown. His connection with Edwin Booth, Lotta, Jefferson, Edwin Adams, John McCullough, Florence, Maggie Mitchell, O'Neill, Nagle, and hundreds of other actors was close, and often affectionate. His own talent was recognized in rôles like Hamlet's grave-digger, and his character and intellect reflected such honor upon the profession that he became their dean and mentor. But when the change came from "Julius Cæsar" to the "Black Crook," from stock companies with a dozen men of genius to strolling companies with rarely an actor and never a play, he was unable to adapt himself to the necessity of abandoning the drama and playing to the box-office instead of before the footlights. His theater remains, however, a splendid temple, to which crowds annually return to welcome Jefferson and other old favorites. This house, which was burned in the fire of 1871, and again in 1890, has a handsomer interior now than ever before, and was finished regardless of cost. The theater remains now, as always, among the first on the list; and in that second birth of the drama for which we all look, when good plays shall abound, it is fair to presume that no poor work will ever be seen here—such is a tradition of the house.

McVicker's has exits on all sides, making it in that way the safest place of entertainment in the city. Iron stairways, moreover, are placed on the east and west walls, and as a further safeguard the stage-curtain is of asbestos. The seating capacity is 2,300. The interior decorations are complete, entirely covering the walls and ceiling, with the exception of a space over the boxes for bas-reliefs, by Gelert, representing the Chicago massacre and La Salle's march through Illinois. The effect of the auditorium is impressive, lavishness of expense being combined with simplicity of design. The stage is very large, and there are two galleries and twelve boxes. Here in the forenoons of Sundays Dr. H. W. Thomas preaches to his congregation, and here all the great actors, singers, and lecturers have appeared. To this house the remains of Franc B. Wilkie (Poliuto) were brought by the Press Club in 1891, and a most beautiful service was held in honor of Chicago's great journalist. The prices of seats at McVicker's range from 50 cents to \$1.50. Mr. McVicker's "Observanda," or things that ought to be observed, is an elegantly printed and illustrated souvenir of the theater, similar to the books and pamphlets of other conspicuous buildings.

The Schiller Theater, Randolph Street, next to the Ashland Block, was the third to adopt the safeguards of a steel building. It stands on the former site of Wood's Museum, in which the Siamese Twins, the Last Supper, and the Sleeping Beauty were exhibited. In the old days the illumination at night was the best in the city, beholding which, joy seized upon the adventurer who had sought "the great metropolis," as it was even then fondly called. Here the "Lancashire Lass," the "Long Strike," and the "Ticket o' Leave Man," with Frank Aiken as Bob Brierly, had their runs. On a spot so long dedi-

cated to good drama the Schiller was formally opened October 1, 1892, by a German company, with three one-act plays: "Die Pioniere," "Die Gustie von Blasemitz," and "Wallenstein's Lager." Charles Frohman's company, in the "Major's Appointment" and "Gloriana," appeared October 17th, being the first English company to occupy the new house. The holiday season and Sunday evenings are devoted to strictly German productions. The North cables pass it; the West are a block south; the South a block and a half east.

SOUTH OF TWELFTH STREET.

The Alhambra Theater, telephone "South, 142," is on State Street near Archer Avenue, being reached by the cable on State Street, or by the Elevated road. Its bills are similar to those of other "outside theaters." The house is large, seating 2,500 people, and while the balconies are wide, the stage is not far away. Prices are moderate.

Hardy's Subterranean Theater gives to the sight-seer an opportunity to see the marvels hidden underground by descending in elevator-cars to a depth never before reached. Although the car only moves up and down in a shaft about twenty feet deep, the illusion is made perfect by a combination of mechanical devices, and the effect produced is that of a real descent of 1,200 feet. Stops are made at different places, showing such scenes as the sewers of Paris, quartz-mines (with miners at work), an explosion in a coal-mine, caverns inhabited by prehistoric man, a scene in the catacombs of Rome, and a sunken ship with divers at work. Admission, 75 cents to \$1.25.

The Trocadero occupies Battery D, at Michigan Avenue and Monroe Street, the building having been leased to Dr. Florence Ziegfeld, representing a stock company, under whose general management musical entertainments, including orchestral and vocal performances, together with national dances and other attractions, will be given during the season. Foreign artists and musicians of wide popularity have been engaged, and the project bids fair to be successful, especially in view of its novelty and international character.

Havlin's Theater, South Side, on the west side of Wabash Avenue, between Eighteenth and Twentieth streets, was built to spare residents the long and uncomfortable trip on a slow and rattling cable. This theater ruined its originator, Mrs. Baker, before it was opened to the public. It is large, and presents attractive plays, and as an old favorite it is well worth visiting.

The Marlowe Theater is at Englewood, on Sixty-third Street. It was opened in 1890, and its Sunday performances have met furious opposition from the churches near which it stands. It can be reached by the State Street cable, with transfer over viaduct by horse-car. Seats for 1,200, with large stage.

THE NORTH SIDE.

Jacobs' Clark Street Theater, on the North Side, just over the bridge, was once McCormick Hall, and here Richard A. Proctor first illustrated the nebula in Orion, and Professor Pepper walked through the ghost projected on the stage. The house is now devoted to cheap attractions which are held in little dramatic, but much popular repute.

The New Windsor Theater, on North Clark Street, at Division Street, is another of the remote theaters of a high class erected in hopes of saving transportation down-town and back. All good plays reach theaters of this class after they have exhausted their field on the South Side. Hoyt, for instance, has from two to three plays on the boards during the whole season.

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WEST SIDE THEATERS.

The Academy of Music.—This house, standing on Halsted Street, a little south of Madison, readily recognized by its beautiful display of parti-colored electric lights, has quite a history. After the Great Fire there was but one theater in town, and that was involved in a dozen law-suits. The Academy of Music was built, furnished, and opened in the month of November, 1871, and, although twice burnt, it has enriched two managers. The theater usually gives an interesting entertainment at low prices, and seats 1,800 persons.

The Haymarket Theater is the leading West Side place of amusement, and is reached by the long cross-town cars, as well as by the swift Madison cable. It stands in the most cosmopolitan district of Chicago, is very large, seating 2,400 persons, and its brilliancy at night adds sensibly to the splendor of the street. Admission falls as low as 15 cents and rises as high as \$1.50. Will J. Davis, the originator and proprietor, is a native of Chicago, and a man of wide experience. It may be added that the Haymarket Theater has no connection, either in name or location, with the riots of 1886.

The Standard Theater, at the corner of Jackson Boulevard and Halsted Street, is a large house, seating over 2,000 people; was erected in 1883. Light comedy and variety, with an occasional heavy tragedy, are its specialties. The admission is cheap, from 10 cents to \$1 for the best seats.

OTHER ATTRACTIONS.

Central Music Hall.—This famous hall was built by George B. Carpenter, who was regarded as a hair-brained promoter until his project reaped the richest of harvests. There is a good organ here and a large seating capacity, but no scenery and small wing-space, although plenty of room under the stage. Here, before the erection of the Auditorium, was the chief concert-hall of Chicago, and it can not be said that the place has diminished in importance since 1889. So large is the demand for such a hall, that there is never a night in the season when it is vacant, and here all the great artists and lecturers who have visited Chicago since 1879, from Beecher to Edwin Arnold, have made their bow to a Chicago audience. For many years Prof. David Swing has preached here on Sunday forenoons to an audience of the foremost citizens. During an attractive entertainment before a good house an evening here can not fail to be enjoyable. Opposite Masonic Temple, southeast corner of State and Randolph streets, near all cables, except Van Buren Street.

The Congresses at the Art Palace will be called the Assembly of the World's Congress Auxiliary, and the daily papers will teem with announcements of the principal speakers, who will represent the leading thought of the world. The Art Palace is at the foot of Adams Street.

Region of Twelfth Street Railway Station.

The view before us on the opposite page presents the new and magnificent Illinois Central Station, at the south end of the Lake Front Park, and graphically gives the relative situations of the world-famous Michigan Boulevard (elsewhere fully described) and Wabash Avenue, once the aristocratic thoroughfare of Chicago, but now a rapidly extending business street. The general view in this region is very beautiful, either looking toward the blue lake or westward on the throngs of fine carriages and well-dressed pedestrians continually passing northward and southward. The remarkable Twelfth Street viaduct may be seen to begin at Wabash Avenue. This elevated thoroughfare crosses twelve or more great trunk railway lines ere it descends to grade at Canal Street, on the West Side. The Manual Training School is also in sight, and the World's Fair may be seen from any point south of Van Buren Street along the lake shore. The visitor arriving at this station should note the location of several good hotels near by, all of which are described below. The great boulevard hotels are but a few blocks north.

1. The Twelfth Street Station.

This structure fronts on Lake Park Place, formerly Park Row, which is the southern boundary of Lake Front Park. For 22 years the Illinois Central depot was the only ruin of the Great Fire, and many fruitless efforts were made by the railroad company to buy property from the city on which to erect a new station at the foot of Washington Street. The Supreme Court's decision in 1892 went against the company, and it withdrew to its own property at Twelfth Street. The present station was erected during the winter of 1892-93. The height of the main building is 9 stories, or 157 feet, the clock-tower being 13 stories, or 225 feet high. The exterior is a beautiful combination of Milford granite and Pompeian brick, with terracotta moldings to match. There is a frontage of 212 feet on Lake Park Place, and a depth of 178 feet to the baggage-court, on the Twelfth Street end of the station. The main waiting-room on the second story, 100 x 125 feet, is reached from the carriage court, or from the outside entrance. It has a bay-window, 25 x 50 feet, on the east side, giving a view of the lake through numerous plate-glass windows framed to represent pictures. There are spacious smoking-rooms, a woman's waiting-room, 50 x 75 feet, a restaurant, and private dining-rooms, all arranged and furnished in modern style; 3 high-speed elevators convey passengers to the general offices on the upper floors. The train-shed, over 600 feet long, is equipped with 8 tracks, and has accommodation for 110 passenger coaches at one time. The 3 detached buildings south of Twelfth Street are for baggage, incoming and outgoing,

and for express. The emigrant-rooms are located over the baggage-rooms, on the second floor. The total cost of this building was upward of \$1,000,000. The Illinois Central, Michigan Central, the "Big Four," and the Chicago & West Michigan railway lines occupy this station as their Chicago passenger terminal.

2. The Kimball Building.

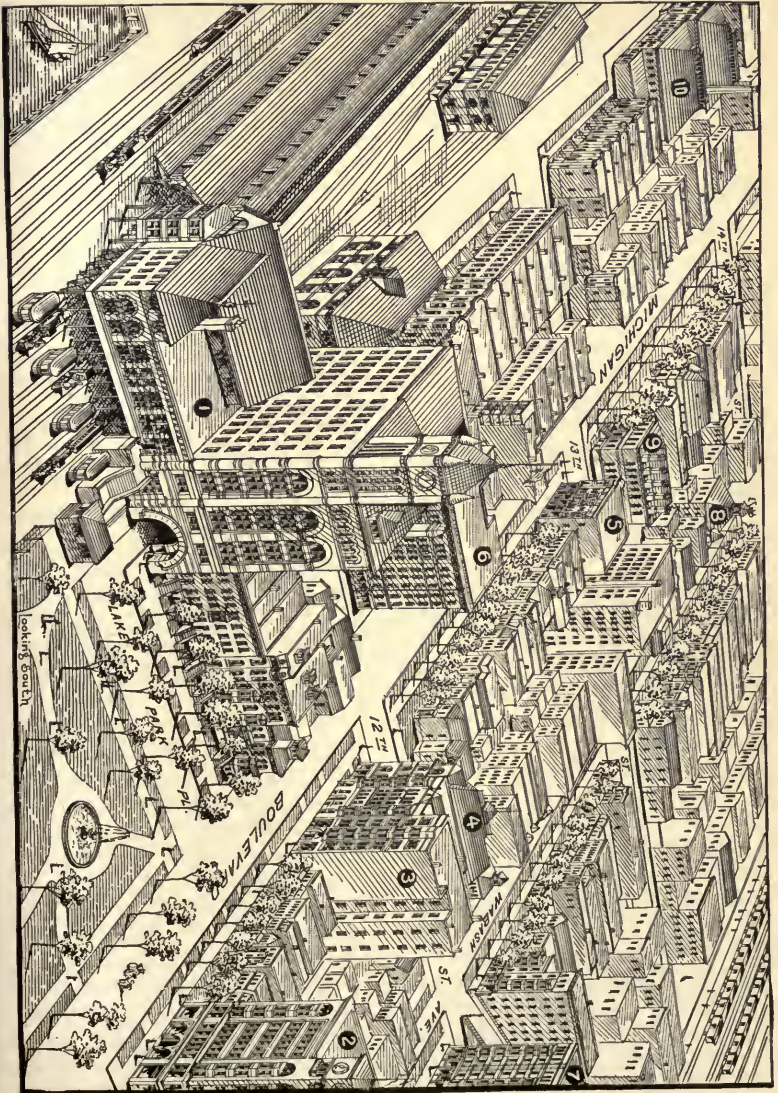
This conspicuous feature of Michigan Boulevard stands at the southwest corner of Harmon Court, with frontages of 160 feet on the court and 89 feet on the boulevard. The structure is 7 stories high, or 115 feet, the clock-tower rising to the height of 140 feet. Granite, pressed brick, and terra cotta form the exterior, the construction being thoroughly steel and fire-proof. There are 3 elevators—1 passenger and 2 freight. This building was erected in 1892, and is entirely occupied by the owners, C. P. Kimball & Co., as a repository and factory for high-grade carriages, sleighs, and harness.

3. The Bordeaux Hotel

Has 60 feet frontage at No. 339 Michigan Boulevard, with a depth of 120 feet, and is 7 stories high. Its exterior is of pressed brick and terra cotta. Erected in 1891, it has since been occupied as a hotel on the European plan, with a first-class French café in connection.

4. The Chicago Manual Training School,

Situated on the northwest corner of Twelfth Street and Michigan Boulevard, was erected in the spring of 1884. The materials used in its construction are cut-stone, red brick, and terra cotta. It has a frontage of 60 feet on



Michigan Boulevard and 160 feet on Twelfth Street. There are 4 stories and a large basement, all properly fitted up as a model training school for education in all branches of manual labor, with proper intellectual instruction. A history of this successful institution has been written and published in book form by the Hon. Charles H. Ham, United States Appraiser.

5. The Hotel Stamford,

On the northwest corner of Michigan Boulevard and Thirteenth Street, has a frontage on Michigan Boulevard of 100 feet, depth 171 feet. The handsome exterior is of light-colored pressed brick and terra cotta. It is thoroughly fire-proof, and has 300 rooms, reached by 2 passenger elevators. This building was erected in 1892, and has since been occupied as a European hotel.

6. The Hotel Imperial,

Located near the Twelfth Street Station, on the southeast corner of Michigan Boulevard and Twelfth Street, has a frontage of 100 feet on the former and 135 feet on the latter. It is 7 stories high, or 105 feet, equipped with 2 hydraulic passenger elevators. The exterior is of cut-stone, brick, and terra cotta, the interior being handsomely decorated and finished in modern style. There are 300 guest-rooms, and all the conveniences of a first-class hotel. This structure cost \$200,000 in 1891.

7. The Hotel Martinette,

Situated on the northwest corner of Wabash Avenue and Twelfth Street, has frontages of 50 feet on Wabash Avenue and 100 feet on Twelfth Street. The exterior is of dark pressed brick and cut-stone. The building is 8 stories high, or 115 feet. The European plan has been adopted by the management

of this hotel, there being 200 rooms and a first-class restaurant. Erected in 1892.

8. John Brown's Fort,

Nos. 1339-1343 Wabash Avenue. The outer building is 50 feet in height, 80 feet deep, having a frontage of 75 feet. The old fort within is a low 1-story brick structure, containing 2 rooms and surmounted by a wooden tower 12 feet high. It was originally constructed as a part of the United States arsenal at Harper's Ferry, W. Va.; during the war it was occupied as a hospital by both the Federal and Confederate armies. Brown's personal rifles, pikes with which he proposed to arm the negroes, personal letters, accouterments, swords, portraits, etc., of prominent generals, and many other relics of the great war are shown in connection with the old fort. It was removed from Harper's Ferry August, 1892, and erected in Chicago September, 1892.

9. The Veteran Protective Association

Occupies the 2-story building on the southwest corner of Michigan Boulevard and Thirteenth Street. It has a frontage of 80 feet on Michigan Boulevard and 100 feet on Thirteenth Street, and is constructed of cut-stone and brick. The basement is occupied by a medium-priced restaurant. Erected in 1875.

10. The Fourteenth Street Pumping Station

Was erected in 1892, and contains the engines and pumps that furnish the water obtained from the new 4-mile crib. The building is 2 stories high, and has an exterior of cut-stone and red brick. It occupies the northwest corner of Indiana Avenue and Fourteenth Street. There are 3 high-pressure pumps, with room for another whenever a demand is made for more water in that district.

John Brown's Fort is the little engine-house that for over thirty years stood below the platform at the railroad station in Harper's Ferry—now to be seen on Wabash Avenue near Thirteenth Street. In this building Ossawatomie Brown was brought to bay, wounded, and captured. Admission 50 cents. Many war-relics are also preserved here.

Labyrinths.—The best one is near the Elevated station on Congress Street, opposite Siegel, Cooper & Co.'s. In this the mirrors aid in confusing the eye; a second staircase leads to another maze. The Magic Maze is on West Madison Street near Aberdeen. Both are new, and consequently little clouded with dust or tarnished by time. Admission 25 cents.

Lake excursions.—Many steamboats provide excursions to Milwaukee, St. Joseph, Michigan City, and the Fair Grounds. It is often a good way to cool the blood in a hot spell. The great pier at Van Buren Street will show the way to the Fair Grounds. But the uninformed should examine the waves, for little ones on shore mean big ones outside.

Libby Prison War Museum stands behind a handsome stone battlement on the east side of Wabash Avenue near Sixteenth Street. George E. Wright conceived the idea of removing the old Libby tobacco warehouse from Richmond to Chicago, and with the aid of a few men like C. F. Gunther it was successfully done. The rooms of the building are filled with relics, and the visitor should see the tailor's goose of Andrew Johnson, the will of John Brown, the details of the tunnel escape, two bullets that met in mid-air, manuscripts by all American generals, old currency, cannon-balls imbedded in trees on battle-fields, arctic souvenirs, the great chain from Newberg, many historical portraits, and war stationery. An afternoon devoted to the attractions in Libby Prison is instructive. Admission 50 cents.

Libraries.—The reference-rooms of the Newberry Library, on the North Side, at Washington Square, and of the Public Library, in the City Hall, are open to all. It is only necessary to take a seat and sign a blank for the book needed. Choose a "reference book," and it will not be "out." There are many literary treasures in each of these collections.

Music-halls and balls.—These are advertised in the morning and evening papers. Among the halls are Chickering, Kimball, Battery D (on Michigan Boulevard), Recital Hall (Auditorium), all the Turner halls, McDonald's Hall (near Cook County Hospital), Curran's Hall, the Socialists' halls, lodgerooms, etc. The complete list is in the City Directory.

Observatories.—Masonic Temple, described in the article on "Notable Tall Buildings." Fee 25 cents. The Auditorium Tower, reached from the Congress Street entrance by elevator, seventeen stories. The Board of Trade Tower may be climbed to a certain height. There are towers at the World's Fair. The Waterworks Tower on Chicago Avenue is often open to climbers.

Panoramas.—To the country visitor doubtless the cycloramas, of which there are now five in the city, will offer delight and surprise. The northernmost is opposite the Art Institute, and represents the Chicago Fire. It is more truly the burned district as it appeared on the morning of October 9, 1871. It is accurately historical, and should be seen. The color, however, is far too low in tone, a truer effect being obtained by viewing it through red glass. At Hubbard Court and Wabash Avenue will be found two similar exhibitions on opposite corners. The western one is Gettysburg, the first of our permanent institutions of this character. The illusions of these devices can not be described, and, although those of the Chicago Fire are perhaps best, all are interesting and remarkable. Across the way from Gettysburg is Jerusalem and the Crucifixion, and here the scene along the road-side is a faithfully presented picture, and a row of water-jars represented in the foreground is scarcely distinguishable from similar, yet actual, objects in close proximity.

The entrance fee to these remarkable illusions and pictures is 50 cents, and you may stay as long as you please, an interesting lecture being delivered meanwhile. "Paris by Moonlight" was the first cyclorama seen in Chicago. It was shown in the Exposition Building in 1875. "Jerusalem," "The Siege of Paris," "Shiloh," and the "Monitor and Merrimac" have since been exhibited to admiring throngs. The artist who gained greatest celebrity in this work had the alarming name of Philippoteaux.

Street-cars.—It is a favorite pastime of Chicagoans to mount the grip-car and ride out of town and back on summer nights. The ride past Washington Park, on the south cable; through Garfield Park, on the west cable; or past Lincoln Park, on the north cable, is both pleasant and beneficial to health.

The Washington Park Association is a racing society annually drawing immense concourses to its "Derby" and other events. Extensive improvements were made during 1892, all the appointments now ranking with any of the famous race-courses of the East. The magnificent double-decked grandstand is the largest in the country, and is capable of holding 20,000 people. By means of recently constructed bridges, visitors can gain access to the grandstand from either the steam or horse cars without having to cross the crowded roadway or mingle with the usual jam around the betting-ring. Over \$200,000 in stakes and purses is annually offered by this Association, the American Derby, which includes among its entries some of the most famous thoroughbreds of England and America, being worth \$50,000 to the winner. The track, eighty feet wide and one mile in circuit, is considered a fast one, numerous records having been broken thereon.

Theater tickets are on sale at many of the hotels, and the telephone-book will give the number of any box-office in town, and the proper use of the instrument will save much personal annoyance.

CLUBS.

Popular definition.—A club is composed of persons following similar pursuits or who are congenial in their tastes, who wish to have a place where they will be free from intrusion, enjoying the privacy of a home and having at their command comforts and conveniences, many of which the ordinary home does not furnish. Only the club members or their invited guests can obtain admission. Sometimes the club occupies a building of its own and sometimes it rents quarters. The members of a wealthy organization find within the walls of their club-house a restaurant, library, writing-room, billiard-room, bowling-alley, card-room, parlors, music-room, ball-room, picture-gallery, and sleeping-rooms. There are many clubs which have only a few of these conveniences, but which, nevertheless, play an important part in city social life. Each of them is supposed to be open at all times to its members, or during such hours as the latter may be likely to use its rooms.

As no person can enter a club without the invitation of a member, and as the visitor may not count one among his Chicago acquaintances, it may be impossible for him to see anything of club life in Chicago. If he is fortunate enough to know any one who has the right to enter, and who asks him to be his guest there, he should not fail to avail himself of the opportunity. He will then be able to form some idea of the comforts and conveniences of Chicago clubs and of the hospitality of those who belong to them. But whether the visitor does or does not secure this most desirable privilege he will wish to know something about the leading clubs of Chicago, some of which, owing to the prominent part they have taken in national, municipal, or commercial questions, have a widely extended reputation.

The Argo Club deserves mention on account of its quarters, which can be reached by crossing the Illinois Central tracks on the Randolph Street viaduct and going eastward to the end of the Illinois Central pier. The members, who are fond of aquatic sports, had a large and finely furnished boat-house built, which is moored at that point. It has a kitchen, store-rooms, gymnasium, state-rooms, etc.; and in summer evenings an orchestra plays on the promenade deck, while the members and their guests enjoy the cool lake breezes.

The Associated Cycling Clubs.—Chicago, with its many parks and miles of perfect boulevards, is often called the "cyclists' paradise." The club membership is reckoned at 5,000 wheelmen. The Pullman road race has been the annual event for the last six years. Among the most prominent cycling clubs, whose doors are always open to the visiting wheelmen, are the Chicago Cycling Club, Fifty-seventh and Lake Avenue; Illinois Cycling Club, 1068 Washington Boulevard; Lincoln Cycling Club, 1 Ogden Front.

The **Ashland Club** began its existence not many years ago in the same block of residences that first gave shelter to the Illinois Club, ten years earlier. It soon moved to the great house at the northeast corner of Wood Street and Washington Boulevard, which it enlarged, perhaps with little advantage to the architectural beauty of the mansion itself, but with great gain in convenience. This is purely a social organization.

The **Calumet Club** occupied, from 1883 until January of this year, when it was destroyed by fire, a handsome building at the northeast corner of Michigan Boulevard and Twentieth Street. The loss was a specially severe one because of the valuable paintings and historic relics which were burnt. This club has made a specialty of the early history of Chicago. For years it has been in the habit of giving an annual reception to the old settlers—those who came here before 1840—and one of the rooms in the club-house was known as the “Old Settlers” room, and was filled with the valuable collections of years. The club is occupying temporary quarters at 2032 Calumet Avenue while the work of rebuilding is going on.

The **Carleton Club**, 3800 Vincennes Avenue, was incorporated March 13, 1887, and now numbers 300 members. A model little stage and theater audience-room will be ready in June or July of this year, for the production of the play which shall receive the \$500 prize in the competition just closed. This club has always been foremost in amateur theatrical work, and has graduated into professional ranks such actors as Franklin Wentworth, Charles Wentworth, and Olive May. Edwin H. Hatch and Allen B. Forbes have perhaps done more than any other two members to bring the club to its present success.

The **Chicago Athletic Association**, 124-126 Michigan Avenue, has for its object the promotion of physical culture and manly sports, being composed largely of young men, and occupies quarters already described in our chapter on “Notable High Buildings.” In furtherance of its design, football and baseball teams will represent the Association during the season, and in the autumn a tournament will be held at the South Side Baseball Park.

The **Chicago Club**.—This has the reputation of being a rich man’s club. Its first real home was in the big building opposite the Monroe Street entrance of the Palmer House; it moved thence to the old Art Institute, at the corner of Van Buren Street and Michigan Avenue, in 1892, and there it is expected to maintain its fame as a generous entertainer of distinguished visitors to whom Chicago ought to extend a most cordial welcome. N. K. Fairbank is one of the most prominent members, and Marshall Field has been four times vice-president. The name of the first of these gentlemen is often mentioned in the papers in connection with important social events as well as great business enterprises. When the boxes have to be sold for opera festivals or charity balls, Mr. Fairbank is called on to play the part of auctioneer, and coax high bids from Chicago millionaires. The Chicago Club has entertained Grant,

Hayes, Garfield, Sheridan, the Princess Louise, and other celebrities. Out of this club, as a kind of "brotherhood," sprang the even more celebrated organization called the Commercial Club, a close circle of sixty merchants, bankers, manufacturers, etc., without a club-house, who discuss great questions at their monthly banquets in the presence of honored guests. The Commercial Club of Boston has visited the Chicago organization in a body, and the visit has been returned. The Commercial Club acts as well as discusses. Its members founded the Manual Training School on Michigan Boulevard at Fourteenth Street, where boys are taught to work in wood and metal, and gave the Federal Government the land for Fort Sheridan, north of the city.

The Chicago Electric Club has apartments at 103 Adams Street, and electricians visiting the city should request their friends to secure their admission into this circle of scientists. The comfortable quarters of this club are near Kinsley's Café, which is reached through connecting corridors.

The Chicago Society of Artists was organized in the fall of 1887 by a number of art lovers, its object being the advancement and study of art in all its branches. A course of lectures by prominent artists is given throughout the year to regular members. This society has finely furnished and equipped rooms in the Athenæum Building, No. 26 Van Buren Street, where smoke-talks are given once a month for the benefit of friends and members of the press. The annual exhibition of oil-paintings occurs in April of each year, at which time the Charles T. Yerkes cash prizes are awarded. The black-and-white exhibit, for publishers and engravers, takes place in February, and two annual sales are held—the sketch sale in November and the holiday sale in December. The society numbers fifty life, thirty-eight associate, fifty-five annual, and four honorary members, Joseph Jefferson—himself an admirable artist—and Charles T. Yerkes being among the latter.

The Chicago Women's Club, organized in 1876, is a society originally dedicated to literary pursuits, but in later years identified chiefly with various charitable schemes, among which may be mentioned the Protective Agency for Women and Children, the Industrial Art Association, and the establishment of free kindergartens, inaugurating the system in Chicago. The Industrial School for Boys, located at Glenwood, is also due to the untiring efforts of this admirable organization.

The Douglas Club is located at No. 3518 Ellis Avenue, occupying a three-story building surrounded by a spacious and beautiful lawn. Lady visitors belonging to the families of members enjoy all the privileges of the club, which is amply provided with means of social entertainment.

Farragut Boat Club is one of the oldest boating associations in the West. Its members are mostly young business men residing on the South Side. The club-house is located at 3016 Lake Park Avenue, and is a model building of brownstone and brick. The boat-house is near the corner of Thirty-third street

The Wholesale District, North on Market Street.

The view presented on the opposite page is especially notable and instructive on account of the presence of the river, and shows the facilities for loading and unloading that are offered to lake shipping. There are over 25 miles of similar dockage within the city limits, without reference to the Calumet River and Calumet Lake region—for Chicago now has two harbors on Lake Michigan. The bridge at Madison Street is of the largest and latest pattern, with steam motor. The Washington Street bridge has been but lately put where it is, for the structure is an old one displaced from Madison Street. Beneath the bridge and the river runs the Washington Street tunnel, through which pass many millions of people annually, on the cars of the West and Northwest cables. The foreground of the picture is in the heart of the wholesale district. After the Great Fire, the heavy wholesale men moved hither from Lake Street.

1. The Jewett Building,

At the northwest corner of Market and Monroe streets, is an old-style 6-story structure, erected in 1874, 95 feet high, with 3 freight elevators. Its exterior is of brick and iron, and its great area may be understood by the statement that it has a frontage of 220 feet on Monroe and 100 on Market Street. It is partly occupied by the well-known wholesale clothing firm of Kohn Brothers, and partly as a warehouse.

2. The Old Farwell Block

Is a still larger edifice of similar history, fronting the whole of the north side of Monroe Street between Franklin and Market. It was built after the Great Fire, to accommodate one of the two largest dry-goods houses in the West, and fronts 189 feet on Franklin, 320 on Monroe, and 120 on Market. It is a 5-story stone-front, 85 feet high, with 8 freight elevators, and, since its relinquishment by the Farwells, has been occupied by wholesale clothiers, wholesale dealers in hats and caps and boots and shoes, and manufacturers and manufacturers' agents. The year of its erection was 1873.

3. The Field Building,

At the northeast corner of Monroe and Franklin streets, is a 6-story stone-front of the old style, with 100 feet on Monroe and 185 on Franklin, 80 feet high. It has 3 freight elevators, and is occupied by wholesale clothiers and jewelers. It was erected in 1874, and is only one of very many similar Field buildings on the South Side.

4. The Commercial Trade Building,

At the southwest corner of Madison and Franklin streets, is a striking piece of old-style architecture, the designer having secured many novel effects with the simple material at command. The frontages are

50 feet on Madison and 185 on Franklin, with a height of 90 feet in 5 stories and basement. The exterior is of brick and iron, showing long rows of arches at the sidewalk. One passenger elevator and 2 freight elevators. The occupants are the Ames Sword Co., and wholesalers of boots and shoes, jobbers, agents, and others. It was erected at the close of the panic times, in 1878.

5. The Mullen Building,

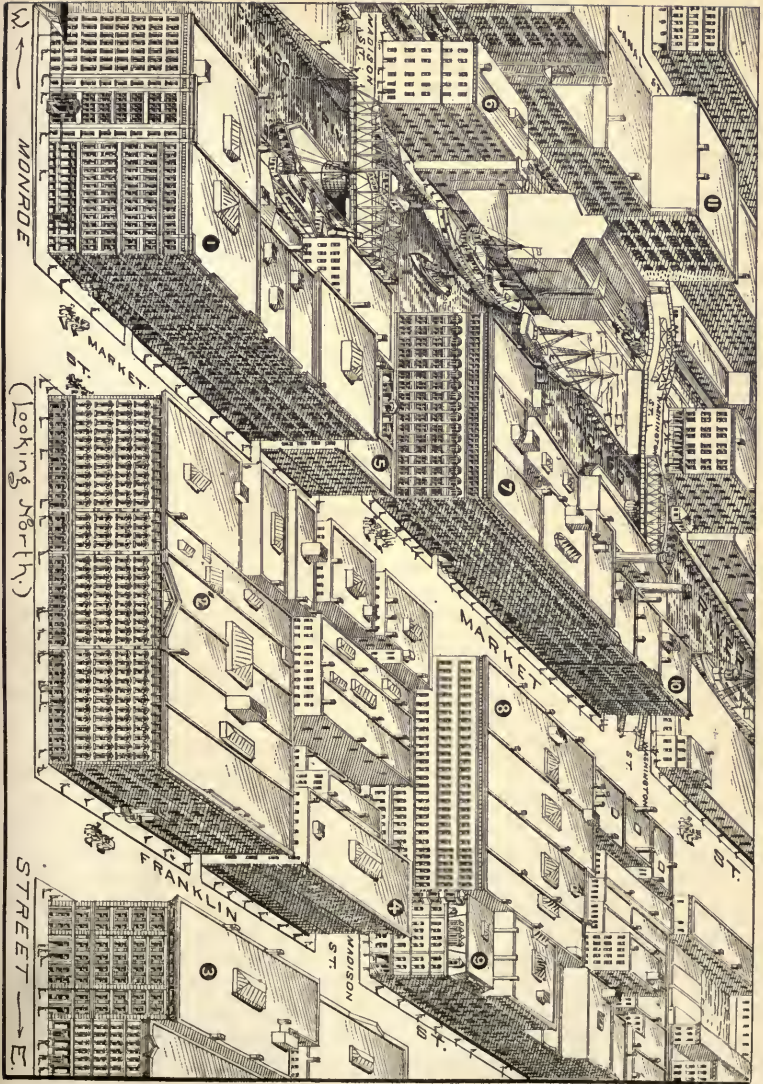
At the southwest corner of Madison and Market streets, occupies 40 feet on Madison and 100 feet on Market, 75 feet high, 5 stories and basement, brick exterior, with iron beams, and follows generally the description of an old-fashioned city business block. It is occupied by wholesale jobbers and manufacturers' agents. Erected in 1878.

6. The Norton Mill,

At the west end on the north side of the Madison Street bridge, is 40 feet wide, 80 feet deep, and 60 feet high. It shows many cracks in its walls, yet sturdily defies the tooth of time. The elevator which is seen in its rear actually did collapse in 1892, with a large loss of grain.

7. The Central Union Block,

At the northwest corner of Madison and Market streets, is one of Chicago's most creditable structures. After the Great Fire a brick building was hastily erected, and here, on the river front, the Chicago Board of Trade held its daily sessions for several years. Here the celebrated Sturges corn corner broke. Market Street is in reality a plaza, and taking advantage of their opportunities, the owners of the ground, in 1890, erected a fine brick and stone edifice of 6 stories and basement, with 220 feet on Market and 180 feet facing an inclined surface along Madison Street going up to the bridge.



(Looking North.)

There are 12 stores, 622 offices, and 4 passenger elevators, with about 1,900 occupants, who are engaged in various industries and trades. The Central Union is also mentioned in our chapter on "Notable High Buildings."

8. The Old Marshall Field Wholesale Building,

At the northeast corner of Madison and Market streets, was hurriedly erected in 1872, to serve the owner's great dry goods houses, both wholesale and retail. On its site, before the Great Fire, stood the Garden City Hotel. The frontages are 240 feet on Madison and 180 on Market Street, and the 5-story building is remarkable for the number of its solid iron shutters, which have always been closed at the end of business hours. The value of the goods which have passed through this house would doubtless reach ten figures. It possessed the unusual convenience of a loading-place on Market Street, where traffic could never be engorged. The exterior is of the plainest brick. There are 4 freight elevators, and it is still largely used as a warehouse for the firm, which moved first its retail business to the splendid quarters at Washington and State streets, and after many years the wholesale to the granite structure at Adams Street and Fifth Avenue. A part of the old store is

occupied by jobbers, manufacturers, and other denizens of the wholesale district.

9. The Abt & Faulstich Building,

At the northwest corner of Madison and Franklin streets, is a 4-story and basement structure with Mansard roof. It is a stone-front of 1874, with frontages of 80 feet on Madison and 25 on Franklin, 85 feet high. The building is occupied by wholesale jewelers, manufacturers, and manufacturers' agents.

10. The Central Manufacturing Block,

At the southwest corner of Washington and Market streets, is a long and high block, given over completely to machinery, and haunted by inventors and machinists of all kinds. It fronts 240 feet on Market and 60 feet on Washington, is 65 feet high, and has 6 floors in all. It was built in 1872.

11. The Woolensack Building,

At the southeast corner of West Washington and South Canal streets, can be seen only from the rear, but is here mentioned because it was erected as lately as 1892. Its dimensions are 120 feet on Washington, 80 feet on South Canal; height, 95 feet, with 7 stories and basement. The exterior is brick, stone, and iron. There are 2 freight elevators. It is occupied by manufacturers.

and Lake Park Avenue, and is finely equipped with shells, gigs, and racing-boats of every description. This club is a member of the National Mississippi Valley Association, and is largely represented at its annual regattas.

The Fortnightly Club was organized in 1873 as a society devoted to woman's suffrage. It is now distinguished for its social intercourse and intellectual culture, stimulated by an admirable system of annual essays delivered by members of the club and designed to illustrate topics of general interest. The membership is limited to 175. The club until recently has held weekly meetings at the old Art Institute—now the property of the Chicago Club—corner of Michigan Avenue and Van Buren Street.

The Germania Maennerchor has an attractive and valuable building on North Clark Street at the corner of Germania Place. It has among its members many persons of American as well as of German parentage. Artists, singers, and players enjoy its many privileges. One of the first things the music-loving Germans did after settling in Chicago was to organize musical societies and choral unions, and for over a quarter of a century the Germania has done effective service in the cause of melody.

The Grant Club.—The chief spirit in this organization was possibly S. M. Randolph, the architect. The club first occupied a residence on Washington Boulevard, east of Union Park, but finally moved to 111 Honoré Street. As its name indicates, its political sympathies are Republican.

The Hamilton Club is a political-social organization of about 200 members, mostly lawyers and physicians. It was organized in April, 1890, and occupies a temporary home at 21 Groveland Park during the erection of their new building on Michigan Avenue near Twenty-ninth Street. A banquet is given on January 20th of each year in celebration of the birthday of Alexander Hamilton. On these occasions the club is addressed by several Republican orators of national repute.

The Illinois Club occupies a mansion of double width at 154 Ashland Boulevard, on the east side of the street, between Adams and Jackson. Its art-gallery and ball-room is a beautiful place, and its receptions are frequent and pleasant. The wives and daughters of members are welcome guests at this club-house and enjoy its privileges to an unusual extent. This organization was formed and had its first rooms in a private residence which stood at the southwest corner of Ashland Boulevard and Madison Street.

The Illinois Women's Press Association is an organization designed for mutual benefit and entertainment, meeting at No. 1535 Masonic Temple on the second Thursday of each month.

The Indiana Club, at 3349 Indiana Avenue, is ten years old, and extends all its privileges to the families of members. It has a dancing-hall, and during the winter season entertainments are given at regular intervals.

The Irish-American Club is over ten years old, and has apartments at 40 Dearborn Street, near the river. It has always taken an active part in all movements which appealed to the warm feelings and generous sympathies of the Celtic race. All Irishmen temporarily residing in the city should strive to obtain an introduction to this cultivated circle.

The Iroquois Club has no permanent home as yet, though it is preparing to secure one. It has rooms in the Columbia Theater Building, on the south side of Monroe Street near Dearborn, which it has occupied for a decade. Being the leading Democratic organization of Chicago, this club has a national as well as a local reputation. The banquets of the Iroquois Club have been attended by some of the most prominent Democratic statesmen, and the voices of the most eloquent orators of the party have been heard there. Among the members are such well-known men as Chief Justice Melville W. Fuller, William C. Goudy, and Potter Palmer. The club has over 500 members, among whom are the best-known Democrats of Chicago.

The Kenwood Club, located at Forty-seventh Street and Lake Avenue, in its general character follows the plan of the Illinois on a still more liberal scale. Mr. Norman B. Judd once owned its club-house. Congressman Aldrich has been one of the leaders in this club.

The Lakeside Club began at Wabash Avenue and Thirteenth Street, and moved to its own home, nearly two miles south, on Indiana Avenue beyond Thirty-first Street. It has a ball-room, a gymnasium, a bowling-alley, and a dining-room that will seat 400 guests.

The Menoken Club is a prominent West Side social organization, occupying temporary quarters at 1299 West Madison Street. Its object is the cultivation of social intercourse, literature, and the fine arts. The club has purchased large grounds on Washington Boulevard, near Francisco Street, and is completing arrangements for the erection of a spacious club building.

The Marquette Club, at 365 Dearborn Avenue, on the North Side, has been in existence but a few years. The house belonged to, and was occupied at the time of his death by, Elihu B. Washburne, long a member of Congress from Illinois, and Minister to France during President Grant's administration. It has filled the need on the North Side of a family meeting place, similar to the Illinois, La Salle, and Ashland on the West Side, and the Oakland and Farragut on the South Side. It is strongly Republican in sentiment, and has taken an active part in local politics. Its quarters are spacious and elegant.

The North Shore Club is a family social organization having a permanent home at No. 1835 Wellington Avenue. Here entertainments are given every Friday evening throughout the fall and winter months. It has a total of 150 members, among whom may be mentioned Governor Altgeld, and was organized in the autumn of 1887.

The Oakland Club, at Ellis and Oakwood avenues, occupies the site formerly used by the Lakeside Skating Rink, the latter having been thoroughly remodeled and now forming a large two-story brick structure, notable for its artistic effect. This is strictly a family club, and its regulations in regard to gambling and drinking are unusually stringent.

The Press Club of Chicago was organized in 1879 in the rooms which it still occupies, at 133 Clark Street, third floor (no elevator). The club hopes to build a house of its own on Michigan Avenue, near Monroe Street. The late Franc B. Wilkie and Melville E. Stone were the founders. Many, but by no means all, of the journalists belong to the Press Club, and writers not directly connected with the press are not excluded. There are about 250 members, and the dues are but \$20 a year. The club extends an invitation to all workers on the daily press outside of Chicago to make themselves known at the club-rooms, and visitors' tickets will be issued to them under such conditions as the situation may render necessary, it being the hope of the club that it may keep open house during the Fair.

The Sheridan Club-house, southwest corner of Forty-first Street and Michigan Avenue, is an imposing structure of Romanesque design, furnished with all the interior appointments constituting a first-class social rendezvous. The members of the club are young men of social position, whose entertainments and receptions are attended by the élite of fashionable life. It is a flourishing organization, the membership reaching 300 or more, and the present, its first, home was erected at a cost of about \$100,000.

The Standard Club.—The Jews have a fine club at Michigan Avenue and Twenty-fourth Street. It took the name from Standard Hall, which they bought. The commodious building is handsomely furnished. Here, in a large private theater, the members find many enjoyments that are denied to those who belong to the other family clubs of Chicago. The Hebrew Charity Ball, a leading social event of each year, has its origin in this club, whose members have always been active in charitable as well as social matters.

The Twentieth Century Club was organized as a social-literary society November 9, 1889. Its first entertainment, held at the home of Mrs. George Pullman, was addressed by Charles Dudley Warner. Since that time a number of the most noted authors and actors of the present day have been entertained by this club, notably, F. Marion Crawford, Thomas Nelson Page, George Riddle, Joe Jefferson, Salvini, and E. C. Willard. The officers are: C. D. Hamill, president; Mrs. Charles Henrotin and L. C. Collins, vice-presidents; Mrs. George R. Grant, secretary.

The Union Club has a large and handsome house on the southwest corner of Dearborn Avenue and Washington Place, fronting on Washington Square, and looking over toward the Newberry Library. The day before the building was to be turned over by the contractors to the club it caught fire, and the

entire interior was destroyed. This organization, which is the leading one of the North Side, has never taken any part in political or municipal affairs. It has been conducted strictly in accordance with the definition of a club given at the beginning of this chapter. The house is elegantly furnished, is conveniently situated—being but one block from the Clark Street cable-line—and possesses all the distinguishing features of a first-class club.

The Union League Club.—This organization occupies a building facing the south front of the Post Office, on Jackson Street between Clark and Dearborn streets. Its first home was in the Honoré Block, at the northwest corner of Dearborn and Adams streets, near by; and its restaurant, even in those days, (1879) was a good one. While a majority of the members are Republicans, it has taken no part in partisan politics, but has been prominent in the advocacy of governmental reforms in the State and the city. It was a leader in the movement for the adoption of the present city election law, which has done so much toward purifying elections. It has for some years honored Washington's birthday by getting some person of national reputation to deliver a public address here on that day. Among the most distinguished of them may be mentioned the late James Russell Lowell, and in 1893 Rev. Edward Everett Hale. The observance, with appropriate exercises, of the 22d of February by the children of the Chicago public schools was due to the efforts of the club. This organization has also taken a warm and intelligent interest in such subjects as the cleaning of the streets, the abatement of the smoke nuisance, the removal of garbage, etc. The club has done much work for the Fair. Ferdinand W. Peck, H. N. Higinbotham, and other members of the Directory are active members of the Union League.

The University Club.—The college graduate coming to the city may easily find a member of the University Club who will be glad to give him a card of admission to its rooms. The upper floors of the University Building, on Dearborn Street, between Washington and Madison streets, are entirely occupied by this well-established club, whose membership is composed exclusively of graduates of the leading American colleges.

Washington Park Club is one of the most prominent social organizations of Chicago. It has a handsome club-house a few hundred feet west of the grand-stand, facing Sixty-first Street and South Park Avenue, with a magnificent lawn, and a veranda capable of accommodating 2,000 people on Derby Day. Gen. Phil Sheridan acted as president of this club from its organization, November, 1883, up to the time of his death. There are about 900 members, comprising the élite of the city, who throng the boulevards leading southward with their fashionable turnouts on Derby Day of each year.

The Whitechapel Club has rooms on Calhoun Place between Washington and Madison streets, near La Salle Street. Its members make a specialty of the bizarre and the horrible, and the visitor finds a scarlet-fever card on

the door as he enters. The membership is small, but the hospitality is unlimited. The drinking-table is horseshoe-shaped, the council-table is coffin-shaped, and skulls, handcuffs, weapons, and mementos of noted murderers are visible on all sides. Most of the members are reporters.

Other Clubs.—The suburbs nearly all have clubs organized on the plan of the Indiana, Oakland, and Illinois, and there are many banqueting societies, which, while they often claim considerable space in the public press, are not entitled to be called clubs in the sense in which the word is now used. Among the dinner and debating clubs which have existed for several years are the Single Tax Club (address W. W. Bailey, *Daily News Record*), the Sunset Club (inquire at the Grand Pacific Hotel), the Literary Club (inquire at the Art Institute, or of Gen. A. C. McClurg), the Forty Club (inquire of E. Freiberger, *Inter Ocean*), the *Club Litteraire Français* (inquire of W. T. Underwood, 21, 97 Clark Street), and the Congregational, Presbyterian, and other religious clubs, which have banquets at stated intervals. There are innumerable organizations in the city, in some one of which each visitor may take a keen interest. Among these are secret societies, labor associations, and church bodies. In many instances, also, those belonging to the professions, such as architects, artists, physicians, etc., have their special organizations. A visitor desiring information regarding any of the above will find names and addresses set forth in detail in the City Directory, a copy of which may be consulted in any drug-store, or at the offices of leading hotels.

Within the Heavy Wholesale District.

No greater transformation ever befell a locality than the changes wrought by the Great Fire in the region of Chicago which is portrayed on the opposite page. On the night of October 8, 1871, there lived on these squares a closely settled colony of the very poor, the vicious, and the criminal. Franklin Street did not extend south of Madison. At Market Street, on the north side of Adams, were the gas-works. On the south side of Adams, the Armory Police Court Building had just received the finishing touches of an all-summer's remodeling, whereby its walls had been lifted a story. Fifth Avenue was then Wells Street, and though it boasted the best buildings of the quarter, they were all low frame shops and sheds. Sidewalks were sometimes seven feet higher in one place than in another, and such grogshops as the Dew Drop Inn made the section notorious as well as disreputable. Into this "Conley's Patch," as it was called, ran the then terrible Quincy and Jackson streets, and it is not likely that there is in Chicago to-day a purlieu so low. Not a vestige of this former criminal life remains. Neither buildings, monuments, landmarks, nor topography hint of the old Chicago of Conley's Patch. In its place are the trading-rooms and store-rooms of the leading wholesalers, who are now happily freed from the restrictions once laid on traffic in a narrower part of the city. On the left side of Monroe Street, at Franklin, is the site of Brother Moody's Tabernacle, in 1876. The wholesale stores of Field, Farwell, Carson, Pirie, Scott & Co., Walker, and Phelps, Dodge & Palmer, and the office building of the Chicago, Burlington & Quincy are included in the scene.

1. The Owings Building,

At 232-236 Fifth Avenue, now owned by Mandel Bros., is 80 feet wide, 100 feet deep, and 120 feet high, with 7 stories and basement. The front is of cut-stone and steel. There is 1 passenger and 2 freight elevators. The occupants are wholesale jobbers. Erected in 1886.

2. The Marshall Field & Co. Building (Wholesale).

This structure—one of the most impressive in the whole world—is described in our chapter on "Notable High Buildings," although the building is an exception in that category of edifices. While only partial attempts were made to fire-proof its interior, the outer walls have no equal for solidity in the city. Great monoliths of red granite compose the exterior to the cornice of the upper or seventh story. Inner partitions of iron, shutters of iron, and a well-disciplined watch, add to the security of the colossal house. It fronts on the south side of Adams 325 feet, on Franklin Street and Fifth Avenue 190 feet, and is 130 feet high,

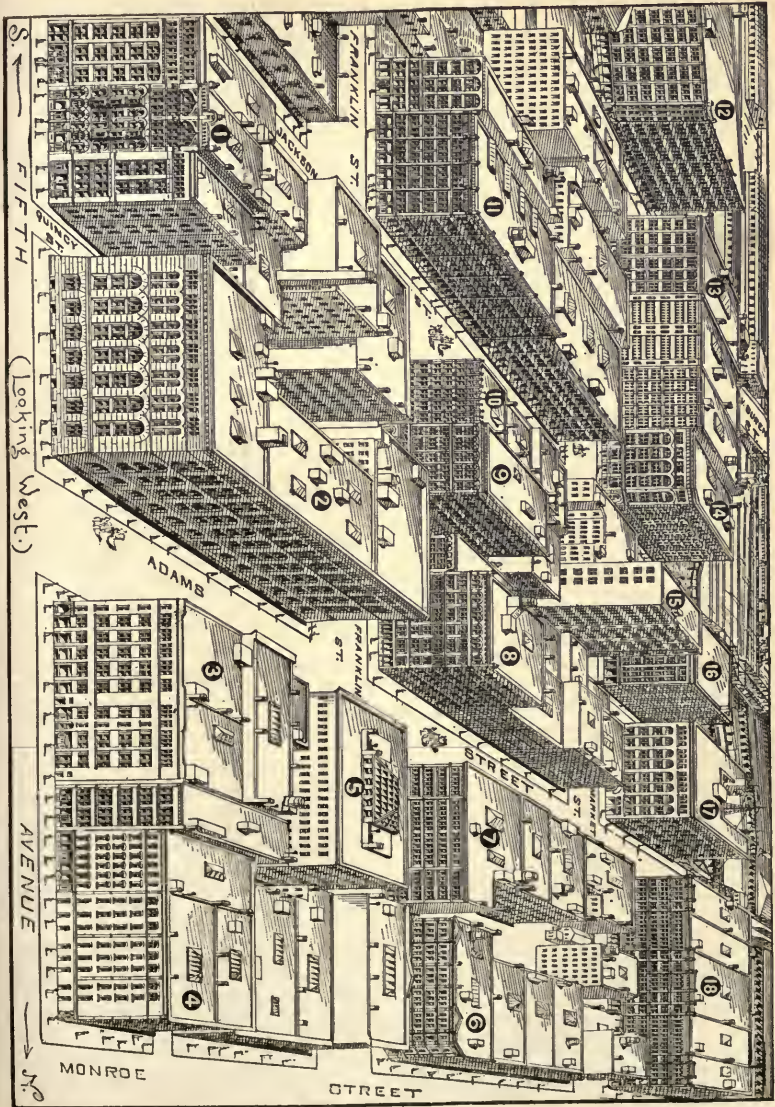
with 7 stories and basement. There are 13 elevators, 12 acres of floor space, and 1,800 employes. The visitor may enter and look about for a moment, beholding a wonderful hive of actual, time-saving trade. Erected in 1886.

3. Phelps, Dodge & Palmer Building

Fronts 80 feet on Adams Street and 180 feet on Fifth Avenue, at the northwest corner. It is 95 feet high, with 6 stories and basement; pressed-brick and terra-cotta exterior; 2 passenger elevators and 3 freight elevators. It is occupied by Phelps, Dodge & Palmer, wholesale jobbers and manufacturers of boots and shoes, and by wholesale jobbers of clothing. Erected in 1888 after a destructive fire.

4. The Williams Block

Fronts 180 feet on Fifth Avenue and 100 feet on Monroe Street, at the southwest corner. It is 95 feet high, with 6 stories and basement. There are 3 freight and 2 passenger elevators; brick and cut-stone exterior. The structure is occupied by whole-



sale jobbers of clothing and woolen goods. Erected in 1874.

5. The C., B. & Q. Railway Building

Fronts 120 feet on Adams and 176 feet on Franklin Street, at the northeast corner. It is one of the fire-proof buildings of the new era, and has a fine quadrilateral interior court with balconies. It is 96 feet high, in 6 stories and basement. There are 65 offices and 3 passenger elevators, with about 400 occupants. The heavy walls are made of pressed brick with stone for trimmings. Here are the general offices of the "Q." Erected in 1882, among the pioneers of the better buildings.

6. The Hovey Building

Fronts 160 feet on Franklin Street and 40 feet on Monroe Street, at the southwest corner. It is 90 feet high, with 5 stories; cut-stone and iron exterior; 3 freight elevators. The structure is occupied by wholesale jobbers of clothing, and manufacturers' agents. Erected in 1873.

7. Carson, Pirie, Scott & Co.'s Building

Fronts 160 feet on Franklin Street and 140 feet on Adams Street, at the northwest corner. It is 105 feet high, with 6 stories; cut-stone and iron exterior; occupied by the wholesale dry-goods house of Carson, Pirie, Scott & Co. Erected in 1875.

8. Mercantile Company Building,

Leased by Clement, Bane & Co., fronts 125 feet on Franklin Street and 100 feet on Adams Street, at the southwest corner. It is 125 feet high, with 8 stories; cut-stone, brick, and terra-cotta exterior; 2 passenger and 3 freight elevators. It is occupied by wholesale jobbers of shoes, clothing, and dry goods. Erected in 1886.

9. The Robert Law Building

Fronts 90 feet on Quincy Street and 80 feet on Franklin Street, at the southwest corner. It is 110 feet high, with 7 stories; rough-hewn stone and brick exterior; 1 passenger and 2 freight elevators. It is occupied by wholesale jobbers of clothing, boots, and shoes. Erected in 1887.

10. The Willoughby Building

Fronts 30 feet on Jackson and 75 feet on Franklin Street, at the northwest corner. It is 100 feet high, with 8 stories and basement; 1 passenger elevator; cut-stone and iron exterior. Occupied by wholesale jobbers and importers. Erected in 1887.

11. The Boddie Block

Fronts 130 feet on Franklin and 160 feet on Jackson Street, at the southwest corner. It is 95 feet high, with 6 stories; cut-stone, brick, and terra-cotta exterior. Erected in 1883; remodeled in 1893.

12. McCormick Block.

This very conspicuous structure appears across the head of Market Street at Van Buren Street, because of the eastern division of the river. The building fronts 100 feet on Market Street and 95 feet on Van

Buren Street, at the southwest corner. It is 100 feet high with 8 stories, and the walls are of cut-stone, brick, and terra-cotta. There are 2 freight and 1 passenger elevators. The occupants are wholesale jobbers and manufacturers of clothing. Erected in 1887.

13. The Chalmers Building

Fronts 75 feet on Van Buren Street and 50 feet on Market Street, at the northwest corner. It is 90 feet high, with 7 stories; cut-stone and brick exterior; 2 freight elevators, 1 passenger elevator. Occupied by wholesale jobbers of clothing. Erected in 1889.

14. The McCormick Building

Fronts 100 feet on Jackson Street and 80 feet on Market Street, at the southwest corner. It is 95 feet high, with 8 stories and basement; brick and terra-cotta exterior; 2 passenger elevators, 4 freight elevators. Occupied by wholesale jobbers and importers. Erected in 1887.

15. The Yondorf Building

Fronts 40 feet on Market Street and 100 feet on Quincy Street, at the southeast corner. It is 135 feet high, with 10 stories; 1 passenger elevator and 2 freight elevators; brick and iron exterior. Occupied by wholesale jobbers of clothing. Erected in 1874; remodeled in 1892.

16. The Mallers Building

Fronts 140 feet on Jackson and 160 feet on Market Street, at the northwest corner. It is 95 feet high, with 7 stories; pressed cream-brick and cut-stone exterior; 3 passenger and 4 freight elevators. The building is occupied by wholesale jobbers of clothing, shoes, and silks. Erected in 1892.

17. The Ryerson Building.

This magnificent structure, whose Norman arches of granite are the first architectural exhibit of Chicago to be seen by the visitor who arrives at the Union Passenger Station, and comes over the Adams Street bridge near by, resembles the Grand Central Station in its outer walls. The interior follows the plan of wooden pillars, adopted in Marshall Field's wholesale store. The Adams Street front is on an incline of 152 feet, leading to the bridge on the south side of the street. The Market Street front is 166 feet. The building is 98 feet high, with 6 stories and basement. It is occupied as the wholesale dry-goods store of James H. Walker & Co., with 300 employees. There are 5 elevators.

18. The Farwell Block

Stands on Market, Adams, and Monroe streets and the river bank, presenting an imposing front from the Adams Street bridge. Its frontages are 180 feet on Adams and Monroe streets and 340 feet on Market Street and the river. The block is 95 feet high, with 6 stories; brick and cut-stone exterior. It is occupied by wholesale jobbers of clothing, hats and caps, and dry goods. There are 2 passenger and 6 freight elevators. Erected in 1886.

BEAUTIFUL LIGHTS AT NIGHT.

A stranger may miss in Chicago the evening promenades familiar in foreign capitals; but it should be remembered that new Chicago is only twenty-five years old; that industry has been very great here; that transportation has been poor, and territorial spaces very wide. It is only within recent years that the streets at night have begun to present an animated and artistic scene, and there are now many stretches of light and beauty which may well command the admiration of the visitor. It is doubtful whether any city in the world has been more active and liberal in the use of electric illumination than Chicago. The lavish displays everywhere visible are, moreover, marked by exceeding taste and originality, and reflect the highest credit upon the public spirit and esthetic insight of their designers.

State Street to Congress.—The shop windows of Marshall Field & Co., the Columbus Memorial, Mandel Brothers, Schlesinger & Mayer, the Palmer House, and Siegel, Cooper & Co. on the east side, and a hundred windows, even more brilliant, on the west side of the street, the Beehive, etc., deserve special mention; while at the corner of Adams Street Berry's crystal palace and the onyx entrance of the American Oyster House are rare attractions.

At Lyon & Healy's, northwest corner of State and Monroe streets, the entire front is dressed in colored electric bulbs. These throw red, blue, yellow, orange, green, white, etc., one shade at a time, and prismatically all together, forming scenes of bewildering loveliness.

Siegel, Cooper & Co.—There is an electric display over the main entrance—a circle, in the center of which burns in colors the distinct outline of the American eagle. The street numbers are shown in electric bulbs.

High lights.—The Great Northern Hotel displays, at an altitude of sixteen stories, semicircles of electric lamps, which may be seen from Dearborn and Jackson streets, and the Masonic Temple's illuminations, three or four stories higher still, produce a magical effect upon the beholder. There are also beautiful lights at State Street bridge.

The highest light in the city is the lantern in the tower of the Auditorium, by which the federal signal service displays by night information concerning the approach or absence of storms, a red light meaning danger to navigation and a white light fair weather.

Dearborn and Madison streets.—The hanging lights of the *Inter Ocean* and the colored window illumination of the *Tribune* are both attractive, and in connection with them news bulletins are often displayed to immense and excited throngs on occasions of public moment.

Clark and Madison streets.—Here the clothing house of Willoughby, Hill & Co. hung the first electric lights seen in Chicago. Diagonally opposite is Atwood's, and a little north is the splendid illumination of the Frogs.

Madison Street bridge.—The scene looking to Western Avenue and to Lake Michigan at night, under high electric lamp-posts, is one decidedly striking, and it is a matter of pride that the city owns every electric light in its streets. This signal advantage we owe to Professor Barrett. The Madison cable-car goes westward under an arcade of white light, passing between displays of domestic luxuries of every description.

Halsted and Madison streets.—This is one of the most metropolitan localities in Chicago at night. Here numerous windows with ever-changing dressing express the taste, enterprise, and liberality of their proprietors. From the Haymarket Theater may be seen the tastefully decorated shop-windows extending from Union to Green streets, or two blocks.

The Herald's lights are exceedingly tasteful, a good search-light being used on special occasions. Eight arc-lights hang on the façade and an electric transparency, distinctly legible, is thrown across the street.

Clark and Lake streets.—Here on the southeast corner may be seen the electric illuminated sign of a clothier. Many Edison bulbs form the name of the firm in old script, the light of the Christian name being intermittent. On the northeast corner a rival clothier displays a magnified semicircle of burners.

In various windows, particularly on Clark between Madison and Washington streets, displays of great beauty may be seen. In an optician's window on Wabash Avenue near Madison, and in other similar establishments, revolving tubes filled with hydrogen convey visible electric currents through their lengths, presenting entrancing spectacles to the newly arrived visitor.

The Elevated road.—An evening trip of rare interest and pleasure to the World's Fair visitor is by the South Side Elevated road. Starting at Congress Street and running to Jackson Park the route offers many beautiful vistas of lights at night. Great avenues, like Michigan and Garfield boulevards, open to the spectator's view, at the railroad crossings, entrancing lines of receding lights, and all the west-running thoroughfares offer illimitable stretches of illumination. Nearing Sixty-first Street the commanding site and graceful surroundings of the Washington Park Club House are visible, their attraction greatly enhanced by electric displays illumining the spacious double veranda, and encircling the roof of the tower with a ring of dazzling brilliancy. Turning eastward, again, on Sixty-third Street, the sky is ablaze with the innumerable lights that sparkle upon the domes and minarets within the Fair Grounds, the reflection of their combined splendor reaching to the zenith.

The theaters.—The Chicago Opera House has an illuminated portal and McVicker's Theater is brilliant with lights. The Grand Opera House illumines the name of its current attraction. Hooley's and the Sherman House are both

bright. The Columbia Theater's hanging colored lamps are exquisitely beautiful, and the Schiller Theater is very generous in its use of lights.

Country to city.—The shops, the theaters, the restaurants, the billiard-halls, the bars, the roof and summer gardens, even the street cars, seem alive with light—for it is literally true that the genius of Edison has added a thousand beauties to the night. The visitor from the country can scarcely fail to be impressed by the brilliancy of an evening in town.

Two Great Railway Stations.

On the opposite page, in two separate pictures, are presented descriptive views of two of the seven great stations of Chicago. At the top or outside of the page is the scene at the Dearborn Station, on Polk Street, at the head of Dearborn Street, from which the terminal takes its name. In front of the Dearborn Station is the large Donohue & Henneberry Building. At the bottom, or inside of the page, is the Union Passenger Station at Canal and Adams streets. The Adams Street bridge divides this structure. Beyond is the South Branch of the Chicago River.

1. The Dearborn Station.

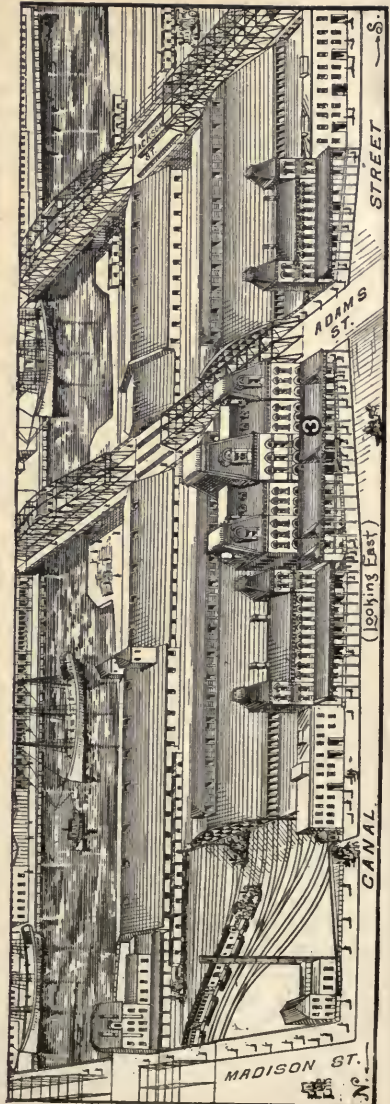
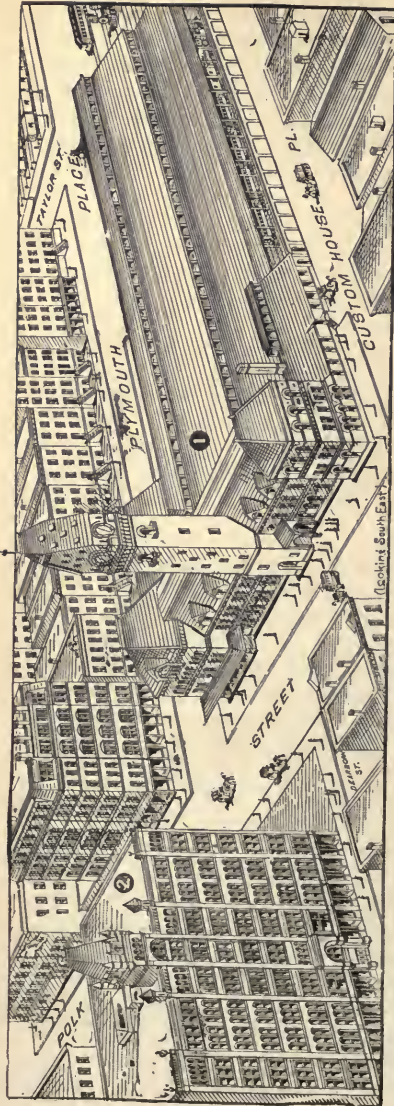
When this beautiful building was erected, it was one of the principal architectural spectacles of the town, and its Flemish tower and brazen dragon still attract the visitor's eye. It stands in front of Dearborn Street, which in 30 years has been extended clear from Madison Street. The fire-places of the interior and other ornate and useful appointments should be noticed. The frontages are 212 feet on Polk Street, 446 feet on Plymouth Place, and 188 feet on Custom House Place. It is 80 feet high, with 3 stories and basement; height of tower 166 feet. The train-shed is 600 feet long, with 8 tracks, each accommodating 12 coaches and engines. One hundred and twenty-two trains arrive and depart daily, and 17,000 suburban and through passengers are carried daily. The Chicago & Eastern Illinois, the Chicago & Erie, the Atchison, Topeka & Santa Fé, the Louisville, New Albany & Chicago, the Wabash, the Chicago & Grand Trunk, and the Chicago & Western Indiana railroads all enter this station. It was erected in 1885, and cost \$325,000. This station is treated in the chapter on "Arrival."

2. The Donohue & Henneberry Building Stands in front of the Dearborn Station, near the northeast corner of Dearborn and

Polk streets, at Nos. 407-425 of the former street. It has frontages of 180 feet on Dearborn Street and Plymouth Place, and is 71 feet deep and 120 feet high. It has 8 stores, 30 offices, 1,700 inhabitants, and 1 passenger elevator; stone, brick, and terra-cotta exterior; occupied by printers, publishers, book-binders, and printers' supply houses. Erected in 1886.

3. The Union Passenger Station,

At Canal and Adams streets, on the West Side, near the South Branch of the river, has a frontage of 200 feet on Canal Street. This great depot is well described in our chapter on "Arrival." Architecturally it is a handsome red-brick series of three pavilions, with the larger one in the center. This part is 65 feet high, with 4 stories and basement, and cut-stone and brick exterior. The length of the train-shed is 1,000 feet, and its 8 tracks accommodate 20 passenger coaches and engines. Here 251 trains arrive and depart daily, carrying 30,000 passengers. The seating capacity of the waiting-room is 600. The station is used and occupied by the Chicago & Alton; Chicago, Burlington & Quincy; Pittsburg, Cincinnati, Chicago & St. Louis; Chicago, Milwaukee & St. Paul, and Pittsburg, Ft. Wayne & Chicago railways. Erected in 1881.



VARIOUS NATIONALITIES.

Darkest Chicago.—If you wish to make a tour of South Clark Street, commonly known as the “slums,” or “Whitechapel,” of Chicago, it will be best to make your appearance as unattractive as possible, intrusting your valuables with the clerk of your hotel.

It will be best to start from the southeast corner of Jackson and Clark streets, near the main entrance of the Hotel Grace, keeping to the east side of the street. As you move southward many cheap shops are passed; the gilded sign of the pawnbroker, advertising bargains in unredeemed diamonds, watches, etc., is seen from almost any point of view, and you are now almost in the heart of the “slums” of Chicago.

Tough-looking crowds are congregated before gaunt buildings, from whose fronts are suspended lurid signs announcing “Good beds for 10, 15, and 25 cents”; restaurants, from whose bills of fare a meal of bread, meat, potatoes, and coffee may be ordered for 8 and 10 cents, are found in number, and at some of the barber-shops located in the basements it costs only 3 cents to have a two weeks’ growth of whiskers removed, and only 15 cents to be treated to both a shave and hair-cut.

The Chinese quarter begins at No. 309 and extends south almost to Harrison Street. According to the latest estimates the Chinese colony in this city numbers about 1,500 inhabitants, including less than half a dozen women, and, beyond an occasional quarrel over “fan tan” or “bung loo,” and the disorders occurring in opium-joints, seldom gives the police any trouble. The only “joss-house,” or place of worship, is located on the second floor of No. 319 Clark Street, over the establishment of Sam Moy & Co., tobacco-dealers. Admittance may be obtained to this temple by lightly “tipping” the attendant, who is usually an aged and shriveled disciple of Confucius. Once inside, a subtle odor of incense is perceptible—a pleasant perfume, constantly burning in the small urns that surround the shrine upon which the gods are placed. The decorations are of red, green, and gold, and massive ebony figures and porcelain ornaments complete the furnishings of the room.

Of all Chinese feasts, that of the new year is by far the most important. This holiday is celebrated with great rejoicing, and that no care may mar the festivities, all accounts are settled beforehand, even though the necessary money must be borrowed at an exorbitant rate of interest. The festival of the “kites” begins about August 15th, at which time all “good Chinamen” take the cable-cars to Garfield Park, where kites are sent up amid great hilarity and wine-drinking. The Chinese are engaged in many branches of business here, having one or two stores devoted entirely to imported goods, such as tea, silks, ebony

ornaments, etc. Sam Moy, who has adopted the American garb, is an exceptionally versatile Celestial, speaking English fluently, and generally representing his countrymen in legal or other complications.

The Italian quarter of this section lies south of Polk Street, near the Twelfth Street viaduct. Within the miserable frame buildings for which this section is noted there are housed many hundreds of Italians, mostly "rag-pickers" or fruit-venders. Men, women, and children huddle together promiscuously, no attention being paid to the sanitary condition of the rooms. The children are forced out on the streets at daybreak, either to beg or to pick from the gutters the cigar and cigarette stumps which have been cast away during the previous day. These Italians are the source of much trouble to the police and fire departments, as they openly defy all laws regarding health and precautions against fire. From the viaduct-walk you can look down into those dark, narrow passage-ways, all of which lead to some unknown corridor, and perhaps to scenes of crime. It must not be supposed, we may observe, that the Italian denizens of this neighborhood wholly represent their nationality in Chicago. Far different is the flourishing and exemplary community of their countrymen located on the West Side, between Austin Avenue and Indiana Street from Halsted to the river.

You now retrace your steps to Polk Street, and cross to the west side of the way. As you pass some of the narrow entrances leading to basements low, guttural sounds are heard; the quick ear catches the rapid talk of an excited colored sport as he calls for a "natural" or "little Joe," and the grumbling of disappointed votaries of the art of "craps." At the northwest corner of Van Buren Street, and you are once more near the business center of the city. The billiard-parlors of Frank Ives are at No. 256, and if you have time it will be a treat to step inside and, taking a comfortable seat, watch the world's champion caroming at will, making massé draw-shots that elicit applause. At the Grand Pacific Hotel, and you are opposite the corner from which your journey began.

Poles and Russians.—The district from Twelfth to Fifteenth streets, beginning at the river and running to Halsted Street, contains the Polish and Russian refugees. Here may be found the latest Russian emigrant arrivals, including peasants, beggars, and artisans of almost every trade. Hungarians and Poles hold almost undisputed possession of the Goose Island district, beginning at the river and extending along the tracks of the North-Western Railroad. They are employed in the great lumber-yards of this section.

Bohemians.—This interesting people crowd the large district between Halsted Street and Blue Island Avenue, southwest to Western Avenue and the Stock Yards; indeed it may be said that of all cities in the Union Chicago contains the largest Bohemian population.

ELEVATORS.

The tallest buildings in the world intended for office purposes are to be found in Chicago. The earliest of these was the Montauk, at 115 Monroe Street, opposite the Columbia Theater. This was erected in 1882.

The invention which made tall buildings feasible was the hydraulic elevator, now the hydro-dynamic, or the force-pump water-pipe elevator. This was the product of a Chicagoan's brain, and was first manufactured by Chicago firms, the Hale and the Crane companies.

Steam elevators.—As early as 1863 the firm of Bowen Bros., dealers in dry goods, placed in their store, Nos. 19-21 Lake Street, an elevator for freight and passenger service, operated by steam, and some three or four more had been put in operation in other places of business prior to the Great Fire; but the action of the machinery was unsteady and the oscillating movements of the car were always regarded with much distrust by those who ventured to ride.

Hydraulic elevators.—C. W. Baldwin of Chicago first conceived the idea of the hydraulic elevator, and was granted a patent in 1870. In 1873 he was granted the patent for what has since been known as the Hale Hydraulic Elevator, but it was not until 1878 that the first machine manufactured under this patent began running in the store of Burley & Co., Nos. 77-81 State Street, the car traveling at the rate of only eighty feet per minute.

Number and speed.—At the present time all the smaller office buildings are provided with from one to four elevators and the larger with from eight to twelve; while the Masonic Temple, with its twenty-one stories, has sixteen hydraulic elevators, all arranged to run at the rate of from 200 to 300 feet per minute. In the operation of these elevators steam is an essential but indirect agent, being required only to operate a system of pumps.

Open water-tank.—Placed in the basement near the bottom of the elevator shaft is an open tank, made of boiler iron, large enough to hold about 1,200 gallons of water for every elevator to be operated. Two or more force-pumps are also conveniently placed in the basement and connected with this tank so as to draw from it, their size likewise depending upon the number of elevators, there always being a reserve pump for use in case of accident.

Closed compression-tank.—At the top of the building, within the attic, or upon the roof, is located another iron tank somewhat smaller than the one in the basement, and inclosed, being perfectly tight and resembling a boiler without flues. Into this tank the supply-pipe of wrought-iron, ten inches or more in diameter, and extending up from the pumps in the basement, discharges.

Cylinders and sheaves.—Standing vertically within or near the elevator shaft (as in the Hale patent), or lying horizontally in the basement (as in the Crane system), is a cast-iron cylinder sixteen to twenty inches in diameter and twenty to thirty feet long, within which a piston works as in a steam-engine. To the exterior end of the piston-rod is attached a system of cast-iron sheaves, or pulleys, usually six in number and twenty-four inches or more in diameter. A short distance above these pulleys, when the piston-rod is fully extended in the vertical system, is placed a corresponding set of sheaves securely fastened in a strong frame. Above this set, at the top of the building, is placed one large sheave and another immediately over the elevator shaft, all in strong frames.

Cables.—From the center of the top of the car, to which they are securely attached, wire cables or ropes, usually six in number and three-fourths of an inch in diameter, extend to the top of the elevator shaft, and there, passing over the sheaves already described, four of them extend down to the sheaves attached to the piston-rod, and passing under them are returned to corresponding sheaves in the fixed frame above. As will be readily seen this is but an application of the well-known principle of compound pulleys, and by its use the distance and speed which the car travels is made from six to twelve times that of the piston, the rates being as one to the sum of the sheaves attached to the piston and in the fixed frame.

Supply-pipe and valve.—From the tank in the attic a wrought-iron pipe, of the same size as the supply-pipe, extends back to a point near the upper end of the cylinder, where it is connected, at right angles, with a short length of the same sized pipe called a "header." Connecting with this "header" is a pipe five or six inches in diameter, which extends down beside the cylinder, to which it is connected above and below, and, passing along the basement floor, is finally raised, and terminates over the open tank. The valve which controls the movements of the elevator is placed on this pipe at the point of connection with the lower end of the cylinder.

Automatic governor.—The tank in the basement having been filled with water from the city mains, the action of the pumps is to force the water drawn from it through the supply-pipe into the tank at the top of the building. The pump continues to work until the air in this tank is compressed sufficiently to indicate a pressure of 40 to 125 pounds to the square inch, when, by an automatic device, it is stopped, but put in motion again as soon as the pressure falls. When the upper tank is filled the basement tank is nearly empty.

Ascent.—In beginning operations the car stands at the bottom of the shaft, the piston is drawn upward to the limit of its stroke and the cylinder is filled with water below the piston. The operator in the car, by means of a wire cable passing through the car, or by means of a lever, opens the valve in the pipe at the bottom of the cylinder, thus allowing the water in the cylinder

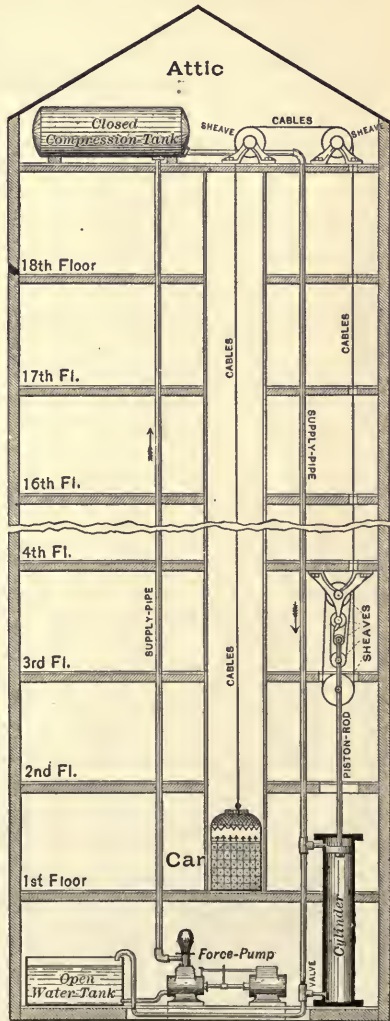
below the piston to flow into the basement tank, while the pressure of the water above the piston causes it to descend and draw the car upward.

Descent.—In returning, the car descends by its own weight, the operating valve being so arranged as to allow no water to escape into the tank while the piston is rising, but to pass freely from the upper to the lower end of the cylinder, the pressure above and below the piston being thus equalized. As will be seen, therefore, the pressure upon the piston is constantly exerted, but is made effective or not according as the water beneath is allowed to escape or is retained.

Counter-weight.—To reduce the power necessary to raise the car alone a heavy weight, nearly equal to the weight of the car, and known as the counter-weight, is suspended in the elevator shaft between a set of guides, being attached to the car by two of the six wire cables passing over the sheaves above.

Chain-cables.—The weight of the wire cables is very considerable, and as the car nears the top tends very strongly to draw it upward and retard its descent. To overcome this tendency a set of chain-cables is used, one end of which is attached to the bottom of the car and the other to the upper part of the elevator shaft.

Safeguards.—Every possible precaution is taken to insure passengers against accident, and to every car is attached a device which would hold the car securely by catching the guides, should anything give way or the speed of the car in descending exceed a limited rate.



North of the Court House.

The locality presented to the eye on the opposite page is chiefly remarkable for the presence of the high Ashland Block, the high and narrow Schiller Theater, and the famous Sherman House, all of which stand in the nearest street, or in the foreground. Full half of the heavy wholesale business of the city was once done within these eight or nine blocks. The Great Fire caused a change of location to the region west of La Salle Street and south of Madison.

1. Hooley's Theater

Occupies a street frontage on Randolph of only 20 feet, but widens within, giving a stage 50 feet wide and 65 feet deep, the rear door being 180 feet from the entrance of the building, at 149 Randolph Street. This building has an exterior of cut-stone and iron, and is 4 stories and basement in height, with lodge-rooms on the upper floors. The theater seats 1,500 persons, but crowds them. The management is famous for presenting a line of first-class attractions, that command the admiration of all who patronize the drama. The best New York companies often play here. Erected in 1872.

2. The Fidelity Building,

At 143-147 Randolph Street, stands just east, or lakeward, of Hooley's Theater, with 60 feet front, 60 feet of height, and 50 feet of depth, 4 stories and basement. It has a cut-stone exterior, and numerous safety vaults, visible from the street. This was once the home of the Fidelity Savings Bank, which failed in the hard times of 1877. The building is now occupied by steamship ticket-agents, bankers, and costumers. It was erected in 1872.

3. The Sherman House,

At the northwest corner of Clark and Randolph streets, or exactly north of the northeast corner of the Court House, presents a front of 150 feet to Randolph Street, and a still broader façade of 160 feet on Clark Street. It is 85 feet high, with 6 stories, basement, and Mansard roof, and has 300 rooms and 2 elevators. Its exterior is of cut-stone, and it was erected in 1872, while the Sherman House temporarily occupied the building now known as the Gault House, on the West Side, at the northeast corner of Madison and Clinton streets. The Sherman House, like the Tremont House, the Grand Pacific Hotel, and the Lakeside Building, retains its magnificent appearance in the presence of the colossal structures which have come with the steel era. The reader is referred to our chapter on "Hotels."

4. The Ashland Block

Is at the northeast corner of Clark and Randolph streets, and is the larger of the two high buildings seen in the picture on the

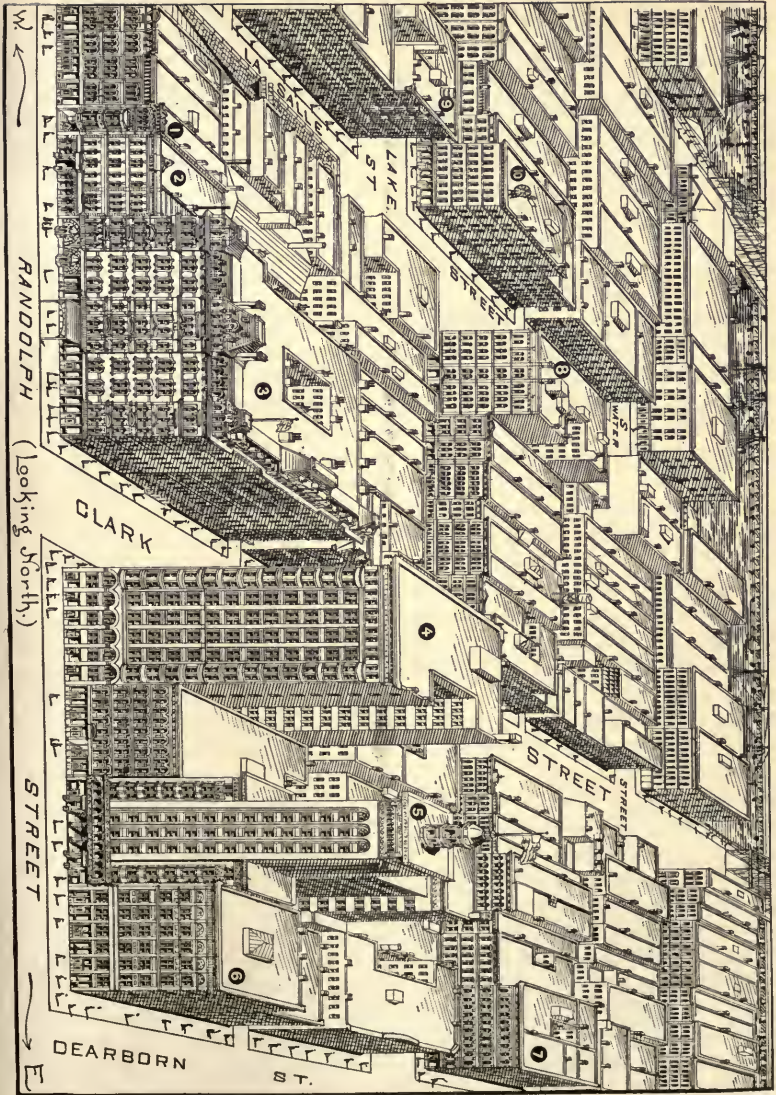
opposite page. In our chapter on "Notable High Buildings" we have referred to some of the phenomena attending its construction. It was erected in 1892 at a cost of \$850,000, and supplanted a block as high, and nearly as large, as the Sherman House. In the old Ashland Block, Charles J. Guiteau had his office, and the Chicago *Tribune* and Rand & McNally did business on this lot at 51 Clark Street, touching the alley. The new Ashland Block occupies 140 feet on Clark Street and 80 on Randolph. It is 200 feet high, with 16 stories and basement. It is all steel, with terra-cotta coverings and fire-proofing. Its 7 elevators serve 480 offices, 9 stores, and over 1,000 occupants. These are largely attorneys, brokers, real-estate dealers, bankers, and financial agents.

5. The Schiller Theater,

At 103-109 Randolph Street, is 211 feet high, 80 feet wide, and 180 feet deep, 16 stories and basement, in which is a café. It has, besides the theater, 2 stores, 204 offices, 1 freight and 5 passenger elevators. It was erected in 1892 by the German Opera House Company at a cost of \$750,000, and contains a cozy and entirely safe theater that seats 1,286 people, with a stage 74 feet wide and 32 feet deep. The assembly and club rooms of the association are on the twelfth and thirteenth floors. The construction is of steel, with terra-cotta and brick exterior. The tenants are attorneys, architects, and professional men.

6. The Borden Block,

At the northwest corner of Randolph and Dearborn streets, was counted a wonder in its day, when its builder thus commemorated his good fortune in the silver mines of Leadville. It was almost the forerunner of the box-like structures which sacrifice beauty to larger supplies of light and air. It stands on the site of the Matteson House of other days, where Captain Carver, Carmé, Rudolphe, McDevitt, Goldthwaite, Tom Foley, Budd Doble, and the sportsmen of the city loved to congregate. The frontages of the Borden Block are 80 feet on Randolph Street and 90 on Dearborn. The building is 100 feet high, with 6 stories and basement. It has 65 offices, 6 stores, and 2 passenger elevators. It has a cut-stone exterior, and is



occupied by professional men, largely attorneys. It was erected in 1880.

7. The Commercial Hotel,

At the northwest corner of Lake and Dearborn streets, has 150 feet on Lake and 200 feet on Dearborn Street, but the hotel impinges on the upper floors of adjoining buildings. Our article on "Hotels" discusses the characteristics of this popular inn. The building is 65 feet high, 5 stories and basement, 300 rooms, 9 stores, and has a steam elevator. It is a stone front of the ancient pattern, and was built in 1872.

8. The Marine Building

Is a large structure of the era of 1873, at the northeast corner of La Salle and Lake streets, which has been affected in value by the presence of the La Salle Street tunnel entrance on its south. The frontages are 100 feet on La Salle and 80 feet on Lake Street. It is 85 feet high, and has 6 stories and basement, with 45 offices, 8 stores, and 60 occupants. There is an elevator. The front is of stone. Bankers, financial companies, and attorneys are the tenants.

9. The Northern Pacific Building

Is at Nos. 30-36 La Salle Street, with frontages of 80 feet on both La Salle and Lake streets. It is 6 stories and basement, or 70 feet in height, and has 8 stores, 93 offices, over 100 occupants, and 2 passenger elevators. It has a pressed-brick exterior, was erected in 1872, and was remodeled in 1891. It is tenanted by attorneys, financial companies, manufacturers' agents, and people who have business among manufacturers and wholesalers.

10. Fairbanks, Morse & Co.'s Building,

At the northwest corner of La Salle and Lake streets, shares some of the disadvantages of having the La Salle Street tunnel entrance near by, as may be seen in the picture. The building has a wide front of 100 feet on La Salle and 80 feet on Lake Street. It is 75 feet high, in 5 stories and basement. The outside walls are of brick and iron, and were erected as late as 1879. The entire structure is occupied by Fairbanks, Morse & Co., who, as their sign on the roof purports, are manufacturers of windmills, scales, and other machinery.

STEEL CONSTRUCTION.

Chicago, situated on the shore of Lake Michigan, stands on the eastern side of a vast prairie rich in agricultural resources but devoid of building material of any kind close at hand. Neither timber, stone, nor clay suitable for brick, are to be found in the vicinity.

The location is, however, convenient of access by water to the pineries of Wisconsin and Michigan, and as a consequence the first buildings were constructed of wood, as indeed were the first street pavements.

With the growth of the city came numerous lines of railway extending into the interior west and south, which made it possible to secure both stone and brick for building purposes. Still the reconstruction of the city on a more substantial basis was proceeding but slowly when the great fire of October, 1871, made entire rebuilding of the business portion necessary. During this second period of construction cast-iron was freely used for interior columns and also for ornamental exterior effect, but in the latter case it was simply a veneer secured to and made stable by piers of brickwork which formed the walls of the building and sustained the weight.

A height of six stories was considered ample, and when, some ten or twelve years ago, a new building was constructed having seven stories, the fact was remarked as being noteworthy.

In all of this work the essential principles of construction which have been in use since the Pyramids were built were followed, and no striking innovations introduced. Within a few years, however, a class of buildings has been erected differing most radically in every important feature, both of foundation and superstructure, from anything that preceded it. Even in perfecting the plans for the construction of such a building the ordinary course of procedure is reversed, for the designer of the framework begins at the roof and works down, ending with the foundation.

Chicago Construction. — To this type, whose earliest conception and highest development are both to be found in structures standing on Chicago soil to-day, the term "Chicago Construction" is fittingly applied.

These buildings, ranging in height from twelve to twenty stories, are perfectly lighted, heated, and ventilated; are made convenient of access to the upper floors by swift-running elevators, and are essentially proof against destruction by either fire or earthquake—yet they have no heavy walls, thick partitions, or massive foundations, but every floor from basement to roof is available and unobstructed, save by columns seldom exceeding two feet in diameter. Notwithstanding their lofty height, the time required for the completion of even the largest seldom exceeds twelve months, while the cost

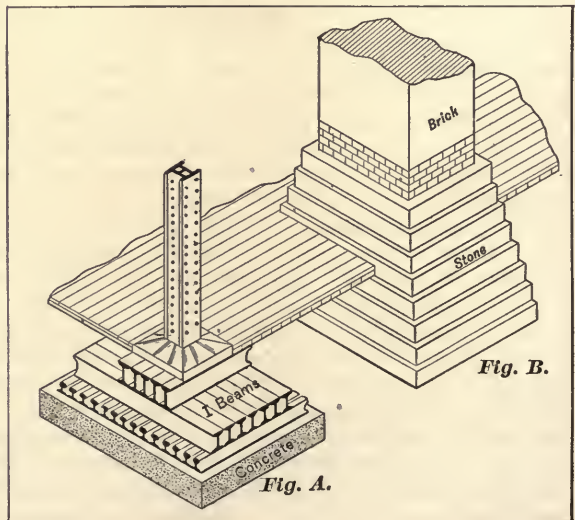
is less in proportion than in many old-style buildings of far less security and not half the altitude of the new construction.

Some of the causes which have operated to bring about this change may be mentioned briefly as being the enterprise and ingenuity of some of the architects — the rapid rise in real estate values making additional stories necessary for profitable investment; the advantage secured by the upper floors being open to light and air, and removed from the noise of the street below; and the fact that a steel frame made it possible to increase the height without adding to the weight upon the foundations.

Foundations.—In constructing the foundations of these buildings the use of masonry has been entirely superseded by a combination of concrete and steel rails or I beams. Extending under the entire city, but covered by from eight to fourteen feet of debris, loam, and quicksand, lies a stratum of blue clay fifty to ninety feet thick. At the surface it is quite tough and dry, becoming more yielding with depth. Frequent tests have shown that the immediate surface will sustain loads of from 3,000 to 4,000 pounds to the square foot without being compressed more than four to six inches. In order, therefore, that whatever settlement may take place shall be uniform and equal at all points, the foundation piers, or platforms, as they could more properly be termed, are proportioned exactly in size to the weights they sustain.

A single pier or platform covers usually from 200 to 500 square feet of surface, having for its lower course a body of concrete 12 to 16 inches thick, made of broken stone, sand, and imported Portland cement.

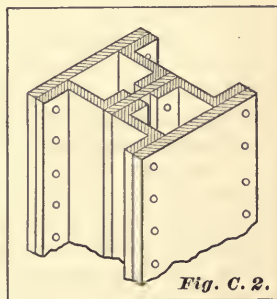
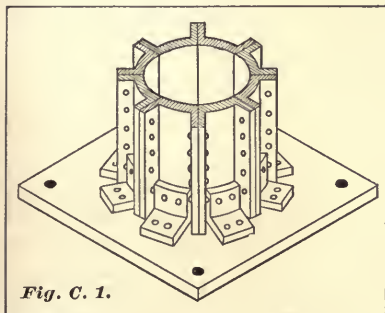
Upon this concrete, as a bed, two or more courses of steel rails or I beams are placed at right angles with each other, the members of each course being spaced 6 to 12 inches apart and filled in between with concrete. The upper course and the ends of all are covered with



the same to prevent corrosion. A heavy base or stool of cast-iron resting on the upper course supports a column, the bottom of which comes approximately on a level with the basement floor. Thus the superstructure actually begins one story below the street level.

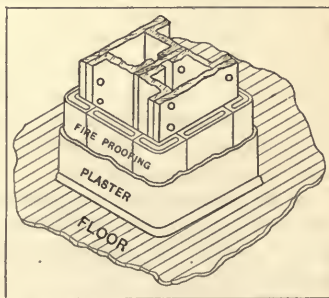
The illustrations A and B show the relative size of a steel column with its supporting foundation and a brick pier of size sufficient to sustain the same load with its foundation of masonry.

The columns are of rolled steel, and usually of the "Z bar" (Fig. C 2) or of the "Phoenix" (Fig. C 1) form of construction, and are placed from 16 to 25 feet apart. They are generally one story in height, though a few alternat-



ing columns in the lower stories are made in two-story lengths in order to increase the stiffness and rigidity of the building. Between certain columns a system of vertical X bracing, commonly styled wind-braces, is carried up to the top to secure the structure against the effect of severe wind-storms.

The exterior walls are but a veneering or shell for the building itself, beginning at the surface of the ground, but not deriving any support from it. They are attached to and rest on the steel framework at every story, and are intended for architectural effect and to protect the wall columns and beams from fire, but have no sustaining power of their own. They could be entirely detached without affecting the integrity of the building, and are so designed that the work of construction can begin at any floor. Frequently the workmen erecting the steel frame will be seen half a dozen stories above the bricklayers and setters of terra cotta, who in turn look down upon the workers building the wall below them.



FIRE-PROOFING AROUND COLUMN.

Floors.—The framework of the floors is of rolled steel I beams, from 8 to 20 inches in height, the heavy members running longitudinally from column to column and supporting the transverse beams, which are placed from 5 to 8 feet apart. All the connections of beams to beams or columns to columns are made by hot steel rivets, and the greatest care is taken to prevent any defective material from being used. (Fig. E 2.)

Exhaustive tests are made of all the steel intended to be used before any of the work of fitting is done, and no steel-work is received or shipped from the mills until the closest inspection has approved the quality of the workmanship.

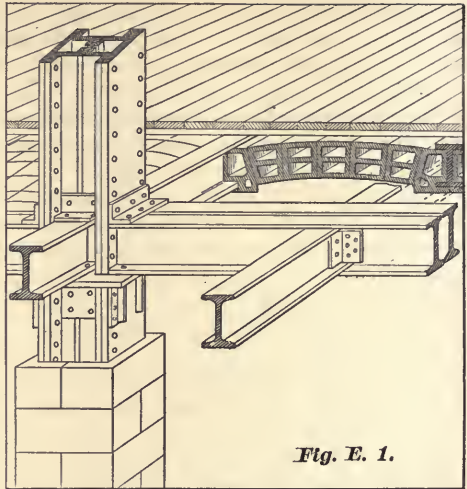


Fig. E. 1.

The spans between the beams are filled with hollow blocks of fire-clay or porous terra cotta, usually 10 to 12 inches in depth, and known as "floor tile." When put in place and the joints filled with mortar, an arch is formed capable of safely sustaining a load of from 500 to 600 pounds to the square foot. The lower flange of all the beams is also covered by a slab of the same material. (Fig. E 1.)

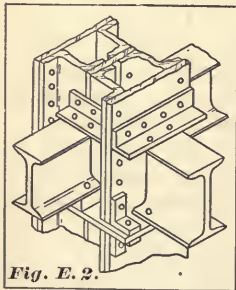


Fig. E. 2.

Resting on these arches, as they are called, and secured to the I beams by cleats of hoop-iron, are strips of wood 2 inches thick, placed 16 inches between centers. (Fig. F.)

They are bedded in a concrete made of coal cinders, sand, and cement, which also fills the space between them. To these is nailed the finished wood floor, whenever such is used.

In many cases, however, particularly in corridors and ground-floor rooms, the finished floor is of marble tile or mosaic, in which case the floor strips are omitted.

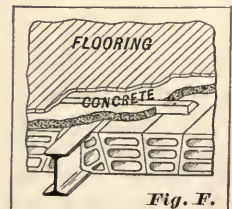
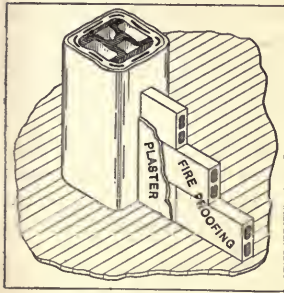


Fig. F.

Partitions.—The solid portions of the interior partitions are built of partition tile, made of the same material as the floor tile, and having the shape of hollow blocks 3 or 4 inches thick and a foot or more square. Above the marble



SECTION OF PARTITION.

wainscot, which is always used along the sides of corridors, the partition is very largely of ornamental obscured glass. Abundant elevator service is always provided, the smaller buildings being equipped with three or four, while the larger ones have from twelve to sixteen.

The first building embodying these general features was erected hardly six years ago, but so evident was the advantage and superiority over former methods that there are to-day in Chicago more than twenty-five of them, among the best known being the Masonic Temple, Rand-McNally, Ashland, Columbus

Memorial, the Woman's Temple, and most of the large office buildings now in course of erection.

A most conclusive test of their fire-resisting qualities was accidentally furnished a few months since. A large quantity of lumber intended for the finishing of the new Athletic Club Building—a ten-story steel frame structure—and which was stored on one of the upper floors, was destroyed by fire. Though some 60,000 feet were consumed, the framework of the building was not injured in any way.

From State Street, Looking East.

The unexampled structures rising before the eye in the picture on the opposite page attest the fact that the wide portion of State Street has not lost its priority in the good opinion of Chicagoans. Here, where so many hundreds of thousands of promenaders, buyers, and sight-seers pass, stand the Masonic Temple, Central Music Hall, Marshall Field & Co.'s retail store, and the Columbus Memorial. The new Field rises behind the old Field Building, and the Public Library still farther eastward at the Lake Front. At the farther left corner of the library may be seen an approach to the Randolph Street viaduct, by which one may reach the outer piers and docks. The Venetian Building is hidden from view by the Columbus Memorial. State Street is here very wide, because it was once a market-place.

1. The Masonic Temple

Fronts 170 feet on State and 114 feet on Randolph Street, at the northeast corner. This building occupies the place of honor in our chapter on "Notable High Buildings," and is there fully described. Its 21 stories carry it to a height of 303 feet. There are 10 stores, 543 offices, many lodge-rooms, and a public observatory. The exterior walls are heavy, of granite and yellow pressed brick. The rotunda on the main floor is open to the skylight at the top, and is nearly surrounded by 14 passenger and 2 freight elevators. In the basement and under the street are 2 Corliss engines, each of 500 horse-power; 8 steel boilers, 6 dynamos, and 8 large pumps. The electric apparatus weighs 60 tons, and includes 53 miles of wire. It is not possible to classify the tenants of a building which is a city in itself; and again, the edifice has not yet developed its characteristics. The upper floors are fitted for Masonic lodges, chapters, asylums, and councils. The first ten floors are expected to accommodate merchants. Professional men already favor the office floors. The observatory offers a very high point of view, to be obtained for a small fee and without climbing. This wonderful edifice was erected in 1890-92, at a cost of \$3,500,000.

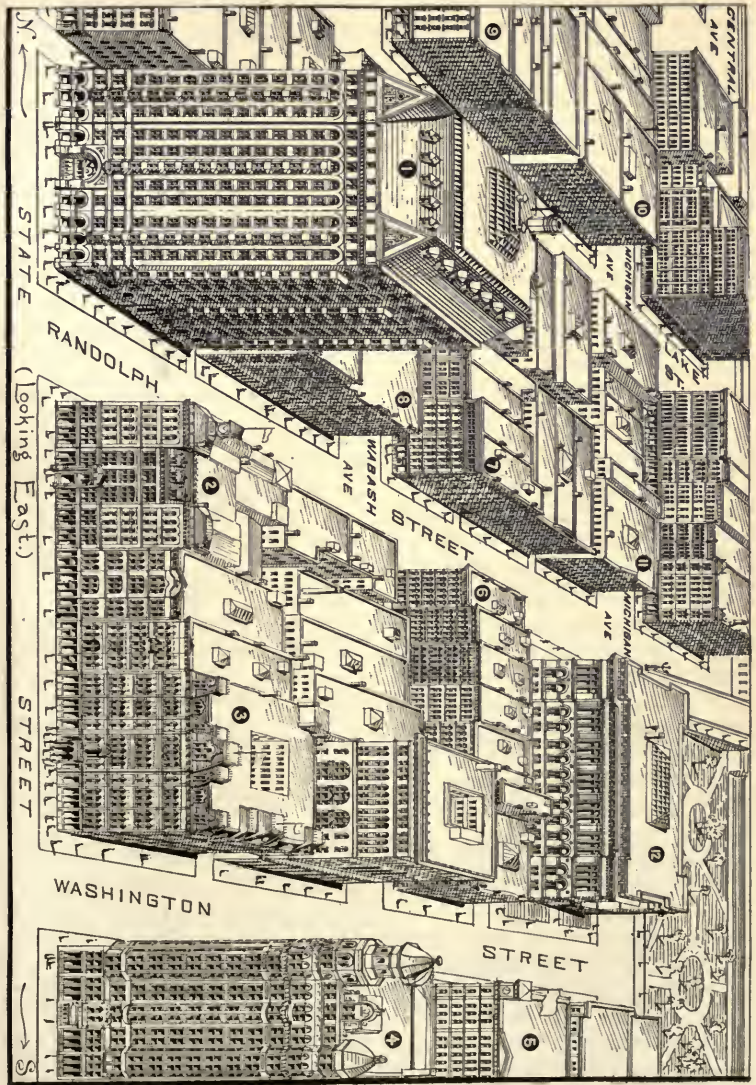
2. Central Music Hall

Fronts 125 feet on State and 150 feet on Randolph Street, at the southeast corner, and is 90 feet high, with 6 stories and basement, and 2 elevators. When this building was promoted by the late George B. Carpenter, it was regarded as an outright speculation, and a stock company was necessary—the forerunner of many hundred similar architectural undertakings. The building is a fire-proof structure, with 12 stores, 75 offices, and an auditorium with 2 balconies capable of seating 1,800 persons. There is a good organ, but no scenery, although spacious dressing-

rooms are to be found under the stage. In this hall many of the most distinguished people of the world have appeared publicly. Here Beecher fell unconscious on the stage, Tilton lectured, Patti sang, Lowell spoke, Edwin Arnold read, and many other celebrities have greeted great audiences. Among the most notable successes were the Stoddard lectures, which for many years crowded the hall for a month at a time, and kept ticket-buyers standing all night at the box-office. Nor has the business part of the building been less successful. Here the Chicago Musical College, under Dr. Florence Ziegfeld, has for 14 years increased, throwing off branches and rival "conservatories," and music-teachers have daily made an unceasing din. Erected in 1879.

3. The Marshall Field Buildings

Occupy the whole north side of Washington Street, between State Street and Wabash Avenue, fronting 260 feet on State Street, 340 feet on Washington Street, 108 feet on Wabash Avenue. The old building is a remarkably handsome structure of the Parisian style, which is the third of a like appearance that has risen on this site since 1868, when it was first opened by this firm. It is 125 feet high, with 6 stories and basement, ornate stone front, and many pavilions. There are 6 elevators. The windows are dressed with the latest, richest, and most beautiful goods, and the interior presents an animated and entertaining spectacle. The new building was erected in 1892, at the northwest corner of Washington Street and Wabash Avenue, of steel, granite, terra cotta, tile, and marble, in the latest style of fire-proof construction. It has 9 stories, 90 suites of offices, and no less than 13 elevators. The four lower floors have been added to the retail quarters, and the whole gives to Field & Co. a vast accommodation for their retail dry-goods business.



4. The Columbus Memorial Building

Fronts 100 feet on State and 90 feet on Washington Street, at the southeast corner. The example of this building, it is expected, will introduce a still larger use of the metals and artistic ornament into Chicago's principal architectures. The edifice has 14 stories, and rises to a height of 251 feet. Its two fronts are elaborately treated both at base and summit, and it is the richest-looking of the high steel structures of the city. Sculpture, paintings, cupolas, and bronze enter into its interior and exterior furnishings, and these are more fully described in that part of this guide which is devoted especially to buildings of the new style. The Columbus Memorial takes the place of a handsome old-style stone front, which was filled with physicians and dentists, and it is expected that they will return to this corner, where a free library and reading-room has been prepared for their use. Erected in 1892, at a cost of \$1,000,000.

5. The Tobey Furniture Company's Building

Fronts 120 feet on Wabash Avenue and 160 feet on Washington Street, at the southeast corner; is a 6-story stone front, of the style of 1872, 75 feet high, with 4 elevators. It is occupied with a retail furniture exhibit that has few equals in the world, 180,000 square feet of floor space being covered with fine and beautiful products of the cabinet-makers' and house-furnishers' arts. This square was the scene of the costly Farwell and Field fire of September 12, 1870, when several millions of property were burned.

6. The Lafin Building

Fronts 200 feet on Randolph Street and 40 feet on Wabash Avenue, at the southeast corner. It is 85 feet high, with 5 stories, and 2 freight elevators. Its walls are built of brick and steel. The occupants are wholesale chemists, tobacconists, the American Whip Company, and manufacturers' agents. Erected in 1879.

7. The Fairbank Building

Fronts 80 feet on Randolph Street and 80 feet on Wabash Avenue, at the northeast corner. It is a 6-story brick building, 70 feet high, with stone trimmings, 3 stores, 20 offices, and 1 elevator; occupied by stove manufacturers and others. Erected in 1872, and remodeled on new interior lines in 1890.

8. The Atlas Block

Fronts 169 feet on Randolph Street and 223 feet on Wabash Avenue, at the northwest corner. It is 75 feet high, and is a 5-story brick building. There are usually about 375 occupants, who are wholesale jobbers and agents. Erected in 1879.

9. Hibbard, Spencer, Bartlett & Co.'s Block

Fronts 120 feet on Wabash Avenue and 160 feet on Lake Street, at the northeast corner.

It is a 5-story brick building, 85 feet high, with 4 freight elevators. It is occupied by the above firm with the largest general hardware business so far developed in Chicago. There are 325 employes. Erected in 1877.

10. The McCormick Building

Fronts 60 feet on Lake Street and 100 feet on Michigan Avenue, at the northwest corner. It is a 5-story brick structure, 75 feet high, with 1 freight elevator; occupied by John A. Tolman & Co., importers and wholesale grocers. Erected in 1876.

11. The Dearborn Block

Fronts 160 feet on Michigan Avenue and 150 feet on Randolph Street, at the northwest corner. It is a 5-story building, 75 feet high, with 2 freight elevators, and fronts the north end of the Public Library. It is occupied by the great grocery house of Spragues, Warner & Co., one of the heaviest firms of the kind in the world. Erected in 1872.

12. The Public Library

Occupies Dearborn Park, and is on ground that has never before been permanently covered. (See "Notable High Buildings.") A brief history of the Public Library is as follows: Begun in 1872 from the gifts of the world; occupied a water-tank in the Rookery; at the southeast corner of Madison Street and Wabash Avenue; at the southwest corner of Lake and Dearborn streets; in the City Hall. The first librarian was William F. Poole; the second, Frederick H. Hild, who is now in charge, under an appointive board of trustees. The new building fronts on Michigan Avenue, Washington, and Randolph streets; frontages, 354 feet on Michigan Avenue, 147 feet on Washington and Randolph streets, 95 feet high, in 3 principal stories, 2 intermediate floors, and a basement; 8 passenger elevators; total area, 50,367 square feet; weight, 72,000 tons; 146,000 cubic feet of stone and 1,955 tons of iron were used in construction. There is to be room for 900,000 volumes. Blue Bedford stone, granite, and limestone exterior, with large arches and columns after designs suggested by the ancient gateway at Athens which divided the Roman from the Grecian section of the city. The colonnade is Ionic, with solid piers interspersed, the frieze bearing the names of historic writers. The Washington Street entrance is treated in the Roman method, with coffer and appropriate ornamentation, while the Randolph Street entrance is in classic style, massive columns and entablature being employed. The roof is of copper. A stone balustrade surmounts the walls. The halls and corridors are finished in marble mosaic, cream-colored terra cotta in artistic designs being used on the ceilings. The G. A. R. organizations of Cook County will occupy 18,500 square feet of the north section, known as Soldiers' Memorial Hall, for a term of fifty years. Estimated cost, \$1,200,000. Erected in 1893-94.

NOTABLE HIGH BUILDINGS.

It is the leading purpose of this guide, by various means, to give an exact idea of such of the tall buildings of Chicago as have been constructed upon the most critical models of security and durability. The observant visitor will note that these constructions are almost always at street corners, and this of itself is a proof that much daring was needed in their promotion and erection. If a ten-story or a twenty-story house would not pay on a corner, then the builder must indeed be ahead of the age and the population. Remember, too, that Chicago gained nearly a million in population between the foundation of the Montauk, in 1881, and that of the south addition to the Monadnock, in 1892—an important matter for the promoter, making the risks far less.

When the tall building era came, in 1880, the fronts of houses assumed a far less ornate appearance than before, and the costly buildings of to-day would have been called plain in Chicago thirty years ago. Some beautiful façades, like that of the old *Journal* building, and one on the north side of Washington Street west of La Salle, have been entirely replaced by present styles, it having been found that heavy entablatures, arches, and columns diminish the light seriously, and hence exterior beauty has been sacrificed to interior convenience and utility.

Rand, McNally & Co.'s graphic maps.—The information given below is made doubly interesting because it is accompanied and illustrated by ingenious graphic maps or pictures. The result is a union of geography, photography, and description that will be not only of present but of future service. The whole work is profusely illustrated with these beautiful pictures, whose novelty and artistic merit will commend them to every one.

Having described first the hydraulic elevator, a Chicago invention which makes the upper floors of tall buildings as valuable for rental purposes as the lower ones; and second, the principles of steel construction, which lightened the building burden, obviated heavy foundations, and minimized the danger from fire, we will guide the visitor to some of the most striking spectacles in the world. We can carry him safely, swiftly, and easily to heights that alarm the timid, and show him a panorama that excites and astonishes the coolest observer. We will begin with—

The Masonic Temple, northeast corner of State and Randolph streets. This building exceeds the fancy of the early caricaturists. In the sketches of jocular artists before 1891, there were no city blocks twenty-one stories high. In the tales of the Arabian Nights, even the exuberance of oriental imagination scarcely contemplated the possibility of twenty-one dwellings placed one above another. It is related that the Indian chief Chicago went to see the king

of France, and returned to the Illinois tribe. He said he saw in Paris five tepees one above the other; but his leading braves said no, that he had not seen it; and sixty years later even old Chief Chicago believed they were correct. He concluded the evil spirit had played upon his senses. To-day, in the land of the Illinois, in the city of old Chief Chicago, are twenty-one tepees thus pitched one over the other.

The Masonic Temple is in many respects the most striking of the tall buildings of Chicago. Its steady upward progress, while in the hands of the builders, was watched with constant interest by Chicagoans, and they have hardly become accustomed to it yet. Nevertheless this lofty structure was surely an answer to the question, How high up must we build on a piece of land worth a million and a half in order to pay rent, interest on capital invested, and running expenses, and also make a profit. After examining the exterior, which is more imposing than ornately handsome, enter its forty-foot arch, note its columns—probably the largest in America—look sheer upward, and the skylight is 302 feet above you! The rear semicircle of the rotunda is filled with elevators. There are fourteen for passengers and two for freight. On October 20, 1892, 72,000 people were carried here, and every window was used to behold the civic parade of the Exposition.

The Masonic Temple was built by a joint-stock company of Free Masons, at a cost of \$3,500,000. It was said, in 1872, that the Palmer House cost as much. The Temple was begun in November, 1890, its moving spirit being Norman T. Gassette. It was well finished in the middle of 1892, thus exhibiting the rapidity as well as the economy of modern architecture. Its walls are wainscoted with white marble; its staircases are of white marble (there is little wear on them); the floor is marble, based on concrete and iron arches. The chief feature of the interior is its observatory, which will accommodate nearly 2,000 persons at a time, and is said to be thirty-two feet higher than the observatory on the Auditorium. This room is on the twenty-first floor of the building, and the sides of heavy glass may be removed entirely in good weather or entirely closed during inclement seasons. Here the view of Chicago and Lake Michigan may be had in winter from a heated room, and entertainments of various kinds are given. In going up in the elevator it is necessary, as at Paris in the Eiffel Tower, that passengers should stand quietly, leaning against the side of the car if they feel the need of support. Exit and ingress should be made quickly, and after careful examination to ascertain that the car has stopped. The first ten floors of the Masonic Temple are for stores and shops; the next six for offices; the seventeenth, eighteenth, nineteenth, and twentieth floors are dedicated to Masonic uses, with lodges, chapters, asylums, consistory, theater, banquet-halls, organ-rooms, armories, pilgrimages, etc. From every one of the sixteen lower stories letters may be mailed by chute. Every room has hot and cold water and electric call service, and is

lighted by both gas and electricity; in the evening rows of lights illumine the summit of the building. The ancients built sky-piercing towers. Chicago widens the tower to cover a quarter of a city block. A solitary bell-ringer, like Quasimodo of Victor Hugo's Notre Dame, climbed the belfry of old; in Chicago 100,000 persons may go up and down each day.

The Woman's Temple, perhaps second or third in size and usefulness among commercial structures in Chicago, stands at the southwest corner of Monroe and La Salle streets. For years the Woman's Christian Temperance Union had its headquarters near by, in the Republic Life Building. Here a sub-organization of society grew apace which has already shown its power. Here women, by holding conventions, circles, debates; by keeping restaurants, establishing hospitals, promoting prohibition politics, variously sought their own happiness and the public good. It had been supposed that women would not follow the leadership of a woman, but nothing proved to be further from the truth, and Miss Frances E. Willard of Evanston early acquired an influence over women in America that probably no man has ever attained. As we have seen the prodigious associate force and ambition of the Free Masons in their huge Masonic Temple, so we are to come upon a marvel still greater in the achievements of associated women in Chicago. As Mr. Gassette was the chief promoter of the Masonic Temple, so Mrs. Matilda B. Carse was the most indefatigable worker toward placing the Woman's Christian Temperance Union in a colossal building of its own. Her labors, after many disappointments, resulted in the organization of the Woman's Temperance Building Association, with Marshall Field and other wealthy men as heavy stockholders.

The site of this building had a remarkable structural history. As early as 1884 Mr. Field had ordered the erection of a tall building. Following the example of the Montauk, Calumet, Board of Trade, and other pioneer buildings, he filled the basement with pyramids of stone-work that would preclude business operations thereabouts. But for the pyramid under his western wall it was necessary to impinge eighteen feet upon the premises of L. Z. Leiter, a former partner, with whom Mr. Field had a party-wall contract. Long litigation ensued, during which a stockade stood around the foundations, which had already cost, it was said, \$100,000. Meanwhile, as the years went by, the Tacoma Building rose at Madison and La Salle, and the new style of steel and concrete foundations relieved its basement of the vexatious stone pyramids, and by actual test proved the needlessness of the old fashion. Thereupon, when the Woman's Association acquired this site through a lease from Mr. Field for ninety-nine years, the entire mass of stone was taken out, at great expense of time and money, and operations were begun anew. The edifice which dominates that region of the city to-day is a union of the ideas of the Masonic Temple and the Pullman Building. There are the re-entering spaces of the Pullman and the sloping upper stories of the Masonic Temple. By

some sacrifice of space in the center, at front and rear (thirty feet and eighteen feet respectively), the occupants receive additional supplies of light and air, as in the Pullman, and the Mills Building at New York. The whole building rises ten stories, and at the cornice surmounting these the three additional stories begin their sloping ascent to form the superstructure.

In the lower part of the Woman's Temple, besides sumptuous quarters for four of Chicago's largest banking institutions—the National Bank of America, the Bank of Commerce, the Bank of Montreal, and the Metropolitan National—is Willard Hall. The entrance is from Monroe Street. This beautiful room, in which symbolical fountains of water play, is lighted by windows commemorating temperance workers, and is ceiled, wainscoted, and walled with marble tablets, recording the names of those who put money in this edifice. Commercial interests and the necessity of immediate profit modified somewhat the original plans of the Temperance Union. More business gradually forced its way into the enterprise, until, instead of the Woman's Christian Temperance Temple, it is the Woman's Temple, with an option in contract whereby, for so many years, the property is open to redemption by the Union itself, in which event it may call it what it pleases, and use it as the Union sees fit. There will naturally gather in the Woman's Temple a high class of tenants. Sculptors, architects, and painters, men of genius generally, will find many encouragements where the atmosphere is so largely one of public spirit. Carl Rohl-Smith, the Danish sculptor who designed the statue of Franklin at the Electricity Building in Jackson Park, was one of the first to establish himself here. The building, of course, presents all the marvels of modern domestic construction. White marble, black iron, shining brass, green onyx, red tiling, and yellow oak combine to gratify the eye with color. Modern plumbing, mail-chutes, electric calls, gas and Edison lights, equable warmth, ventilators, hot and cold water, café, and many hundred fellow-tenants, whereby a city life and correspondence may be established within the building—these things prophesy the destruction of all old-style business buildings.—The Woman's Temple cost nearly \$1,500,000 of well-expended money, and was opened in 1892.

THE COURT HOUSE GROUP.

City and County Building.—Although the county owns many other structures—particularly the Criminal Court Building at Michigan Street and Dearborn Avenue, on the North Side, and the Cook County Hospital on Wood and Harrison streets, on the West Side—the great pile bounded by Clark, Randolph, La Salle, and Washington streets is known as the City and County Building; the county half fronts Clark Street and the city half is on La Salle Street. The two are connected by a many-storied rotunda. The people often call it all the Court House, though the name belongs properly only to the east

half, and though judges, State and Federal, hold court at the North Side building, in the Chicago Opera House, in the Post Office or Government Building, in the Detention Hospital on Wood Street, and at the County Hospital.

Architecture.—The Court House proper is a grand building. Had the dome been constructed as intended when the original plan was adopted, it would have had few superiors in architectural beauty. The great polished granite columns of the main entrance are very noticeable. The building is too near the street, however, to be seen to advantage, and the soft limestone of which it was constructed, originally white, has been turned to a dirty black by soft-coal smoke. Large sums have been spent uselessly in attempts to clean the building and give it a more attractive appearance. In the erection of the City Hall a harder and darker limestone was used, but soot and smoke have long done away with the original difference in color of the two structures.

History.—The Court House was always on this lot. It was first a wooden cottage with a ponderous porch. This was succeeded by a stone edifice, occupied jointly by city and county officials, which stood in the center of the block. The material of which it was constructed was brought from Lockport, N. Y., it not being known then that Illinois had stone of its own. First a story was added to it, then to the brown central building were added ponderous wings of white stone of the same height, making a conglomeration of masonry that had nothing attractive about it. The eastern wing, the walls of which withstood the fire of 1871, after some repairs was used a short time for public purposes. The great fire-bell on the top of the center building was found a mass of melted metal among the ruins, and was converted into the little bells that may still be seen hanging as charms on the watch-guards of anti-fire citizens.

Exterior and interior.—It is impossible to form an adequate idea of the size of the Court House. If you stand at its southwest corner and see the hurrying throng that pours in and out of the door, you are to recollect that there is a grand entrance on La Salle Street, with basement entrances; and that there are entrances again on every one of the three remaining streets—two or three openings on each thoroughfare. The enormous gatherings of employes, suitors, witnesses, lawyers, tax-payers, office-seekers, and sight-seers are daily augmented by the visitors to the public and law libraries. The corridors within the Court House are spacious, but obscure. The grandeur is the ostentation of an era now forgotten in architecture. Comfort and exclusiveness have supplanted stately ceilings, Corinthian columns, and long, elaborate, but tiring staircases. These magnificent thirty-five foot columns keep out light, give a solemn look to justice, and send men groping along the hallways. Here are but five floors where there might be ten. To heat one of these rooms comfortably requires far more than twice the ordinary amount of hot air, for the upper fifteen feet may be comfortable while habitable spaces below are still cold and draughty. The building cost \$4,400,000 and the cost of maintenance

West of the Court House.

The eye here surveys a district into which the high steel building has not yet invaded. At the left, in the distance, South Water Street may be seen rounding into Lake Street at Market Street, and at that point stood the Wigwam wherein Abraham Lincoln was nominated for President of the United States in 1860. Among the most notable of the buildings so accurately portrayed in this picture are the *Times*, *Staats-Zeitung*, Telephone, and Metropolitan.

1. The Telephone Building.

Northeast corner of Franklin and Washington streets. In this handsome home of steel, granite, and terra cotta the great monopoly beholds the expiration of some of its important patents, but relies as firmly on the public concessions which those patents brought to its use and possession. This very elegant building stands at the descent into the Washington Street tunnel, the cynosure of thousands of West Side travelers. It is 100 feet high, in 7 stories and basement, 40 feet on Washington Street, 90 on Franklin, and has 2 elevators for its employes. The granite arch and tiling at the entrance are notable. It was erected in 1888, and is occupied by the Chicago Telephone Company.

2. The Forbes Block

Was erected in 1872 at 191-197 Washington Street. It has 80 feet of front, is 100 feet deep, and is 55 feet high, with 4 stories and basement. It is a stone front of the old style, and is given over to light manufactures, publishers, printers, and manufacturers' agents.

3. The Times Building

Is at the northwest corner of Washington Street and Fifth Avenue. Before the Great Fire Fifth Avenue was called Wells Street, and still bears that name north of the river. The structure was erected by Wilber F. Storey, under the direct supervision of Franc B. Wilkie, a writer famous as "Polluto," and for his many valuable books. The history of the building is given in Wilkie's "Recollections." While it was uprearing, in 1872, the *Times* occupied a long one-story shed near the river south of Adams Street on the West Side, where the Union Passenger Station's immigrant room now stands. The *Times* Building is exceptional in its advantages of light, heat, and elevator service, which have been continuous, night and day, for twenty years. The edifice was a valuable and elegant one in its day, and its hardwood finish has given it an enduring character, though the wear and strain on the interior of a daily newspaper office are great. There are 5 stories, and the presses are in the basement; 80 feet on Washington Street, 189 feet on Fifth Avenue, 75 feet high, 2 steam passenger elevators, 36 offices, 4 stores, counting-room

of the *Times*, and offices of the daily *Freie Presse*. The editorial rooms and composing-room are on the upper floor, and many of their conveniences were for fifteen years the best in Chicago.

4. The Staats-Zeitung Building

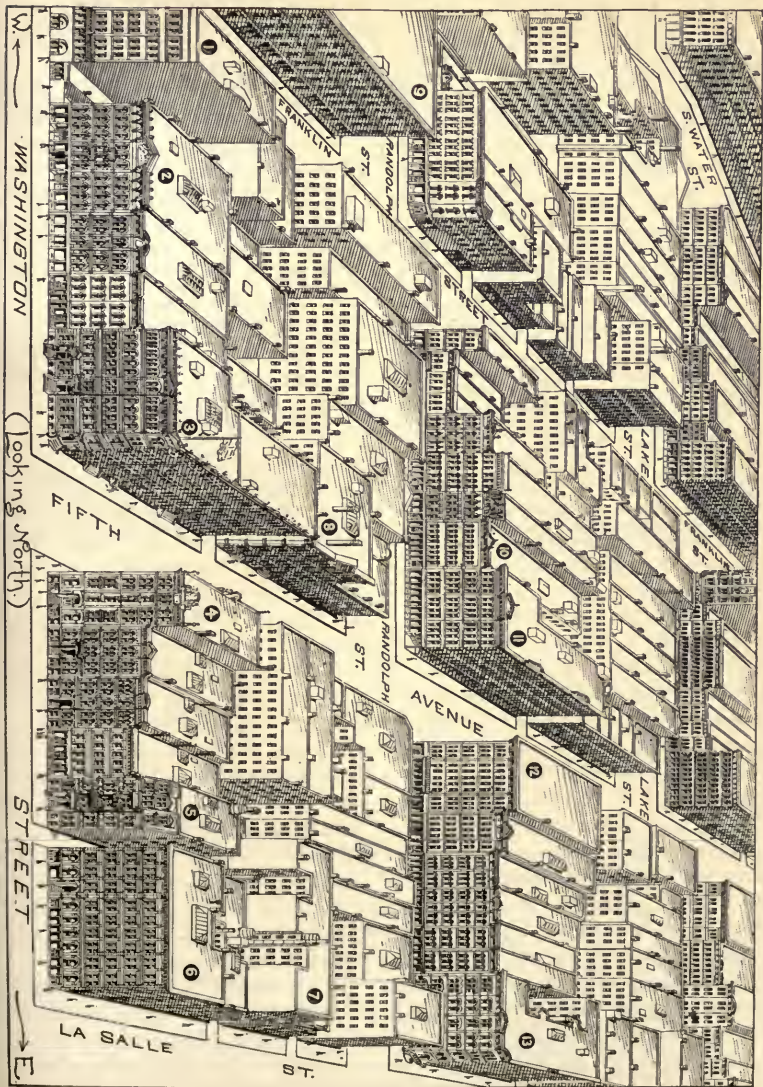
Is a prominent and tasteful structure of the old style, across from the *Times*, at the northeast corner of Washington Street and Fifth Avenue. Various statues adorn the façades, and the prosperity of the oldest German daily newspaper of the West has lent its mark to the surroundings. On Washington Street there are 40 feet; on Fifth Avenue, 110 feet. The 6 stories carry the cornice to a height of 90 feet, and the presses may be seen in the basement. There are 30 offices, with 1 elevator. The building was erected by A. C. Helsing, who, before the Great Fire, was called "Boss of Chicago," owing to his paramount political influence. The paper is now conducted by his son, Washington Helsing. The buildings just east of the *Staats-Zeitung* have long been famous as lodge-rooms and meeting-places of all kinds of societies, but particularly of workmen with political aspirations, Knights of Labor, and others.

5. The Central Bank Building,

At 155-157 Washington Street, next the alley, on the west, was rebuilt in 1872, and is shown as it was previous to its renovation in 1892, when a beautiful sculptured façade was destroyed to make light and give air. This stone façade stood alone after the Great Fire, and was then regarded as an important salvage. The same fate has befallen the building of the *Evening Journal*, on Dearborn Street. This structure is 40 feet wide, 102 feet deep, 85 feet high, 7 stories and basement, and has 50 offices. There is an elevator. Attorneys and professional men occupy the offices, with banks and financial operators on the lower floor.

6. The Merchants' Building

Stands on the valuable property at the northwest corner of La Salle and Washington streets; 100 feet square, 60 feet high, 5 stories and basement, 60 offices, 3 stores, and 2 elevators. On the top floor have long been the headquarters for spiritualists and persons interested in psychic research. Here were



the offices of the Mutual Union Telegraph while it fought its losing battle with Jay Gould. The edifice is a sumptuous stone front of the ancient era, when Chicago got its architecture, as it still gets its women's gowns, from Paris. Bankers, real-estate agents, attorneys, and Court House people generally occupy the building.

7. The Oxford Building,

No. 84-86 La Salle Street, was remodeled in 1891. Its dimensions are: Width, 43 feet; depth, 165 feet; height, 80 feet; 8 stories and basement, with 140 offices. There are 2 elevators. Old-style stone front, with modern adjuncts. The tenants here, as on La Salle Street generally, are of classes that are similar in nature—law, real estate, finance, architecture, claims, and insurance.

8. The Greenebaum Building,

At 76-82 Fifth Avenue, in its early days held the abstract offices. It is now devoted to publishers, printers, and light manufactures, but has a well-known lodge hall above. There are 4 stores and 20 offices; dimensions, 80 feet wide, 100 feet deep, 65 feet high, 4 stories and high basement. It was erected in 1872.

9. The Fitch Building,

Southwest corner of Franklin Street and Randolph was erected in 1876 for the use of the M. J. Fitch Paper Company, and cognate interests. It has 140 feet on Franklin

and 80 feet on Randolph. It is 90 feet high, with 5 stories and basement; 2 freight elevators.

10. The Bonfield Building,

At 199-203 Randolph Street, was erected in 1872 for wholesale jobbers; 4 stories, 50 feet wide, 120 feet deep, 50 feet high, and stone front.

11. The Garden City Block,

At the northwest corner of Randolph Street and Fifth Avenue, was once A. H. Revell's headquarters, and was remodeled in 1892. It is now a vast building, with 200 offices, 9 stores, and 3 elevators. Dimensions, 80 feet on Randolph, 180 on Fifth Avenue, 90 feet high, 7 stories. It is a stone front of the year 1873.

12. The Briggs House

Has a place in our chapter on "Hotels." It occupies the northeast corner of Randolph Street and Fifth Avenue, with 80 feet on the former and 140 on Fifth Avenue. It is 95 feet high, in 6 stories, and has 8 stores, 150 rooms, and 2 elevators.

13. The Metropolitan Block,

Before the Great Fire, was conspicuous as Library Hall. It is a 5-story stone front of the year 1872, at the northwest corner of Randolph and La Salle, with 200 feet on the latter street and 80 feet on Randolph. There are 2 elevators, 106 offices, and 8 stores, for brokers, agents, publishers, and small firms.

is relatively heavy. The county side has room for nineteen courts and the law library, and for the principal county officers. On the city side are the headquarters of the police, fire, and other municipal departments. On the upper floor is the aldermanic council chamber, where streets, tunnels, and franchises have been dispensed with lavish hands. This hall is perhaps the handsomest apartment in the buildings. The Public Library is on the top floor, and will be there until its new building is completed. A fine view of this edifice by moonlight may be obtained from La Salle Street.

The New Criminal Court Building, corner of Dearborn Avenue and Michigan Street, on the North Side, cost \$450,000. It is seven stories high, of steel and stone construction, and is 204 feet wide on Michigan Street. Here are the Criminal Court, the office of the State's attorney, clerk of the Criminal Court, etc. Immediately in the rear of this loftier building, but connected with it by corridors, is the jail where the anarchists were confined, and some of them executed. The low building on the Dearborn Street side of the square will soon be replaced by a new and larger one.

The Ashland Block stands opposite the Sherman House, on the northeast corner of Clark and Randolph streets. At its northern end, before the fire, were the offices of Rand, McNally & Co. and the *Chicago Tribune* (51 Clark Street). It is the work of D. H. Burnham, Director of Works of the World's Columbian Exposition, and replaces a building that was itself six stories high, with two Hale elevators. It is to be recorded of this sixteen-story structure that the work of the iron-builders was carried on at great heights through the night by the aid of electric lights. Nothing showed more strikingly the extent of the resources at the command of the modern builder than his ability to continue the labor of fitting in their place great steel beams at the dizzy height of 200 feet from the ground, at midnight, with as much safety and rapidity as at midday. Seven elevators supply the building, and two more may be added. Great efforts have been made to attract the admiration of the beholder by marble, mosaics, and enameled tiles. There are two spacious entrances. An automatic steam-governor barometer enables the tenant to regulate the temperature as he may desire. Half the basement is occupied by an oyster-house, the other half is filled with the tanks and pumps of the elevators, the dynamos, and the boilers. On the first floor are shops and the buffet (Randolph Street). The second story contains the Hibernian Bank. The floors above are divided into office-rooms, not large, but provided with every convenience, secure from fire, and scrupulously clean. The use of Bower-Barff iron, which contrasts so directly with white marble, has been carried to generous lengths in the Ashland Block, and the visitor would do well to examine an invention which has given us what so much resembles wrought-iron in appearance.

The **Schiller Theater Building** stands just east of the Ashland Block, on the same side of Randolph Street. It is an imposing structure of gray stone, built by the German Opera House Company, and cost \$750,000. Its appearance is unique in Chicago, and it should be seen, as it is nearly a tower. By building narrowly at the top the architect has done away with a court and secured outside air and light so long as other sky-scrapers remain unbuild. There are six elevators, so arranged that it is not considered possible that all will break at once. Drinking-fountains are to be found on every floor. The society's club-rooms are on the twelfth and thirteenth floors.

The **Kedzie Building**, 120-124 Randolph Street, stands opposite the Ashland Block, and was erected in 1892 by E. R. Krause, architect. It is nine stories high, with basement; has two elevators, and is finished in the light-colored Roman terra cotta, with the bay-windows that are always so attractive to tenants. Professional men will occupy the building.

The **Title and Trust Building**, sixteen stories high, at 98-102 Washington Street, on the south side, near Clark Street, is one of the new sky-scrapers which is not on a corner. Here the visitor may, by looking through the windows, see the elevators rising to the topmost story. An artesian well on the premises furnishes water for the elevators, etc. The reader unacquainted with the most serious misfortune which ever befell Cook County may be interested in knowing that all land records were burned in the Great Fire, but three firms of abstract-makers having saved enough of their documents to show a claim to any government title down to 1871. The abstract books which before the fire had been a convenience were a necessity after it, being the only records of conveyances, incumbrances, and wills. They were made prima facie evidence in court, and of course their owners derived an immense income from them, since all property-owners had to resort to them. Finally a company was formed which secured the control of these books, and insures, for a certain sum, the soundness of all titles passed on favorably by it. The company formed to do this business erected this commanding structure.

The **Chicago Opera House** was the first theater to occupy a brick and steel building. It stands at the southwest corner of Clark and Washington streets. Here David Henderson, a journalist, one of the founders of the Chicago *Herald*, has made some of the most profitable runs of summer spectacles ever known. The building is ten stories high, and is always crowded with tenants. Here were the offices of the Auditorium Association, and here are the chambers of the Appellate Court. Many prominent lawyers find it convenient to occupy rooms in the Opera House Block.

The **Chamber of Commerce** was once a beautiful temple, in which the Board of Trade held its sessions, at the southeast corner of Washington and La Salle streets. There stood here, also, the Second Baptist Church, which, now removed, may be seen at the corner of Morgan and Monroe streets on the West

Side. The temple had in its porch four magnificent columns, the pride of the Chicago renaissance, so to speak, of 1872. Those columns are all that remain. The building was deserted by the Board of Trade, which moved to Jackson Street, and those firms which did business on 'Change followed. For a time the owners were at a loss to know what to do with the building. The site was admirable, being near the Court House, and having streets or alleys on all sides; but how to deal with its solid walls, which almost defied demolition, was a problem. Finally the owners, Hannah, Lay & Co., put the matter in the hands of Harris W. Huehl, the architect. The walls were raised on screws; a steel and concrete foundation was made; the steel cage was carried down within the walls, and thus there rose another of those remarkable towers that are now attracting universal attention. The quadrilateral interior of this building presents, next to the rotunda of the Masonic Temple, the most striking view to be found in any of the great Chicago edifices. Balconies surround the court on each story, and brass and mosaic ornamentations are used with fine effect. The view from above is impressive. Vast quantities of white Italian marble have been used in the Chamber of Commerce, the effect of which is enhanced by the flood of interior light admitted by a skylight no less than 35 feet wide and 108 feet long. The cantilever principle has been used to obviate the need of posts under the balconies, and they thus present a novel appearance from below. The building cost over \$1,000,000, the price of the land being \$650,000. It has converted an almost worthless property into a principality, as it were, and daily empties so many people on the sidewalk that it has been proposed to remove the great columns, sole remnants of a pauperous but glorious architecture. The Chamber of Commerce Building, so called, is a tall box, all its grandeur being found within, like the mold of a statue.

The **Stock Exchange Building** will replace the present block on the southwest corner of La Salle and Washington streets. The details of the plan were concluded in January, 1893. The new building will have thirteen stories, the hall of the Stock Exchange occupying three of them. These stories will be faced with granite, while for the other ten the steel frame will be sheathed with terra cotta. Cost, half a million. On this site an ancient hotel known as the Washington stood before the fire, with private residences near by.

The **Chicago Herald Building**, on the south side of Washington Street, between La Salle Street and Fifth Avenue, was the sensation of the hour when first thrown open to the public. Receptions were given to the Board of Trade, the printers, the clubs, the clergy, and the professions generally, and all who went agreed that they never had seen or read of a newspaper-office which compared with it. That which interests the public most in such an establishment is to see the presses running. Those belonging to the *Herald*, instead of being out of sight, as is generally the case, can be looked at with as little inconvenience as the engines at the Waterworks. The counting-room

is very handsome, its festooned lights adding to the attractiveness of its arched ceilings and walls. These doors were never to be locked and the elevators were never to cease running. At all hours of the day the tenants might enjoy all the advantages of business hours down-town. The type-setters have conveniences that would have astonished, as they would have delighted, Ben Franklin. Elevators, electric lights, electric calls, compound numbering-slugs, cabinets, type-sinks, emptying-galleys, closets, reading-room, lunch-room, coat-lockers, stereotyping-room, proof-library, and foreman's office are among them. In the room of J. W. Scott, the publisher, ante-room, bath-room, buffet, lavatory, and sleeping accommodations make the place a temporary home, if necessity should require it. The walls are covered with *papier-maché* matrices of the *Herald's* pages. A call-tube operates with ten connections. Indeed a true sense of end-of-the-century luxury can best be obtained by a trip through this building, erected no less for convenience than advertisement; for newspapers, the most public enterprises, advertise the most.

The Tacoma Building stands at the northeast corner of La Salle and Madison Streets. This huge office block was the first of the notable buildings to abandon the thick outer walls of former days. It was also the first to include bay-windows, thus relieving the monotony of its façades. On a hot afternoon, when the awnings of this building are all down, a striking sight is presented. The Tacoma probably offers one of the best examples of modern economy in building to be found in the business world. The dimensions of the lot were so small that center walls, formed like a cross, were deemed necessary; yet the very restrictions imposed on the architect enabled him to give to elevators and to tenants an unusual allowance of air and light. A chief of elevators has always stood on duty at the elevator-cars, directing passengers and commanding the ascensions.

The Young Men's Christian Association Building is on La Salle Street, on the east side, at Arcade Court, which is an alley running between Madison and Monroe streets. There are eight elevators—a certain measure of the great size of the building. The bowling-alley is in the basement. The natatorium is on the first story, where a tank seventy-one feet long and twenty-two feet wide is overlooked by a gallery for visitors. The swimmers pass through a shower-bath before reaching the tank. There is also a place on this floor where wheelmen may lock up their bicycles. The lecture-room is on the second floor; on the third floor is the library; on the fourth and fifth, the gymnasium and many baths; on the sixth, a running-track and laboratories for physical studies, as well as the kitchens and educational rooms; from the seventh to eleventh, inclusive, offices to be rented, and on the top floor a hand-ball court under a skylight. There is a special elevator to the gymnasium. This property is worth \$1,500,000, and the First National Bank placed bonds for \$400,000. Twice, on this site, Farwell Hall was burnt out,

and the last building was torn down. Here, on Arcade Court, Nilsson made her first appearance in Chicago, Horace Greeley lectured, Moody began his remarkable career, P. P. Bliss sang his first songs, Thomas first led his orchestra in the West, the Beethoven Society rendered the "Mass in C," and Chicago's philanthropic life began. Here, at last, is a steel structure which must prove a very profitable investment, and all the profits will be used for the furtherance of morality, health, and comfort among young men.

The Security Deposit Company's Building, of fourteen stories, at the southeast corner of Madison Street and Fifth Avenue, has lately been completed. Four elevators are used in the building, one of them running until 10 o'clock P. M. There are closets, vaults, and steel boxes on every floor, electric calls in each room, and all other modern devices, including an attendant's office, where packages, messages, etc., are received to be delivered to the tenants of the building.

The Columbus Memorial Building, at the southeast corner of State and Washington streets, is a fourteen-story structure of distinct architectural claims to notice. It is a corner where publishers, dentists, and doctors have made their fortunes, and they will not desert it now that it has grown so majestic. Here the Encyclopedia Britannica and Hill's Manual were issued to the Western public, and here, perhaps, the subscription-book business, under Moses Warren, saw its earliest Chicago day. The object of the architect has been to erect a Columbian monument, and Spanish ornaments of the sixteenth century are freely used. The front, for two stories, is hand-wrought of solid statuary bronze, and wall-pictures of Venetian mosaic, about sixteen feet long, adorn the stores and commemorate the landing of Columbus. A bronze statue of Columbus by Ezekiel, an American artist at Rome, stands over the portal, and the vestibule is a rich showing of bronze. This building gains in symmetry by bays starting on the third story at five points on the two façades and continuing to the cornice at the twelfth story. Here a handsomely designed roof, with cupola, gables, and fresco and relief embellishments, crowns the work, contributing to the many beauties of Chicago's architecture. For the doctors and dentists who will cling to this corner there will be a free medical library and a reading-room on the fourteenth floor. This building was prominent in 1892 as the grand-stand during the civic parade. It is proposed to expend \$175,000 on the decoration of the two stores, and the globe on the roof will be of opalescent glass, lighted from within by a powerful electric lamp, and showing on its surface a map of the world.

The New Marshall Field & Co. Building, northwest corner of Washington Street and Wabash Avenue, should be visited. The five upper floors of the nine stories, all finished in white marble, are for public rental. Closets, hot and cold water, concealed pipes, absence of boilers, and elegant sycamore wood-work are points for the consideration of architects.

From Randolph Street, Looking South on La Salle.

The view which here meets the eye covers some of the most remarkable buildings in Chicago, including the great old-style structure commonly called the Court House, and such steel edifices as the Chamber of Commerce, Tacoma, Teutonic, Herald, Title & Trust, and Chicago Opera House. At the time of the Great Fire there were residences along Madison Street west of La Salle, and private houses had been gone but a few years from the west side of La Salle, opposite the Court House. Randolph Street, in 1871, was the most brilliant thoroughfare of the city after dark.

1. The City and County Buildings

Are generally described on another page. The architect intended that a dome should rise in the center of the plan, and the abandonment of his ideas has disturbed the effect of the edifice. Nevertheless, the "Court House," as the block is called, is impressive in appearance. It occupies the original court-house square, bounded by Washington, La Salle, Randolph, and Clark streets, and is 337 feet long on La Salle and Clark by 214 feet wide on Washington and Randolph. It is no less than 120 feet high, in but 4 stories and basement, and has 14 passenger elevators, which are nearly always well filled. The county side is on Clark Street, and the exterior is built of local limestone, which has disintegrated in places. On the La Salle, or city side, the material is Bedford stone and granite, more durable substances. Many blocks of the limestone have fallen from the Clark Street front, owing to the action of frost. On that side are various local courts, the law library, and county offices. The La Salle Street building contains the headquarters of the mayor, police, fire department, and other city service. The handsome Council Chamber is on the upper floor. The Public Library is on the same floor, pending the completion of its own building. This colossal pile was erected in the years between 1878 and 1885. Many political scandals and some litigation attended its construction.

2. The Lafayette Building

Is a handsome old-style structure at the southwest corner of Randolph and La Salle streets, with the following dimensions: On La Salle, 100 feet; on Randolph, 40 feet; height, 70 feet, in 6 stories and basement; 2 elevators. There are 35 offices, with about 225 occupants, who are bankers, steamship agents, real-estate agents, editors, architects, and attorneys. The building, which dates from 1872, was renovated in 1890.

3. The Teutonic Building,

At the southeast corner of Washington Street and Fifth Avenue, is one of the newest of the notable high buildings of Chicago,

and has a place in another chapter. Its frontages are 80 feet on Washington Street and 67 feet on Fifth Avenue. It is 130 feet high in 10 stories and basement, being but 10 feet higher than the 5 stories of the Court House. It has 4 stores, 125 offices, and 3 passenger elevators. Its exterior is of brick and terra cotta. Its interior is of steel and fire-proof tile. It is occupied by real-estate and investment brokers, attorneys, and others. It was erected in 1892-93.

4. The Evening Post Building,

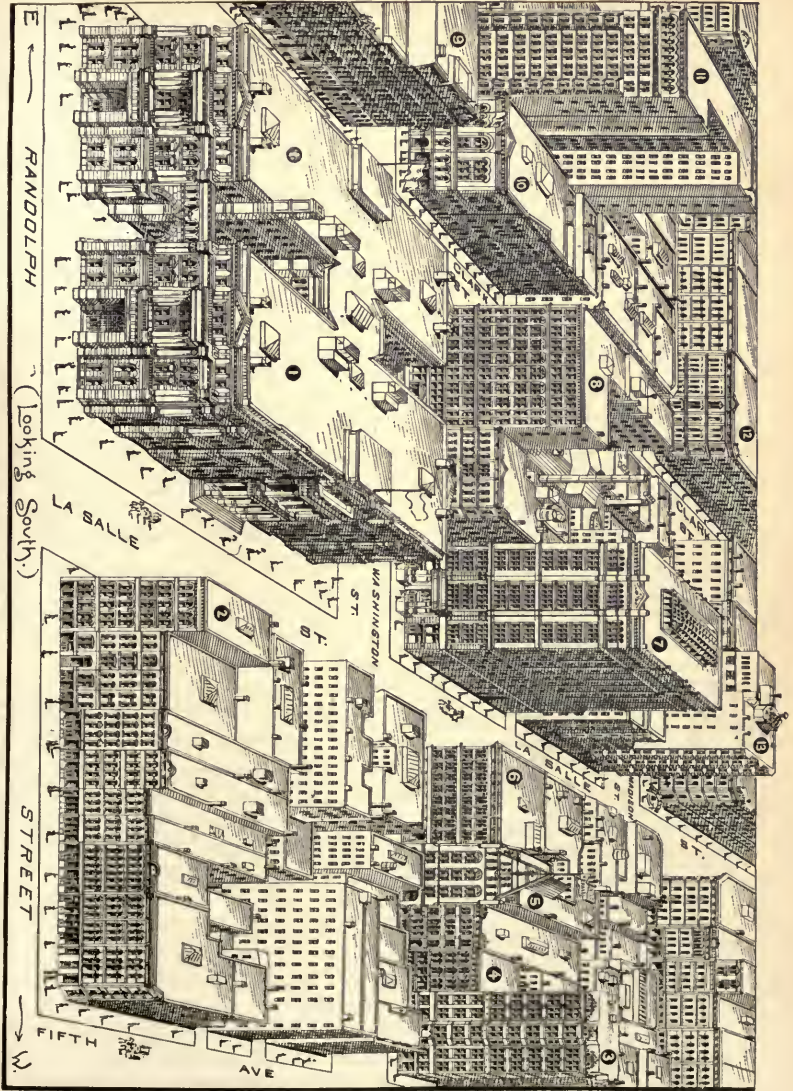
At 164-166 Washington Street, next east of the Teutonic, was erected in 1872, but was rebuilt in 1891. It is 40 feet wide, 181 feet deep, and 65 feet high, in 5 stories and basement; cut-stone front. Beside furnishing a home to the *Evening Post*, the building has 35 offices and 2 passenger elevators. The latter are approached from a handsome counting-room, making an attractive interior scene.

5. The Herald Building,

At 154-158 Washington Street, is faithfully shown, its gabled front rendering it conspicuous. It is 61 feet wide, 181 feet deep, and 124 feet high, in 7 stories and basement. The construction is of steel, granite, brick, tile, and terra cotta, and the newspaper establishment which it shelters is described elsewhere. The scene on entering the counting-room is beautiful. Erected in 1891.

6. The Union Building,

At the southwest corner of Washington and La Salle streets, gives way to the Stock Exchange, a sky-scraper of steel described in the chapter on "Notable High Buildings." The old structure is historical as the telegraph headquarters of the West. Here all the news of the Associated Press and all the private dispatches of the Western Union were received. The old building, which was erected in 1872, was 80 feet square and 90 feet high, with 4 stories and a high basement, in which was the telegraph office. Upstairs were the Atlas and International banks.



7. The Chamber of Commerce Building,

At the southeast corner of Washington and La Salle streets, has an extended description elsewhere. It is 185 feet long on La Salle and 95 feet wide on Washington, 190 feet high, in 13 stories and basement, and has 8 passenger elevators, that carry 30,000 people in 10 hours. The 600 offices of this structure are occupied by professional men of all kinds, and some great financial institutions here have their Western offices—among them the Equitable Life Assurance Association of New York. There are 4,100 electric lamps, miles of bronze railing, acres of tiling and mosaic, and 3,300 tons of steel in the edifice, which is one of the principal high steel buildings of the city, and a sight to be seen. It was erected in 1890, at a cost of over \$1,000,000.

8. The Chicago Opera House Block

Is to be seen at the southwest corner of Clark and Washington streets. It was one of the first of the buildings erected on the joint-stock plan, and the success of its promoters led to the erection of the Auditorium. It fronts 187 feet on Clark and 107 feet on Washington, the regular theater entrance, with its handsome canopy, opening on the latter thoroughfare, and presenting a fine illumination at night. The 10 stories are 130 feet high, and the unrelieved brick exterior gives to the edifice a plain appearance. Its 240 offices and 12 stores and its theater are among the most popular places in the city, and its 4 elevators are constantly run at their full capacity. The main entrance of the office building is on Clark Street. Lawyers and professional men crowd the premises. The Appellate Court sits here. Erected in 1885.

9. The Reaper Block

Is an imposing Parisian pile of the old style, with Mansard and stone front, at the northeast corner of Clark and Washington streets, fronting 90 feet on Clark and 75 feet on Washington, 6 stories high, or 65 feet, with basement, 6 stores, 80 offices, and 1 elevator. It was erected in 1873, and is occupied by a desirable class of tenants, on account of its nearness to the courts.

10. The Methodist Church Block,

At the southeast corner of Clark and Washington streets, is the last remaining ecclesiastical reminder of these corners, for 3

churches with steeples once stood in a row on the sites of the Chamber of Commerce, the Chicago Opera House, and this block. The congregation still owns this property, and in the large auditorium of the building holds regular religious services. The building is in the stone-front style of 1872, 130 feet on Clark, 80 feet on Washington, 55 feet high; 4 stories and basement, with 7 stores, 16 offices, and a hall, with stage, gallery, organ, etc., seating 1,000 people.

11. The Title & Trust Building,

At Nos. 98-102 Washington Street, is described among our notable high buildings. It is 16 stories high, on a lot 80 feet wide by 165 feet deep. It has 425 offices and 7 passenger elevators. It was erected in 1892, at a cost of \$600,000, and is occupied by real-estate and loan agents, attorneys, and architects. The Phenix Insurance Company is also a tenant. This edifice is one of the few skyscrapers that have been erected on interior lots in the heart of the city.

12. The Willoughby, Hill & Co. Building,

At the southeast corner of Madison and Clark streets, occupies a lot that for about 30 years has been considered very valuable, though constantly increasing in its appraisal. In 1872 the Government, then in search of a site for the Post Office, withdrew from offering \$2,500 a front foot. The present 4-story stone front was built in 1872, and has been remodeled, but it remains ancient and ill-suited to the realty on which it stands. The lot is 100 feet wide on Clark and 90 feet deep on Madison, giving to the clothiers and restaurateurs who occupy it a valuable advantage over two competitors who surround but do not reach two of the other corners.

13. The Tacoma Building

Is a remarkable steel structure at the northeast corner of La Salle and Madison streets, with frontages of 101 feet on Madison and 80 on La Salle. Its 13 stories are 165 feet high, and it has 4 stores and 156 suites of offices. Its 5 passenger elevators are under the charge of a chief, and carry 8,000 persons daily. It was erected in 1888, at a cost of \$500,000, and is occupied by lawyers, real-estate operators, and insurance agencies. It was the first building to discard heavy outer walls, and has a place in our chapter on "Notable High Buildings."

The Central Union Block, on the north side of Madison Street at the bridge, is the daily working place of 1,900 persons, and even in former days was a hive of industry. There are four elevators, and the property is in every way a credit to its owner and the city.

The Calumet Building stands at 187-191 La Salle Street, near Adams, on the east side. It was one of the earliest sky-scrapers—probably second—and was erected in 1883. Its foundations were so large that they drew crowds to view them, furnishing a free and popular entertainment. Here the Hale Elevator Company has its general offices.

The Lees Building, at 147-153 Fifth Avenue, stands just south of the Security Deposit. It is twelve stories high, cost \$350,000, has three elevators, was erected in 1892, and is intended for wholesale jobbers.

The Montauk Building, at 115 Monroe Street, ten stories high, was the pioneer of the class of buildings which has formed the subject of this chapter. It has resisted two hot fires on its western wall. Here Burnham & Root, the architects, had their offices while they built the Rookery.

The Telephone Building, at the northeast corner of Washington and Franklin streets, at the mouth of the tunnel, is a fine structure, and has two elevators for its seven stories. It serves for the general city offices of the most successful monopoly and patent invention of modern times.

The Teutonic Building, at the southeast corner of Washington Street and Fifth Avenue, is one of the latest of the tall buildings. It has thirteen stories and basement, and three elevators. It was erected late in 1892, on the extreme northwest corner of the district of huge steel structures.

THE BOARD OF TRADE GROUP.

The Board of Trade Building was opened in June, 1885. It stands at the head of La Salle Street on Jackson. Its erection was the signal for a southern hegira of business men and a rise of Jackson Street values that made many fortunes, and introduced the tall-building era of 1884. This structure would look far larger than it does if it had a greater perspective, or if it were not surrounded with ten-story buildings. Its trading-hall has been made with a view to light, air, and beauty. Its wonderful display of green and variegated pillars, its colored skylights, its crowds of shouting men, its army of telegraph-operators and settling-clerks, its gallery of spectators, always present, make it a point of especial interest, and the visitor must not miss it. In going to the Elevated road, little time will be lost by a diversion at Jackson Street. Here in these pits, which you will plainly see—their object being to let many bidders in a group be visible to the buyer at once—such operators as Jack Cudahy, B. P. Hutchinson, and Edward Partridge have lost and won the largest stakes ever played for, and here, in June, 1887, the price of wheat fell,

in a moment, 20 cents a bushel, breaking a bank at Cincinnati, and sending a prominent citizen to the Ohio Penitentiary. Here, in the winter of 1886, while the traders were creating their usual bedlam, a man-hole cover outside rose in the air, came through one of those vast Jackson Street windows, and rained dangerous pieces of glass into the wheat-pit. Over the Board of Trade a tower rises 323 feet above the pavement, surmounted by a wind-vane in the shape of a ship—small as it looks, it is nine feet long—the symbol of commerce, one of the main causes of Chicago's prosperity. The first of our modern town-clocks was established in this tower. It strikes on a bell weighing 4,500 pounds. There are about 2,000 members of the Board of Trade, and their tickets are transferable to eligible applicants. This gives membership a value which has sometimes been quoted as high as \$3,500. This exchange has for thirty years been the leading cereal mart of the world, and prices, except at moments of an unsuccessful forestalling or "corner," such as that of James R. Keene, years ago, have always been fixed with the Chicago quotation as a basis. In the pits of this board as many as 7,000,000 swine have been bought in one year. Two hundred millions have been here paid for live stock in a year. Two hundred million bushels of cereals have been actually delivered, and 2,325,000,000 feet of lumber; and it is this mass of business, transacted within short hours, that develops the haste and excitement which for forty years have belonged to the market.

The Rialto Building, south of the Board of Trade, with Van Buren Street in front and Sherman Street and Pacific Avenue flanking it, was given a Venetian title because of the bridge which connects it with the wheat-pit; but it might with more propriety have been named the Bridge of Sighs. Fourteen hundred people do business here, and the five elevators are often crowded. The Drainage Commission, a taxing body, with power to expend millions for a drainage canal, has offices here. Here Jaek Cudahy, one of the chief grain speculators of the country, does business. The rooms in the Rialto—in fact, in the high buildings everywhere adjoining the Board of Trade—are the coolest to be found in Chicago during uncommon heat outside, for doubtless there are more square yards of brick and stone gathered together here than can be found anywhere else in an equal area outside of Egypt.

The Counselman, Gaff, Mallers, and Royal Insurance buildings form a composite mass of ten-story brick and steel construction, and were erected at the time (in 1884) when the Board of Trade, the Home, and the Rookery were under way. It may be imagined how many bags of cement were shaken in the air, how many men fell, and how little the head of La Salle Street was given to travel. The first three of these edifices occupy very small lots. The Royal Insurance is a magnificent pile, where the visitor may see another of those quadrilaterals with rising balconies that rival the seven galleries of La Scala at Milan. Here, as at the Chamber of Commerce, would be the place

for Verdi's Manzoni mass; here the glees and roundelays of olden times would bring applause from the upper galleries. Think of "spo'uting" "Richard III." to twelve galleries of gods!

The **Chicago, Burlington & Quincy Railroad Company** occupies a fine building at the northeast corner of Adams and Franklin streets, whose quadrilateral of balconies, while not so striking as the others, has been much and justly admired. These devices secure abundant light, air, and ventilation, removing many of the objections to open courts.

The **Brother Jonathan Building**, at Jackson and Sherman streets, is convenient for grain-dealers, and runs two elevators, carrying 4,000 people each day. Its six stories are constructed wholly of brick, stone, and steel.

The **Phenix Building**, fronting on Jackson and Clark streets and Pacific Avenue, is a thirteen-story structure of great beauty and value, which was bought in 1892 by the Western Union Telegraph Company, and this transaction was probably one of the last that Jay Gould ever approved, as he died soon afterward. The Phenix is first remarkable for its early use of white marble ceilings and wall surfaces in its vestibule and staircases and for the skill and taste displayed by its builders in harmonizing colors. In the street, for instance, before a red-granite wall, the iron and glass transparent sidewalk has red framework. The Bower-Barff iron was displayed here very early, if not first. The Phenix has been occupied by a high class of tenants—agents of rich firms, or heads of great manufacturing houses. The visitor should examine the profusion of tiles used in its construction and the small likelihood of fire from the inside. The Postal Telegraph was occupying the basement when the Western Union bought the building.

The **Rookery**, designed by the late John W. Root, of Burnham & Root, stands at the southeast corner of La Salle and Adams streets. Here, before and after the fire, was a water-tank or reservoir. The city moved on the lot with its own offices, and the Public Library occupied the circular tank. In another room were the tables of the night reporters for the daily press. Somebody in this latter room called the place the rookery because of its dilapidation. The name became popular and was adopted when the handsomest building of the times was erected on its site. The designer of this superb structure, by this triumph, even more than by his outline of the World's Fair, supported his claim to merit; for, though the box-like architecture of the Chicago "tall building" is here discarded, there is not the sacrifice of one foot of valuable space. Beautifully rounded lines convey all needed effects of exterior elegance. The Rookery cost \$1,500,000, and stands on what is still public domain, under long lease. It is in reality a hollow square, but its lower floor is entirely covered, thus cutting away the upward vista—a feature of the Masonic Temple, the Royal Insurance, the Chamber of Commerce, and the C., B. & Q. Building. But its lower floor, nevertheless, must be inspected, as it offers many sugges-

tions of its author's originality. On a mosaic pavement, after passing walls of Carrara marble, the visitor stands before a staircase, and around him is a miniature city of shops and booths. Here he has a veritable arcade for bad weather, with news-stand, barber-shop, telegraph-offices, and café. All the stores open into this quadrangular court, and three systems of elevators start from this floor, here being first adopted the "through elevator," which makes no stop at lower stories. Two letter-carriers are constantly employed in attending to the mail of this building, which contains 600 rooms. Burnham & Root established their own offices on the upper floor, and founded their financial reputation on the instant success of the joint-stock company which promoted the construction of the building. In the year 1884, when it was erected, the cyclopean style of architecture was still predominant, and the early stories, in syenitic granite, are examples of enduring solidity. The walls are deep all the way up, eleven stories, for it had not then been learned that steel construction is not only less cumbrous, but perfectly safe.

Rand, McNally & Co.'s Building acquired special prominence among cosmopolitans because of the World's Fair Commission, which here carried on the operations of administration and advertisement. The Director-General's office was at Room 410; Major Handy was at 414. All the fourth and fifth floors were occupied by Fair officials, and here the \$18,000,000 were disbursed. But the reader may also be curious to see where this guide was published, and whence the Rialto Series, the Globe Library, Marah Ellis Ryan's tales, the well-known Rand-McNally globes and atlases, the railway guides and pocket maps are issued. Here in this steel building, the first that ever stood free of brick walls, is one of the largest printing plants in the world, and the greatest of railway-ticket and time-table manufactories. The building is ten stories high and incloses a large court. In the press-room this court is entirely surrounded with machines, a distance of 630 feet; the map floor is as large, and the compositors, many of whom are stockholders in the company, occupy ample and roomy quarters, among the very best in the city.

This building stands near the southwest corner of Adams and La Salle streets, at 160 to 174 Adams, with a frontage of 150 feet on the latter and a like frontage on Quincy Street, the depth being 166 feet. The reader should visit the counting-room, where he will behold the simple and democratic manner in which the enormous business of a large and noted house is carried on. The skylight under which the heads of departments work is at the bottom of the court, and gives remarkably pleasant effects of light. This guide covers most of the particulars in connection with Chicago's many notable structures. In proceeding by easy stages with such a task, it will not be out of place here to describe, with some care, the precise means which are taken to make a first-class edifice safe against fire and decay. The Rand-McNally Building may be

considered an exemplary product of modern architecture, and the plan of its erection will be faithfully followed.

The steel cage, which is really the building, is protected against other buildings on the east and on the west by a wall of sewer brick, 44 inches thick in the lower stories; in the west there is no opening whatever; in the east there is an opening, but into the court of an adjoining building. The foundations for these walls, 23 feet wide, are made of I-beams and T-rail crossed and imbedded in Portland cement. The steel columns that support the floors are square and hollow, painted, and incased in hard-burned hollow tile, afterward plastered, the air circulating inside. These columns support girders of steel, covered with hard-burned hollow tile, and supporting beams of steel. The latter are well-stayed with tie-rods, and columns, girders, and beams are hot-riveted together in one complete and integral framework, ten stories and basement. The front and rear columns, those that bound Adams and Quiney streets, are covered with hollow terra cotta. The insides of these exterior columns are covered with hollow hard tile, and all lintels are backed up with hollow brick.

Between all the beams of the floors are concave arches of hollow tile, covering the tie-rods between the beams, and resting on hollow skew-backs or supports; and these skew-backs not only shield the beams, but leave an air-passage. On the tile arch thus formed between the beams is laid two inches of cement, and on this cement is placed a hardwood floor not an inch thick. Across the arches which thus appear in the ceiling, by means of T-irons set in the skew-backs, rough slabs of tile are hung across, making a flat ceiling, and leaving large air-spaces in each arch and between each pair of beams. There is no wooden lathing in any portion of the building.

All interior partitions are of fire-proof tile. The windows of the upper five stories have no inside wood-trim, the plaster extending to the window-frames. All stairways are iron. The basement floor is laid with thick squares of vitrified tile. All water-closet floors are marble, with stone wall-slabs; there is no wood here except for seats and doors. All type-stands and racks, "furniture," and imposing-stone frames are of iron, with tin for boxes. All presses stand on zinc. Four standpipes with iron ladders are attached to each street-front. There are electric signals to be turned in from sixteen stations, with reports from each every half-hour all night to the District Telegraph office; and there are two fire-pumps which connect with the street-main. Heat is by steam, with light by gas and electricity. A large water-tank on the roof is inclosed in a pent-house of vitrified tile, and signal-boxes for fire-alarm are placed on every floor. The sidewalk is stone, and the boilers are under Quiney Street, separated from the basement by tile partitions. Rolling steel shutters protect exposed windows in the east wall. The interior court is faced with white enameled brick. The building has four entrances and several elevators.

With such facilities for cleanliness and security and the reduced chances of

Looking South from Lake Street.

The scene presented on the opposite page includes some very prominent structures, which are delineated and described in another picture covering a portion of the same locality. The conspicuous buildings, going southward by cross-streets, are the Tremont House, on Lake; the Ashland Block, Schiller Theater, and Masonic Temple, on Randolph; the Unity, half-way to Washington, on Dearborn; the Title & Trust, Columbus Memorial (not fully shown), Venetian, and new Field, on Washington. Two of the buildings—the Tremont and the old Marshall Field, retail—are fine examples of the rich and handsome Parisian architecture which was displaced by the Age of Steel. Although not the very largest of Chicago's principal structures, these buildings, in many of their details and in general plan, are among the finest in the city, as well as the best known to the public. The designs are as varied as the objects for which they were erected, and, it may be added, harmonize with the surroundings of this imposing neighborhood.

1. The Tremont House

Fronts 200 feet on both Lake and Dearborn streets, at the southeast corner. This historic inn is treated in our chapter on "Hotels." The building is 100 feet high, a stone front, and its 6 stories are capped with ornate pavilions, giving an air of splendor that the Newer Chicago is totally denied. There are 8 stores and 250 rooms. The hotel office is on the main floor, and 2 passenger elevators are at the service of the guests. There are 200 employes. Theatrical and commercial people frequent the Tremont, and many families reside there. Tremont houses were built in 1840, 1850, 1853, and 1872. One of the old Tremont houses was among the first brick buildings to be raised to a higher street grade.

2. The Dickey Building

Fronts 200 feet on Dearborn and 75 feet on Lake Street, at the southwest corner. Here, in the upper story, the Chicago Public Library had its home before it removed to the City Hall. The building is an old-style stone front, 60 feet high, with 5 stories and basement, 12 stores, 30 offices, and 1 passenger elevator. It is occupied by the Northwestern University Law School, the Illinois College of Pharmacy, and the Irish-American Club. (See "Clubs.") It was erected in 1873.

3. The Greisheimer Building

Fronts 80 feet on Clark and 100 feet on Lake Street, at the southeast corner. It is an old-style 5-story structure of 1873, 80 feet high, but its lower windows present a brilliant appearance at night. The upper rooms are tenanted by publishers, printers, binders, and manufacturers' agents.

4. The Real Estate Board Building

Fronts 70 feet on Dearborn and 100 feet on Randolph Street, at the northeast corner. It was completely remodeled in 1880, heightened to 8 stories, and its interior made to meet modern requirements, and to present a striking appearance. There are 6 stores, 140 offices, and 2 elevators. About 200 people occupy the premises. The walls are built of artificial stone, brick, and steel, 85 feet high. The Real Estate Board, financial corporations, real-estate dealers, and insurance agents are the tenants. Cost, \$200,000.

5. The Bay State Building

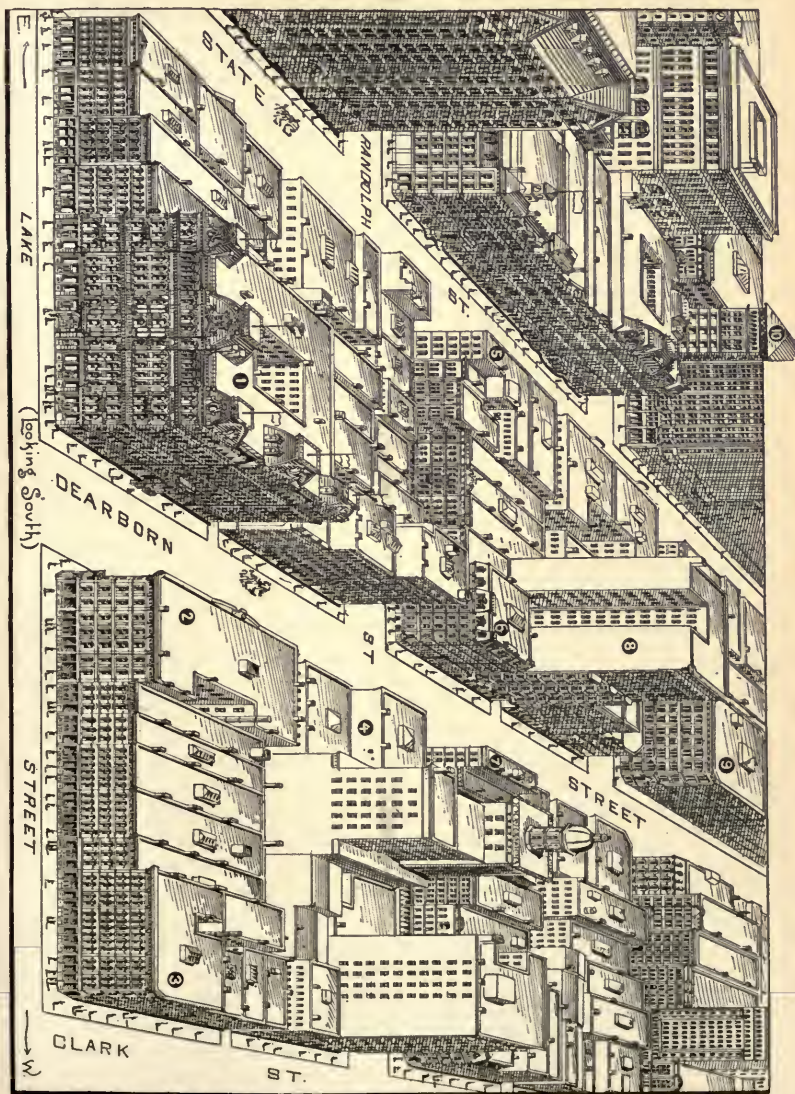
Fronts 106 feet on State and 85 on Randolph Street, at the southwest corner. In 1888 the old-style building of 1873 was completely remodeled, enlarged, and transformed into fashionable offices for doctors and other professional men, who may be found here in unusual numbers. Much white marble was used in the interior. There are 6 stores, 110 offices, and 2 passenger elevators. The building is now 6 stories, 78 feet in height, with a well-lighted front.

6. The McCormick Block

Fronts 120 feet on Randolph and 100 feet on Dearborn Street, at the southeast corner, and is a 6-story, Mansard roof, stone-front building of the ancient style. It is 75 feet high, with 5 stores, 100 offices, and 1 elevator. The tenants are attorneys, real-estate dealers, and manufacturers' agents. Erected in 1873.

7. The Rawson Building

Fronts only 20 feet on Randolph and 100 feet on Dearborn Street, at the southwest corner. Its 7 stories are 65 feet high. There



are 3 stores, 12 suites of offices, and 1 passenger elevator. It is a stone front of the old style, although erected as late as 1887, and is occupied by doctors, dentists, real-estate dealers, and insurance agents.

8. The Unity Building,

At 75-81 Dearborn Street, is described in our chapter on "Notable High Buildings." Having a frontage of 80 feet, and a depth of 150 feet, it rises to a height of 210 feet, with 16 stories and basement. Its corridors are paved with tile and ceiled with white marble, and its structure was conceived wholly with regard to economy and security from fire. Six elevators carry 6,000 people daily, and are usually crowded uncomfortably. There are over 800 occupants, covering all manner of professions and vocations. Cleveland's Western headquarters were here in 1892. Erected in 1892, at a cost of \$600,000.

9. The Portland Block

Fronts 75 feet on Dearborn and 100 feet on Washington Street, at the southeast corner.

It is an old-style brick building with somewhat eccentric architectural treatment of materials. There are 6 stories and basement, 65 offices, and 2 passenger elevators. The occupants are bankers, attorneys, agents, and architects. The Portland was rebuilt in 1873, and remodeled in 1885. Its height is 80 feet.

10. The Venetian Building,

At 34-36 Washington Street, is a steel skyscraper of the latest period, with wind-braces, and provision against elastic action. It is 50 feet wide, 110 feet deep, and 181 feet high, having 12 stories and basement, 290 offices, and 3 passenger elevators. The exterior is covered with Roman brick and terra cotta. The Venetian was one of the group of skeleton steel constructions that sprang up on account of the World's Fair, and was built for the use of physicians and dentists. The building was erected in 1892, and cost \$425,000.

wear or destruction, the standard steel building of the World's Fair era begins its history.

The Medinah Temple rises on the northeast corner of Jackson Street and Fifth Avenue. It is a light steel structure of twelve stories, having an exterior ornamented in the Moresque manner, with yellow brick and terra cotta. The upper stories will be occupied by the order under whose auspices the edifice is built and from which it derives its name.

Marshall Field & Co.'s wholesale store does not come under the head of steel buildings, yet such is the extraordinary size of the structure, that a guide would be incomplete without notice of it. It was reported that the firm gave Richardson, the Eastern architect, the sum of \$100,000 for the plans of this stupendous pile. It covers the block bounded by Fifth Avenue on the east, Adams Street on the north, Quincy Street on the south, and Franklin Street on the west. Its site before the Great Fire was well into "Conley's Patch"—a redoubtable land—and Franklin did not then extend farther south than Madison Street. Here may be seen the largest stone-work in the city, huge blocks forming window-sills and caps around the entire building, and stones of unusual size mounting to the cornice, which is six stories above the sidewalk. The interior of this building is of wood, the owner purposely shutting out danger of fire from the street, and calculating to prevent its origin within. There are thirteen elevators, and the building is 130 feet high. Twelve acres of floor-space are used for wholesale trade, and 1,800 employes work here. These walls inclose the largest stock and represent the largest trade that is done in dry-goods in America. Mr. H. N. Higginbotham, president of the World's Fair Commission, both in the local directory and the council, is a member of this firm, and the credit man. Mr. Marshall Field's office is on the main floor, within a low glass partition.

The Home Insurance Building, at the northeast corner of Adams and La Salle streets, is one of the ponderous structures of the boom of 1884. The spectacle of putting its foundation-blocks of granite in place as far as the second story was viewed with wonder and pride, nor can such architecture ever grow less impressive; for probably, to-day, there is not another first story in America more permanently laid. The building went to ten stories in 1884. In 1891 two more were superadded. Here Mr. P. D. Armour long worked ten hours a day at his desk on the left side of the main floor as you enter. The entrance was one of the first to don the chaste fittings of white marble, and the elevators rise near a sucession of windows that command fine views. The exteriors of Chicago's monuments must always be black, it seems, but within the portals the product of Carrara quarries gleams with the greater purity, the reason, perhaps, of Chicago's preference for marble finishings. It should also be remembered that marble does not burn so easily as plaster. In this Home Building the tiles of a floor rest on concrete, the concrete on iron

arches, the arches on rough tiles, and the rough tiles on white marble forming the ceiling of the floor below, and it is not likely that it will ever burn.

The Traders' Building, at 6 to 12 Pacific Avenue, opposite the Board of Trade, is eight stories high, and is a good steel building of the pattern of 1884. Two elevators carry about 4,000 persons each day.

Siegel, Cooper & Co.'s Building, at Van Buren, Congress, and State streets, is owned by L. Z. Leiter, and is one of the sights of Chicago. Here in the old days was a city market, and the place does not now depart far from its ancient customs. Here are eight stories and basement of steel and stone construction, 402 feet front, making splendid displays on State Street, and 144 feet on both Van Buren and Congress. Eighteen elevators serve the firm, and possibly the largest department store in the world is here to be seen in full operation, there being over sixty-five departments, doing business on fifteen acres of floor, with 2,000 employes. Here may be found a bank, dental-room, doctor, barbers, ladies' hair-dressing shop, employment bureau for domestic service, panorama, restaurant, butcher-shop, telegraph-office, and fire department. An electric fountain is a fine attraction, and in season crowds are attracted by nominal prices for soda-water and ice-cream. At Christmas the displays and the multitudes are both matters of interest and novelty. Nothing was spared by Mr. Leiter to make this building a model of safety and convenience, as it was generally feared that such crowded department stores as had once disgraced Chicago would bring on some unheard-of calamity, either by collapse or fire. The building is a striking exhibition of metropolitan retail commerce which the visitor should not miss seeing.

The Kinsley Building, at 105 and 107 Adams Street, opposite the Post Office, may be recognized by its Moorish façade. Here, take it year by year, may be found the best food and service in the city, and there does not exist in America, with perhaps one exception, a refectory so complete. On its first floor may be found bar, grill-room, and business lunch, where very rapid service is the desideratum. On the floor above, in front, is the café for men and women; in the rear one for men alone, where costly food and drink can always be obtained. Above are six private dining-rooms, a banquet-hall, and a ball-room. Here 250 employes serve 3,000 persons daily. The building is of steel and brick, and cost \$500,000. Next to Delmonico, Mr. Kinsley is the most celebrated caterer in the country, and was asked to aid the Exposition with his advice and great experience. Nearly all the noted banquets of the World's Fair people and the Fellowship Club were held here, and here Mr. Scott gave the silver spoon souvenir banquet to the Clover Club of Philadelphia, when Mr. Kinsley ceiled and walled his banquet-hall with costly roses—an event which was declared to exceed in gastronomic excellence and floral decoration anything ever before seen in the West.

MICHIGAN BOULEVARD AND THE LAKE FRONT.

The Public Library.—The stranger on visiting the square at Michigan Avenue, Washington and Randolph streets, and Garland Place may see a building which, although erecting in 1893, is the first house that has been on that land since the Sanitary Fair of war-times. Here a library, with room for nearly a million volumes, will furnish free reading to the people. The building will cost \$1,200,000, is to be ninety-five feet high, and will have eight elevators. Here, when a serviceable catalogue shall have been made, the scholar may come and find the sources of all knowledge that short-lived humanity can acquire in one generation. The Public Library is remarkable for the cosmopolitan character of its collections no less than for their general excellence. Departments of special investigation are here ably represented, while those of history, biography, ancient and modern languages, fiction, and science, the works of classic and contemporary authors, are carefully included. Its reference-room contains valuable old books. The architecture of the Public Library is described elsewhere, as our index will show.

The Venetian Building, at 34 and 36 Washington Street, on the south side, a few doors from Michigan Avenue, is a twelve-story steel structure of the latest pattern, having the wind-braces that are expected to overcome the strongest gale. The handsome entrance is in the style of Venetian gothic, and on either side are spiral columns with molded bases and carved caps, the principal motive of the ornament being the dolphin, which typifies Venetian sea-life. The building was designed by Holabird & Roche in 1892.

The Western Bank-note Building is at the southwest corner of Michigan Avenue and Madison Street, and has eight stories and basement, with three elevators. Here may be found the home of the Chicago Whist Club. Over one hundred skillful exponents of the game gather several times each week for encounters at duplicate whist, where no man plays the same hand twice, yet scientific gradations of relative strength with the same hands may be witnessed. The score may run between 142 and 167 for twenty-four hands, and Carver and Simons and other strong "teams" will always find themselves very near the top. Nothing evidences the metropolitan growth of Chicago more than the prosperity of this expert club.

The Art Institute, on the Lake Front at the foot of Adams and Monroe streets, is a semi-public institution. The society gave up its building near by, and the World's Columbian Exposition contributed \$200,000 toward the new home, the city giving the use of the ground. The yearly fee for associate membership is \$10 and that for active membership \$100. It has received material encouragement from rich men, and Charles L. Hutchinson, one of its presidents, has been a steadfast promoter of the art schools and gallery, where students may paint, design, and model, exhibiting their finished work, and

comparing it with productions of recognized merit. The Art Institute stands on the site of the old Inter-State Exposition Building, on which a paragraph has been written in the chapter entitled "History." The three floors of this more durable structure are 76 feet high, and \$600,000 have been spent in its erection. The top floor will be an art-gallery, and the visitor will take especial interest in this building, as it is the rendezvous of all the Congresses of the World's Auxiliary Association during the Exposition.

The Chicago Athletic Association's Building, 121-126 Michigan Boulevard, south of Madison Street—a ten-story, modern, steel-built structure, with two elevators—caused widespread comment on account of a conflagration that occurred there as the building neared completion. A pile of lumber caught fire October 31, 1892, and the building did not escape until \$200,000 of damage had been done. Heat enough was generated to burn all the finishing woodwork in place in the upper stories and to utterly ruin the ornamental gothic stonework of the front, all of which had to be replaced, thus delaying by months the completion of the building. The edifice was slowly rebuilt, as it had slowly risen. It is claimed that this is the finest athletic club-house in the country, and second to none in Europe. The floors are occupied as follows: Basement—shooting-galleries, bicycle storage rooms, and 7 bowling-alleys; first floor—main office, barber-shop, coat-room, bicycle club-room, and swimming-tank, 40 x 60 feet; second floor—evening-room, smoking room, and 20 billiard tables; third floor—library, 103 dressing-rooms with 1,344 lockers, 24 shower and 6 tub baths, lavatory, and closets; fourth and fifth floors—gymnasium, the gallery of which forms a running-track 6 feet wide, with a circumference of 11 laps to a mile; sixth and seventh floors, divided into 48 bedrooms, with baths, etc.; eighth floor—large general dining-room 58 x 80 feet, 3 private dining-rooms, kitchen, laundry, etc.; ninth and tenth floors—hand-ball, 2 racquet and tennis courts.

The Powers Building, at the northwest corner of Michigan Boulevard and Monroe Street, is a fire-proof structure of red brick and terra cotta. It has seven floors and basement, and two elevators. The four upper floors are occupied by the Metropolitan Business College, with very light and handsome shops along the Monroe Street front.

The Pullman Building is a Michigan Boulevard "hive," at Adams Street, and has long been dedicated to the use of the regular army, to the Pullman offices, and to people of means who could afford the luxurious apartments which it offers for rent. The architect was S. S. Beman, and he, like John W. Root, strove to select a style of architecture which should unite beauty and utility. In this he succeeded, for the Pullman Building is handsomely as well as practically designed. It has nine clear stories, and is ornamented with turrets, chimneys, and gables which offer many details worthy of study and admiration. It has a re-entering front to give its wings full light, and its

entrance on Adams Street vies with the finest in the city. The Pullman is the oldest in a group of buildings which give a stranger arriving on the lake front his first impression of Chicago's wealth. Thence to the Auditorium Building the whole façade is imposing and attractive. It may be of interest to know how this edifice is partitioned among its tenants. Above the basement are stores, and business offices as far as the sixth floor. The apartments which have done so much to make sojourners in Chicago comfortable are on the seventh, eighth, and ninth floors, where the tenant may have a large or a small home. On the first floor is a reception-room, where an attendant, through a speaking-tube, learns whether the tenant is at home or absent. Two apartment elevators operate night and day, and in the ninth story is a family restaurant. If occupant has small quarters, cooking is not allowed; but full household privileges are offered in the more extensive suites.

The Iroquois Club.—A steel structure ten stories high—designed by John Addison, architect—at Michigan Boulevard and Adams Street, on the northwest corner, is to be the headquarters of the leading Democratic club of Chicago. The entire structure will be devoted to the uses of the society. The "state-room" will occupy the entire third floor.

The Studebaker Building, on the Lake Front south of Van Buren Street, resembles in structure the Auditorium, a sufficient guarantee of its solidity and size. The first four floors of this great building form a carriage repository, where a large display of handsome equipages is made. The upper four floors are occupied with workmen on high-class goods—the main manufactories of the Studebakers being at South Bend, Ind.

The Twelfth Street Station is a nine-story structure, with a steel shed 600 feet long and 150 feet wide. The first three stories are of Massachusetts granite, the superstructure above being Roman brick with terra cotta moldings of the same shade. The roofs are of brown vitrified corrugated roofing-tile, and all metal used in exterior work is copper. It fronts on Lake Park Place, and presents a fine architectural appearance. Its cost was not less than a million dollars.

THE AUDITORIUM.

The Auditorium has been noticed as a hotel, but it is Chicago's first and earliest semi-public monumental building—an edifice noted in Europe, as well as here, for its size and strength. The portal is low, but the Egyptian idea of solidity remains in all its dignity, and familiarity with the structure can by no possibility belittle it. On a space of 62,000 square feet, largely on Congress Street, with a frontage of only 162 feet on Wabash Avenue and 187 on Michigan Boulevard, the building rises for ten low stories, with a large tower ascending seven stories farther. The entrances to the theater are from Con-

gress Street and Wabash Avenue—the former leading to the main floor and first balcony and the latter, by elevator, to the upper galleries. The passage from Congress Street is under low arches, and into a still lower basement of yellow tone, lighted by electricity, and very soft and pleasing in its effect. Here coats may be checked, and the ascent by many stairways begins, to end at the tenth story. The view from the stage commands a series of widening arches, which may be seen duplicated by the same architects—Adler & Sullivan—in the eastern entrance to the Transportation Building at the World's Fair. The parquet has no gallery over it and is flanked by two rows of boxes, not advantageously disposed for hearing, but conspicuous to the audience.

The display of dress in these boxes is the most elaborate to be seen in the West. The main gallery rises directly behind the parquet, and almost any seat in this gallery, on a great occasion, affords a magnificent view. Over this great gallery is a second, and higher, but nearer the proscenium, still a third. There are 4,037 wide seats in rich yellow plush; the stage can seat 1,000 persons, with standing-room for 1,500—this audience having attended a lecture by Col. Robert G. Ingersoll in the fall of 1892. This hall is finely adapted to the effects of orchestral music. The power of the human voice is seldom impaired, and operatic music, like the *Miserere* in "Il Trovatore," is heard in the farthest galleries, a pianissimo passage being as clear at a distance as in the more fashionable vicinity of the boxes. A large organ, blown by electricity, stands on the left of the stage, and connected with it are heavy bells, which sound as if rung in a belfry, producing in masses and in aves an impressive and solemn effect. The scenery is scarcely equaled in America, and either single scenes or the whole stage-setting may be raised or lowered. In operas with little action, like "William Tell," the pastoral scenes are so beautiful and so natural that the audience never tires of looking upon them.

The incandescence lights of the theater, arranged in many rows, are placed across the hall under the ascending arches, and the effect upon the spectator at his first entrance among the main gallery seats produces a most surprising sensation. On Wabash Avenue there is an entrance to elevators which ascend to offices and Recital Hall, a small audience-room seating 500 persons.

The Tower holds offices and the observatory of the United States Signal Service. There is also a public observatory, commanding a wide view of the city, reached by an elevator at Congress Street, the fee being 25 cents.

The building, with granite walls to the top, steel construction everywhere, and many novel conveniences in architecture, was erected at a cost of \$3,200,000. The offices of Ferdinand W. Peck, Walter L. Peck, and the Peck estate are on the tenth floor of the main building.

The Auditorium Extension, on the southwest corner of Michigan Boulevard and Congress Street, was built in 1892-93, in harmony with the main building. It is eleven stories high, with basement, and adds 500 rooms to the

capacity of the hotel (see "Hotels"). It has three elevators, and cost \$1,000,000, retaining all the characteristics of luxury and convenience for which the Auditorium is justly admired.

ON DEARBORN STREET, GOING SOUTH.

So remarkable has been the architectural development of Dearborn Street that it will be well to group the edifices on this one avenue. Its finest part has no long history, for in war-times it ended at Madison Street, and shortly before the Great Fire Adams Street was its head. We shall begin at the north and go southward to Dearborn Station.

The Unity Building, on Dearborn Street, east side, between Randolph and Washington, rose higher and higher, until there was talk of an injunction. It is an example of the very lightest steel construction; is full sixteen stories high, and has weathered gales that blew eighty miles an hour. Its marble-work and ornamental tile floors are exceedingly fine, and the building elicited general admiration as it towered aloft. Within its walls the Western campaign of Cleveland was carried on in 1892.

The National Bank of Illinois Building, 113-117 Dearborn Street, east side, formerly known as the Grannis Block, was burned in 1885. The event is recalled by existing photographs showing the entire façade sheathed in ice, presenting a rare and beautiful sight, in which fantastically wrought shapes were mingled with frozen cascades buttressing the walls.

The W. D. Boyce Building, at 112 and 114 Dearborn Street, is on the west side of the street, not far north of the *Inter Ocean* clock-tower. It is of light steel construction, with terra cotta facings, is twelve stories high, and was erected at a cost of \$300,000.

The Kendall Building, at the southwest corner of Dearborn and Washington streets, was the first structure with steel girders and beams to be erected after the Fire of 1871. It was enlarged in 1888.

The Tribune Building is fire-proof in construction, and there was a large salvage on the old building which burned in 1871. That structure was a story lower. The building stands on school property, at the southeast corner of Dearborn and Madison streets. Its walls have several times been more beautifully decorated with flags, etc., than any other edifice in Chicago — notably at the Grant reception of 1879 and the Conclave of 1880. Joseph Medill's room is at the corner next to the top floor. In April, 1869, the *Tribune* moved here from 51 Clark Street; October 10, 1871, it opened its office on Canal Street near the Barnes House, on West Randolph Street, and October 10, 1872, it returned to the present building.

The Inter Ocean Building, northwest corner of Dearborn and Madison streets, has become famous for its clock and its strings of colored lights.

At the Mouth of the Chicago River.

Before us, on the opposite page, is presented the interesting commercial scene which is offered in the main channel of the Chicago River and its immediate lateral regions. On the left is the South Side of Chicago; on the right the North Side. On the left stretches South Water Street, the market-place of the city, to which fruit-laden vessels may gain almost perfect access. On the right is Kinzie Street, leading to the Kinzie Street Station, with many railway-tracks uniting the North-Western Railway system, by means of the first bridge (in the foreground), with the Illinois Central tracks on the lake shore; serving also the Big Four, the Michigan Central, and a line at Sixteenth Street connecting the Union Passenger Station on the West Side. As the latter station has tracks reaching the Kinzie Street Station, it may be seen that an inner railway belt exists in Chicago.

The Bridges.

The first bridge is a private railway crossing at a low level, and is held open when not in use. All these bridges are pivotal, and turn on the piers which stand under them in the river. Some are moved by hand and some by steam. Common towing tugs can pass beneath, all save the railway bridge, without turning the structures. The rapid and seemingly easy movement of these bridges is one of the sights of the city, but their frequent opening in summer is no trifling annoyance to the landmen. The second bridge is at Rush Street, serving both Michigan Boulevard and River Street on the South Side, River Street being the diagonal way that skirts the left bank of the river at its bend. The third bridge is at State Street. The fourth is at Dearborn, serving Dearborn Avenue on the North Side and Dearborn Street on the South Side. The fifth is at Clark Street. The famous Goodrich docks are on the left between the first two bridges.

Commerce.

Tugs towing schooners are shown, and a small propeller lies near the grain elevator in the left foreground. Through this narrow and obstructed channel, on its journey to twenty-five miles of similar dockage, goes the entire naval commerce of Chicago and the Southwest. Into this doorway have entered riches of almost fabulous amount, and out of this harbor has sailed a goodly portion of the crops and manufactures of the West.

1. The United States Life-saving Station Is at the mouth of the river, on the left. It was established in 1874, and the crew, consisting of 7 men and a keeper, are housed in a structure of wood and iron 45 x 15 feet, 2 stories high. The equipment consists of 2

surf-boats, 1 life-boat, 1 whitehall-boat for quick and ready work, complete life-car, beach gear and gun, life and shot lines for landing people from wrecks that can not be reached with boats.

2. The Chicago River Light-house

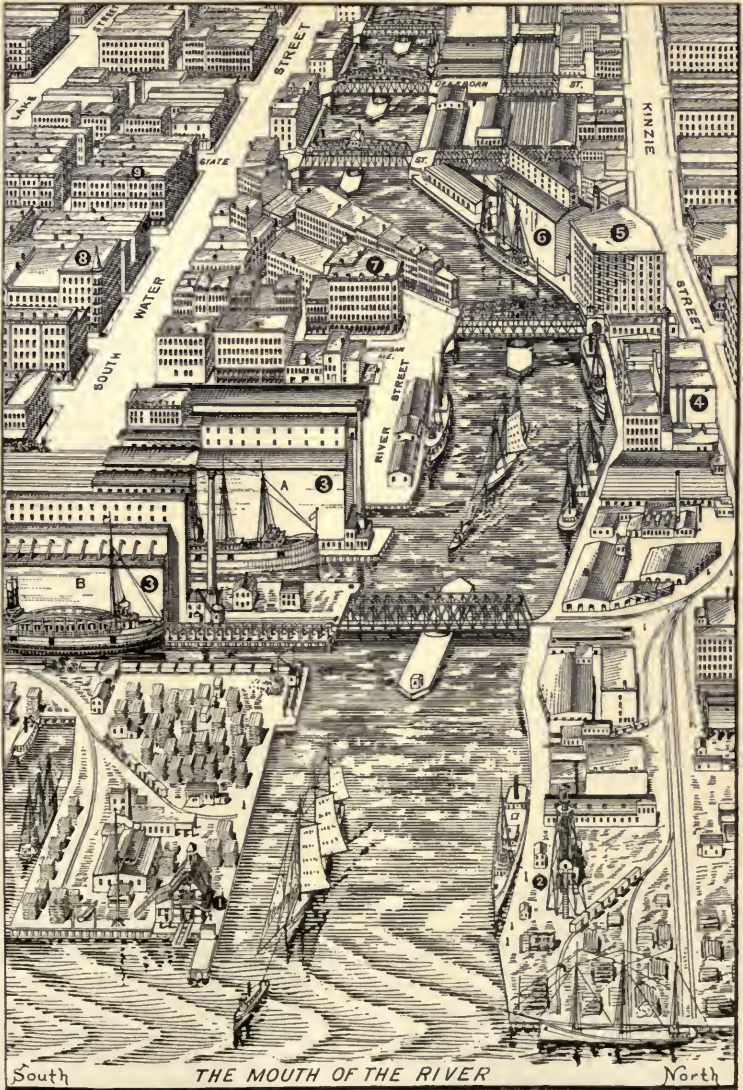
Is on the north at the mouth. This is the oldest light on the lake shore, and was built and established in 1859. The skeleton tower is but 83 feet high, of iron construction. The light is lit at sunset and burns till sunrise the year round. The lenses illuminate an arc of 285 degrees, and may be seen for 16 miles into the lake. There are range-lights, and in fogs a bell is struck by automatic machinery. Three keepers and 2 laborers reside in a frame house near by.

3. The Central Elevators

Stand on slips at the left near the mouth. The fee of this entire property and much more was taken from the Illinois Central Railroad Company by the United States Supreme Court decision of 1892. The elevator known as "A" has a capacity of 1,000,000 bushels of grain, and was re-erected in 1872. It is 200 feet long, 100 feet wide, and 150 feet high. "B" is 300 feet long, 100 feet wide, and 150 feet high, and will hold 1,500,000 bushels, with a crib annex for 400,000 bushels. This was one of three buildings left unhurt by the Great Fire, the other two being the Lind Block at Randolph and Market, and the Nixon Building at the northeast corner of La Salle and Monroe. Both elevators are built with iron and brick exteriors, and can fill either cars or vessels.

4. James S. Kirk & Co.'s Building,

Northeast of Rush Street bridge, on the north side of the river. The general opinion of a soap factory once was, that it was an unclean place, but the perfuming and the packing of soaps have been carried to fine



South

THE MOUTH OF THE RIVER

North

arts, and this great establishment will be found to offer a model of cleanliness. It is 520 feet long, 175 feet deep, and 80 feet high in 5 stories, with brick exterior. There are 475 employes.

5. The Central Warehouse,

On Rush Street, just beyond the second bridge, on the North Side, occupies a site with a history. Here was the slip of the rope-ferry, the oldest landing-place on the river. At the time of the Great Fire the Sturgess & McAlister wool warehouse stood here. In 1872 there was erected on this site, a warehouse for the exclusive use of dealers in tea and coffee. It was destroyed by fire in the spring of 1889, involving a loss of over \$1,250,000, and was at once rebuilt, on plans approved by the board of underwriters. Dimensions: 100 feet on Rush Street, 125 feet deep, 95 feet high in 7 stories and basement, brick and iron exterior, and mill construction.

6. The Galena Elevator

Is just southwest of the Central Warehouse, between Rush and State streets, north-side river-bank. It was erected on the site of the old Galena Elevator in 1872. It holds 700,000 bushels, and ships by boat or rail. It is 76 feet wide, 300 feet long, and 130 feet high, with brick and iron exterior.

7. The Hoyt Building

Stands on an irregular lot at the juncture of River Street and Michigan Avenue. The frontages are 100 feet on River Street, 40 facing the bridge, and nearly 100 on Michigan Avenue. There are 5 stories, with 75 feet of height, and 1 freight elevator. This building, erected in 1872, occupies the site of Fort Dearborn, and bears a tablet whose inscription is copied at the beginning of our North Side Drive. Wholesale grocer.

8. The Loyal Hotel Building,

Southwest corner of Michigan Avenue and South Water Street, was erected in 1873. This is a 6-story building with 50 feet on the avenue and 120 on South Water Street, 85 feet high, brick walls. The hotel has 360 rooms and a restaurant.

9. The Standard Oil Building

Is at the southwest corner of Wabash Avenue and South Water Street, with frontages of 140 feet on Wabash Avenue and 40 feet on South Water Street, 65 feet high in 5 stories and basement, and brick and iron exterior. Here there are 1 passenger elevator and 2 freight elevators. The vast monopoly has its offices here, and shares its building with manufacturers' agents and wholesale jobbers. The building, which was erected soon after the Great Fire of 1871, was remodeled in 1889.

When Mr. Kohlsaas bid \$100,000 for the tiny lot on which this corner tower stands, he was deemed unwise, but he sold it for \$150,000. The corner of this block is steel. Before the Great Fire this was Booth's oyster market, and Wilson Brothers started in business next door.

The Hartford Building, southwest corner of Dearborn and Madison streets, occupies the site where John R. Walsh first opened his news-stand. Here was the head of Dearborn Street, a position now accorded to the Dearborn Station, far south. Here the Franklin Bank failed when the panic of 1873 came. Here, too, John Berry started in business as a candy salesman for Brazleton, the confectioner of former days. The building which was torn down to make way for this fourteen-story fabric was itself a subject of pride in 1872, and was larger than that occupied by the *Tribune*. Henry Ives Cobb was the architect of the new structure. The erection of a building on Madison Street gives more discomfort to the citizens than is felt on any other thoroughfare. The stockades of the Tacoma and the Security Deposit, at Fifth Avenue, were the subjects of many an article in the papers by "Old Subscriber" and "Justice." When one stops to consider the trials of these contractors at the Hartford, especially during Dedication Week in 1892, it becomes a wonder that they gathered so much material and got it in place. There was no convenient canal slip or railroad track at their back door, but all this gigantic framework of iron was hauled in common trucks, across torn-up streets and over cable-tracks, on one of the most populous avenues in the city.

The First National Bank Building, at the northwest corner of Dearborn and Monroe streets, is on the site of the former Post Office and afterward the Adelphi Theater. The old Post Office was nearly as fine a building as the present structure, its outer walls, at least, were very impressive. Those walls were ruined by the fire, though J. H. Haverly was able to make a theater with them—a successful venture, where Nilsson, Minnie Hauk, Mary Anderson, and other prominent artists drew tremendous houses. The counting-room, where the paying-teller may sometimes be seen handling millions of dollars, is the largest of its kind in Chicago, and the bank ranks first in the country as a financial institution. The building is massive, and rises for 100 feet above the basement, with three elevators and six floors.

Custom House.—This is the old name for the Post Office. Probably custom-taking from Canadian vessels in earlier days was an important part of Chicago's life, and getting letters not so frequent or profitable. The Post Office covers an entire block, bounded by Clark, Adams, Dearborn, and Jackson streets, Quincy Street having been vacated by the city at the behest of the Federal Government in 1872. The Custom House has been, in times past, at 3 Clark Street, at 129 South Water, at 13 La Salle, at the northwest corner of Dearborn and Monroe streets, at Congress and Michigan Avenue, and at Arcade Court and La Salle Street. On this present block, before the fire, was collected

a good share of the vice and squalor of the city. The Clark Street saloons and pawn-shops were the scenes of murder and robbery, and Quincy and Jackson streets gave their victim an alluring welcome only to offer him a horrible farewell. Dearborn Street was opened but a few years before the fire. The price paid for the land was considered to be extravagant, but property has since advanced far beyond the figure paid. A stockade was built, and during the next three or four years—during which the Post Office was burned in the church at Harrison Street and Wabash Avenue, and took later quarters in the Honoré Block, at the northwest corner of Dearborn and Adams streets—\$4,000,000 in stone, iron, brick, labor, and roguery went into the building. The supervising architect was named Mullett. The dark Gothic mass which arose was too heavy for the soil, and sank steadily. It was bolted together, but continued to sink, amid the lamentations of office-holders who would not flee from the fate they feared. Courts have adjourned precipitately on the loud report of an opening in the walls, or the flooding of a water-pipe, and the tiles in the floors respond with a melancholy rattle as the citizen hurries through the corridors to escape the Post Office draughts.

The United States Courts are held in the upper story of the building, and about \$5,000,000 of customs are here paid by importers, while the sub-treasurer counts his \$15,000,000, and gives a bond of \$1,000,000, and the pension agent pays 45,000 pensioners, who must nearly all present themselves in person, accompanied by a witness.

The Fair, at the northeast corner of Dearborn and Adams streets, is a monument to the sagacity of E. J. Lehman, the best advertiser of the West, who became broken in health as his building began. This structure, large as it is, was erected while the retail business of the Fair proceeded. Enter at Dearborn Street and view the grand staircase and the twelve elevators. At Christmas the Fair is a trying maze for the man who is in haste. A sight which the work on this steel building afforded was a crane that balanced a cottage on one end of its beam; when the crane carried anything inward, the house hung over the street, producing an odd impression as if one of the cottages of thirty years ago were on the wing.

The Owings Building, southeast corner of Adams and Dearborn streets, caused a veritable sensation by the daring of its architects, who carried it so high that many believed it could not stand. The practicability of high buildings was still an unsettled question, and there ensued an odd accident that startled the Western financial world. An iron tank on the fourteenth story fell off its supports and upon the terra cotta filling that lies between each floor; the mass, gathering headway, fell to the next floor, and finally thundered to the ground. But the building itself was safe, and stands to-day with plenty of company in town. Here the Roman bricks were first used. As you look

on the Owings Block, recall the fact that its proprietor said to his architect: "Don't try to make me anything if you can't get it odd."

The Great Northern Building occupies a place among our hotel paragraphs. Looking southward from the Owings Building, on the east side of Dearborn Street, the dimensions of this new and commodious hotel are fully revealed. Diagonally opposite is

The Monadnock Building, at the southwest corner of Jackson and Dearborn streets, extending along Dearborn to Van Buren Street. Monadnock is the name given by the Indians to a mountain in the southern part of New Hampshire. Although this building extends from street to street, having Custom House Place on its west, its sixteen stories and 180 feet of height make it seem almost as slim as a chimney. The owners refused to rely on the steel-cage construction alone, and ran heavy brick walls to the top, offering beautiful specimens of modern masonry.

The building has 980 feet of frontage, and is furnished with no less than eighteen elevators. It contains the largest number of offices in any one part of the city—about 1,600, for 7,500 inhabitants—and in some respects surpasses the capacity of the Masonic Temple. Electricians and railroad men have hived in this building, and three great railroads are here domiciled—the Michigan Central, the Atchison, Topeka & Santa Fe, and the Chicago & Alton. The American Exchange National Bank and the Globe Savings Bank are also tenants. The building cost \$2,500,000.

The Old Colony Building, owned by Francis Bartlett of Boston, rises at the southeast corner of Dearborn and Van Buren streets. It is seventeen stories high, runs six elevators, and cost over \$900,000. Its architects, Holabird & Roche, built the Monadnock Block, diagonally opposite, northwest. The first four stories are faced with stone—the remainder pressed brick and terra cotta.

The Monon Building, at 320–326 Dearborn Street, on the west side, extending through to Custom House Place, is the property and headquarters of the Louisville, New Albany & Chicago Railway, and is thirteen stories high, with three elevators. Its appointments are elegant, and it is justly popular among the busy men of that quarter.

The Caxton Building occupies the numbers 328–334 Dearborn, on the west side of the street, between Van Buren and Harrison streets, and stands next south of the Monon. It is a great building, twelve stories high, thoroughly fire-proof, and like all the structures from the Monadnock south, on this side of Dearborn, runs through to Custom House Place, a narrow street parallel with Dearborn, and once notorious as Fourth Avenue. Here are three fine passenger elevators, and here the publishers and printers are thickly gathered, with many conveniences and assured safety.

The Pontiac Building, on the northwest corner of Harrison and Dearborn streets, concludes a line of great and properly built houses—a happy contrast

to the bad beginning made by lower Dearborn Street in earlier days, when ruin by fire was the principal association with the new thoroughfare. The Pontiac has two elevators and is fourteen stories high.

The Manhattan Building, at 317-321 Dearborn Street, east side, was carried sixteen stories, while the Unity, farther north many blocks, was making the same progress, together causing people to stare with astonishment. No other building intended for tenants who were not steeple-climbers had ever ventured to such dizzy heights, and there was some breakage of window-glass under the straining of the unfinished and unanchored pile. W. L. B. Jenney was the daring architect. The cost was \$850,000, and the Manhattan has become a popular resort among agents and publishers.

The Como Building, at 323-325 Dearborn, on the east side of the street, has eight stories and two elevators. Here "Cæsar's Column" was issued, and "The Kentucky Colonel." It is a favorite place for printers, artists, and trade journals. The streets hereabouts are said to be one of the chief book and periodical manufacturing points in the New World. Both Dearborn Street and Plymouth Place, from Van Buren Street south to Dearborn Station, are crowded with printers and binders.

The Ellsworth Building, at 353-359 Dearborn Street, east side, is fourteen stories high, with three elevators. It would, like the Pontiac, appear astonishingly high but for the propinquity of the Manhattan, which lifts its broad shoulders, like a grain elevator, for sixteen stories near by.

With regard to the use of elevators, nothing but actual experiment will enable the tenant to know whether he will be jostled by crowds, kept waiting by slow service, or gratified by the presence of a waiting elevator always at his command. But when the elevators are rarely full and ever ready a feeling of loneliness pervades the building, and it is counted unpopular or ill-starred. Often the situation is most uncomfortable where there are the most elevators, yet the presence of a chief of elevators obviates ordinary evils.

Other notable structures.—Besides the Temple Court Building, on the northeast corner of Dearborn and Quincy, and the great steel structure rising on the southeast corner of Dearborn and Van Buren streets, the reader may be directed to fire-proof structures in various other places, among them the Watson Building, at 123-125 La Salle Street—once the home of *The Current*, a defunct literary journal—a new eight-story, bay-window edifice, with two elevators; the Stevens Art Gallery Building, seven stories and two elevators, at 24-26 Adams Street; the Dexter Building, at 80-84 Adams Street, eight stories and two elevators; the Bort Building, at 17-21 Quincy Street, eight stories and two elevators; and the Open Board of Trade Building, on Pacific Avenue, seven stories and one elevator; the Ludington, on Wabash Avenue and Harmon Court; the Van Buren, ten stories high, on Van Buren between Fifth Avenue and Franklin Street; the Kuh, Nathan & Fischer, on both Franklin and Van Buren

streets; the Mayer, a large building at the southwest corner of Franklin and Van Buren; the Wilson, at the southwest corner of Fifth Avenue and Jackson Street; the Potomac Apartments, Michigan Boulevard and Thirtieth Street; the Isabella, on Van Buren between State and Wabash, ten stories, with mosaic and onyx finish; and a steel building at the southwest corner of Harrison and Blue Island Avenue. The Sibley steel warehouse is at the north end of the Clark Street bridge, and new buildings rise far down Fifth Avenue toward the Grand Central Station, itself a marvel of solidity and liberality, as we have shown in the chapter on "Arrival." The Great Northern, Palmer, Auditorium, and other steel buildings have been treated as hotels.

The probable number.—We have enumerated upward of seventy steel, stone, and pressed brick improvements, any one of which might fill a community with pride. It would not be far amiss to say that there are as many more in the city, though scattered over a wide territory. We have but to mention the colossal group at Wood and Harrison streets, where are collected the steel Presbyterian Hospital, the Rush Medical College, Marquette School buildings, Cook County Hospital, the Dental College, the Homeopathic College, the College of Physicians and Surgeons, the School for Trained Nurses, the vast West Side High School, two women's colleges, and a post-graduate medical school, covering together nearly eight ordinary city blocks.

Bibliography.—Nearly all the great steel buildings have elaborately printed albums, generally called souvenirs, giving much technical information, together with plans of each floor. J. L. Bridgford & Co., 84 La Salle Street, have published several of these, and can doubtless give information concerning all of them. There are souvenirs of Masonic Temple, Ashland Block, Columbus Memorial, Marshall Field & Co.'s Building (Wabash Avenue), Pullman, Security Deposit Company, Y. M. C. A. (bulletin of the association for October, 1892), Chamber of Commerce, Grand Central Station, and many others.

“Wolf Point” in 1893.

The familiar and celebrated picture called “Chicago in 1830” deals with the forks of the Chicago River that are seen in the picture on the opposite page. The general region was then called “Wolf Point.” As early as 1778 Guarie lived on the West Side, and gave his name to the North Branch, which was called “Guarie’s.” The South Branch was known as “the Portage.” In the days of the pioneers there were small taverns on all three peninsulas. Besides the historical significance of this scene, the reader should note the presence of the Wells Street Station in the right foreground, and ascertain its position relative to points on the South Side, at the left. See, “Arrival in Chicago.” The North, South, and West sides are here delineated, and no literal description could bring them so fully before the reader’s mind. Wells Street on the North Side becomes Fifth Avenue on the South Side. South Water Street, the grocers’ market of the city, is seen skirting the river at the left. On the point where South Water unites with Lake Street, at Market, stood the Wigwam, in which Lincoln was nominated in 1860.

1. The North-Western Building

Fronts 180 feet on Fifth Avenue and 80 feet on Lake Street, at the northwest corner. It is 95 feet high, or 5 stories and basement, with 2 passenger elevators. The general offices of the Chicago & North-Western Railway are in this structure, and much has been done to conform the interior to the requirements of the day. The exterior is of brick and granite. Erected in 1883.

2. The Wells Street Station,

At the southwest corner of Wells and Kinzie streets, is the terminal of the Chicago & North-Western Railway system, and it is the only one of the six great depots that accommodates the trains of a single company exclusively. Suburban residents at Austin, Oak Park, Maywood, etc., arrive here in large numbers daily. It is only in recent years that the West Side depots of the North-Western have been abandoned and all North-Western trains brought to Wells Street. The handsome station (see “Arrival in Chicago”) fronts 188 feet on Wells and 280 feet on Kinzie Street, with a general height of 80 feet; but the central tower on Wells Street rises to 188 feet, and holds a large clock. The building has 5 floors, one of which is on the level of the railway-tracks. The exterior is of red brick and Ohio sandstone, and the 5-story structure stands in front of a train-shed which covers 12 tracks, accommodating 90 passenger coaches and 12 locomotives. About 200 passenger trains arrive and depart each day, carrying about 32,000 people. The station was erected in 1881-82.

3. The Hotel Le Grand

Fronts 80 feet on Kinzie and 40 feet on Wells Street, at the northwest corner. It is 75 feet high, divided in 5 stories. The exterior is brick and cut-stone, with modern light ornamentation. There are 125 rooms for rent without board, and a restaurant is run in the building. Erected in 1889.

4. The Air Line Elevator,

West of the Kinzie Street Station, holds 700,000 bushels of grain. It is 260 feet long, 90 feet wide, and 130 feet high, and was erected in 1872 on the site of the Munger & Armour Elevator, which burned soon after the Great Fire. The exterior is of brick, slate, and iron.

5. The Lumbermen’s Exchange Building

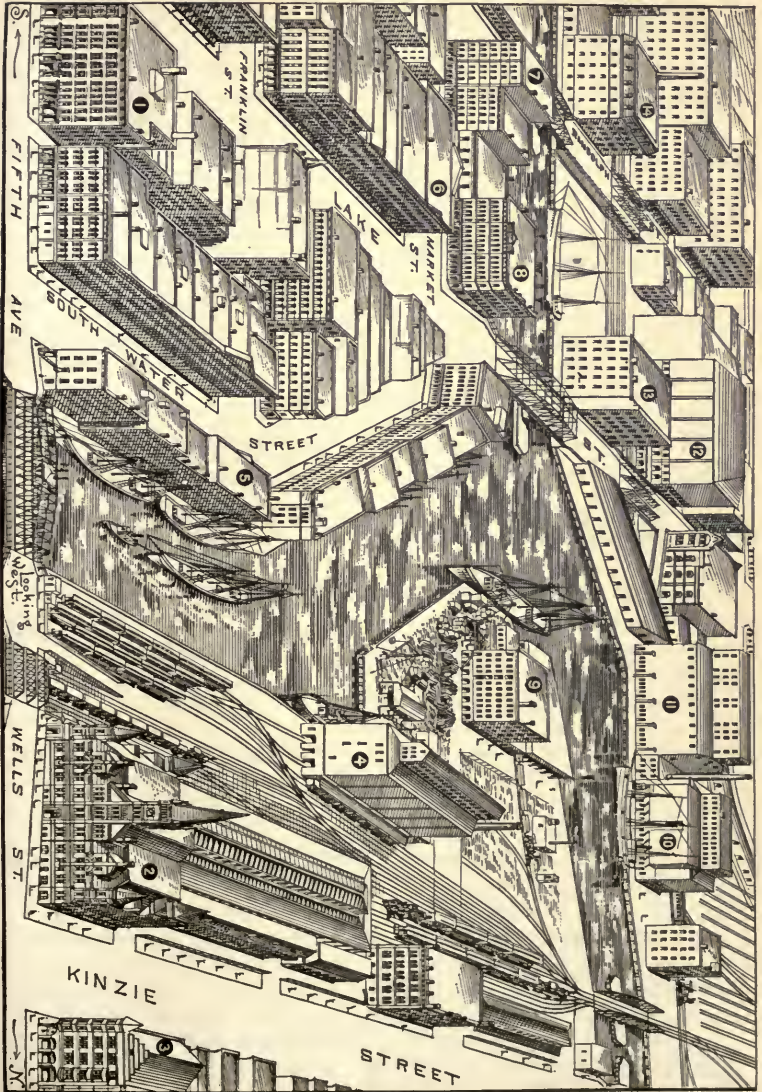
Fronts 80 feet on South Water and 30 feet on Franklin Street, at the northeast corner. It is an old-style brick, 50 feet high, 3 stories and basement. This part of the river was for years the lumber market, and here lake craft tied up, awaiting a sale, hence, the Lumbermen’s Exchange. Erected in 1873.

6. The Garrett Building

Fronts 140 feet on Lake and 200 on Market Street, at the southeast corner. It is an old-style brick, 65 feet high, with 4 stories, and is occupied by iron and steel dealers, flour merchants, and other heavy firms. It was erected in 1871.

7. The Lind Block,

Celebrated for its escape from the Great Fire of 1871, fronts 82 feet on Randolph and 94 feet on Market Street, at the northwest corner. It is 90 feet high, with 7 stories and basement, and is a building of the style of



WOLF POINT, 1803—LOOKING WEST.

the sixties. Its history has been uncommonly variable, and it has been by turns the center of active trade, and then the secure retreat of manufacturers, machinists, and patent-makers. The *Arbeiter Zeitung* is published here, and it was this paper which printed the word "Ruhe" in its columns as a signal for the Haymarket bomb-throwing.

8. The Ullman Building

Fronts 80 feet on Lake and 120 feet on Market, at the southwest corner, and stands well in view at the foot of the Lake Street bridge. It is an old-style 4-story brick building, 70 feet high, occupied by manufacturers, labor agents, ship-chandlers, and manufacturers' agents. It was erected in 1875.

9. Davidson & Sons' Building

Is on the North Side, at the foot of North Market Street. It fronts 150 feet on the latter street, and is 80 feet deep, with a warehouse of the same dimensions one story in height. The main building is a 5-story brick, 75 feet high, the first three floors and warehouse being occupied by Davidson & Sons, manufacturers and importers of marble, granite, etc. On the fourth floor are the offices of the Peabody Coal Company, the fifth being occupied by Smith & Webster, plumbers' supplies. Erected in 1872.

10. The Fulton Elevator,

Across the North Branch, on Canal Street,

is 78 feet wide, 150 feet deep, and 100 feet high. It holds 400,000 bushels of grain, and ships by rail and water. The exterior is of brick, slate, and iron. It was erected in 1873.

11. The St. Paul Elevator,

Next south on Canal Street, is 100 feet wide, 200 feet deep, and 135 feet high, with a capacity of 1,000,000 bushels. Its exterior is of brick and iron. These elevators are as high as 10-story buildings. Erected in 1879.

12-13. Produce Cold Storage Exchange

Occupies two buildings at 1-13 West Lake Street. The new building, No. 12, is 85 feet wide, 200 feet deep, and 95 feet high. The walls are of pressed brick and steel. This building marked an improvement in modern methods of refrigeration, and vastly reduced the cost of keeping meats, fruits, and vegetables. Erected in 1890. To the front of this stands the old building, No. 13, 70 feet square and 6 stories high.

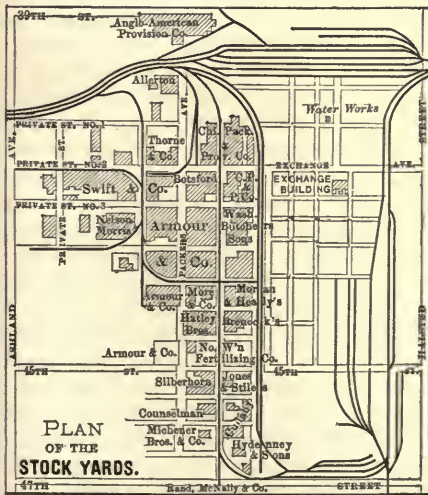
14. The Star and Crescent Mills,

Established 1868, at the west end of Randolph Street bridge, on the south side of the street, are 90 feet wide, 122 feet deep, and 72 feet high, with 6 stories. This property is a landmark on the street, and for many years has been the scene of unending industry, night and day. Wheat, oats, corn, and buckwheat are ground. Cost, \$300,000.

THE UNION STOCK YARDS.

The Stock Yards offer to many visitors, particularly farmers, the strongest permanent attractions of Chicago. Mayor Harrison has declared, also, that English tourists are prone to go there, and the mayor is borne out by the fact that when Rudyard Kipling set out to speak ill of the Garden City, he took the Stock Yards for his text and the wicked leader-steer for his realization of the behavior of Judas. It should be said of the Chicagoans that not one in a hundred has ever seen the things to be carefully and accurately described here, but that none except conscientious vegetarians are averse to labors which benefit the whole human world so greatly.

Location and area.—The Stock Yards and packing-house district is located in the southwest portion of the city, in what is commonly called the Town of Lake. It is bounded on the north by Fortieth Street, south by Forty-seventh Street, east by Halsted Street, and west by Ashland Avenue.



Of this area about 420 acres are covered by the pens, sheds, buildings, and railway-tracks of the Union Stock Yards. If you wish to pay a visit to these yards and follow the food-animal from the time it is unloaded from the cars until it is transformed into beef, mutton, or mess pork, you can not err if you attire yourself in your oldest garments, taking care to slip on a pair of thick boots to protect your feet from the running streams of blood that cover the floors of the pack-

ing-house. It will be a good idea to eat a hearty meal before entering these immense houses of slaughter, as the sight of so much blood and the dying cries of the animals are likely to tax an empty or weak stomach.

Routes.—There are several ways of reaching the yards—by the State Street cable-cars, Elevated trains, and by the suburban trains of the Lake Shore Railway from the Van Buren Street Station. The Elevated and cable lines are the most popular as well as the cheapest. Transfers are given by the conductors

on the cable-cars which are good on the Stock Yards horse-car line at Thirty-ninth Street, running westward, and leaving passengers near the main entrance at the intersection of Exchange and Dexter Park avenues. If you choose the Elevated line, be sure to get off at the Thirty-ninth Street Station, where you can board the Stock Yards cars bound westward. Two blocks south, near Dexter Park, are the horse and mule markets.

The Exchange Pavilion, 185 x 530 feet, was erected in 1892 at a cost of over \$100,000. It contains a speeding and display track, 36 feet wide and 130 feet long, with three places for timing, all covered by an iron dome and skylight. The amphitheater accommodates 3,000 people, every seat commanding a fine view of the track. It has every modern convenience, and is the most complete place for selling and displaying horses and mules under roof in the world. All grades, colors, and kinds of horseflesh are daily offered and sold here, and you will be amply repaid for your short walk to the pavilion.

The entrance to the yards is through a limestone arch forming the main gate. As you enter you will observe a watchman standing near the door of the little building to your left. He will inform you that there are no regular guides to show you through the yards; but on being questioned closely he will impart the information that the yards are divided into four divisions, namely, divisions A, B, C, and D, each being arranged in blocks. The cattle you see in each of the separate pens belong, as a rule, to different owners, although the stock of one shipper may sometimes occupy four, five, or six pens. In some cases the cattle are arranged in pens according to their grade or sex. He will also tell you that the yards contain twenty miles of streets, twenty miles of water-troughs, fifty miles of feeding-troughs, seventy-five miles of water and drainage pipes, five artesian wells, and eighty-seven miles of railway-tracks, the whole cost of which was \$4,000,000.

The Stock Exchange.—Proceeding westward you reach a low rambling brick building around which is gathered a great crowd of stockmen, shippers, and drovers. This is the Stock Exchange, where, during the last twenty-seven years, millions of dollars have changed hands in live-stock transactions. On the wall to your left as you enter the main doorway are the large bulletins, on which are posted the daily receipts and shipments of the twenty different railway-lines entering the yards. Here, too, you may by chance catch a glimpse of the typical cowboy, attired in high boots, large spurs, and broad-brimmed white felt hat with leathern trimmings. He is leading a party of drovers, or "cow-punchers," to an adjoining bar-room. In the Exchange Building are about 100 offices, all occupied by live-stock commission merchants, railway agents, and the Stock Yards officials.

A bird's-eye view.—As you leave this building, to the right, some two blocks distant, is the Water Tower, which is open to visitors. At its summit an excellent bird's-eye view of the entire yards may be obtained.

The packing-houses are close at hand, and, proceeding carefully along the main avenue—as the thoroughfare is sometimes made dangerous by the rush of the Texas steer, closely pursued by flying horsemen—you are now at the street on which, one block south, are located the works of the Armour Packing Company, the largest concern of its kind in the world. On application to the superintendent's office you will be furnished a uniformed guide, free of charge, who will conduct you through the establishment and point out all the special objects of interest. He will lead the way across an elevated stairway to the north door of

The pork slaughtering-house.—You will first be shown the hogs as they are brought in from the elevated roadways. There are some twelve or fifteen animals in a pen, which is mounted on low wheels. As each of these pens is moved up, a muscular man seizes the hind leg of a hog, to which he quickly attaches a steel chain in the form of a loop. This chain is connected with an overhead railway. A sudden jerk is given, and the animal is suspended and his throat instantly cut. The blood rushes forth, his cries grow weaker, there are the final convulsions, and animal life is extinct. The carcass passes through a series of steel knives, so arranged as to remove nearly all the bristles. It is again suspended and moves rapidly toward the dissecting-room. Only six strokes of the cleaver are necessary to divide the meat into hams, shoulders, and siding. In about three minutes from the time the hog is first suspended his tenderloins are boxed and ready for delivery.

Killing beeves.—Next you will be conducted across the tracks of the electric elevated railway to the beef-killing department. The cattle are first driven into movable pens, only large enough to accommodate two head at one time. By a simple contrivance their heads are forced up to a level with the top of the pen. Along the sides of these pens are stationed men armed with large steel hammers, who deal their victims terrific blows between the eyes, causing immediate insensibility and a practically painless death. The animal is hurriedly suspended, its throat cut, the hide partly split, and thorough hemorrhage follows. In a short time the carcass is let down to the floor, its hide taken off, and viscera removed, when it is again hung, cut into halves, and run along the overhead railway to the large cooling-rooms.

Sheep-killing.—You are now led through a number of doors and stairways to the large room where immense numbers of sheep are annually killed. Like the hogs, they are first hung, their throats cut, pelts removed (care being taken that the wool does not touch the meat), and then the carcass is washed and tagged ready for the market.

The Jews.—Lastly your guide will show you the quarters on the ground floor where the Jews kill their beef. It is a religious belief with this race that all their meat should be examined, approved, and killed by a rabbi. Here you see a low heavy-set man, with long black beard and a solemn air. The

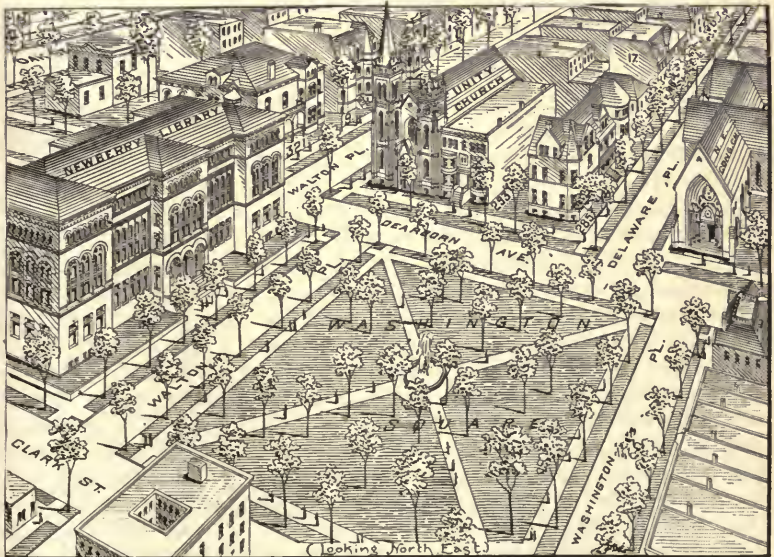
stock selected for slaughter is brought into the room by a long rope, which is passed through a steel ring fastened firmly to the floor. The rope is tightly drawn, thus pinioning the animal's head, and making it helpless. One of the helpers fastens another rope to one of the hind legs, the creature is partly raised up, its mouth is forced open, and the rabbi, who in the meantime has most thoroughly washed and resharpened his huge knife, approaches, and with one stroke of his weapon severs the jugular veins. The carcass is then hung, and left until it has bled thoroughly. In this room, afar from the cries of the desecrating hog, many hundreds of cattle are thus slaughtered.

History and statistics.—In the fall of 1832 G. W. Dole slaughtered the first lot of cattle ever packed in the county. They numbered 200 head, and cost \$2.75 per cwt. About 350 hogs, costing \$3.00 per cwt., were slaughtered and killed at the same time. The old Bull's Head Stock Yards, at the corner of Madison Street and Ogden Avenue, were opened in 1848, and gave to Chicago its first regular live-stock yards. The Union Stock Yards began business in December, 1865, and had up to 1893 handled a grand total of 265,134,835 head of live stock. The secretary's report for the year ending December 31, 1892, shows that the receipts of that year were as follows: Cattle, 3,571,796; calves, 197,576; hogs, 7,714,435; sheep, 2,145,079; horses, 86,448; mules, 550; a grand total of 13,715,894 head. The shipments were: Cattle, 1,121,675; calves, 31,004; hogs, 2,926,145; sheep, 483,368; horses, 74,255; mules, 113; a grand total of 4,636,560 head. The estimated valuation of stock during 1892 reached the enormous amount of \$253,836,502. It required 310,560 cars to bring the stock to Chicago, and 99,600 to remove the exports. The receipts for 1892 show an increase of half a million head over those of 1891. Of the grand total received at these yards, 2,450,121 cattle, 166,572 calves, 4,788,290 hogs, and 1,661,711 sheep were slaughtered by the packing-houses and city butchers. Armour's Packing-house was established in 1867. There are killed daily by this concern 11,000 hogs, 4,500 cattle, and 2,500 sheep. Nothing is wasted; fertilizer, glue, pepsin, and beef extract being manufactured from the parts of the carcass that can not be used for food. There are a number of other large packing-houses that can be visited, where every courtesy is offered. The sights are similar in all.

STREETS, PARKS, RESIDENCES, ETC.

Should the visitor or resident take a carriage or other conveyance for the purpose of seeing the public attractions of Chicago, he should choose one of three drives or general routes. Supposing that the reader selects his own conveyance, and in the three large divisions which follow—the North, the West, and the South sides—we will describe the streets, residences, monuments, parks, and cemeteries along the route, omitting only detailed descriptions of the churches, which, like the high steel buildings and some other striking features of the city, have been separately treated.

NORTH SIDE.



WASHINGTON SQUARE—LOOKING NORTHEAST.

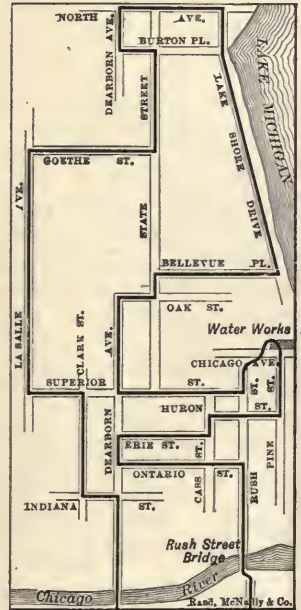
This division of Chicago was once a thick grove of trees. It now contains the chief permanent attractions of the city—in Lincoln Park, the Sheridan Drive, the Waterworks, the Newberry Library, the Chicago Historical Society's building, and some of the finest private residences in America. In the accompanying map the route has been carefully and accurately traced. Leaving

the Post Office carriage-stand, where a conveyance may be conveniently hired, the route is east on Jackson Street to Michigan Boulevard. At Jackson and Dearborn streets note the Union League Club, the Monadnock, and the Great Northern Hotel, as well as the view down Dearborn Street. At the southwest corner of Michigan Boulevard we come to the Pullman Building. Turning north on Michigan Boulevard, the new Art Institute is at the foot of Adams Street on the right, the Athletic Association Building is the sky-scraper on the left, and the new Public Library is the imposing structure on the left, between Washington and Randolph. Here we enter the wholesale grocery and hardware district of the city. Spragues, Warner & Griswold are at the north end of the library, and we now continue to the juncture of River Street by way of Michigan Avenue, as the thoroughfare is here called.

Fort Dearborn.—Every vestige of the fortification has long since vanished. Just before crossing the Rush Street bridge, on the way north, we pause at the corner (southwest) of River Street and Michigan Avenue to read the following inscription on a memorial tablet in the walls of a building:

“This building occupies the site of the old Fort Dearborn, which extended a little across Michigan Avenue, and somewhat into the river as it now is. The fort was built in 1803 and in 1804, forming our outmost defense. By order of General Hull, it was evacuated August 15, 1812, after its stores and provisions had been distributed among the Indians. Very soon after the Indians attacked and massacred about fifty of the troops and a number of citizens, including women and children, and the next day burnt the fort. In 1816 it was rebuilt, but after the Black Hawk War went into gradual disuse, and in May, 1837, was abandoned by the army, but was occupied by various Government officers until 1857, when it was torn down, except a single building, which stood upon this site till the Great Fire of October 9, 1871. At the suggestion of the Chicago Historical Society, this tablet was erected by W. M. Hoyt, November, 1880.” This was unveiled with imposing civic ceremonies May 21, 1881, ex-Mayor Hon. John Wentworth being the orator of the day.

The Goodrich docks are at the east of the bridge, on the south side of the river. This was the site of the Government burial-grounds in the early



NORTH SIDE DRIVE.

days. Here is an important place of arrival in Chicago, second only to the depots, where thousands of travelers from the lake ports are landed.

The Rush Street bridge has a history which is given in our first chapter. It is now the longest single swinging-span bridge in America. A good view of the harbor may be had from this bridge.

The Central Warehouse, at the north end of Rush Street bridge, on the west side of Rush Street, which we now enter, stands on the site of the oldest landing-place on the Chicago River. This was formerly the rope-ferry slip. Kirk's soap factory is at the right, east of Rush, on the river.

Site of John Kinzie's mansion.—Just across the railroad-tracks, north of the Central Warehouse, on the northwest street-corner, is the site of the residence of Chicago's first white settler. The Kinzie mansion occupies an important place in local history.

Site of the old Lake House.—The large brick building to the right, where the old Lake House once stood—now occupied by a tobacco firm—is another point of leading historical importance.

The Virginia and Granada.—Proceeding northward on Rush Street, at Ontario Street two high-class family hotels are reached. The Virginia, on the northwest corner, is a ten-story steel structure, elsewhere described. The Granada, a seven-story building, is on the southwest corner, and opposite the Virginia Hotel are the Marquette and Charlevoix apartments. Westward from this crossing is the building of the Historical Society.

Joseph Medill.—On the northeast corner of Ontario and Cass streets is the palatial city home of Joseph Medill, the veteran editor of the *Chicago Tribune*, and dean of his profession in America. His winter home is at Pasadena, Cal. The exterior of the house is built entirely of brownstone, heavy pillars supporting the main entrance, which faces Cass Street; and handsome grounds, tastefully ornamented, surround the residence.

Lambert Tree.—On the southwest corner of Ontario and Cass streets is the residence of ex-Minister Lambert Tree. The surroundings and artistic architecture make this one of the handsomest homes on the North Side. It is of Connecticut sandstone, with low rambling roof and high windows.

The Ontario Hotel, at the southwest corner of State and Ontario streets, was one of the first fashionable apartment structures in the city, and second in date only to the Beaurivage (the present Victoria). It is a six-story building, with walls of brick and cut-stone.

THE CHICAGO HISTORICAL SOCIETY.

History.—The Chicago Historical Society is at the northwest corner of Dearborn Avenue and Ontario Street. All good guides of Chicago must have as a foundation the stores of precious information which have been

gathered in this building by self-forgetful men and women. Here Long John Wentworth and John Young Scammon fought their life-long battle of words, and here the late venerable Albert D. Hager toiled as a devoted secretary, the picture of a satisfied and contented man. He it was who at his own expense put the tablet on the house at 137 De Koven Street, the lot on which the Great Fire began. His successor, John Moses, follows established precedent, and receives visitors with distinguished courtesy. On this corner the library and museum of the society perished in the Great Fire, and here the draft of Lincoln's Proclamation of Emancipation was destroyed. One hundred thousand books were burned. The resurrection of records, restoration of newspaper files, and collation of authentic evidence regarding early Chicago will commend themselves to the lover of history. This institution dates from 1856, and its early years were attended with considerable outlay, so that the Great Fire left it \$13,500 in debt. For several years it had no home, and its collections were again burned in the big fire of July 14, 1874, recorded in our chapter on "History." The main particulars of the society's existence may be learned in Andreas' "History of Chicago," third volume, page 410, and it is sufficient to here note that bequests and donations have been made by hundreds of persons; the most generous by Mrs. Gilpin and John Crerar. The Fort Dearborn tablet was the work of this society. The longer one stays in Chicago, the more importance this institution is likely to acquire in his estimation.

Architecture.—The new granite building, designed by Henry Ives Cobb, is one of the handsomest in the city. Its general ground dimensions are 120 feet on Dearborn Avenue by 100 feet on Ontario Street, but there is a court at the northwest corner. It is only two stories and a basement in height, but its steep roofs make its greatest height 80 feet. It has a large gable in the center of the Dearborn Avenue front, under which is the main entrance, and another at the west end of the Ontario Street front, to emphasize the location of the Gilpin Library. The windows on the first story are very wide, and only four in number, while those on the second story are numerous, arched, and connected. The material used is Wisconsin rock-faced red granite for the fronts and steel for the interior. It was designed to be as completely fire-proof as possible. The entrance is broad and simple, and leads directly into a spacious hall, lighted by a dome. In the basement are a hall 28 x 33 feet in size, store-rooms, supper and waiting rooms, cloak and toilet rooms, and in the rear heating apparatus. On the first floor are the secretary's office, the reception and reading rooms, the picture-gallery, the John Crerar lecture-room, and the Gilpin Library, which is a single room two stories in height, with a gallery extending across the west end of the building. On the second floor are the museum, the directors' room, a work-room, and an art-gallery. The building was begun August 13, 1892. The corner-stone is a massive affair, 6 x 2 x 2 feet in size, in the third course, at the street-corner, with its long dimension on Ontario Street. The building cost, exclusive of the ground, \$150,000.

NORTH ON DEARBORN AVENUE.

The Mentone, a family hotel, is at the southwest corner of Erie Street and Dearborn Avenue, just north of the Historical Society's building. It was built by L. W. Yaggy, one of the earliest of the subscription-book men, representing a small portion of the profit arising from the sale of the "Royal Path of Life." The façades of this building are of green sandstone, which was here perhaps first used in this city.

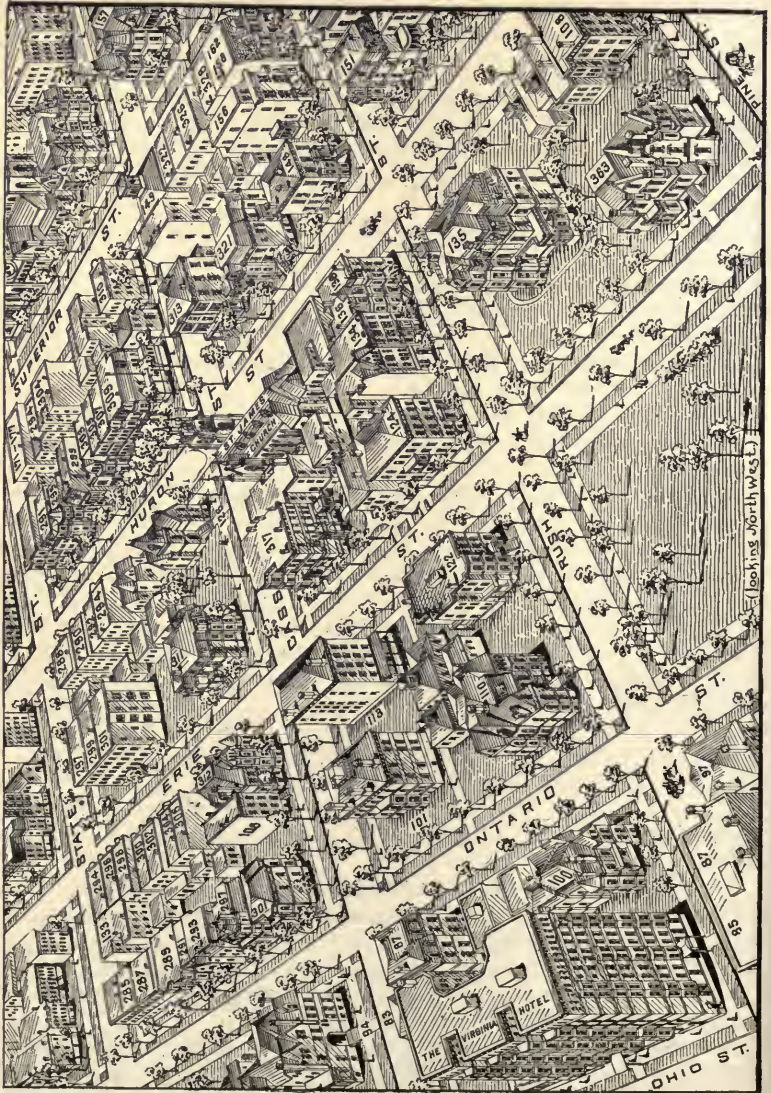
Erie Street.—Here we turn eastward in order to reach Cass Street, where, at the southwest corner, or No. 312, is the residence of R. R. Cable, president of the Chicago, Rock Island & Pacific Railway. He lives in a beautiful three-story pink Kasota sandstone residence, with handsome arched entrance and noticeable roof. Opposite, at No. 311, is the three-story brick and cut-stone residence of the Rev. Father P. J. Muldoon, chancellor of the Cathedral of the Holy Name, near by.

Cass Street and St. James Church.—Passing, at No. 317, the handsome graystone residence of S. M. Niekerson, a retired president of the First National Bank, we reach, at the southeast corner of Huron Street, the Episcopal Church of St. James, celebrated for the distinguished character of its communicants and the long and honorable history of its congregation. The church is built of rough-hewn limestone, the bell-tower rising to a height of 135 feet, and containing a beautiful chime. The rector of St. James is the Rev. Floyd Tomkins, Jr.

East on Huron to Pine.—Turning eastward at Huron, we pass two of the most noted mansions in Chicago. On the northeast corner of Huron and Cass streets is the home of Mrs. Martha Rumsey, widow of the late Julian S. Rumsey, once mayor of Chicago. Farther eastward, at 321 Huron Street, is a three-story brownstone residence, with massive doorway and steps, which is the city home of Cyrus H. McCormick, president of the harvester company, and son of the late millionaire and inventor. We pass, at 148 Rush Street, the residence of E. T. Watkins, the genial ex-president of the Chicago Gas Light & Coke Co., and at 151 Rush Street is the imposing mansion of Henry W. King, the wholesale clothier.

The McCormick mansion.—Standing in the center of large and tastefully ornamented grounds, at the southeast corner of Huron and Rush streets, is the celebrated home of Mrs. Nettie F. McCormick, widow of the late Cyrus H. McCormick, the millionaire above mentioned. This has always been a hospitable and representative Presbyterian home, where many successful plans of education and charity have had their origin.

The Perry H. Smith mansion.—At Pine Street—where we turn north—on the northwest corner, was the residence of the late Perry H. Smith, in his time the leader of Chicago's society. Here he had gathered a remarkable



Napoleonic library. The Grand Duke Alexis, General Grant, General Sheridan, General Sherman, and many other famous men were handsomely entertained here, and this house was regarded as an ideal home of luxury and elegance. The great space given to the commanding entrance, it was said, gave sunlight to every room in the house.

North on Pine Street from Huron.—At No. 115 Pine Street lives W. F. Dummer, vice-president of the Northwestern National Bank. On the southwest corner of Superior Street is the massive stone residence of W. S. McCrea, a grain merchant. It has a towering bay-window and Mansard roof. At 303 Superior Street, eastward from our route, Professor Swing lived for many years. On the northeast corner of Pine and Superior streets is the home of Frederick H. Winston, ex-minister to Persia—a three-story brownstone structure, with Mansard roof.

The Kinzie, on the southwest corner of Chicago Avenue and Pine Street, faces the Waterworks. It is a six-story structure, with walls of granite, brick, and terra cotta, a high spire rising on its corner.

The Waterworks, at Pine Street and Chicago Avenue. We have alluded to this attraction in our chapter on "Amusements." Time was when this building contained Chicago's only real "lion." It then had no steel buildings, Auditorium, electric lights, libraries, great parks, or World's Fair. Here may be seen \$1,000,000 worth of magnificent machinery.

The Farwell residences.—Passing through the grounds of the Waterworks, we issue on Pearson Street, where we turn westward for a square. On the north side of Pearson Street, at No. 99, is the home of ex-Senator Charles B. Farwell, president of the corporation of John V. Farwell & Co. It is built of artesian-well stone, red pressed brick, and brown sandstone, three stories in height, with Mansard roof. The next house, No. 109, is the residence of John V. Farwell, the well-known Chicago millionaire, and is built of artesian-well stone. Both these mansions have commanding situations and are among the richest residences in the city.

Tower Place.—This is the name of the court on the west side of the Waterworks grounds, turning south. At No. 4 we reach the Chicago home of L. Z. Leiter, capitalist, and former partner of Marshall Field. At No. 1 Tower Place, in a mansion of Bedford stone, four stories high, lives E. S. Isham, attorney. Continuing southward from Chicago Avenue, by way of Rush Street, we reach Superior Street.

The Fourth Presbyterian Church stands at the northwest corner of Superior and Rush streets. It is built of rough-hewn limestone, and is a low structure of its kind, with a height of but 65 feet. Here assembles one of the most notable Presbyterian congregations of the city. Among its prominent pastors have been Professor Swing and Dr. Herrick Johnson, and for many years the Rev. M. Woolsey Stryker, D. D., now president of Hamilton Col-

lege, whose successor is the Rev. Thomas C. Hall, son of Dr. John Hall, the popular New York divine.

Superior Street.—We shall now reach Dearborn Avenue once more by going westward on Superior. At the southwest corner, opposite the church, at 164 Rush Street, is the residence of Watson F. Blair, a retired banker. It is a three-story brownstone and brick mansion, with a unique entrance. At No. 319 lived R. W. Patterson, Jr., son-in-law of Joseph Medill, and practical head of the Chicago *Tribune*; at 317, L. E. Crandall, and at 149 Cass, on the corner, Henry Claussenius, Austrian consul. At No. 311 Superior lives the Rev. Father M. J. Fitzsimmons, pastor of the Cathedral of the Holy Name.

The Cathedral of the Holy Name fronts on State Street at Superior, on the northeast corner; together with the parish house and school and the Convent of the Sacred Heart, it occupies the square bounded by Chicago Avenue, State, Cass, and Superior streets. This is perhaps the best example of church architecture in Chicago. (See "Churches.")

The Rev. Floyd Tomkins, Jr., rector of the aristocratic Episcopal Church of St. James, which we have already passed, lives at No. 310 Superior Street. Here we reach Dearborn Avenue, and turn north, in order to pass the Newberry Library, situated on Washington Square.

Dearborn Avenue from Superior Street.—This is a region thickly inhabited by people of culture and wealth. At the southeast corner of Chicago and Dearborn avenues is the Hotel La Vita, a five-story building with granite and cut-stone walls. At 256 Dearborn Avenue lives Aldace F. Walker, once a member of the Inter-State Commerce Commission, and now a leading railroad arbitrator. At the southeast corner of Chestnut is the

Grant Collegiate Institute for young ladies. This school, now in its twenty-fifth year, was originally known as the Misses Grant's Seminary, the name being changed to the Grant Collegiate Institute, in honor of its founders, in 1887. The building, especially designed for this use, was erected in 1879. Among its present pupils is the daughter of Vice-President Stevenson.

Delaware Place.—The beautiful three-story Queen Anne residence at No. 285 Dearborn Avenue is the home of Mrs. John H. Thompson. At No. 17 Delaware Place, near by, lives Richard M. Hooley, one of the oldest and most successful theatrical managers of the city.

The Union Club House stands at the southwest corner of Washington Place, facing Washington Square. The edifice has a handsome entrance and is built of Connecticut brownstone, three stories high. The society which owns and occupies it is described in our chapter on "Clubs."

Washington Square.—This is one of the very few small breathing-places in Chicago. It is shady, and is well filled with nurses and invalids on hot days and evenings. On its east is the New England Congregational Church, the Rev. James G. Johnson, pastor. Farther north is Unity Church, so long iden-

tified with the pastorate of Rev. Robert Collyer, from which George C. Miln issued to be a tragic actor. The Rev. T. G. Milsted is now pastor. On the entire north is Newberry Library. The boundaries of Washington Square are Walton Place on the north, Dearborn Avenue on the east, Washington Place on the south, and Clark Street on the west.

THE NEWBERRY LIBRARY.

Site.—When the Great Fire swept entirely across northern Chicago, in leaping Washington Square it also leaped over a wooden house that stood on the site of the new library. This house was the home of Mahlon D. Ogden, and on account of its extraordinary escape was for twenty years an object of interest. The library, owning the block, has room for enlargement on its north. It now occupies Walton Place between Dearborn Avenue and Clark Street, a frontage of 300 feet, 70 feet deep.

The donor.—In 1868 Walter L. Newberry, a large land-owner on the North Side, died, leaving a provision in his will that upon the death of his two daughters without issue, and that also of his widow, one-half of his estate should go to found a reference library on the North Side. It so happened a daughter died childless in 1874, and the other died childless in 1876; the widow lingered, however, till 1885. Thus, after nearly twenty years, by a strange coincidence, the land became devoted to a public purpose, and by this time it was held to be worth \$2,500,000.

Architecture.—The material used in the new library is all fire-proof. The exterior is of Branford (Conn.) granite, rough-hewn for the first story, and dressed for the remaining four stories. The cornice is highly ornamented, and surmounted with Doric trimmings. The entrance on Walton Place is of striking architectural beauty, the Romanesque arches and clustered columns of the triple portal being especially handsome. Henry Ives Cobb architect. Cost, \$850,000.

Guide.—On the first floor are located the trustees', librarians', and administrative offices, cloak-rooms, auditorium, and the bibliographical exhibit. The upper stories are divided into general reading and shelf-book rooms, all well lighted. Books relating to fine arts constitute one department, the mechanical arts another, political economy and social science a third, and history, religion, and physical science the remaining departments. Each room has the equipment of a special library, and every convenience for reading and study; together with an attendant familiar with the literature of that department, and fully qualified to give assistance to readers. There is a general reading-room provided with encyclopedias, dictionaries, and files of periodicals, where those who prefer to have books brought to them can study at leisure. Each room is fitted up with reference to the class of books it contains, being 30 x 45

feet in area, and furnished with reading-tables 12 x 30 feet. The volumes are shelved behind a railing, in cases eight feet high, accessible to persons of ordinary stature without the aid of steps or ladder. The wall-cases are deep enough to accommodate folios and quartos, the central cases being double, or open on both sides, and capable of holding royal octavos and smaller sizes. The capacity of each room under this arrangement is 27,200 volumes. There are no galleries or upper tiers of book-cases, the space being used for the distribution of light and air. The auditorium, on the first floor, has a seating capacity of 500 persons. Here lectures on science, literature, and art are delivered, and visiting professors may meet their classes with the advantage of superior facilities for reference—a special feature of the library. The capacity of the building is 400,000 volumes.

William F. Poole, the librarian, author of "Poole's Index to Periodical Literature," and formerly public librarian of Chicago, is one of the most erudite and noted librarians in America.

NORTH FROM THE LIBRARY.

Oak and Dearborn.—Here, at the northwest corner, is the spacious residence of George L. Dunlap. It is built of brownstone and brick, with Mansard roof, broad veranda, and iron fence about the grounds. Before leaving this locality it is to be observed that Dearborn Avenue, from this point northward, contains the residences of many of Chicago's wealthier citizens, some of which are noticed in the chapter entitled "Drives." The architecture of these dwellings is less remarkable for ostentatious luxury than the dignity of an earlier, simpler style. Near North Avenue, however, may be seen residences which in richness of material and general design are unusually attractive. Turning eastward now to State Street, we reach

Bellevue Place.—The Bellevue Apartments are at the head of Bellevue Place, on State Street, and eastward by this cross-street we reach the great Lake Shore Drive. It may be remarked that Bellevue Place, like many cross-streets west of the Drive, illustrates the fact that the excellence of Chicago's architecture is confined to no special thoroughfare, the quietest, least obtrusive sections often ranking in this respect with the great boulevards and avenues. There is an air of delightful repose in these neighborhoods, removed from din of traffic and continuous passage of vehicles, yet accessible by easy transit, which renders them as residences very desirable.

The Lake Shore Drive.—We have now arrived upon the finest scene in Chicago. This boulevard, or *riviera*, is the work of the Lincoln Park Commissioners, who were given special permission by the Legislature of the State of Illinois to issue bonds, raise funds, and protect the entire north shore of Chicago. The sea-wall, marine promenade, rowing-slip, flower-garden, and drive,

resulting from their taste and energy, give to the houses fronting the boulevard a remarkably beautiful and commanding appearance. The Lake Shore Drive is only the beginning of the Sheridan Drive, which is to extend twenty-five miles north, and is practically completed. It is apparent from the topography of Chicago that Lake Michigan is our chief attraction, and doubtless the presence of this limitless perspective will make the lake-shore boulevards the finest in the city. This one begins south of the Waterworks, and we are at once attracted by the unique dwelling of Potter Palmer. Here resides the president of the Board of Lady Managers of the World's Fair, whom it has pleased American women to honor with that position.

The **Potter Palmer mansion**, often described, in its general effect presents the castellated outlines of feudal strength and magnificence, with a hospitable *porte cochère* in place of drawbridge and portcullis, and instead of moated walls, trim lawns and bright parterres. The interior is characterized by lavish yet dignified display. From the vaulted hall the visitor is ushered into a series of regal apartments, each a study of exquisite design and bewildering delight to the beholder—the Japanese room, stored with rare and costly bric-a-brac; the Louis Quatorze salon, with its mosaic floor, its florid ceiling decorated by Perraud, its mantel of gleaming onyx and ornaments of precious stones, its superb rugs, Russian fauteuil, and wealth of curios; the dining-room, with carved mahogany finish and gorgeous tapestries; the library, with elaborately painted ceiling and woodwork wrought in antique Flemish pattern; the music-room, a Moresque enchantment, with opalescent lamps and beautiful statuary. And to all this luxuriance of art and refined taste must still be added the reception-room, or picture-gallery, a miniature Paris salon, reflecting the best in the modern French school. Here we pause in admiration before the soft landscape of Rousseau, the brilliant coloring of Diaz, the thoughtful charm of Corot, the human touch of Millet, the suggestiveness of Bastien Le Page, as well as the original force of Cazin and the marvelous technique of Leroux, Raffaelli, and L'Hermitic. When, together with these rare attractions, we note the floral loveliness of the conservatory and consider the unrivaled site of the edifice, it is fair to presume that few, if any, residences in the country are so well adapted for the cultivated and generous hospitality with which this princely abode is associated.

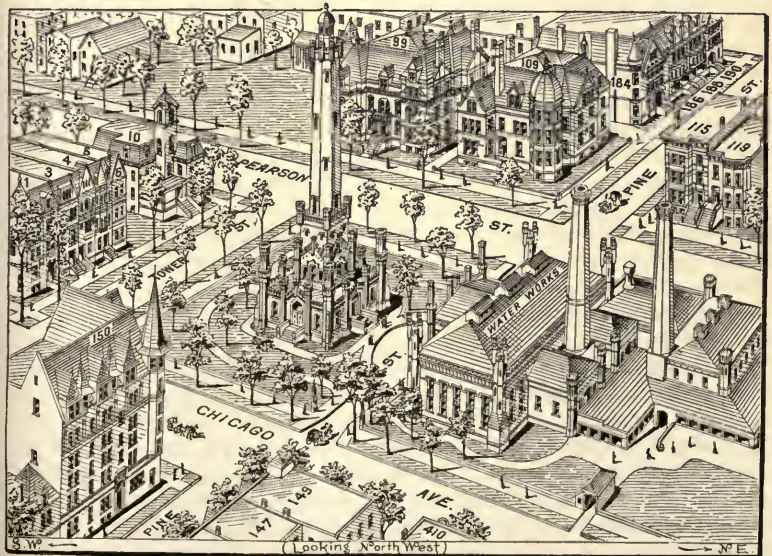
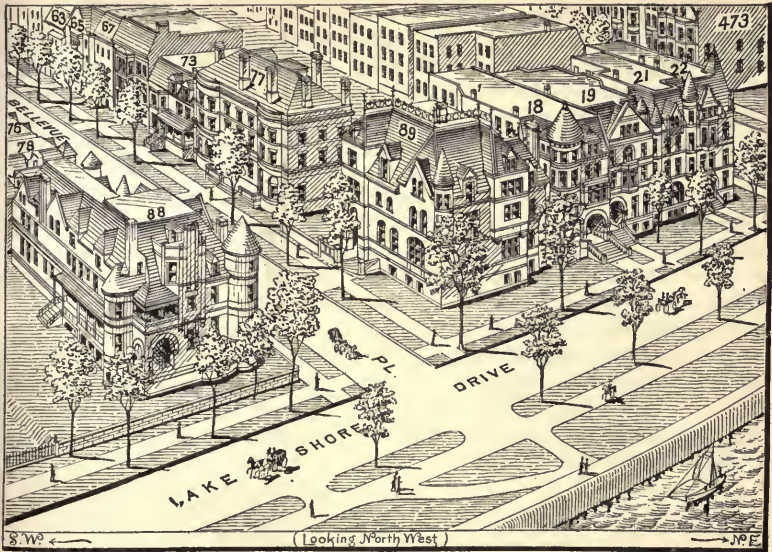
The sea-wall.—The most important work of improvement ever designed for Lincoln Park was the protection of its shores from the inroads of Lake Michigan. In 1886 the construction of the sea-wall was begun, according to plans by Maj. T. H. Handbury of the Engineering Corps of the United States Army. The piling of the breakwater was sawed off below the water-line, a platform of three-inch oak plank was laid across from front to back, and the work of casting the concrete commenced. The magnificent blocks, each weighing ten tons, were laid, until in the fall of 1888 they stood on the break-

water in an unbroken line (extending from Bellevue to Burton Place), 2,889 feet long and 10 high, presenting a massive front to the storms of the lake.

The rowing-course.—The paved beach work commences at North Avenue, being finished from plans by Capt. W. H. Marshall, of the Engineering Corps of the United States Army. The breakwater facing the seaward side of the beach is constructed of two rows of close pile-work ten feet in width. The lakeward row is faced on the inside with close three-inch sheeting, bolted to a 4 x 12 oak wale. The breakwater is filled with stone to a point ten inches above the lake-level, from which starts the paved beach, forty-eight feet wide, and rising one foot in eight; then, by two steps, to a granite beton promenade sixteen feet wide; next to a parapet of two steps, the base being 4½ feet wide and the top two feet wide. Beyond the promenade is a driveway forty-five feet in width; and from thence to the inner lake, or rowing-course, is a sloping, turf-covered bank planted with trees and shrubs, over 2,100 feet of this improvement being entirely completed, from North Avenue to the inlet. From the inlet to Fullerton Avenue (3,350 feet) the work is not finished. It will be opened to the public, however, by September, 1893.

Architecture.—On the left, proceeding northward, stands a row of stately mansions, any one of which might have made an architect's reputation, so imposing are the varied designs and so beautiful their proportions and general effect. Almost every style of architecture, save the purely classic, is here represented—Renaissant, Norman, Queen Anne, Tudor, Elizabethan, and Colonial—all finding expression in some harmonious detail or detached example in perfect taste and without incongruity. When to this superiority of conception and technical skill is added the beautiful and commanding site of these noble edifices, it seems impossible that nature and art can confer a greater ornament upon any metropolis.

A typical modern residence.—The first house we meet here, the home of Gen. Joseph T. Torrence, president of the Elevated Terminal Company, situated at the southwest corner of Bellevue Place and the Drive, fronting on the Place, is a familiar example of high-class residences in Chicago. These massive and apparently indestructible edifices are now as numerous upon the fashionable streets as were one-story cottages in the same regions thirty years ago, and no city of the United States presents so many abodes of luxury. Taking the Torrence mansion as a type, there is first the heavy stone coping at the sidewalk, raising the well-kept lawn above the street-level; then the huge under-story of granite or other hard stone, including the rock-work of a *porte cochère*; other similar constructions for verandas; a tower corner, with curved plate-glass; arches; stone stairways; a lighter or smoother facing as far as the roof, where there is such a diversity of tiles, gables, cupolas, chimneys, Mansard and dormer windows as may suit the taste and individualize the house. The stable is usually built in close similarity.



Northward on the Drive.—Opposite the Torrence home, on the north-west corner of Bellevue Place, fronting the latter, is the Borden residence, built of cut-stone, with ornamental frieze-work of the French Renaissance style. This is one of the handsomest houses in the city. At No. 22 on the Drive is seen the home of Mrs. Manvel, widow of Allen Manvel, late president of the Atchison, Topeka & Santa Fé Railroad; No. 60, the residence of the Hon. Robert T. Lincoln, late minister to the Court of St. James.

Professor Swing.—At No. 66 lives the pastor of the Central Church, an independent religious organization which worships in Central Music Hall, where Professor Swing for many years has addressed this body, which includes many of Chicago's influential citizens. The professor, long a widower, resides with his son-in-law and daughter, Mr. and Mrs. M. B. Starring, passing the summer on the banks of Lake Geneva, Wisconsin.

The Archbishopal Palace, occupied by the Most Reverend Archbishop Feehan, is at 623 State Street, two blocks at the left of the Drive and opposite the park. It is a large mansion of red brick, once the most conspicuous hereabout, standing amid spacious grounds beautifully adorned with handsome shrubs and a tasteful conservatory.

ARRIVAL IN LINCOLN PARK.

At North Avenue we enter the great city park of Chicago—the earliest and the best. Of all places for children in the summer, Lincoln Park holds the palm. And besides its turf, shade, shore, flowers, and animals, the region grows each year more interesting through the affectionate remembrance of the men of the past. The entrance was once a cemetery, and here the dust of the early dead has lingered until the nineties. Now the park comes back to its early memories, and the cenotaphs, if not the tombs, of departed genius begin to grow numerous. Here Lincoln, Grant, Schiller, La Salle, Linnæus, and the Ottawa Indian already stand to greet the new generations, and other revered shades crowd upon the scene. Here, too, the Academy of Sciences is to find a home, and here the massive sea-wall and the Yerkes electric fountain beautify northern Chicago above other quarters.

The Lincoln Statue.—It is fitting that we should first come upon the Illinois Emancipator. He stands facing the Dearborn Avenue entrance. The statue is approached by a broad, low flight of steps, leading to an elliptical stone platform 30 x 60 feet in area, and surrounded by a granite bench and balustrade, upon the back of which is inscribed the name of LINCOLN, with the dates of his birth and death. Upon the ends are two characteristic citations from his utterances. In the center of the platform, on a granite pedestal four feet in height, stands the bronze statue, 11½ feet high. The martyred president is shown standing before a chair—typical of the chair of

state—from which he has just risen. The pose is simple and natural, idealized only in its massiveness and unobtrusive decoration. The expression of the countenance is exceedingly noble and suggestive. There is a sentient strength and majesty of repose in lineament and figure, revealing to us in gaunt, uncouth, yet tender, fidelity the Lincoln of the people, as he stands before them with bowed head, their chosen leader, yet submissive to their will. The artist's conception is thoroughly in keeping with and worthy of his theme, and certain to be better understood and appreciated with time. The criticism will be that it is far too natural, the attitude of the subject being historical instead of artistic. It is Lincoln standing there, with all the ungainliness of death, without the charms that life bestowed so richly on his character. Near the steps leading to the platform are two bronze spheres bearing inscriptions composed of extracts from the Emancipation Proclamation.

The work is the gift of the late Eli Bates, and cost \$40,000, the figure being designed by Augustus St. Gaudens, and considered the best specimen of portrait sculpture in the United States. It was unveiled October 22, 1887, the stars and stripes which enveloped the figure being drawn aside by the son of Robert T. Lincoln, namesake and grandson of the great president.

The Electric Fountain was erected in 1890, on the lake shore in Lincoln Park, by Charles T. Yerkes, president of the North Chicago City Railway and a director of the World's Fair. The cost of the work was \$45,000, and the design is taken from that of a successful exhibitor at the Paris Exposition of 1889. It operates two nights of each week at considerable current expense, attracting large crowds to the spot. A circular basin of water, 120 feet in diameter, covers a subterranean chamber in which a half-dozen operators are concealed. A main jet of water from a 1½-inch pipe is thrown 110 feet in the air, with a pressure of fifty-five pounds to the square inch. There are five colors given to the jets of water, and the fifteen lights which are used have 8,000 candle-power. When the fountain presents a cluster of ruby-colored streams, the scene itself and its reflections are things not to be forgotten. At each change of color the crowds of spectators utter fresh exclamations of pleasure. The operator orders the moving of certain levers controlling the currents, and the lights are reflected through colored glass and into the streams. There is plenty of room under the basin of water for men to walk about with freedom. The World's Fair operates a similar contrivance in its Grand Basin. If you go by cable at night to see this novel attraction, ask the conductor to stop at the convenient place opposite the fountain.

The Grant Monument.—As viewed from the Lake Shore Drive the pedestal is very striking. It is built of huge blocks of rough-hewn Hollowell granite, the design somewhat resembling that of a medieval stronghold with heavy turrets, stairways, and castellated outlines. The figure of the general, mounted on a superb charger, is finely modeled. The great soldier is represented seated

easily in the saddle, holding the reins in his left hand and grasping a field-glass in the right, which is lowered to the thigh; the pose of the body and earnest expression of countenance suggesting a careful survey of the field. Seen *en silhouette* against a clear sky the full effect of the statue is most impressive. It is 18½ feet from the base of the plinth to the crown of the military hat. The sculptor was Louis T. Rebisso, an Italian exile, and, after some defective castings, the completed monument was unveiled, with imposing military ceremonies, on Wednesday, October 7, 1891. The cost was defrayed by a memorial fund of \$65,000, subscribed and collected within one year.

The animals of Lincoln Park have always been its chief attraction to the masses of the people. The bear-dens are numerous and well planned, and the polar bears may often be seen under a rainbow of water. Rare animals sport in the ponds for the playful otters and beavers. The seals come and go, always a center of interest, but a source of complaint among the residents near by because of the barking which the males keep up incessantly. In 1892 a sea-lion escaped into Lake Michigan, cruised along the shore to Milwaukee, and returned to see the World's Fair, but was not recaptured by his jailers. The buffalò and elks make a fine exhibit, and the fawns are as gentle as the creatures of poetry. The animal-house has a central cage, whence the African lions glare in fine forgetfulness that they are American-born. Here are Japanese tigers, an elephant, an African leopard, a South American panther, pumas, wild-cats, lynxes, wolves, deer, ibex, a fine herd of buffalo, and cages of birds, opossums, alligators, etc. Raccoons, squirrels, mice, and various other rodents sleep in their dens, and a colony of prairie-dogs delights constant audiences, for whom they perform with exceeding gravity.

The La Salle Statue is admirably located on high ground at the meeting of three driveways, near the approach to the bridge over the lower lake. The statue stands on a simple oblong granite pedestal, six feet high and four feet square at the base; rough-hewn except at the corners, and bearing, inserted upon a bronze plate, the inscription: "Robert Cavelier de La Salle. The Gift of Lambert Tree." The figure is finely modeled, and attired in the garb of the sixteenth century—high boots, long coat, with sword and spurs. The right foot is placed upon a rock, the left hand resting upon the hip, while the right arm hangs carelessly by the side. The attitude is commanding, and the face bears a dignified expression. The work was designed by Count Jacques de la Laing, a Belgian sculptor; cost, \$12,000. This statue was unveiled with appropriate ceremonies October 12, 1889.

The Schiller Statue is appropriately placed among the flowers at the lower end of the upper parterre, and is a handsome reproduction of the original statue of the German poet, Frederick von Schiller, by Ernst Raus. The figure stands upon a granite pedestal of simple design, twelve feet high and four feet square at the base, with no inscription save the name "Schiller," on the north

side. The statue is of bronze, ten feet high. The right arm is folded over the chest, the hand holding a pen; while the left, hanging down loosely, clasps a scroll. The features are clearly modeled, and the entire monument creates an impression of severe simplicity, perfectly in accord with the poet's character. The statue is the gift of the Schwaben Verein, and was unveiled May 15, 1886, with imposing ceremonies. Its cost was \$8,000.

The Ottawa Indian Monument, or the "Alarm Group," stands facing the bridge leading to the zoölogical gardens. On a massive granite pedestal, nine feet square and twelve feet high, is placed the bronze group, including four figures—an Indian standing alert and grasping his tomahawk; a squaw, with her papoose, crouching at his side; and a wolf-like dog, whose shaggy coat bristles with anger, as at some approaching danger. Set in the panels of the pedestal are four bronze bas-reliefs, depicting typical scenes of Indian life—the pow-wow, the camp, the feast-dance, and the Indian at work. Inscribed on the western face of the pedestal are the following words: "The Ottawa Indians of Illinois, my Friends." The monument was the gift of the late Martin Ryerson, and executed from the original design by John J. Boyle of Philadelphia, at a cost of \$15,000, and was unveiled May 17, 1884.

The Linnæus Statue is situated near the upper lake in the northern portion of the park, at Fullerton Avenue. The base and pedestal of granite, and the figure of bronze, rise to a total height of forty feet, the figure itself being fifteen feet high. "The Father of Botany" is represented in his academic robe, his left arm clasping a book, and in his hand a bunch of flowers, the right arm hanging loosely among the folds of his garment. Seated at the base of the pedestal are four female figures, symbolizing prominent departments of natural study. This statue was designed by C. Dyferman of Stockholm, Sweden. It is the gift of the Swedish societies of Chicago to the Lincoln Park Commissioners in honor of Carl von Linné, the celebrated Swedish scientist. It cost \$12,000, and was unveiled May 23, 1891.

The water-lily ponds.—Two ponds, irregular in outline, surrounded with grassy slopes and walks, the walls and bottom being lined with concrete and adorned with rock-work, have been devoted, during the last four years, to the growth of various species of water-lilies, one of the ponds having been artificially heated to promote the growth of the exotics. Over twenty-five species of *Nymphæacææ* have been successfully grown, including the white, pink, and yellow flowered species, besides the gorgeous red and white night-bloomers—*Devoniensis*, *dentata*, and *rubra*—together with the purple and azure-tinted varieties from Zanzibar. Several species of lotus (*Nelumbium*) are raised. They are strikingly beautiful, the flowers varying in color from a creamy yellow to a bright rose, differing from the *Nymphæacææ* in having their umbrella-like leaves elevated high above the water. The most attractive feature of these ponds is the *Victoria Regia*, remarkable for the luxuriance of

its corolla and the curious structure of its mammoth leaves. The plant is known by description to almost every one, but very few have had the privilege of seeing it in full blossom. At first it was doubted whether the exotic could be grown in this latitude, but it has flourished as well here as in its native South American wilds, each plant covering nearly 900 square feet of water, and seldom being without flowers from July until frost. Besides water-lilies, many other rare plants are grown in and around the ponds, water-hyacinths, sagittarias, ornamental rushes, and aquatic grasses, with the curious floating stratiotis and wonderful forms of plant-life, making altogether a grand display.

Lake and waterfall.—Near the northeastern portion of the park is a miniature lake, the sides and bottom of which are formed of plastic blue clay, about six inches thick. A waterfall, tumbling from an elevation, serves to supply fresh water, while masses of rock along the line of its flow heighten the natural effect of the scene. The shore winds between undulating banks, the whole forming one of the most beautiful nooks in the park.

Statue of Shakespeare.—It is likely that the earliest addition to the statues of Lincoln Park will be that of Shakespeare, for which the Hon. John De Koven is now the custodian of a fund.

Academy of Sciences.—On the 10th of January, 1893, it was resolved by the Lincoln Park Commissioners to build a home for this society in the southwestern corner of Lincoln Park. Matthew Laflin agreed to donate \$75,000, in three installments, as the work progressed, and the board pledged itself to the care of the building, at an annual expense not exceeding \$5,000 above the cost of heat and light, which the board also agreed to supply.

Other features of Lincoln Park.—A palm-house, 90 x 156 feet; a conservatory, 30 x 96 feet; a temperate house, 30 x 40 feet; a fernery, 60 x 96 feet; an electric-house; a boat-house, 60 x 90 feet, two stories; two large lakes for boating in summer and skating in winter; "swan-boats" for family parties and children, propelled by the foot-paddles; an artesian well, supplying six drinking-fountains; swings for children; the cement walk on Clark Street, one-half mile in length and sixteen feet wide, is a noted promenade; the upper and lower parterres are not equaled in America, except at Long Branch. It should be added that on stated afternoons in summer a special attraction is provided in the way of popular concerts, the musical selections being such as to gratify the varied tastes of the community, and the delightful promenades forming a most pleasing accessory to the entertainment.

In conclusion, it must be admitted that Lincoln Park, bounded as it is by the lake on the east, by handsome residences on the west, and containing within its spacious area abundant facilities for the gratification of natural and artistic taste, is an ornament of which few cities in the world can boast and of which any metropolis may be justly proud.



(Looking North West)

Statistics.—Area, 250 acres; greatest length, $1\frac{1}{2}$ miles; average width, half a mile; money spent, about \$4,000,000; cost of land, about \$1,500,000; cost of maintenance, in taxes and assessments, about \$250,000 a year, including interest on \$760,231.22 in bonds.

NORTH OF LINCOLN PARK.

The Lincoln Park Sanitarium may be seen at the north end of the park, and north of the Fullerton Avenue pier. It is itself a covered pier, where hammocks may be swung on hot days, and the health of infants greatly benefited. Here every provision is made for the benefit of sick infants, hammocks, carriages, food, medicines, and physicians' advice being gratuitously supplied. The value of this worthy charity may be inferred from the fact that in 1891 there were received 6,189 infants, 14,450 young children, and 6,021 mothers and other adults. The institution is under able and humane supervision, and has been largely indebted to the *Daily News* for its practical success.

North of the park.—Emerging from the park at its extreme northern limit we reach Diversey Avenue. Just beyond here, a little to the north, on Lake View Avenue, we pass Fiseher's Garden, a deservedly popular resort where, during summer evenings, excellent music and entertainment attract large crowds of pleasure-seekers. Four blocks northward from the park we come to Barry Avenue, turning westward upon which two blocks we reach Evanston Avenue—a quiet residence neighborhood, ornamented with beautiful shade-trees and tasteful dwellings.

The National Temperance Hospital and Sanitarium is on Diversey Avenue, about four blocks west of the park. This institution, whose object is to demonstrate the successful treatment of disease without alcohol, is one of the most flourishing hospitals in the city. Connected with it are a dispensary and a national temperance training school for nurses.

At Addison Street we go east to Pine Grove Avenue, then northward on a line parallel with Evanston Avenue. We pass two or three streets that lead out to the lake shore—which is near at hand, where the Sheridan Drive runs northward to Fort Sheridan—among the most notable Gordon Terrace, a short but exceedingly attractive locality, beautified by graceful surroundings of the fine residences here erected. We have by this time advanced toward the west one mile, but by very easy stages, and Halsted Street is ending its course just at our left. It is the longest street in Chicago, and runs straight southward past Blue Island, which is twenty-two miles away. We approach it by a short turn westward at Sheridan Place, and following Halsted Street northward reach the square bounded by Gordon Terrace, Bitter Sweet Place, and the lake shore, the site of

The United States Marine Hospital.—Here sick and disabled seamen of the United States service find a comfortable and permanent home. The long two-story limestone building, begun in 1868, was completed in 1872, and the hospital was then removed from the region of Lake Street and Michigan Avenue. Visitors are admitted to the buildings and grounds, the latter comprising ten acres beautifully adorned with trees and shrubs.

The Lake View Waterworks are next, and occupy a square at Montrose Boulevard, on the northeast corner of Halsted. We may here continue our journey northward by Sheffield Avenue to the left, passing the vicinity of Rosehill, Edgewater, Calvary, and to Evanston, or return to the city through Graceland and the surrounding beautiful region.

Rosehill Cemetery.—Following Sheffield Avenue a mile north, then turning west one mile, we arrive at a Protestant cemetery twice as large as Graceland, and marked with even larger monoliths and columns. At the entrance is the lofty Soldiers' Monument, with brass cannon, recalling the carnage of the Civil War. At the north, in full view of the passing trains, is the huge obelisk erected to his own memory by John Wentworth, and vying in proportions with the Douglas Monument on the lake shore at the foot of Thirty-fifth Street. The elaborate symbolical monument of George S. Bangs, a Post Office official, is noteworthy for its originality. Under a high monument the remains of Amos J. Snell also lie here, and the grave of William H. Ferry is near by. The cemetery is beautified by handsome drives, artificial lakes, green-houses, conservatories, and all the characteristics of a great necropolis. Care should be used in crossing the railway-tracks at the entrance, as some deplorable accidents have occurred here.

Edgewater, a fashionable suburb, is situated on the lake shore, directly east of Rosehill Cemetery. It is reached by the Milwaukee line of the Chicago, Milwaukee & St. Paul Railway, Union Passenger Station.

Calvary Cemetery, still farther north, on the lake shore, is the leading Catholic burial-place for Chicagoans, and contains, as notable features, the tomb of Colonel Mulligan, the family mausoleums of Richard M. Hooley and P. J. Sexton, and the tombs of nearly all the prominent Catholic citizens who have died within the history of Chicago. This beautiful spot may be reached from the Union Passenger Station, the Kinzie Street Station, from Sheridan Drive, or by lake. Special funeral trains are run. The cemetery was consecrated in 1861. It is over ten miles from the Court House.

Evanston.—If you continue your journey, you are soon at South Evanston and Evanston, the most celebrated of Chicago's suburbs because of the presence there of the Northwestern University, an institution of learning comprising several college buildings, with ample grounds, under the government of the Methodist Episcopal Church. Over 100 professors are included in the faculty of this university, and it has several branches in Chicago, where the pro-

fessions of law, medicine, pharmacy, and dentistry may be more successfully studied. The college grounds at Evanston serve as a strong attraction for picnicking families on summer holidays, for there is no fear of drunken revels in Evanston, which is a strong prohibition center. On the campus are to be seen the old University Hall, Fayerweather Hall of Science, the Gymnasium, Heck Hall, Memorial Hall, and the Dearborn Observatory, containing the telescope which, when it stood near the Douglas Monument in Chicago, was the largest glass in the world, and through which the long-suspected companion to Sirius was first detected. The other main buildings are located west of the campus, and embrace women's and various biblical colleges, dormitories, etc. The university was founded in 1851, and both Bishop Foster and Bishop Fowler have been its presidents. The present incumbent is Henry Wade Rogers, who was elected in 1890. Evanston, like all the northern lake suburbs, is located on high bluffs and is well wooded.

Southward, and through Graceland Cemetery.—We may return from the Waterworks by Sheffield Avenue through Buena Park, where well-kept lawns and pretty houses attract the eye, and turning west at Graceland Avenue reach Clark Street, on which is situated the main gateway of the cemetery. The newer portion of Graceland, or that laid out since 1875, has won the admiration of the best descriptive writers. The general object has been to avoid stone-work and miscellaneous monuments, and to encourage broad plots of level, closely cut sward. The visitor who has in remembrance the conventional graveyard can with difficulty credit the statement that these eastern acres of Graceland are populous with the dead. Swans float on the little meres or ponds, shrubs are grown densely to conceal the view of the railway, and over the slope westward the early pillars and stone bounds appear to mark the real entrance to the place. Some of the monuments, vaults, and sarcophagi at Graceland are interesting and historical. The chapel is unique in design, being characterized by great simplicity yet quiet dignity of treatment, in keeping with the loveliness and repose of its surroundings. The tomb of Martin Ryerson is perhaps the most worthy of study, being built in the massive Egyptian style, with the sole purpose of resisting the inroads of time. It is a polished sepulcher of granite, and the joints of the blocks being filled with lead, the architect has left as little lodgment for rain and ice as possible, so that thousands of years must elapse ere the seasons, severe as are their changes, shall level it to the ground. Opposite the Ryerson tomb is the larger one of Peter Schoenhofen, the brewer, who died in 1893. Under the tallest of the monuments rests Perry H. Smith, whose house has been mentioned. The Farwell obelisk is worthy of note, and over the grave of Detective Allan Pinkerton is a monument bearing an encomiastic recital of his deeds. The Huck family had in Mrs. Louis Huck a singer of surprising merit, who bore the rôle of *Pamina* in "The Magic Flute," at Crosby's

Opera House. The monument erected to her memory is not far from the Clark Street entrance. There are also handsome vaults for the families of W. H. Mitchell and Henry Hobart Taylor, and marble shafts marking the graves of D. B. Shipman, Daniel Brainard, and other notable families. The monuments all bear names and dates, offering to the city antiquarian ample fields of retrospective and historical research. The quickest way to reach Graceland from the city is by train at Union Passenger Station, fare 22 cents; but the north cables will carry the passenger thither, by transfers, for 5 cents.

Other cemeteries.—South of Graceland, and adjoining, are two small burying-grounds—a Jewish and a Lutheran; and about four blocks north on Clark is the German Catholic cemetery of St. Bonifacius. Returning through Sheffield Avenue, southward, we reach the latitude of Lincoln Park; and turning west on Diversey Avenue, the north limit of the Clark Street cable, we come to Racine Avenue, parallel with Sheffield, and continue on Racine southward to Belden Avenue, and east on Belden to Halsted.

The McCormick Theological Seminary of the Presbyterian Church occupies broad and well-kept grounds on Halsted Street between Belden and Fullerton avenues, horse-cars reaching it from the West Side in a direct line. Four large and several smaller buildings form a group of college structures representing the \$500,000 donated by the McCormick family. The conspicuous edifices are McCormick, Fowler, and Ewing halls and the chapel. The most direct route to the seminary is by the Lincoln Avenue cable, or by carriage on returning from Graceland. Here Dr. Herrick Johnson, the polemical debater, has his headquarters. He once held a famous controversy with J. H. McVicker, and supported with skill the contention that the theater should be considered an immoral amusement. He also made a speech before Congress, recently, opposing a repeal of the World's Fair Sunday-closing law.

Several churches.—As we turn northward into Halsted Street at Belden Avenue we come upon the Church of the Covenant (Presbyterian), at the southeast corner. It is a low, well-lighted structure of pressed brick and terra cotta, with a circular auditorium; Rev. David R. Breed, D. D., pastor. The Belden Avenue Baptist Church, on the northeast corner, is built of stone, with a tower ninety feet high; Rev. H. H. Barbour is the pastor. Farther south, but not on our route, is the Wesley Methodist Episcopal Church, on Halsted Street, between Belden and Webster avenues; Rev. N. H. Axtell, pastor. Having looked well at the college grounds, we turn eastward on Fullerton Avenue, and at the northwest corner of Larrabee Street reach the Fullerton Avenue Presbyterian Church, built of blue Bedford stone, with a spire 132 feet high. The Church of Our Saviour (Episcopal) is on the left-hand side of Fullerton Avenue, near Cleveland. The material is buff Bedford stone, and the edifice has a massive pointed front. The Rev. William J. Petrie is the rector.

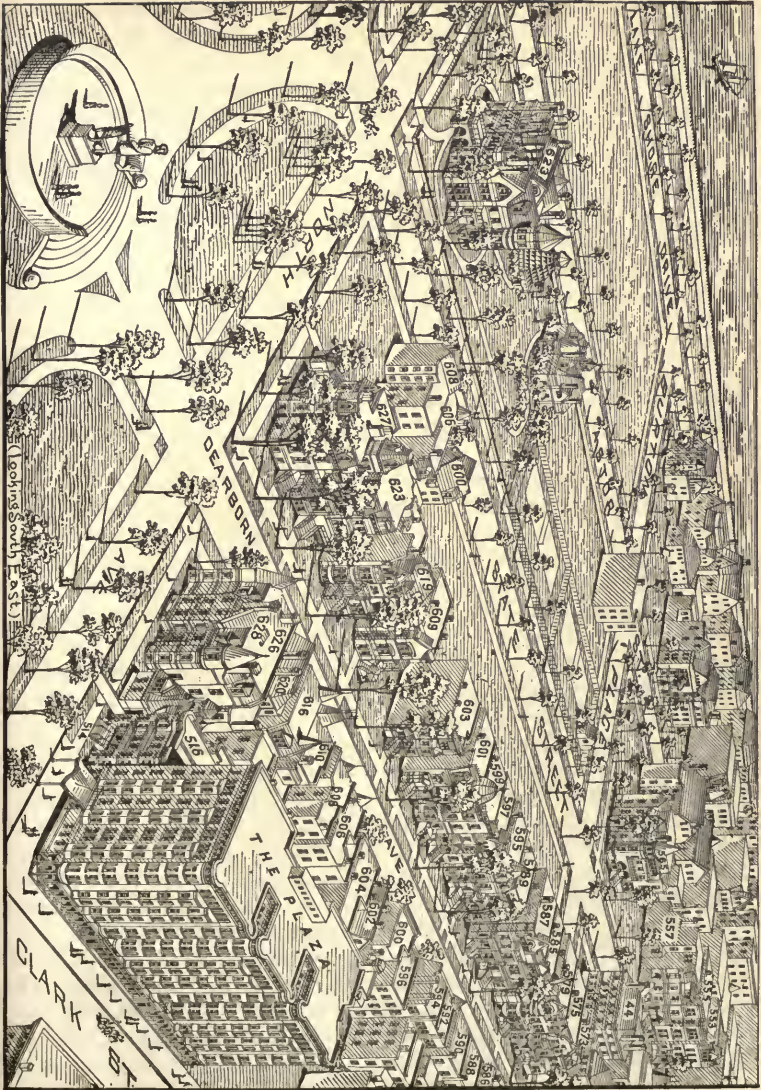
Southward, through Lincoln Park.—Passing between the bronze sphinxes mentioned above, which guard the park-entrance at Garfield Avenue, we skirt the pleasure-ground, coming in sight of the Hotel Vendome, a building of Connecticut stone, five stories high, at the northwest corner of Clark and Center streets, where North Park Avenue also intersects Clark. We may still keep in the park, passing the La Salle and Lincoln monuments, and emerge at North Avenue and Clark, where, on the southeast corner, stands the Plaza Apartments, a private and high-priced hotel, built of granite and pressed brick, eight stories high.

The Alexian Brothers Hospital, Nos. 559-569 North Market Street, is worthy of note, as it is one of the noblest of human charities, and a monument of which the proudest city might boast. The order of Alexian or Cellite Brothers was founded in the Great Plague of 1350, and has ever since existed for the sole purpose of nursing the sick, burying the dead, and caring for the insane. The order is composed of German and Polish Roman Catholic anchorites, and admits no women nurses to its wards, though both men and women are treated at the dispensary, the poor always freely. No one draws a salary, and the cost of maintenance is thus kept at the lowest figure. Those patients who can pay thus contribute money to the fund for the poor, who are admissible without question of race or creed. One of the greatest misfortunes resulting from the Chicago Fire was the destruction of this institution. It was rebuilt in 1873, and enlarged in 1890.

The Germania Club House stands at the northwest corner of Germania Place and Clark Street. The society which occupies this handsome building is the largest German club in the city. (See "Clubs.")

From North Avenue we drive one block south to Burton Place, then east one block to State Street, where the visitor is at once struck by the magnificence and wealth displayed in the residences lining the way as far as Goethe Street, where we turn westward three blocks to reach La Salle Avenue.

South on La Salle from Goethe.—We again enter a beautiful street, graced with many churches, rich in shade, and filled with the houses of the wealthy and fashionable. The first object of interest is perhaps the La Salle Avenue Baptist Church, built of blue Bedford stone, with a massive entrance sixty feet high. This church is situated between Goethe and Division streets, Rev. H. O. Rowlands, D. D., being its pastor. At the northeast corner of Division Street, a business street which leads in a straight line to Humboldt Park, are the Ravenna Apartments, five stories high, of cut-stone and brick; at the southeast corner of Elm and La Salle stands the ritualistic Episcopal Church of the Ascension, an edifice sixty-five feet high, of limestone walls, with gabled front; Rev. Edward A. Larrabee, who succeeded Father Ritchie, is the rector. Opposite, on the southwest corner, is the Church of the Holy



Trinity, Evangelical Lutheran, built of limestone, with an ornamented front and a spire 140 feet high; Rev. Charles Koerner is the pastor.

The University School is east from here two blocks, at the southeast corner of Dearborn Avenue and Elm Street. It prepares boys for colleges, universities, or scientific institutions, and is a private aid to the public-school system, necessarily drawing its students away from the high school, which does not teach some of the branches demanded of freshmen by the universities. There is a manual training department.

House of the Good Shepherd.—Should we follow Elm Street west to Market Street, we would reach the House of the Good Shepherd, an asylum for girls, occupying a whole square. There are usually 350 inmates here, who are fed, clothed, reclaimed, and aided in securing suitable positions. Thirty Sisters of Charity are in charge of this extensive institution.

The Locust Street corner.—The most notable corner is the southwest, on which stands Grace Methodist Episcopal Church, an edifice of limestone, with low tower, or spire, and little architectural beauty. Behind it is the parsonage. Here Frank M. Bristol preached and Robert McIntyre achieved a great part of his reputation. The present pastor is the Rev. R. S. Martin. On the northeast corner are the Seville Apartments, four stories.

Moody's old church.—At the northwest corner of Chicago and La Salle avenues is a red brick church of the modern fashion, which occupies the site of the old Tabernacle. It was on this spot that the celebrated and most eminent revivalist of modern times began his public religious work.

St. Vincent's Infant Asylum is at the southeast corner of Superior Street and La Salle Avenue. It is a Catholic foundlings' home and maternity hospital, under charge of the Sisters of Charity of St. Joseph, and its three stories and Mansard roof present a fine front to both streets. There is room for 200 children—the average number is 150.

On Clark, south from Superior.—Near Chicago Avenue is the old Turner Hall, which for many years was the headquarters of orchestral music in this city. The Clarendon Hotel, five stories, is at 152 Clark, between Ontario and Erie streets; and the Revere House, a well-known landmark of the North Division, at the southeast corner of Michigan Street.

The Criminal Courts and Jail.—Turning east one block on Indiana Street, we reach Dearborn Avenue, where, between Illinois and Michigan streets, on the west side, are located the Criminal Court Buildings and Jail of Cook County. Here are confined all persons awaiting trial for crime in the county, and here the anarchists were hanged on November 11, 1887. The south half of the building is seven stories high, of rough-hewn graystone, erected in 1892; the north half, containing the cells, is a somber structure three stories high, built of brick, with grated windows.

South Water Street is, in its way, one of the most interesting localities in the city. Here centers the immense market-trade through which Chicago's food-supply is obtained, innumerable shops and booths displaying an abundance and variety of products suggesting the enormous demand. As a rule the trade is wholesale, and covers almost every section of the country. Retail purchasers, however, are numerous, and at certain hours of the day the animation of the scene can hardly be surpassed.

Lake Street on Dearborn.—Dearborn Avenue has now become Dearborn Street. At Lake, on the northwest corner, is the popular Commercial Hotel; on the southeast corner the historical Tremont House. We continue south to Randolph Street, and there turn west to Clark, passing the Schiller Theater and Ashland Block, till we reach the Sherman House and the Court House. At Washington Street note the Title & Trust sky-scraper at the left and the Chicago Opera House on the right. From here we proceed west.

The Drake Fountain is situated near the southern area of the Court House, on Washington Street. It was presented to the city of Chicago December 26, 1892, by John B. Drake. The structure is built of Italian granite and occupies a space 19 x 19 feet, with a total height of thirty-two feet, the four corners of the base being ornamented with granite vases four feet in diameter. To each of the ten compression-faucets is attached a simple and graceful bronze drinking-cup, having on the sides, in raised letters, "Drake Fountain, 1892." Below the platform is a chamber holding three tons of ice, cooling the water, which flows through coils of pipe below and around the ice. Upon the polished pedestal, which bears the inscription "Christopher Columbus, the Discoverer of America, 1492," stands a bronze statue of the navigator, who is represented at about the time when he was contemplating his great voyage of discovery. He is bareheaded, and wears a belted tunic, long hose, and low shoes. In his left hand he holds a globe, and in his right, resting easily on his hip, is held a pair of dividers. The figure is the design of the sculptor R. H. Parks, and was cast in the royal foundry at Rome.

South on La Salle from Washington.—La Salle Avenue has also now become La Salle Street. Turning south, at the southeast corner stands the Chamber of Commerce; at the northwest corner, the Builders' Exchange; at Madison Street, on the northeast corner, the Tacoma; across Madison Street at Arcade Court (alley), the steel Y. M. C. A. Building; on the southwest corner of Monroe, the Woman's Temple; at Adams, on the near left, are first the Home Insurance and second the Rookery; on the right the Insurance Exchange, and at the extreme left is the Post Office, whence we began our journey.

The foregoing detailed journey has been arranged for general information, but may be used as a carriage, street-car, or railroad guide, supplementing the more concise data which accompany this volume and relate to the North Side homes and institutions. No other guide contains similar intelligence.

NORTH SIDE RESIDENTS.

Alexander Avenue.

NO.		NO.	
1687	C. E. Hoffman, broker.	1706	George Warrington, secretary Vulcan Iron Works.
1688	Isaac D. M. Lobdell, commercial traveler.	1718	Arthur J. Eddy of Walker & Eddy, lawyers.
1691	Samuel D. Coe, manager for W. R. Champlin & Co., grain commission merchants.	1728	Theo. W. Buhmann of Buhmann & Hansen, furniture manufacturers.
1698	R. J. Hollister, commercial traveler.	1729	P. P. Pease, salesman.

Barry Avenue.

1812	John B. Meyer, cashier Commercial National Bank.	1856	Frank Yott of F. Yott & Son, riding academy.
1821	Edward F. Comstock, lawyer.	1864	Chas. J. Stratton of W. L. Roseboom & Co., broomcorn.
1825	Wm. M. Knight, proprietor Briggs House.	1905	John C. Durgin of John C. Durgin & Co., commission merchants.
1828	W. L. Roseboom of W. L. Roseboom & Co., broom corn.	1926	W. Campbell, retired merchant.
1834	A. Heile, real estate.	1948	L. P. Brosseau, grain dealer.

Bellevue Place.

11	T. C. Hammond, leather merchant.	56	Frederick Eberlein.
19	A. D. Wheeler of Williams, Holt & Wheeler, lawyers.	57	A. L. Coe of Mead & Coe, real estate.
21	Edward O'Brien, secretary Railroad News Company.	58	Junius J. Smith, druggist.
23	M. E. Smith, dentist.	59	Arthur Ryerson, lawyer.
31	W. Vernon Booth, secretary A. Booth Packing Co., oysters, fish, and canned goods.	60	Samuel S. Greeley, president Greeley-Carlson Co., architects.
33	Theodore Sheldon of Sheldon & Sheldon, lawyers.	61	George Manierre of Dibblee & Manierre, real estate.
40	Mrs. F. W. Christoph, widow of F. W. Christoph.	63	Miss Mary Scudler.
41	Orson Smith, vice-president Merchants' Loan & Trust Co.	64	George Isham, physician.
42	M. W. Diffey, cigar dealer.	65	Charles Henrotin, banker and United States Consul for Belgium and Turkey.
43	Henry L. Turner, real estate.	66	Albert Antidel, assistant general manager American Express Co.
44	Joseph W. Hosmer of R. W. Hosmer, insurance agents.	67	P. E. Stanley, broker.
44½	G. E. Richards, physician.	70	A. F. Bullen of A. F. Bullen & Co., maltsters.
45	Henry B. Stone, president Chicago Telephone Co.	72	A. T. Aldis of Aldis, Aldis & Northcote, real estate.
47	Augustus P. Richardson, vice-president Richardson & Boynton Co., furnaces.	73	George M. Clark, president George M. Clark & Co., gasoline and gas stoves.
48	Charles Cook, real estate.	76	Isaac S. Collins of Merriam, Collins & Co., grocers.
49	Edward A. Burdett of Burdett, Smith & Co., wholesale stove dealers.	77	Bryan Lathrop, president and treasurer Graceland Cemetery Co., and real estate.
50	Henry Wilkinson of Samuel Myers & Co., wholesale liquor dealers.	88	Gen. Joseph T. Torrence, president Chicago Elevated Terminal Co.
53	E. J. Frost.	89	Wm. Borden, capitalist.
54	Mrs. Isabel Morse, widow of Edgar Morse.		

Buena Avenue.

- | No. | No. |
|---|---|
| 117 Lyman Baird of Baird & Bradley,
real estate. | N. W. cor. Evanston av. Wm. E. Clow of
James B. Clow & Sons. |
| N. W. cor. Hazel. B. F. Rogers. | 129 E. L. Hamilton. |
| Near Hazel. J. M. Rogers. | 141 W. A. Daniels. |

Cass Street.

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| 67 E. B. McCagg, lawyer. | 147 A. Junker, manager Riverside Distill-
ing Co. |
| 83 A. A. Carpenter, lumber merchant. | 149 Henry Clausenius of Henry Clausen-
ius & Co., steamship agents, and
Austro-Hungarian Consul. |
| 87 Nathan Mears, retired lumber mer-
chant. | 157 Edward T. Blair, retired wholesale
hardware merchant. |
| 94 Lambert Tree, ex-minister to the Court
of Spain. | 159 Mrs. Louisa Barnard, widow of John
Barnard. |
| 101 Joseph Medill, editor-in-chief Chicago
Tribune. | |
| 108 Leslie Carter, lawyer. | |
| 126 Mrs. Jane E. Reed, widow of John S.
Reed. | |

Dearborn Avenue.

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| 256 Aldace F. Walker, chairman Western
Traffic Association. | 387 Frederick A. Keep, treasurer Interior
Lumber Company. |
| 263 R. N. Tooker, physician. | 389 William S. Potwin, treasurer Chicago
Varnish Company. |
| 285 Mrs. John H. Thompson. | 390 Willis F. Johnson of W. F. Johnson &
Co., grain commission merchants. |
| 293 George B. Carpenter of George B.
Carpenter & Co., ship-chandlers. | 399 Eugene C. Coulter, principal Univer-
sity School. |
| 321 Ralph N. Isham, physician. | 400 James M. Adsit, retired banker. |
| 325 Oliver F. Fuller, president Fuller &
Fuller Co., wholesale druggists. | 402 John De Koven, capitalist. |
| 328 Geo. L. Dunlap, capitalist. | 405 C. R. Larrabee, treasurer Title Guar-
antee & Trust Co. |
| 332 M. W. Kerwin, real estate. | 407 H. B. Sherman. |
| 336 James W. Ferry, president City
Cab Company. | 412 John N. Jewett of John N. Jewett &
Jewett Bros., lawyers. |
| 337 J. H. Dole of J. H. Dole & Co., grain
commission merchants. | 414 R. D. McArthur, physician. |
| 345 James H. Walker, merchant. | 426 Francis B. Peabody of Peabody,
Houghteling & Co., loans. |
| 347 Mrs. T. S. Phillips. | 433 George B. Gilman, retired vessel owner. |
| 348 William D. Kerfoot, real estate. | 440 Mrs. Theobald Forstall. |
| 349 Edmund Norton of the Norton Milling
Company, flour-mills. | 444 Wiley M. Egan, vessel agent. |
| 351 Harriet K. B. Carmichael, widow of
George S. Carmichael. | 446 Allen R. Vinnedge of Vinnedge Bros.,
lumber merchants. |
| 356 A. R. Waller. | 448 Charles A. Spring, Jr., capitalist. |
| 362 Benj. H. Campbell, Jr., capitalist. | 450 Peter Britten of Britten & Guth,
wholesale meat dealers. |
| 365 Marquette Club. | 454 George Payson, treasurer Western R.
R. Association. |
| 370 William M. Hoyt, president W. M.
Hoyt Company, wholesale grocers. | 457 J. H. Batterman, envelope manfr. |
| 385 Otis K. A. Hutchinson of Hutchinson
& Luff, lawyers. | 459 R. Philip Gormully, president Gor-
mully & Jeffery Mngf. Company,
bicycle factory. |
| 386 Mrs. Anna E. Webster, widow of
Joseph D. Webster. | |

Dearborn Avenue—continued.

- | No. | | No. | |
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| 463 | N. J. Sandberg, furniture. | 554 | Charles J. Wenderoth, wholesale furniture. |
| 476 | Peter L. Yoe, capitalist. | 558 | C. J. Hambleton of C. J. Hambleton & Co., lawyers. |
| 480 | J. M. W. Jones, president J. M. W. Jones Printing & Stationery Co. | 560 | J. W. Odell, capitalist. |
| 483 | F. Henning, physician. | 564 | J. P. Wilson of Wilson, Moore & McIlvaine, lawyers. |
| 484 | Henry S. Monroe, lawyer. | 567 | E. A. Mattheissen, president Chicago Sugar Refining Company. |
| 484 | Miss Harriet Monroe, authoress. | 568 | J. C. Bullock, real estate. |
| 485 | Richard L. Davis of R. L. Davis Company, grain commission merchants. | 571 | Mrs. Caroline E. Stanley. |
| 486 | Charles A. Dupee of Dupee, Judah & Willard, lawyers. | 572 | George E. Rickcords, vice-president and manager Haddock, Vallette & Rickcords. |
| 487 | John Johnston, Jr., lawyer. | 573 | M. Shields of M. Shields & Co., wholesale confectioners. |
| 490 | William H. Gray, general manager Knight Templars' and Masons' Life Indemnity Company. | 575 | Louis C. Huck, president L. C. Huck Malting Company. |
| 492 | Henry Tift, lawyer. | 579 | Francis Lackner of Lackner & Butz, lawyers. |
| 496 | Andrew Ortmyer, president A. Ortmyer & Son, wholesale saddlery. | 585 | J. J. McGrath, capitalist. |
| 503 | Augustus Warner, publisher. | 588 | George C. Prussing, contractor and builder. |
| 505 | John Irwin, retired merchant. | 589 | D. F. Cameron of Cameron & Fish, real estate. |
| 507 | J. C. Nyman, agent for Martin Ryerson Lumber Company. | 589 | Mrs. Harvey D. Colvin, widow of ex-Mayor Colvin. |
| 508 | A. Shakman, wholesale jeweler. | 592 | Louis Stern of H. Elkan & Co., hides. |
| 509 | A. R. Smith, plate-glass and mirrors. | 594 | H. Elkan of H. Elkan & Co., hides. |
| 513 | A. H. Blackall of A. H. Blackall & Son, teas and coffees. | 595 | Ransom J. Morse, diamond importer. |
| 522 | August C. Magnus of Magnus' Sons, brewers' supplies. | 596 | Arnold Tripp, lawyer. |
| 524 | Col. Robert C. Clowry, vice-president and general superintendent Western Union Telegraph Company. | 597 | Calvin R. Corbin of Corbin, May & Co., wholesale grocers. |
| 528 | Adolph Loeb of A. Loeb & Bro., bankers, real estate, and loans. | 599 | M. Morgenthau of Morgenthau, Bauland & Co., dry goods. |
| 529 | T. C. Haynes, secretary of Rand, McNally & Co. | 600 | A. H. Dainty, manager Marshall Field's carpet department. |
| 531 | Luther W. McConnell, credits. | 601 | Herman Petersen of Petersen Bros. & Co., grain commission merchants. |
| 532 | Nicholas Senn, surgeon. | 606 | M. J. Swatek, cigar manufacturer. |
| 533 | Rev. T. B. Forbush, bishop of Western Unitarian churches and superintendent of Unitarian Association. | 608 | F. G. Barnes, cashier of Charles W. Barnes, hat and cap dealer. |
| 535 | Thomas S. Wallin of C. C. Wallin & Sons, leather merchants. | 609 | Louis Gerlinger, retired merchant. |
| 536 | J. Holliday, real estate. | 610 | Truman Penfield, real estate. |
| 537 | William Sprague of Sprague, Smith & Co. | 616 | J. B. Grommes of Grommes & Ullrich, wine and liquor merchants. |
| 538 | D. H. Tolman, president Chicago Trust & Savings Bank. | 619 | Jacob F. Rehm, real estate. |
| 540 | John P. Hand of Hand, Milchrest & Smith, lawyers, and assistant United States attorney. | 620 | William C. Egan, capitalist. |
| 541 | George W. Hale, capitalist. | 623 | William Stewart, real estate. |
| 550 | A. T. Galt of Galt & Birch, lawyers. | 626 | S. E. Egan, capitalist. |
| 552 | P. R. King, clothier. | 627 | Mrs. T. F. Withrow, widow of Thomas F. Withrow. |
| | | 628 | Charles W. Fullerton, lawyer. |

Erie Street.

- | No. | No. |
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| 311 Henry H. Porter, chairman Chicago & Eastern Illinois Railroad. | 317 S. M. Nickerson, retired banker, former president of the First National Bank. |
| 312 Ransom R. Cable, president Chicago, Rock Island & Pacific Railway. | |

Evanston Avenue.

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| 890 S. P. Hedges, physician.
S. W. cor. Buena av. Mrs. J. B. Waller, widow of James B. Waller. | 1039 H. Taylor, manager for Edwin C. Walker & Co., grain commission merchants. |
| 1026 Francis Geudtner, retired trunk manufacturer. | 1044 Max Jenney of Jenney & Mundie, architects. |
| 1035 R. E. Evans, manager for W. S. Mallory & Co., iron merchants. | 1088 C.A. Spoehr of Bunte Bros. & Spoehr, wholesale confectioners. |
| 1037 John W. Hiltman, assistant agent for the American Express Co. | |

Gordon Terrace.

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| 7 C. U. Gordon of C. U. Gordon & Co., real estate. | 27 Wm. Bryce Mundie of Jenney & Mundie, architects. |
| 8 F. T. Simmons, wholesale hatter. | 48 T. D. Whitney of Whitney & Starrett Co., contractors. |
| 17 Newton Wyeth, attorney. | |

Huron Street.

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| 184 J. Kranz, confectioner. | 313 Mrs. J. S. Rumsey, widow of Julian S. Rumsey, an ex-mayor of Chicago. |
| 272 R. L. Rea, physician. | 321 Cyrus H. McCormick, president McCormick Harvesting Machine Co. |
| 288 O. T. Freer, physician. | |
| 291 Nathan S. Davis, Sr., physician. | |
| 295 G. Gurdon Moore of G. G. Moore & Co., grain commission merchants. | |

Lake Shore Drive.

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| 18 Chas. Pope, maltster. | 66 Prof. David Swing, pastor Central Church. |
| 19 Franc Nixon Coffin, real estate. | 100 Potter Palmer, proprietor Palmer House, capitalist. |
| 21 A. B. Dick, president A. B. Dick Co., mimeographs. | 103 Franklin MacVeagh of Franklin MacVeagh & Co., wholesale grocers. |
| 22 Mrs. Allen Manvel, widow of Allen Manvel, late president A., T. & S. F. R. R. | 109 Samuel E. Barrett, president S. E. Barrett Manufacturing Co., roofing material and building paper. |
| S. W. cor. Division. Mrs. Lydia Coonley, widow of John C. Coonley. | 111 Mrs. M. D. Ogden, widow of Mahlon D. Ogden. |
| 55 Col. John Mason Loomis, capitalist. | 112 Volney C. Turner. |
| 57 Edward F. Lawrence, secretary National Safe Deposit Co. | 117 Mrs. Barbara Armour, widow of George Armour. |
| 60 Robt. T. Lincoln, lawyer, ex-U. S. Minister to the Court of St. James. | 120 George A. Armour, capitalist. |
| 63 George H. High of Fessenden & High, real estate. | 125 Gen. A. C. McClurg of A. C. McClurg & Co., books and stationery. |
| 64 J. W. Farlin, real estate. | 130 Orrin W. Potter, vice-president Commercial National Bank. |
| 65 Carl C. Heisen, real estate. | |

Lake View Avenue.

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| No.
5 A. Leicht of Bartholomae & Leicht United States Brewing Co.
11 E. A. Leicht, treasurer H. Paepcke Co., lumber merchants.
17 F. Madlener, wine and liquor dealer.
31 Richard Lothholz of R. Lothholz & Co., meat dealers.
207 M. A. Johnson, coal merchant. | No.
S. W. cor. Diversey av. Thomas Mackin, real estate.
265 R. Schloesser, real estate.
N. E. cor. Diversey av. E. S. Dreyer of E. S. Dreyer & Co., bankers.
621 A. L. Sercomb, manager Meriden Britannia Co., silver-plated goods. |
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La Salle Avenue.

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| 269 Christian Fenger, physician.
299 Edmond Bruwaert, French consul.
300 J. McGregor Adams, president Adams & Westlake Co.
317 Victor F. Lawson, proprietor of the Evening News and Record.
340 George H. Rozet, real estate.
343 J. B. Hobbs, president Commercial Loan & Trust Co.
345 Phillip Jaeger, wholesale meat dealer.
353 F. Henrotin, physician.
367 N. H. Blatchford, vice-president E. W. Blatchford & Co.
375 E. W. Blatchford, president E. W. Blatchford & Co.
387 Mrs. M. Hjortsberg widow of Max Hjortsberg.
403 O. B. Green, president Green's Dredging Co.
413 A. C. Helmholz, grain commission merchant.
448 Malcolm McNeil, president McNeil & Higgins Co., wholesale grocers.
470 William Dickinson, grain commission merchant.
504 Fred W. Wolf, president Fred W. Wolf & Co., ice machines.
512 John I. McEwen, real estate.
514 Morris Sellers of Morris Sellers & Co., railroad supplies.
515 S. Anderson, jeweler.
520 William Walker, lawyer.
521 Lewis M. Melander of L. M. Melander & Bro., photographers.
525 Robert Stevenson of Robert Stevenson & Co., wholesale drugs.
526 Herman Vogler, stock broker. | 535 F. O. Wyatt, manager Illinois Valley Coal Co., and La Salle County Carbon Coal Co.
538 F. Silberman of Silberman Bros., hides.
542 William Zellmann, livery.
552 Chas. E. Manierre, physician.
579 Francis F. Bruns, retired merchant.
581 Harry Rubens of Rubens & Mott, lawyers.
585 C. Brinkman, proprietor Burke's European Hotel.
596 Mrs. E. G. Klaner, widow of H. E. Klaner.
602 E. Hess, grain commission merchant.
611 Anton B. Fiedler, president A. B. Fiedler & Sons.
615 Philip Rinn, president Philip Rinn Co., sash, doors, and blinds.
617 C. Furst, president Machinists' Supply Company.
621 W. O. George, wholesale liquor dealer.
634 H. L. Dahl, tailor.
640 C. Jevne of C. Jevne & Co., grocers.
646 G. Merz, cigar-box manufacturer.
660 H. Hargis of Hargis & Co., cigar manufacturers.
662 William Weadley of Weadley, Cleary & Co., wholesale liquor merchants.
666 W. H. Heegaard of W. H. Heegaard & Co., wholesale cigar dealers.
668 Augustus Arend, druggist and kumyss manufacturer.
670 William Armstrong, lawyer.
674 Geo. P. Braun of Braun & Fitts.
678 Robert Lindblom of Robert Lindblom & Co., grain commission merchants. |
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Montrose Boulevard.

- | | |
|---|---|
| 1402 John N. Young, real estate.
1408 Wm. Magill, insurance. | 1431 O. C. Simonds, landscape gardener. |
|---|---|

North Park Avenue.

- | No. | | No. | |
|-----|---|-----|---|
| 820 | John Stevenson, merchant tailor. | 840 | Paul E. Werner, president The Werner Company, publishers. |
| 822 | Robt. A. Bower of Rand, McNally & Co. | 842 | W. K. Gillett, general auditor A., T. & S. F. R. R. |
| 824 | Andrew McNally, vice-president Rand, McNally & Co. | 846 | Otto Penser, president Garden City Banking & Trust Co. |
| 832 | Alexander Belford, vice-president The Werner Company, publishers. | 848 | Geo. B. Reeve, traffic manager Chicago & Grand Trunk Railway. |
| 834 | Wm. F. White, passenger traffic manager A., T. & S. F. R. R. | 852 | Henry M. Hosick of H. M. Hosick & Co., soap and hides. |
| 836 | Fred G. McNally of Rand, McNally & Co. | | |
| 838 | Theo. Schintz, lawyer. | | |

North State Street.

- | | | | |
|------------|---|-----|--|
| 404 | Edgar Stanton, president Stanton Grocer Co. | 534 | T. S. Chard, manager Fireman's Fund Insurance Co. |
| 407 | W. A. Montgomery of Montgomery & Montgomery, lawyers. | 536 | Gen. A. L. Chetlain, president Industrial National Bank. |
| 412 | James McNally of Rand, McNally & Co. | 537 | H. S. Durand, general adjuster Home Insurance Co. of New York. |
| 415 | James B. Clow of James B. Clow & Son, plumbers' supplies. | 538 | M. D. Hardin, brigadier-general United States Army. |
| 427 | Nelson Thomasson, real estate. | 540 | Geo. A. Weiss, president American Brewing Co. |
| 429 | T. C. Dennehy, wholesale liquors. | 541 | Henry Hooper, physician. |
| 439 | Robert Berger of E. S. Dreyer & Co., bankers. | 543 | Geo. B. Harris, second vice-president Chicago, Burlington & Quincy Railroad. |
| 449 | Mrs. Edward Valentine, widow of Edward Valentine. | 544 | Chas. K. Miller, real estate. |
| 450 | Leo Schmidt, president Western Coated Paper & Card Co. | 545 | S. S. Sherman of Sherman Bros. & Co., coffee merchants. |
| 460 | Edward Engle of Grey, Clark & Engle, leather merchants. | 550 | A. M. Pence, lawyer. |
| 463 | Walter L. Fisher of Matz & Fisher, lawyers. | 555 | B. F. Felix of Felix & Marston, wood-ware. |
| 469 | H. E. Southwell, commission merchant. | 556 | Aug. Engle, vice-president Grey, Clark & Engle. |
| 470 | Lyman J. Gage, president First National Bank. | 557 | Chas. S. Kirk of James S. Kirk & Co., soap manufacturers. |
| 481 | E. E. Ayer, railroad supplies. | 560 | Alex. MacKay, general freight agent Michigan Central R. R. |
| 483 | J. J. P. Odell, president Union National Bank. | 562 | John B. Lynch of Lynch Bros., produce commission merchants. |
| 485 | S. S. Sanborn, general superintendent Chicago & North-Western Ry. | 565 | F. W. Stanley, president H. P. Stanley Co., fruit commissioners. |
| S. E. cor. | Bank. F. H. Head, vice-president American Trust & Savings Bank. | 600 | Daniel Goodwin, lawyer. |
| 510 | D. S. Wegg, president Chicago & Northern Pacific Railroad. | 606 | Wm. H. Bush, president Bush & Simons, wholesale hat dealers. |
| 518 | Calvin T. Wheeler, capitalist. | 608 | August Brosseau, grain commission merchant. |
| 527 | W. W. Gurley of Gurley & Wood, lawyers. | 623 | Archbishop Feehan, Catholic archbishop of Chicago archdiocese. |
| 531 | Alonzo C. Mather, president Mather Stock Car Company. | | |

Pine Street.

- | No. | | No. | |
|-----|--|-----|--|
| 87 | Abram Poole, Board of Trade commission merchant. | 107 | Mrs. Mary D. Sturges, widow of George Sturges. |
| 99 | B. F. Ayer, general counsel Illinois Central R. R. | 115 | W. F. Dummer, vice-president Northwestern National Bank. |
| 105 | Edward M. Heyl, colonel United States Army. | 122 | W. S. McCrea, Board of Trade commission merchant. |

Rush Street.

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|-----|--|-----|--|
| 97 | W. F. McLaughlin of W. F. McLaughlin & Co., coffee and spice importers. | 138 | Walter F. Cobb, capitalist. |
| 100 | Misses Skinner, daughters of the late Judge Skinner. | 148 | E. T. Watkins, for many years president of the Chicago Gas Light & Coke Co. |
| 110 | Henry J. Willing, capitalist, formerly a member of the firm of Field, Leiter & Co. | 151 | Henry W. King of Henry W. King & Co., wholesale clothing. |
| 122 | John V. Clarke, president Hibernian Banking Association. | 155 | Cyrus H. Adams, grain commission merchant. |
| 124 | R. Hall McCormick, capitalist. | 156 | W. K. Nixon, capitalist. |
| 134 | Mrs. Eleonora Hunt, widow of Chas. H. Hunt. | 157 | W. G. McCormick of Schwartz, Dupee & McCormick, Board of Trade commission merchants. |
| 135 | Mrs. Nettie McCormick, widow of C. H. McCormick. | 158 | Francis M. Whitehouse, architect. |
| 136 | S. H. Kerfoot of S. H. Kerfoot & Co., real estate. | 162 | J. J. Dau, vice-president Reid, Murdoch & Co., wholesale grocers. |
| | | 164 | Watson F. Blair, retired banker. |

Sheridan Drive.

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| 1609 | E. D. Winslow of E. D. Winslow & Co., grain commission merchants. | 1684 | A. B. Mallory, retired iron merchant. |
| 1617 | W. T. Smith, insurance agent. | 1691 | W. M. Dickinson. |
| 1675 | Robert A. Waller of R. A. Waller & Co., insurance agents. | 1701 | H. J. Peet, real estate. |
| 1680 | F. K. Maus, vice-president Kelley, Maus & Co., heavy hardware, carriage and wagon material. | 1711 | J. B. Waller, Jr., of R. A. Waller & Co., insurance agents. |
| | | 1754 | Edward Remick, architect. |

Superior Street.

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|-----|---|-----|--|
| 306 | James Walsh, president Calumet Gas Co., and real estate. | 361 | Wm. S. Brewster, president Long's Truss Rail Joint Co. |
| 310 | Rev. Floyd W. Tomkins, Jr., rector St. James Episcopal Church. | 369 | Frederick H. Winston, capitalist. |
| 311 | Rev. M. J. Fitzsimmons, pastor of the Cathedral of the Holy Name. | 399 | W. R. Manierre, lawyer. |
| 313 | Edward B. Strong, grain commission merchant. | 407 | John S. Hannah of Wm. P. Harvey & Co., grain commission merchants. |
| 317 | Lyman E. Crandall of L. E. Crandall & Co., real estate. | 410 | Gen. John C. Black of Black & Goodwin, lawyers. |
| 319 | R. W. Patterson, Jr., general manager of the Tribune, and secretary and treasurer Tribune Co. | 411 | Henry V. Pierpont of Pottle & Pierpont, willow-ware manufacturers. |

Tower Place.

- | | | | |
|---|---|----|--|
| 1 | E. S. Isham of Isham, Lincoln & Beale, lawyers. | 4 | Levi Z. Leiter, capitalist. |
| 3 | Ely McClellan, lieutenant-colonel United States Army. | 5 | Francis King of Henry W. King & Co., wholesale clothing. |
| | | 10 | Sartell Prentice, lawyer. |

WEST SIDE.

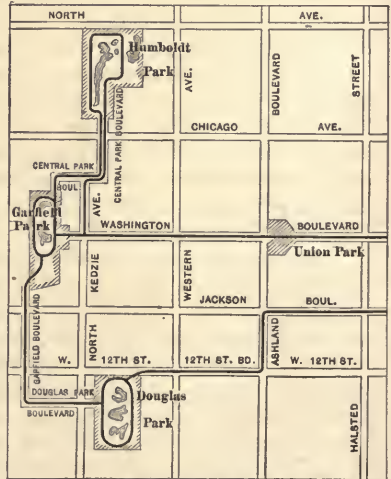
For many years the West Division of Chicago contained more inhabitants than the other two divisions put together, and its settled territory was many times greater. Recent years have changed these relations, and the West Side has perhaps fallen behind in the race for civic prestige. Excepting the very important group of buildings around the County Hospital, on West Harrison Street at Wood, the West Side has been denied nearly all the public buildings and monuments. The very wealthy citizens, almost to a man, reside on the North or the South sides, and while the latter boasts the possession of fine public and private buildings and the World's Fair, the North Side has in Lincoln Park a pleasure-ground with which it would be presumptuous to compare any or all of the parks of West Chicago. Some of the main causes that have produced this result may be named. The lake shore is the principal one; the open and suburban prairie at the south was another reason for rapid settlement southward by new citizens. The old settlers were all established on the western side, and demanded high prices, and the bridges obstructed the progress of both the North and West sides. Yet it is not impossible that the West Side may regain the advantages which seem naturally to belong to that quarter. It is but four miles from Garfield Park to the Masonic Temple, while it is seven from Lake Street to Jackson Park, yet in 1893 excellent residence property sold at \$150 a foot near Garfield Park and for \$1,000 on Stony Island Avenue near Jackson Park.

It must not be said that there are no great streets on the West Side. Certainly West Madison Street is one of the best business thoroughfares in the city, and the display at Halsted Street is the most brilliant after dark. The latter thoroughfare is paved, lighted, and settled under one name for a greater distance than any other street in the world; but it is lined with many miserable wooden houses and low sheds. Ashland, Washington, and Jackson boulevards are elegant streets, and as driveways come nearer to the Parisian style than any which New York City can show. And if the generally plain and prosaic architecture and simplicity of life on the West Side be viewed with toleration, we have indeed a wonderful district before us, in which there is a high average of proprietors, or at least of house-occupants, as distinguished from tenant-house population. Stretching each way run two diagonal business streets, Milwaukee Avenue northwestward and Blue Island Avenue southwestward, forming the letter Y among the right angles of the West Side map. Farther west, on the Blue Island or left side, another southwestern direct route, called Ogden Avenue, affords to the people a cross-cut to and from their homes. All three of these diagonal thoroughfares are great streets, rapidly increasing in importance, their street-ears being already overloaded with throngs of merchants and workmen daily. Running west from the lake are

many avenues containing shops and the displays characteristic of city business streets. One of these, for instance, in starting from Lincoln Park is Fullerton Avenue; another, North Avenue, a good business street, runs to Humboldt Park. Others are: Division Street, Chicago Avenue, Indiana Street, Randolph, running into Lake Street; Madison, Van Buren, Harrison, Taylor, West Twelfth, West Eighteenth, and West Twenty-first streets.

It is not the purpose of this guide to treat in detail so wide a tract of residences; and, to make a comparison, the statement that the West Side is the Brooklyn of Chicago will show that such a minute description would be of little use if made, since it already exists in the city directory. We shall instead make a general tour of the West Side, view the three large parks, and return by another central route. There must perforce remain a wide region, including the diagonal streets called Milwaukee Avenue (northwest) and Blue Island Avenue (southwest), which we have not visited, nor shall we have seen the thickly settled and prosperous quarters of the Poles, Bohemians, Germans, and Scandinavians. Let us start west on Randolph Street.

On the right at the forks, beyond the Lake Street bridge, is "Wolf Point" of former days; the beginning of civil, not military, Chicago, where three hotels once stood. At the east end of the Randolph Street bridge, on the right, is the Lind Block, which escaped destruction in the Great Fire. On Canal Street, just south of the Barnes House, is the place where the *Tribune* and *Evening Journal* were printed in 1872. Canal Street was then the State Street of Chicago. At Desplaines Street we reach the Haymarket Square. It may be noted that the name of the square is derived from the old market-place, or hay market, where as early as 1857 farmers brought their hay to sell, ranging their wagons about the sides of the area, a central building being mainly devoted to general produce.



WEST SIDE DRIVE B. & Co., Eng., Chi.

The Haymarket Monument does not stand where the anarchists threw their bomb on the night of May 4, 1886—an event recited in our history—but was erected at a more conspicuous point, where Randolph and Desplaines streets cross, or at the extreme eastern end of Haymarket Square. The bomb was thrown at the north, on Desplaines Street, just south of the first alley.

The statue is a heroic representation, ten feet high, of a city policeman dressed in uniform, with hand uplifted as in solemn warning, the granite pedestal bearing the inscription: "In the name of the people of Illinois, I command peace." The total height of the monument is twenty-four feet. It is surrounded by an iron railing, supporting on either side protected street-lamps, each about eight feet in height. The memorial, erected by popular subscription, was designed by C. F. Batchelder of St. Paul, Minn., and was unveiled May 30, 1889, the entire cost being about \$10,000.

On Washington Boulevard.—To reach this boulevard we turn to the left one block. The level was seven feet below grade before 1870. It then became a fashionable residence quarter, running only to Union Park, where its attractions ceased, nearly all the houses east of Union Park being built long before the Great Fire. Several churches have disappeared—for instance, at Green Street, Carpenter Street, and Ada Street.

Halsted Street.—At the west end of the Haymarket we reach a street remarkable for its length, viaducts, four lines of street-cars, and the great number of public halls situated either on or near its building-lines. At the left, or south, one block, is perhaps the most populous corner in the city, where a vast crowd can be collected in a few moments. Near Halsted Street, east on Madison, is the Haymarket Theater. Just beyond Madison, on the west side of Halsted, is the Academy of Music, a theater; at Jackson Boulevard, on the southwest corner of Halsted, is the Standard Theater; and at Twelfth Street is the West Twelfth Street Turner Hall. Viaducts cross all the railroad-tracks, both at Kinzie Street on the north and Sixteenth Street on the south. At 335 Halsted, or about nine blocks south, is

Hull House, a social settlement in a vicinity of working people, many of whom are foreigners, which has become a center for the social life of its neighborhood, and to some extent for its educational and civic life. A number of clubs meet weekly, such as the Working People's Social Science Club, the Nineteenth Ward Improvement Club, etc. Two hundred students attend weekly classes conducted on the general plan of university extension. There are many clubs and classes for young people and children. In adjoining buildings are a branch reading-room of the Public Library, a gymnasium, a coffee-house, a day nursery, a diet kitchen, a studio and art exhibit room. The number of residents in the settlement varies from six to twelve, and much of the teaching is done by men and women living in other parts of Chicago.

The march of business.—From Sangamon Street westward the houses of Washington Boulevard, where business has not trenched upon them, have been often thrown together in large hotels. The block between May and Ann, erected after the Fire, rented its houses in 1872 for \$2,000 each, annually. Real-estate prophets twenty-five years ago foretold that every lot on every street east of Union Park would sometime be the site of a store or factory—

this for a half-mile each side of Madison Street. In early days West Lake Street was "metropolitan;" in 1872 Randolph was in the lead; in 1880 Madison took precedence, and now Van Buren is appearing as a great tunnel-cabled artery, having the diagonal Blue Island Avenue as a feeder.

The Avery home.—At the northwest corner of Sangamon and Washington Boulevard is a mansion once considered the finest Chicago could boast (excepting Schuttler's). Its owner has long abandoned it for Prairie Avenue, and it remains a monument of the city's rapid growth. Avery was the wealthiest member of the First Congregational Church, at Ann Street.

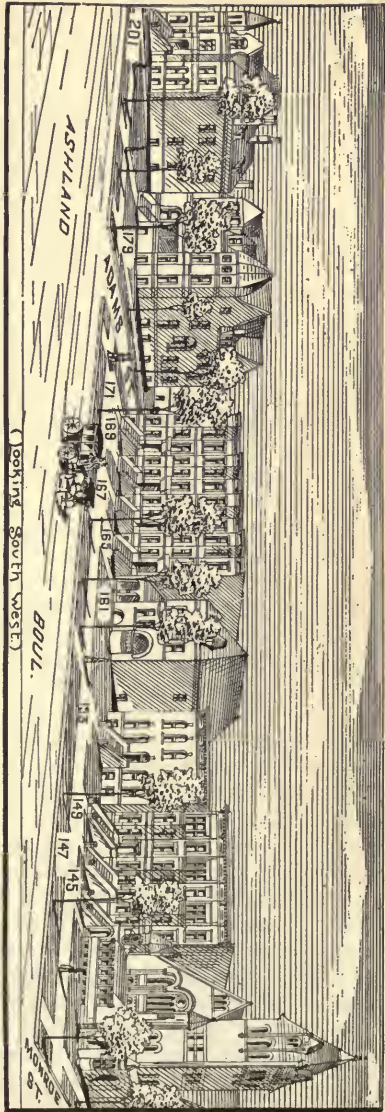
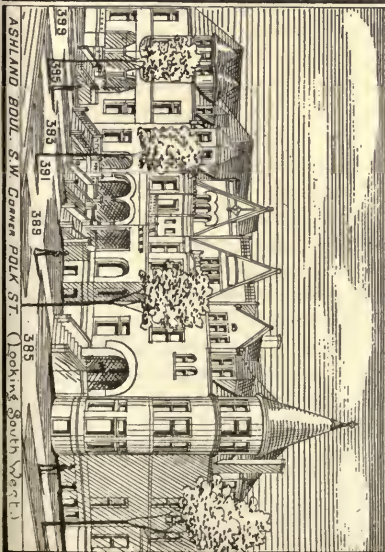
The First Congregational Church.—Here were the headquarters of the city officers at the time of the Great Fire, and the street was for many days crowded with people. The church burned in 1873, and afterward restored, stands at the southwest corner of Ann Street and the boulevard. It was built by Henry Lord Gay, and was the first Western church to adopt the amphitheatrical method of seating the worshippers. Here Clarence Eddy, the noted organist, made his first Western appearance, in 1872. The pastor, Rev. E. P. Goodwin, has long resided at No 354.

The Snell residence.—The artistic graystone building with its noticeable verandas and brown trimmings standing at the northwest corner of Ada Street is famous for the unavenged murder of its owner, February 7, 1888, by burglars. Fifty thousand dollars were for a time offered for the apprehension of Willie Tascott, charged with the murder.

Bishop Whitehouse lived on this street, near Union Park, at the time of the schism which led to the organization of the Reformed Episcopal Church, with Charles Edward Cheney as head bishop. The Episcopal Cathedral of SS. Peter and Paul is at the corner of Peoria Street. This was the first Protestant Episcopal cathedral erected in the United States.

Union Park has become a mere square. An organ factory stands near it. It is notable for its macadamized roadway, stone water-basin, and beds of begonia. Once its many beautiful shade-trees embowered a bear-pen, caves for small animals, meandering water-boats, and lovers' seats. Now it is for nurses with baby-carriages, young people intent on enjoying the pleasures of its numerous tennis-courts, and hurrying vehicles bent on reaching Garfield Park. In 1868 Samuel J. Walker offered to the city all the land as far as Madison Street for \$100,000. The press raised a cry of corruption in the Council, and the park was not enlarged. The inversion and modernizing of Union Park was an unfortunate move. The great basin, however, and the present surroundings are very neat, if not elegant.

Sheridan's Monument.—In addition to the gift of an electric fountain at Lincoln Park, and the largest of telescopes given to the University of Chicago, Mr. Charles T. Yerkes, president of the West and North Side Chicago Pas-



senger railways, has donated funds for a large equestrian statue of General Sheridan, to be erected in Union Park.

The Washingtonian Home, at Madison Street and Ogden Avenue, a block to the left, at Union Park, occupies the site of the old Bull's Head Tavern and early Stock Yards of Chicago, and before the discovery of physical treatment of dipsomania this noble charity was the city's only reliable bulwark against intemperance. The Home has had a small share of the city's income from fines, penalties, and licenses, expends about \$50,000 a year, and has done much good, 15,000 persons having been treated since 1863.

Beyond Union Park.—The Union Park Congregational Church presents a beautiful front approaching it through Union Park. It was intended that the theological seminary at the left should harmonize with the church, but the inartistic red brick Hammond Library and other buildings of the Chicago Seminary were suffered to mar the architectural effect. The spire is one of the highest in the city, and can be compared only with that of the Church of the Holy Family (Jesuit), on Twelfth Street.

The Chicago Theological Seminary, at the left and on Warren Avenue, is a school for the education of Congregational ministers, and has been in existence thirty-five years. Two of its buildings, including the library—Hammond Hall—containing 10,000 volumes, are among the best in the city, and there are accommodations for nearly 150 students.

The Foundlings' Home.—At Wood Street, this large building may be seen south of Madison, on the east side, No. 114. Here 6,000 babies, many of them discovered near by, and more than 2,000 mothers have been received and cared for. The history of the institution shows that the inmates have often in their extremity comforted their hunger by prayer, not knowing where the next dollar was to come from. The beneficent care of its inmates recalls the untiring devotion of its founder, the late Doctor Shipman, and of his noble wife, now fittingly honored as superintendent of the home.

The Chicago Hospital for Women and Children is located at the northwest corner of Paulina Street, Ogden Avenue, and Adams Street. This is exclusively a woman's institution, men having no office, duty, or business about the place. The fine building accommodates eighty patients, and the premises are partially laid out in lawns and shrubbery.

Out Washington Boulevard the street assumes the character of a parkway. Trees are set at regular distances, the sidewalks are all of stone, and no fences are to be seen. There are many conspicuous mansions, and the commercial characteristics that were so apparent east of Union Park entirely disappear. At the northeast corner of Wood Street is the palatial home of the Ashland Club, described elsewhere.

At Robey Street we are in a center of churches, the Eighth Presbyterian, a well-known society, on the northwest corner, Rev. Thomas D. Wallace, D.

D., pastor; opposite is St. Andrew's Episcopal Church, rector, Rev. W. C. De Witt; to the right, on Park Avenue, a parallel street, the Park Avenue Methodist Church, Rev. W. W. Painter, pastor; to the left one block, the Church of the Redeemer (Universalist), Rev. M. H. Harris, pastor.

George R. Davis, the Director-General of the World's Fair, resides at No. 692 Washington Boulevard, a spacious mansion built by the jeweler Chambers, now deceased. Here General Davis lives surrounded by a large family, reflecting in their traits and customs the sturdy New England character. They have a modest summer home at Fox Lake. The Director-General is an able man in the Administration Building, yet he is best seen at home, in his library, where the project of the Exposition was first conceived.

At **Rockwell Street** the railways cross the boulevard, and it is well for the visitor to exercise great precaution. The unique building at 1068 is the home of the Illinois Cycling Club. It is a four-story brick with an interior elegantly furnished and expressly arranged for the comfort and convenience of its large membership. On the opposite side of the street, a little to the west, are the red brick buildings of the Western Theological Seminary, an institution for the training of Episcopal clergymen.

IN GARFIELD PARK.

The approach.—The entrance to this pleasure-ground, by drive-way, is probably the finest park-vestibule in Chicago. On either side of the boulevard are imposing mansions, with lots on the right fully 200 feet deep. This admirable approach, extending in a direct line for three miles, is doubtless destined with time and change of fashion to be one of the prominent thoroughfares of the world. Washington Boulevard also extends westward a distance of a mile and three-quarters beyond Garfield Park.

Location.—Garfield Park is on a line half a mile west of the meridian of Humboldt and Douglas parks, or about four miles due west of the City Hall. It is therefore a far western point in Chicago at its widest part. The Madison Street cable passes through the park, which extends from the Kinzie Street railway-tracks to Van Buren Street, and is intersected by Madison and Lake streets. Take the grip-car which bears no sign.

Progress.—When we behold the work done in Jackson Park during 1891-92, it is easy to believe that the improvement of Garfield Park from 1869 to 1893 has been deliberate, as the portion south of Madison Street is still unfinished. Grounds at the head of Washington Boulevard have been presentable for twenty years. Formerly a monument made of fire-proof safes, relics of the Great Fire, stood at the entrance. It was the work of Free Masons, who built it in recognition of the charity of the world, and dedicated it

October 30, 1872. It rose many feet in the air, occupying the present site of the flower-bed, and finally became so obnoxious that it was demolished.

Artesian water.—The park has been famous for its artesian well, strongly impregnated with iron. Take the drive to the left on entering at Washington Boulevard. This water is carried by hand to all parts of the city.

The lakes.—There are deep ponds stocked with bass and other excellent fish, and a permit to angle is given under restrictions as to hours and seasons. Boats are let by the hour at 25 cents, and there are enough for all.

The Chinese Pagoda, an elaborate structure serving as an engine and dynamo house for the electric lights, artesian well, and conservatory, is at the central entrance on Madison Street.

Pavilion and conservatory.—These houses, and particularly the latter, with its various hot-houses, are both first-class, and go far to redeem the park from the charge of tameness and want of attraction as compared with the charms of Lincoln Park. It is probable that Lake Michigan, after all, is the strong feature of the chief resort. The rose and orchid houses are new and of exceeding interest to florists and other visitors.

Across Madison Street, on the south, will stand the new Museum of American Antiquity, which is to cost \$200,000. Here there are eighty acres of grounds, now under improvement, making 185 acres for Garfield Park. It is customary, however, to drive out of Garfield by the north, into

Central Boulevard, which soon turns directly east, and then north, and is designed as an approach to Humboldt Park, which we are next to visit. A viaduct lifts us above the danger of collision.

IN HUMBOLDT PARK.

Leading features.—This field of 200 acres has a fine lake, a handsome pavilion, a superb conservatory, and an artesian well. The parks are for the people, and here there is nothing of the fashion and *éclat* that mark the select amusements of the city. Refreshments are served at all park pavilions, both summer and winter, for in winter these are great places for skating.

Location.—Humboldt Park is soonest reached by taking Milwaukee Avenue cable at Washington Street, and selecting either North Avenue or Division Street trailers on the train. We can go out by North Avenue car and enter at the north, walking south through the park, returning by Division Street car.

The Humboldt Statue is located a few rods to the north of the lake, near the old park pavilion, and was erected by F. J. Dewes in honor of Baron Alexander von Humboldt, after whom the park is named. It is of bronze, and was cast in Germany from an original design by Felix Goerling. The pose and expression attest the sculptor's sympathetic instinct. In the half-raised right hand is held a flower, while in the left, resting easily upon a rustic sup-

port, is clasped a book. Partly visible at his feet is a globe, beside which the head of an animal and other symbolic figures are seen, indicating the various sciences in which the great naturalist and philosopher excelled. The statue is ten feet high, standing upon a pedestal of Maine granite ten feet square and nearly eighteen feet in height. It was unveiled October 16, 1892.

Humboldt Boulevard.—We now proceed north and then east on Humboldt Boulevard to the river, and thence east to Lincoln Park; but the usual course is to return by Central Park Boulevard, reëntering Garfield Park and passing through it to Douglas Boulevard, which will lead $1\frac{3}{4}$ miles to

DOUGLAS PARK.

Location.—Take Ogden Avenue trailer marked "Lawndale," on Madison Street cable. This car will set the visitor down at the central portion of the park, through which Ogden Boulevard passes.

General characteristics.—Douglas Park comprises 200 acres, so laid out that its water-surface seemingly predominates. The lakes are deep, and have a wide and well-deserved popularity as boating and skating grounds. Its mall, or playground, is large, and as population is thick thereabout the spot is much visited on Sunday afternoons. The pavilion and costly conservatory are both large, well heated, and stocked with rare exotics.

Southwest Boulevard extends at right angles for many miles toward Jackson Park, going south on the line of Western Avenue, but it is not best to attempt so long a ride, and the return to the city is wisest by way of Ogden Avenue viaduct and Twelfth Street Boulevard, the latter a unique thoroughfare that extends east to Ashland Boulevard.

Ogden and Twelfth Street boulevards.—Here the business street and horse-cars run on each side of an asphalt pavement, and between this pavement and the car-tracks, on each side, is a greensward with a line of trees, coped on all sides with white stone. A double row of street-lamps on each side gives to the vista a fine effect at night.

Suburban drive.—As on the North Side, a drive may be extended indefinitely westward from Garfield or Douglas parks. West of Garfield Park lie the beautiful suburbs of Moreland, Austin, and Oak Park; Oak Park boasting several streets of rare beauty. Continuing west on Harrison Street, we reach the Desplaines River. Here, lying on both sides of the stream, is

Waldheim Cemetery, the burial-place of the anarchists. Immediately adjoining it on the south is Forest Home Cemetery, which is beautifully laid out on the lawn plan, with well-kept drives and tastefully adorned grounds.

Statistics for the Western System.—Total cost, over \$3,000,000. Average cost per acre of land for Humboldt Park, \$519; for Central Boulevard, \$1,178; for Garfield Park, \$2,449; for Douglas Boulevard, \$908; for Douglas

The County Hospital Group.

The engraving on the opposite page brings down to date a view of one of the most remarkable groups of charitable and educational buildings in the world. Twenty years ago, there could be seen in this region only the frame structures that now stand at the northeast corner of Honoré and Harrison streets. The nucleus of this great uplifting has been the Cook County Hospital, whose pavilions fill the mammoth city square in the center, and of this institution only the stables are out of sight at the right. The medical colleges, of necessity, affiliate with the free hospital. This group of buildings is in itself one of the most prophetic things about Chicago. That cities a hundred years old have not made the philanthropical efforts that are here recorded within twenty years demonstrates the growing power of the West. The League Base-ball Park lies just south of the County Hospital.

1. Cook County Hospital.

THE ADMINISTRATION BUILDING.—This is the main pavilion, and was formerly ornamented with an extended and impressive stone stairway, but the frost undermined this great porch, and to save the pavilion itself the fine entrance-way was sacrificed. A semi-circular approach still remains at the entrance. This pavilion is 90 feet wide, 152 feet deep, and 4 stories high. The semi-Gothic tower is 168 feet high, and can be seen from Halsted Street, over a mile away.

EAST AND WEST PAVILIONS.—These are 34 feet wide, 104 feet deep, and 3 stories high, with windows all around. Here are the surgical wards.

WINGS.—These are pavilions extended northward from the extremes of corridor to afford room for additional wards. They are each 50 feet wide, 56 feet deep, and 3 stories high. The children's ward occupies the west wing, the accident ward being in the east wing. The wings stand nearer to Wood and Lincoln streets, respectively, than the east and west pavilions, and are connected by

THE CORRIDOR.—The east and west corridor is a covered, heated, lighted walk for invalids. It has a length of 236 feet, a width of 24 feet, and is 2 stories high.

THE NEW PAVILION, added to the group in 1893 at a cost of \$83,000, may be seen at the extreme right of the view, and facing the Woman's Medical College. It has a frontage of 208 feet on Wood Street, is 76 feet wide, and 64 feet or 4 stories high.

THE CONTAGIOUS WARD occupies the fourth story of the new pavilion and is absolutely isolated from the remainder of the building, having separate entrance and elevator service, two men's wards 48 x 21 feet, 2 women's wards 32 x 25 feet, and 5 private wards.

THE AMPHITHEATER.—In the rear portion of the second story of the main pavilion is a clinical amphitheater. Seating capacity, 600.

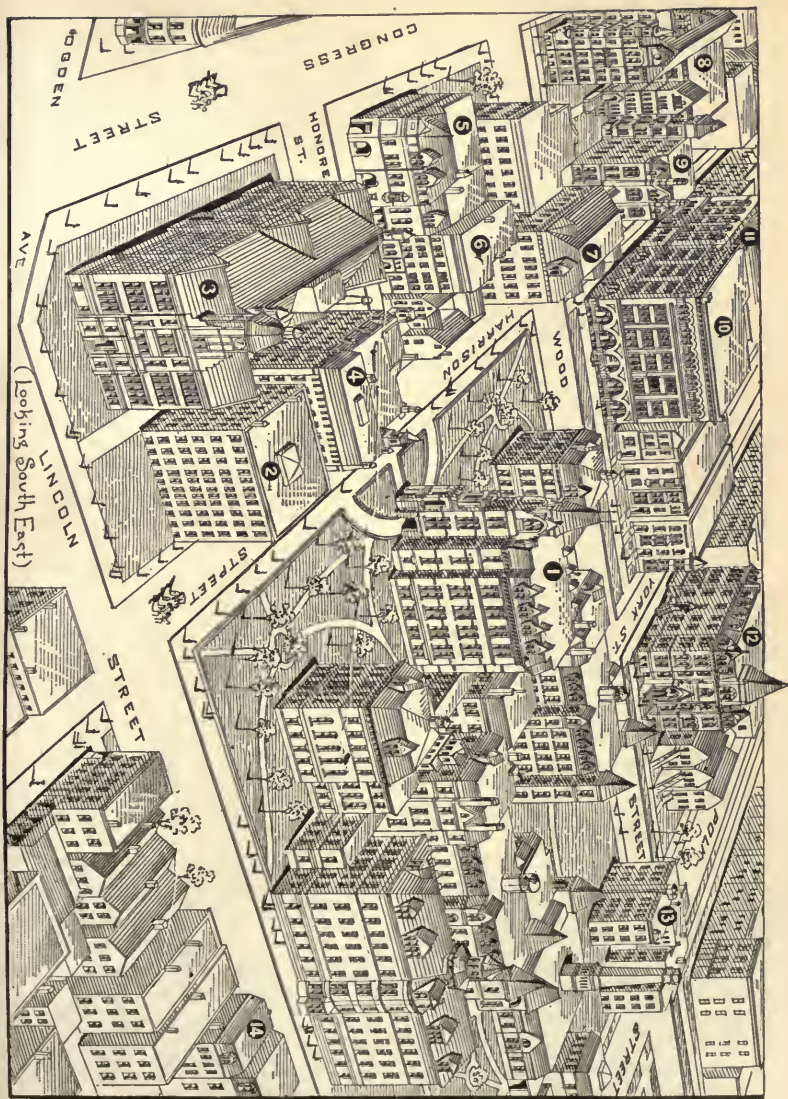
THE KITCHEN, BAKERY, LAUNDRY, ETC.—Between the wings, and extending a great distance southward from them, is that portion of the Administration Building which contains the dining-room for employes, the upholstering department, the main kitchen, the store, the store-room, the laundry, the bakery, and the ice-house, holding 40 tons of ice. It is 64 feet wide, 70 feet deep, and 3 stories high.

THE BOILER ROOM contains 4 engines, 2 of which are high-pressure. These furnish light, heat, and power. A high smoke-stack adds to the evils of the smoke question. This building is 118 feet deep and 84 feet wide; extended in 1892, at a cost of \$12,000.

THE MORGUE is the next and last building in a straight line southward. It is 44 feet square, lighted by skylights only, and lined with antiseptic glazed brick. It was built in 1892, at a cost of \$30,000, being modeled after the famous Paris morgue, and is the finest in the world.

OTHER BUILDINGS.—The crematory for burning garbage adjoins the Morgue on the west; the stables are at the northeast corner of Lincoln and Polk streets; the gate-keeper's lodge is on Lincoln Street, and all supplies enter there, as well as the outside dead.

THE DETENTION HOSPITAL.—Here the insane are kept, awaiting the sessions of court at this building which adjudge and determine their cases; and children are cared for until satisfactorily placed in some industrial training-school. This edifice was built at the northwest corner of Wood and Polk streets in 1892. It fronts 100 feet on Wood and 80 feet on Polk Street, with 3 stories, and cost \$47,000.



2. Chicago Post Graduate Medical School and Hospital,

Near the northeast corner of Lincoln on Harrison Street. This new building is 55 feet wide and 100 feet deep, with 5 stories and basement. It has 1 extra large elevator. A plain exterior of pressed brick and terra cotta. Cost, \$35,000; dedicated May 1, 1893.

3. West Division High School.

This fine structure has a tower-clock which is in sight far up and down Ogden Avenue, a thoroughfare that cuts slightly on the premises. The building, with this exception, stands at the southeast corner of Lincoln and Congress streets, extending to Honoré Street. It fronts 195 feet on Congress and 105 on Honoré and Lincoln streets. The material used is red brick trimmed with white stone. The heating, ventilation, and water service are of the best. There are 24 rooms, 36 teachers, and 1,400 pupils.

4. College of Physicians and Surgeons.

At the northwest corner of Harrison and Honoré streets is one of the principal medical schools in this region. The building is 100 feet square, and has recently been enlarged—a box-like addition having been made to a façade which was built in the once-fashionable style of Mansard and other Parisian builders. There are 6 stories and basement, a great amphitheater, and a dispensary. It has separate laboratories for chemistry, histology, and pathology. Building cost \$125,000; equipments \$20,000.

5. Congress Hall.

This is a beautiful little hall, built at the southeast corner of Honoré and Congress streets in 1887, by Michael C. McDonald, at a cost of \$20,000. The building is of rock-faced Lemont stone, fronting 60 feet on Congress Street and 100 feet on Honoré. Congress Hall occupies the entire second story, comparing favorably with any of the smaller down-town halls. The third floor is occupied by secret societies and lodges.

6. Illinois Training School for Nurses,

South of Congress Hall, at 304 Honoré Street. This school was established in 1880, and the building erected 2 years later, at a cost of \$40,000. It has already attained an enviable reputation, and the graduates are in demand at highly remunerative salaries.

7. Marquette School Buildings.

These structures occupy the whole of the east half of the block in which the training-school last described is located. The old building is at the southwest corner of Wood and Congress streets. It was built in 1879, accommodates 800 pupils, and cost \$45,000. The new building is at the northwest corner of Wood and Harrison streets, with 126 feet on the latter thoroughfare and 74 feet on the former. This building cost \$75,000.

8. The Presbyterian Hospital.

This noble building is a fire-proof structure of great height and value, fronting the

whole way between Wood Street and Hermitage Avenue on Congress Street. It began with a structure adjoining Rush Medical College, fronting on Wood Street, but has rapidly grown in all directions, its latest acquisition being the property along Hermitage Avenue. Nothing was spared in erecting the Jones memorial, to make this splendid pile an enduring and successful charity. Many churches sustain beds here.

9. Rush Medical College

Fronts 125 feet on Wood and 125 feet on Harrison Street, at the northeast corner. This was the first of the high buildings in this region, and looked more like a tower than a house, though now its 70 feet of height fail to impress it especially on the eye. Before the Great Fire this celebrated college was located on the North Side, where it was founded in 1837. It has an amphitheater, a dispensary, and all the appurtenances of a popular school of medicine. The edifice is built of red brick with stone trimmings. Total cost, \$58,000.

10. Chicago College of Dental Surgery

Fronts 68 feet on Harrison Street and 83 feet on Wood, at the southeast corner. This 5-story building is of Bedford sandstone in the lower story and pressed brick and terra cotta above. The college was established in 1882, the present building being completed in 1893, at a cost of \$75,000.

11. Laboratory of Rush Medical College.

This building stands just east of the above described college, and almost opposite its parent establishment. It fronts 125 feet on Harrison Street, and is 85 feet deep. In form it is much like the Dental College, with Bedford stone to the second story sill-course, where terra cotta and Roman brick finish out the height of 72 feet. Cost, \$50,000.

12. Chicago Homeopathic Medical College.

This is the third of the large and popular professional schools of this quarter. It stands at the southeast corner of York and Wood streets, with 75 feet of frontage on Wood and 150 feet on York. Its 4 stories contain a large amphitheater, a dispensary, offices, and a hospital, and its existence for 12 years, with increasing classes, has given great encouragement to the followers of Hahnemann's principles. Building of red brick, with pavilions; cost \$75,000 in 1881.

13. The Woman's College,

On Lincoln Street, just opposite the new pavilion of the Cook County Hospital, has long held the right wing of the advance that seeks to surround the great hospital with institutions where the student may learn and profit through the inevitable misfortunes of humanity. It has a frontage of 100 feet and a depth of 65 feet, with 4 stories. College established 1870; first building erected in 1877, and a large addition in 1889.

Park, \$1,348. Acres of land in 1893 for the entire system, 941; in Douglas Park, 200; Humboldt, 200; Garfield, 185; Union, $14\frac{3}{4}$; Jefferson, $5\frac{1}{2}$; Wieker, $4\frac{3}{4}$; Vernon, $4\frac{1}{2}$; Campbell, $\frac{1}{2}$. Humboldt Boulevard leads from Humboldt Park to Lincoln Park, $2\frac{3}{4}$ miles; Central Boulevard from Humboldt Park to Garfield Park, $1\frac{1}{2}$ miles; Douglas Boulevard from Garfield Park to Douglas Park, $1\frac{3}{4}$ miles; Southwest Boulevard from Douglas Park to the South parks, $2\frac{1}{2}$ miles. About twenty years' work has been done, over 150,000 trees have been planted, and nearly a hundred acres of lakes made.

THE COOK COUNTY HOSPITAL GROUP.

Probably no other region of the city contains a more striking collection of public buildings than the blocks, visible from Twelfth Street, bounded by Congress, Lincoln, and Polk streets and Hermitage Avenue. The easiest approach is by Harrison Street cars or by Ogden Avenue trailer on Madison cable to Honoré Street. The following edifices are here seen:

The Cook County Hospital.—This great public charity occupies nearly all the area of a twelve-acre lot of ground. It receives patients without exception, a new pavilion containing wards for contagious diseases being erected in 1892. From the high central pavilion stretch wide wings, in each of which there is room for a large number of beds. Long covered galleries for exercise extend from east to west; an amphitheater affords facilities for clinics; and the laundry, kitchen, engine-house, and morgue—which is the most complete in the world—extend to Polk Street. Along the Lincoln Street side are the guard-house, the new ward for contagious diseases, and the stables, and at Wood and Polk is the house of detention for the insane and orphans. The public are admitted to the hospital on Wednesdays and Sundays. A corps of 200 physicians, nurses, and employés attend the patients, more numerous in the hot season, but always a multitude.

The Presbyterian Hospital.—Second in importance among this group is the Presbyterian Hospital, which will in time cover nearly all of the block bounded by Wood, Harrison, Congress streets, and Hermitage Avenue. The new part is very high, and is provided with elevators. Besides five large wards there are nine small ones containing four beds each. There is one endowed ward and sixty-five endowed private rooms. It is the best building of its kind in the city, and here patients may receive better care than they could command at home. Over 2,000 were treated during the past year.

Rush Medical College stands next, adjoining the above on the south, or at the northeast corner of Wood and Harrison streets, having been formerly located on the North Side, not far south of the Waterworks. This college is justly celebrated throughout America. It maintains a free dispensary, to

which many thousands of the needy come for medicine and examination, and its physicians and surgeons have risen to great eminence in their profession.

The Marquette School.—Across the way are the two large buildings of the Marquette School, where Prof. Frank Williams enjoys the distinction of having an orchestra composed of his own scholars. The bas-reliefs over the doors of the new building are interesting.

The College of Physicians and Surgeons, at the northwest corner of Honoré and Harrison streets, has been recently enlarged, and now accommodates 360 students, having an equipment fully adequate to the needs of the institution, including laboratories adapted to the study of chemistry, histology, and pathology, each with a capacity of 125 students. The college also maintains a large free dispensary. Within the past three years the attendance has more than doubled—sufficient evidence that the college is in a flourishing condition. A college hospital is to be erected this year.

The Illinois Training School for Nurses is on Honoré Street, opposite the rear of the College of Physicians and Surgeons. This institution has made a remarkable impression on the city, and its graduates command salaries of \$20 and \$25 a week. They are dressed in blue and white striped gowns, all alike, and are in daily attendance at the hospitals, where they become highly proficient and experienced. The term is two years.

The West Side High School, a very large building on Ogden Avenue, north of the College of Physicians and Surgeons, accommodates 1,400 pupils, the corps of instructors numbering thirty-six. Besides twenty-four classrooms the building contains a large assembly hall, drawing-room, and various laboratories devoted to the study of microscopy, chemistry, physics, and biology. This structure was erected largely through the efforts of Frank Collier, a Chicagoan noted for his public spirit.

The Chicago Homeopathic Medical College, a large and well-appointed structure, is at the southeast corner of York and Wood streets, opposite the County Hospital. The architecture of the building resembles that of Rush Medical College, and the annual roll of students numbers 200, receiving instruction in anatomy, chemistry, and medicine, the pupils boarding at residences in the vicinity, and coming from every State in the Union.

Other buildings in this group.—The College of Dental Surgery is rising on Harrison Street directly opposite Rush Medical College; east of the latter, the new laboratory of Rush Medical College; westward on Lincoln Street, facing the County Hospital, is the Woman's Medical College, and at the northeast corner of Lincoln and Harrison streets is the new building of the Post Graduate Medical School; thus making some dozen extraordinary buildings all within a stone's-throw of the County Hospital.

At Ashland Boulevard.—Here we enter the most elegant and fashionable street on the West Side, and one of the most convenient places for city

residence, the distance to State Street being but two miles. This beautiful avenue was designed by Samuel J. Walker, who planted the trees, set out decorative urns, and finished this handsome driveway. At one time Walker owned 1,500 acres within the old city limits; the panic of 1873 ruined him.

Residences.—The residences of this boulevard are all modern, some of them being among the largest and finest in the city. Especially worthy of note is that of Gen. Charles Fitz Simons, No. 161. This edifice is constructed of rock-faced blue Bedford stone, the architecture being somewhat after the style of the French Renaissance. A *porte cochère* of pleasing proportions, a loggia at the northwest corner of the mansion, and a tower bay over the main entrance, terminating in a Gothic roof of ornamental tile, enhance the beauty of the general effect. The residence of Mrs. Matilda B. Carse is the southernmost of four marble-front houses at the corner of Jackson Street. An attractive feature of the abode is the wealth of ivy covering its walls. Other noteworthy buildings upon this thoroughfare readily suggest the superiority of the original plan, by which, in giving great breadth to the roadways, the excellence of Chicago's architecture is revealed in favorable perspective.

Carter H. Harrison.—The mansion of this prominent Chicagoan is on the southwest corner of Jackson and Ashland boulevards; an old-fashioned home in the center of a highly valuable property. The place has been much enlarged and modernized within, and here many brilliant parties have been given. Mr. Harrison owns the *Chicago Times*, and was for four successive terms mayor of Chicago. He was elected for a fifth term in 1893.

Churches on Ashland Boulevard.—Near Twelfth, on the west side of Ashland, is the Emanuel German Lutheran; at Adams, on the east side, is the Epiphany (Episcopal); at Monroe, on the west side, is the Fourth Baptist; at Ogden Place, on the west side, is the Third Presbyterian (Doctor Withrow), transferred from Carpenter Street by Abbott E. Kittredge; and at Washington Boulevard is the Union Park Congregational. All these meeting-houses are in elegant keeping with the fashionable street on which they stand.

Jackson Boulevard.—At Mayor Harrison's homestead we turn toward the city, again on an asphalt pavement. Throughout Jackson Boulevard the most scrupulous neatness is observable, this feature rendering a walk or drive upon the thoroughfare exceptionally agreeable. This care of premises characterizes the most unpretentious dwellings as well as those of more ambitious neighbors. Among fine residences we may, without invidious distinction, mention that of A. E. Barnhart, No. 505, built of rock-faced Lake Superior stone, the pillars guarding the entrance being of the same material, and the side towers and ornamented chimneys presenting an imposing appearance; and that of Judge Tuthill, No. 532, of dark-red brick with light granite trimmings, and adorned with cathedral-glass windows and doors.

Bicycles.—It is to be seen that a “biker” can go on his wheel from Jackson Street bridge to Ashland, north to Washington, west to Garfield, southeast to Douglas, east on Ogden and Twelfth to Ashland, and north to Jackson, all the time riding on asphalt or macadam. This great circuit occupies but a short time, and the asphalt streets are always filled with wheelmen, which is to be borne in mind in crossing an asphalt way on foot.

The Schuttler mansion, at the northeast corner of Aberden and Adams streets, is a memory of the early glories of West Chicago. It was built during war-times, by Peter Schuttler, of brick and stone, and cost a great price—some say as high as \$350,000. It is occupied by Christoph Hotz, a son-in-law of Peter Schuttler, the great wagon-maker, and the splendid modern house of Peter Schuttler, the son, adjoins on the east. In many regards the Schuttler house is still among the finest in Chicago. The spacious house is embowered in well-grown trees on a quarter of a city square.

Jefferson Park.—Passing cityward on Jackson Boulevard, we go within a block of Jefferson Park, which is a square bounded by Adams, Loomis, Monroe, and Throop streets. At the southeast corner of this park is the Jefferson Park Presbyterian Church, a former pastor of which was Rev. Francis Patton, who prosecuted Professor Swing for heresy.

Other West Side squares.—Vernon Park is on the line of Polk Street, west of Center Avenue, and, like Union Park, was once a more beautiful spot, though the adjoining residences of the present day are elegant. Wicker Park is on North Robey Street, near Milwaukee Avenue, covering four acres, neatly laid out with well-kept walks and sward.

Changes in twenty years.—In returning on Jackson Boulevard from the West Side drive, it should not be forgotten, at Loomis Street, that here was a clear line of city limit to improvement only twenty years ago. The land from this corner to the Jesuit Church, on Twelfth Street, and westward as far as Robey Street, was open, unfenced prairie, with houses scattered like farm homesteads. All the houses east of Robey and west of Loomis are of an excellent order, and most of them are new.

Origin of the Great Fire.—At Jefferson Street a detour may be made south by way of Jefferson to the Fire Alley in the rear of 137 De Koven Street, very nearly as far south as Twelfth Street. A tablet is set in the wall of a brick house, but the burned dwelling was north of the designated point. The Great Fire began in the shed on this lot. O’Leary’s cottage, on lot No. 137, did not burn, but was moved away or destroyed afterward. The tablet on the new brick house reads: “The great fire of 1871 originated here and extended to Lincoln Park. Chicago Historical Society, 1881.”

Elevated roads on the West Side.—The people of the West Side, guided by the influential owners of the street-cars, long opposed the idea of elevated roads. In 1888 the West Lake Street line was begun, but was



obstructed. In 1892 the Metropolitan line, backed by large capital, began the costly undertaking of tearing down houses on a right of way running westward a little north of Congress Street, with cross-lines near Paulina. The Marshfield Avenue Methodist Church, a brick and stone structure, was no sooner built than it was destroyed in this manner, and heavy brick structures were moved out into the street, and carried away.

A ride on the Milwaukee cable in connection with a Division Street or a North Avenue trailer will land us at Humboldt Park. The scenes along Milwaukee Avenue are remarkable only as showing the great extent of the city.

A ride on the Madison Street cable takes the visitor past the Haymarket Theater at Halsted Street and the Washingtonian Home at Ogden Avenue, through Garfield Park, and at the terminus connects with an electric car that will make a delightful loop tour through several suburbs and cemeteries, returning to the starting-point. By taking an Ogden Avenue trailer the County Hospital group is passed and Douglas Park is reached.

A ride on the Van Buren cable, which has but recently been opened, carries the visitor past the great lumber district, but is otherwise devoid of especial interest. The Ashland Avenue Waterworks may be seen, but are not to be compared in elegance or power with the establishment at Chicago Avenue and the lake on the North Side.

Two tunnels lead to the West Side, both used exclusively by the street-cars—that at Washington Street being completed in 1868; the Van Buren Street tunnel having been recently opened.

WEST SIDE RESIDENTS.

Ashland Boulevard.

NO.		NO.	
153	W. P. Rend of Rend & Walker, coal merchants.	224	Ulric King of A. S. White & Co., grain commission merchants.
161	Gen. C. Fitz Simons of Fitz Simons & Connell Co., contractors and timber dealers.	231	Carter H. Harrison, mayor.
179	Thomas Chalmers, treasurer Fraser & Chalmers, mining machinery.	234	William J. Chalmers, president Fraser & Chalmers, mining machinery.
192	William J. Wilson.	237	Lee H. Borden, capitalist.
196	W. A. Pinkerton, principal Western division of Pinkerton's National Detective Agency.	239	C. C. Kohlsaat, judge Probate Court.
200	H. M. Lyman, physician.	243	M. D. Talcott, publisher.
201	C. H. Case of Case & Co., insurance agents.	245	Mrs. Henrietta E. Owsley, widow of John E. Owsley.
204	A. E. Wells of W. A. & A. E. Wells, contractors.	251	William W. Shaw, manager Dake Bakery.
206	H. H. Brown of H. H. Brown & Co., insurance agents.	254	George H. Taylor of Work Bros. & Co., uniforms.
210	E. A. Robinson, wholesale grocer.	260	Rev. T. N. Morrison, rector of the Church of the Epiphany.
		276	John A. King, president Fort Dearborn National Bank.

Ashland Boulevard—Continued.

- | No. | | No. | |
|-----|---|-----|---|
| 277 | Mrs. Ruth Featherstone, widow of John Featherstone. | 352 | R. H. Piratzky, lithographer. |
| 281 | E. B. Holmes of Holmes, Pyott & Co., machinists. | 356 | G. B. Kane of G. B. Kane & Co., printers' ink. |
| 284 | Mrs. Emma Fick, widow of Louis W. Fick. | 361 | Mrs. Eva Wilce, widow of Edwin P. Wilce. |
| 291 | James M. Pyott of Holmes, Pyott & Co., iron founders and machinists. | 363 | John C. Spry, president John Spry Lumber Co. |
| 294 | M. M. Hirsh of Stein, Hirsh & Co., starch manufacturers. | 365 | H. B. Maxwell of Maxwell Bros., box manufacturers. |
| 297 | J. A. Robinson, physician. | 367 | James Maxwell of Maxwell Bros., box manufacturers. |
| 308 | M. C. McDonald, real estate. | 368 | William Matthei of Wm. Matthei & Son, wholesale liquors. |
| 310 | Thomas Kane, president Thomas Kane Co., school furniture. | 373 | Oliver W. Holmes, manager Holmes, Pyott & Co., machinists. |
| 314 | P. L. Auten, vice-president Ford River Lumber Co. | 379 | C. K. Offield of Offield, Towle & Linthicum, lawyers. |
| 325 | George Sherwood of George Sherwood Co., publishers. | 385 | R. S. Greenlee, president Greenlee Bros., machinery manufacturers. |
| 326 | Thomas Templeton of Marshall Field & Co. | 390 | James W. Sheridan. |
| 329 | C. T. Nash of Nash, Wright & Co., grain commission merchants. | 391 | C. G. Ricklefs, treasurer David J. Braun Manufacturing Co., gas fixtures. |
| 330 | G. C. Hutchinson of W. H. Hutchinson & Son, bottle stopper manufacturers. | 394 | Ferdinand V. Gindele of Gindele & Struble, contractors. |
| 339 | John McLaren of John Mason Loomis Co., lumber. | 395 | W. P. Ketcham, president Ketcham Lumber Co. |
| 342 | J. L. Fulton of J. L. Fulton & Co., paving. | 503 | W. Ruehl, president William Ruehl Brewing Co. |
| 346 | Lewis Russ, retired grain commission merchant. | 516 | J. C. Tatge, brick manufacturer. |
| 347 | W. J. Mayer, real estate. | 527 | Rev. Louis Hoelter, pastor of Emanuel Evangelical Lutheran Church. |

Jackson Boulevard.

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|-----|--|-----|--|
| 491 | Ira Tomblin of Ira Tomblin & Co., grain commission merchants. | 508 | P. J. Healy, president Lyon & Healy, musical instrument manufacturers. |
| 493 | F. C. Taylor of Work Bros. & Co., uniforms. | 510 | G. V. Drake, paints and wall-paper. |
| 495 | F. H. Lamb, of National Tube Works Co. | 511 | O. Sands, wholesale butter and cheese dealer. |
| 497 | Chas. A. Lamb, manager National Tube Works Co. | 512 | Francis A. Riddle, lawyer. |
| 499 | Scott Jordan of C. H. Jordan & Co., undertakers. | 513 | George Fritze, grain commission merchant. |
| 500 | James A. McMahon, president McMahon & Montgomery Co., dredging. | 515 | John Sollitt, retired real estate dealer. |
| 501 | Geo. G. Parker, grain commission merchant. | 521 | Wm. T. Bussey, secretary and manager Chicago Stove Works. |
| 503 | James P. Soper, vice-president and treasurer Soper Lumber Co. | 522 | John G. Keith of Keith & Carr, vessel agents. |
| 505 | A. E. Barnhart, treasurer Barnhart Bros. & Spindler, type foundry. | 523 | D. B. McMasters, retired merchant. |
| | | 524 | James H. Ward, lawyer. |
| | | 525 | J. D. Marshall, leather manufacturer. |
| | | 526 | Mrs. K. A. Shaw, widow of K. A. Shaw. |

Jackson Boulevard—Continued.

No.		No.	
530	B. F. Ferguson, treasurer South Branch Lumber Co.	548	W. D. Messinger of W. D. Messinger & Co., paper dealers.
532	Richard S. Tuthill, judge of the Circuit Court.	553	R. N. Foster, physician.
534	Richard Prendergast, lawyer.	557	A. Shire, cigar manufacturer.
539	Geo. Ross, wholesale grocer.	603	C. H. Jordan of C. H. Jordan & Co., undertakers.
542	Mrs. H. C. Morey, widow of H. C. Morey.	617	Adam Schaaf, piano dealer.
543	W. P. Henneberry of Donohue & Henneberry, printers.	624	David Pyott of Holmes, Pyott & Co., machinists.
544	Ernest L. Allen, manager Royal Insurance Co.	637	Geo. H. Williams of Geo. H. Williams & Co., restaurant.
546	Mrs. L. Thatcher, widow of A. T. Thatcher.	639	Frank A. Hecht of Charles Kaestner & Co., machinists.
		658	Rev. T. F. Cashman, pastor of St. Jarlath's Church.

Washington Boulevard.

368	J. M. Leet of Leet & Fritze, commission merchants?	687	George P. Holmes of George P. Holmes & Co., rubber boots and shoes.
376	C. B. Sefton.	689	F. S. James, insurance agent.
385	Mrs. Huldah Witbeck, widow of Henry Witbeck.	692	George R. Davis, director-general of the World's Fair.
413	Mrs. Mary L. Groesbeck, widow of Abraham Groesbeck.	696	L. M. Bushnell, secretary Vaughan & Bushnell Mfg. Co., hardware specialties.
425	Mrs. Henrietta Snell, widow of Amos J. Snell.	720	W. F. Knoll, physician and surgeon.
431	A. J. Stone, real estate.	724	E. G. W. Rietz, retired lumber merchant.
463	Wm. E. Rollo of Wm. E. Rollo & Son, insurance agents.	757	Sanger Brown, physician.
468	C. H. Ruddock of S. F. Warren & Co., lumber merchants.	768	Millard Bingham president Samuel Bingham's Sons, printers' rollers.
469	C. D. P. Smith, lawyer.	769	Charles S. MacCarty, real estate.
470	C. K. G. Billings, president People's Gaslight & Coke Co.	777	Miss Molly Moody, daughter of the late Alexander Moody, president Moody & Waters Co.
505	Arthur Farrar.	783	William Ripley, lumber merchant.
518	William Gilman, real estate.	790	Rev. W. C. De Witt, rector St. Andrew's Episcopal Church.
535	C. W. Earle, physician.	817	Sydney S. Date, Board of Trade commission merchant.
538	W. W. Clark of Clark & Pfister, paper-box manufacturers.	833	A. W. Burnside, physician.
556	John Mendson, retired merchant.	868	J. J. Sullivan, manager Hamilton-Corliss Engine Co.
574	A. L. Singer of A. L. Singer & Co., clothiers.	880	W. R. Clark, contractor.
582	F. C. Schaefer, physician.	882	C. M. Stokes, advertising manager Tribune.
599	Perley Lowe, lumber merchant.	890	J. C. McAndrews, metals.
604	E. T. Harris, president E. T. Harris Co., architectural iron works.	1147	J. M. Yeomans, insurance agent.
606	J. S. Meckling, real estate.	1239	Severt T. Gunderson of S. T. Gunderson & Son, lumber merchants.
608	Joseph B. Keeler, commission merchant.	1261	Wm. E. Mortimer, retired merchant.
650	F. A. Crane, assistant secretary Consumers' Gas Co.	1271	H. J. Evans, vice-president New York Biscuit Co.
678	Alex. Vaughan, president Vaughan & Bushnell Manufacturing Co., hardware.		

Washington Boulevard—Continued.

- | NO. | NO. |
|--|--|
| 1295 J. M. Whitman, general manager Chicago & North-Western Railway. | 1482 Mrs. Eliza Crane, widow of Chas. S. Crane. |
| 1319 Ludwig Wolff, president L. Wolff Mfg. Co., plumbers' supplies. | 1487 John Eiszner, cooperage. |
| 1399 P. F. Ryan of P. F. Ryan & Co., dry-goods. | 1491 Alvin H. Sanders of the J. H. Sanders Publishing Co. |
| 1411 A. J. Graham of Graham & Sons, bankers. | 1492 C. H. Chamberlain of Chamberlain & Patterson, real estate. |
| 1423 Arnold Heap of Heap & Whitfield, lawyers. | 1493 E. W. Case of Case & Martin, pie bakers. |
| 1427 Carl Moll, assistant cashier National Bank of Illinois. | 1494 Edward Horan, real estate. |
| 1473 D. M. Farson of Farson, Leach & Co., bankers. | 1499 J. E. Shipley, city salesman for Waukesha Hygeia Mineral Spring Co. |
| 1479 W. E. Mason, lawyer. | 1510 D. W. Mills, real estate. |
| | 1520 Geo. W. Spofford, real estate. |

West Adams Street.

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| 287 Peter Schuttler of Schuttler & Hotz, wagon manufacturers. | 531 Lincoln Club House. |
| 300 John M. Smyth, furniture. | 532 Franklin W. Fisk, president Chicago Theological Seminary. |
| 301 Christoph Hotz of Schuttler & Hotz, wagon manufacturers. | 533 W. M. Tomlinson, physician. |
| 389 David Bradley, president David Bradley Manufacturing Co., agricultural implements. | 538 O. J. Price, physician. |
| 392 Edward S. Shepherd, president Cre-rar, Adams & Co., railroad supplies. | 575 George Birkhoff, Jr., real estate, and consul for Netherlands. |
| 395 C. H. Slack, grocer. | 577 George Birkhoff, contractor. |
| 398 M. F. Donoghue of M. McGinnis & Co., wholesale fish dealers. | 581 S. B. Johnson, retired contractor. |
| 430 A. G. Lane, superintendent public schools. | 629 Mrs. E. M. Little, widow of J. H. Little. |
| 434 W. Moyer, retired merchant. | 643 H. A. Varnell, liquor dealer. |
| 468 Mrs. Esther B. Soper, widow of A. W. Soper. | 677 H. S. Burkhardt, assistant manager National Malleable Castings Co. |
| 476 Michael Cohen of Cohen Manufacturing Co., overall manufacturers. | 697 George D. Eddy, president R. M. Eddy Foundry Co. |
| 478 Frank A. Bergman of E. T. Mason & Co., tanks. | 717 Arthur J. Mitchell, secretary Mitchell Bros. & Co., publishers. |
| 487 Mrs. G. W. Newton, widow of G. W. Newton. | 719 S. S. Bishop, physician. |
| 490 Richard W. Bates, furniture. | 721 Joseph H. Wood, assistant general manager Chicago & Alton Railroad. |
| 491 A. C. Hewett, dentist. | 729 J. C. McMullin, vice-president Chicago & Alton Railroad. |
| 501 Dr. Florence Ziegfeld, president Chicago Musical College, and International Temple of Music. | 733 Jacob C. Magill of J. C. Magill & Co., real estate. |
| 503 J. C. Ross, real estate. | 800 W. J. Martin, dentist. |
| 507 E. F. Ingals, physician. | 821 J. K. McGill. |
| 518 J. P. Mills, physician. | 828 A. E. Baldwin, dentist. |
| 520 Rev. H. M. Scott, professor Chicago Theological Seminary. | 927 James McGraw, contractor and builder. |
| 521 Plowdon Stevens, real estate. | 928 L. D. Hammond of Hammond, Fry & Co., insurance agents. |
| 530 E. L. Holmes, physician and surgeon. | 930 M. Fitzgerald, liquor dealer. |
| | 935 Rev. F. L. Wilkins, editor. |
| | 939 Willis G. Jackson, real estate. |
| | 992 C. Todd Hood, physician. |

West Monroe.

No.	No.
298 James E. Moore of Moore Bros., furniture.	677 Robert L. Greenlee, treasurer of Green- lee Bros. & Co., wood-working machinery.
447 John P. Foss, retired lumber merchant.	714 W. H. Burt, physician.
475 Mrs. Eliza Foss, widow of Samuel T. Foss.	738 J. B. McDonald, president American Battery Co.
481 Mrs. Ellen Spry, widow of John Spry.	781 George W. Stanford, lawyer.
487 W. J. Pope, grain commission mer- chant.	785 Oscar W. Barrett of O. W. Barrett & Co., insurance agents.
499 B. A. Eckhart of Eckhart & Swan, millers.	797 John F. Wolff, vice president L. Wolff Manufacturing Co., plumbers' sup- plies.
509 M. A. Bartlett, contractor.	805 Mark M. Thompson, M. D., president of the National Bichloride of Gold Co.
511 George Mason, vice-president Excel- sior Iron Works.	824 H. A. Tyler, physician.
512 L. L. Bond of Bond, Adams & Pickard, patent lawyers.	831 C. J. Wolff of L. Wolff Manufacturing Co., plumbers' supplies.
521 Mrs. David Boyle, widow of David Boyle.	855 Nathan Smith, grain commission merchant.
545 J. P. Wathier of Joseph P. Wathier & Co., jewelers.	857 Edward S. Bristol, president Bristol & Gale Co., agricultural imple- ments.
626 H. J. Treat, physician and surgeon.	876 Mrs. Wm. M. Stanton, widow of Wm. M. Stanton.
641 Stuart Johnston, physician and sur- geon.	903 John Murray of John Murray & Co., coal dealers.
645 C. M. Fitch, physician.	905 John A. McCully of McCully & Miles, stained glass.
648 I. R. Krum of Krum, Fraser & Co., lumber merchants.	917 James M. Wanzer of Wanzer & Co., grain commission merchants.
650 A. M. Forbes, teaming.	
670 A. B. Clark, dentist.	

SOUTH SIDE.

There now remains before the visitor who has desired to see Chicago with some thoroughness, a drive that can not fail to awaken his wonder and evoke his admiration. Starting from the Auditorium we shall make a journey of twenty-two miles over first-class streets, and past such a collection of private residences as can scarcely be found in any other tract of similar extent.

Should it come to pass that future generations of men, delving into the history of the past, should some day explore the region of Lake Michigan's shore where the city of Chicago once stood, leading toward a chief ruin, our Auditorium, they would find an Appian Way, an imposing avenue whose crumbling mementos proclaim the pride once associated with its extent. That Appian Way would be Michigan Boulevard. But if we believe that Chicago in ruins might touch the heart of humanity, how much more eagerly should the visitor of to-day behold the chief glories of a city which still awaits her finest development.

We have seen the beautiful park at the north, have gained an idea of the vast industrial spaces of the West Side, and shall now penetrate a region which in its evidences of regard for handsome exteriors, in its consideration for communal and fraternal rights, in its public service and private fidelity to neighborhood, must stand for Chicago. If the visitor does not commend the features of this journey, then Chicago was unfortunate in having the World's Fair, and advertised her shame while striving to exploit her beauties.

Yet it can not in reason turn out otherwise than that the most critical observer will praise many things here to be seen. To awake in a magnificent hotel; to greet the morning sun as it rises out of Lake Michigan; to bathe and breakfast; to roll behind high-stepping steeds along the finest street in America toward the White City—this is surely a pleasant prospect.

We may briefly scan the streets that will carry us southward. At Sixteenth we shall pass into Prairie Avenue and pursue that remarkable street to Thirty-first; thence by Calumet or South Park Avenue and Grand Boulevard to Oakwood Boulevard, and on that cross-road lakeward to Drexel Boulevard. Drexel will bear us to Washington Park, where, at its southern end, we shall see some elaborate floral displays and reach the Midway Plaisance, the terminus of our outward journey. The return will be by various streets to Grand Boulevard, finally entering Michigan Boulevard at Thirty-seventh Street, where, at the close of our drive, we reach the longest and most conspicuous array of princely homes and notable churches.



There will be localities of special beauty, among which the principal ones are:

1. Prairie Avenue from Sixteenth Street to Twenty-second Street.
2. Prairie Avenue from Twenty-sixth Street to Thirty-first Street.
3. Greenwood Avenue from Fifty-first Street to Forty-fifth Street.
4. Michigan Boulevard from Thirty-fifth Street to Thirty second Street.
5. Michigan Boulevard from Thirtieth Street to Twenty-fourth Street—the last three as we come northward.

Perhaps the most palatial corner is at Twenty-sixth Street and Michigan Boulevard, though the visitor may note others that he considers far superior.

This ride continues a distance of nine miles, for the purpose of reaching (1) the flower-beds of Washington Park; (2) the pagodas and constructions of Midway Plaisance; (3) the vast buildings of the University of Chicago. The cross-roads may at times be dusty for short distances, but the object to be attained will, we hope, bear out the judgment of the Guide. With these remarks we will set out from the Post Office, close to which is placed

The Armstrong Bust on a polished granite pedestal, at the southeast corner of Clark and Adams streets, on the plaza surrounding the Government Building. Inscribed on the pedestal are the following lines: "To the memory of George Buchanan Armstrong, founder of the railway mail-service of the United States. Born in Armagh, Ireland, October 27, A. D. 1822. Died in Chicago, May 5, A. D. 1881. Erected by the clerks in the service, 1881." It is eleven feet high, the bust itself being $3\frac{1}{2}$ feet. Leonard W. Volk was the designer, the whole costing about \$2,500.

Great buildings.—To reach Michigan Boulevard we pass the Grand Pacific Hotel on Clark Street, and turn east on Jackson Street, along whose sides rise lofty structures. Back of us is the Board of Trade tower. We may note the handsome quarters of the Union League Club, exactly south of the Post Office, and at the corner of Jackson and Dearborn streets we are undoubtedly in one of the best spots for sight-seeing. On one corner is the Monadnock, the largest of office-buildings; on the other, the Great Northern Hotel; down Dearborn Street may be seen long lines of tall structures, some of them more than sixteen stories high.

Michigan Boulevard.—Here looking northward we see the new Art Institute, while before us on the right, in order, are the Leland, Richelieu, Victoria, the Chicago Club, the Studebaker Building, and the Auditorium. The lake now gives us a new atmosphere, and the boulevard resounds with the movement of animated throngs, elegant equipages, and thoroughbred horses in gilded harness. If the sky is clear the Exposition itself rises out of the lake on the southeast, and this, with the shimmer of the waves, and the verdure of the scene at the left, where the Lake Front Park stretches away, inspires the saddest spirit with some of the general happiness of the scene. Upon the

lake the eye will strive to gather the multifarious details of a sunny day—the soaring gulls, the dancing waves, the piers, and numerous craft; the yachts decorated with gay flags, at anchor and under sail; the steamers on the way to the Fair, the light-houses, the fishermen on the breakwaters, the Waterworks cribs, and finally the ribbons of light stretching into the distance, giving variegated colors to the inland sea. At our left, in the park, is the

Columbus Monument.—This imposing memorial, erected in Lake Front Park, under the auspices of the Columbian Exposition, owing its inception and happy result to the untiring zeal of Ferdinand W. Peck, was designed by Howard Kretschmar. The pedestal, of Maine granite, is thirty feet high, the height of the statue being twenty feet. In this commanding tribute to Columbus Mr. Kretschmar has brought to his art the sympathetic treatment without which no work of genuine merit is achieved. The pose of the figure, the thought and action implied in the gesture, and, above all, the triumphant yet pathetic expression of the countenance are instinct with the highest artistic feeling: a power of creative insight in which the vicissitudes of noble endeavor and the final conquest of fate are indelibly portrayed. The work is indeed an epitome of the years covering the most inspiring dream and fondest realization in the annals of discovery—the anxious conflict with adversity, the contumely and disdain, the patient longing and despair being eloquently suggested in the uplifted face, while the consciousness of triumph nerves the care-worn navigator as he steps forward to claim his just reward. The theme is great, and it must be admitted that the sculptor has worthily responded to its demands.

South from the Auditorium.—The Auditorium Extension is on the southwest corner of Congress Street, and near by, at No. 247, is the home of Mrs. L. P. C. Freer, the oldest resident on the boulevard. The Bucklen Building is the next object of interest, and the structure with the clock-tower at Harmon Court is the Kimball Carriage Repository.

The Rosenberg Fountain.—This beautiful work of art, the gift of Joseph Rosenberg of San Francisco, stands at the southwest corner of Lake Front Park, near the junction of Lake Park Place and Michigan Avenue, facing the latter. The design is that of Franz Machtl of Munich, where the statue of bronze was cast. The work consists of an elaborate granite pedestal composed of an ample base supporting a basin, from the rim of which rises a low yet stately Doric peristyle, surmounted by a simple entablature. From the center of the basin the fountain ascends, illumined by a candelabrum shedding electric light, the water falling within access of the visitor. The crowning feature of the work is a freely modeled, classical figure of Hebe, guardian of Youth and cupbearer to the gods. She is represented as stepping lightly forward, the extended right hand presenting a cratera, and the left hanging by her side, clasping an Etruscan ewer. The form is partially nude, the drapery falling in graceful folds exquisitely chiseled. The pose of the head, as well as that of

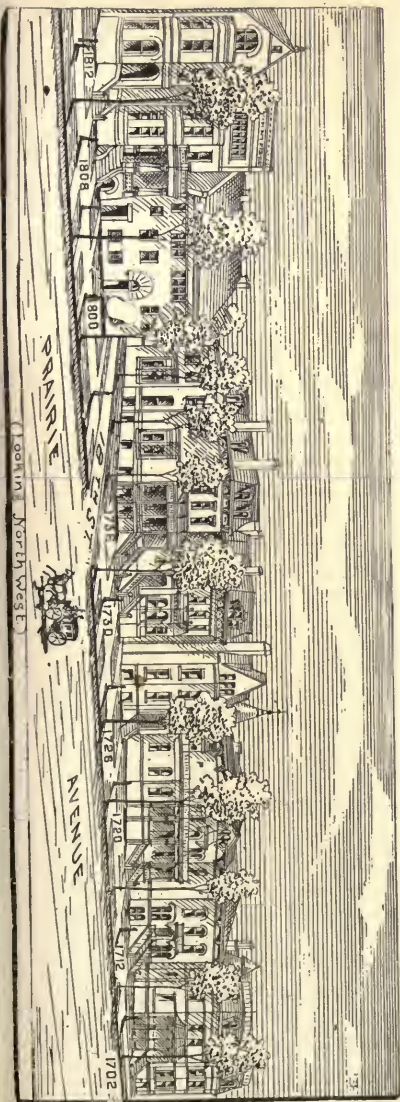
the figure, suggests something of the refinement visible in Canova's masterpiece, the sensuous contours of the countenance softened by an expression of winning loveliness. The total cost was \$12,000.

Twelfth Street Station.—Michigan Avenue now leaves the lake shore, which trends eastward, and at the other end of our drive will have reached a distance of two miles from the line of Congress Street. At our left is the new station of the Illinois Central, which has been described in our chapter on "Arrival," in our chapter on "Notable High Buildings," and in other places. All through-trains will leave their passengers here, one mile south of the point which for forty years was the depot of the Illinois Central. From here we get a good view of the new station.

Several hotels are located very near us. The Bordeaux is at No. 339; the Imperial on the southeast corner of Twelfth Street; the Stamford on the north-west corner of Thirteenth Street.

The Chicago Manual Training School is situated on the northwest corner of Twelfth Street, diagonally opposite the Imperial Hotel. This institution was founded by the Commercial Club, through the efforts, in the main, of Charles H. Ham, an earnest writer on the subject. It is the theory of the manual trainers that a man should learn to use his hands and his brain at the same time, and that a boy may learn Latin and carpentry also. A decade of experiment has greatly encouraged the enterprise, although, as with cooking-schools for women, from the nature of the case it is somewhat difficult to estimate the practical value of the training, of which the beneficiaries alone are cognizant, and whose testimony is conclusive. Continuing southward four blocks we are near the site of the First Regiment Armory. This notable structure, once so conspicuous an object on the boulevard, was recently destroyed by fire. Turning eastward we shall leave Michigan Boulevard, reserving that thoroughfare for our return, and reach by Sixteenth Street—

Prairie Avenue, a neighborhood of millionaires, that for twenty years has grown more celebrated in local annals. On this street live many prominent persons whose estates are worth from one to thirty millions each. The houses are very large, and there are but few to the block. Some of these houses for many years have been occupied by men of immense wealth, who, had they sought only their own happiness, might have lived solely for worldly enjoyment. But they allowed themselves only reasonable comforts, accepting burdens that they might help build the Fair. Mr. Pullman, at No. 1729; Mr. Field, at No. 1905; Mr. Pike, at No. 2101—together with their neighbors—have had a large part in the World's Columbian Exposition, and without Prairie Avenue perhaps there had been no thirty-million-dollar Fair. Whether this avenue will hold its distinction against the Lake Shore Drive and Michigan Boulevard depends largely on the determination of its leading residents. If Messrs. Pullman, Field, and the rest spend their days in their



old homes, property will retain its social value for the *élite*. The avenue is quiet and free from the interminable throngs of Michigan Boulevard; yet the prospect that the latter will be ten miles long in a straight line, and that fifty feet front anywhere south of Twenty-second Street will yet be a large fortune, must militate against the prestige of Prairie Avenue.

The Pullman residence occupies an area on the north side of Eighteenth Street, the house facing Prairie Avenue, with a handsome approach from the foregoing street. The old homestead is a stately brown-stone mansion with Mansard roof, having been remodeled in 1892 to admit a picture-gallery and palm-house. A charming feature of this beautiful estate is the magnificent conservatory and spacious lawn, forming a private park, on the south side of Eighteenth Street, bordering Calumet Avenue and commanding a grand view of Lake Michigan. The entire grounds are marked by quiet elegance and taste. The spot is historic, the very cottonwood tree beneath which the Fort Dearborn massacre in 1812 occurred, still standing here, recalling the terrible fate of victims fittingly commemorated in—

The Massacre Monument, the gift of Mr. George M. Pullman, a bronze group at the foot of Eighteenth Street, designed by Mr. Carl Rohl-Smith. The work is strikingly original, the action spirited, and the tragic incidents of the drama portrayed with impressive force. Great skill is shown in the delineation of separate figures, and the *ensemble* is both harmonious and effective. The central subjects were modeled from life after famous Sioux chieftains. The scene depicting the rescue of Mrs. Helm from imminent death; the prostrate form of the post surgeon, meeting his fate at the hands of a victorious savage; and the significance of a crying child, recalling the massacre of infants, are realistically vivid in their motive and execution. The monument marks the spot where the tragedy was enacted, and upon the panels of the pedestal are four bas-reliefs illustrating more fully the general subject of the work. The base, pedestal, and sculptured group are of commanding proportions, and the city may congratulate itself upon so important an addition to its many beautiful works of art and one of so permanent an historic value.

From Eighteenth to Twenty-second.—This locality is to be noted for the residence of J. W. Doane, No. 1827, which was perhaps the first "Chicago palace" to arrest the attention of city editors. Here, while Mr. Key, the artist, was at work within, the press reporters took daily assignments, and no doubt several of the Exposition buildings reached completion with half the notice that attached to the frescoes and finishing of Mr. Doane's home. W. F. Storey then set out to astonish the community, and the house recently demolished at Fortieth and Grand Boulevard was the next object of local wonder. As we are not to return by this route, the carriage should proceed very slowly for the next four blocks, as there is much to see. Here men of practically unlimited means have resided for two decades. Elder civilizations are not so demo-

cratic, and perhaps nowhere else on earth can so many wealthy households be found grouped together. Here within an area of five blocks there are at least forty of the sixty members of the Commercial Club. We have passed the Pullman and Field mansions, and now come to the residence of Philip D. Armour, the third in Chicago's chief trinity of millionaires. This region has drawn heavily on the West Side's leading men, a fact which has had much to do with the new style of *rococo* and belittled church architecture. The aristocratic quarter of Prairie Avenue is now passed. Wealth that at last aroused the jealousy of New York, merchants whose business affects every mart on earth, distributors and public servants of wide influence, have been left behind as we cross the cable tracks of—

Twenty-second Street.—Here was once the city's *ultima thule*. Here, as late as 1865, on the prairie, men played ball and boys wandered off toward the old Chicago University, now no more. We come upon the diagonal Cottage Grove Avenue at Twenty-third Street, and because of the struggle between business and comfort, we seem to have lost our street and our pavement, and rumble along over a stone road already worn out. At Twenty-third Street are the Marathon Apartments on the right, and at 2535 the Loring School for young ladies and children, established in 1876.

Indiana Avenue churches.—We may here mention some of the churches which we are leaving on our right, on Indiana Avenue. At the northeast corner of Twenty-first Street is the First Presbyterian Church, Dr. John Henry Barrows, pastor, a popular and eloquent divine; on the southeast corner is the Synagogue of Sinai Congregation, whose learned rabbi, Dr. Emil G. Hirsch, is held in the highest esteem, being honored with the office of president of the Public Library. At Twenty-fourth Street is Trinity Methodist, where Frank M. Bristol, a book-lover and man of great ability, preached for five years before he went to Evanston. One block to the left is—

Dearborn Seminary, a superior day-school for young ladies and children, on the northeast corner of Calumet Avenue and Twenty-second Street, owing its prestige to the character and guidance of the late Dr. Zuinglius Grover, whose rare qualities as principal, from the year 1856 till his deplorable loss in 1891, are attested by many affectionate tributes from alumnae. The seminary (his best memorial) is pleasantly located, and its plan of study includes a classified course of four years, together with preparatory and primary departments, and provision for advanced pupils, its certificates (of graduation) being sufficient credentials for admission to the highest colleges in the country.

Chicago Medical College.—This institution is passed at the northeast corner of Twenty-sixth Street. It is a department of the Northwestern University at Evanston, to which reference has been made in the article on the North Side. A new building is being erected on Dearborn Street, to the south of the new College of Pharmacy.

Fine mansions again.—We note at Twenty-sixth Street that the pavement becomes asphalt and Parisian in cleanliness, and the houses again assume an air of grandeur. Judge Walter Q. Gresham, Secretary of State, lived at 2603 while he was on the bench of the United States Circuit Court here, and it was in these parlors that he repeatedly refused to accede to the requests of the delegations regarding the Omaha nomination for the Presidency in 1892.

At Twenty-seventh Street.—We enter a region inhabited by great wholesale merchants, financial and railroad men. At 2709 is Chas. L. Hutchinson, son of one of the most daring and eccentric speculators of recent times, B. P. Hutchinson. Chas. L. Hutchinson has been president of the Board of Trade, and is now president of the Art Institute and the Corn Exchange National Bank, a concern that paid cash through the panic of 1873.

Twenty-eighth and Thirtieth streets.—The region still retains an inviting appearance, and the eye is greeted on all sides with more taste, beauty, and refinement than it can master at a glance. At the southeast corner of Thirtieth Street St. Paul's Universalist Church rises in view; the Bliss Apartments are on the right, and the Dakota Apartments are on the left. We may observe that the abominable word "flats," despite its brevity, has disappeared. At Thirty-first Street we reach the end of Prairie Avenue, a thoroughfare less imposing than Michigan Boulevard, yet a region long to be remembered.

Thirty-first Street.—To reach the parallel thoroughfare of South Park Avenue, we cross by Thirty-first Street, the extreme southern limits of the city as late as 1868. Here we have another business street like Twenty-second, and it is not difficult to forecast for it a future as prosperous as that which has befallen the great cross-streets of New York, with theaters, hotels, promenades, and throngs of people. We cross Forest and Calumet avenues, which might perhaps be followed in preference, choosing South Park Avenue, because it is in line with Grand Boulevard.

South Park Avenue.—As we turn into South Park Avenue, on the southeast corner, we see the First Baptist Church, a highly ornamented limestone church, with steeple and fine cornices. The pastor of this congregation is the well-known Rev. P. S. Henson, D.D., of whom we have spoken in the article on "Churches." He lives at No. 3249. Passing to Thirty-third Street, at the southeast corner, we note the South Park Avenue Methodist Church, a wide and handsome structure. On the south, adjoining, is the parsonage, occupied by the Rev. John M. Caldwell, pastor.

At Thirty-fifth Street the scene widens. If we now turn at once to the lake, we shall pass Vernon and Rhodes avenues and the site of the old University. We have passed over ground once covered by Camp Douglas, or its neighborhood. At the lake, on the left, is—

The Douglas Monument.—This lofty mausoleum was finished by the State of Illinois in commemoration of the life and services of Stephen A.

Douglas. It stands in a magnificent situation on the Lake Front, at the head of Lake Avenue, between Woodland Park and Thirty-fifth Street, and consists of an octagonal foundation of limestone, 75 feet in diameter, upon which are three circular bases of New England granite, forming the substructure. The first of these is a little over 42 feet in diameter, and the height of the three together, $4\frac{3}{4}$ feet. Surmounting them is the octagonal tomb, $20\frac{1}{4}$ feet in diameter and 10 feet in height, also of New England granite, within which, deposited in an iron casket, inclosed in a white marble sarcophagus, rest the mortal remains of the great Senator. They are guarded by a heavy wrought-iron grated door, with padlock, and an inner safe door with combination lock. The pedestal of the column above the tomb is 15 feet in diameter, and nearly 19 feet high; upon which rests the shaft of granite, about $46\frac{1}{2}$ feet in height, $5\frac{1}{8}$ feet in diameter at the base, and 3 feet at the apex. The capital of the column, including the ornamental frieze and cornice, is $6\frac{1}{2}$ feet high, upon which stands a colossal bronze statue of Douglas, $9\frac{3}{4}$ feet high, making the entire height of the monument $95\frac{3}{4}$ feet. Resting upon four pedestals at the base are statues representing Illinois, History, Justice, and Eloquence. This magnificent memorial, costing \$100,000, was dedicated in 1865, President Andrew Johnson being present at the ceremony.

Camp Douglas.—It may be of interest to the readers of this Guide, now that we are in the vicinity, to know the approximate boundaries of the camp at which Colonel Mulligan rendezvoused, and the prison where so many Southern soldiers died in the cold winter of 1863-64. The camp faced Cottage Grove Avenue. As that street followed the lake shore southeasterly, the eastern line was diagonal, all the blocks between Thirty-first and Thirty-third streets, and Forest and Cottage Grove avenues, being wholly or partly embraced within the inclosure. The order of streets lakeward from Prairie Avenue is Forest, Calumet, South Park, Vernon, Rhodes, and Cottage Grove avenues, and all these streets were then unsurveyed so far south.

Grand Boulevard.—Returning westward through Thirty-fifth Street we resume our journey southward, and are now upon a section of the South Parks. The route is thus laid out: First the house line, many feet from the sidewalk; then the sidewalk, then an equestrian road of considerable width; then grass and trees for a width of about twenty-five feet; then the broad boulevard proper; then grass, equestrian road, sidewalk, and building line on the other side (total from house to house, 200 feet). This will become a Champs Elysées, but it is at present too sparsely settled to possess the attractions of Prairie Avenue. Many of the houses between Thirty-seventh and Thirty-ninth give us glimpses of coming magnificence, as at Nos. 3741 and 3811. As we are to return on Grand, we now enter—

Oakwood Boulevard, a beautiful east and west route, whose broad white surface reflects the strong eastern light effectively. There is sufficient com-

plexity in the streets leading radially from Ellis Park, a small square on the north, to puzzle the ordinary topographer, and the churches and surrounding houses betoken a highly prosperous neighborhood.

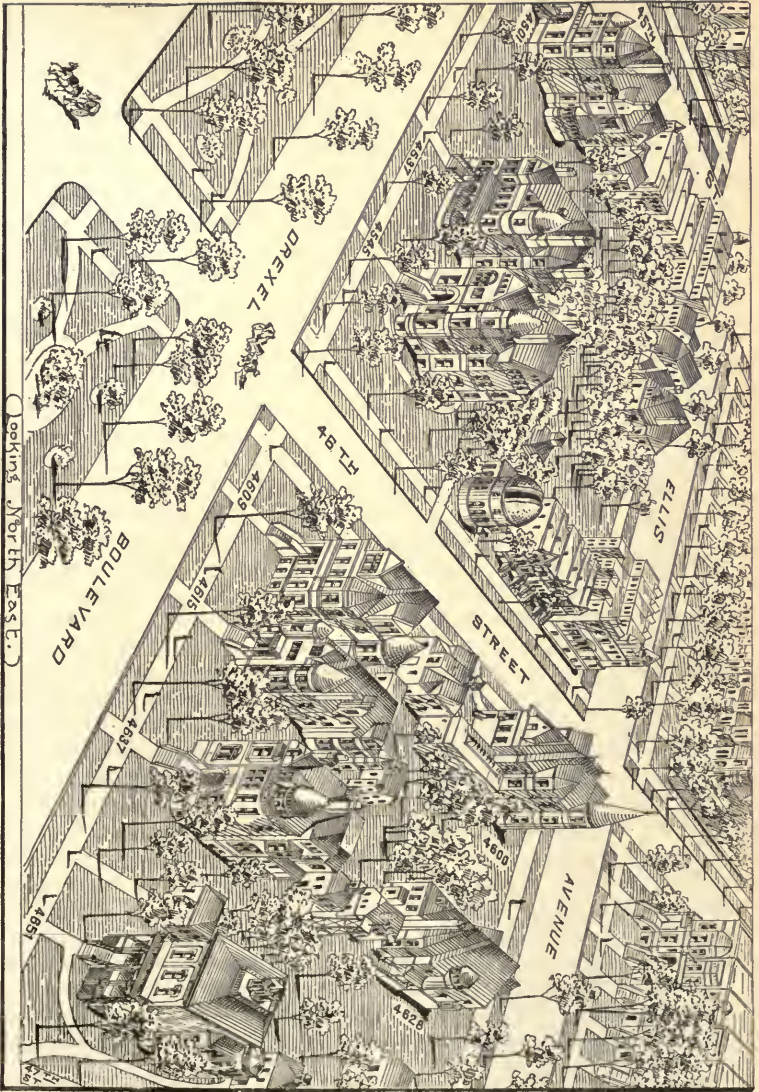
Churches on Oakwood Boulevard.—The Catholic Church of the Holy Angels, with its parochial schools and premises, is passed on the right, or south. The Oakland M. E. Church is on the southwest corner of Langley Avenue, Rev. P. H. Swift, pastor, and on the southeast corner is All Souls' Unitarian Church, of which Rev. Jenkin Lloyd Jones is pastor. Farther along, between Langley and Cottage Grove avenues, is the Memorial Baptist Church, Rev. L. A. Crandall, D. D., pastor.

Scenes of busy life.—The presence of the cable-cars is announced by the magnificent apartment buildings, which now rise many stories high. On the left are the Duquesne, at No. 271, and the Allen; and north one block, on Thirty-eighth Street at Langley Avenue, are the Hampden Apartments. The visitor who has been down Cottage Grove Avenue by cable will by this time recognize the point at which the carriage-drivers and the gripmen meet. The pavilion from which the park phaetons start is in the center of a plaza, and five streets debouch into another wide opening, which, with the flower-beds of Drexel Boulevard, beautifies the region.

Drexel Boulevard is constructed differently from Grand Boulevard, in that there is a carriage-way on each side and wide flower-beds and grass-plats occupy the middle. Some of these beds are beautiful, and all are ingenious. Shrubbery and trees add their allurements, and if the day be fine the visitor, notwithstanding the many things he has seen, will be eager to pursue his way. The Oakland Hotel stands out boldly on the extreme east, and the Hotel Drexel bounds Drexel Boulevard on the west. Phaetons may be taken at 25 cents a round trip, or the cable, which here runs on Cottage Grove Avenue at a high rate of speed, will carry you at once to the gates of Jackson Park. Drexel Boulevard is the eastern one of two northward arms of Washington Park. Probably no other group of residence houses in the city is so favorably situated as to flowers and scenery.

South Congregational Church.—The white and black stone church with an open tower, which makes so striking a picture at the northwest corner of Fortieth and Drexel, is the South Congregational, of which the Rev. W. Scott is pastor. This is called artesian-well stone, the only building material of this nature found in the vicinity of Chicago. The first church of the old South Side, the First Presbyterian, was built of this stone, and burned in the Great Fire, the walls being afterward used in the construction of the beautiful Presbyterian Church at Lake Forest.

South of Fortieth.—At Forty-third Street the region becomes magnificent. W. E. Hale's house, at 4545, is a beautiful structure of artesian-well stone. It must be noted that all the mansions are in the best style of modern architecture.



Looking North East.

The residences now grow sparse, though no less fine. At 4917 is a house built and owned by Dr. H. S. Brown, a popular physician, which offers perhaps the finest example of interior wood-work in Chicago. It may almost be said of this house that it is built too well. Bog oak was imported for its ceilings; rooms are finished in holly, cherry, oak, bird's-eye maple, and mahogany; and doors leading from a holly to a cherry room are of great thickness, half of each wood. There are family, children's, guests', and servants' bath-rooms, ceiled and walled in marble, and the ingenuity displayed in closet and lavatory work could only be described at great length. Across the street stand larger mansions, especially Doctor McGill's, at 4938, built in the beautiful style of *Renaissance Chateaux*. Other gray granite and Bedford stone mansions rise beyond Fiftieth Street, and Fifty-first Street finds us at Washington Park, an arm of which reaches toward—

The Drexel Fountain, which, at the intersection of Drexel Boulevard and Fifty-first Street, stands in the center of a square granite basin, 22 feet in diameter. From this pedestal, 4 feet high, rises the bronze fountain and portrait statue to a total height of 35 feet. The base is also of bronze 4 feet square, with cut corners and half-circular brackets on each side supporting large shells. Above each shell is a bas-relief 7 feet high by 8 feet wide. The reliefs, four in number, represent respectively, the ocean, lake, river, and spring. At the four corners are bronze lions' heads, each spouting a jet of water from its mouth. The upper basin is 8½ feet in diameter; above it, the statue, 8 feet in height. It was designed and executed by Henry M. Manger of Philadelphia, and cost \$40,000. It is the gift of Drexel Bros., the Philadelphia bankers, and was erected in 1882, in memory of their father, after whom the boulevard is named.

Large apartments.—The Vermont Apartments are on Fifty-first Street, between Drexel Boulevard and Cottage Grove Avenue. The Renfost Apartments are at the northeast corner of Cottage Grove Avenue and Fifty-second Street, and near by are the Nelson, the Westchester, and Menoken.

Washington Park.—The southern system of parks at present is much restricted, owing to its sacrifice for the World's Fair site. But Washington Park, to the greater part of which we are freely admitted, contains many pleasing features. Its wide mall or play-ground of eighty acres is larger than that of any other park in the city; its lake at the south end is fine, while its conservatory and its roundhouse of horses, oddly named, are both objects of interest to almost everybody. The display of flowers at the south end, made on ground ornamentally arranged at much expense, is the most ingenious and elaborate to be seen in the city. The botanist will observe many varieties of trees. As we approach the south end—

Midway Plaisance reveals its mile of wonders, the Ferris Wheel, of course, being most prominent. The thatched houses of the German village,

old Vienna, and the red Chinese theater with the bells, at the corners may be seen without passing inside. We are to drive to Fifty-ninth Street in order to cross to Lexington Avenue, but to reach it we must return northward a block on Cottage Grove Avenue. The ride on Fifty-ninth is not so agreeable, but it is short, and the scene on the right is very interesting.

The University of Chicago is bounded by Fifty-seventh Street, Lexington Avenue, Midway Plaisance, and Ellis Avenue, and easily accessible by rail or cable. The grounds lie in the vicinity of Lake Michigan, between two of the most beautiful parks of Chicago—Washington and Jackson—the original site having been donated by Marshall Field, and the institution founded by Mr. John D. Rockefeller, the Chicago subscriptions reaching a total of \$5,000,000. Inaugurated in November, 1891, its rise has been phenomenal. The plan embraces every feature of a great university; many details of the scheme are marked by originality, and the provision made for special study is of unsurpassed excellence, the various laboratories intended for the pursuit of physical study being fully in accordance with the demands of modern knowledge. Most noteworthy among the tributes to science, and one destined to bring lasting fame alike to the city and the institution, is the endowment of an astronomical observatory by Mr. Yerkes, the telescope for which will surpass in power any refractor hitherto constructed. The curriculum is as comprehensive and efficient as possible; a fine library affords the highest opportunities for collateral reading, and the scheme of the university is such that its rare advantages may be freely and uninterruptedly enjoyed. In one special feature—the admission of women to an equal participation of its benefits—the institution takes praiseworthy rank among the most advanced centers of learning. Another characteristic of the institution is the plan of “University Extension” by which the sphere of its influence is indirectly, yet greatly, widened. The various colleges, halls, etc., included in the general design, are of striking architectural beauty, and the lawns and quadrangles forming the entourage heighten the effect of their academical repose. It is safe to say that the magnificent scale of the endowments has been seldom equaled in the history of education.

The Washington Park Race-Course lies in sight, just south on Cottage Grove Avenue. This renowned institution is at times a world in itself, of which the non-sporting classes know nothing. To make the rounds of the stables and see the variety of owners, jockeys, and animals would surprise any one who is not acquainted with the prodigious interests that are devoted to this outdoor sport. The so-called Derby, which is run each year in Chicago, attracts universal attention, and may at some future time rival the event of Epsom Downs, as it has already taken rank with the Kentucky Derby at Lexington. Owing to the close interests of the two organizations, we may almost consider the Washington Park racing-grounds a part of the World's Fair.

Illinois Central special trains reach the grounds by a spur of the railroad. South Side cables and the Alley Elevated Railway run directly to the entrance. The park contains a large "grand stand" and an elegant pavilion where banquets may be given, and where the Congressmen were entertained February 22, 1892. There is a main running-course, a practice track, a three-quarter dash, a steeplechase, and an extent of stabling that would make a day's journey for a sight-seer and lover of horses. Some of the World's Fair directors are stockholders in Chicago's racing park, and the name of the late Gen. Philip H. Sheridan, as president, was lent to the enterprise at its organization, in February, 1883, giving to the first summer's meeting the instant indorsement of the wealthy and fashionable society of the city. No pains were spared to insure the success of the undertaking. With the advantage of privilege, favor, merit, proximity to the abodes of fashion, and the pleasant outdoor weather on the Lake Front, the throngs of turn-outs and coaches down Michigan Boulevard on Derby Day and Saturdays exceeded in magnificence any other moving spectacle that Chicago had ever seen. Of course the World's Fair has given additional *éclat* to the races and purses of 1893. Among the moving spirits of the club have been John E. Brewster, A. S. Gage, who owns the restaurants of the Fair; Charles Schwartz, a noted lover of fine turn-outs; N. K. Fairbank, Norman B. Ream, Samuel W. Allerton, Columbus R. Cummings, John R. Walsh, principal owner of the *Herald* and *Post*, and John H. McAvoy, the brewer.

The Home for Aged Jews, corner of Drexel Boulevard and Sixty-second Street, is pleasantly situated, commanding a fine view of the neighboring parks and containing in its various departments every requisite for the care and comfort of its occupants. The capacity of the building is about 1,000, and the institution is largely the result of active canvassing of Chicago women, who in two weeks secured nearly \$75,000 in aid of the charity. The edifice is handsomely constructed in the Romanesque style, the entire cost of the structure and grounds being \$100,000.

Oakwoods Cemetery.—South of the race-track, and on the other side of the street, lies the new and already beautiful cemetery called Oakwoods, the principal Protestant burying-ground of the South Side. The grounds are park-like, no inclosures being permitted, and the effects of landscape gardening displayed in lawn, lake, and shaded avenue are full of loveliness and repose, in harmony with the sacredness of the spot. It extends along Cottage Grove Avenue from Sixty-seventh to Seventy-first streets, and reaches eastward to the Illinois Central tracks, covering over 200 acres. Trains on the Illinois Central reach the cemetery over a special track, and the cable-cars run to the entrance (fare 5 cents). The eastern portion of the cemetery is unfinished. Upon a beautiful site, overlooking one of the numerous lakes, may be seen the striking memorial of Mrs. J. W. Ellsworth and the significant tribute to the

memory of Col. William H. Thompson. The resting-places of Doctor Ryder, for twenty-two years pastor of St. Paul's Universalist Church, Alfred Cowles, late business head of the *Tribune*, and Judge Van H. Higgins are marked by interesting monuments; while 6,000 Confederate dead from Camp Douglas sleep beneath a beautiful grove of maple trees, a sad reminder of the horrors of war and captivity. The principal object, however, is—

The Soldiers' Monument, which was erected in 1876; in honor of the Union soldiers buried here. The design is a life-size figure of a private standing at "parade rest," the entire height being about fifteen feet; the whole executed in marble. On the upper part of the pedestal, encircled by a laurel wreath, are cut in raised letters the words: "Soldiers of Illinois." Below this, on the main body of the pedestal, is the following inscription: "Erected by the Board of Managers of the Chicago Soldiers' Home. Sacred to the Memory of our Brave Defenders, May 30, 1876." The monument stands near the northern boundary of the cemetery and about half-way between the east and west limits. On either side are two pieces of artillery, and a pyramid of cannon balls is placed in front. The monument commemorates the resting-place of about sixty soldiers who died in the Soldiers' Home.

Pullman and Kensington.—It is inadvisable to go south of Fifty-ninth Street by carriage, as the necessary return would become fatiguing, and another day may be spent by beginning at Oakwoods and thence going to Pullman, where the industrial experiment and palace-car manufactory may be inspected. The Corliss engine that was the chief motor at the Centennial Exhibition is at Pullman. The Hotel Florence, with its tasteful floral surroundings and pond, with Kensington making a fine sight on the west, are to be noted here. An electric railway supplements the grip on Cottage Grove Avenue, and on a warm evening a ride on the front seat from Madison Street to Pullman in the open air is a truly enjoyable experience.

Northward again.—If Midway Plaisance is new to the visitor, he may go east to Madison Avenue before turning northward; or he may turn northward on Lexington Avenue to Fifty-fourth Street, and then take a turn eastward to Washington Avenue. We are here in the fine wooden residence region of old Hyde Park, a community which was slower than old Chicago to pass a "fire ordinance," or prohibition of wooden exteriors. The avenues in this region are all admirable, betokening moderate wealth and superior taste. We make this eastward detour to pass some large buildings in this region, and because we may return on the fine Fifty-first Street Boulevard.

Home for Incurables.—Two blocks to our left, at the southwest corner of Ellis Avenue and Fifty-sixth Street, may be seen the spacious grounds and buildings of the institution designed as a home for the incurable sick. The Home is the gift of Mrs. Clarissa C. Peek, by whom it was munificently endowed. It is open to all races and is entirely non-sectarian.

Washington Avenue.—On this street, at the southeast corner of Fifty-fourth, is the Hyde Park Methodist Church, of Connecticut granite and brick. At the northeast corner of Fifty-third Street is the Hyde Park Presbyterian Church, an imposing structure of buff Bedford stone and granite, with stately tower, and ornamented with copper.

Fifty-first Street.—We now turn into the highway of Fifty-first Street. Toward the lake we may catch a glimpse of the Hyde Park and Warren Leland's Chicago Beach hotels. At the southwest corner is the Hyde Park Club House. At 171 Fifty-first are the Strathmore Apartments; at the southwest corner of Hibbard Avenue, the Oneida Apartments; at the southeast corner of Kimbark Avenue, the Lathrop Apartments. On the right, or north, the grounds are very well kept, betokening taste and wealth.

The Counselman mansion.—Approaching Fifty-first Street from Lexington Avenue we have an ideal view of a typical Chicago mansion. At the northeast corner of Greenwood Avenue, into which we turn, occupying about a quarter of a block, with granite coping many hundred feet from its portals, stands the imposing residence of Charles Counselman, a grain merchant. The vista from the length of Lexington Avenue, which approaches the center of the inclosure, gives to this mansion a commanding appearance. The spacious grounds, beautifully designed and tastefully laid out in walks and drives, are adorned with a profusion of rare shrubs and magnificent trees, forming an exquisite setting for this stately abode.

Greenwood Avenue.—We go north on this new and surprising street to Forty-fifth, noting that Prairie and Michigan avenues are within call already of a growing rival. The houses, beginning with Mr. Counselman's, are sumptuously planned and abound on every corner and favorable site. The Greenwood Avenue School is at the southeast corner of Forty-sixth. The Kenwood Evangelical Church is on the southwest corner, a low but slightly building in the modern ecclesiastical style, Rev. John P. Hale, pastor.

The Arizona Apartments.—We reach Grand Boulevard by Forty-fifth, a cross-street, but should we continue on Greenwood until we reached the intersection of Lake Avenue, we would have in view the imposing Arizona Apartment building, where granite and steel have been used in boundless profusion, with splendid effect in the exterior of the structure.

West on Forty-fifth Street.—By this western thoroughfare we cross a number of new and inviting residence streets. First is Ellis Avenue, then the great Drexel Boulevard, by which we reached the park; then Evans, Langley, Champlain, and St. Lawrence avenues. The homes on the latter streets have been finished with artistic windows and porches, handsome stone trimmings and pleasing interiors, and are occupied by the class of smaller merchants who can afford to put \$12,000 into a home. The same house in New York City, no better situated, would command \$30,000.



Grand Boulevard, northward from Forty-fifth Street.—We now reënter the widest street of Chicago. It is, in reality, a finer development of South Park Avenue, which traverses its entire length. The boulevard is still new, though it has been laid out since 1868; having fallen into a long period of stagnation after 1873. On the northeast corner of Forty-third we pass the new and striking Delmonte Apartments. On the southwest corner of Forty-first Street is the Forty-first Street Presbyterian Church, an imposing structure of Connecticut stone, with a solid tower 70 feet high. One of the two great objects of our ride is now approached, and we turn westward on Forty-first Street to reach Michigan Boulevard. Northward, however, one block on Grand Boulevard, we can see, in passing, the St. Catharine Apartments at the southeast corner of Fortieth. We cross Calumet, Prairie, and Indiana avenues. The trees of Indiana Avenue have for decades endeared it to Chicagoans, but its earlier settlement doomed it to wooden houses that are displaced slowly. The Brighton Apartments are at the northwest corner.

Michigan Boulevard, northward from Forty-first Street.—We finally turn into this stately and crowded driveway, and pursuing it for nearly forty blocks the visitor will doubtless aver, as have many travelers before him, that it surpasses any other residence vista in the New World. We have reserved this homeward drive as a closing attraction of our three tours of observation. It is the judgment of dealers in real estate that the possession of a fifty foot lot on this street will some day mean the possession of a fortune of from \$250,000 to \$500,000. There has been a rise in value of the average individual premises, within five years, of from \$20,000 to \$40,000. The reasons for the great fortune of the avenue lie mainly in the cession of its government to the Park Commissioners, and the "trunk" or main-line advantages of reaching the great South Side hotels.

The Sheridan Club.—At the southwest corner of Forty-first Street and Michigan Boulevard is the low, massive, brownstone and granite building of the Sheridan Club, an aristocratic social organization whose receptions are a prominent feature of each season.

St. Elizabeth Church.—One block west, on Wabash Avenue, may be seen the Catholic Church of St. Elizabeth, which boasts the possession of some of the finest ornamental and memorial windows in the country. One block east on Indiana Avenue at Thirty-seventh, is the Central Church of Christ.

North of Thirty-seventh, on Michigan Boulevard.—The old boulevard began at Thirty-fifth, and a few blocks before reaching that locality, where the street widens on both sides, the splendid display above mentioned appears. Great houses, in all varieties of architecture, rise on either hand, each succeeding builder outdoing his neighbor.

On Wabash, at Thirty-fifth.—One block west of us are seen the Ozark Apartments. On April 7, 1893, a hail-storm that lasted but five minutes broke

nearly every west window and skylight in this great structure. On another corner are the buildings of the De la Salle Institute. This is a Catholic school for the education of young men.

Northward from Thirty-fifth.—Some well-known people live in this locality. In the classic mansion at the southeast corner of Thirty-second Street lives the ex-Philadelphian, Charles T. Yerkes, who, arriving in Chicago a few years ago, took possession of all the street-cars in North and West Chicago, and cabled both sides of the city. It is said, as has been remarked, that Mr. Yerkes carried to the house of Jacob Rehm the sum of \$1,500,000 in greenbacks. Mr. Yerkes next erected the electric fountain in Lincoln Park; gave the Sheridan Statue to Union Park, on the West Side, and to the University of Chicago—which we lately passed—the most powerful telescope ever made. His intimate relation with the daily life of every West and North sider, and the collateral fact that transportation in both those regions is grossly inadequate, have given him notoriety as well as fame.

The Armour Mission, at Armour Avenue and Thirty-third Street, three blocks to the left, is a noble charity, founded by the late Joseph P. Armour, a testamentary provision for its maintenance having been greatly increased by his brother, Philip D. Armour, the present fund amounting to nearly \$2,000,000. The institution has for its immediate object the care and instruction of those to whom the means of improvement here offered are of the highest advantage, yet often through necessity denied. The Mission building is complete in its appointments, providing for every department of general supervision, nursing, education, and moral instruction, the children confided to its charge enjoying all the benefits of a private home. The corporation owns the Armour Flats, consisting of nearly two hundred suites, the entire rental of which is devoted to the objects of the Mission. Adjoining the above is—

The Armour Institute, corner of Thirty-third Street and Armour Avenue, designed to furnish a technological education; a further yet all-important object being to supply, so far as its scope permits, the requirements of a liberal education. Munificently endowed by the eminent philanthropist whose name it bears, this institution offers to students advantages of special training scarcely equaled in the West, its courses of study and numerous lectures embracing a wide and practical field, while not omitting the academic curriculum adapted to the requirements of polite learning. The equipment of its several scientific departments is complete; the tuition, conducted by a competent corps of professors; and, under the wise and able supervision of President Gunsaulus, the institution offers every guaranty of the highest efficiency. To young Americans, especially, the opportunities afforded by its varied resources are of signal moment, in view of the impetus given to practical science by its application to the conditions of modern life.

Northward from Thirty-second.—The residents in our first block are nearly all millionaires, but as we approach Thirty-first, a business street, a former southern boundary of the municipality, apartment buildings again arise, and we see the Euclid, at the northwest corner of Thirty-first Street. At the north end of this block the high Potomac rises on the east and the Lakota on the west; there is a café in connection with the latter building.

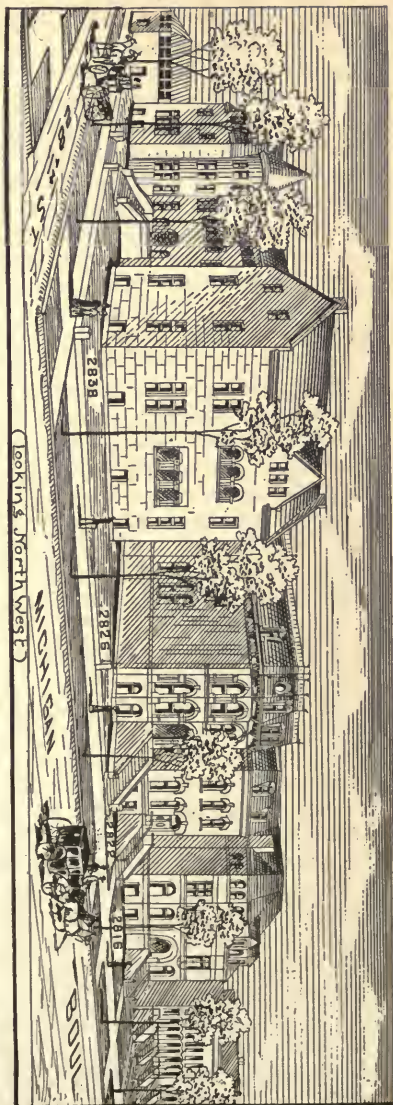
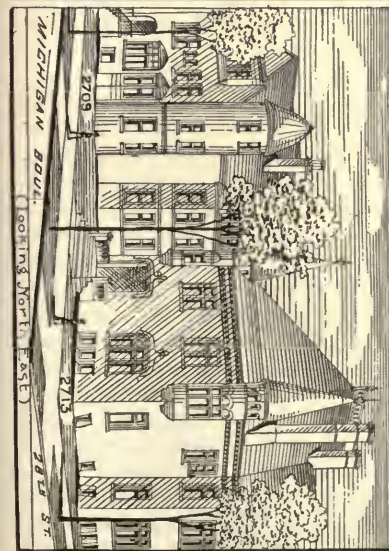
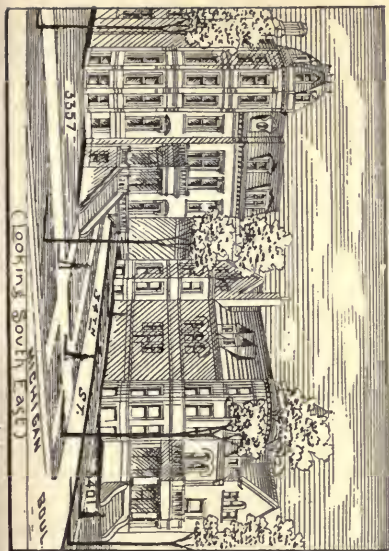
Northward from Thirtieth.—As the influence of business precincts recedes, great mansions again appear, to offer us, as on Prairic Avenue, our second vista of luxurious abodes. The very large and very unconventional stone house that stands at the northwest corner of Twenty-ninth Street, No. 2838, will be studied with interest. It is the home of Harlow N. Higginbotham, president of the National and Local Committees of the World's Fair, president of the Board of Directors, member of the firm of Marshall Field & Co., and a prominent philanthropist, as well as public-spirited citizen. At this house Vice-President Morton was entertained during the Dedication of October, 1892, and President Cleveland, at the time of the opening, May, 1893.

Northward from Twenty-eighth and Twenty-seventh.—The houses continue so large that but few are accommodated in a block. The northern end of the second block perhaps excels in architectural beauty most any residential scene in the city. The block begins with Messrs. Watkins, Armour, Doolittle, Crane; and Director Lefens, of the Exposition, lives at 2626. At 2612 lives Edwin Walker, leading legal counsel of the Exposition, and a director and solicitor for the Chicago, Milwaukee & St. Paul Railway.

A fine corner.—On the southeast corner of Twenty-sixth Street rises the steeple of Trinity Episcopal Church, which is built of rough-hewn limestone in the earlier style, and unchanged by modern innovation.

Northward from Twenty-sixth Street.—Plymouth Congregational Church, whose pastor, the Rev. Frank W. Gunsaulus, D. D., is so well known throughout the country, stands at the left. It is one of the earliest examples of modern church architecture, the material being rough-hewn stone. The Apollo and Beethoven Musical societies once gave their concerts in the auditorium of this edifice. The Berkshire Apartments are at 2505.

Northward from Twenty-fifth Street.—We are now approaching another busy region, with Twenty-second Street at the north and Cottage Grove Avenue on the right. We observe that the number of private residences diminishes, and apartments again predominate. At the northern end of this block, at 2409, is the rectory of Bishop Charles Edward Cheney—of whom we have spoken in the article on churches, at the paragraph marked "Episcopal"—and near it, at the southeast corner of Twenty-fourth Street, stands Christ Reformed Church, an edifice of rough-hewn limestone. Opposite, on the southwest corner, in a fine, massive structure of blue Bedford stone, are the quarters of the Standard Club, a social organization of aristocratic and wealthy Jews, including many of the



leading merchants and manufacturers of Chicago, and some of its greatest scholars. The Quinn (colored) Chapel may be seen westward on Wabash Avenue, Rev. J. T. Jenifer, pastor.

The Illinois School of Pharmacy, a branch of Northwestern University, is located on Dearborn, between Twenty-fourth and Twenty-fifth streets, three blocks west of our drive, the building also temporarily accommodating a portion of the Chicago Medical College, pending the completion of their own. The edifice is six stories high, steel-constructed and thoroughly equipped, containing, besides seven laboratories, a museum of drugs, etc., and a library, each offering, in its several appointments, every facility to students.

At Twenty-third Street.—Near the southwest corner of this street is the Unitarian Church of the Messiah. On the southeast corner is Immanuel Baptist Church. It has twice burned, and was for years after the Great Fire the South Side focus of entertainment. The French Band, Caroline Richings-Bernard, Carlotta Patti, and Mario, Theodore Thomas, the German Band, Rubenstein and Wieniawski, would appear here a night, and at the Union Park Church on the West Side the next night. The North Side had been entirely destroyed. On the southwest corner is the Hotel Metropole, a fashionable hotel, the favored headquarters of the foreign commissioners.

Twenty-second Street.—Here we note once more the clang of the cable car. At the northeast corner is the new high steel Lexington Hotel, which is to affect hotel interests in this region. A block west are the Southern and Woodruff. Between this point and Sixteenth Street we see further examples of elegant home architecture. H. H. Honoré, the father of Mrs. Potter Palmer and Mrs. Fred Grant, the builder and rebuilder of the whole western façade of Dearborn Street between Monroe and Adams streets, whose name is honored in Chicago, lives in the brown-stone at 2103. The Calumet Club has temporary quarters at 2032. The high flat-building at 2001 is called the Pickwick. On the opposite or northeast corner of Twentieth, the Calumet Club's building again rises from its ashes. It burned in January, 1893. On the northwest corner is the Second Presbyterian Church, rough limestone, with a steeple 115 feet high. The pastor is the Rev. S. J. McPherson.

The Chicago Home for the Friendless is visible as we pass Twentieth Street, one block to the left, on the northwest corner of Wabash Avenue. Founded in 1858, its object is to afford shelter and employment to deserving yet destitute women and children—25,000 of whom have been received, regardless of creed, during the past twelve years. A kindergarten for smaller children, a free graded school for inmates and outside pupils, and a mission free-chapel aid in promoting the efficiency of this excellent institution.

Northward from Twentieth.—All who deal with the drama and dramatic history will feel desirous of seeing the home of J. H. McVicker, at 1842, where a green old age settles on the Nestor of American actors and managers, whose

first appearance here has been noted in our chapter on "History." He still maintains an active interest in his theater, visiting it each day. The Auditorium, with its square lines, is recalled, and its projector is found at 1826, where Ferdinand W. Peck, a man not yet fifty years of age, resides. Mr. Peck has, with Mr. Gage and Mr. Odell, been the leading financial spirit of the World's Fair, and he is one of the most intelligent, courageous, and capable citizens of the West. He was, in 1893, elected president of the Union League Club. On the southwest corner of Eighteenth Street are the Morton Apartments, and on the southeast corner is the commodious residence of Mr. N. K. Fairbank. The mansion on the northeast corner was rented for the World's Fair to Mr. and Mrs. W. K. Vanderbilt and a party.

Residences, etc.—A detailed list of the principal residences adorning the many aristocratic localities included in this drive, together with the names of their occupants, is appended to the chapter.

Homeward on Wabash Avenue.—At Sixteenth Street, turning westward a block, we leave Michigan Avenue, in order to visit a number of metropolitan attractions that have come with the growth of Chicago.

Libby Prison.—Two blocks southward is the war museum called Libby Prison. The famous tobacco warehouse of Richmond, Va., has been transported to Chicago and placed behind handsome castellated walls of artesian-well stone. The plan of the historical prison escape is shown and all the floors and rooms are preserved, and brass tablets in the floors show where survivors slept. The building is filled with mementoes of the war, and among other relics the table used by Generals Grant and Lee at Appomatox, chisel used in the famous tunnel escape, life mask of Abraham Lincoln, and death mask of General Grant are to be seen. Entrance, 50 cents. About three hours may be spent there, and Grand Army men are always repaid for going. Gunther, the well-known confectioner, is the leading backer of the enterprise. Within the inclosure may also be seen the original Uncle Tom's Cabin.

Tattersalls, occupying the entire length of Dearborn between Sixteenth and Seventeenth streets, is, like its London predecessor, a general exchange where blooded stock is brought to mart, the appointments and facilities of the establishment being fully adequate to its demands. Its large stables accommodate 350 horses, and in connection with the more social character of the company a ladies' reception-room and café, with reading-room and extensive reference library, are added to its attractions.

The Military Tournament.—A number of crack riders who have seen service in the British Army, having leased Tattersalls for the season, propose to give every evening and on Sunday afternoons, exhibitions of horsemanship and cavalry drill, with musical accompaniment, displaying the alertness and dexterity which in England have received the highest praise. In addition to the above entertainment athletic sports, sword and bayonet exercise, and the

tactics employed in the Egyptian and East Indian warfare will be included in this unique enterprise.

Hardy's Subterranean Theater.—One block south of Sixteenth on Wabash Avenue, east side, is an undertaking new to Chicago. Hippolyte Hardy purposes to lower a patron into the earth by machinery; the geological strata of the earth will appear around him, and give him the sensation of sinking 10,000 feet. He will pass under the sea, through mines, caves, and various reproductions, and instantly issue to daylight, confused but delighted.

Churches.—While in this vicinity it is well to note Grace Episcopal Church—a handsome structure of rough-hewn limestone. It is on the east, between Fourteenth and Fifteenth streets. The Wabash Avenue Methodist Church is at the southeast corner of Fourteenth. It is built of brick and cut stone. St. Mary's Catholic Church is farther north, at the southeast corner of Eldridge Court. See chapter on "Churches."

John Brown's Fort has been brought from Harper's Ferry, and now stands in a building erected for its exhibition on the east side of Wabash Avenue between Thirteenth and Fourteenth streets. The Fort itself is a very small engine house, the name being painted over its door, so that passengers on the Baltimore & Ohio Railroad could determine, from the platform of the station, which was the particular house in which Brown was captured.

At Twelfth Street we pass the approach to the viaduct leading to Canal Street almost a mile away. This viaduct crosses twelve trunk lines of railway, and perhaps saves a hundred lives annually. On the northwest corner of Twelfth is the Martinette Hotel. On the southwest corner of Harmon Court is the large Ludington Apartment Building.

Panoramas.—We thus have arrived at a point which may be called a northern terminus, at least of this description. Two cycloramas are at hand. In one at the west is the Battle of Gettysburg, the most popular of paintings. It has been on exhibition for over ten years, and represents Pickett's charge. In the other house there have been displayed the Siege of Paris, the Battle of Lookout Mountain, Jerusalem at the Crucifixion, and Niagara Falls, the fidelity of the latter being perfect. A new and striking cyclorama of Jerusalem and the Crucifixion has just been placed on exhibition in this house. The other cycloramas, north on Michigan Avenue, have shown the Battle of Shiloh and the Monitor and Merrimac. The Chicago Fire is now on exhibition. The first cyclorama ever seen in Chicago was in 1874, at the Exposition Building on the Lake Front—Paris by Moonlight, a beautiful and descriptive scene. Parisian guide books of 1802 show five cycloramas at that date. Philip-poteaux was the greatest painter of these monster canvases. We have thus carefully and sincerely shown such of the chief beauties of the South Side as may be seen in a drive of twenty-two miles. Taking the region as it is, and for what it promises to become, it is indeed a wonderful display of luxury,

art, and taste; and the visitor who has taken the three drives laid out in this Guide will be convinced that Chicago is already a city of vast extent—more like London than any other American metropolis.

SOUTH SIDE RESIDENTS.

Calumet Avenue.

- | NO. | NO. |
|------|---|
| 1830 | W. E. Casselberry, physician. |
| 1832 | John Buckingham, real estate. |
| 1836 | Norman Williams of Holt, Williams & Wheeler, lawyers. |
| 1840 | Charles E. Fargo, president C. H. Fargo & Co., wholesale boots and shoes. |
| 1900 | John D. Caton, president Green Lake Granite Co. |
| 1910 | Arthur J. Caton, vice-president and manager Green Lake Granite Co. |
| 1922 | Henry Dibblee of Dibblee & Manierre, real estate. |
| 1928 | H. N. Greene, real estate. |
| 1932 | L. Mandel of Mandel Bros., dry goods. |
| 2000 | Henry Crawford, lawyer. |
| 2004 | Wm. H. Mitchell, 2d vice-president Illinois Trust and Savings Bank. |
| 2008 | P. C. Hanford, 3d vice-president National Linseed Oil Co. |
| 2016 | C. H. Starkweather, real estate. |
| 2018 | Joseph A. Kohn of Kohn Bros., wholesale clothing. |
| 2032 | Otto Young of Otto Young & Co., jewelers. |
| 2100 | Mrs. David B. Fisk of D. B. Fisk & Co., wholesale millinery, etc. |
| 2101 | Malcolm Gunn, physician. |
| 2106 | A. C. Badger, vice-president T. W. Harvey Lumber Co. |
| 2107 | Arthur B. Meeker, retired merchant. |
| 2114 | John B. Drake of Drake, Parker & Co., proprietors Grand Pacific Hotel. |
| 2115 | J. A. Hamlin, proprietor Grand Opera House. |
| 2124 | Theodore A. Shaw of T. A. Shaw & Co., dry goods commission. |
| 2125 | John A. Markley of Markley, Alling & Co., wholesale hardware. |
| 2128 | John A. Davidson, president Davidson & Sons Marble Co. |
| 2129 | Wm. E. Kelley of W. E. Kelley & Co., lumber merchants. |
| 2131 | John Alling of Markley, Alling & Co., wholesale hardware. |
| 2133 | John R. Walsh, president Chicago National Bank. |
| 2140 | Mrs. D. A. Jones, widow of Daniel A. Jones. |
| 2141 | D. V. Purington, president Purington-Kimbell Brick Co. |
| 2213 | L. Silverman, banker. |
| 2217 | Moses Bensinger, president Brunswick-Balke-Collender Co. |
| 2222 | Robert M. Fair of Marshall Field & Co., wholesale and retail dry goods merchants. |
| 2223 | Mrs. Caroline E. Couch, widow of Ira Couch. |
| 2227 | J. S. Knox, physician. |
| 2229 | J. Rosenbaum, vice-president Rosenbaum Bros., grain commission merchants. |
| 2233 | O. W. Barrett, general superintendent American Express Co. |
| 2236 | Kirk Hawes, judge Superior Court. |
| 2238 | Chas. J. Barnes, vice-president J. Stephenson Co., lumber merchants. |
| 2239 | Charles L. Raymond of Charles L. Raymond & Co., grain commission merchants. |
| 2240 | Henry A. Kohn, capitalist. |
| 2244 | Asa P. Kelley, lumber merchant. |
| 2252 | Mrs. Addie R. Coolbaugh, widow of William F. Coolbaugh. |
| 2300 | C. D. Irwin of Irwin, Green & Co., grain commission merchants. |
| 2301 | Frank H. Follansbee, capitalist. |
| 2305 | John P. Laffin, secretary and treasurer East Chicago Foundry Co. |
| 2306 | A. W. Green of Irwin, Green & Co., grain commission merchants. |
| 2309 | J. C. Stirling, treasurer Illinois Steel Co. |
| 2310 | John S. Gould of John S. Gould & Co., wholesale grocers. |
| 2312 | John B. Mayo, president and treasurer Mayo & Co., jewelers. |

Calumet Avenue—continued.

NO.		NO.	
2316	Mrs. Henry L. Hill, widow of Henry L. Hill.	3306	Joseph Schaffner of Hart, Schaffner & Marx, clothing.
2321	J. H. McAvoy, retired brewer.	3308	James P. Sherwin of J. P. Sherwin & Co., grain commission merchants.
3104	Ira S. Younglove, president Santa Fe Elevator & Dock Co.	3312	B. Lindauer of Lindauer Bros. & Co., shirt manufacturers.
3118	William Mueller of Mueller & Raber, railway ties.	3317	Leopold Seaman of Seaman Bros. & Co., men's furnishing goods.
3120	D. K. Tenney of Tenney, Church & Coffeen, lawyers.	3321	Morris Cohn of Cohn Bros., clothing.
3122	Milton B. Miller, accountant.	3327	George L. Morgenthau, physician.
3123	B. Steele of Steele, Wedeles & Co., wholesale grocers.	3330	Richard Nash, live-stock commissioner.
3126	C. B. Scott, trader.	3336	Silas Huntley, commission merchant.
3127	I. Wedeles of Steele, Wedeles & Co., wholesale grocers.	3338	Edmund Pendleton, lumber merchant.
3132	John J. Fay, Jr., lumber merchant.	3342	F. T. Hanson of Beers & Hanson, commission merchants.
3133	Benjamin Hagaman, real estate.	3352	C. J. Furst of Furst & Rudolph, architects.
3140	Mrs. Barbara O. Bradley, widow of Charles Bradley.	3360	C. E. Seaton, superintendent American Express Co.
3142	W. A. Walter, cashier Washington Ice Co.	3361	Mrs. Ella Packer, widow of Charles Packer.
3143	G. C. Ledyard, Sr., broker.	3369	Thomas M. Hoyne of Hoyne, Follansbee & O'Connor, lawyers.
3147	L. B. Bane, secretary Clement, Bane & Co., clothing.	3400	George A. Hamlin, with Marshall Field & Co.
3155	M. J. Neahr of M. J. Neahr & Co., bag manufacturers.	3401	A. R. Southard, real estate.
3157	M. C. Mitchell, grain commission merchant.	3402	Louis Eisendrath of Strouss, Eisendrath & Drom, shirt manufacturers.
3201	E. Lachner, physician.	3409	T. H. Watson of Watson, Little & Co., coal merchants.
3212	L. B. Dixon of Dixon & Brookes, architects.		
3242	William J. Manning, lawyer		
3304	Joseph Beifeld of Joseph Beifeld & Co., cloak manufacturers.		

Drexel Boulevard.

3961	Telford Burnham, lawyer.	4004	Horace W. Soper, president Soper Foundry Co.
3963	George Hackney, chairman Chicago Terminal Commission.	4008	E. P. Howell, real estate.
3965	W. J. Edbrooke, architect.	4018	Henry Sherry, physician.
3971	F. W. Dickerman, president American Desk & Seating Co.	4020	Egerton Adams, president Chicago Forge & Belt Co.
3975	E. B. Weston, physician.	4025	William A. Bond of Turner & Bond, real estate and loans.
3981	J. C. Thomas, department manager American Book Co.	4037	J. H. Bell of Bell, Conrad & Co., wholesale teas, coffees, and spices.
3983	W. W. McCarty, wholesale boot and shoe agent.	4101	W. H. Starbuck of Dwiggins, Starbuck & Co., bankers.
3985	E. B. Sherman, master in chancery United States Court.	4105	W. H. Hoops, lumber merchant.
3987	T. J. Lovett, machinery.	4109	Albert H. Thacker of Thacker Bros., fruit merchants.
3989	R. E. Jenkins, lawyer.	4111	J. Robert Thacker, contractor and builder.
3993	C. H. Crawford, lawyer.		
3995	D. W. Potter, real estate.		

Drexel Boulevard—continued.

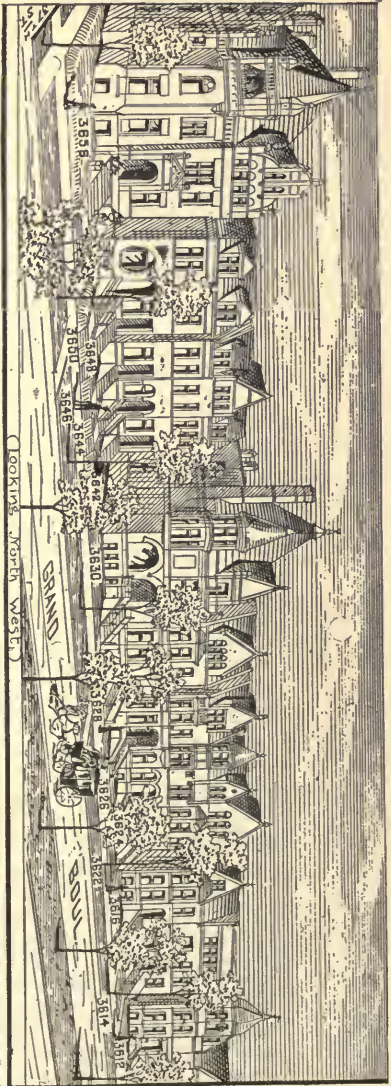
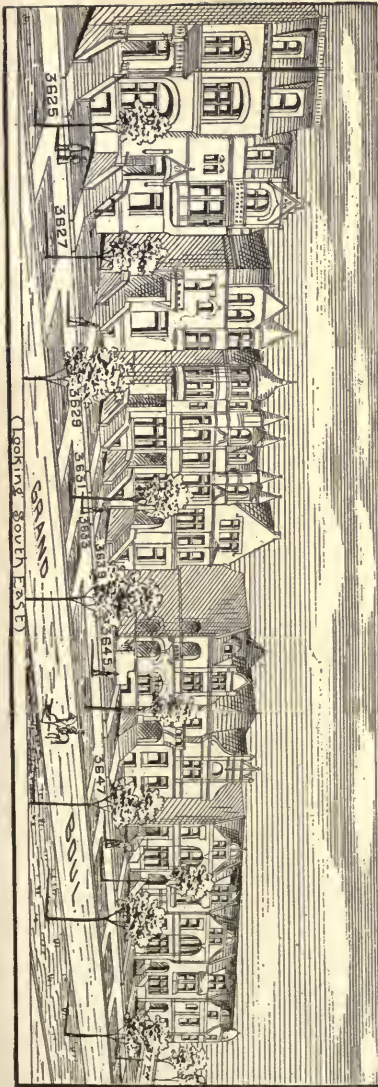
- | No. | No. |
|---|--|
| 4115 G. L. Pratt, buyer for Armour & Co. | 4501 C. H. Smith, grain commission merchant. |
| 4119 C. A. Gunn, commission merchant. | 4508 S. T. Fish of S. T. Fish & Co., commission merchants. |
| 4130 J. M. Smith of R. B. Smith & Sons, boots and shoes. | 4520 N. W. Harris of N. W. Harris & Co., bankers. |
| 4148 A. G. Cone, treasurer W. W. Kimball Co., pianos and organs. | 4537 Anthony Schmitt, president E. Schneider & Co., candle manufacturers. |
| 4168 George F. Cram, map and atlas publisher. | 4545 William E. Hale, capitalist. |
| 4234 Dr. O. W. F. Snyder, obesity specialist. | 4609 E. Crane Wilson of Wilson Bros., men's furnishing goods and neckwear. |
| 4241 John A. Gauger of John A. Gauger & Co., sash, doors, and blinds. | 4623 E. W. Brooks of Brooks & Ross, lumber merchants. |
| 4243 Dr. S. H. Hunt, dentist. | 4637 Charles E. Gifford of Charles E. Gifford Co., grain commission merchants. |
| 4246 J. L. Bobo, tailor. | 4651 W. F. Leland, proprietor Chicago Beach Hotel. |
| 4247 L. L. McArthur, physician. | 4700 J. W. Oakley, president Walker-Oakley Co., leather and findings. |
| 4313 C. W. Powell of Powell & Lord, railroad lumber. | 4724 George T. Williams, secretary and treasurer Union Stock Yards & Transit Co. |
| 4315 George E. Frost, manager Veneer Seating Co. | 4825 Albert Wisner, real estate. |
| 4325 M. Reiman, real estate. | 4851 Martin A. Ryerson of Martin Ryerson & Co., lumber merchants. |
| 4329 John M. Gartside of Gartside & Leflingwell, lawyers. | 4900 James Bolton, capitalist. |
| 4342 C. J. Blair, president Merchants' National Bank. | 4917 H. S. Brown, physician. |
| 4345 G. D. Holton of Holton, Seelye & Mooney, real estate. | 4938 John A. McGill, physician. |
| 4346 William H. Keogh, upholstering supplies. | 4941 J. H. Nolan, general agent Travelers Insurance Company of Hartford. |
| 4349 George A. Fuller, president George A. Fuller Co., builders. | 4950 A. S. Trude, lawyer. |
| 4419 John H. Weiss, president Gottfried Brewing Co. | 5012 S. M. Fischer of Kuh, Nathan & Fischer, clothiers. |
| 4425 Mrs. Albert P. Smith, widow of Albert P. Smith. | 5016 A. Nathan of Kuh, Nathan & Fischer, clothiers. |
| 4427 Charles Netcher of Partridge & Netcher, dry goods. | |
| 4433 Henry Falke, wholesale grocer. | |
| 4450 James Stinson, real estate. | |

Forty-seventh Street.

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|---|---|
| 90 Geo. R. Thorne, vice-president Montgomery Ward & Co., grange supplies. | 191 N. S. Bouton, president Bouton & Co., foundry. |
| 99 W. H. Burnct, retired soap manufacturer. | 197 J. H. Chandler, president Bishop Iron Co. |
| 111 George M. Guion. | 221 I. N. Ash, commission merchant. |
| 113 Benjamin L. Cook, president Rio Grande & Utah Railway Co. | 231 J. C. Hutchins of Prussing, Hutchins & Goodrich, lawyers. |
| 125 W. C. Niblack, secretary Chicago Title & Trust Co. | 244 James R. Crocker of J. R. Crocker & Co., real estate. |
| 152 Robert Strahorn, live-stock commissioner. | 246 S. W. Stone, cashier Atlas National Bank. |
| 164 H. M. Harper, real estate. | 250 W. Adolphus, confectioner. |
| 174 W. M. Alister of B. F. Norris, Alister & Co., jewelers. | 254 C. D. Osborn of C. D. Osborn & Co., gloves. |
| 175 C. H. Phillips. | 267 Lorenzo Pratt, real estate. |
| | 299 Geo. S. Perren. |

Grand Boulevard.

- | NO. | NO. |
|------|---|
| 3558 | D. B. Robinson, president San Antonio & Aransas Pass R. R. |
| 3560 | James S. Toppan, manager Galena and Signal Oil Works. |
| 3562 | John F. Finerty, editor the Citizen. |
| 3564 | Henry S. Rosenthal of Rosenthal & Lehman, live-stock commission. |
| 3565 | F. E. Waxham, physician. |
| 3568 | J. F. Whiting, brick manufacturer. |
| 3602 | William J. Neebes, lumber merchant. |
| 3604 | Gwynn Garnett, president Title Guarantee & Trust Company. |
| 3608 | J. J. Hill of Hill Bros. & Co., grain commission merchants. |
| 3611 | Wm. Lowe, assistant superintendent sewers. |
| 3612 | Dr. Emil Hirsch, rabbi of Sinai Congregation, Indiana Avenue and Twenty-first Street. |
| 3614 | John Tait, stone contractor. |
| 3616 | J. McCormick, liquor dealer. |
| 3622 | Adolph Loeb of Adolph Loeb, Son & Co., insurance agents. |
| 3624 | Martin Meyer, hat dealer. |
| 3625 | Judge H. H. Cody of H. H. Cody & Son, lawyers. |
| 3626 | H. F. Hahn of H. F. Hahn & Co., wholesale jewelers. |
| 3627 | Frank I. Pearce, vice-president Link Belt Machinery Company. |
| 3628 | J. L. Gatzert, merchant tailor. |
| 3629 | T. M. Baxter of T. M. Baxter & Co., grain commission merchants. |
| 3630 | Charles H. Nichols, real estate. |
| 3633 | U. G. Latta, physician. |
| 3639 | H. C. Burgie, stove manufacturer. |
| 3642 | Moses Adams of Stern & Adams, wholesale dry goods. |
| 3644 | H. C. Levi, clothier, "The Hub." |
| 3645 | F. G. Walker, carriage manufacturer. |
| 3646 | Samuel Shoyer of Shoyer & Co., wholesale dry goods. |
| 3647 | Thomas H. Wickes, second vice-president Pullman Palace Car Company. |
| 3648 | T. Oberfelder of Dallemund & Co., wine and liquor merchants. |
| 3650 | J. S. Kimmelstiel, wholesale cigar dealer. |
| 3651 | Max Mendel, dry goods. |
| 3653 | Louis Bauer, vice-president T. W. Heinemann Company, suspensories and porous plasters. |
| 3655 | M. J. La Bonte, contractor. |
| 3656 | R. L. Henry, president Keystone Palace Horse Car Company. |
| 3659 | F. E. Morse of F. E. Morse & Son, diamonds. |
| 3720 | L. J. Lamson of Lamson Bros. & Co., grain commission merchants. |
| 3736 | Charles R. Crane. |
| 3741 | W. H. Moorhouse of Spaulding & Merrick, tobacco manufacturers. |
| 3811 | H. C. Parnly of Parnly Bros., real estate. |
| 3911 | J. S. Allan, real estate and loans. |
| 3917 | Mrs. Harriet Palmer, widow of C. R. Palmer. |
| 3921 | James Wright, liquor dealer. |
| 3923 | S. B. Foster, lawyer. |
| 3924 | Herman Grossman of H. Grossman & Co., cloaks and suits. |
| 3925 | N. G. Dodge, contractor. |
| 3926 | H. Lehman, furs and robes. |
| 3928 | Jacob R. Custer of Campbell & Custer, lawyers. |
| 3930 | Edward C. Huling of E. C. Huling & Co., real estate. |
| 3931 | F. A. Howe, general freight agent Grand Trunk Railway of Canada. |
| 3932 | C. R. Cave, dry goods dealer. |
| 3933 | P. W. Raber of Muller & Raber, railroad ties. |
| 3938 | P. J. Ryan of Ryan, O'Brien & Co., wholesale woolen goods. |
| 4018 | J. F. O'Brien of Ryan, O'Brien & Co., wholesale woolen goods. |
| 4022 | P. I. Mulvane, physician. |
| 4026 | William Strawbridge, commission merchant. |
| 4028 | B. M. Davies. |
| 4043 | N. L. Barmore, secretary F. H. Hill Company, undertakers' supplies. |
| 4045 | F. C. Tyler of Follansbee & Tyler, paper stock. |
| 4050 | James Lane Allen, lawyer. |
| 4052 | R. W. Barger, insurance attorney. |
| 4054 | J. A. Hill, secretary Wabash Paper Company. |
| 4056 | H. C. Buhoup, railway supplies. |
| 4107 | S. B. Collins, physician. |
| 4109 | Mrs. Helen E. Henderson, widow of Abner W. Henderson. |
| 4117 | Manuel Hirsh, representative Hirsh & Bro. (Philadelphia), umbrella and parasol manufacturers. |
| 4119 | Henry C. Jacobs, real estate. |
| 4201 | J. W. Conley, commission merchant. |
| 4203 | Alton Parkhurst. |



Grand Boulevard—continued.

- | NO. | | NO. | |
|------|---|------|--|
| 4205 | Edward K. Grant, manager Union Shoe Company. | 4348 | Dr. W. H. West, dentist. |
| 4207 | George L. Sites, teller First National Bank. | 4349 | Winfield N. Sattley, manager general agency western department Manhattan Life Insurance Company of New York. |
| 4218 | William J. Carney, lumber merchant. | 4350 | David A. Hyman, president Philippi-Hyman Company, glassware. |
| 4220 | Andrew M. Lynch, general commission merchant. | 4352 | G. E. Tarbell, resident secretary Equitable Life Assurance Society of U. S. |
| 4222 | W. R. Selleck, treasurer McCormick Harvesting Machine Company. | 4354 | Edward Baggot, plumbing and gas-fitting. |
| 4223 | F. A. Hibbard of F. A. Hibbard & Co., grain commission merchants. | 4404 | F. A. Devlin, foreign buyer Carson, Pirie, Scott & Co. |
| 4224 | J. H. Campbell, live-stock commissioner. | 4406 | A. J. Baxter, physician and surgeon. |
| 4226 | William Mida, publisher. | 4445 | H. M. Shepard, judge Appellate Court. |
| 4237 | J. A. Armour, superintendent Calumet Club. | 4455 | F. S. Osborne, lawyer. |
| 4241 | George P. Lee of Grossman & Lee, decorators. | 4509 | Mrs. J. Schoenmann. |
| 4243 | Morris Cassard, grain commission merchant. | 4511 | S. Klein. |
| 4245 | N. P. Richman of N. P. Richman & Co., live-stock commission. | 4709 | W. S. Booth of William Young & Co., grain commission merchants. |
| 4330 | Charles Kern, county treasurer. | 4717 | George T. Smith, capitalist. |
| 4337 | Frank J. Barnes, manager Milwaukee Chair Company. | 4725 | Fred W. Smith, capitalist. |
| 4339 | Jacob Straus of Straus Bros. & Co., mortgage bankers. | 4731 | Thomas P. Smith, capitalist. |
| 4341 | F. MacKenzie, shoe dealer. | 4816 | John Gaynor, commission merchant. |
| 4343 | George A. H. Scott, lawyer. | 4840 | P. McManus, real estate. |
| 4345 | Joseph Pajeau, monuments. | 4847 | George W. Pierce, shoe dealer. |
| 4346 | Max L. Falk of Falk, Wormser & Co., hops. | 5156 | H. F. Royce, general superintendent Chicago, Rock Island & Pacific Railway. |

Greenwood Avenue.

- | | | | |
|------|---|------|--|
| 4350 | H. H. Deming, physician. | 4515 | A. F. Fisher of A. F. Fisher & Co., lumber merchants. |
| 4418 | Dr. A. W. Harlan, dentist. | 4519 | Horace G. Bird, railway specialties. |
| 4420 | George W. Chamberlin, banker. | 4522 | Charles Squires, manager Chicago Fire Underwriters' Association. |
| 4433 | J. M. Bishop, capitalist. | 4523 | E. S. Kimball, real estate and loans. |
| 4438 | L. C. Lawton of Lawton & Hall, rubber goods. | 4526 | John B. Nellegar, president Wells & Nellegar Co., hardware. |
| 4439 | J. O. Curry, president Chemical National Bank. | 4534 | William Jones, vice-president Jones & Stiles Packing Co. |
| 4446 | James Mullen of Mullen & Co., wholesale woolens. | 4540 | Thomas L. Parker, chemist. |
| 4447 | Edwin F. Daniels of Edwin F. Daniels & Co., coal merchants. | 4612 | A. H. Hanson, general passenger agent Illinois Central Railroad. |
| 4455 | R. S. Critchell of R. S. Critchell & Co., insurance agents. | 4620 | Dr. A. L. Hoyt, dentist. |
| 4500 | B. F. De Muth of De Muth & Co., boots and shoes. | 4624 | E. A. Schoyer, tea merchant. |
| 4504 | J. F. Thacker, fruit merchant. | 4633 | F. W. Barker, president Kenwood Bridge Co. |
| 4510 | M. J. Fitch, president M. J. Fitch Paper Co. | 4634 | Edwin F. Bayley of Bayley & Waldo, lawyers. |

Greenwood Avenue—continued.

NO.		NO.	
4637	W. T. Brown of A. G. Spalding & Bros., sporting goods.	4918	A. R. Bremer of A. R. Bremer & Co., syrups.
4726	Wm. L. Catherwood, capitalist.	4924	L. Everingham of L. Everingham & Co., commission merchants.
4727	Horace S. Smith, second vice-president Illinois Steel Co.	4929	L. H. Turner of Turner Bros. & Co., dry goods.
4728	Charles Loughridge, lawyer.	4940	Frank E. Spooner, agent Chicago Union Lime Works.
4734	D. G. Brown, commission merchant.	4950	John C. Welling, vice-president Illinois Central Railroad.
4741	Mrs. Charles Hitchcock.	5000	Joseph N. Barker, lawyer.
4754	Charles B. Van Kirk of Charles B. Van Kirk & Co., grain commission merchants.	5008	George T. Williamson, vice-president Union Foundry Works.
4803	J. P. Gardner, secretary Gardner Sash Balance Co.	5016	Charles H. Hawkins, agent for The Brown-Bonnell Iron Co.
4819	H. B. Bogue of Bogue & Co., real estate and loans.	5035	Charles Counselman of Charles Counselman & Co., grain commission merchants.
4820	Edward T. Cushing, secretary Dearborn Foundry Co.		
4826	A. L. Mills, broker.		

Kimbark Avenue.

4700	A. Montgomery Ward, president Montgomery Ward & Co., grange supplies.	4808	Nathan Manasse, salesman for Louis Manasse, optician.
4711	L. R. Doty, vice-president Lehigh Coal & Iron Co.	4811	Francis Thorn, salesman.
4713	C. M. Armstrong, grain commission merchant.	4812	C. T. Morse of Crawford & Morse, lawyers.
4714	Wallace L. DeWolf, secretary Metropolitan Investment Co.	4819	Charles W. Hillard, second vice-president Chicago & Eastern Illinois Railroad.
4717	Chas. P. Parish, president and treasurer Chas. P. Parish & Co., cabinet hardware.	4820	Platt P. Gibbs, president Chicago Music Co.
4721	S. C. Tobin, commission merchant.	4823	Byron J. Musser.
4725	Charles L. Currier, coal merchant.	4824	J. J. Lindman, commission merchant.
4726	George R. T. Ward of Geddes, Kirkwood & Co., commissioners.	4828	Wm. F. Parish of Parish & Parish, engineers, founders, machinists, and boilermakers.
4729	Alexander Bishop of A. Bishop & Co., hats, caps, and furs.	4829	C. S. Downs of Jenkins, Kreer & Co., dry-goods commission.
4730	H. G. Willard, president Chicago Gas Electric Fixture Manufacturing Co.	4830	A. W. Sullivan, general superintendent Illinois Central Railroad.
4734	Reynolds Fisher of Patton & Fisher, architects.	4833	E. C. Hale of H. H. Kohlsaat & Co., bakery supplies.
4735	J. H. Long, manager freight department Illinois Steel Co.	4840	Charles F. Listman of C. F. Listman & Co., flour merchants.
4747	Wm. R. Page of Page & Booth, lawyers.	4846	Theodore W. Letton, insurance.
4752	Walker G. Coolidge, president Chicago Copper Refining Co.	4847	E. J. Edwards, president Hicks Stock Car Co.
4800	J. F. Aldrich, member of Congress.	4850	B. A. Ulrich of B. A. Ulrich & Sons, real estate.
4801	J. H. Howard, lumber merchant.	4857	C. E. Woodruff of Henry W. King & Co., wholesale clothiers.
4805	J. F. Barrell of Russell & Barrell, grain commission merchants.		

Lake Avenue.

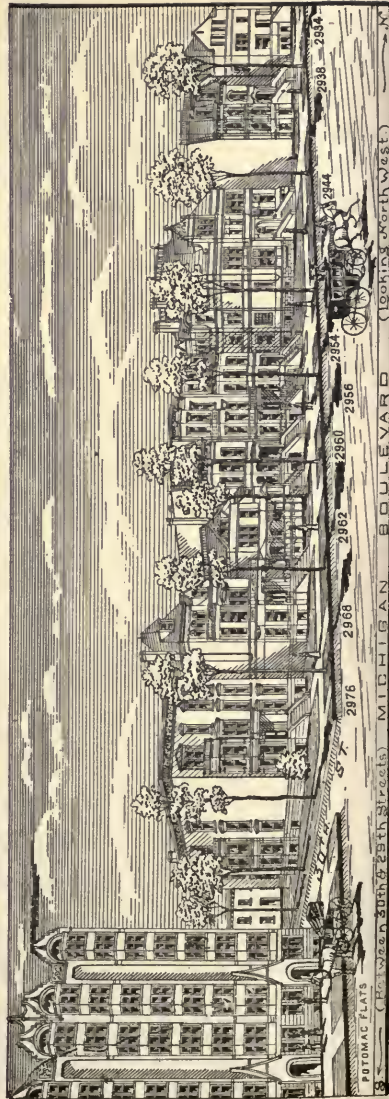
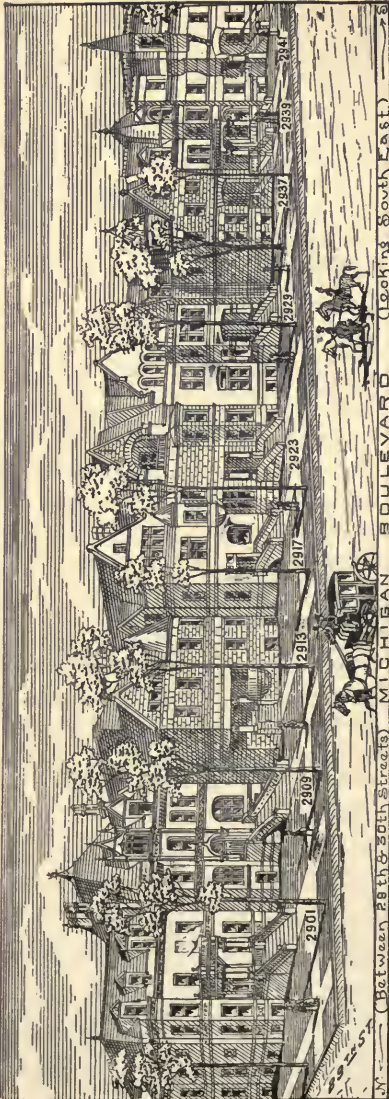
- | No. | | No. | |
|------|---|------|--|
| 3543 | Frank Baker, judge Circuit Court. | 3945 | John G. McWilliams of Marshall Field & Co., dry goods. |
| 3601 | A. Sutter of Sutter Bros., leaf tobacco dealers. | 3946 | William H. Forrest of Clay & Forrest, cattle breeders. |
| 3603 | J. Sutter of Sutter Bros., leaf tobacco dealers. | 3949 | J. Borden, capitalist. |
| 3630 | L. O. Goddard, assistant to first vice-president Chicago, Burlington & Quincy Railroad. | 3961 | Lafayette McWilliams of Marshall Field & Co., dry goods. |
| 3752 | Maurice Watkins, real estate. | 3965 | Charles E. Brown, investments. |
| 3756 | Anson B. Jenks, lawyer. | 3967 | Charles Howe of Howe & Co., grain commission merchants. |
| 3821 | W. J. Jefferson, president W. J. Jefferson Printing and Publishing Co. | 3978 | J. W. Maxwell of S. A. Maxwell & Co., wall paper. |
| 3830 | Henry J. Thayer of Thayer & Chandler, artists' materials. | 3980 | Edward E. Maxwell of S. A. Maxwell & Co., wall paper. |
| 3834 | Mrs. Mary J. Morgan, widow of Allen D. Morgan. | 3982 | C. S. Smith, general agent Penna. Mutual Life Ins. Co. |
| 3838 | J. C. Mitchell of J. C. Mitchell & Co., grain commission merchants. | 3984 | William A. Merigold of Wm. A. Merigold & Co., real estate, renting, and loans. |
| 3844 | L. Hiller of Hiller & Kollenberg, leaf tobacco dealers. | 4008 | Lyman Trumbull of L. & P. Trumbull, lawyers. |
| 3846 | Mrs. S. B. Packard. | 4016 | Mrs. George Trumbull, widow of George Trumbull. |
| 3848 | James McArthur of McArthur Bros., contractors. | 4026 | J. H. Trumbull, real estate. |
| 3850 | B. S. White, lumber merchant. | 4028 | G. H. Ball of Jas. P. Smith & Co., fancy grocers and importers. |
| 3856 | John T. Shayne of J. T. Shayne & Co., furriers. | 4030 | John Clay, Jr., of Clay & Forrest, cattle breeders. |
| 3859 | R. P. Brown, engineer. | 4035 | Charles S. Harmon, lawyer. |
| 3860 | Spoor Mackey, president Spoor Mackey Co., wall paper. | 4039 | G. W. Thomas, capitalist. |
| 3861 | C. W. Lobdell, real estate. | 4043 | Washington Porter, real estate. |
| 3865 | E. P. Baker, president Western Refrigerating Co. | 4049 | Mrs. E. C. Sumner, widow of E. C. Sumner. |
| 3866 | Jacob Mayer, real estate. | 4053 | J. M. Starbuck of Dwiggins, Starbuck & Co., bankers. |
| 3870 | R. W. Dunham of R. W. Dunham, grain commission merchants. | 4059 | O. P. Curran of N. Y. Life Insurance Company. |
| 3877 | J. C. Sampson of J. C. Sampson & Co., real estate. | 4614 | W. K. Ackerman, auditor of World's Columbian Exposition. |
| 3902 | Henry J. Page, traffic manager Elgin, Joliet & Eastern Railway. | 4643 | Almon Brooks, physician. |
| 3906 | Harvey S. Hayden of Hayden Bros., lumber merchants. | 4665 | William B. Gates, real estate and loans. |
| 3912 | N. B. Delamater, physician | 4669 | Mrs. E. F. Clay. |
| 3920 | William G. Wilson, capitalist. | 4735 | H. C. Fisher, teas and spices. |
| 3932 | T. Wollstein, capitalist. | 4737 | J. J. Parker of Parker & Higgins, lawyers. |
| 3935 | Charles T. Trego, capitalist. | 4811 | Warren G. Purdy, second vice-president Chicago, Rock Island & Pacific Railway. |
| 3936 | Simon Steiniger, real estate. | 4815 | O. W. Norton, president Norton Bros., tinware manufacturers. |
| 3937 | William H. Rand, president Rand, McNally & Co., printers, publishers, stationers, etc. | 4818 | J. Steele, wholesale druggist. |
| 3938 | William S. Rothschild of Ketcham, Rothschild & Co., upholsterers. | 4822 | William H. Drake, architect. |
| 3940 | J. H. Conrad of Bell, Conrad & Co., wholesale teas, coffees, and spices. | 4823 | H. E. Parsons, credits. |
| 3942 | William H. Rogers, capitalist. | | |

Lake Avenue—continued.

No.		No.	
4824	Tappen Halsey, homeopathic pharmacy.	4919	J. E. L. Frasher.
4827	Mrs. Elizabeth Remmer, widow of John Remmer.	4926	C. H. Bixby, rector St. Paul's Episcopal Church.
4830	A. Stamford White of A. S. White & Co., grain commission merchants.	4939	Dr. J. H. Thurston, dentist.
4853	B. R. Wells of M. D. Wells & Co., wholesale boots and shoes.	4945	F. W. Norwood, vice-president Norwood & Butterfield Co., lumber merchants.
4901	J. T. Nicholson, architect.	4965	James L. Van Uxem, sporting goods.

Michigan Boulevard.

241	Mrs. Mary Beecher, widow of Jerome Beecher.	1805	Alfred Cowles, lawyer.
243	William W. Young, auditor Pullman Palace Car Co.	1806	John E. Owens, physician.
247	Mrs. L. C. P. Freer, widow of Lemuel C. P. Freer.	1815	Benjamin Allen of Benjamin Allen & Co., wholesale jewelers.
252	T. B. Blackstone, president of the Chicago & Alton R. R.	1819	Lewis L. Coburn, lawyer.
258	James McKindley, capitalist.	1820	James W. Ellsworth of James W. Ellsworth & Co., coal and coke.
262	J. B. Lyon, grain commission merchant.	1826	Ferdinand W. Peck, real estate.
287	Mrs. Margaret Peacock, widow of Joseph Peacock.	1827	Charles D. Seeberger of Gould & Seeberger, real estate.
291	Charles L. Willoughby of Willoughby, Hill & Co., clothiers.	1838	Leopold Strauss, wholesale clothier.
306	E. L. Gillette, real estate.	1842	James H. McVicker, president McVicker's Theater Co.
313	R. I. Stearns, treasurer Stearns' Lime and Stone Co.	1902	James R. Owen of Lord, Owen & Co., druggists.
1316	Geo. W. Brandt, lawyer.	1907	Alfred W. Willard, publisher.
1343	Marcus A. Farwell, president Oakwoods Cemetery Association.	1912	Hugh T. Birch, lawyer.
1444	George V. Hankins.	1918	Edwin L. Brand, photographer.
1521	J. G. Weeks, ladies' tailor.	2000	George Schneider, president National Bank of Illinois.
1601	Augustus N. Eddy, executor F. F. Spencer estate.	2007	Charles H. Ferguson, life insurance.
1620	Jacob Rosenberg, real estate.	2010	Albert Keep, vice-president Fremont, Elkhorn & Missouri Valley R. R.
1705	Mrs. H. Horner, widow of Henry Horner.	2014	Henry Keep, capitalist.
1709	C. H. Schwab, retired wholesale boot and shoe dealer.	2017	Anthony F. Seeberger, treasurer World's Columbian Exposition.
1710	George L. Otis, capitalist, also president Calumet & Chicago Canal & Dock Co.	2018	Albert J. Averell, real estate.
1715	Mrs. S. M. Greenman, ladies' tailor.	2023	Seymour Coleman, lumber merchant.
1717	Morris Selz, president Selz, Schwab & Co., wholesale boot and shoe dealers.	2026	Anson A. Bigelow of Bigelow Bros., lumber merchants.
1732	Enos Ayres, capitalist.	2027	Wm. C. D. Grannis, president Atlas National Bank.
1733	William B. Howard, capitalist.	2028	Edward H. Waldron, president Star Rubber Co.
1801	Nathaniel K. Fairbank of N. K. Fairbank & Co., lard and soap manufacturers.	2103	Henry H. Honore, capitalist.
		2108	J. Russell Jones, president Northwestern Horse Nail Manufacturing Co.
		2231	Dwight S. Bryant of Bryant & Stratton Business College.



Michigan Boulevard—continued.

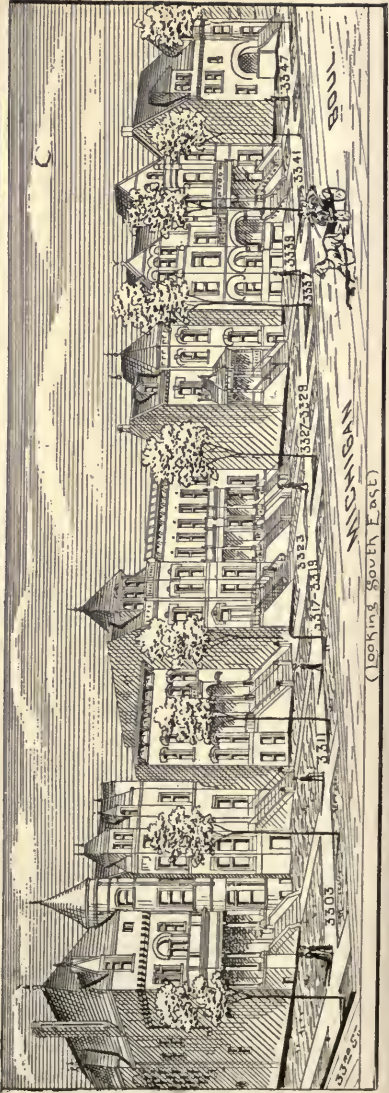
- | No. | | No. | |
|------|---|------|--|
| 2241 | Heman G. Allen, vice-president Arms Palace Horse Car Co. | 2544 | Marx Wineman, retired merchant. |
| 2243 | Harrison Arms, president Arms Palace Horse Car Co. | 2550 | M. D. Wells of M. D. Wells & Co., wholesale boots and shoes. |
| 2247 | Charles Fargo, second vice-president and general western manager American Express Co. | 2559 | David K. Hill of Willoughby, Hill & Co., clothiers. |
| 2248 | John S. Field, vice-president Knickerbocker Ice Co. | 2600 | S. K. Martin, lumber merchant. |
| 2250 | William H. Sard, vice-president Rathbone, Sard & Co., stove manufacturers. | 2612 | Edwin Walker, attorney for Milwaukee & St. Paul Railway. |
| 2254 | Clarence I. Peck, real estate. | 2618 | Mrs. J. J. Gore, widow of J. J. Gore. |
| 2255 | William T. Baker, grain commissioner. | 2621 | Mrs. H. W. Phillips, widow of H. W. Phillips. |
| 2321 | Mrs. J. Franks, widow of Joseph Franks. | 2622 | J. F. Keeney, real estate. |
| 2323 | Joseph Firmenich, president Firmenich Manufacturing Co., syrups. | 2626 | T. J. Lefens, retired grain commission merchant. |
| 2325 | J. Stiles, president Jones & Stiles Packing Co. | 2633 | Mrs. J. A. Rothschild of Rothschild & Schroeder, leaf tobacco merchants. |
| 2333 | William Moseback, secretary The Consumers' Pure Ice Co. | 2635 | H. P. Crane, treasurer Crane Co., machinery and wrought-iron pipe manufacturers. |
| 2335 | Lorenzo B. Roland, grain commission merchant. | 2643 | V. A. Watkins, president Watkins & Fuller Lumber Co. |
| 2343 | Mrs. H. Mayer. | 2702 | H. H. Honore, Jr., real estate. |
| 2359 | Charles H. Bogue of C. H. Bogue & Co., lumber merchants. | 2709 | William R. Linn of Linn & Dwight, grain commission merchants. |
| 2409 | J. N. Hyde, physician. | 2712 | J. B. Walker, stock broker. |
| 2411 | O. B. Tennis of O. B. Tennis & Co., millinery goods. | 2714 | Henry Heywood, president Heywood & Morrill Rattan Co. |
| 2415 | J. N. Banks, physician. | 2715 | Geo. W. Cass, lawyer. |
| 2426 | E. E. Holland, treasurer International Medical Association. | 2724 | Joseph Shepard, general assistant manager United States Express Co. |
| 2429 | George F. Baldwin of Baldwin & Farnum, grain commission merchants. | 2733 | J. S. Cooper, lawyer. |
| 2440 | Edward F. Swift of Edward F. Swift & Co., wholesale meat dealers. | 2735 | P. D. Armour, Jr., of Armour & Co., meat packers. |
| 2446 | Mrs. Anna B. Peck, widow of Harold S. Peck. | 2801 | W. D. Ewart, president Link Belt Co. |
| 2458 | L. B. Otis, capitalist. | 2805 | L. Schlesinger, dry-goods merchant. |
| 2501 | A. G. Leonard, president Leonard, Atkinson Co., wholesale boots and shoes. | 2807 | Calvin M. Favorite, private secretary to P. D. Armour of Armour & Co., meat packers. |
| 2506 | John A. Farwell, manager J. B. Chambers & Co., jewelers. | 2811 | C. H. Knapp, first assistant general freight agent C. & N.-W. Ry. |
| 2508 | Mrs. Alice F. Chambers, widow of Jerome B. Chambers. | 2815 | Mrs. Clementine Satterthwaite, widow of Joel Satterthwaite. |
| 2512 | Isaac Greensfelder of Greensfelder, Florsheim & Co., wholesale boots and shoes. | 2816 | C. W. Brega, president Illinois Terra Cotta Lumber Co. |
| 2522 | Joseph G. Snyder, trader. | 2819 | George A. Seaverns, grain commission merchant. |
| 2537 | William A. Giles, capitalist. | 2826 | Mrs. G. C. Campbell, widow of G. C. Campbell. |
| 2541 | Richard T. Crane, president Crane Co., machinery and wrought-iron pipe manufacturers. | 2835 | Mrs. Charles Pope, widow of Charles Pope. |
| | | 2837 | Henry Botsford, president Chicago Packing & Provision Co. |

Michigan Boulevard—continued.

- | No. | No. |
|------|--|
| 2838 | H. N. Higinbotham of Marshall Field & Co., and president World's Columbian Exposition. |
| 2841 | J. H. Witbeck, president The H. Witbeck Co., lumber merchants. |
| 2901 | Gerhard Foreman of Foreman Bros., bankers. |
| 2902 | Mrs. Julia F. Heyworth, widow of J. O. Heyworth. |
| 2908 | James F. Gillette, trader. |
| 2909 | A. Byram, retired mine speculator. |
| 2913 | Wm. A. Fuller, president Palmer, Fuller & Co., lumber merchants. |
| 2917 | M. H. Wilson of Wilson Bros., gents' furnishing goods. |
| 2918 | James Barrell of James Jay Smith & Co., real estate. |
| 2923 | R. B. Crouch of R. B. Crouch & Co., oil dealers. |
| 2929 | D. G. Hamilton, real estate. |
| 2934 | D. E. Corneau, real estate. |
| 2937 | Cyrus D. Roys, capitalist. |
| 2938 | J. P. Dalton, house furnishing. |
| 2939 | Frank L. Stevens, capitalist. |
| 2941 | N. T. Wright of Nash, Wright & Co., grain commission merchants. |
| 2944 | S. A. Kent, capitalist. |
| 2953 | James F. Hervey. |
| 2956 | E. G. Leszynsky, grain commission merchant. |
| 2959 | Roswell Miller, president Chicago, Milwaukee & St. Paul Railway. |
| 2961 | Anson Gorton, general agent Wells, Fargo & Co.'s Express. |
| 2962 | Mrs. Hiram Wheeler, widow of Hiram Wheeler. |
| 2965 | D. C. Leach, superintendent American Express Co. |
| 2968 | Hiram B. Peabody, capitalist. |
| 2976 | Mrs. Louisa Hadduck, widow of Edward H. Hadduck. |
| 3014 | Oren B. Taft of Pearsons & Taft, farm loans. |
| 3116 | Elbridge Hanecy of Hanecy & Merrick, lawyers. |
| 3131 | Arthur Dixon, president Arthur Dixon Transfer Co. |
| 3137 | W. C. Green, contractor. |
| 3138 | Michael Cudahy, president Cudahy Packing Co. |
| 3141 | Abraham Kuh of Kuh, Nathan & Fischer, wholesale clothiers. |
| 3142 | A. O. Slaughter of A. O. Slaughter & Co., bankers. |
| 3143 | S. Florsheim of Greensfelder, Florsheim & Co., wholesale shoe dealers. |
| 3148 | James Swan of Eckhart & Swan, flour merchants. |
| 3154 | A. McNeill, retired meat packer. |
| 3155 | A. H. Hayden, saddlery and hardware. |
| 3159 | David Kelley, president Kelley, Maus & Co., heavy hardware, wagon and carriage material. |
| 3200 | Chas. W. Partridge, real estate. |
| 3201 | Chas. T. Yerkes, president North and West Chicago Street Railroad Cos. |
| 3206 | Simon Mandel of Mandel Bros., dry goods. |
| 3207 | George C. Benton, capitalist. |
| 3214 | Frank J. Mackey, real estate. |
| 3215 | E. O'Reilly, grocer. |
| 3218 | William I. McKinlock, president Central Electric Co. |
| 3219 | L. E. Frank of Selz, Schwab & Co., wholesale boot and shoe dealers. |
| 3220 | W. D. Marsh of Fred S. James & Co., insurance agents. |
| 3223 | Bernard Cahn of Cahn, Wampold & Co., wholesale clothiers. |
| 3229 | Leo Wampold of Cahn, Wampold & Co., wholesale clothiers. |
| 3230 | I. K. Hamilton, lumber merchant. |
| 3232 | W. H. McDoel, general manager L., N. A. & C. Ry. |
| 3251 | C. L. Adams. |
| 3253 | Charles A. Kerfoot, real estate. |
| 3254 | John Cudahy, commission merchant. |
| 3257 | L. B. Doud of L. B. Doud & Co., meat packers. |
| 3300 | Mrs. Catherine Seipp, widow of Conrad Seipp. |
| 3303 | Isaac Wolf, clothier. |
| 3311 | Morris Rosenbaum, president Rosenbaum Bros., commission merchants. |
| 3319 | H. H. Hayden of H. H. Hayden & Son, salt dealers. |
| 3322 | George Middleton of Kohl & Middleton's Museum. |
| 3323 | O. L. Smith, physician. |
| 3327 | H. M. McIntosh of H. M. McIntosh & Co., real estate. |
| 3328 | Daniel McCallay, president Wabash Paper Co. |
| 3329 | Geo. A. McKinlock, treasurer Central Electric Co. |
| 3334 | E. W. Gillett, flavoring extract manufacturer. |

Michigan Boulevard—continued.

- | No. | No. |
|------|---|
| 3336 | W. W. Miller, capitalist. |
| 3337 | Henry E. Greenebaum of Greenebaum Sons, bankers. |
| 3339 | S. F. Leopold, president Lake Michigan & Lake Superior Transportation Co. |
| 3340 | David A. Kohn of Kohn Bros., wholesale clothiers. |
| 3341 | George F. Kimball, plate glass. |
| 3344 | Mrs. Marietta A. Chapin, widow of E. D. Chapin. |
| 3347 | J. H. Shepard of Dolese & Shepard, paving contractors. |
| 3357 | Arthur A. Libby, retired meat packer. |
| 3358 | Charles P. Libby of Libby, McNeil & Libby, packers and preservers of meats. |
| 3400 | Emanuel Mandel of Mandel Bros., dry-goods merchants. |
| 3401 | Horace G. Chase, capitalist. |
| 3408 | Edward B. Butler, president Butler Bros., wholesale notions. |
| 3416 | Francis T. Wheeler, president Union Bag & Paper Co. |
| 3420 | A. H. Sellers, vice-president Title Guarantee & Trust Co. |
| 3423 | Gilbert B. Shaw, president American Trust & Savings Bank. |
| 3426 | C. L. Shattuck, live-stock commissioner. |
| 3427 | Charles E. Maxwell of S. A. Maxwell & Co., wall paper. |
| 3428 | J. B. Marsh, live-stock broker. |
| 3429 | H. M. Loomis, insurance broker. |
| 3430 | J. Hirsh of Hirsh & Elson, wholesale clothiers. |
| 3432 | R. Rubel, real estate. |
| 3433 | Moses Born of M. Born & Co., tailors and clothiers. |
| 3434 | Harry M. Marks of H. M. Marks & Co., tailors. |
| 3439 | H. E. Weaver of Weaver, Getz & Co., coal merchants. |
| 3440 | F. W. Straus of Straus Bros. & Co., bankers. |
| 3441 | Joseph D. Allen of Allen, Opdyke & Allen, real estate. |
| 3456 | S. A. McWilliams, physician. |
| 3524 | V. S. Kennedy, secretary John Morris Co., stationers. |
| 3545 | Wm. Secor Cunningham, insurance agent. |
| 3600 | J. R. Zearing, physician. |
| 3601 | T. A. Wright of Wright & Haughey, grain commission merchants. |
| 3604 | Robert H. Van Schaack of Peter Van Schaack & Sons, wholesale druggists. |
| 3608 | Joseph Donnersberger, real estate. |
| 3638 | Z. Dwiggins, cashier Columbia National Bank. |
| 3639 | M. Waixel of M. Waixel & Co., sausage casings. |
| 3642 | Frederick Siegel of F. Siegel & Bro., cloak manufacturers. |
| 3646 | Moses Gimbel of M. Gimbel & Sons, wholesale hatters. |
| 3647 | George W. Wiggs of George W. Wiggs & Co., grain commission merchants. |
| 3650 | Abraham Hart of Hart Bros., wholesale men's furnishing goods. |
| 3651 | Jacob Levi of Hart Bros., wholesale men's furnishing goods. |
| 3652 | Louis Stein of Stein, Manheimer & Co., wholesale hat dealers. |
| 3656 | M. B. Kennedy, assistant secretary Chicago Edison Co., electric lights. |
| 3658 | M. Marx of Hart, Schaffner & Marx, clothing. |
| 3660 | William O. Hoffman, publisher. |
| 3661 | Simon Karger of Nast & Karger, wholesale meat dealers. |
| 3663 | L. Glick of Dernburg, Glick & Horner, retail dry goods. |
| 3667 | John F. Parker, retired dry-goods merchant. |
| 3668 | Mrs. Helen Leonard, widow of James Leonard. |
| 3672 | Leopold Bloom, commission merchant. |
| 3705 | A. M. Rothschild, vice-president National Bank of the Republic. |
| 3724 | J. O. Armour of Armour & Co., meat packers. |
| 3736 | A. J. Lichtstern of the Central Grain & Stock Exchange. |
| 3740 | Bernard Lichtstern, president Central Grain & Stock Exchange. |
| 3744 | Benj. Arnheim, tailor. |
| 3816 | William M. Crilly, contractor. |
| 3819 | L. Curtis, real estate. |
| 3820 | D. F. Crilly, real estate. |
| 3831 | George A. Seaverns, Jr., grain commission merchant. |
| 3907 | F. R. Webb, physician. |
| 4136 | W. L. Tamblin of Sealing & Tamblin, live-stock commissioners. |
| 4231 | W. B. Judson, publisher. |
| 4235 | Henry Gerstley. |



Michigan Boulevard—continued.

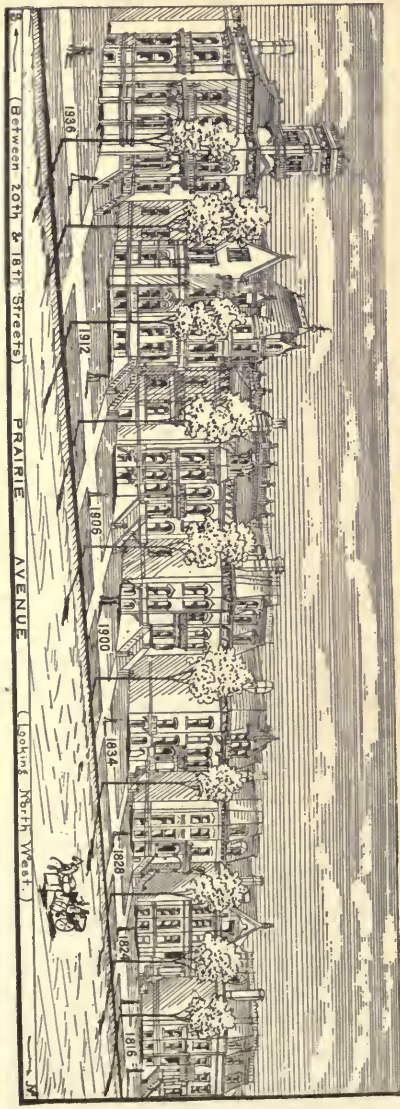
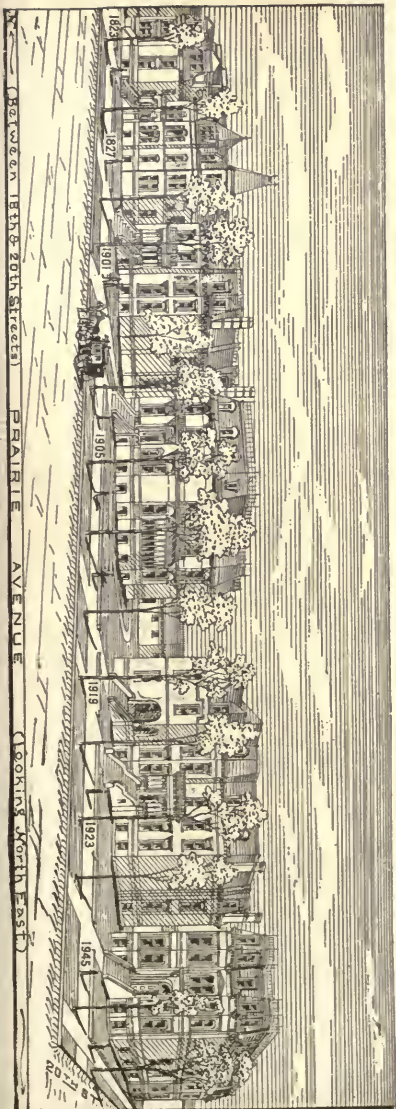
NO.		NO.	
4237	S. H. Regensburg, grocer.	4643	C. C. Harder of Harder & Hafer, coal merchants.
4239	H. C. Ingwersen of Ingwersen Bros., live-stock commissioners.	4800	Simon Hasterlik, wholesale liquor dealer.
4300	John H. Wood of John H. Wood & Son, live-stock commissioners.	4859	M. Clarkson, contractor and builder.
4316	Lewis W. Stone, capitalist.	4957	Joseph Osher, live-stock commissioner.
4346	H. C. Walker, real estate.	5045	J. J. Dunn, coal merchant.
4440	John Guerin, physician.	5156	W. P. Hayes, attorney.
4500	Edward Morris of Nelson Morris & Co., packers and shippers of dressed beef.	5168	Seymour S. Borden, commission merchant.
4631	Henry Hafer of Harder & Hafer, coal merchants.		

Prairie Avenue.

1600	John G. Shortall, capitalist.	1730	Joseph E. Otis, real estate.
1608	Henry L. Frank, real estate.	1736	Hugh McBirney, president Southern White Lead Co.
1612	Peter E. Studebaker, carriage and wagon manufacturer.	1800	John J. Glessner, vice-president Warder, Bushnell & Glessner Co., agricultural implements.
1615	Thomas D. Rhodes of J. F. Rhodes & Co., financial agents.	1801	W. W. Kimball, president W. W. Kimball Co., piano and organ manufacturers.
1616	Wm. R. Stirling, first vice-president Illinois Steel Co.	1808	O. R. Keith of Edson Keith & Co., wholesale millinery and fancy goods.
1619	J. Foster Rhodes of J. F. Rhodes & Co., financial agents.	1811	Wm. B. Keep, lawyer.
1620	Robert Law, Sr., coal merchant.	1812	Geo. H. Wheeler, president Chicago City Railway Co.
1621	J. H. Hamline, lawyer.	1816	C. M. Henderson, president and treasurer C. M. Henderson & Co., wholesale boots and shoes.
1625	H. J. McBirney, secretary Southern White Lead Co.	1823	Thomas Dent, lawyer.
1626	Abraham Longini of Einstein & Co., clothing.	1824	Charles Schwartz of Schwartz, Dupee & McCormick, grain commission merchants.
1628	Morris Einstein, retired merchant.	1827	J. W. Doane of J. W. Doane & Co., teas.
1634	Erastus Foote, Jr., president Dearborn Foundry Co.	1828	D. B. Shipman, manager D. B. Shipman white lead works.
1636	H. M. Johnston, retired merchant.	1834	Fernando Jones, abstracts.
1637	Jesse Spalding, president Spalding Lumber Co.	1900	Elbridge G. Keith, president Metropolitan National Bank.
1638	Robert B. Gregory, treasurer Lyon & Healy, pianos and organs.	1901	N. B. Ream, Board of Trade commission merchant.
1701	William G. Hibbard, president Hibbard, Spencer, Bartlett & Co., hardware.	1905	Marshall Field of Marshall Field & Co., dry goods.
1702	T. W. Harvey, real estate.	1906	Edson Keith, of Edson Keith & Co., wholesale millinery and fancy goods.
1709	Mrs. Martha Kellogg, widow of Palmer Kellogg.	1912	M. T. Greene, lumber merchant.
1712	Albert Sturges, retired merchant.	1919	Marshall Field, Jr.
1720	Mrs. Eliza Walker, widow of James M. Walker.	1923	Mrs. C. P. Kellogg, widow of C. P. Kellogg.
1721	Mrs. Josephine Dexter, widow of Wirt Dexter.		
1726	James R. Walker, real estate.		
1729	George M. Pullman, president Pullman Palace Car Co.		

Prairie Avenue—continued.

- | No. | No. |
|------|---|
| 1936 | S. W. Allerton, Board of Trade commission merchant. |
| 1945 | Mrs. Isabel Corwith, widow of Henry Corwith. |
| 2000 | John M. Clark, collector of customs. |
| 2001 | J. W. Streeter, physician. |
| 2003 | George F. Bissell, general agent Hartford Fire Insurance Co. |
| 2009 | Mrs. Sarah Meyer, widow of Max A. Meyer. |
| 2010 | William L. Grey, president Grey & Engle, leather manufacturers. |
| 2011 | Mrs. E. C. Storey. |
| 2013 | W. H. Reid, banker. |
| 2017 | Mrs. Bertha Armour, widow of William Armour. |
| 2018 | James L. Lombard, real estate. |
| 2021 | James L. High, lawyer. |
| 2026 | Mrs. Henriette Rosenfeld, widow of Levi Rosenfeld. |
| 2027 | Wm. B. Walker, Board of Trade commission merchant. |
| 2031 | S. A. Tolman, wholesale grocer. |
| 2033 | F. R. Otis, real estate. |
| 2035 | Mrs. H. O. Stone, widow of Horatio O. Stone. |
| 2036 | E. Buckingham, president Northwestern National Bank. |
| 2100 | John B. Sherman, vice-president and general manager Union Stock Yards & Transit Co. |
| 2101 | Eugene S. Pike, real estate. |
| 2108 | Mrs. Irene Ames, widow of Miner T. Ames. |
| 2109 | Robert W. Roloson, commission merchant. |
| 2110 | Edson Keith, Jr., of Edson Keith & Co., wholesale millinery and fancy goods. |
| 2112 | M. M. Rothschild, retired merchant. |
| 2115 | P. D. Armour, Sr., of Armour & Co., meat packers. |
| 2120 | Frank S. Gorton, secretary and treasurer The Chicago Edison Co., electric lights. |
| 2123 | T. M. Avery, president Elgin National Watch Co. |
| 2126 | C. D. Hamill, president of Board of Trade. |
| 2130 | Thomas Murdoch of Reid, Murdoch & Co., wholesale grocers. |
| 2140 | Byron L. Smith, president Northern Trust Co. |
| 2200 | E. M. Hale, physician. |
| 2201 | C. C. Collins, real estate. |
| 2204 | Franklin Ames, department manager for Marshall Field & Co., dry-goods merchants. |
| 2449 | Joel Bigelow, retired merchant. |
| 2500 | Mrs. Peter Schoenhofen, widow of Peter Schoenhofen, late president of the Peter Schoenhofen Brewing Co. |
| 2514 | Mrs. Isabel McGinnis, widow of Charles B. McGinnis. |
| 2518 | Mrs. C. A. Phelps, widow of W. W. Phelps. |
| 2532 | W. H. Wilson, real estate. |
| 2536 | Eugene Cary, manager German-American Insurance Co. of New York. |
| 2601 | D. W. Keith, manager Edson Keith & Co., wholesale millinery and fancy goods. |
| 2603 | Walter Q. Gresham, Secretary of State. |
| 2607 | Wm. S. Walker, manager Inland Publishing Co. |
| 2619 | Henry C. Rew of Henry Rew & Co., brokers. |
| 2620 | Rev. F. W. Gunsaulus, pastor Plymouth Congregational Church. |
| 2637 | Thomas R. Burch, insurance agent. |
| 2638 | B. W. Kendall of Abel, Ames & Co., distillers. |
| 2640 | W. J. Watson, president Middleton Car Spring Co. |
| 2641 | Chas. A. Coolidge, architect. |
| 2700 | O. S. A. Sprague of Sprague, Warner & Co., wholesale grocers. |
| 2703 | E. A. Lancaster, secretary National Railway Co. |
| 2709 | Chas. L. Hutchinson, president Corn Exchange Bank. |
| 2710 | Albert A. Sprague of Sprague, Warner & Co., wholesale grocers. |
| 2713 | Mrs. Louisa B. Stephens. |
| 2716 | Mrs. Elizabeth Kelly, widow of Hiram Kelly. |
| 2719 | A. J. Earling, general manager Chicago, Milwaukee & St. Paul Railway. |
| 2720 | A. C. Bartlett of Hibbard, Bartlett, Spencer & Co., wholesale hardware. |
| 2725 | L. W. Pitcher, commission merchant. |
| 2730 | Mrs. M. J. Dore, widow of E. F. Dore. |
| 2732 | William R. Busenbark, traffic manager Chicago Great Western Railway. |
| 2734 | Mrs. A. M. H. Ellis. |



Prairie Avenue—continued.

NO.		NO.	
2735	H. A. Blair, second vice-president Merchants' National Bank.	2928	Francis E. Hinckley, capitalist.
2801	George E. Wood, lumber merchant.	2936	Wesley Dempster of Sweet, Dempster & Co., wholesale hats and gloves.
2804	Rev. Simon J. McPherson, pastor Second Presbyterian Church.	2940	Samuel H. Sweet of Sweet, Dempster & Co., wholesale hats and gloves.
2807	Franklin D. Gray, president National Safe Deposit Co.	2953	P. F. Gillespie, president P. F. Gillespie & Co., grocers.
2808	Edwin Partridge, grain commission merchant.	2954	J. S. Mitchell, physician.
2811	T. H. Sheppard, lumber merchant.	2955	Eli M. Straus, wholesale wines and liquors.
2815	S. B. Barker, lumber merchant.	2960	Simon Yondorf of Strauss, Yondorf & Rose, wholesale clothing.
2821	George H. Webster of Armour & Co., meat packers.	2965	E. P. Whitehead, real estate.
2824	F. T. Haskell, mortgage broker.	2973	J. H. Moore, lawyer.
2825	Chauncey Keep, vice-president Raymond Lead Co.	2975	B. R. De Young, real estate.
2828	Marvin Hughitt, president Chicago & North-Western Railway.	2978	H. H. Kohlsaaf of H. H. Kohlsaaf & Co., bakery goods.
2829	Thomas F. Keeley of the Keeley Brewing Co.	2979	Mrs. H. C. Cunningham, widow of H. C. Cunningham.
2831	Ernest A. Hamill, banker.	3000	Wm. E. Frost, president W. E. Frost Manufacturing Company, sash, doors, and blinds.
2834	Abraham Williams, manager Connecticut Fire Insurance Co.	3011	Charles Hutchinson, wholesale hat and glove merchant.
2900	Isaac N. Perry, second vice-president Continental National Bank.	3016	Adolphus Ryder of A. Ryder & Co., oysters and fish.
2902	Edmund Adcock of Munday, Everts & Adcock, patent lawyers.	3018	Mrs. A. A. Gaylord.
2904	M. R. Wood, president Beggs Manufacturing Co., patent medicines.	3022	P. L. Underwood of Underwood & Co., meat packers.
2909	Chas. H. Blair of C. H. Blair & Co., lumber merchants.	3132	Edgar White Kirk of James S. Kirk & Co., soap manufacturers.
2911	Mrs. B. F. Murphey.	3157	Martin Barbe, mortgage loans.
2917	John H. Wrenn of Walker & Wrenn, brokers.	3326	George H. Bowen, wholesale shoe dealer.
2919	F. G. Logan of F. G. Logan & Co., grain commission merchants.	3400	L. C. McMichael, physician.
2925	Sarah M. Baldwin, widow of George D. Baldwin.		

South Park Avenue.

3137	Thomas Braun, retired druggist.	3203	J. E. Stubbs, physician.
3140	George T. Loker, manager Drummond Tobacco Company.	3205	E. Seaman of Seaman Bros. & Co., men's furnishing goods.
3141	John B. Jeffery, general manager Aetna Life Insurance Co. of Hartford.	3209	Thomas Bradwell, justice of peace.
3142	Calvin A. Whyland, president C. A. Whyland & Co., grain commission merchants.	3219	Charles A. Raggio of Raggio & Morrison, fruit dealers.
3144	Tom N. Donnelly of Tom N. Donnelly & Co., diamonds.	3221	Perry A. Hull, lawyer.
3154	Edward Hoffmann, wholesale cigar and tobacco dealer.	3249	Rev. P. S. Henson, pastor First Baptist Church.
3200	Louis Hutt, planing mill.	3251	A. F. Risser of A. F. Risser & Co., wholesale saddlery.
		3314	Rev. J. M. Caldwell, pastor South Park Avenue M. E. Church.

South Park Avenue—continued.

NO.		NO.	
3328	Otis J. Dimick, president Chicago Wall Paper Company.	3352	S. J. Herman of Seaman Bros. & Co., men's furnishing goods.
3330	S. Greenbaum of Fish, Joseph & Co., dry goods.	3354	R. B. Appleby of R. B. Appleby & Co., lumber merchants.
3338	J. D. Robertson, printer.	3355	Léo Fox, vice president International Bank.
3340	Wm. L. Lowenbach, manufacturers' agent.	3360	S. Weise of Hintze & Weise, sash, doors, and blinds manufacturers.
3342	Samuel Rosenwald of Rosenwald & Weil, wholesale clothing.	3366	Mrs. Mary M. Judson, widow of Dr. Edwin Judson.
3343	William A. Ranny, teller Home National Bank.	3417	Rogers Porter, assistant manager of German-American Insurance Company of New York.
3344	Joseph Spiegel of Spiegel & Co., furniture.	3419	P. H. Linneen, general agent Holly Manufacturing Company.
3348	G. H. Cassard, commission merchant.	3421	W. J. Bulger, lawyer.
3350	Chas. F. Thompson, Jr., secretary C. C. Thompson Lumber Company.	3423	W. H. Thacher, general agent Casualty Insurance & Security Co.
3351	S. R. Frazier, Jr., secretary Chicago Lumber Company.		

Wabash Avenue.

3201	E. Hudson, contractor.	3353	Mrs. Wallace C. Barker, widow of Wallace C. Barker.
3210	Simon Minchrod, furs.	3354	Austin W. Wright, grain commission merchant.
3216	Clinton Briggs, president Star and Crescent Milling Company.	3359	Thomas D. Hastings, retired merchant.
3221	Jacob Schnur, president National Trunk Company.	3410	George B. Weise of Geo. B. Weise & Son, sash, doors, and blinds.
3223	Chas. D. Hancock, broker.	3412	Louis Leopold, cigar manufacturer.
3230	David B. Falter of Ederheimer, Stein & Co., clothing.	3414	J. Dolese of Dolese & Shepard, paving contractors.
3231	Alexander Bell, retired pork packer.	3438	Solva Brintnall, president Drovers' National Bank.
3241	Edward Rose of Strauss, Yondorf & Rose, wholesale clothing.	3441	Herman Elson of Hirsh, Elson & Co., wholesale clothing.
3247	Julius Rosenthal, lawyer.	3442	Freeman Nickerson of F. Nickerson & Son, commission merchants.
3251	Marvin S. Chase, assistant general freight agent L. S. & M. S. R. R.	3443	David Berg, retired merchant.
3312	P. H. Rice, president Rice & Bullen Malting Company.	3448	Albert Fishell, real estate.
3333	Mrs. Mattie Goodman, widow of Hugo Goodman.	3516	Mrs. C. Nelson, widow of Thomas Nelson.
3337	A. Strauss of Strauss, Yondorf & Rose, wholesale clothing.	3519	Harry Byrne, beer pumps.
3341	Isaac Rubel of Rubel & Co., furnaces and ranges.	3520	J. B. Long, city salesman Gerts, Lumbard & Co., brush manufacturers.
3343	Simon Florsheim of Ball, Florsheim & Co., corsets.	3523	M. McDermott, contractor.
3344	Richard A. Dowling of R. A. Dowling & Co., hardware.		
3350	A. H. Bliss, trader.		

Washington Avenue.

NO.		NO.	
4842	C. H. Foote, manager blast furnace, Illinois Steel Co.	5128	S. G. Wilkins of S. G. Wilkins & Co., wholesale furniture.
4846	Elmer Williamson of the Western Electric Co.	5132	W. H. Moore, lawyer.
4916	Wm. F. Gorrell, life insurance.	5139	A. W. Wheeler, investment securities.
4928	John J. McClellan of McClellan & Cummins, lawyers.	5142	H. C. Allen, physician.
5121	R. M. Whipple, mining.	5317	J. R. Hetherington, photographer.
5124	Wm. R. Kerr, real estate, and secretary West Pullman Land Association.	5319	J. H. Moore of Moore & Janes, insurance agents.

Woodlawn Avenue.

4552	L. D. Condee of Condee & Rose, lawyers.	4737	Marvin A. Farr, real estate.
4559	Elmer Washburn, manager Allerton Packing Company.	4738	J. B. Knight of Knight & Marshall, real estate.
4609	Richard R. Donnelley, president R. R. Donnelley & Sons Co., printers.	4747	John W. Cloud, western agent Westinghouse Air Brake Company.
4620	Wm. A. Thrall, general passenger and ticket agent Chicago & North-Western Railway.	4750	John Marder, president Marder, Luse & Co., type founders and printers' materials.
4626	F. G. Kammerer of F. G. Kammerer & Co., grain commission merchants.	4800	C. B. Bouton, treasurer Bouton & Co., foundry.
4709	Lyman A. Wiley, assistant treasurer Consumers' Gas Company.	4820	Horace M. Dupee, meat packer.
4722	J. S. Belden, manager London & Lancashire Fire Insurance Company of Liverpool, England.	4850	John Davis, president John Davis Co., wrought-iron pipes.
4723	A. E. Bingham, president Marsh & Bingham Company, lumber merchants.	4910	J. W. Brooks, vice-president Pitkin & Brooks, crockery, lamps, and glassware.
4726	Ernest E. Crepin, retired lumber merchant.	4926	A. G. Spalding of A. G. Spalding & Bros., sporting goods.
4729	H. M. S. Montgomery of Trego & Montgomery, grain commission merchants.	4948	Mrs. Van H. Higgins, widow of Van H. Higgins.
4733	E. N. Wiley of Webster, Wiley & de Roode, insurance agents.	5012	John J. Mitchell, president Illinois Trust & Savings Bank.
		5020	E. A. Kimball.
		5034	Thomas M. Bigelow, salesman.
		5046	L. F. Swift, live-stock commissioner.

EDUCATIONAL.

Before listing in a compact form the schools of Chicago, a few words may be said on Education in this city. The boast of this region has been the Northwestern University at Evanston. The Chicago University, once almost equally prominent, went into decay and died; and on its ruins now rises, through Mr. Rockefeller's munificence, the "University of Chicago," under the direction of Doctor Harper, near Midway Plaisance. Next to these universities the professional colleges, especially Rush Medical, are most widely known. About the Cook County Hospital stand at least seven schools, which graduate skilled men and women, whose diplomas entitle them everywhere to privilege and honor. Next in importance come the twelve High Schools, the Athenæum, and the private schools, after which we reach the masses of the people in the public schools that thickly dot the map of Chicago. There are over 3,000 public-school teachers, divided among about 400 schools, while the number of private teachers is said to be over 1,800. The amount of money now invested in public schools each year is nearly \$4,000,000, besides the expenses of parochial schools and professional colleges.

The Chicago Manual Training School, on Michigan Boulevard, clearly demonstrates the feasibility of combining mental and manual instruction. It is enough to say in proof of the practical success attending the scheme that for the academic year of 1891-92 the list of students exceeds three hundred. Even more instructive is the roll of alumni, together with their occupations, showing a very large proportion of positions due undoubtedly to the beneficial results of the school, fifty-four being employed in higher institutes of technology, and sixty in manufacturing establishments as draughtsmen, designers, etc., in accordance with the statement in the annual report that "education, not, manufacture, is the idea underlying manual training." The project originated among members of the Commercial Club, the School Association being incorporated in 1883, the Board of Trustees comprising gentlemen of exceptional prominence in the city.

The remaining feature of school life in Chicago is the religious college, where preachers are fitted for their pastorates. The McCormick Seminary is perhaps best known in this class. The Congregational Seminary at Union Park has a conspicuous site with motley buildings, contrasting unfavorably, it must be admitted, with the Union Park Congregational Church near by. The Episcopal Seminary is on Washington Boulevard, west of the railroad tracks at Rockwell Street, and the principal Catholic college is at the Church of the Holy Family (Jesus), on West Twelfth Street.

Generally speaking it is easy to discover a doctor's college or a public school in Chicago. Catholic educational institutions abound, and cover many acres; but classic colleges must be sought in the suburbs. The three leading ones are—one at Evanston, twelve miles north; one at Lake Forest, twenty-eight miles north, and the other south, near Jackson Park.

Colleges, Seminaries, Academies, etc.

Academy of the Sacred Heart, State st. cor. Chicago ave.	Lake Forest University, Lake Forest.
Academy of the University of Chicago, Morgan Park.	Loring School, 2535 Prairie ave.
Armour Institute, Armour ave. cor. Thirty-third st.	McCormick Theological Seminary, 1060 N. Halsted st.
Art Institute, 202 Michigan ave.	Minerva Institute, Berteau ave. cor. Paulina st., Ravenswood.
Chicago Athenæum, "People's College," 18-26 Van Buren st.	Northwestern University, Evanston.
Chicago Manual Training School, Twelfth st. cor. Michigan ave.	Seminary of the Sacred Heart, 485 W. Taylor st.
Chicago Musical College, Central Music Hall.	St. Francis Xavier's Academy, Twenty-ninth st. cor. Wabash ave.
Chicago Theological Seminary, Ashland boul. cor. Warren ave.	St. Ignatius College, 413 W. Twelfth st.
Dearborn Seminary, Twenty-second st. cor. Calumet ave.	St. Patrick's Academy, Oakley ave. cor. Park ave.
De La Salle Institute, Wabash ave. cor. Thirty-fifth st.	Union College of Law, 80-82 Dearborn st.
Garrett Biblical Institute, Evanston.	University of Chicago, Fifty-sixth st. bet. Ellis and Greenwood aves.
Grant Collegiate Institute, 243 Dearborn ave.	University School, Elm st. cor. Dearborn ave.
Harvard School, 2101 Indiana ave.	Western Theological Seminary, 1113 Washington boul.
Illinois Military Academy, Morgan Park.	Women's College, Evanston.
Kenwood Institute, 5001 Lake ave.	Young Ladies' Seminary, Auburn Park.

Industrial and Manual Training Schools.

Armour Mission, Armour ave. cor. Thirty-third st.	Illinois Training School for Nurses, 304 Honore st.
Baptist Missionary, 2411 Indiana ave.	Jewish, Judd near Clinton st.
Chicago Industrial, Forty-ninth st. cor. Indiana ave.	St. Mary's, Feehanville.
Illinois Industrial, South Evanston.	Unity Church Industrial, 80 Elm st.
Illinois School of Agriculture and Manual Training, Glenwood.	Waifs' Mission, 44 State st.

High Schools.

Calumet, Calumet.	Lake View, Ashland ave. cor. Graceland ave.
Englewood, Stewart ave. cor. Sixty-second st.	North Division, Wendell cor. Wells st.
English High and Manual Training School, Monroe bet. Halsted and Desplaines sts.	Northwest Division, Davis st. cor. Potomac ave.
Hyde Park, Fifty-seventh st. cor. Monroe ave.	South Chicago, South Chicago.
Jefferson, Washington st. cor. St. John ave.	South Division, Twenty-sixth st. cor. Wabash ave.
Lake, Winter cor. Matteson st.	West Division, Congress st. cor. Ogden ave.

Normal School.

Cook County, Stewart ave. near Sixty-seventh st.

LIBRARIES.

We have incidentally noted the great libraries of Chicago as the buildings in which they are located have been passed, and will here offer a more extended list for purposes of reference. Chicago, when the Crerar and Newberry collections shall have been gathered, will be well-off in libraries. At present the chief reliance of the community is in the Public Library—a fine collection numbering nearly 200,000 volumes, but crowded and consequently inconvenient for ready reference. Doubtless when removed from its temporary quarters in the Court House, this defect will be remedied. The new University of Chicago has brought from Germany a large and valuable collection of folios, worthy the admiration of an Erasmus, Grotius, Salmasius, or Casaubon. Doctor Poole, at the Newberry, is making a fine collection of music books. The Law Library is in the Court House on the top floor.

Recent years have brought to Chicago vast numbers of precious volumes from the Old World, which have been sold at auction to eager buyers, notably C. D. Hancock, Rev. M. Woolsey Stryker, D. D., Rev. F. W. Gunsaulus, D. D., Rev. Frank M. Bristol, and Melville E. Stone. The old book stores are daily haunted by book-buyers, who lie in wait for a translation of the classics, a book by Dibdin, or a rare memoir. These book-stores are Barker's and Morris', on Madison Street; Sizers', on State; Philip Naughten's, on Dearborn; and Miller's, near the Woman's Temple.

We have elsewhere spoken of the vital importance of the Historical Society. Its library is the richest in Western historical documents. The Union Catholic Library, at 94 Dearborn Street, has always had about 3,000 volumes. The Chicago Athenæum, at 18-26 Van Buren Street, has an equal number of books. In every school, church, and college may be found an interesting library, adapted to the purposes of the institution

Libraries and Reading Rooms.

Armour Mission, Thirty-third st. cor. Armour ave.

Chicago Athenæum Library, 18-26 Van Buren st.

Chicago Branch of the International Tract and Missionary Society, 26-28 College pl.

Chicago Historical Society, 142 Dearborn ave.

Chicago Law Institute, County building.

Chicago Public Library, 4th floor, City Hall.

Colored Men's Library, 400 Dearborn st.

Hammond, Warren ave. cor. Ashland boul.

Illinois Tract Society, 26-28 College pl.

Lincoln Street M. E. Church Free Library, South Lincoln cor. Ambrose st.

Newberry, Walton pl. bet. Clark st. and Dearborn ave.

Pullman Public, 73-75 Arcade bldg., Pullman.

Ravenswood Public, Commercial cor. Sulzer st., Ravenswood.

South Chicago Public, Bowen School bldg., Ninety-third st. cor. Houston ave.

Union Catholic, 94 Dearborn st.

Western New Church, 17 Van Buren st.

Wheeler Theological, 1113 Washington boul.

Young Men's Christian Association, 148 Madison, 640 W. Madison, and 653 S. Canal sts.

CHURCHES.

Nothing is more strikingly indicative of the material spirit of the age than the fact that every house of God has been driven from the main business streets of Chicago. There is but one church building proper north of Harrison Street and south of Kinzie; and there is not a single church-spire on either Madison or Lake streets for a distance on each of over five miles. Eastern cities of great age have preserved their ancient temples of worship, but not adolescent Chicago. In fact, no sooner was the brick and stone Methodist church erected on Marshfield Avenue lately than the Metropolitan Elevated Road, coveting its site, bought and destroyed the handsome and costly structure.

The only historical building now remaining among the churches of Chicago is the Second Baptist, at Monroe and Morgan streets. In photographs of Chicago taken from the court house in 1852, this church may be seen at the southwest corner of the square, on the site of the present Chamber of Commerce building. It was then the First Church, and when the congregation went south the brick edifice was removed piecemeal and set up on the West Side, retaining its original architectural appearance.

St. Mary's Catholic Church occupied a little wooden structure on the prairie in 1833, the site being the present corner of Lake and State streets. This was the first regular place of worship in the city.

A decade before the Great Fire three churches stood along the south side of the court-house square. The First Presbyterian was the finest church in town, and was at the corner of Washington and Wabash, facing west. St. Mary's was still a wooden church, but faced east on Wabash at the southwest corner of Madison. A number of handsome edifices rose on Wabash Avenue, and at the time of the Great Fire stayed the progress of the flames, particularly at Harrison Street, where the Methodist church was at once turned into the Chicago Post Office, and served for that purpose until it was itself burned during the second great fire, July, 1874.

The erection of the great church of the Holy Family (Jesuit) at a point so far isolated as West Twelfth and Blue Island Avenue, was looked on with amazement when Father Damen projected it, but time soon demonstrated the accuracy of his judgment, and that structure, with its massive spire, still stands at the very head of the basilicas of Chicago.

Owing to the multiplicity of congregations, the tendency in religious architecture is toward houses that will accommodate small audiences. The true cathedral is thus made impossible. Churches appear in great numbers, but of no greater dimensions or dignity than the residences of the wealthy citizens which now line every prominent avenue. The first architect to introduce the

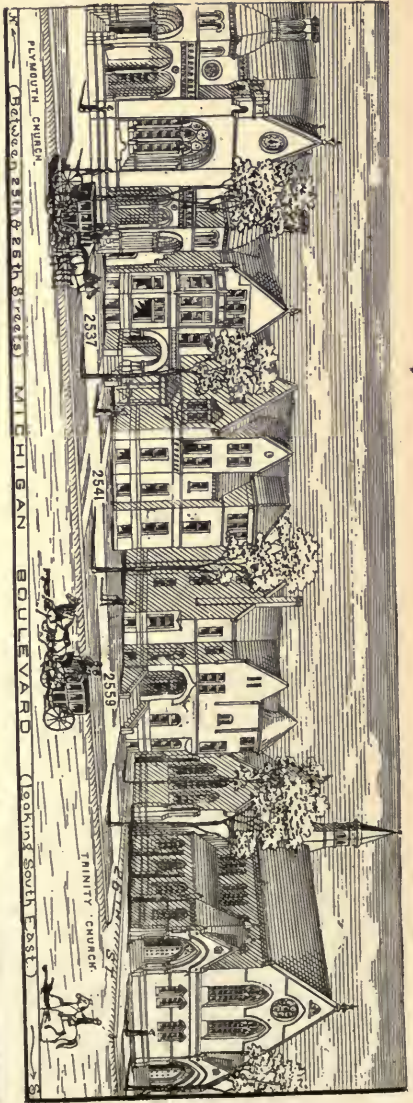
amphitheatrical auditorium in the West was Henry Lord Gay, at the First Congregational, on the corner of Washington Boulevard and Ann Street.

The Cathedral of the Holy Name, at State and Superior streets, is probably the best example of good church architecture in the city. Admirers of notable ecclesiastical structures in the Old World should understand that nothing in any way comparable with them exists in Chicago.

We shall not attempt the task, here impracticable, of noting the separate congregations in Chicago, but will follow this article with a roster of leading churches, and as a preliminary will note some of the facts that are of general interest concerning various denominations.

Baptist.—This denomination, whose membership is so strong in America, has won a prominent place in the religious history of Chicago. A Baptist, the Rev. Isaac McCoy, preached the first Protestant sermon here in 1825. The first Baptist church in Chicago was erected in 1833, at the corner of South Water and Franklin streets, and was known as "The Temple." A second building, erected at the corner of Washington and La Salle, was burned in 1852. Another church, erected the following year on the same site—that of the Chamber of Commerce—long stood as the First Baptist Church, and here Doctor Everts became famous. One of the most popular preachers among Chicago's Baptist clergymen is Dr. P. S. Henson; simple in his address, democratic in his bearing, eloquent and logical in his speech, he preaches at the First Baptist Church, South Park Avenue and Thirty-first Street. The Goodspeed Brothers have come and gone at Morgan Street, blessed in many sweet memories. The eminent services rendered to the Baptist denomination in Chicago by Rev. George C. Lorimer, D. D., are held in grateful recollection by those who now regret his installment in Tremont Temple, Boston Mass., the scene of his former labors. The activity with which his devotion to the Chicago pastorate was identified, and the tireless zeal manifested by him in the furtherance of parochial interests, are matters of local history. Doctors Lawrence and Parker each ministers to a congregation that has long retained his services. B. F. Jacobs, the well-known Sunday-School organizer, has been for many years superintendent of the Immanuel Baptist school. One of the latest and most notable structures is the Fourth Church, at Ashland Boulevard and Monroe Street; Rev. J. Wolfenden, pastor.

Congregational.—It is the pride of this church that from its precincts departed upon his world-wide mission the evangelist Dwight L. Moody. He began at Chicago Avenue and La Salle Street, and with Sankey he went around the world. Where he did not go the songs of P. P. Bliss, a Chicago Congregationalist, reached, and if Congregationalism in this city had done no more, its chronicle would still be the proudest one among our ecclesiastical records. Its churches are all remarkable for the elegance and comfort of their interiors; the Union Park edifice, moreover, having since 1870 given an agreeable



architectural aspect to that region of the city. The most celebrated of the preachers has perhaps been Rev. F. W. Gunsaulus, D. D., of Plymouth Church, whose fame as a lecturer and author has extended over the country. The Rev. F. A. Noble, D. D., followed Mr. Helmer at Union Park in 1877, and Rev. E. P. Goodwin, D. D., has commemorated the twenty-fifth year of his pastorate at the First. The South Church will be noted by nearly every one who visits the World's Fair; it stands on Drexel Boulevard, at Fortieth Street, and with its commanding site, its artesian-well stone, and open belfry tower creates much passing interest. The Armour Mission is a branch of the Congregational church in Chicago.

The Episcopal church of Chicago became noted in the religious world during the episcopate of the late Right Rev. Henry John Whitehouse, on account of the schism led by the Rev. Charles Edward Cheney. St. James Church, the oldest Episcopal church in Chicago, dating from the year 1835, stands at the corner of Cass and Huron streets, being built of rough-hewn stone in the Gothic style, the general proportions and tower, containing a notable chime of bells, presenting a fine architectural effect. The interior is richly decorated, and contains a fine organ, a memorial window to Julia Diebold Vibbert, wife of the former rector, and a tablet commemorating the Union dead, together with many artistic excellencies of design. The present rector is Rev. Floyd Tomkins, Jr., and the congregation, composed chiefly of North Side residents, is one of the wealthiest and most aristocratic in the city. Four rectors of this parish have been elected bishops. Trinity Church is best known through the former pastorate of Bishop Edward Sullivan, who became widely beloved in Chicago. Trinity was the last church to introduce a surpliced choir. Grace Church, from a humble beginning in 1859, has grown to be one of the most influential in the community. During the Great Fire it afforded an asylum for the homeless, and the present rector, Rev. Clinton Locke, has been prominent in works of charity. Here in the beautiful choir for which the church is noted, the remarkable boy-singer, Master Blatchford Kavanagh, was wont to move his audience to tears by the wonderful quality of his voice. The present costly structure stands on Wabash Avenue, near its junction with Sixteenth Street. The Church of the Epiphany moved from Jefferson Park to a new home on Ashland Boulevard. The church is of the prevailing order of church architecture, with great width and little height. The effect on the adjacent houses, however, is excellent, both church and chapel harmonizing well with the residences situated on this beautiful avenue. The Rev. Doctor Morrison has been the rector for many years. Since 1875 the diocese of Chicago has enjoyed an untroubled episcopate. The Right Rev. Wm. Edward McLaren, a charming and venerable man and a devout bishop, has grown not only in the affections of the church but of the city.

Independent churches.—Three successful schisms or rebellions against religious canons have taken place in Chicago, the city being far in advance on most questions of the day. The foremost of these churches is Professor Swing's Central Church, supported by a group of prominent citizens of Chicago, reckoning in its number Marshall Field and Franklin MacVeagh. The pastor of this flock is perhaps the most eminent man in Chicago, famous for his learning and eloquence. The church meets Sunday forenoons in Central Music Hall. There are no services in July or August. Doctor Thomas' People's Church meets at McVicker's Theater every Sunday forenoon. Doctor Thomas was pastor of Centenary Methodist Church when he expressed his sympathy for Professor Swing—although the latter was a Presbyterian—and was as a consequence banished to Aurora, and finally driven from the communion. The late Franc B. Wilkie was a member of the People's Church.

The Jews.—The accession of Rabbi Emil G. Hirsch to the ranks of Chicago's learned men has given a general interest to the religious affairs of the Jews in Chicago. Owing to the reformation in the radical classes of Hebrews, much of the exclusiveness of the race has been renounced. Rabbi Hirsch is president of the Chicago Public Library. He has been here since 1880. Five hundred wealthy Jews gather in his synagogue at Twenty-first Street and Indiana Avenue, and other synagogues flourish in the city—particularly Zion, at Ogden Avenue and Washington Boulevard, a handsome temple, somewhat in the Byzantine style of architecture, with ornamental façade, domes, and minarets, the interior being richly decorated.

Methodist.—The Methodist church in Chicago has occupied a prominent place in local history. Its Northwestern University at Evanston, its Book Concern, and its many popular preachers, with their ambitions, disappointments, and triumphs have served as never-failing sources of interest. Of the preachers, perhaps Bishop Fowler, Revs. Robert McIntyre, Frank M. Bristol, Doctor Bolton, and Doctor Hatfield have been most prominent. The trial and dismissal of Dr. H. W. Thomas for heresy, under the prosecution of Doctor Parkhurst, has been the principal polemical event in their history. The First, Centenary, Ada Street, Grace, Wabash Avenue, Trinity, South Park Avenue, and Western Avenue are leading congregations, and of these Centenary has seemed to be at the front in membership, and as a training-school of orators. The First Church property, at the southeast corner of Washington and Clark streets, was bought for \$1,100 in 1836. It is now worth \$100 per square foot, the total value being at least \$1,000,000. There has been no attempt by the denomination to erect magnificent or impressive places of worship.

Presbyterian.—The Presbyterian church in Chicago is very strong, and has always been prominently before the general public through the eloquence and spirit of its divines. The names of Dr. Francis Patton, Dr. Abbott E. Kittredge, Doctor Withrow, Doctor Stryker, Dr. S. J. McPherson, Dr. Herrick

Johnson, and Dr. John Henry Barrows, all identified with its history, in themselves make a noteworthy list; while the extended life and services of the Rev. Robert W. Patterson, D. D., father of the general manager of the Chicago *Tribune*, would form the subject-matter of a large and interesting volume. No other preacher of his denomination, probably, could write so fully of his parish, showing the changes that have come in his time, or narrate so well the story of the First Presbyterian Church of Chicago during the life of its pastor, as Robert W. Patterson, who, in his declining years, has yielded to younger laborers in the vineyard. Doctor Kittredge, leaving his little chapel for the big stone church alongside, at Carpenter and Washington streets, subsequently took his flock, amid great objections, to Ashland Boulevard, finally surrendering it to Doctor Withrow. Doctor Patton was pastor at Jefferson Park, and afterward went to Princeton College to occupy the chair of Polemics, and later succeeded Doctor McCosh as president. The McCormick Seminary, established in Chicago in 1859 as the Theological Seminary of the Northwest, is a Presbyterian college. The First and Second churches on the South Side retain much of the dignity of the old-time church edifice in America.

Reformed Episcopal.—As a result of the bitter warfare which Bishop Whitehouse made upon the Rev. Charles Edward Cheney of Christ Church, on account of the omission of certain words from the rite of baptism, in 1867, the Reformed Episcopal church came into existence, with the heresiarch as its first bishop. Time has proved that Bishop Cheney was a great leader and a strong character. Associated with him as bishop is the Right Rev. Samuel Fallows, distinguished also as a literary man, who acts as rector of St. Paul's parish, and is Bishop of Canada.

Roman Catholic.—This church has grown rapidly, owing to the remarkable influx of foreign-born Catholics. Vast properties have accumulated in the name of the chief prelate; the most valuable of these are in the region of St. Mary's Block, down town; the Holy Name Block on the east side of State at Superior; the great spaces off Harrison Street, near Sibley, including a basilica and several blocks of land; the Holy Family (Jesuit) Block on West Twelfth and May streets; the conventual block on Wabash Avenue at Twenty-ninth Street; St. Columbkil's on Paulina and Indiana streets; the St. Jarlath property at Hermitage and Jackson, and many other holdings, including Mercy and the Alexian Brothers' hospitals. The vast interests of the church are under the successful personal direction of the Most Rev. Archbishop Patrick Ambrose Feehan, whose archiepiscopal palace has been pointed out in our "North Side Drive." For many years the diocese of Chicago was in charge of a coadjutor, Bishop Duggan having failed utterly in health. The archdiocese was erected in 1880, and covers the northern part of Illinois, with 360 priests. There are 115 parochial schools and about twenty hospitals, homes, and other charities of a high order. The local church is rich in eloquent and

noble men who, by their example, have increased the power of their organization. The archbishop is over sixty years of age, and may be heard at the Cathedral of the Holy Name, at State and Superior streets. The church claims 500,000 adherents in Cook County.

Unitarian.—This denomination has included among its pastors, Revs. Robert Laird Collier, Robert Colyer, Minot J. Savage, and George Miln; all eloquent men of great local reputation. Mr. Miln made a huge sensation by quitting the ministry to follow the profession of an actor. Mr. Savage went to Boston, where he exerts a wide influence in the religious world. Robert Colyer, a man of Beecher's heart and strong intellect, left a gap in Chicago when he went away. Unity Church, once the parish of Revs. Robert Colyer and George Miln, faces Washington Square on the North Side. The most prominent pastor of the denomination now in Chicago is Rev. Jenkin Lloyd Jones of All Souls' Church, corner of Oakwood Boulevard and Langley Avenue.

United Presbyterian.—Under the extended pastorate of Rev. W. T. Meloy, D. D., the United Presbyterian Church, at Monroe and Paulina streets, has established missions in other parts of the city, which on the North Side and at Englewood have become separate churches. Doctor Meloy is a writer of ability, and a man of rare fidelity of character and practical Christianity.

Other churches.—Among these are included the Christian, the New Jerusalem, the United Brethren, the Scotch, and the Second Advent. John Young Scammon was a Swedenborgian, and so is C. C. Bonney, president of the World's Congress Auxiliary. During the days when Mr. Scammon was undeniably prominent, his church became influential, and the Church of the New Jerusalem on Van Buren Street is the last ecclesiastical edifice to linger in a region whence every other church has been expelled by mammon.

Appended is a detailed list of churches, from which the visitor can secure more exact information concerning the various denominations:

Baptist.

Auburn Park, 622 Seventy-ninth st.	Eldson, Fifty-second st. cor. Bonney ave. Rev. Leslie Bower, pastor.
Belden Avenue, N. Halsted st. cor. Belden ave. Rev. H. H. Barbour, pastor.	Englewood, Englewood ave. cor. Stewart ave. Rev. Myron W. Haynes, pastor.
Bethany, Hoyne ave. near Thirty-fifth st.	Englewood Swedish, Princeton ave. nr. Fifty-seventh st. Rev. J. P. Forsell, pastor.
Bethesda, Thirty-fourth st. cor. Armour ave. Rev. W. A. Birch, pastor.	Evangel, Dearborn near Forty-seventh st. Rev. Charles Henry, pastor.
Calvary, Wabash ave. cor. Thirty-eighth st. Rev. W. B. Riley, pastor.	Fernwood, Murray st., Fernwood. Rev. W. A. Waldo, pastor.
Centennial, W. Jackson cor. Lincoln st. Rev. Alonzo K. Parker, D. D., pastor.	First, South Park ave. cor. Thirty-first st. Rev. P. S. Henson, D. D., pastor.
Central, 327 State st. Rev. C. L. Kirk, pastor.	First German, Superior cor. Paulina st. Rev. J. L. Meier, pastor.
Colehour German, Colehour. Rev. A. Peterson, pastor.	First Swedish, Elm st. cor. Milton ave. Rev. A. Hjelm, pastor.
Covenant, Maple cor. Wright st. Rev. Gilbert Frederick, pastor.	

Baptist—continued.

- Fourth, Ashland boul. cor. Monroe st. Rev. J. Wolfenden, pastor.
- Fourth Swedish, cor. 11th st. and Curtis ave. Rev. E. J. Nordlander, pastor.
- Humboldt Park, Humboldt cor. Cortland st. Rev. J. F. McNamee, pastor.
- Hyde Park, Madison ave. cor. Fifty-fourth st. Rev. John R. Gow, pastor.
- Immanuel, Michigan ave. near Twenty-third st. Rev. O. P. Gifford, pastor.
- Irving Park, Irving Park. Rev. Joseph Rowley, pastor.
- Lake View, Otto st. near Southport ave. Rev. J. W. Jones, pastor.
- Lake View Swedish, Noble near Clifton st. Rev. N. Eck, pastor.
- Langley Avenue, Langley ave. near Seventy-first st. Rev. J. W. Cabeen, pastor.
- La Salle Avenue, La Salle ave. near Division st. Rev. H. O. Rowlands, D. D., pastor.
- Maplewood, Fullerton ave. near N. Western ave. Rev. Joseph C. Dent, pastor.
- Memorial, Oakwood boul. near Drexel ave. Rev. L. A. Crandall, D. D., pastor.
- Messiah, Flournoy st. cor. Washienaw ave. Rev. O. B. Sarber, pastor.
- Millard Avenue, Millard ave. cor. W. Twenty-fourth st., Lawndale. Rev. L. L. Turney, pastor.
- Normal Park, Stewart ave. cor. Seventieth st. Rev. W. B. Matteson, pastor.
- North Ashland Avenue, N. Ashland nr. W. North ave. Rev. J. P. Thoms, pastor.
- Olivet (colored), Harmon ct. cor. Holden pl. Rev. R. F. Thomas, pastor.
- Providence (colored), 26 N. Irving pl. Rev. J. E. Jackson, B. A., pastor.
- Pullman, Pullman. Rev. Fred Berry, pastor.
- Ravenswood, Ravenswood. Rev. F. E. Weston, pastor.
- Rogers Park. Rev. C. Braithwaite, pastor.
- Salem Swedish, Ambrose st. cor. Lincoln st. M. A. Fridlund, pastor.
- Scandinavian Bethel, Rockwell st. nr. Humboldt Park. Rev. J. A. Fridell, pastor.
- Scandinavian Pilgrim, N. Carpenter cor. Ohio st. Rev. E. L. Myrland, pastor.
- Second, Morgan cor. W. Monroe st. Rev. W. M. Lawrence, D. D., pastor.
- Second German, Burling cor. Willow st. Rev. Jacob Fellman, pastor.
- Second Swedish, 3020 Fifth ave. near Thirty-first st. Rev. John Engstrand, pastor.
- South Chicago, South Chicago. Rev. A. C. Kelly, pastor.
- South Chicago German. Rev. A. Peterson, pastor.
- South Chicago Swedish, Fourth ave. cor. Ninety-eighth st. Rev. P. Bergren, pastor.
- Third German, Johnson cor. Henry st. Rev. J. Scholz, pastor.
- Western Avenue, Warren ave. cor. S. Western ave. Rev. C. Perrin, Ph. D., pastor.
- Woodlawn Park, Woodlawn Park. Rev. W. R. Wood, pastor.

Christian.

- Central Church of Christ, Indiana ave. cor. Thirty-seventh st. Rev. W. F. Black, pastor.
- Christian (colored), 2719 Dearborn st. Rev. Alexander Campbell, pastor.
- Church of Christ, Oakley ave. near Jackson st.
- Elsmere, 15 Ballou st. near North ave. Rev. L. I. Mercer, pastor.
- Englewood, Sixty-fifth cor. Dickey st. Rev. N. S. Haynes, pastor.
- Garfield Park, Monroe cor. Francisco st. Rev. I. M. Ingram, pastor.
- McKinley Street, Robey cor. McKinley st. Elder Hultz, pastor.
- North Side, intersection Sheffield and Montana aves. Rev. G. F. Hall, pastor.
- West Side, Jackson boul. near S. Western ave. Rev. John W. Allen, pastor.

Congregational.

- Armour Mission, Thirty-third cor. Armour ave. Rev. H. H. Russell, pastor.
- Ashland Avenue, Ashland ave. cor. W. Twentieth st. Rev. William Cochran, pastor.
- Auburn Park, Seventy-seventh cor. Wright st. Rev. H. T. Sell, pastor.
- Avondale, 205 Belmont ave.
- Bethany, Superior cor. Lincoln st. Rev. W. D. Westervelt, pastor.
- Bethesda, 235 Division st. Rev. D. D. Baines-Griffiths, pastor.
- Bethlehem, 709-713 Loomis st. Rev. E. A. Adams, D. D., pastor.
- Bowmanville, Foster st. cor. Little Ford road. Rev. E. E. Day, pastor.

Congregational—continued.

- Bridgeport Swedish, Bloom cor. Thirty-fifth st. Rev. J. J. Johnson, pastor.
- Brighton, Thirty-fourth ct. near Lincoln st. Rev. F. E. Carter, pastor.
- California Avenue, California ave. cor. W. Monroe st. Rev. D. F. Fox, pastor.
- Central, Grand ave. cor. Lawndale ave. Rev. J. U. Stotts, pastor.
- Central Park, Park ave. cor. Fortieth pl. Rev. S. C. Haskins, pastor.
- Covenant, W. Polk st. cor. Claremont ave. Rev. W. E. Brooks, D. D., pastor.
- Cragin, Armitage ave. near Grand ave.
- Douglas Park, Nineteenth st. cor. Spaulding ave. Rev. William J. Cady, pastor.
- Duncan Avenue, Duncan ave. cor. Seventy-seventh st. Rev. G. H. Grannis, pastor.
- Ewing Street, 241-243 Ewing st. Rev. E. H. Libby, pastor.
- First, Washington boul. cor. Ann st. Rev. E. P. Goodwin, D. D., pastor.
- First Scandinavian, Point cor. Chaney ct. Rev. C. T. Dyrness, pastor.
- Forestville, Champlain ave. cor. Forty-sixth st.
- Grace, Powell ave. cor. Cherry pl. Rev. W. J. Warner, pastor.
- Green Street, Fifty-sixth cor. Green st. Rev. B. F. Paul, pastor.
- Hegewisch Branch, Hegewisch. Rev. G. H. Bird, pastor.
- Hermosa, Howard ave. near Cortland st.
- Humboldt Park, W. Chicago ave. cor. Fairfield ave. Rev. W. K. Bloom, pastor.
- Immanuel, 2730 State st.
- Jefferson, Jefferson. Rev. A. M. Thome, pastor.
- Johannes German, N. Franklin near Eugenie st. Rev. G. A. Zimmerman, pastor.
- Lake View, Seminary ave. cor. Lill ave. Rev. P. Krohn, D. D., pastor.
- Leavitt Street, S. Leavitt cor. W. Adams st. Rev. Theodore P. Prudden, D. D., pastor.
- Lincoln Park, Garfield ave. cor. Mohawk st. Rev. David Beaton, pastor.
- Mayflower Chapel, Sacramento ave. cor. Fillmore st. Rev. F. G. Wilcox, pastor.
- Millard Avenue, S. Central Park ave. cor. W. Twenty-third st. Rev. J. C. Cromer, pastor.
- Mont Clare, Pearl cor. Vine st. Rev. D. E. Evans, pastor.
- New England, Dearborn ave. cor. Delaware pl. Rev. James G. Johnson, pastor.
- North Englewood, La Salle cor. Fifty-ninth st. Rev. Chas. Reynolds, pastor.
- North Robey Street Branch, 913 N. Robey st. Rev. O. C. Grauer, pastor.
- Oakley Branch, W. Indiana st. near Oakley ave. Rev. G. W. James, pastor.
- Pacific, Cortland cor. Ballou st. J. W. Fifield, pastor.
- Park Manor, Seventy-first cor. Rhodes ave. Rev. C. E. Blodgett, pastor.
- Pilgrim, Harvard cor. Sixty-fourth st. Rev. A. L. Smalley, pastor.
- Pilgrim German, Avers ave. cor. Emory ave. Rev. H. W. Heinzelmann, pastor.
- Plymouth, Michigan ave. near Twenty-sixth st. Rev. F. W. Gunsaulus, D. D., pastor.
- Porter Memorial Branch, Paulina near Taylor st. Rev. G. L. Smith, pastor.
- Ravenswood, Commercial cor. Sulzer st. Rev. Charles H. Keays, pastor.
- Redeemer, School st. near Evanston ave. Rev. C. L. Morgan, pastor.
- Rosehill, Rosehill. Rev. W. H. Atcheson, pastor.
- Sardis Welsh, 143 S. Peoria st. Rev. R. T. Evans, pastor.
- Second Scandinavian, Butler near Thirty-first st. C. B. Bjuge, pastor.
- Sedgwick Branch, Sedgwick near Blackhawk st. Rev. W. H. Day, pastor.
- South, Drexel boul. cor. Fortieth st. Rev. W. Scott, pastor.
- South Chicago, Ontario near Ninety-first st., South Chicago. Rev. G. H. Bird, pastor.
- South German, James ave. cor. Ullman st. Rev. John Sattler, pastor.
- St. Matthew Evangelical German, Fifty-first st. near Western ave. G. Bauman, pastor.
- Summerdale, Summerdale. Rev. E. B. Wylie, pastor.
- Tabernacle, W. Indiana cor. Morgan st. Rev. A. Monroe, pastor.
- Trinity, Wright cor. Seventy-first st. Rev. G. S. Rollins, pastor.
- Union Park, S. Ashland boul. cor. Washington boul. Rev. F. A. Noble, D. D., pastor.
- University, Fifty-sixth st. cor. Madison ave. Rev. Dr. N. I. Rubinkam, pastor.
- Warren Avenue, Warren ave. cor. Albany ave. Rev. J. A. Adams, pastor.
- Washington Park, 1010 Fifty-first st. near Indiana ave. Rev. S. Fisher, pastor.
- Wicker Park, 102 Park st. H. F. Josephson, pastor.
- Workers, Butler near Thirty-first st. Rev. J. H. Clark, pastor.

Cumberland Presbyterian.

First, Stewart boul. cor. Sixty-sixth ct.
Rev. Hugh Spencer Williams, pastor.

Second, N. Halsted st. cor. Blair pl. Rev.
A. H. Stephens, pastor.

Third, Sixty-ninth cor. Leavitt st. Rev. W.
C. Logan, pastor.

Dutch Reformed.

First Holland, W. Harrison cor. May st.
Rev. R. Bloemendal, pastor.

Holland Christian, 525 W. Fourteenth st.
Rev. H. Doustra, pastor.

Trinity, Marshfield ave. cor. Taylor st. Rev.
P. Moerdyke, pastor.

Episcopal.

Diocese of Chicago, Rt. Rev. William Ed-
ward McLaren, D. D., D. C. L., bishop; 64
Astor st., office 103 Adams. Rev. Cliuton
Locke, D. D., Rural Dean, Northeastern
Deanery; Rev. Edwin R. Bishop, arch-
deacon; Rev. Luther Pardee, secretary; W.
K. Reed, treasurer.

All Angels (for the deaf), State near
Twentieth st. Rev. A. W. Mann, rector.

All Saints, Ravenswood. Rev. C. R. D. Crit-
tenton, rector.

Ascension, La Salle ave. cor. Elm st. Rev.
E. A. Larrabee, rector.

Atonement, Edgewater. Rev. F. W. Keator,
rector.

Calvary, Western ave. cor. Monroe st. Rev.
W. B. Hamilton, rector.

Cathedral, Washington boul. cor. Peoria st.
Revs. G. D. Wright and G. S. Todd, rec-
tors.

Christ, Sixty-fourth st. cor. Woodlawn ave.
Rev. A. L. Williams, rector.

Epiphany, S. Ashland ave. cor. Adams st.
Rev. T. N. Morrison, rector.

Good Shepherd. Rev. J. W. Jones, rector.

Grace, Wabash ave. bet. Fourteenth and Six-
teenth sts. Rev. C. Locke, D. D., rector.

Holy Cross, State near Twentieth st. Rev.
E. A. Bazett-Jones, rector.

Holy Nativity, 699 Indiana st. Rev. G. S.
Whitney, rector.

Holy Trinity, Stock Yards. Rev. H. C. Kin-
ney, rector.

Our Saviour, 703 Fullerton ave. Rev. W. J.
Petrie, rector.

Redeemer, Fifty-sixth cor. Washington st.
Rev. F. B. Dunham, rector.

Seminary Chapel, 1113 Washington boul.
Rev. W. J. Gold, S. T. D., rector.

St. Alban, Prairie ave. bet. Forty-third and
Forty-fourth sts. Rev. G. W. Knapp,
rector.

St. Andrew, Washington boul. cor. Robey st.
Rev. W. C. De Witt, rector.

St. Ansgarius, Sedgwick st. near Chicago
ave. Rev. H. Lindskog, rector.

St. Barnabas, W. Fortieth st. Rev. C. C.
Tate, rector.

St. Bartholomew, Stewart ave. cor. North
Normal Parkway. B. F. Matran, rector.

St. Chrysostom, 757 N. Clark. Rev. T. A.
Snively, rector.

St. George, Grand Crossing. Rev. T. Cory
Thomas, rector.

St. James, Cass cor. Huron st. Rev. F. W.
Tomkins, Jr., rector.

St. John, Irving Park. Rev. C. E. Bowles,
rector.

St. John's Chapel, 26-28 Clybourn ave. Rev.
Irving Spencer, rector.

St. Luke's Hospital, 1430 Indiana ave. Rev.
E. B. Streater, chaplain.

St. Margaret, Windsor Park. Rev. T. Cory
Thomas, rector.

St. Mark, Cottage Grove ave. cor. Thirty-
sixth st. Rev. William White Wilson,
rector.

St. Paul, 4928 Lake ave. Rev. C. H. Bixby,
rector.

St. Peter, 1737 Belmont ave. near Evanston
ave. Rev. S. C. Edsall, rector.

St. Philip the Evangelist, Brighton Park.
Rev. Henry G. Moore, rector.

St. Sigfrid, chapel of Trinity Church. Rev.
A. F. Schultzberg, rector.

St. Stephen, Johnson near West Taylor st.
Rev. C. N. Mollar, rector.

St. Thomas, Dearborn near Thirtieth st.
Rev. J. E. Thompson, rector.

Transfiguration, Forty-third st. near Cottage
Grove ave. Rev. W. Delafield, rector.

Trinity, Michigan boul. cor. Twenty-sixth st.
Rev. John Rouse, rector.

Evangelical Association of North America.

Adams Street, W. Adams cor. Robey st. Rev. W. K. Fouke, pastor.	Lane Park, Roscoe cor. Bosworth st. Rev. C. A. Fuessle, pastor.
Centennial, W. Harrison st. cor. Hoyne ave. Rev. G. C. Knoble, pastor.	Salem, W. Twelfth cor. Union st. Rev. H. Hintze, pastor.
Emmanuel, Sheffield ave. cor. Marianna st. Rev. John Kiest, pastor.	Second, Wisconsin cor. Sedgwick st.
First, Thirty-fifth cor. Dearborn st. Rev. Geo. Barth, pastor.	South Chicago, 9833 Sixth ave. Rev. Orth, pastor.
Humboldt Park, Wabansia ave. cor. N. Rockwell st. Rev. A. Fuessle, pastor.	St. John's, Noble cor. W. Huron st. Rev. C. F. Kiest, pastor.

Evangelical Reformed.

First German, 177-179 Hastings st. Rev. A. Heinemann, pastor.	Third Friedens, 1330 Wellington st. Rev. O. J. Accola, D. D., pastor.
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Evangelical United.

Bethlehem, Diversey ave. cor. Lewis st. Rev. J. G. Kircher, pastor.	St. Luke's, Sixty-second cor. Green st. Rev. C. Schaer, pastor.
Church of Peace, Fifty-second cor. Justin st. Rev. H. J. Freitag, pastor.	St. Markus, Thirty-fifth cor. Dashiell st. Rev. L. Kohlman, pastor.
Christ, Lexington ave. cor. Francisco st. Rev. C. W. Locher, pastor.	St. Nicolas, Avondale. Rev. R. Wittie, pastor.
Emanuel's, Forty-sixth cor. Dearborn st. Rev. W. Hattendorf, pastor.	St. Paul's, Ohio st. cor. La Salle ave. Rev. R. A. John, pastor.
Peter, Chicago ave. cor. Noble st. Rev. G. Lambrecht, pastor.	St. Peter's, Colehour. Rev. A. Schmidt, pastor.
Salem, Twenty-fifth st. bet. Wentworth ave. and Portland ave. Rev. C. Kraft, pastor.	Trinity, Ambrose cor. S. Robey st. Rev. Julius Kircher, pastor.
St. John's, Moffat st. bet. Western ave. and Seymour st. Rev. H. Stamer, pastor.	Zion, W. Fourteenth cor. Union st. Rev. Philip Klein, pastor.
	Zion's, Auburn Park. Rev. J. Holz, pastor.

Free Methodist.

Dearborn Street, 3251 Dearborn st. Rev. W. P. Ferries, pastor.	Second, 497 Ogden ave. Rev. B. R. Jones, pastor.
First, 16 North May st. Rev. J. D. Marsh, pastor.	South Chicago, South Chicago. Rev. C. B. Wetherell, pastor.
Humboldt Park, Mozart ave. cor. Armitage ave. Rev. W. M. Kelsey, pastor.	Third, 701 W. Lake st. Rev. J. D. Kelsey, pastor.

Independent.

Chicago Avenue, Chicago ave. cor. La Salle ave. Rev. T. B. Hyde, pastor.	People's, McVicker's theater. Rev. H. W. Thomas, pastor.
Central, Central Music Hall, State cor. Ran- dolph st. Rev. David Swing, pastor.	

Jewish.

Anshe Emeth, 341 Sedgwick st. Rev. C. Cal- man, rabbi.	Anshe Russia-Pole-Tzedek, S. Clinton cor. W. Twelfth st.
Anshe K'Nesseth Israel, Judd cor. Clinton st. Rev. B. Bernstein, rabbi.	Congregation Beth Hamedrash, 134 Pacific ave. Rev. A. J. G. Lesser, rabbi.

Jewish—continued.

- Congregation Beth Hamedrash Hachodosch, 439 Clark st. Rev. L. Arnichster, rabbi.
- Congregation Bethel, N. May near W. Huron st. Rev. Rappoport, rabbi.
- Congregation Ohaveh Emunah, 386 Clark st. Rev. James Lepperstein Gordon, rabbi.
- Congregation Ohaveh-Sholom, 582 S. Canal st. Rev. Abraham Rabewitz, rabbi.
- Congregation Moses Montefiore, 130 Augusta st.
- Kehilath Anshe Maariv (Congregation of the Men of the West), Indiana ave. cor. Thirty-third st. Rev. Isaac S. Moses, rabbi.
- Keliath B'Ne Scholom (Sons of Peace), Twenty-sixth st. cor. Indiana ave. Dr. J. A. Messing, rabbi.
- North Side Hebrew Congregation, La Salle ave. near Division st. Dr. A. Norden, rabbi.
- Sinai Congregation, Indiana ave. cor. Twenty-first st. Dr. E. G. Hirsch, rabbi.
- Sons of Abraham, Marshfield ave. near Twelfth st. Dr. A. R. Levy, rabbi.
- Temple Emanuel, 280-282 Franklin st. Dr. Edward B. M. Browne, rabbi.
- Temple Zion, Ogden ave. cor. Washington boul. Rev. Jos. Stolz, rabbi.

Lutheran.

DANISH.

- Erie Street, Erie near Elizabeth st. Rev. Hansen, pastor.
- St. Ansgar, Washington ave near North ave. Rev. O. L. Kirchberg, pastor.
- St. Michael's, South Chicago. Rev. A. Henrice, pastor.
- St. Stephen's, Armour ave. cor. Thirty-sixth st. Rev. O. L. Kirchberg, pastor.

ENGLISH.

- Church of the Holy Trinity, 398 La Salle ave. Rev. Charles Koerner, pastor.
- Grace, Belden ave. cor. Larrabee st. Rev. Lee M. Heilman, pastor.
- Grace, Erie cor. Elizabeth st. Rev. H. F. G. Bartholomew, pastor.
- St. Paul's, Fairfield ave. cor. Hoyne ave. Prof. R. F. Weidner, pastor.
- Wicker Park, N. Hoyne ave. cor. Le Moyne st. Rev. H. W. Roth, D. D., pastor.

GERMAN.

- Bethania, Humboldt cor. Rockwell st. Rev. E. Pardieck, pastor.
- Bethlehem, N. Paulina cor. McReynolds st. Rev. Augustus Reinke, pastor.
- Bethlehem, 103d st. cor. Avenue G. Rev. J. Feiertag, pastor.
- Christ, Humboldt ave. cor. Byron ave. Rev. E. Werfelmann, pastor.
- Church of the Holy Cross, Ullman st. cor. James ave. Rev. W. Uffenbeck, pastor.
- Concordia, California ave. near Center ave. Avondale. Rev. P. Brauns, pastor.
- Emmaus, California ave. cor. Walnut st. Rev. M. Fulling, pastor.
- Gethsemane, Dearborn cor. Forty-ninth st. Rev. J. G. Hutzler, pastor.
- Immanuels, 527 Ashland ave. near Twelfth st. Rev. Louis Holter, pastor.

- Immanuels, 9031 Houston ave. Rev. Carl Eisfeldt, pastor.
- St. Andreas, Thirty-seventh cor. Honore st. Rev. W. Kohn, pastor.
- St. Jacob's, Fremont st. cor. Garfield ave. Rev. William Bartling, pastor.
- St. Johannes, Montrose boul. cor. Sampson ave. Rev. P. Lucke, pastor.
- St. John's, West Superior cor. Bickerdike st. Rev. Henry H. Succop, pastor.
- St. Lucas, Belmont ave. cor. Perry st. Rev. J. A. Muller, pastor.
- St. Markus, California ave. cor. Moore st. Rev. Th. Kohn, pastor.
- St. Martini, Fifty-first st. cor. Ashland ave. Rev. F. C. Leeb, pastor.
- St. Matthew's, Hoyne ave. cor. Twenty-first st. Rev. H. Engelbrecht, pastor.
- St. Paul's, Superior cor. N. Franklin st. Rev. Henry Wunder, pastor.
- St. Paul's, Madison ave. near Seventy-sixth st. Rev. A. Frederking, pastor.
- St. Peter's, Dearborn st. bet. Thirty-ninth and Fortieth sts. Rev. F. Merbitz, pastor.
- St. Stephanus, Englewood ave. cor. Winter st. Rev. Adolph Bunger, pastor.
- Trinity, S. Canal st. cor. Twenty-first pl. Rev. Louis Lochner, pastor.
- Trinity, Hegewisch. Rev. W. Brauer, pastor.
- Zion, 113th st. cor. Curtis ave. Pullman. Rev. G. Sievers, pastor.
- Zion, W. Nineteenth cor. Johnson st. Rev. A. Wagner, pastor.
- Zions, Winston ave. cor. Ninety-ninth st., Washington Heights. Rev. Paul Budach, pastor.

NORWEGIAN.

- Bethania, W. Indiana cor. Carpenter st. Rev. John Z. Torgersen, pastor.

Lutheran—continued.

Bethlehem, W. Huron st. cor. N. Center ave.
Rev. J. N. Kildahl, pastor.

Emanuel, Perry ave. cor. Cherry pl. Rev.
I. I. Breidablick, pastor.

Evangelical Church of Chicago, Baxter cor.
Roscoe st. Rev. O. E. Brandt, pastor.

Our Saviour's, May cor. W. Erie st. Rev.
O. S. Juul, pastor.

St. Paul's, W. North ave. bet. Leavitt and
Shober sts. Rev. J. B. Torrison, pastor.

St. Peter's, Hirsch st. cor. Seymour ave.

Trinity, W. Indiana cor. Peoria st. Rev.
C. O. Broehaugh, pastor.

SWEDISH.

Evangelical Mission, N. Franklin cor.
Whiting st. Rev. Charles A. Bjork,
pastor.

Gethsemane, May cor. W. Huron st. Rev.
Matthew C. Ranseen, pastor.

Immanuel, Sedgwick cor. Hobbie st. Rev.
C. A. Ewald, pastor.

Salem, Portland ave. bet. Twenty-eighth and
Twenty-ninth st. Rev. L. G. Abraham-
son, pastor.

Tabernacle Mission, S. La Salle cor. Thirtieth
st.

SEPARATISTS.

Church of Peace, N. Wood cor. Ohio st. Rev.
G. W. Lechler, pastor.

First, 270 Augusta near Samuel st. Rev.
Freidag, pastor.

Methodist Episcopal.

Rev. Stephen M. Merrill, bishop. Office 57
Washington st.

Ada, Ada bet. Lake and Fulton sts. Rev. E.
C. Arnold, pastor.

Adams, Adams cor. W. Forty-second st. N.
M. Stokes, pastor.

Asbury, 3120 Fifth ave. Rev. I. Linebarger,
pastor.

Auburn Park, Auburn park. Rev. E. E. Mc-
Kay, pastor.

Avondale, Byrne ave. cor. Franklin ave.
Rev. John Nate, pastor.

Berean, Ninety-ninth st. cor. Dobbins ave.
Rev. D. C. Clancy, pastor.

Bethany (Welsh), Jackson cor. Francisco st.
Rev. Ellis Roberts, pastor.

Bohemian, First, 776-778 S. Halsted st. Rev.
F. J. Hrejsa, pastor.

Bohemian, Second, Twelfth cor. Halsted st.
Rev. V. Vanek, pastor.

Bohemian, Third, 1141 Whipple st. Rev. V.
Vanek, pastor.

Brighton Park, Thirty-eighth st. cor. Grant
ave.

Centenary, Monroe near Morganst. Rev. H.
W. Bolton, pastor.

Central Mission, Hoyne ave. cor. Sixty-ninth
st. Rev. J. S. Eberhart, pastor.

Cheltenham. Rev. W. H. Spyvee, pastor.

Chicago Avenue. Rev. D. M. Farson, pastor.

Chicago Lawn. Rev. C. S. Moore, pastor.

Christ, 1791 N. Clark st. Rev. S. C. Leavell,
pastor.

Clarkdale. Rev. W. D. Cornell, pastor.

Crawford, Garfield boul. cor. Paulina st.
Rev. H. E. Colby, pastor.

Cummings. Rev. W. M. Brown, pastor.

Cuyler, Byron cor. Perry st. Rev. G. P.
Sturgis, pastor.

Deering, Ward cor. Dunning st. Rev. J.
H. Alling, pastor.

Douglas Park, Washtenaw ave. south of
Twelfth st. Rev. H. R. De Bra, pastor.

Elsdon, Fifty-third ct. cor. Homan ave.
Rev. Charles Virden, pastor.

Elsmere. Rev. D. F. Hardy, pastor.

Englewood, First, Sixty-fourth st. cor.
Stewart ave. Rev. C. E. Mandeville,
pastor.

Englewood, Second, Sixty-second cor. May
st. Rev. Larkin A. Rockwell, pastor.

Epworth, Argyle and Edgewater. Rev. J.
T. Ladd, pastor.

Erie Street, Erie near Robey st. Rev.
Thos. Westerdale, pastor.

Fernwood. Rev. J. F. Clancy, pastor.

Fifty-ninth Street, Fifty-ninth cor. State st.
Rev. Chas. L. Breckon, pastor.

First, Clark cor. Washington st. Rev.
William Fawcett, pastor.

Forty-seventh Street, Forty-seventh st.
cor. Marshfield ave. Rev. A. H. Kistler,
pastor.

Fowler, Millard ave. cor. Twenty-third st.
Rev. Thos. Nicholson, pastor.

French, 210 S. Halsted st. Rev. N. W. Dev-
eneau, pastor.

Fulton Street, Fulton bet. Oakley and West-
ern aves. Rev. Joseph Odgers, pastor.

Garfield Boulevard, Garfield boul. cor. Emer-
ald ave. Rev. J. Hastie Odgers, pastor.

Methodist Episcopal—continued.

- Garfield Park, Walnut st. cor. Kedzie ave. Rev. J. Clayton Youker, pastor.
- Grace, La Salle ave. cor. Locust st. Rev. R. S. Martin, pastor.
- Grand Crossing, Schell ave. cor. Seventy-sixth st. Rev. G. S. Young, pastor.
- Gross Park. Rev. L. K. Billingsley, pastor.
- Halsted Street, 778-784 S. Halsted st. Rev. D. J. Holmes, pastor.
- Hamlin Avenue, Hamlin ave. cor. Huron st. Rev. J. D. Leek, pastor.
- Hegewisch, Hegewisch.
- Hermosa, Hermosa. Rev. C. L. Mann, pastor.
- Humboldt Park, Talman ave. cor. Le Moyné st. Rev. James Rowe, pastor.
- Hyde Park, Hyde park. Rev. W. F. Atchison, pastor.
- Irving Park, Irving park. Rev. W. A. Peterson, pastor.
- Kensington, Michigan ave. cor. Kensington ave. Rev. W. W. Diehl, pastor.
- Kenwood, Forty-second st. cor. Berkeley ave. Rev. S. H. Swartz.
- Leavitt and De Kalb Streets, near Ogden ave. Rev. G. M. Bassett, pastor.
- Lincoln Street, Lincoln cor. Ambrose st. Rev. J. J. Tobias, pastor.
- Marie Chapel, Wentworth ave. cor. Twenty-third st. Rev. Joshua Smith, pastor.
- Montrose, Montrose. Rev. J. W. Lee, pastor.
- Moreland, W. Forty-ninth cor. Indiana st. Rev. M. C. Cooper, pastor.
- Normal Park, Seventieth cor. Winter st. Rev. Hugh Atchison, pastor.
- Northwest, Homer st. near Milwaukee and Western aves. Rev. J. B. Lucas, pastor.
- Oakland, Oakwood boul. cor. Langley ave. Rev. P. H. Swift, pastor.
- Park Avenue, Park ave. cor. Robey st. Rev. W. W. Painter, pastor.
- Park Manor, Park Manor. Rev. William Sage, pastor.
- Park Side, Park Side. Rev. F. Lockwood, pastor.
- Paulina Street, Paulina st. cor. Thirty-third ct. Rev. W. B. Leach, pastor.
- Ravenswood, Commercial st. cor. Sunnyside ave. Rev. J. P. Brushingham, pastor.
- Sacramento Avenue, at head of Adams st. Rev. J. A. Matlack, pastor.
- Saint Paul's, Center ave. near Taylor st. Rev. Watson Tranter, pastor.
- Second Welsh, Humboldt Park. Rev. O. F. Pugh, pastor.
- Sheffield Avenue, Sheffield ave. cor. George st. Rev. A. C. Wakeman, pastor.
- Simpson, La Salle near Fifty-ninth st. Rev. W. R. Goodwin, pastor.
- South Chicago, Superior ave. bet. Ninetieth and Ninety-first sts. Rev. G. B. Millar, pastor.
- South Englewood, South Englewood. Rev. T. K. Gale, pastor.
- South Park Avenue, S. Park ave. cor. Thirty-third st. Rev. J. M. Caldwell, pastor.
- State Street, State near Forty-seventh st. Rev. J. N. Hall, pastor.
- Trinity, Indiana ave. near Twenty-fourth st. Rev. F. M. Bristol, pastor.
- Wabash Avenue, Wabash ave. cor. Fourteenth st. Rev. T. R. Greene, pastor.
- Washington Park, Forty-seventh st. cor. Champlain ave. Rev. R. B. Kester, pastor.
- Wesley, N. Halsted st. bet. Belden and Webster aves. Rev. N. H. Axtell, pastor.
- Western Avenue, cor. Monroe st. and Western ave. Rev. W. A. Phillips, pastor.
- Wicker Park, Robey st. cor. Evergreen ave. Rev. M. W. Satterfield, pastor.
- Winter Street, Winter cor. Forty-fourth st. Rev. E. W. Drew, pastor.
- Woodlawn Park, Woodlawn ave. cor. Sixty-fourth st. Rev. W. E. Tilroe, pastor.

AFRICAN.

- Bethel, Thirtieth cor. Dearborn st. Rev. D. A. Graham, pastor.
- Quinn, Wabash ave. cor. Twenty-fourth st. Rev. John T. Jenifer, pastor.
- St. John's Mission, Wentworth ave. cor. Chestnut st., Englewood. Rev. J. H. W. Collins, pastor.
- St. Stephen's, 682 Austin ave. Rev. Daniel P. Brown, pastor.
- Zion, Dearborn near Twenty-ninth st. Rev. J. J. Moore, pastor.

BOHEMIAN.

- First, 778 S. Halsted st. Rev. F. J. Hrejsa, pastor.
- Second, S. Halsted cor. W. Twelfth st.

GERMAN.

- Presiding Elder, Rev. John J. Keller.
- Ashland Avenue, 485 N. Ashland ave. Rev. B. Becker, pastor.
- Centennial Mission, Wellington ave. cor. Sheffield ave. Rev. Henry Abels, pastor.
- Center Street, Center cor. Dayton st. Rev. W. J. Weber, pastor.
- Clybourn Avenue, 51-53 Clybourn ave. Rev. C. F. Morf, pastor.
- Ebenezer, Ullman cor. Thirty-first st. Rev. F. F. Klensky, pastor.

Methodist Episcopal—continued.

- Fullerton Avenue, W. Fullerton ave. cor. N. Western ave. Rev. W. Karnopp, pastor.
- Humboldt Park, Cortland ave. near Ballou st. Rev. Chas. H. Hedler, pastor.
- Immanuel, 832-834 W. Twenty-second st. Rev. B. Lampert, pastor.
- Maxwell Street, 308-310 Maxwell st. Rev. William Keller, pastor.
- Portland Avenue, Portland ave. cor. Twenty-eighth st. Rev. C. Weinreich, pastor.
- Robey Street, 506 S. Robey st. Rev. Fr. Gruetzmacher, pastor.
- South Morgan Street, S. Morgan cor. Fifty-fourth st. Rev. John Meyer, pastor.
- Wentworth Avenue, Wentworth ave. cor. Thirty-seventh st. Rev. Henry Wegner, pastor.
- Lake View, Baxter st. cor. Noble ave. Rev. John Wigren, pastor.
- Moreland, Indiana near W. Forty-eighth st. Rev. N. O. Westergreen, pastor.
- Pullman, Arcade bldg., Pullman. Rev. M. L. Wickman, pastor.
- Second, May st. bet. Ohio and Erie sts. Rev. K. H. Elmstrom, pastor.
- South Chicago, South Chicago, Exchange ave. cor. Ninety-first st. Rev. Andrew Reese, pastor.
- Third, Fifth ave. cor. Thirty-third st. Rev. C. O. Karlson, pastor.
- Webster Avenue, Webster ave. cor. Paulina st., Ravenswood. Rev. A. G. Johnson, pastor.

NORWEGIAN AND DANISH.

- Presiding Elder, Rev. J. H. Johnson.
- First, 155 W. Indiana st. Rev. Fred Ring, pastor.
- Immanuel, 232 W. Huron st. Rev. A. Johnson, pastor.
- Kedzie Avenue Mission, 924 Kedzie ave. Rev. Harold Christensen, pastor.
- Maplewood Avenue, Maplewood ave. cor. Le Moyne st. Rev. L. C. Knudsen, pastor.
- Moreland, Moreland. Rev. H. P. Nelson, pastor.
- Park Side, Park Side. Rev. A. Andreassen, pastor.
- Presiding Elder, Rev. Alfred Anderson.
- Atlantic Street, Atlantic cor. Fifty-second st. Rev. A. T. Westergreen, pastor.
- Emanuel, 1126 Oak ave. Rev. S. B. Newman, pastor.
- Englewood, Sixty-sixth ct. cor. Wright st. Rev. E. A. Wahlquist, pastor.
- First, N. Market cor. Oak st. Rev. C. G. Nelson, pastor.
- Forest Glen, Jefferson. Rev. K. Hanson, pastor.
- Humboldt Park, Fairfield ave. near North ave. Rev. J. B. Anderson, pastor.

SWEDISH.

New Jerusalem (Swedenborgian).

- New Church Temple, Van Buren st. near Wabash ave. Rev. L. P. Mercer, pastor.

Presbyterian.

- Avondale, Avondale. Rev. J. Stone, pastor.
- Belden Avenue, Belden ave. cor. Seminary ave. Rev. Robert D. Scott, pastor.
- Bethany, Humboldt boul. cor. Cortland st. Rev. Joseph B. Cherry, pastor.
- Brookline, Seventy-third st. cor. Storins ave. Rev. J. A. Gray, pastor.
- Calvary, West Forty-second cor. Harrison st. Rev. Geo. A. Mitchell, pastor.
- Campbell Park, Leavitt south of Harrison st. Rev. William G. Clarke, pastor.
- Central Park, Warren ave. cor. Sacramento ave. Rev. H. H. Van Vranken, pastor.
- Chicago Lawn, Chicago Lawn. Rev. O. G. McDowell, pastor.
- Christ Chapel, Orchard cor. Center st. Rev. Phil. F. Matzinger, pastor.
- Covenant, N. Halsted st. cor. Belden ave. Rev. David R. Breed, D. D., pastor.
- Eighth, Washington boul. cor. Robey st. Rev. T. D. Wallace, D. D., pastor.
- Emerald Avenue, Emerald ave. cor. Sixty-seventh st. Rev. G. P. Williams, pastor.
- Englewood, First, Sixty-fourth cor. Yale st. Rev. J. H. Barrows, D. D., pastor.
- Fourth, Superior cor. Rush st. Rev. Thos. C. Hall, pastor.
- Fifth, Indiana ave. cor. Thirtieth st. Rev. Le Roy Hooker, pastor.
- Forty-first Street, Forty-first st. cor. Grand boul.
- Fullerton Avenue, Fullerton ave. cor. Larabee st. Rev. Dr. John Rusk, pastor.
- German First, Willow cor. Orchard st. Rev. Daniel Volz, pastor.
- Grace, Dearborn near Thirty-fourth st. Rev. M. H. Jackson, pastor.

Presbyterian—continued.

- Gross Park, Melrose cor. Wood st. Rev. Dwight L. Parsons, pastor.
- Hyde Park, Washington ave. cor. Fifty-third st. Rev. W. W. Totheroh, D. D., pastor.
- Immanuel, 2835 Keeley. Rev. Earl B. Hubbell, pastor.
- Jefferson Park, Adams cor. Throop st. Rev. Frederick Campbell, pastor.
- Lake View, Evanston ave. cor. Addison st. Rev. J. M. Fulton, pastor.
- Moreland, Moreland. Rev. S. M. Crissman, pastor.
- Ninth, Ashland ave. cor. Hastings st. Rev. C. E. Morse, pastor.
- Normal Park, Yale cor. Sixty-ninth st. Rev. W. M. Hindman, pastor.
- Olivet, Larrabee cor. Vedder st. Rev. W. H. Hormel, pastor.
- Onward, Hoyne ave. cor. W. Indiana st. Rev. James E. Foster, pastor.
- Pullman, Pullman. Rev. Geo. D. Lindsay, pastor.
- Railroad Chapel, 3825 Dearborn. Rev. Charles M. Morton, pastor.
- Ridgeway Avenue, 233 Ridgeway ave. Rev. J. A. Mackelvey, pastor.
- Scotch, Adams cor. Sangamon st.
- Second, Michigan ave. cor. Twentieth st. Rev. S. J. McPherson, D. D., pastor.
- Seventh, South Englewood. Rev. Geo. E. Hunt, pastor.
- Sixth, Vincennes ave. cor. Thirty-sixth st. Rev. Carlos Martyn, D. D., pastor.
- Sixtieth Street, Sixtieth cor. Princeton ave. Rev. Joseph N. Elliott, pastor.
- South Chicago, Houston cor. Ninety-second st. Rev. Henry S. Jenkinson, pastor.
- Third, Ashland boul. cor. Ogden ave. Rev. J. L. Withrow, D. D., pastor.
- Tenth, Forty-second st. cor. Union ave. Rev. Joseph N. Boyd, pastor.
- Westminster, Peoria st. cor. Jackson boul.
- Woodlawn Park, Sixty-fourth cor. Sheridan ave. Rev. J. G. Inglis, pastor.

Reformed Episcopal.

- Bishop, Rt. Rev. Charles Edward Cheney, D. D.
- Christ, Michigan ave. cor. Twenty-fourth st. Rev. Charles Edward Cheney, D. D., bishop.
- Emanuel, S. Canal cor. Twenty-eighth st. Ministers in charge: Rev. R. H. Burke and Rev. Geo. W. Bowne.
- St. John's, Thirty-seventh st. cor. Langley ave. Rev. Henry F. Milligan, rector.
- St. Luke's, Humboldt Park. Rev. Chas. J. Millar, rector.
- St. Mark's, Maplewood. Rev. Chas. J. Millar, rector.
- St. Matthew's, Fullerton ave. cor. Larrabee st.
- St. Paul's, W. Adams st. cor. Winchester ave. Bishop Samuel Fallows, D. D., rector.
- Trinity, Englewood, Yale cor. Seventieth st. Rev. Fred. J. Walton, rector.

Roman Catholic.

- Cathedral of the Holy Name, N. State cor. Superior st. Most Rev. Patrick A. Feehan, D. D. Rev. M. J. Fitzsimmons, pastor.
- All Saints, Twenty-fifth pl. cor. Wallace st. Rev. S. J. Dunne, pastor.
- Annunciation, Paulina st. cor. Wabansia ave. Rev. Hugh O'Gara McShane, pastor.
- Assumption (Italian), Illinois near Market st. Rev. Thos. Moreschini, O. S., pastor.
- Blessed Sacrament, Twenty-second st. cor. Central Park ave. Rev. J. M. Dunne, pastor.
- Holy Angels, 264 Oakwood boul. Rev. Denis A. Tighe, pastor.
- Holy Cross, 6604 Maryland ave. Rev. D. Hishen, pastor.
- Holy Family, W. Twelfth cor. May st. Rev. E. D. Kelly, pastor.
- Holy Rosary, Pullman. Rev. P. J. Tinan, pastor.
- Holy Trinity (German), S. Lincoln cor. W. Taylor st. Rev. D. M. Thiele, pastor.
- Immaculate Conception, Park ave. cor. Schiller st. Rev. P. T. Butler, pastor.
- Immaculate Conception (German), Bonfield st. cor. Archer ave. Rev. P. L. Biermann, pastor.
- Immaculate Conception (Polish), South Chicago. Rev. M. Pyplatz, pastor.
- Maternity, Ninety-second st. cor. Washington ave. Rev. W. S. Hennessy, pastor.
- Nativity of our Lord, Thirty-seventh cor. Dashiell. Rev. Joseph M. Cartan, pastor.
- Notre Dame (French), Vernon Park pl. cor. Sibley st. Rev. Achille L. Bergeron, pastor.

Roman Catholic—continued.

- Notre Dame des Victoires, 135 Springfield ave. Rev. U. Martel, pastor.
- Our Lady of Good Counsel, Western ave. cor. Cornelia st. Rev. J. F. Jedlicka, pastor.
- Our Lady of Lourdes, N. Ashland ave. cor. Leland ave. Rev. J. A. Coughlin, pastor.
- Our Lady of Mount Carmel, Wellington ave. cor. Blucher st. Rev. P. O'Brien, pastor.
- Our Lady of Sorrows, Jackson boul. cor. Albany ave. Rev. H. Crevier, pastor.
- Sacred Heart, Nineteenth cor. Johnson st. Rev. M. J. Corbett, S. J., pastor.
- Sacred Heart of Mary, Longwood. Rev. S. P. McDonnell, pastor.
- St. Adalbert's (Polish), W. Seventeenth cor. Paulina st. Rev. J. Radziejewski, pastor.
- St. Agnes', Brighton park. Rev. J. H. Hemlock, pastor.
- St. Aloysius' (German), Thompson cor. Davies st. Rev. A. J. Thiele, pastor.
- St. Alphonsus' (German), Southport ave. near Lincoln ave. Rev. J. H. Schagemann, rector.
- St. Ann's, Fifty-fifth st. cor. Wentworth ave. Rev. P. M. Flannigan, pastor.
- St. Anthony of Padua (German), Hanover st. cor. Twenty-fourth pl. Rev. Peter Fisher, pastor.
- St. Augustine's (German), Lafin cor. Fortyninth st. Rev. S. Forstmann, pastor.
- St. Bernard's, Sixty-sixth st. cor. Stewart ave. Rev. Bernard P. Murray, pastor.
- St. Boniface's (German), Noble cor. Cornell st. Rev. Clement Venn, pastor.
- St. Brendan's, Sixty-seventh cor. Bishop st. Rev. M. T. Mackin, pastor.
- St. Bridget's, Archer ave. cor. Church pl. Rev. D. M. J. Dowling, pastor.
- St. Casimir's (Polish), Twenty-second cor. Whipple st. Rev. F. X. Kroll, pastor.
- St. Cecilia's, Bristol st. near Wentworth ave. Rev. E. A. Kelly, pastor.
- St. Charles Borromeo's, Cypress near W. Twelfth st. Rev. P. D. Gill, pastor.
- St. Columbkil's, N. Paulina cor. W. Indiana st. Rev. Thomas Burke, pastor.
- SS. Cyrill and Methodius (Bohemian), Fiftieth cor. Page st. Rev. J. Bobal, pastor.
- St. Dionysius (German), Hawthorne. Rev. D. Konen, pastor.
- St. Elizabeth's, Forty-first cor. State st. Rev. D. J. Riordan, pastor.
- St. Francis of Assisium (German), W. Twelfth st. cor. Newberry ave. Rev. Ferdinand Kalvelage, pastor.
- St. Francis de Sales, Ewing cor. 102d st. Rev. J. Diekmann, pastor.
- St. Francis Xavier's (German), Avondale. Rev. E. Goldschmidt, pastor.
- St. Gabriel's, Wallace cor. Forty-fifth st. Rev. M. J. Dorney, pastor.
- St. George's (German), Wentworth ave. near Thirty-ninth st. Rev. J. Dittmers, pastor.
- St. Hedwig's, Webster ave. cor. Hedwig st. Rev. Joseph Barznski, C. R., pastor.
- St. Henry's, High Ridge. Rev. J. Rutershoff, pastor.
- St. James', Wabash ave. cor. Thirtieth st. Rev. Hugh McGuire, pastor.
- St. Jarlath's, Hermitage ave. cor. Jackson boul. Rev. Thomas F. Cashman, pastor.
- St. John Baptist (French), 1006 Fifth ct. Rev. G. B. Belanger, pastor.
- St. John's, S. Clark cor. Eighteenth st. Rev. T. J. Buller, D. D., rector.
- St. John Nepomucene (Bohemian), Twenty-fifth st. cor. Portland ave. Rev. Francis Bobal, pastor.
- St. Joseph's (French), 2033 Joseph st. Rev. J. C. Lesage, pastor.
- St. Joseph's (German) Priory, N. Market cor. Hill st. Rev. Celestine Englbrecht, prior.
- St. Joseph's (Polish), Forty-eighth cor. Paulina st. Rev. V. Zaleski, pastor.
- St. Josaphat's (Polish), Southport ave. cor. Belden ave. Rev. J. Lange, pastor.
- St. Kevin's, Cummings. Rev. T. O. Sullivan, pastor.
- St. Lawrence's, Grand Crossing. Rev. S. Maloney, pastor.
- St. Leo's, Auburn Park. Rev. P. A. L. Egan, pastor.
- St. Louis', Pullman. Rev. J. B. Bourassa, pastor.
- St. Ludmilla (Bohemian), Twenty fourth st. cor. Albany ave. Rev. M. Farnik, pastor.
- St. Malachy's, Western ave. cor. Walnut st. Rev. T. P. Hodnett, pastor.
- St. Mary's, Wabash ave. cor. Eldridge ct. Rev. E. A. Murphy, pastor.
- St. Martin's (German), Fifty-ninth st. cor. Princeton ave. Rev. J. Schaefers, pastor.
- St. Mary's of Perpetual Help (Polish), Mosspratt cor. Thirty-second st. Rev. S. Nawocki, pastor.
- St. Mathias, Bowmanville. Rev. M. E. Erz, pastor.
- St. Matthew, 24 Clarkson ct. Rev. D. E. McGrath, pastor.
- St. Mauritius, Hoyne ave. cor. Thirty-sixth st. Rev. G. J. Blatter, pastor.
- St. Michael's, Eugene st. cor. Cleveland ave. Rev. F. Lurette, C. S. S. R., rector.

Roman Catholic—continued.

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| St. Michael's (Polish), Eighty-third st. cor. Bond ave., South Chicago. Rev. A. Nawicki, pastor. | St. Procopius' (Bohemian), Eighteenth cor. Allport st. Rev. Nepomuk Jaeger, pastor. |
| St. Monica's (colored), 3554 Dearborn st. Rev. Aug. Tolton, pastor. | St. Rose of Lima's, Ashland ave. cor. Forty-eighth st. Rev. D. Hayes, pastor. |
| St. Nicholas' (German), 113th pl. cor. State st., Roseland. Rev. Theodore Bonifas, pastor. | St. Stanislaus Kostka's (Polish), Noble cor. Ingraham st. Rev. V. Barzynski, C. R., rector. |
| St. Patrick's, Adams cor. Desplaines st. Rev. T. F. Galligan, pastor. | St. Stephen's, W. Ohio cor. Sangamon st. Rev. D. Egan, pastor. |
| St. Patrick's, South Chicago. Rev. M. Van de Laar, pastor. | St. Sylvester's, California ave. cor. Shakespear ave. Rev. P. J. Agnew, pastor. |
| St. Paul's (German), S. Hoyne ave. cor. Ambrose st. Rev. George Heldman, pastor. | St. Teresa's (German), Center cor. Osgood st. Rev. M. Barth, pastor. |
| SS. Peter and Paul (German), South Chicago. Rev. Geo. Rahtz, pastor. | St. Thomas', Fifty-fifth st. cor. Kimbark ave., Hyde Park. Rev. J. J. Carroll, pastor. |
| St. Peter's (German), Clark cor. Polk st. Rev. Maximilian Neumann, pastor. | St. Viateur's Church, Belmont ave. cor. Crawford ave. Rev. C. Fournier, pastor. |
| St. Philip's, Garfield Park, Park ave. cor. W. Forty-second st. Rev. P. J. McDonnell, pastor. | St. Wenceslaus' (Bohemian), De Koven cor. Desplaines st. Rev. Joseph Molitor, pastor. |
| St. Pius', Ashland ave. cor. W. Nineteenth st. Rev. F. S. Henneberry, pastor. | |

Society of Friends.

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| Blue Island, William S. Wooton, minister. | Friends, Twenty-second st. bet. Indiana and Prairie aves. Ministers in charge: Henry Matchett and Charles Coffin. |
| Central Meeting (Hicksite), Athenæum Building. Jonathan W. Plummer, minister. | |

Unitarian.

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| All Souls', Oakwood boul. cor. Langley ave. Rev. Jenkins Lloyd Jones, pastor. | Third, Monroe cor. Laffin st. Rev. J. V. Blake, pastor. |
| Church of the Messiah, Michigan ave. cor. Twenty-third st. Rev. W. W. Fenn, pastor. | Unity, Dearborn ave. cor. Walton pl. Rev. T. G. Milsted, pastor. |

United Presbyterian.

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| First, Monroe cor. Paulina st. Rev. W. T. Meloy, pastor. | Second, Sixty-fifth cor. Honore st. Rev. J. A. Duff, pastor. |
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Universalist.

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| Church of Our Father, 80 Hall st. Rev. L. J. Dinsmore, pastor. | St. Paul's, Prairie ave. cor. Thirtieth st. Rev. A. J. Canfield, D. D., pastor. |
| Church of the Redeemer, Warren ave. cor. Robey st. Dr. M. H. Harris, pastor. | Stewart Avenue, Stewart ave. cor. Sixty-fifth st. Rev. R. A. White, pastor. |
| Ryder Chapel, Woodlawn Park. | |

HOSPITALS AND CHARITY.

We have endeavored to treat the principal charities of the city as they separately came in view, during the three Drives that must cover the city so far as the visitor is concerned. A few words in general may be deemed proper, as a preface to the accurate list which follows, wherein the names and locations of our Hospitals and Homes are given alphabetically.

The Leading Hospitals.—The charity most frequently heard of is the Cook County Hospital, at Wood and Harrison streets. 'Around it stands the remarkable group of buildings noted in our "West Side Drive." It was formerly located on the South Side, near Twenty-second Street, between State and the river. The first pavilion of the present group was built in 1875, and the accommodations, large as they now are, are often inadequate to the demands made upon them. The other hospitals that have most frequently figured in the daily chronicles of Chicago have been Mercy, on Calumet Avenue and Twenty-sixth Street; the Alexian Brothers', at 559-69 North Market Street; St. Luke's, at 1430 Indiana Avenue; the Michael Reese, at Groveland Avenue and Twenty-ninth Street; and the Presbyterian, at Congress and Wood streets. The National Temperance Hospital, formerly on Cottage Grove Avenue, is now established, with forty beds, at 1619 Diversey Avenue. The Marine Hospital may be considered an outside institution. Of the Homes, the Foundlings', at 114 South Wood Street; the Home for the Friendless, at 1926 Wabash Avenue; the Home for the Aged, on West Harrison, at Throop Street; the Newsboys' Home, at 1418 Wabash Avenue; the Waifs' Mission, at 44 State Street; and the Old People's Home, on Indiana Avenue, at Thirty-ninth Street, are perhaps best known to our citizens.

The Relief and Aid Society has occupied a remarkably conspicuous position, owing to its management and custody of the fund sent to Chicago from all parts of the world after the Great Fire. This Society owns 200 beds in private hospitals. The superintendent has for many years been the Rev. C. G. Trusdell, who has grown to be an authority, owing to his experience with poverty; and it is a frequent complaint of the newspapers that a man may starve to death in Chicago before he can satisfy Mr. Trusdell that he is not an impostor. The continuance in office of this gentleman during a period so long and under a criticism so vigilant is the best testimony of his rare skill and capacity. The main office is at 51-53 La Salle, between Randolph and Lake streets. There are branch offices at 2207 Michigan Avenue, South Side; 624 North Clark Street, North Side; and at the corner of Monroe Street and Ogden Avenue, West Side. The records of pauperism are on file, and not only does the Society in itself minimize indiscriminate charity, but it acts as a repressive

influence on the charitably disposed, teaching them that one dollar dispensed through Mr. Trusdell is more valuable to a community than ten dollars distributed by the uninformed. At various times the *Tribune* and the *Herald* have organized relief corps, whose wagons had no trouble in loading on South Water Street and finding starving families in almost every alley, but the demand for free food and clothes only grew with the gratuitous supply, and the newspapers soon withdrew from the field, seemingly increasing the task of Superintendent Trusdell. In many places of business a placard bears the notice that the Relief and Aid Society is the almoner of the firm's charities.

The Young Men's Christian Association has played a leading part in Chicago's charitable work. The tendency of late years is toward club work, and the high steel building which the association now inhabits entitles it to a prominent place among the athletic clubs as well as among the religious and charitable bodies. Many a young man owes his start in life to aid received at the rear of 150 Madison Street.

Eye and Ear Infirmary.—The State of Illinois, which is so prodigal in its charities, has located only one of its numerous institutions in Chicago. This is the Eye and Ear Infirmary, at Adams and Peoria streets, built about the year 1874. A free dispensary is attached, the number of dispensary patients treated during the year being nearly 6,000.

The Charities of Chicago, as represented in its great eleemosynary institutions, are munificent if it be considered that their edifices were built to serve a city of only 800,000 inhabitants. The permanently located institutions in all number nearly fifty, and there are over twenty-five that support beds for the sick and maimed.

If we look for the sources of these great social movements for the amelioration of mankind, we shall find three things: 1. Wise and intelligent legislation and appropriation of public moneys. 2. The dying bequests of citizens, desirous to perpetuate their names, or benefit their kind, or both. 3. The patient and devout imitation of Christ in the church. The women of all the churches, in the total of their endeavors, offer a prodigious amount of aid. In every congregation there is a little circle of good-doers, engaged in sending flowers to the sick, adding one more permanent bed to the wards of the nearest hospital, preparing bandages, and making regular visits of consolation. There is a society of St. Vincent de Paul in every Catholic parish in the city. The Christian religion exerts a powerful moral effect, as revealed in these practical efforts for the alleviation of distress.

Our list includes all the hospitals and homes that are of sufficient importance to be visited by the stranger. The philanthropist can learn of any that are omitted by inquiry at almost any of those named in the catalogue.

Hospitals.

- Alexian Brothers', 559-569 N. Market st.
 Augustana, 151 Lincoln ave.
 Baptist, Center st. cor. Racine ave.
 Bennett, Ada cor. Fulton st.
 Cook County, W. Harrison cor. Wood st.
 Emergency, 192 E. Superior st.
 German, 754-756 Larrabee st.
 Hahnemann, 2811-2815 Groveland ave.
 Homeopathic, S. Wood cor. York st.
 Illinois Charitable Eye and Ear Infirmary,
 227 W. Adams st.
 Lake Side, 4147 Lake ave.
 McMichael Sanitarium, The, 3111 Indiana
 ave.
 Marine, N. Halsted st. near Lake Shore
 Drive.
- Maurice Porter Memorial Hospital for Chil-
 dren, 606 Fullerton ave.
 Mercy, Calumet ave. cor. Twenty-sixth st.
 Michael Reese, Twenty-ninth st. cor. Grove-
 land ave.
 National Temperance, 1619 Diversey ave.
 Presbyterian, 300 S. Wood st.
 Provident, Twenty-ninth cor. Dearborn st.
 St. Elizabeth's, Davis cor. Le Moyne st.
 St. Joseph's, 360 Garfield ave.
 St. Luke's, 1420-1434 Indiana ave.
 Wesley, Dearborn cor. Twenty-fifth st.
 Woman's, Thirty-second st. cor. Rhodes ave.
 Women and Children's, Paulina cor. W.
 Adams st.

Homes and Asylums.

- Anchorage Mission for Women, 125 Ply-
 mouth pl.
 Chicago Deaconess Home, 227 E. Ohio st.
 Chicago Orphan Asylum, 2228 Michigan ave.
 Chicago Nursery and Half-Orphan Asylum,
 855 North Halsted st.
 Children's Home Society, 41-42, 230 LaSalle st.
 Church Home for Orphans, 4331 Ellis ave.
 Church Home for the Aged, 4327 Ellis ave.
 Convalescents' Home, 4333 Ellis ave.
 Cook County Poor House and Insane Asy-
 lum, Dunning.
 Danish Lutheran Children's Home, 69 Perry
 st.
 Erring Woman's Refuge, 5024 Indiana ave.
 Foundlings' Home, 114 S. Wood st.
 German Old People's Home, Harlem.
 German Orphan Asylum, Rose Hill.
 Guardian Angel Orphan Asylum, High
 Ridge.
 Holy Family Orphan Asylum, Division cor.
 Holt st.
 Home for Crippled Children, 91 Heine
 st., Humboldt Park.
 Home for Incurables, Ellis ave. cor. Fifty-
 sixth st.
 Home for Self-Supporting Women, 275 In-
 diana st.
 Home for the Aged, 29-31 Twenty-first st.
 Home for the Aged, Sheffield ave. cor. Ful-
 lerton ave.
 Home for the Aged, Harrison cor. Throop st.
 Home for the Friendless, 1926 Wabash ave.
- Home for Unemployed Girls, Market cor.
 Elm st.
 Home of Industry, 234-236 Honore st.
 Home of Providence, Calumet ave. cor.
 Twenty-sixth st.
 House of the Good Shepherd, Market cor.
 Hill st.
 Illinois Masonic Orphans' Home, 447 Carroll
 ave.
 Jewish Home for the Aged, Drexel ave. cor.
 Sixty-second st.
 Lincoln Park Sanitarium, Lincoln Park.
 Margaret Etter Creche, 2356 Wabash ave.
 Martha Washington Home, Western ave.
 cor. Graceland ave.
 Newsboys' and Bootblacks' Home, 1418 Wa-
 bash ave.
 Old People's Home, Indiana ave. cor. Thirty-
 ninth st.
 Servite Sisters' Industrial Home for Girls,
 1396 Van Buren st.
 St. Joseph's Home, 409 South May st.
 St. Joseph's Orphan Asylum, Thirty-fifth st.
 cor. Lake ave.
 St. Joseph's Providence Orphan Asylum,
 Crawford ave. near Belmont ave.
 St. Vincent's Infant Asylum, 191 La Salle ave.
 Swedish Home of Mercy, Bowmanville.
 Uhlich's Evangelical Lutheran Orphan Asy-
 lum, Burling cor. Center st.
 Washingtonian Home, 566-572 W. Madison st.
 Working Woman's Home, 21 S. Peoria st.
 Young Woman's Christian Association Home,
 228 Michigan ave..

MILITARY.

UNITED STATES ARMY—HEADQUARTERS DEPARTMENT OF THE MISSOURI.

Pullman Building, S. W. Cor. Michigan Ave. and Adams Street.

Major-General Nelson A. Miles, U. S. Army, Commanding Dept.	Lieut.-Colonel George W. Candee, Pay Dept., Chief Paymaster.
Captain Eli L. Huggins, 2d Cavalry, Aide- de-camp.	1st Lieut. Cassius E. Gillette, Corps Eng'rs, Engineer Officer.
Captain Francis Michler, 5th Cavalry, Aide- de-camp.	1st Lieut. John L. Chamberlin, 1st Artillery, Ordnance Officer.
Captain Marion P. Maus, 1st Infantry, Aide- de-camp.	Captain James Allen, Sig. Corps, Signal Officer.
Bvt. Brig.-Gen. Chauncey McKeever, A. G. Dept., Assistant Adjutant-General.	Bvt. Colonel Edward B. Williston, 3d Artil- lery, Inspector of Artillery.
Colonel Edward M. Heyl, I. G. Dept., In- spector-General.	Captain Frank D. Baldwin, 5th Infantry, In- spector Small Arms Practice.
Major Stephen W. Groesbeck, J. A. G. Dept., Judge Advocate.	Captain Jesse M. Lee, 9th Infantry, Assist- ant to Inspector-General.
Bvt. Brig.-Gen. Judson D. Bingham, Q. M. Dept., Chief Quartermaster.	Major Amos S. Kimball, Q. M. Dept., Disb. and Asst. to C. Qr. Mr.
Bvt. Lieut.-Col. Jeremiah H. Gilman, Sub. Dept., Chief Commissary of Sub.	Lieut.-Colonel
Colonel Bernard J. D. Irwin, Med. Dept., Medical Director.	Major George W. Baird, Pay Dept., Pay- master.

OFFICERS ON DUTY WITH THE WORLD'S COLUMBIAN EXPOSITION.

Columbian Guard.

Bvt. Lieut.-Colonel Edmund Rice, 5th In- fantry.	1st Lieut. Mitchell F. Jamar, 13th Infantry.
Chaplain Allen Allensworth, 24th Infantry.	1st Lieut. James L. Wilson, 4th Artillery.
Captain Daniel M. Appel, Asst. Surgeon.	1st Lieut. Curtis B. Hoppin, 2d Cavalry.
Captain Walter S. Schuyler, 5th Cavalry.	1st Lieut. Robert F. Ames, 8th Infantry.
Captain Edward J. McClermand, 2d Cavalry.	1st Lieut. Robert J. C. Irvine, 11th Infantry.
Captain Frederick A. Smith, 12th Infantry.	1st Lieut. Stephen M. Foote, 4th Artillery.
Captain John Pitcher, 1st Cavalry.	2d Lieut. Guy H. Preston, 9th Cavalry.
Captain William Baird, 6th Cavalry.	2d Lieut. Colden L'H. Ruggles, 3d Artillery.

Government Exhibit, Etc.

Major Clifton Comly, Ordnance Dept.	Captain Richard E. Thompson, Signal Corps.
Major George M. Randall, 4th Infantry.	Captain Charles H. Heyl, 23d Infantry.
Captain Andrew H. Russell, Ordnance Dept.	1st Lieut. Henry L. Harris, 1st Artillery.
Captain John G. Bourke, 3d Cavalry.	1st Lieut. Alfred M. Palmer, 24th Infantry.

RECRUITING OFFICERS.

Captain Francis E. Pierce, 1st Infantry, 82 West Madison street.	Captain George S. Hoyle, 1st Cavalry, 10 South Clark street.
Captain Alfred Hedberg, 15th Infantry, 427 State street.	

OTHER OFFICERS ON DUTY IN CHICAGO, ETC.

Colonel Thomas C. Sullivan, Sub. Dept., Depot Com. of Subsistence, 248-50 Illi- nois street.	Captain William L. Marshall, Corps Eng'rs, In charge of River and Harbor Improve- ments, 2258 Wabash Avenue.
Captain Francis B. Jones, Q. M. Dept., Con- structing Quartermaster, Fort Sheridan, Illinois.	2d Lieut. Chester Harding, Corps Eng'rs, In charge of River and Harbor Improve- ments, 2258 Wabash Avenue.

ILLINOIS NATIONAL GUARD—FIRST INFANTRY.

Colonel Charles R. E. Koch.	Captain Charles Adams, Assistant Surgeon.
Lieut.-Colonel Henry Lathrop Turner.	Captain Hiram W. Thomas, D. D., Chaplain.
Major Taylor Everett Brown.	Captain Eugene Cox, Inspector of Rifle Prac- tice.
Major Joseph Brown Sanborn.	Captain William L. De Remer, Adjutant.
Major Elliott Durand.	1st Lieut. Adolphus L. Bell, Quartermaster.
Major Henry Sherry, Surgeon.	

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B Captain E. R. Gilman.	H Captain Charles Guy Bolte.
C Captain Anson L. Bolte.	I Captain Frederic H. W. Chenoweth.
D Captain Joseph H. Barnett.	K Captain Willis J. Wells.
E Captain William F. Knoch.	L Captain Edgar B. Tolman.
F Captain James M. Eddy, Jr.	M Captain Edward Hall Switzer.

First Lieutenants.

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B 1st Lieut. William J. Sanderson.	H 1st Lieut.
C 1st Lieut. Charles V. Peckham.	I 1st Lieut.
D 1st Lieut. Willis Counselman.	K 1st Lieut. Henry J. Moore.
E 1st Lieut. Edgar Sturges.	L 1st Lieut. George H. Orr.
F 1st Lieut. Sherman William Smith.	M 1st Lieut. Henry Barrett Chamberlin.

Second Lieutenants.

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B 2d Lieut.	H 2d Lieut. Charles U. Bear.
C 2d Lieut. Dorrell McGowan.	I 2d Lieut. Edwin J. Wight.
D 2d Lieut. William G. Adkins.	K 2d Lieut. Thomas Willoughby Cole.
E 2d Lieut. Fred O. Moody.	L 2d Lieut. John S. Beeler.
F 2d Lieut. Oliver D. Steele.	M 2d Lieut. James Harry Bowra.

SECOND INFANTRY.

Armory, Curtis Street and Washington Boulevard.

Colonel Louis S. Judd.	Major Chas. F. Perkins, Surgeon.
Lieut.-Colonel Wm. D. Hotchkiss.	Captain C. W. Leigh, Assistant Surgeon.
Major Frank Logan.	Captain Geo. C. Gobed, Adjutant.
Major Jas. E. Stuart.	1st Lieut. F. W. Laas, Quartermaster.
Major Wm. E. Hoinville.	Chaplain Right Rev. Samuel Fallows, D. D.

Captains—Companies A, B, C, D, E, F, G, H, I, K, L, M.

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B Captain	H Captain John J. Garrity.
C Captain R. D. Coy.	I Captain
D Captain Wm. A. Chadwick.	K Captain Chas. T. McCormick.
E Captain Wm. P. Dusenberry.	L Captain E. G. Bowen.
F Captain M. B. Lehmann.	M Captain Wm. B. Alexander.

Lieutenants.

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B Lieut. George I. Meehan.	H Lieut. Elmer E. Beede.
C Lieut.	I Lieut. Wm. H. Hutchinson.
D Lieut. Jas. J. Butler.	K Lieut. Albin A. Benning.
E Lieut. Geo. C. Greenburg.	L Lieut. Elbert B. Eddy.
F Lieut. Martin Clasyb.	M Lieut. Edward E. Allen.

BATTERY D, FIRST ARTILLERY.

Armory, Michigan Avenue, between Madison and Monroe Streets.

Captain E. P. Tobey.	Senior 2d Lieut. Alfred Russell.
1st Lieut. F. S. Allen.	Junior 2d Lieut. William Austin.

HIBERNIAN RIFLES.

(7th Regiment Infantry, Illinois National Guard.)

Headquarters, Michigan Avenue Armory.

Colonel Francis T. Colby.	Quartermaster Thomas Murphy.
Lieut.-Colonel James F. Lusk.	Surgeon Thomas F. O'Malley, M. D.
Adjutant Thomas F. Kelly.	Chaplain Rev. John P. Doré.
Inspector Rifle Practice Garrett J. Carroll.	

Captains—Companies A, B, C, D, E, F, G, H, I.

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B Captain Michael Punch.	G Captain Patrick M. Boggan.
C Captain Michael D. Sullivan.	H Captain William J. Carroll.
D Captain Jeremiah O'Hern.	I Captain Edward J. McArdle.
E Captain Daniel Moriarty.	

CONSULS IN CHICAGO.

Argentine Republic, P. S. Hudson, 195 Van Buren st.	Italy, Conte V. Manassero di Costigliole, Room 1, 56 Fifth ave.
Austria-Hungary, Henry Claussenius, 78-80 Fifth ave.	Mexico, Felipe Berrizobel, Room 30, 126 Washington st.
Belgium, Charles Henrotin, 169 Dearborn st.	Netherlands (The), George Birkhoff, Jr., 85 Washington st.
Chile, Bernardo Eichelman, Vice-Consul, 298 Dearborn st.	Peru, Charles H. Sergel, 350 Dearborn st.
Denmark, Otto A. Dreir, 209 Fremont st.	Russia, M. H. de Thal, Hyde Park Hotel, Fifty-first st.
France, Edmond Bruwaert, Room 601, 56 Fifth ave.	Spain, Hobart Chatfield Chatfield-Taylor, 115 Monroe st.
German Empire, Dr. Karl Buenz, Randolph, N. W. cor. Dearborn st.	Switzerland, A. Holinger, 167 Washington st.
Great Britain, Col. James Hayes Sadler, Room 4, 72 Dearborn st.	Turkey, Charles Henrotin, Consul-General; C. Sursock-Effendi, Consul, 169 Dearborn st.
Greece, Charles L. Hutchinson, Rookery Building.	

CHICAGO CYCLING CLUBS.

Æolus, 174 Evergreen ave.	Oak Park, Oak Park boul. and Prairie ave.
Ashland, Washington boul. cor. Page st.	Pizen, 856 Ashland ave.
Calumet, 257 Clybourn ave.	Prairie State, 110 W. Washington st.
Chicago, Fifty-seventh st. and Lake ave.	Pullman, Pullman, The Arcade.
Chicago Racing Wheelmen, 1007 Ogden ave.	Ravenswood, Wilson and W. Ravenswood Park aves.
Columbia, 4168 Drexel boul.	The Viking, cor. North and Clybourn aves.
Columbia Wheelmen, 343 N. Division st.	Washington Heights, Washington Heights.
Cook County Wheelmen, 729 W. Monroe st.	West Division High School, West Division High School.
Englewood, Sixty-fifth st. near Wentworth ave.	Wicker Park, Wicker Park.
Farragut, 3016 Lake ave.	
First National Bank, First National Bank Building.	
Grand Crossing, Grand Crossing.	
Illinois, 1068 Washington boul.	
Kenwood Road Club, Kenwood.	
Lake View, Lake View.	
Lincoln, 1 Ogden Front.	
Lyon & Healy, N. W. cor. State and Monroe sts.	
Maywood, Maywood.	
Minnette, 1044 W. Monroe st.	
North Chicago Wheelmen, 35 Baxter st., Lake View.	

Y. M. C. A. CYCLING CLUBS.

Englewood, Princeton ave. and Sixty-third st.
Garfield Boulevard, Fifty-fifth st. and Shields ave.
German, 758 Larrabee st.
Madison Street, 148 Madison st.
Ravenswood, Wilson and E. Ravenswood Park aves.
South Chicago, South Chicago.
West Side Department, Paulina and Madison sts.

THE WORLD'S COLUMBIAN EXPOSITION.

The Chicago which has been described and portrayed on the preceding pages—with its startling extent of territory, its nuclei of business houses—first at Twelfth Street, Chicago Avenue, Halsted Street; next at Milwaukee Avenue and Halsted, Blue Island Avenue and Halsted, Archer Avenue and State Street, Clybourn Avenue and Chicago Avenue; and so on in enlarging circles, until finally the circumference runs through Lake View, Irving Park, Oak Park, Lawndale, and far south of Englewood and Jackson Park—this gigantic Chicago culminates in the universal commemoration of the voyage and discovery of Columbus. The prodigious effort made by the city to win the approval of all nations has resulted in a display that not only secures that laudable object, but astonishes mankind as well; and the World's Columbian Exposition, spreading from the Art Institute to the Forestry Building, reaching from the lake shore to the Nursery Exhibit at Washington Park, on Midway Plaisance, calls upon the world to witness the magic progress of the arts and sciences toward the end of this century.

Marvels.—It was said in New York City and Europe that it would be impossible to carry exhibits as far inland as Lake Michigan. The answer to that comment may be seen in Krupp's own building at Jackson Park, where a cannon weighing 124 tons is exhibited after a rapid and prosperous journey from Essen, Germany. In the Government Building is another implement of warfare nearly as large. At a height of 130 feet, on the towers of the Ferris Wheel, there is placed the largest steel shaft ever cast. In Machinery Hall, covering an area of 780,000 square feet, against its whole southern side, the eighty boilers of engines, aggregating 27,000 horse-power, are under full steam, and the Allis engine exceeds all other motors. On a tower of the Electricity Building is a flash-light, which, when cast on the midnight zenith, emits a shaft of light that may be seen at Aurora, a truly wonderful spectacle. On the east of the lagoon, diminished and made less terrifying by its semblance of a house, stands the hollow mountain called the Manufactures Building; and this is the largest building ever erected. Its arched hall, over 1,000 feet long, over 260 feet high, over 360 feet wide—covering 1,328,000 square feet of space—is but an incident of the construction; for an area of thirty-one acres has been floored with two-inch matched narrow boards, and above, some fifteen acres. The floor has two stages or stories. The erection of the central arches, the wilderness of iron out of which their handsome frames and network were woven, the car-loads of nails, the train loads of glass, the dedication audience of 150,000 people, with a chorus of 5,000 voices and 5,000 distinguished

guests, and finally the villages of shops on the floor—these prodigies are now a part of Chicago's history.

The **vistas** down the watery expanses of the Exposition, where 150 acres are roofed, under bridges and beneath the most ornate façades—these transformations of the morass of two years ago are without equal in the records of landscape engineering. And if it be remarked, in gazing on the lavish and original decoration of the Agricultural Building and MacMonnies' Fountain, that all this magnificence is but temporary, it may be answered that so were the Parthenon, the Temples of Baalbec, the Hall of Columns at Karnak, the Capitol at Rome; and if the ancients, lovers of beauty as they were, had any view or vista that excelled the scenes at the Columbian Exposition, history in telling its tale has unjustly forgotten their glory. It is said that the five largest buildings of the world are all in Chicago—the Manufactures, Machinery Hall, the Masonic Temple, the Auditorium, and the Monadnock. Of these, the most beautiful is Machinery Hall. Behind the other constructions in time of completion, it at last rose majestically, an angel standing on every pinnacle, a huge edifice without a blemish, which the severest critic might view with satisfaction. Beautiful on every side, everywhere ornate without loss of individuality, it is itself a wonder of the world, an expression of our present wealth and public generosity.

This brief resume deals with the conspicuous edifices and constructions in an assemblage of 128 prominent buildings—the number of separate buildings in the Park being 400—and ere we leave the subject we should notice the exquisite grace and symmetry of the Fine Arts Building, a vision of pure Greek architecture; the Woman's Building, in the Italian Renaissance; and the Art Palace, where the architect has made an Ionic temple, adding to it the dome which the ancients had not learned to fashion. This dome, so well conceived as an Ionic embellishment, standing so simply over the beautiful pediments and portals of the building, has been hailed by architects and artists as an added beauty to the Exposition, and it is certain that the approach to the Art Palace by water through the lagoons will be considered one of the most attractive spectacles of the Fair. Rising out of the ground, precisely analogous to the scene in Yucatan, are the sculptured ruins of a forgotten race. Across the pylons cry unheard the unknown letters of unknown scholars, yet this display of their inscriptions may and probably will lead to some decipherment. Thus have we come to remold the past, and in the Monastery of Rabida, likewise remolded and set up on the shores of Michigan, we see the very footprints of Columbus and Juan Perez—the cells for the brothers, the little court where the heat of noonday did not penetrate, the chapel where devotion was a pleasure almost divine. The world has recorded the names of all the relics that repose within the walls of the newer Rabida—the maps and

charts—that chart by which Columbus sailed for Cipango—the treasures of the Vatican and the Escorial.

Chicago will still boast that her son Gray, who first used the word *telephone* among us, and transmitted vocal sound by wire in 1875, now vindicates his genius by the display of the telautograph. In the Electricity Building may be seen this pen-writing, which dots an *i* and crosses a *t*, or returns to erase a written word; and the hand which, as it were, guides this pen may be in another city. In this building, too, may be seen Edison's kinetograph, another electrical wonder of the Fair, where you are to gaze through a peep-hole and see the motions, the pantomime, of a man by photograph, and hear his voice by phonograph at one and the same time. Think of 100,000 yards of bunting and 10,000 statues! You will be asked to inspect every foot of a farm of 200 acres, all roofed and roomed off, each room striving to detain you during your whole visit to Chicago. You are to visit the structures on the Midway Plaisance, such as those of Algeria and Tunis, with many buildings; the Austrian Village, about twenty buildings; Captive Balloon, Chinese Village and Theater, Dahomey Village, Diamond Match Company, Ferris Wheel, German Village, over thirty buildings; Hagenbeck Animal Show, Hungarian National Orpheum, Irish Industries, Irish Village, nine structures; Ice Railway, Japanese Bazaar, Libbey Glass Company, Moorish Palace, Natatorium, International Dress and Costume Company, Persian concession, Panorama of the Bernese Oberland, Panorama of the Volcano of Kilauea, Model of St. Peter's, Venice Murano Company, Vienna Café, the Workingman's Home, etc. Here you will walk among Esquimaux, Turks, Persians, Kanakas, Javanese, Egyptians, Japanese, Chinese, and Ethiopians, along an avenue of separate splendors, where glass is cut, spun, and woven, where Mohanmedans go to their prayers in mosques, where beautiful minarets recall the encomiums of oriental travelers. At last you are to recall the colossal expense of this World's Festival.

Cost.—The city of Chicago gave \$5,000,000 in bonds, which are to draw interest for years; the citizens, including great numbers of wage-earners, subscribed nearly \$6,000,000; Congress has given and loaned what has amounted to nearly \$7,000,000; the nations of the Old World have donated about \$6,000,000; the States have appropriated over \$1,500,000, their total exhibits exceeding \$6,000,000, and the Exposition Company has raised over \$4,000,000 on bonds. Here, then, we must consider the overwhelming fact that the scenes in Jackson Park and Midway Plaisance, outside of its expense to the exhibitor and the visitor, have cost about \$30,000,000. And yet, if we be inclined to doubt the wisdom of an extravagance so unprecedented, let us contrast on one hand the happiness to be gained with this display, and on the other hand the sorrow and the misery attending many an unrighteous and more costly war in history. This is a lesson of peace, costing \$30,000,000; it ought to be worth one hundred billions of war. To pack, unpack, carry and set up

the exhibits of the Fair, have required about \$3,000,000. All cases transported across seas were lined with heavy sheet lead. As many as 15,000 men were at work in the grounds on one day.

Items.—The paint was put on by machinery. The exhibits were handled by a machine familiarly called the "willobus-wollobus," acting in an almost human way, with the strength of a locomotive. There is a map in the Transportation Building 40 feet long by 30 high. The first locomotive to reach Chicago (by schooner) is there; the first Pullman car; the locomotive "General," celebrated in the Andrews raid of the Civil War, is there; the exhibit of Stumm, friend of the German Emperor, in the Mines, will overshadow any American display of iron. Its obelisks made of sections of I-beams; its foliage of bar-iron and piping, its portal of tubing, will attract the eye, to the prejudice of other exhibits. Under the dome of Horticultural Hall is a grotto leading to a reproduction of the Black Hills cave, where stalactites and stalagmites will sparkle under electric lights, and, outside the cave, Australian "elkhorn" fungi, French shrubbery, and blooming flowers will make the stay delightful. On one Sunday, before the opening, 18,000 people went through the hot-houses of this building. The Wisconsin monolith is 115 feet long—or larger than the Egyptians or Assyrians cut at Thebes, Memphis, or Baalbec. Three remarkable domes will be seen—the most beautiful one, outside and in, being that of the Administration Building; the most interesting, the Government, because it holds a section of the California redwood tree; the other, the dome of Illinois, which commands the entire Fair.

Fatigue.—Should the visitor become fatigued on account of the strain upon the mind, rather than on the body, frequent refreshment cannot fail to be beneficial, so that a liberal policy in this regard will become a positive economy. In making arrangements to visit the Fair, count on exceeding the ordinary stay, as it may be difficult and often unwise to leave at the moment originally intended, in view of the many attractions of the Exposition.

Apartments.—As this Guide should be sufficient to guard the reader against extortion by landlords, so the Guides prepared especially for the Fair by Messrs. Rand & McNally will conduct the visitor through all its scenes and departments with least loss of time and money. It is the advice of doctors that visitors should take long journeys away from the grounds, in order to distract the mind from its unwonted excitement, and for this purpose accommodations for hundreds of thousands of travelers have been prepared.

Security to person and property.—Respecting protection to visitors, extraordinary precautions have been taken to secure to the public and to exhibitors the largest freedom, together with immunity from annoyances likely to occur in the assemblage of vast multitudes. The Columbian Guard, especially trained for the occasion, will be supplemented by efficient corps of the most skillful detectives, guides, and watchmen. This force can easily be

increased to 3,000 if necessary, and is under the command of officers detailed by the War Department.

Trains will run from Ogden and Western avenues to the grounds, and all persons going south of Madison Street and west of Ashland Avenue should adopt this route to avoid the heart of the city in the busy hours. The lake steamers will sail from both down-town and Lincoln Park. The Illinois Central will carry people to best advantage, as it has prepared hundreds of special cars, which can not be overcrowded. There will be trains from the Van Buren Street Station. The Elevated road is to enter the park, and those who are so fortunate as to get on board will have the pleasantest ride. The cable-cars, on two branches, particularly the Cottage Grove lines, which reach both the main park and Midway Plaisance, will charge but a nickel, and the remaining means of reaching the Fair are by carriage or other conveyance. The West Side, meanwhile, has pursued its old-time policy of opposing elevated roads, and finds even its Blue Island Avenue cable, so long in process of building, a mere project. The inadequacy of West and North Side transportation has led to the astonishing spread of hotel-building south of Fiftieth Street. Transportation inside the grounds is amply provided for by the Intramural Railway, with nine stations. It can not be possible that Chicago will not be able to entertain properly all who may come; and as for food-supplies, if there shall be a scarcity, it must fall on the people who do not come, because this is the *entrepôt* of the Mississippi Valley, and the train-loads of provisions need not go out if all can be eaten here. Lake Michigan is here to drink, and no better water exists on earth.

Taken in detail and in its entirety, the Columbian Exposition eclipses all previous celebrations of the world's progress in what is most conducive to the education, welfare, and happiness of mankind. The site chosen is ideal and full of inspiration; the separate exhibits represent the latest achievements of human toil and genius; the occasion marks the anniversary of an epoch in the history of discovery which revolutionized the thoughts of men, widened infinitely the scope and purpose of philanthropic action, and sealed with a fiat greater than that of kings the fortune, not the fate, of republican liberty.

Conclusion.—Our book has been in all things brief, but filled with information. Chicago has been shown as was never before in print. To the doubter at home, our Graphic Maps and accurate figures may be shown, and to the visitor no other guide will be necessary. Because we have, with equal fidelity, devoted companion-works to the subject of the Exposition, to which we confidently recommend the readers of this present volume, we have undertaken here only a desultory reference to a subject so large that it could not be neglected, nor could it in its magnitude be added to this Guide.

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INDEX TO GENERAL MAPS.

Explanatory.

The letters and figures following the names of streets are given to ascertain their location on the map. Take, for example, **Aberdeen, N-23**.

On each side of the map are figures reading downward, and along the margin, top and bottom, are the letters of the alphabet, reading from left to right. N-23 refers to that point on the map where lines, if drawn from 23 to 23 east and west, and from N to N north and south, would intersect each other at right angles; Aberdeen would be found at such intersection.

In this way any place or building in the city may be located, if two intersecting streets in the vicinity are known. For example: The West Division Water Tower and Pumping Station are at Twenty-second street and Ashland avenue. In the street directory it will be found that Ashland avenue is noted as M-30. Referring on the map to the letter M, and drawing a line to the level of the figure 30 at the sides of the map, it will be found that this avenue runs north and south, merging into North Ashland avenue at Randolph street. Twenty-second street may be traced in the same way and the intersection found.

Abbreviations.

ave	Avenue.	N	North.	sq	Square.
boul.	Boulevard.	pl	Place.	W	West.
ct	Court.	rd	Road.		
fr	From.	S	South.		

STREETS AND AVENUES.

A	M 17	Aldine	O 14	Argyle	M 10	Ashland Ct.....	M 21
Abbott Ct.....	O 15	Aldine.....	R 30	Argyle Ave.....	Y 54	Ashton.....	J 44
Aberdeen	N 23	Aldine Sq.....	R 30	Arizona Ave.....	D 16	Astor.....	Q 19
Aberdeen Ave.....	Y 54	Alexander.....	P 27	Arlington.....	M 11	Atlantic.....	P 35
Ada.....	M 22	Alexander Ave.....	N 12	Arlington Pl.....	O 16	Atlantic Ave.....	H 37
Ada, N.....	M 22	Alice Ave.....	V 55	Armida Ave.....	K 47	Attica.....	N 29
Adams.....	P 23	Alice Ct.....	K 18	Armin Ave.....	L 8	Attrill.....	J 17
Adams.....	E 12	Alice Pl.....	J 17	Armitage Ave.....	I 18	Aubert Ave.....	J 12
Adams Ave.....	T 40	Allen Ave.....	H 15	Armitage Ct.....	I 18	Auburn.....	N 29
Adams, W.....	K 23	Allen Ave.....	W 51	Armour.....	M 21	Auburn Ave.....	O 41
Addison.....	B 9	Almond.....	K 24	Armour Ave.....	P 26	Augusta.....	K 20
Addison.....	K 14	Allport.....	M 26	Artesian Ave.....	J 22	Augusta, W.....	E 20
Addison Ave.....	T 38	Ambrose.....	K 27	Artesian Ave.....	J 41	Austin.....	a 14
Addison Terrace.....	U 44	Andrew Ave.....	H 12	Arthington.....	M 24	Aus'in Ave.....	A 9
Adelaide.....	K 14	Andrews Ave.....	P 52	Arthur.....	O 26	Austin Ave.....	B 16
Adelaide Ct.....	F 27	Ann.....	N 22	Arthur Ave.....	X 41	Austin Ave.....	M 21
Adele Ave.....	J 31	Ann, N.....	N 22	Ash.....	b 13	Ave. A.....	Z 50
Adelheid Ave.....	F 14	Anna Ave.....	K 14	Ash.....	J 29	Ave. B.....	U 41
Agnes Ave.....	F 14	Anthony Ave.....	T 40	Ashford Ave.....	E 18	Ave. B.....	Z 46
Ainslie.....	N 10	Arboretum, The.....	L 45	Ashkum Ave.....	W 45	Ave. C.....	U 41
Alaska.....	O 19	Arbour Pl.....	M 22	Ashland.....	K 24	Ave. C.....	Z 46
Albany Ave.....	I 24	Arcade Ct.....	P 23	Ashland Ave.....	E 11	Ave. D.....	Z 47
Albany Ave., N.....	I 22	Arch.....	M 28	Ashland Ave.....	M 12	Ave. E.....	Z 47
Albany Ave.....	I 42	Archer Ave.....	K 30	Ashland Ave., N.....	M 20	Ave. F.....	Z 47
Albert.....	M 26	Ardmore Ave.....	N 8	Ashland boul.....	M 26	Ave. G.....	Z 47

Cherry.....	G 40	College.....	K 44	Custab Ave.....	E 14	Douglas Park Pl....	J 25
Cherry Ave.....	N 19	College Pl.....	R 29	Custer Ave.....	I 41	Dover.....	E 12
Cherry Pl.....	J 17	Collins.....	I 25	Custom House Pl..	P 25	Dover.....	M 11
Chester.....	L 17	Collins Ct.....	K 27	Cuyler Ave.....	L 12	Drake Ave.....	H 15
Chestnut.....	a 17	Cologne.....	N 27	Cypress.....	K 24	Drake Ave.....	H 21
Chestnut.....	D 18	Colorado Ave.....	I 23			Dresden Ave.....	H 15
Chestnut.....	D 21	Colton.....	K 41			Drew.....	L 47
Chestnut.....	I 34	Columbia.....	K 18			Drexel Ave.....	S 37
Chestnut.....	P 36	Columbia Ave.....	E 18	D Ave.....	Z 50	Drexel Boul.....	S 32
Chestnut.....	Q 20	Columbia Pl.....	G 22	Dakin.....	N 13	Duncan Ave.....	W 40
Chestnut.....	U 34	Columbia Terrace..	K 33	Dakota Ave.....	K 38	Dunham Ave.....	P 50
Chestnut Pl.....	Q 20	Columbus Ave.....	J 39	Dale.....	F 14	Dunn.....	O 21
Chicago Ave.....	O 20	Commercial.....	L 14	Dale Pl.....	L 27	Dunning.....	N 16
Chicago Ave., W..	K 20	Commercial.....	L 16	Daly.....	J 30	Durham Ave.....	E 17
Chicago Terrace...	G 21	Commercial.....	L 18	Damon.....	N 24	Dussold.....	O 25
Choctaw Ave.....	I 41	Commercial Ave..	X 42	Danford.....	X 43	Dwight.....	D 10
Christian Ave.....	H 20	Concord.....	O 33	Danforth.....	C 10	Dyer.....	C 10
Church.....	C 11	Concord Pl.....	N 18	Dania Ave.....	J 19		
Church.....	J 18	Congress.....	P 23	Daniel Pl.....	E 19		
Church Pl.....	M 28	Congress, W.....	L 23	Danphin Ave.....	S 44	E Ave.....	Z 50
Chnrch Pl.....	N 23	Conneat Ave.....	I 16	Davis.....	K 10	Eagle.....	O 22
Churchill.....	K 18	Connors.....	O 19	Davis.....	K 19	Earl.....	P 28
Chnrch Rd.....	K 7	Conrad.....	O 26	Davis.....	K 37	Earl Ave.....	U 40
Cicero Ct.....	J 23	Constance Ave....	U 42	Dawson Ave.....	H 15	Early Ave.....	M 8
Clara Pl.....	J 17	Cook.....	G 15	Day.....	X 50	East Ave.....	D 10
Claremont Ave....	K 10	Cook.....	M 33	Dayton.....	N 19	East Ct.....	O 15
Claremont Ave....	K 24	Cook.....	O 21	Dean.....	L 19	East End Ave....	U 35
Claremont Ave....	M 9	Cooley.....	K 8	Dearborn.....	P 27	Eastern Ave.....	I 38
Clarence Ave....	N 13	Cooper.....	M 17	Dearborn Ave....	P 19	Eastman.....	N 19
Clarinda.....	L 20	Cooper.....	K 37	Deering.....	M 28	East River.....	X 50
Clark.....	P 23	Cornelia.....	E 20	De Kalb.....	K 24	Eastwood Ave....	N 11
Clark.....	P 51	Cornelia.....	J 17	De Koven.....	O 24	Eberhard Ave....	H 37
Clark Ave.....	V 44	Cornelia.....	L 14	Delaware.....	D 20	Eberhart.....	H 19
Clark, N.....	P 21	Cornelia.....	M 20	Delaware Ave....	F 27	Eberly Ave.....	H 15
Clark Pl.....	N 45	Cornelia Ave....	G 14	Delaware Pl.....	Q 20	Eda.....	Q 30
Clarke.....	C 10	Cornelins.....	P 47	Della.....	D 24	Edbrook Pl.....	J 17
Clarkson Ave....	I 18	Cornell.....	M 20	Deming Ct.....	O 16	Eddy.....	N 14
Clarkson Ct.....	I 22	Cornell Ave....	U 34	Dempster Pl....	O 15	Edgar.....	L 18
Clay.....	J 10	Cortez.....	I 20	Denver Ave.....	B 17	Edgerton Ave....	T 36
Clay.....	N 18	Cortland.....	b 18	Depot.....	J 23	Edgecomb Ct....	N 12
Clay Ave.....	K 10	Cortland.....	K 18	Desplaines.....	O 22	Edgemont Ave....	M 24
Clayton.....	K 34	Cortland Ct....	I 18	Desplaines.....	O 34	Edgewater Ave....	M 8
Clayton.....	N 26	Corwin.....	L 25	Desplaines, N..	O 21	Edgewater Pl....	M 7
Cleaver.....	M 20	Corwin Pl.....	L 27	Devon Ave.....	M 7	Edgewood Ave....	I 17
Clement Ave....	J 32	Cosgrove Ave....	L 12	Dewey Ct.....	O 16	Edith.....	H 20
Cleveland.....	O 36	Cottage Grove Ave	R 34	Dewey Pl.....	L 44	Edson Ave.....	N 16
Cleveland Ave....	E 35	Couch Pl.....	P 22	Dexter Ave.....	O 32	Edward.....	O 17
Cleveland Ave....	F 19	Conlter.....	K 27	Diana.....	O 50	Edward Ave.....	X 41
Cleveland Ave....	F 20	Court.....	R 38	Dickens Ave....	I 17	Edwards.....	C 10
Cleveland Ave....	O 18	Court Pl.....	P 22	Dickey.....	O 37	Eggleston Ave..	P 40
Clifton.....	F 27	Coventry.....	M 18	Dickey Ave.....	H 19	Eighteenth.....	P 26
Clifton Ave....	I 16	Craft.....	N 14	Dickson.....	M 19	Eighteenth Pl., W	N 26
Clifton Ave....	N 15	Crandall Ave....	G 14	Dieden.....	M 20	Eighteenth, W..	L 26
Clifton Ave....	N 17	Crawford Ave....	G 26	Diller.....	K 22	Eight Ave.....	S 47
Clifton Park Ave.	H 26	Crawford Ave., N	G 20	Diversey Ave....	I 16	Elgth Ave.....	Z 46
Clinton.....	O 24	Cregier Ave....	U 39	Division.....	F 11	Eightieth.....	S 41
Clinton.....	O 44	Crescent Pl.....	N 12	Division.....	N 19	Eightieth Ct....	G 41
Clinton, N.....	O 22	Crittenden.....	M 20	Division, W.....	H 19	Eightieth Ct....	X 41
Clinton Ave....	I 34	Crittenden Rd..	X 51	Dix.....	N 20	Eightieth Pl....	J 41
Clond Ave.....	V 44	Crooked.....	M 17	Dobson Ave....	S 40	Eighty-first.....	S 41
Cloud Ct.....	P 35	Crosby.....	O 20	Dock.....	Q 22	Eighty-first Ct.	G 41
Clybourn Ave....	N 18	Cross.....	H 23	Dodge.....	P 25	Eighty-first Ct.	X 41
Clybourn Pl.....	M 18	Crossing.....	L 18	Dolton Ave.....	R 55	Eighty-first Pl..	J 41
Clybourn Pl., W.	J 18	Crowell.....	J 17	Dominick.....	M 17	Eighty-first Pl..	S 41
Coblentz.....	K 17	Crown Pl.....	J 28	Dor Pl.....	G 19	Eighty-second..	S 41
Coles Ave.....	W 39	Crystal.....	K 19	Douglas.....	E 13	Eighty-second Ct.	G 41
Colfax Ave.....	R 37	Currier.....	M 20	Douglas Ave....	N 45	Eighty-second Ct.	X 41
Colfax Ave.....	V 50	Curtis.....	N 22	Douglas Ave....	Y 49	Eighty-second Pl.	J 41
Colfax Ave.....	W 42	Curtis, N.....	N 22	Douglas Ave....	Y 54	Eighty-second Pl.	S 41
Colfax Ave.....	W 51	Curtis Ave.....	Q 49	Douglas Park boul.	H 25	Eighty-third.....	U 42

Eighty-third Pl.....	G 42	Ernst Ave.....	M 7	Fifty-fourth.....	B 11	Forty-fifth.....	R 32
Eighty-third Pl.....	T 42	Escanaba.....	X 44	Fifty-fourth.....	S 34	Forty-fifth Ct.....	P 32
Eighty-fourth.....	U 42	Essex Ave.....	W 42	Fifty-fourth Ct.....	H 34	Forty-sixth.....	R 32
Eighty-fourth Pl.....	G 42	Essex Ave.....	W 55	Fifty-fourth Pl.....	S 34	Forty-seventh.....	R 33
Eighty-fifth.....	U 42	Estman.....	C 10	Fifty-fifth.....	S 35	Forty-seventh, N.....	C 12
Eighty-fifth Pl.....	G 42	Enclid Ave.....	M 7	Fifty-fifth Pl.....	G 35	Forty-seventh Pl. K	K 33
Eighty-sixth.....	U 42	Enclid Ave.....	U 39	Fifty-sixth.....	S 35	Forty-eighth.....	E 33
Eighty-sixth Pl.....	G 42	Enclid Pl.....	O 45	Fifty-sixth Pl.....	B 8	Forty-eighth.....	S 33
Eighty-sixth Pl.....	N 42	Engenie.....	O 18	Fifty-sixth Pl.....	O 35	Forty-eighth, N.....	C 12
Eighty-seventh.....	V 42	Evans Ave.....	R 33	Fifty-seventh.....	B 8	Forty-eighth Ct.....	H 33
Eighty-seventh Pl.....	S 43	Evans Ave.....	R 40	Fifty-seventh.....	S 35	Forty-eighth Pl.....	C 12
Eighty-eighth.....	V 43	Evans Ct.....	O 26	Fifty-seventh Pl.....	B 8	Forty-ninth.....	S 33
Eighty-eighth Pl.....	S 43	Evanston Ave.....	N 11	Fifty-seventh Pl.....	G 35	Forty-ninth, N.....	C 12
Eighty-ninth.....	V 43	Everett.....	F 13	Fifty-eighth.....	S 35	Forty-ninth Ct.....	K 33
Eighty-ninth Pl.....	S 43	Everett.....	S 37	Fifty-eighth, N.....	E 10	Forty-ninth Ct.....	N 33
Elaine.....	O 14	Everett.....	C 10	Fifty-eighth Ct.....	F 13	Forty-ninth Pl.....	C 12
Elbridge Ave.....	H 15	Everett Ave.....	U 35	Fifty-eighth Pl.....	G 35	Forty-ninth Pl.....	D 17
Elburn Ave.....	M 24	Evergreen.....	L 19	Fifty-ninth.....	S 36	Foster.....	I 10
Elderrin.....	C 20	Evergreen Ave.....	H 16	Fifty-ninth, N.....	M 10	Foster Ave.....	U 44
Eldredge Ct.....	Q 14	Evergreen Ave.....	J 16	Fifty-ninth Pl.....	F 36	Fourteenth.....	Q 25
Eleanor Ave.....	W 52	Evergreen Ave.....	K 19	Fifty-ninth Pl, N.....	C 9	Fourteenth, W.....	L 25
Eleventh, W.....	M 24	Evergreen Ct.....	K 16	Fillmore.....	J 24	Fourth Ave.....	Z 54
Elgin.....	P 26	Evergreen Pl.....	L 44	Finch Ave.....	F 15	Fowler.....	K 19
Elias Ct.....	M 28	Everts Ave.....	L 34	First.....	O 21	Fox.....	M 29
Elizabeth.....	M 22	Ewing.....	O 24	First Ave.....	Y 49	Fox Pl.....	M 19
Elizabeth.....	M 42	Ewing Ave.....	Z 46	First Ave.....	Z 54	Francis.....	M 8
Elizabeth.....	O 34	Ewing Pl.....	K 19	Fisher.....	M 8	Francisco.....	I 24
Elizabeth, N.....	M 22	Exchange Ave.....	N 31	Fisher Ave.....	L 7	Francisco Ave.....	I 27
Elizabeth Ave.....	V 42	Exchange Ave.....	X 44	Fisher Ave.....	M 7	Francisco Ave.....	I 30
Elizabeth Ave.....	V 52	F Ave.....	Z 50	Fisk.....	N 26	Francisco, N.....	I 20
Elk.....	L 19	Fair Pl.....	O 19	Fleetwood.....	M 19	Francis Pl.....	J 17
Elkgrove.....	L 18	Fairfield Ave.....	J 25	Fletcher Ave.....	M 15	Frank.....	N 25
Ellen.....	L 19	Fairfield Ave., N.....	J 19	Florence Ave.....	J 31	Frankfort.....	K 17
Ellen.....	N 38	Fairmount Ave.....	F 27	Florence Ave.....	N 16	Franklin.....	B 9
Ellery Ave.....	K 42	Fairview Ave.....	J 16	Florimond.....	P 18	Franklin.....	E 11
Ellington Ave.....	V 39	Fake.....	M 28	Flournoy.....	J 24	Franklin.....	P 23
Elliott Ave.....	U 41	Falls.....	J 22	Follansbee.....	I 17	Franklin, N.....	P 21
Ellis Ave.....	S 35	Fallon.....	G 11	Fontenoy Pl.....	L 19	Franklin Ave.....	J 15
Ellis Park.....	R 30	Farragt Ave.....	M 9	Ford.....	O 35	Frederick.....	J 18
Ellsworth.....	P 24	Farrell.....	N 28	Ford Ave.....	W 40	Frederick.....	O 16
Elm.....	B 13	Farwell Ave.....	R 38	Forest Ave.....	a 14	Frederick Ave.....	G 19
Elm.....	D 9	Fay.....	E 12	Forest Ave.....	b 18	Freeman.....	J 29
Elm.....	D 21	Fayette Ct.....	M 24	Forest Ave.....	D 11	Fremont.....	N 18
Elm.....	G 10	Feinberg Ave.....	M 9	Forest Ave.....	J 16	French Ave.....	W 40
Elm.....	G 40	Ferdinand.....	K 21	Forest Ave.....	L 7	Front.....	L 8
Elm.....	N 47	Fern.....	A 18	Forest Glen Ave.....	Q 30	Front.....	M 45
Elm.....	P 20	Fifteenth.....	P 25	Forest Ridge Ave.....	K 45	Front.....	Q 51
Elmwood Pl.....	R 30	Fifteenth, W.....	L 25	Forestville Ave.....	R 32	Front.....	Q 51
Elsa Ave.....	F 35	Fifth Ave.....	P 23	Formosa Terrace.....	U 44	Fry.....	M 20
Elston Ave.....	L 17	Fifth Ave.....	P 29	Forquer.....	G 24	Fuller.....	M 28
Elston Rd.....	E 10	Fiftieth.....	C 12	Forquer.....	G 24	Fullerton Ave.....	I 16
Emerald.....	F 19	Fiftieth.....	S 33	Fortier.....	O 24	Fulton.....	K 22
Emerald.....	O 38	Fiftieth.....	C 12	Fortieth.....	R 31	Fulton Ave.....	L 7
Emerald Ave.....	O 41	Fiftieth.....	S 33	Fortieth, W.....	G 22	Gage.....	N 30
Emerald Ave.....	O 30	Fiftieth.....	S 33	Fortieth Ct.....	O 31	Gage Ct.....	J 35
Emerson Ave.....	K 21	Fiftieth Ct.....	N 33	Fortieth Pl.....	F 19	Gage Pl.....	J 34
Emery.....	H 20	Fiftieth Ct.....	R 33	Fortieth Pl.....	I 31	Gait Ave.....	N 11
Emily.....	L 20	Fiftieth Pl.....	C 12	Forty-first.....	F 26	Garden.....	A 18
Emma.....	M 20	Fiftieth Pl.....	D 17	Forty-first, N.....	F 14	Garden.....	N 23
Emmett.....	E 33	Fiftieth Pl.....	S 34	Forty-second.....	R 31	Garden Ave.....	I 15
Ems.....	K 17	Fifty-first.....	S 34	Forty-second, N.....	F 14	Gardner Ave.....	I 13
Englewood.....	H 36	Fifty-first Ct.....	G 34	Forty-second Pl.....	F 28	Gardner.....	O 19
Englewood Ave.....	G 36	Fifty-first Pl.....	D 17	Forty-second Pl.....	S 31	Garfield Ave.....	G 17
Englewood Ave.....	O 36	Fifty-second.....	S 34	Forty-second Pl.....	F 28	Garfield Ave.....	K 10
Erie.....	H 13	Fifty-second Ct.....	G 34	Forty-third.....	R 31	Garfield Ave.....	N 17
Erie.....	P 21	Fifty-third.....	B 11	Forty-third Pl.....	F 25	Garfield Boul.....	G 24
Erie, W.....	M 21	Fifty-third.....	S 34	Forty-fourth.....	P 32		
Erie Ave.....	X 44	Fifty-third Ct.....	H 34	Forty-fourth Ct.....	P 32		
Erlina.....	E 33	Fifty-third Pl.....	B 11	Forty-fourth Pl.....	R 32		
Ermena Ave.....	K 47						

Garfield Boul.....	L 35	Greenwood Ave.....	K 16	Hazel.....	M 47	Hough Pl.....	N 27
Garland Pl.....	Q 22	Greenwood Ave.....	S 36	Hazel.....	N 12	Houssen Ct.....	G 15
Garrett.....	L 28	Greenwood Ave.....	S 44	Hazel Ave.....	L 44	Houston Ave.....	X 42
Garvin Ave.....	V 44	Grenshaw.....	J 24	Hazelton Ave.....	D 9	Honston Ave.....	X 54
Gary Pl.....	O 13	Gresham Ave.....	H 15	Heald.....	O 36	Howard.....	Q 50
Ganlt Pl.....	O 20	Gresham Ave.....	M 44	Heffron.....	L 47	Howard Ave.....	F 17
Genesee.....	J 12	Griffin Ave.....	H 16	Hegewisch Ave.....	X 54	Howard Ave.....	V 55
Genesee Ave.....	G 23	Gross Ave.....	M 32	Heine.....	I 12	Howard Ave.....	X 54
Geueva.....	J 30	Gross Ave.....	V 44	Heine.....	I 18	Howard Ct.....	I 20
Genevieve.....	N 33	Gross Parkway.....	J 20	Hein Pl.....	O 19	Howe.....	L 45
George.....	N 15	Gross Terrace.....	I 23	Henderson.....	D 13	Howe.....	O 18
George.....	N 20	Grove.....	b 18	Henderson.....	H 14	Hoxie Ave.....	W 48
George Ave.....	E 17	Grove.....	M 47	Henderson.....	L 16	Hoyne Ave.....	K 15
George Ave.....	O 15	Grove.....	P 26	Henshall.....	P 31	Hoyne Ave.....	K 27
George Pl.....	K 21	Grove Ave.....	B 10	Henry.....	L 25	Hoyne Ave.....	K 33
Geraldine Ave.....	E 13	Grove Ave.....	I 12	Henry Ct.....	J 17	Hoyne Ave., N.....	K 19
Germania Pl.....	P 19	Groveland Ave.....	E 16	Herbert Ave.....	G 10	Hubbard.....	E 21
Giddings.....	K 11	Groveland Ave.....	R 28	Herman Ave.....	W 43	Hubbard Ct.....	Q 24
Gilbert Pl.....	O 42	Groveland Ct.....	O 42	Hermitage Ave.....	L 24	Huber.....	M 17
Gillett Ave.....	W 48	Groveland Pk.....	R 29	Herdon.....	M 17	Huck Ave.....	K 10
Gilpin Pl.....	M 24	Guernsey Ave.....	E 10	Herdou Ave.....	M 13	Hudson.....	J 29
Girard.....	L 18	Gunn.....	O 36	Hervey.....	L 17	Hudson Ave.....	O 19
Girard.....	M 44	Gurley.....	N 24	Hessing Ave.....	I 14	Huler.....	M 46
Gladys Ave.....	F 23	Guttenbnrg Ave.....	G 18	Hewitt Ave.....	V 55	Hull.....	I 24
Glendale Ave.....	H 35	Haddock Pl.....	P 22	Hews Ave.....	V 48	Hull.....	O 18
Glenlake Ave.....	N 7	Haines.....	N 20	Hibbard Ave.....	T 34	Humboldt.....	I 18
Glenview Ave.....	G 20	Hall.....	O 15	Hickling Ave.....	N 34	Humboldt Ave.....	E 17
Glenwood Ave.....	L 18	Hallowell.....	C 10	Hickory.....	M 28	Humboldt Ave.....	H 16
Glenwood Ave.....	L 20	Halsted.....	O 27	Hickory Ave.....	L 46	Humboldt Ave.....	I 12
Gloy Pl.....	L 17	Halsted, N.....	O 22	Hickory Ave.....	N 19	Humboldt Ave.....	I 16
Goethe.....	P 19	Hamburg.....	K 17	High.....	b 18	Humboldt Ave.....	J 20
Goethe Ave.....	Y 54	Hamilton.....	L 8	High.....	E 14	Humboldt Boul.....	I 17
Gold.....	N 24	Hamilton Ave.....	K 23	High.....	I 38	Hunting Ave.....	E 11
Goldsmith Ave.....	O 40	Hamlin Ave.....	G 23	High.....	M 17	Huntingdon.....	C 10
Good.....	N 24	Hamlin Ave.....	G 34	High.....	N 47	Huron.....	H 13
Goodman.....	B 10	Hamlin Ave., N.....	G 19	High Ave.....	Y 49	Huron.....	P 21
Goodspeed.....	L 32	Hammond.....	P 18	High Ave.....	Y 54	Huron, W.....	J 21
Goodwin.....	H 25	Hammond Ave.....	I 15	Highland Ave.....	F 19	Hutchinson.....	H 12
Gordon.....	D 10	Hampden Ct.....	O 16	Highland Ave.....	K 47	Hydraulic Pl.....	P 23
Gordon.....	O 32	Hancock Ave.....	G 18	Hill.....	b 18	Hyman Ave.....	E 39
Gordon Terrace.....	O 12	Harbor Ave.....	Y 44	Hilliard Ave.....	M 47	Hyndman.....	C 9
Goshen.....	P 32	Harding Ave.....	G 34	Hills.....	P 20		
Grace.....	M 13	Harding Ave.....	G 10	Hinkley Ave.....	F 17		
Grace.....	O 19	Harding Ave.....	G 21	Hinman.....	M 26	Ida.....	E 24
Grace Ave.....	I 12	Harding Ave.....	G 28	Hinsche.....	O 19	Ida.....	O 35
Grace Ave.....	T 37	Harling.....	G 11	Hirsch.....	F 19	Iglehart Pl.....	R 28
Graceland Ave.....	K 13	Harrison Ct.....	Q 24	Hirsch.....	J 19	Illinois.....	K 8
Graham.....	B 11	Harrison.....	P 23	Hobbie.....	O 20	Illinois Ave.....	P 21
Graham.....	X 47	Harrison, W.....	K 23	Hoe.....	N 23	Illinois Ave.....	N 29
Grand Ave.....	I 20	Harrisou Ave.....	S 46	Hoffman Ave.....	J 17	Illinois Ave.....	X 42
Grand Ave.....	M 7	Hart.....	J 30	Hoking.....	P 31	Illinois Ave.....	Z 50
Grand Boul.....	R 32	Hartwell Ave.....	Q 37	Holden.....	P 25	Independence Pl.....	E 22
Grand Terrace.....	T 40	Harvard.....	J 24	Holden Pl.....	Q 23	Indiana.....	P 21
Grant Ave.....	B 10	Hastings.....	L 25	Holden Sett. Rd.....	O 42	Indiana Ave.....	Q 30
Grant Ave.....	F 18	Hathaway.....	E 14	Hollywood Ave.....	N 8	Indiana Boul.....	Z 46
Grant Pl.....	K 10	Haugan.....	M 13	Holt.....	M 19	Indiana, W.....	K 21
Grant Pl.....	P 38	Haven.....	P 28	Homan Ave.....	H 23	Ingleside Ave.....	S 35
Grant Pl.....	O 17	Hawkins.....	D 21	Homan Ave., N.....	H 21	Ingraham.....	M 19
Grassie Ave.....	J 32	Hawue Ave.....	V 55	Homer.....	K 18	Iukerman.....	P 32
Graves Pl.....	R 29	Hawthorne Av.....	N 19	Honoré.....	L 23	Institute Pl.....	P 20
Gray.....	C 10	Hawthorne Ave.....	O 40	Honoré.....	L 30	Ione Pl.....	R 33
Graylock Ave.....	P 33	Hawthorne Pl.....	O 14	Honoré.....	L 37	Iowa.....	F 20
Greeley Pl.....	N 20	Hayes.....	E 16	Honoré.....	O 38	Iowa.....	K 20
Green.....	N 23	Hayes Ave.....	E 47	Hood Ave.....	L 7	Iron.....	M 29
Green.....	N 36	Haynes Ct.....	M 28	Hooker.....	N 19	Iron.....	Q 50
Green, N.....	N 22	Hazel.....	K 46	Hope.....	N 21	Irving.....	a 14
Green Bay Ave.....	Y 43			Hope Ave.....	T 37	Irving.....	K 47
Greenbay Ave.....	Y 54			Hopkinson Pl.....	L 43	Irving Ave.....	F 13
Greenwich.....	K 18			Horton Ct.....	L 44	Irving Ave.....	K 12
Greenwood Ave.....	F 12			Hosmer Ave.....	D 18	Irving Ave.....	K 23

Irving Pk. Boul.	II 13	Kenwood Ave.	G 14	Lessing	N 20	Ludl Pl.	L 19
Irving Pl.	K 22	Kenwood Ave.	T 33	Levant Ave.	U 42	Lumber	J 28
Isabella	H 20	Kenwood Pl.	R 32	Levee	M 28	Lumber	O 27
Isabella Ave.	K 11	Kenwood Terrace	V 39	Levy Ave.	C 16	Lumber	P 25
		Kerny	G 40	Lewis Ave.	B 17	Lundy	K 30
Jackson	C 10	Kidder Ct.	S 40	Lewis.	C 10	Lundy's Lane.	K 29
Jackson	G 10	Kimball	K 46	Lewis.	M 16	Lunn Ct.	J 25
Jackson	P 23	Kimball Ave.	H 17	Lexington	a 10	Luther	J 27
Jackson	P 34	Kimbark Ave.	T 35	Lexington	J 24	Lutz Ave.	J 12
Jackson Ave.	S 35	King Pl.	N 15	Lexington Ave.	O 40	Lutz Pl.	O 19
Jackson Boul.	K 23	Kingsbnry	O 21	Lexington Ave	S 36	Lydia	O 22
Jackson Park Ter. T	37	Kingston Ave.	W 42	Lexington Ave.	S 44	Lydiard.	D 20
Jackson, W	K 23	Kingston Ave.	W 55	Leyden Ave.	B 17	Lyman.	M 28
James	C 10	Kinney Ave.	U 38	Liberty.	G 40	Lyman Ave.	K 11
James.	D 11	Kinzie	P 21	Liberty	O 25	Lyndale Ave.	E 17
James.	K 34	Kinzie, W	L 22	Lill	K 16	Lyon Ave	R 44
James Ave.	M 29	Kleinman Ave.	W 49	Lill Ave.	N 16	Lytle	M 24
Jane	L 20	Koenig Ave.	I 15	Lilla	E 24		
Jan Huss Ave.	G 16	Kohlsaat Ave.	O 13	Lime	N 27	McAlpine	K 29
Jan Huss Ave.	G 42	Kosciusko	K 17	Lincoln	L 12	McAuley Ave.	F 18
Jansen	M 14	Kramer	O 25	Lincoln	L 24	McChesney Ave.	R 37
Jarvis	H 32	Kruse Ave.	J 33	Lincoln	L 30	McDermost	M 28
Jasper	F 19	Knehl Pl.	L 17	Lincoln	L 35	McGlashen.	O 27
Jasper	M 29	Kuhn Ct.	J 17	Lincoln, N	L 19	McHenry	M 18
Jefferson	I 38	Knyper	P 47	Lincoln, N	L 21	McIlroy	H 20
Jefferson	O 25			Lincoln Ave.	G 15	McKibbin Ave	I 32
Jefferson, N	O 22			Lincoln Ave.	O 17	McLean Ave.	G 17
Jefferson Ave	D 11	Lafayette Pk. Wy. N	10	Lincoln Ave.	P 38	McLeod Ave.	J 37
Jefferson Ave.	E 14	Lafin	M 25	Lincoln Ave.	Q 55	McMaster	H 14
Jefferson Ave	T 40	Lake	P 22	Lincoln Ave.	V 50	McMullen Ct.	N 26
Jefferson Ct.	E 10	Lake, W	L 22	Lincoln Ct	Y 53	McReynolds	L 19
Jefferson Ct.	J 17	Lake Ave.	T 32	Lincoln Pl.	O 17	Macalester Pl.	M 24
Jefferson Pl.	E 10	Lake Ave.	X 39	Linden	a 17	Macedonia	L 19
Jeffery Ave.	V 42	Lake Park Ave.	R 28	Linden	M 10	Macfarlane	U 44
Jesse Pl.	K 21	Lake Park Pl.	Q 24	Linden Ave.	D 18	Mackinaw Ave	Y 43
John Pl.	N 27	Lake Shore Drive. Q	19	Linden Ave.	F 11	Mackinaw Ave	Y 54
Johnson	N 26	Lake Side Ave.	N 11	Linden Ave.	J 16	MacJay Ave	G 33
Johnson Ave.	R 28	Lakeside Ave.	V 51	Linden Ave	T 38	Madison	E 11
Johnson Ave.	R 17	Lake View Ave.	P 16	Linden Pl.	I 16	Madison	P 22
Jones	K 16	Lakewood Ave.	M 9	Linden Pl.	J 16	Madison, W	L 22
Jordan Ave.	U 42	Lamot.	K 11	Linden Pl.	O 15	Madison Ave.	T 36
Joseph	I 30	Lane Pl.	P 17	Linwood Pl.	I 20	Madison Ct.	T 37
Joseph	N 27	Langdon	O 19	Lisle	O 26	Madison Park	T 33
Joseph Ave.	G 14	Langley Ave.	R 32	Lister Ave.	L 17	Magnolia Ave.	M 9
Judd	O 25	Langley Ave	R 38	Little Ford Rd.	J 10	Mago	E 10
Judd	X 48	Larmon Ave.	P 40	Livingston Ave	H 38	Main	M 27
Judson	N 19	Larrabee	O 20	Livingston Ave	V 55	Malden	M 11
Julia Ct.	J 17	La Salle	P 28	Lock	M 28	Maller	E 24
Julian	L 19	La Salle Ave	P 19	Lockport.	K 30	Manchester Ave	K 38
Julius	N 24	Laughton	J 27	Locust	G 40	Manistee Ave	W 44
Junction Ave.	H 37	Laurel	K 44	Locust	M 46	Maple	D 9
Juniata	H 12	Lanrel	L 46	Locnst	P 20	Maple	G 40
Justine	M 34	Laurcl	N 30	Locust Ave	H 38	Maple.	H 36
		Laurel Ave.	J 16	Logan	M 7	Maple.	M 46
Kane	F 14	Law Ave.	O 24	Logan	M 28	Maple	P 20
Karl Mark Ct.	G 18	Lawndale Ave.	G 19	Logan.	O 33	Maple	P 36
Kedzie Ave.	I 28	Lawndale Ave.	G 28	Logan Ave.	N 43	Maple Ave.	a 17
Kedzie Ave., N	I 21	Lawndale Ave.	G 34	Logan Sq	I 16	Maple Ave.	G 36
Keefe Ave.	R 38	Lawrence.	M 17	Lombard Ave.	E 11	Maple Ave.	H 88
Keely	N 28	Lawrence Ave.	F 10	Loneragan	P 18	Maple Pl.	J 17
Keeney Ave.	F 17	Layton	O 32	Loomis.	M 25	Maplewood Ave.	J 16
Keenon	L 19	Leavitt	K 28	Loomis	M 29	Maplewood Ave.	J 29
Keerfoot Ave	O 42	Leavitt, N	K 19	Loomis	M 36	Maplewood Ave.	J 41
Keith	M 21	Lee Ave.	I 15	Loring Ave.	V 39	Maplewood Ave., N J	19
Kellogg Ave.	F 27	Lee Pl.	K 21	Lowe Ave.	O 30	Maplewood Ave., N J	22
Kemper	L 7	Leipzig	K 17	Lubeck	K 17	Maplewood Pl.	J 25
Kemper Pl.	O 17	Leland Ave.	K 11	Luce.	M 19	Mara Ave	K 14
Kendall	K 24	Lemoyne.	K 19	Lucian Ave.	U 42	Marble Pl.	O 23
Kenmore Ave.	N 8	Leo	N 28	Luella Ave.	V 39	Marcey.	N 18
Kensington Ave.	Q 50	Leo Pl.	K 10	Luella Ave.	W 52	Marcey.	P 37

Margaret.....	N 25	Miltimore Ave....	G 16	Nineteenth, W.....	L 26	O'Brien Ave.....	E 18
Marianna.....	M 16	Milton Ave.....	O 20	Ninetieth.....	V 43	O'Dell Pl.....	O 45
Marion Pl.....	L 19	Milwaukee Ave....	L 19	Ninetieth Pl.....	S 43	Ogden Ave.....	G 26
Mark.....	E 14	Mincola Pl.....	O 45	Ninety-first.....	U 44	Ogden Ave.....	I 34
Mark.....	O 26	Mitchell.....	F 11	Ninety-second.....	V 44	Ogden Pl.....	L 23
Market.....	P 23	Mitchell Ave.....	I 18	Ninety-second Pl..	V 44	Oglesby Ave....	T 37
Market.....	Q 54	Modena.....	E 83	Ninety-third.....	V 44	Oglesby Ave....	V 38
Market, N.....	P 21	Moffatt.....	J 18	Ninety-fourth.....	V 44	Ohio.....	P 21
Market Sq.....	L 29	Mohawk.....	O 18	Ninety-fifth.....	W 45	Ohio, W.....	K 21
Marlboro Ave..	K 38	Mohawk.....	O 33	Ninety-sixth.....	X 45	Olga.....	N 13
Marlin Pl.....	E 19	Moltke Avc.....	Y 54	Ninety-seventh....	X 45	Olive.....	K 25
Marquette Ave.	W 44	Monroe.....	D 12	Ninety-eighth....	X 45	Olive Ave.....	M 8
Marquette Terrace.	O 12	Monroe.....	P 23	Ninety-ninth.....	X 46	Olive Ct.....	M 10
Marsden Ave....	F 14	Monroe, W.....	K 23	Ninth Ave.....	S 47	Omer.....	G 11
Marshall.....	O 32	Monroe Ave.....	T 35	Nixon.....	M 24	100th.....	X 46
Marshfield.....	L 43	Montana.....	K 16	Noble.....	M 20	101st.....	W 46
Marshfield Ave.	L 24	Montana.....	N 16	Noble Ave.....	M 15	102d.....	W 46
Marston Ave....	G 41	Montana Ave....	E 16	Noble Ct.....	T 39	103d.....	Y 47
Martin.....	J 27	Mont Clare Ave..	A 14	Normal Park Way		103d Pl.....	Q 47
Martin.....	M 47	Montgomery Ave.	J 31	N.....	O 38	104th.....	W 47
Marvin.....	J 27	Montgomery Pl..	O 46	Normal Park Way		105th.....	Y 47
Marvin.....	L 47	Monticello Ave..	G 21	S.....	O 38	105th Ct.....	P 47
Marvin Pl.....	E 22	Montrose Boul..	H 11	Normal Park Way		106th.....	Y 47
Mary.....	N 27	Moore.....	E 14	W.....	O 38	106th Ct.....	P 47
Maryland Ave..	F 25	Moore.....	L 27	Norman Ave.....	I 18	107th.....	X 48
Maryland Ave..	S 37	Moore.....	P 20	North.....	L 10	108th.....	X 48
Mason Ave.....	F 16	Moore Pl.....	G 26	North Ave.....	N 18	108th Ct.....	P 48
Mather.....	O 24	Moorman.....	L 19	North Ave., W....	H 18	109th.....	X 48
Mathew.....	L 23	Morgan.....	N 25	North Branch....	N 20	109th Ct.....	P 48
Matteson.....	O 33	Morgan.....	N 38	North Ct.....	M 10	110th.....	X 48
Mattison Ave..	W 39	Morgan, N.....	N 22	North Pl.....	L 17	110th Pl.....	P 48
Maud Ave.....	N 18	Morgan Pl.....	N 23	North Grove Ct..	O 17	111th.....	X 49
Mantene Ct.....	L 19	Morris.....	O 34	North Park Ave..	P 17	111th Pl.....	P 49
Maxwell.....	O 25	Mospratt.....	N 20	Norton.....	N 24	112th.....	X 49
May.....	G 11	Mound Ave.....	N 47	Norwood Ave.....	H 19	112th Pl.....	P 49
May.....	N 16	Mound Ave.....	P 34	Norwood Pk. Plank		113th.....	X 49
May.....	N 24	Mowry Ave.....	G 41	Rd.....	B 9	113th Pl.....	P 49
May.....	N 36	Mozart.....	I 12	Notre Dame Ave..	X 46	114th.....	X 49
May, N.....	N 22	Mozart.....	I 18	Nursery.....	M 17	115th.....	X 50
Mayfair.....	M 12	Murray Ave....	D 10	Nutt.....	N 26	115th Pl.....	Z 50
Maynard Ave..	B 10	Muskegon Ave..	X 44	Nutt Ave.....	U 39	116th.....	X 50
Mead.....	H 20	Mynon Ave.....	L 47	Nutt Ct.....	N 26	117th.....	X 50
Meadow Lane..	L 7	Myrtle.....	A 18	O Ave.....	Y 50	118th.....	W 51
Meaghan.....	M 29	Myrtle.....	D 19	Oak.....	A 17	119th.....	W 51
Meagher.....	O 25	Myrtle.....	K 24	Oak.....	A 18	120th.....	W 51
Mechanic.....	O 26	Myrtle.....	M 9	Oak.....	B 13	121st.....	V 51
Medill Ave....	H 17	Myrtle Ave....	J 16	Oak.....	D 20	121st Pl.....	Q 51
Medora.....	F 24	Myrtle Ave....	L 47	Oak.....	D 20	123d.....	W 51
Meeker.....	G 15	Myrtle Ave....	S 31	Oak.....	F 10	123d.....	W 52
Melrose.....	M 14	Myrtle Ave....	S 37	Oak.....	G 40	124th.....	W 52
Mendell Ct....	M 17	Myrtle Ct.....	L 46	Oak.....	M 45	125th.....	V 52
Menomonee....	O 18	N Ave.....	Y 50	Oak.....	P 40	126th.....	W 52
Mentmore Ave.	G 17	Nassau.....	I 23	Oak.....	P 25	127th.....	W 52
Merian Ave....	I 26	Nebraska Ave..	I 18	Oak.....	Q 20	128th.....	W 53
Meridian.....	L 46	Nelson.....	K 15	Oak.....	Q 20	129th.....	Y 53
Meridian.....	O 22	Nelson.....	M 15	Oak Ave.....	W 50	130th.....	T 53
Merrill Ave..	V 42	Nelson Ave....	D 19	Oakdale Ave....	N 15	131st.....	Y 54
Metropolitan Pl.	G 21	Nestledown Ave.	U 44	Oakdenwald Ave..	T 33	132d.....	Y 54
Meyer Ct.....	O 18	Nevada.....	O 14	Oak Grove Ave..	N 13	133d.....	Y 54
Michael Ave..	L 43	Nevada Ave....	E 16	Oakley Ave.....	K 14	134th.....	X 55
Michigan.....	H 13	Newberry Ave..	N 25	Oakley Ave.....	K 29	135th.....	W 55
Michigan.....	P 21	Newport Ave....	O 14	Oakley Ave.....	K 40	136th.....	V 55
Michigan Ave..	Q 34	Newton.....	L 20	Oakley Ave., N..	K 19	137th.....	V 55
Michigan Ave..	W 53	Niagara.....	D 20	Oak Park Ave....	b 18	138th.....	V 55
Mill.....	L 29	Niagara.....	O 33	Oak Pl.....	N 14	O'Neil.....	N 27
Millard Ave..	G 25	Nicholls.....	I 21	Oakwood Ave....	I 31	Ontario.....	H 13
Millard Ave..	G 34	Nineteenth.....	P 26	Oakwood Ave....	S 31	Ontario.....	P 21
Miller.....	F 11	Nineteenth Pl.,	W N 26	Oakwood Boul..	R 31	Ontario, W....	D 21
Miller.....	F 24	Nineteenth Pl.,	W N 26	O'Brien.....	O 25	Ontario Ave....	X 44
Miller Pl.....	L 10			O'Brien Ave....	E 17	Orchard.....	A 18

Orchard.....O 18	Pennsylvania Ave. F 18	Pratt Pl.....K 23	Ridgeway Ave.....G 17
Orchard.....T 32	Pennsylvania Ave. V 55	Prescott.....E 12	Ridgeway Ave....G 19
Orchard Ave....K 45	Pensacola Ave....K 12	Prescott.....J 20	Ridgeway Ave....G 21
Oshorn.....L 21	Peoria.....N 23	Pridmore Ave...U 44	Ridgeway Ave....G 24
Osgood.....N 17	Peoria.....N 34	Primrose.....L 7	Ridgewood Ct....T 34
Oswego.....L 21	Peoria, N.....N 23	Prince Ave.....G 19	Rigdon.....F 11
Oswell.....P 34	Perry.....M 16	Princeton.....a 16	Ritchie Pl.....Q 19
Otis.....O 19	Perry Ave.....B 10	Princeton Ave..P 24	River.....Q 23
Otto.....M 14	Perry Ave.....J 17	Prindville.....F 17	River.....Q 54
Our.....C 10	Perry Ave.....P 39	Private Railroad.X 46	River.....X 50
Ovitt Pl.....H 17	Pershore Ave...U 44	Private Railroad.X 47	River, W.....X 50
Owasco.....J 23	Pestigo Ct.....Q 21	Prospect Ave...a 17	Riverdale Ave...R 55
Owasco Ave...E 23	Peterson.....K 18	Prospect Ave...L 45	Roberts.....O 21
Oxford Ct....R 30	Peterson.....M 8	Pulaski.....K 17	Roberts Ave....C 10
	Phare Ave.....I 34	Purple.....P 26	Robertson Ave..T 37
	Philadelphia Pl..E 22	Putnam.....O 21	Robey.....L 27
	Phillips.....N 21		Robey, N.....L 19
	Phillips Ave...H 12	Quarry.....N 27	Robinson.....L 28
	Phillips Ave...W 42	Quincy.....O 23	Robinson Ave...D 18
	Phillips Ave...W 55	Quinn.....N 28	Rockwell.....J 24
	Phillips Ave...Y 49		Rockwell.....J 29
	Phillips Ave...Y 54	Racine Ave.....N 17	Rockwell.....J 39
	Phinney Ave...H 23	Railroad Ave...P 25	Rockwell, N...J 19
	Phinney Ave., N.H 21	Railroad Ave..P 32	Roe.....K 24
	Photo Ct.....M 23	Railroad Ave..X 41	Rokey.....N 13
	Pier.....S 30	Railroad Ave..X 42	Rome Ave.....M 10
	Pierce.....K 41	Railroad Ave..X 41	Root.....O 31
	Pierce Ave...H 19	Raleigh Ct....K 25	Rosalie Ct....T 35
	Pierson Ave...I 30	Randolph.....P 22	Rosalina Pl...O 45
	Pine.....h 13	Randolph, W..N 22	Roscoe.....I 14
	Pine.....G 40	Randolph Ave..G 14	Roscoe.....M 14
	Pine.....H 16	Rascher.....L 9	Rose.....M 20
	Pine.....K 44	Ravenswood Park.L 11	Rosebnd.....K 18
	Pine.....L 9	Rawson.....M 18	Rosemont Ave..N 7
	Pine.....Q 21	Ray.....Q 28	Rosemerkel...O 35
	Pine Ave...C 16	Raymond.....K 18	Roslyn Pl....O 16
	Pine Ave...H 37	Raymond Pl...O 46	Ross.....E 28
	Pine Grove Ave..O 13	Reade Ave....X 49	Ross Ave.....Q 35
	Pitney Ct....M 28	Reaper.....L 16	Rowley.....L 46
	Pittsfield Ave..G 36	Rebecca.....D 11	Rnben Ave....M 7
	Pittsfield Ave..G 41	Rehecca.....L 25	Rnhle.....O 26
	Pleasant.....H 12	Redfield.....M 18	Rudolph Ave...K 15
	Pleasant.....O 19	Reed.....a 16	Rumsey.....L 20
	Pleasant Ave..a 17	Reed.....E 12	Rundell Pl....N 23
	Pleasant Ave..K 43	Reed Pl.....M 12	Rupp Ave.....V 44
	Pleasant Ave..L 7	Reege Ave...G 14	Rush.....P 31
	Pleasant Pl...J 17	Rees.....O 19	Rnsh.....Q 20
	Pleasant Pl...D 22	Regina.....O 37	Russell.....S 40
	Plum.....M 24	Reta.....N 14	Russell Ave...X 94
	Plymouth Pl...P 25	Reynolds Ave..U 44	Russell.....Y 54
	Poe.....N 18	Reynolds Ave..X 41	
	Point.....J 17	Rhine.....J 17	Sackett Ave....J 33
	Polk.....P 24	Rhine.....K 17	Sackett Ave....J 31
	Polk, W.....K 24	Rhoades Ave...R 36	Sacramento Ave.I 7
	Poplar.....G 40	Rhoades Ave...R 38	Sacramento Ave.I 12
	Poplar Ave...N 28	Rhoades Ave...S 39	Sacramento Ave.I 24
	Portland Ave...E 20	Rhodes Ave...R 29	Sacramento Ave.I 27
	Portland Ave..O 52	Rice.....L 20	Sacramento Ave.I 35
	Portland Ave..P 27	Rice Pl.....K 27	Sacramento Ave.NI 22
	Post.....M 28	Richardson Ave.O 37	Sacramento Sq..I 21
	Potomac Ave..J 19	Richmond.....I 20	Saginaw Ave...W 44
	Potwyne Pl...K 11	Richmond Ave..F 27	Sampson Ave...D 11
	Powell Ave...J 17	Richmond Ave..F 35	Samule.....L 20
	Powell Ave...V 48	Richmond Ave..I 16	Sangamon.....N 23
	Powell Pk...J 17	Ridge.....L 7	Sangamon, N..N 20
	Prairie Ave...B 9	Ridge Ave....L 47	Sangamon.....N 41
	Prairie Ave...M 45	Ridge Ave....T 37	Sanger.....O 27
	Prairie Ave...Q 30	Ridgeland Ave..A 14	Sannott Pl....L 44
	Pratt.....C 10	Ridgeland Ave..A 18	Saratoga.....a 16
	Pratt.....N 21	Ridgeland Ave..U 40	

Sawyer Ave.....	H 21	Shergold Ct.....	T 40	Sixty-ninth Ct.....	Q 38	Stewart Ave.....	P 29
Sawyer Ave.....	H 24	Sheridan.....	H 19	Sixty-ninth Ct.....	R 38	Stone.....	Q 19
Sawyer Ave.....	H 30	Sheridan Ave.....	H 12	Sixty-ninth Pl.....	T 38	Stone.....	N 33
Sawyer Ave.....	Q 55	Sheridan Ave.....	H 15	Slade.....	L 28	Stony Island Ave.....	U 40
Sayers Ave.....	A 17	Sheridan Ave.....	I 24	Slater Ave.....	X 48	Storms Ave.....	S 40
Schiller.....	P 19	Sheridan Ave.....	I 53	Sloan.....	M 19	Stowell.....	P 24
School.....	G 14	Sheridan Ave.....	T 37	Slocnm Ave.....	E 14	Strahorn.....	F 19
School.....	M 11	Sheridan Ave.....	W 53	Smart.....	L 21	String.....	O 26
School.....	O 23	Sheridan Ave.....	X 51	Smith.....	N 19	Strong.....	C 10
School.....	P 42	Sheridan Drive.....	O 12	Smith Ave.....	I 30	Sullivan.....	O 19
School.....	P 46	Sheridan Pl.....	P 26	Snell.....	M 21	Sullivan Ct.....	N 28
Schuetler.....	D 13	Sheridan Road.....	N 9	Snow.....	K 16	Sultan.....	P 32
Schultz.....	M 46	Sherman.....	P 24	Sobieski.....	K 17	Summer.....	X 50
Scott.....	H 23	Sherman.....	O 32	Sommers Ave.....	G 18	Summerdale.....	L 9
Scott.....	Q 19	Sherman.....	O 37	Soult.....	N 15	Summit.....	K 30
Scovel Ave.....	V 47	Sherman Ave.....	D 11	South Ave.....	M 10	Summit Ave.....	K 45
Sebor.....	O 24	Sherman Ave.....	F 15	South Chicago Ave.....	U 41	Snmmit.....	L 25
Second.....	O 21	Sherman Ave.....	K 41	South Chicago Ave.....	X 50	Sunnier Ave.....	W 42
Second.....	R 49	Sherman Ave.....	U 50	South Ct.....	M 10	Sunnyside.....	K 11
Second Ave.....	Y 49	Sherman Ave.....	X 42	South Park Ave.....	Q 43	Superior.....	H 13
Second Ave.....	Z 54	Sherman Pl.....	O 16	South Park Ave.....	R 29	Superior.....	P 21
Section Ave.....	O 50	Sherman Pl.....	Q 21	South Park Ct.....	T 36	Superior, W.....	K 21
Sedgwick.....	P 19	Sherry.....	b 13	Southport Ave.....	M 9	Superior Ave.....	Y 44
Sedgwick Ct.....	P 20	Shick Pl.....	O 19	Southport Ave.....	M 17	Superior Ave.....	Y 55
Seeley.....	K 37	Shields Ave.....	P 29	South Water.....	P 22	Superior Ct.....	N 21
Seeley Ave.....	K 23	Shoer.....	K 19	Southwest Boul.....	I 28	Snrfr.....	O 15
Seipp Ave.....	U 40	Shoerling Ave.....	O 41	Spaulding Ave.....	H 23	Surry Ct.....	M 16
Selden.....	L 24	Sholto.....	N 24	Spaulding Ave.....	H 33	Sntter.....	O 84
Selwin Ave.....	F 13	Shore.....	C 10	Spears.....	I 32	Swan.....	P 32
Seminary Ave.....	N 17	Short.....	M 28	Spencer Ave.....	I 31	Swift.....	M 8
Seminary Pl.....	N 16	Shurtleff Ave.....	P 32	Spencer Ave.....	N 36	Sycamore Ave.....	V 55
Seneca.....	Q 21	Sibley.....	M 24	Spencer Ave.....	W 52	Syracuse.....	G 12
Sennott.....	L 24	Sidney Ave.....	S 32	Spring.....	P 28		
Seresis.....	X 48	Sidney Ct.....	O 16	Springer Ave.....	M 29		
Seventeenth.....	P 26	Sigel.....	P 19	Springfield Ave.....	G 34	Talman Ave.....	J 25
Seventeenth, W.....	L 26	Silverman Ave.....	D 11	Spruce.....	b 13	Talman Ave.....	J 33
Seventh Ave.....	Z 46	Simms Ave.....	D 21	Spruce.....	L 44	Talman Ave.....	J 41
Seventieth.....	N 38	Sinnott Pl.....	M 21	Spruce.....	M 24	Talman Ave., N.....	J 19
Seventieth Ct.....	P 38	Sioux Ave.....	I 41	St. Charles Ave.....	F 13	Talman Ave., N.....	J 22
Seventy-first.....	M 39	Sisbens Pl.....	O 19	St. Clair.....	Q 21	Taylor.....	P 24
Seventy-first Ct.....	K 39	Sixteenth.....	P 25	St. Elmo.....	L 14	Taylor, W.....	L 24
Seventy-first Pl.....	T 39	Sixteenth, W.....	M 25	St. George's Ct.....	J 17	Tell.....	O 50
Seventy-second.....	M 39	Sixth Ave.....	R 48	St. Hedwig's.....	K 17	Tell Ct.....	P 18
Seventy-second Ct.....	K 39	Sixth Ave.....	Z 45	St. Helen.....	J 17	Tell Pl.....	M 20
Seventy-second Pl.....	T 39	Sixtieth.....	S 36	St. James Pl.....	O 16	Temple.....	M 21
Seventy-third.....	M 59	Sixtieth Pl.....	F 36	St. Joe Ave.....	J 9	Temple.....	M 45
Seventy-third Ct.....	K 39	Sixty-first.....	S 36	St. Johns Ave.....	E 11	Tenth Ave.....	R 32
Seventy-fourth.....	P 39	Sixty-first Ct.....	O 36	St. Johns Ave.....	G 14	Terra Cotta.....	L 16
Seventy-fourth Pl.....	U 39	Sixty-first Pl.....	F 36	St. Johns Pl.....	M 22	The Bowery.....	N 23
Seventy-fifth.....	P 39	Sixty-first Pl.....	T 36	St. Lawrence Ave.....	R 32	Thecodosia.....	C 11
Seventy-sixth.....	O 40	Sixty-second.....	S 36	St. Lawrence Ave.....	R 38	The Strand.....	Y 43
Seventy-sixth Pl.....	X 40	Sixty-second Pl.....	F 36	St. Louis Ave.....	H 23	The Strand.....	Y 54
Seventy-seventh.....	Q 40	Sixty-second Pl.....	T 36	St. Louis Ave., N.....	H 21	Third Ave.....	R 49
Seventy-seventh Ct.....	X 40	Sixty-third.....	S 36	St. Mary's Ct.....	J 17	Third Ave.....	Y 46
Seventy-eighth.....	Q 40	Sixty-third, N.....	B 9	St. Michel Ct.....	O 18	Third Ave.....	Y 49
Seventy-eighth Pl.....	X 40	Sixty-third Ct.....	O 37	St. Paul Ave.....	K 18	Third Ave.....	Z 54
Seventy-ninth.....	W 41	Sixty-third Pl.....	S 37	Stanton Ave.....	R 30	Thirteenth.....	Q 25
Seventy-ninth Ct.....	G 41	Sixty-fourth.....	S 37	Stantonwood Ave.....	P 49	Thirteenth, W.....	L 25
Seventy-ninth Pl.....	X 41	Sixty-fifth.....	R 37	Star Ave.....	T 37	Thirtieth.....	O 28
Seward.....	O 26	Sixty-fifth Ct.....	G 37	Starr.....	P 18	Thirtieth, W.....	F 23
Seymour Ave.....	V 50	Sixty-fifth Terrace.....	T 37	State.....	P 23	Thirty-first.....	N 23
Shades Pl.....	O 18	Sixty-sixth.....	S 37	State, N.....	Q 21	Thirty-first, W.....	H 28
Shakespeare Ave.....	I 17	Sixty-sixth Ct.....	O 37	Station.....	K 16	Thirty-second.....	O 29
Sheffield Ave.....	N 18	Sixty-sixth Pl.....	T 37	Stave.....	J 17	Thirty-second, W.....	J 29
Shelby Ct.....	N 26	Sixty-seventh.....	S 37	Stearns.....	N 23	Thirty-third.....	O 29
Sheldon.....	M 13	Sixty-seventh Ct.....	G 38	Stella.....	N 13	Thirty-third Ct.....	N 29
Sheldon.....	M 22	Sixty-eighth.....	T 38	Stephens.....	I 23	Thirty-third Pl., N.....	C 16
Sheldon, N.....	M 22	Sixty-eighth Ct.....	G 38	Stephens.....	X 48	Thirty-fourth.....	O 29
Sheldon Ave.....	E 13	Sixty-eighth Pl.....	S 37	Stephenson.....	P 25	Thirty-fourth, N.....	C 16
Shell Ave.....	S 40	Sixty-ninth.....	T 38	Stewart.....	E 12	Thirty-fourth Ct.....	N 29

Thirty-fourth Pl., N.....C 16	Thirty-fifth.....N 29	Thirty-fifth, W.....E 29	Thirty-fifth Ct.....N 30	Thirty-sixth.....O 30	Thirty-sixth Pl.....R 30	Thirty-seventh.....O 30	Thirty-seventh Ct.....Q 30	Thirty-eighth.....O 30	Thirty-eighth Ct.....N 30	Thirty-ninth.....Q 30	Thirty-ninth, W.....E 30	Thomas.....B 20	Thomas.....K 20	Thomas Ave.....I 16	Thomas Ave.....L 33	Thome Ave.....M 7	Thompson.....E 19	Thompson.....J 19	Thompson Ave.....D 19	Thompson Ave.....G 33	Thorudale Ave.....N 8	Thorndike.....F 19	Throop.....M 25	Tilden.....N 23	Todd.....O 26	Torrence Ave.....W 49	Tower Pl.....Q 20	Town.....O 19	Town Ct.....O 19	Towner.....E 24	Townsend.....O 20	Tracy Ave.....L 47	Transit Ave.....M 31	Transit Ave.....U 41	Tremont Ave.....J 38	Tremont Ave.....K 46	Tripp Ave.....F 17	Troy.....I 21	Troy.....I 23	Troy.....I 28	Trumbull Ave.....H 28	Trumbull Ave.....H 34	Trumbull Ave., N.....H 21	Truro.....I 25	Trustee.....L 21	Turner.....K 13	Turner Ave.....H 25	Turner Ave.....H 34	Tuttle Ave.....L 10	Twelfth.....P 24	Twelfth, W.....L 24	Twelfth Ave.....Z 46	Twentieth.....P 26	Twentieth, W.....L 26	Twenty-first.....P 26	Twenty-first, W.....L 26	Twenty-second.....P 27	Twenty-second, W.....K 26	Twenty-second Pl.....P 27	Twenty-third.....Q 27	Twenty-third, W.....H 27	Twenty-third Pl.....O 27	Twenty-fourth.....Q 27	Twenty-fourth, W.....H 27	Twenty-fourth Pl.....O 27	Twenty-fifth.....Q 27	Twenty-fifth, W.....I 27	Twenty-fifth Ct.....I 27	Twenty-fifth Pl.....O 27	Twenty-sixth.....Q 27	Twenty-sixth, W.....G 28	Twenty-seventh.....P 28	Twenty-seventh, W.....G 28	Twenty-eighth.....O 28	Twenty-eighth, W.....F 28	Twenty-ninth.....O 28	Twenty-ninth, W.....F 28	Twenty-ninth Pl.....P 28	Twomey.....O 19	Tyson Ave.....K 14	Uhland.....O 19	Ullman.....N 30	Underwood Ave.....I 31	Union.....O 26	Union.....O 34	Union.....Q 48	Union, N.....O 21	Union Ave.....O 40	Union Pl.....J 23	Union Pl.....O 27	Union Park Pl.....M 22	University Pl.....R 29	Upland.....Q 52	Upton.....K 18	Utica.....I 24	Vail.....K 37	Van Buren.....E 12	Van Buren.....L 8	Van Buren.....P 23	Van Buren, W.....K 23	Van Horn.....K 26	Vannatta Ave.....E 17	Van Osdell.....K 33	Vedder.....O 19	Vermont Ave.....L 29	Vernon Ave.....E 13	Vernon Ave.....R 29	Vernon Ave.....R 37	Vernon Ave.....R 38	Vernon Park Pl.....M 24	Victor.....M 8	Victoria Ave.....U 41	Victoria Ave.....U 44	Vilas.....K 11	Vincennes Ave.....P 41	Vincennes Ave.....R 32	Vincennes Ave.....R 38	Vine.....a 17	Vine.....O 18	Vine.....O 19	Vine Ave.....a 16	Wallace.....I 14	Wallace.....O 30	Wallace.....O 48	Wallace Ave.....I 15	Walleck Pl.....K 26	Waller.....N 25	Waller Ave.....B 17	Walnut.....b 13	Walnut.....C 16	Walnut.....D 18	Walnut.....G 40	Walnut.....I 34	Walnut.....L 9	Walnut.....K 22	Walnut.....N 46	Walnut.....X 49	Walnut Ave.....C 16	Walsh Ct.....N 26	Walton Pl.....Q 20	Ward.....J 30	Ward.....M 17	Ward Ct.....O 26	Warner Ave.....E 14	Warner Ave.....L 12	Warren Ave.....J 22	Warsaw Ave.....I 15	Washburn.....M 39	Washburn Ave.....J 25	Washington.....E 11	Washington.....F 10	Washington.....I 38	Washington.....P 22	Washington.....P 34	Washington Ave.....a 18	Washington Ave.....E 85	Washington Ave.....F 13	Washington Ave.....J 10	Washington Ave.....L 47	Washington Ave.....T 35	Washington Ave.....T 41	Washington Ave., N.....J 24	Washington Boul.....M 22	Washington Pl.....P 20	Washington, W.....O 22	Washtenaw Ave.....J 23	Washtenaw Ave.....J 30	Washtenaw Ave.....J 38	Washtenaw Ave., N.....J 22	Water.....M 28	Water, N.....Q 21	Water, W.....O 22	Waterside Ave.....Z 54	Waterville.....M 29	Waveland Ave.....M 13	Waver.....O 27	Waverly Pl.....M 22	Wayman.....O 22	Wayne Ave.....M 9	Weage Ave.....H 19	Webb Ave.....H 37	Webber Ave.....L 7	Weber Ave.....I 7	Webster.....L 10	Webster.....H 13	Webster Ave.....M 17	Webster Ave.....P 39	Wedell.....M 39	Weed.....N 19	Weed Ct.....O 19	Weld.....D 10	Wellington.....B 15	Wellington.....N 15	Wellington Ave.....G 14	Wells, N.....P 21	Wendell.....P 20	Wendell Ave.....W 42	Wentworth Ave.....P 28	Werder.....J 19	Wesson.....O 20	West.....X 49	West Ct.....O 15	Western Ave.....K 23	Western Ave., N.....K 19	Western Ave Boul.....K 34	West 40th.....G 22	West 40th Pl.....F 22	West 41st.....F 22	West 41st Pl.....F 25	West 42d.....F 22	West 42d Pl.....F 34	West 43d.....F 21	West 43d Pl.....F 25	West 44th.....F 22	West 44th Pl.....E 24	West 45th.....E 20	West 45th Pl.....E 24	West 46th.....E 22	West 47th.....E 20	West 47th Pl.....E 19	West 48th.....E 23	West 49th.....D 21	West 49th Pl.....D 17	West 50th.....D 19	West 50th Pl.....D 19	West 51st.....D 17	West 52d.....D 17	West 53d.....D 17	West 53d Pl.....C 17	West 54th.....C 17	West 55th.....C 16	West 57th.....B 11	Westminster Ave.....F 27	Weston Pl.....K 43	West River.....X 50	Wharf.....O 26	Wharton Ave.....S 36	Wheaton.....H 20	Wheclock Ave.....P 40	Whipple.....I 23	Whipple Ave.....I 27	Whitehouse.....G 28	Whitehouse Pl.....P 28	Whiting.....P 20	Whittier Ave.....W 51	Wieland.....P 19	Wilber Ave.....K 47	Wilcox.....I 23	Wilcox.....L 46	Wilcox Ave.....E 23	Will.....E 28	Will.....M 20	Willard Pl.....M 22	Willett Ave.....V 46	William.....C 9	William.....J 30	William.....G 40	William Ave.....G 19	Williams.....D 10	Willis.....E 12
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Willis.....	H 12	Winona... ..	M 10	Wood..	L 49	Wrightwood Ave..	N 16
Willis Ct.....	K 25	Winston.....	M 45	Wood.....	X 35	Wrightwood Ave.,	W.....
Willow	N 18	Winthrop Ave....	N 8	Wood.....	X 50	W.....	C 16
Willow Ave.....	C 16	Winthrop Ave. ...	G 27	Wood, N.....	L 21	Wyoming.....	E 16
Wilmot Ave.....	D 18	Winthrop Pl.....	M 24	Woodard Ave	II 15		
Wilmot Ave.....	K 18	Wisconsin.....	a 16	Woodbine.....	D 19	Yale Ave.....	P 37
Wilson.....	O 25	Wisconsin.....	O 18	Woodland Pk.....	R 29	Yates.....	V 44
Wilson Ave.....	K 11	Wisconsin Ave....	E 10	Woodlawn Ave....	T 37	Yeaton.....	L 24
Wilton.....	N 14	Wisner Ave.....	II 15	Woodside Ave.....	L 14	York.....	L 24
Winchester Ave..	L 24	Wolcott.....	L 10	Work.....	F 24	York Pl.....	L 24
Winchester Ave..	L 37	Wolcott.....	L 14	Worthen Ave.....	I 26	York Pl.....	O 15
Windett Ave.....	N 11	Wolcott Avc.....	I 32	Wright.....	L 9	Yorktown.....	K 29
Windsor.....	W 40	Wolfram.....	G 15	Wright.....	M 18	Young.....	Q 51
Windsor Ave....	N 11	Wolfram.....	K 15	Wright.....	O 37		
Winneconna Ave..	O 40	Wood.....	b 18	Wright Ave.	K 11	Zion Pl.....	M 26
		Wood.....	L 26	Wright Pl.....	J 21		

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