

THE  
STANDARD  
GUIDE  
TO

CHICAGO

WORLD'S  
FAIR  
EDITION

If You Want  
To Get  
The Want  
You Want  
To Get,  
You Want  
To Get  
Your Want  
Into the  
Want Getter

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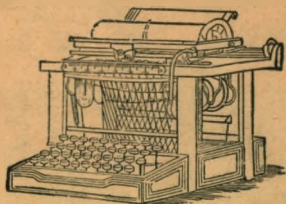
# The Chicago Tribune

Wants  
To Get  
Your Want,  
Because it  
Wants  
You to Get  
The Want  
You Want  
To Get.





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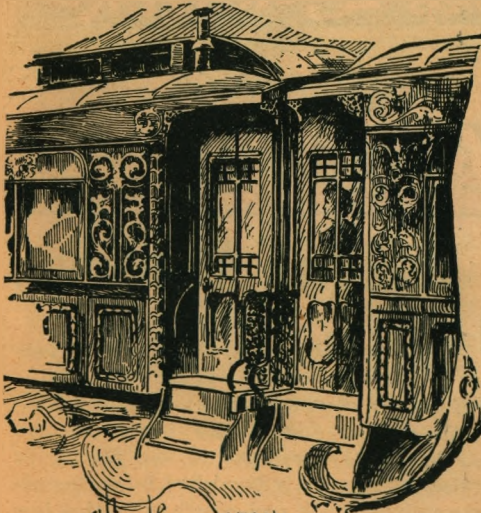
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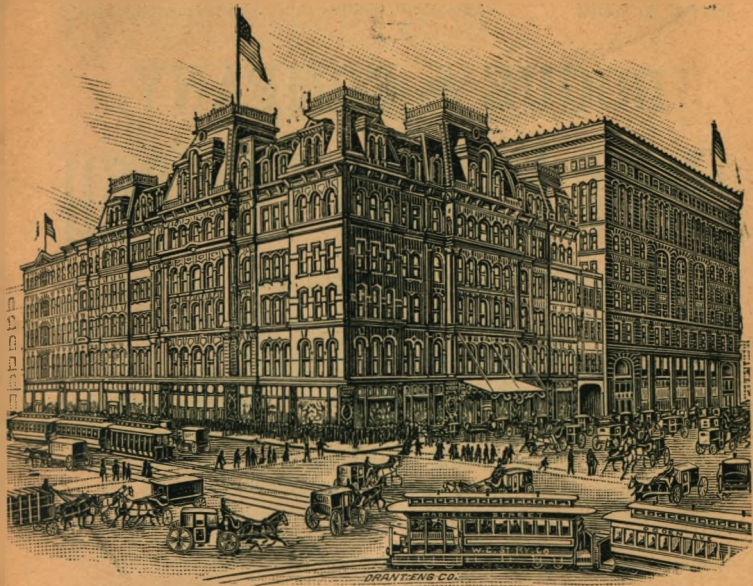
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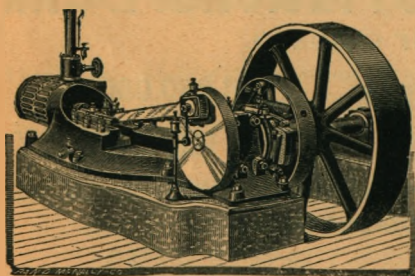
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VIII







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[From the Great Painting Presented by The Citizens of London to the City of Chicago after the  
Fire of 1871.]

182675

THE  
STANDARD GUIDE  
TO  
CHICAGO

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ILLUSTRATED

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WORLD'S FAIR EDITION  
1893

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WRITTEN AND COMPILED BY

JOHN J. FLINN

*Joseph*

COMPILER OF THE OFFICIAL GUIDE BOOKS TO THE WORLD'S  
COLUMBIAN EXPOSITION; CONDENSED GUIDE TO  
CHICAGO, HAND BOOK OF CHICAGO  
BIOGRAPHY, ETC.

---

"Not in the Arabian Nights' Entertainments, though bathed in all the glorious colorings of Oriental fancy, is there a tale which surpasses in wonder the plain, unvarnished history of Chicago."

---

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THE STANDARD GUIDE CO.  
358 DEARBORN STREET

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Jana Mortussey'a

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JOHN J. FLINN,

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THEY SHALL HAVE ATTAINED  
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BY  
THE COMPILER.

THIS BOOK  
IS DIVIDED INTO THREE PARTS.

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XVII



# ANDREW DUNNING

# Real Estate Investments

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185 Dearborn Street, Suite 51.



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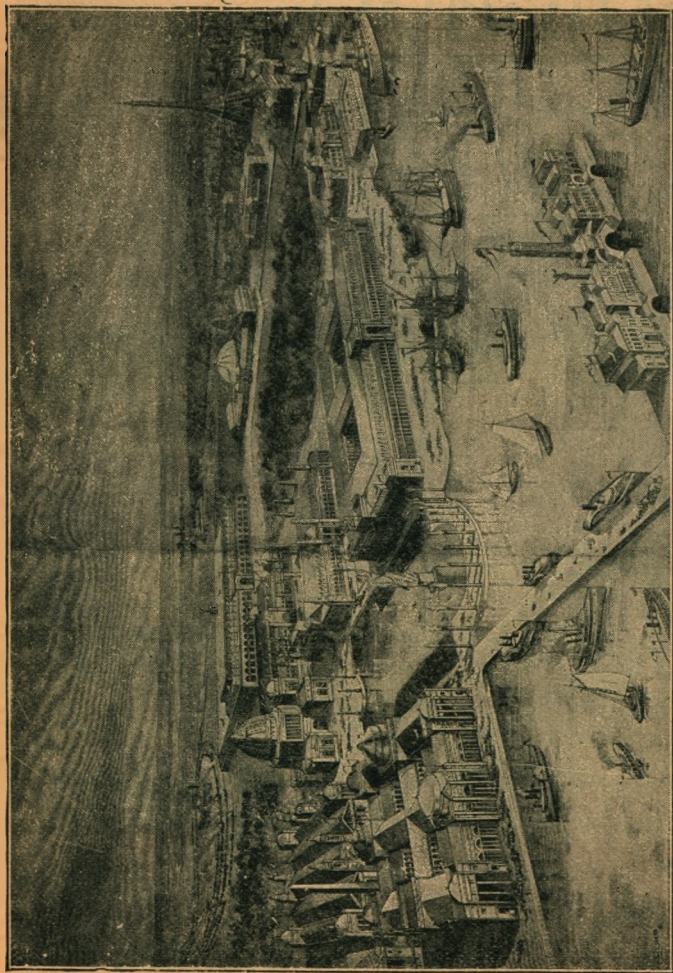
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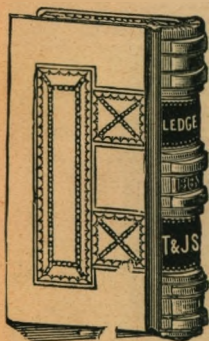
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I have endeavored to keep pace with the changes and improvements occurring on every side. The present volume is a complete revision of THE STANDARD GUIDE TO CHICAGO. Experience has taught me that in the arrangement of the book many alterations might be made which would increase its value to the public. I have made these alterations, while preserving in every instance the features which made the editions of 1891 and 1892 popular at home and abroad. Thousands of new and interesting facts are introduced without increasing the bulk of the volume.

I have not deemed it advisable to include in this volume anything in the nature of a guide to the World's Columbian Exposition. That could not be done without greatly increasing the size of the book, or intruding upon the space allotted to departments having special reference to Chicago. The Standard Guide Company issues guides to the World's Fair, of my compilation, which fully cover the great exposition and all it contains in handy forms and at popular prices.

Once again I acknowledge cheerfully and publicly the invaluable services rendered me, all unconsciously perhaps, by the writers for the Chicago press. They have penetrated and scoured every nook and corner, byway and highway, of this great city, to obtain information for the readers of their newspapers, and I, in turn, have sifted, condensed and arranged this information for the readers of THE STANDARD GUIDE. In this connection, I also, want to thank the officers, and especially the secretaries, of public and private institutions, clubs, societies, etc., for much valuable information furnished me, and for the uniform courtesy with which they have received and treated my appeals for assistance in this compilation.

THE STANDARD GUIDE TO CHICAGO, I am glad to be able to say, has met with a most gratifying reception. It has been successful beyond my anticipations. Whatever it is, it represents my best thoughts and my best energies.

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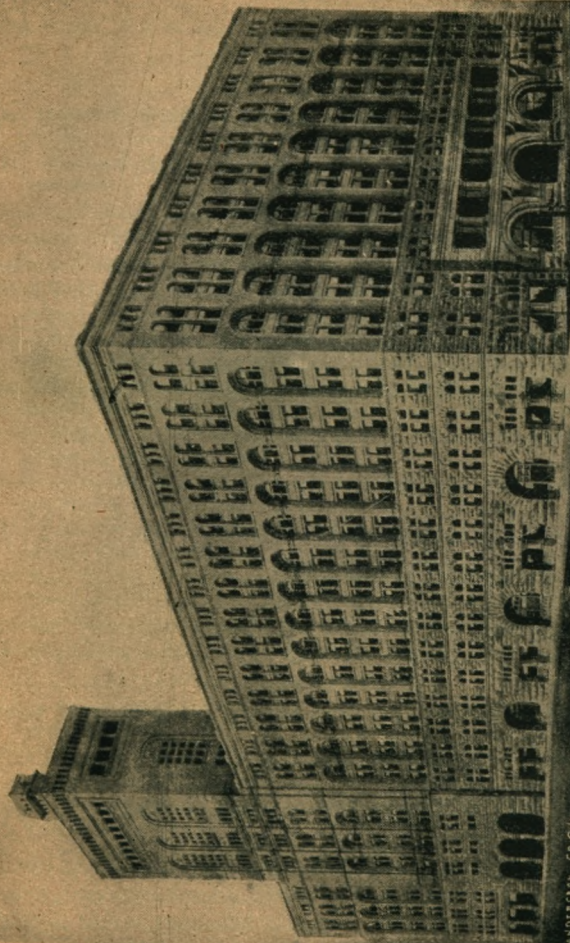
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## THE GUIDE—TEN DAILY TRIPS AROUND THE MARVELOUS CITY.

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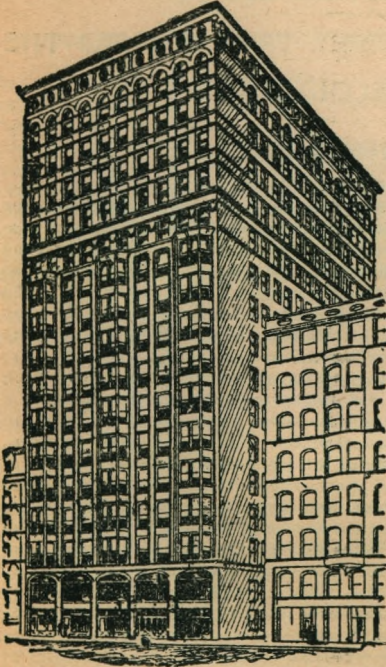
### CHICAGO.

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Not in the Arabian Nights' Entertainments, though bathed in all the glorious colorings of Oriental fancy, is there a tale which surpasses in wonder the plain, unvarnished history of Chicago. And it is probable that even the elastic credulity of childhood, which from generation to generation has accepted, without question, the impossible adventures of Aladdin, Ali Baba and Sinbad the Sailor, would be sorely strained if confronted with the story which the most prosaic historian of this remarkable city is called upon to tell. Chicago is one of the wonders of modern times. Her progress amazes mankind. There is not on record an achievement of human intellect, skill and industry that will bear comparison with the transformation of a dismal swamp, in the midst of a trackless desert, within the span of a human life, into one of the mightiest and grandest cities on the globe. Chicago, ITS RANK WITH Cook County, State of Illinois, United States of America, is OTHER GREAT the second city on the American continent in point of popu- CITIES. lation and commerce. Among the cities of the civilized world, it is only outranked in population by London, Paris and New York, in the order named. The U. S. census taken in June, 1890, placed the number of inhabitants at 1,098,576. The school census, taken at the same time, generally believed to be far more reliable, increased the number to PRESENT 1,208,669. Since then new districts have been annexed to POPULATION. the city, and the former ratio of increase has been more than maintained, so that a conservative estimate of the population of Chicago, in the summer of 1893, brings the figures up to 1,500,000. The City of Chicago, incorporated March 4, 1837, comprised "the district of country in the County of Cook, etc., known as the east  $\frac{1}{4}$  of the southwest  $\frac{1}{4}$  of section 33, township 40 north, range 14 east; also the east  $\frac{1}{4}$  of sections 6, 7, 18 and 19, all of fractional section 3, and of sections 4, 5, 8, 9 and INCORPORATION fractional section 10 (except the southwest fractional  $\frac{1}{4}$  AND LOCATION. thereof, occupied as a military post, until the same shall become private property), fractional section 15; sections 16, 17, 20 21, and fractional section 22, township 39 north, range 14 east." Since then there



have been twelve extensions of the city limits. The rapid growth of Chicago has been an enigma to those who have not intelligently investigated the conditions which have led to it. In reality it has only kept pace with the country of which it is the natural commercial center. Situated as it is on the southwest shore of Lake Michigan, in 41° 52' N. at. and 87° 52' W. long., 854 miles from Baltimore, the nearest point on the



UNITY BUILDING.—See Buildings.

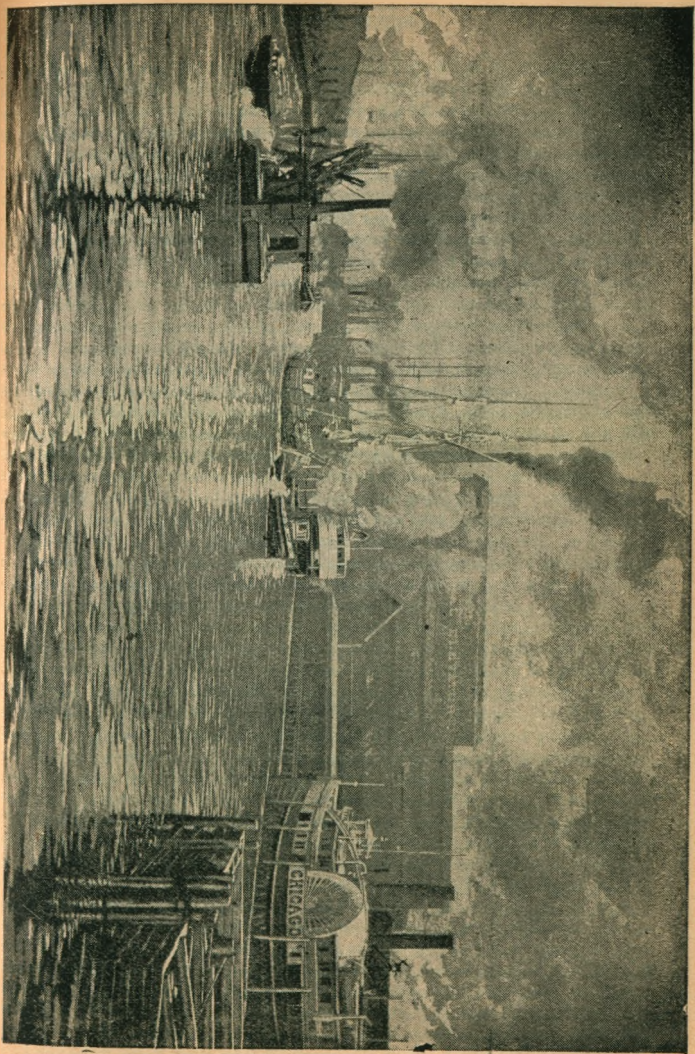
Atlantic seaboard, and 2,417 miles from the Pacific ocean, directly on the highways from East to West and from the Great Northwestern States to the

Atlantic; having all the advantages of a seaport town combined with those of a great inland feeder, it is not to be wondered at that within the space of half a century it grew from a mere hamlet to the dimensions of a great metropolis. Before we take up our daily trips around the city, there are a few points which I desire to impress upon your mind, so that you may have an intelligent understanding of the magnitude, geography, commerce and architecture of the city, as well as of the divisions of population.

**CHICAGO RIVER AND ITS BRANCHES.** The main stem of the Chicago river, with its two branches, north and south, divide the city of Chicago into three "Divisions," or "Sides," viz.: the South Side, or South Division;

West Side, or West Division; North Side, or North Division. Popularly the term "Sides" is used. The municipal term is "Divisions," while legally they are called "Towns," that is, before annexations were made, the South, West and North Divisions were separate townships. New townships have since been added to each of the sides. For instance, Hyde Park and Lake have been added to the South Division, Lake View to the North, and a portion of Cicero and Jefferson to the West Division.





[Engraved for The Standard Guide Company.]  
THE CHICAGO RIVER. NEAR ITS MOUTH.  
[See page 24.]

The population of the South Division, according to the school census of 1892, was 515,736; of the West Division, 645,428; of the North Division, 276,846. Germans lead among the foreign born people of Chicago; the Irish come next and are followed by the Scandinavians, Bohemians and Poles. Every nationality on earth is represented here. It is claimed that fully one-third of the population is of foreign birth. Nearly two-thirds are of direct foreign origin.

**FOREIGN-BORN CITIZENS.** The persons over 21 years of age number 895,847; under 21 years, 542,163; between 14 and 21, 138,616; between 6 and 14, 191,180; between 4 and 6, 68,280; under 4 years, 144,085. The number between 12 and 21 years, not able to read or write English, was 4,458; the number under 21 years, obliged to work and who could not attend school, was 41,946; the number between 7 and 14 who do not attend school, was 8,732.

**PRIVATE AND PAROCHIAL SCHOOLS.** The number in kindergartens was 4,968; number in private schools, 6,575; number in church or parochial schools, 51,442; number in business colleges, 9,271; number of colored persons of all ages, 19,754; number of Mongolians of all ages, 1,476. Chicago, in 1835, had an area of 2.55 square miles; in 1893 it has an area of 182 square miles.

**AREA AND WATER FRONTAGE.** The city has a frontage on Lake Michigan of 22 miles, and a river frontage of about 58 miles, 22¼ miles of which are navigable. The distance between N. Seventy-first st., being the northern city limits, and One hundred and Thirty-ninth, being the southern city limits, is 24 miles. The city at its broadest point is 10.5 miles in width.

**LENGTH AND WIDTH OF THE CITY.** The longest thoroughfare in the city, running from North side, on the North side, to the southern city limits, 18 miles. Eighty-seventh is the longest street running east and west, extending the entire width of the city. The geographical center of the city of Chicago is located at the intersection of Ashland ave. and Thirty-ninth st. The site of the business portion of Chicago was originally a marsh. It is believed that Lake Michigan covered at one time almost the entire surface occupied by the present city. Beneath the marshy soil is a blue clay, and underneath this is a quicksand. A leading engineer maintains that Chicago is built upon a crust less than thirty feet thick, and that the weight of the massive structures which have been and are being erected, may prove sufficient at some time to break through. The result would be a disintegration of the foundation soil upon which these buildings now stand and a general collapse. This view, however, is not entertained by engineers generally, although the crust theory is admitted. Water is struck at a depth of about eight feet. Foundations are made generally by driving long piles into the soggy soil or by overlaying it with steel rails crossed and recrossed, which are filled in with cement, so as to secure a uniform pressure. The city of Chicago is level, but not flat. There are considerable rises here and there, the most noticeable being the ridge which traverses the southern portion west of Hyde Park to the Indiana line. All difficulties in the way of sewerage have been overcome long since by skillful engineering. The Chicago river which originally emptied into, now flows from the lake.

The sewage is carried by the river, in great part, to a canal which conducts  
**SEWERAGE** it through the interior. It finally finds its way into the Illinois  
**AND DRAINAGE.** and Mississippi rivers. The drainage of the city is an interesting subject, and the plans for future work in this connection are of great magnitude and involve the expenditure of many millions. The climate of  
**CLIMATE.** Chicago is healthful and beautiful, though the weather sometimes goes to extremes in summer and winter. The air is cool and bracing through most of the summer and hot nights are very rare. The mean barometric pressure during a period of ten years was discovered by the U. S. Signal Office to have been 29.303 inches; the mean annual temperature, 40.068; the mean annual precipitation, 36.64 inches, and the mean annual humidity of the air, 70.9, 100 representing complete saturation. The maximum annual precipitation averaged about 46 inches during this period. The highest mean temperature was 51.40 degrees, the lowest 45.42 degrees.

**HARBOR OF** The Chicago River is an unattractive stream, but a view  
**CHICAGO.** from one of the bridges which cross it, during the season of navigation, is interesting. The scenes at Rush st., Clark st., Dearborn st., Wells st., Lake st., Randolph st., Washington st., Madison st., Adams st., Jackson st., Van Buren st. or Twelfth st. bridges are nearly always animated.

It will be a surprise to the stranger, whether American or foreign, to learn  
**MARINE** that the arrivals and clearances of vessels at Chicago harbor  
**STATISTICS.** exceed those of New York by fully 50 per cent.; that they are nearly as many as those of Baltimore, Boston and New York combined, and that they are a fraction of over 60 per cent. as many as all the arrivals and clearances in Baltimore, Boston, New York, New Orleans, Philadelphia, Portland and San Francisco. Chicago has also fully 25 per cent. of the entire lake carrying trade, as compared with the total arrivals and clearances in Buffalo, Detroit, Duluth, Erie, Huron, Grand Haven, Milwaukee, Ogdensburg, Sandusky and Marquette. The government of the city of

**MUNICIPAL** Chicago is vested in a Mayor, elected for two years, salary  
**GOVERNMENT.** \$7,000; and a city council composed of 68 aldermen, or two from each of the 34 wards, who receive a per diem for actual services, the total of which amounts to about \$20,000 annually. One alderman is elected for each ward in alternate years. The mayor is assisted in the performance

of his duties by heads of departments and bureaus, as follows:

**MUNICIPAL** Comptroller, salary \$5,000; Treasurer, including assistants,  
**OFFICERS.** \$25,000, and interest on city deposits, his right to the latter being in dispute; City Clerk, \$3,500; Commissioner of Public Works, \$5,000; City Engineer, \$3,500; Counsel of Corporation, \$6,000; City Attorney, \$5,000; Prosecuting Attorney, \$4,000; General Superintendent of Police, \$5,000; Chief Marshal of Fire Department, \$5,000; Superintendent of Fire Alarm Telegraph, \$3,675; Commissioner of Health, \$4,000; City Collector, \$4,000; Superintendent of Special Assessments, \$3,500; Superintendent of Street Department, \$3,500; Mayor's Secretary, \$2,500; Mayor's Assistant Secretary, \$1,500. The municipal government of Chicago is conducted upon a more economical scale than that of any great city in the world. The salaries paid its highest and most important officials do not compare in amount with the salaries received

by leading employes of corporations or of prominent commercial houses. ARCHITECTURE. The architecture of the city of Chicago is striking and peculiar. It has been the subject of world-wide discussion for several years past. The term, "Chicago architecture," has become a familiar one to the architects of the universe, and a word coined for the purpose of expressing the idea, "Chicagoesque," has now come into common use. The traveled stranger, to whom the great cities of the world are familiar, however he may become impressed with the manners and customs of our people, or with their methods of doing business, and however loath he may be to admit the justice of our claims to pre-eminence in other respects, must acknowledge that this is the best built city in the universe to-day. For nearly twenty years, or since the great fire of 1871 swept over the business center of the city and laid it in ruins, architecture in Chicago has been steadily advancing, until we are enabled, in this World's Fair year, to point

GREAT out some of the grandest achievements of the art to be BUILDINGS. found on the face of the earth. The character of the great buildings erected during recent years in Chicago demonstrates that architects have risen to the highest plane of constructive knowledge. It is not enough to use the material guaranteed by the maker, but Chicago's architects themselves employ engineers for the special purpose of examining and testing each and every piece and passing their individual opinion upon it,

HOW GREAT in a written report, and only such as is accepted by these BUILDINGS ARE engineers is used in the buildings. So essential and necessary is this department of architectural engineering considered, that specialists are sent to the mills which furnish the iron and steel structural shapes and beams for buildings, and the metal is not only tested in the ingot, but the strength of resistance is ascertained for every finished beam. The result of all this gives to Chicago buildings which are not only theoretically safe, but known to absolute certainty to be safe down to the last cubic foot of masonry and the last cubic inch of steel. In this respect Chicago is unique, and it is a common remark in eastern and foreign cities, among those actively engaged in building, that Chicago to-day erects the best built structures ever known, and with the notable distinction that she does it with the closest economy in material and time. That is to say, that it is a fact that in Chicago buildings the quality is better, the distribution of material is more skillful and the buildings are naturally more reliable. The buildings have all been constructed fire-proof to a degree surpassing those erected under old methods. Not only are steel and iron used for supports, for girders and for joists, but they are covered with fire-clay, which is so disposed that air chambers are left next to the iron or steel in every case, making it impossible for the metal to be overheated even by the hottest fires.

THE While many of the largest and handsomest of Chicago's STEEL FRAME buildings are constructed solidly of stone, a new system SYSTEM. has found much favor here, and is being generally followed now in the construction of the mammoth buildings known as "sky-scrapers" which have given Chicago a new celebrity. This is known as the steel frame sys-





[Engraved for The Standard Guide Company.]  
ASHLAND BLOCK, N. E. COR. CLARK AND RANDOLPH STS.  
[See Page 167.]



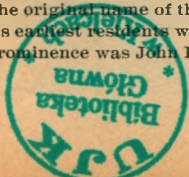
tem, the structure proper being erected from the foundation entirely independent of the walls, which consist of a mask of terra-cotta or other material, not intended to serve as a support for the edifice in any way. The floors consist of steel beams with arched terra cotta tile-work filled in between them, and covered either with the usual floor boards, or with ornamental tiles or mosaic work. The partitions are built of hollow terra cotta tiles. As little wood as possible is used, so that these tall structures are as nearly

fire-proof as they can be made. Owing to the character of the ground on which Chicago is built, the construction of the foundations of large buildings is a much more serious problem than in most large cities. Water is encountered at a very slight depth below the surface of the ground. Piling was at first used, but experience demonstrated that it did not form a satisfactory foundation. The method now employed is the formation of a solid sub-structure of steel beams or rails and concrete. The steel pieces laid cross-wise are of a length proportioned to the weight they will have to sustain, and are imbedded in concrete. Other beams or rails are then laid lengthwise, with concrete filled in, and thus several layers are placed in position until the foundation is completed. Hundreds of tons of steel may thus be imbedded in Chicago earth before the walls of a building are on a level with the surface.



OWINGS BUILDING.— See Buildings.

And now, something about Chicago's history. It is a wonderful story, HISTORICAL, though a brief one. The salient facts are: Chicago was first settled about 1779, its first settler being a fugitive San Domingoan slave named Point De Sable. It was known as Chicago Portage for many years. The original name of the city was Checagow, as pronounced by the French. Its earliest residents were French Canadian fur traders. Its first citizen of prominence was John Kinzie. Fort Dearborn was constructed here in 1803.



It was destroyed during the war of 1812 by the Indians in August of that year, after the garrison had been massacred on the Lake shore in the locality of the neighborhood now known as Oakland. The fort was rebuilt in 1814. Illinois was admitted to the union in 1818. Chicago was incorporated as a city on March 4, 1837. Three and a third square miles of this city were FIRE OF 1871. burned over in 1871; 17,450 buildings were destroyed; 98,500 persons were rendered homeless; 200 were killed and the direct and immediate loss was over \$190,000,000. The insurance recovered amounted to \$44,000,000. One year after the fire many of the best business blocks in the city were rebuilt; five years after the fire the city was handsomer, architecturally speaking, than ever; ten years after the fire all traces of the FIRE IN 1874. calamity had disappeared. The second great fire in Chicago occurred on July 14, 1874. This conflagration swept over a district south of Twelfth st. and east of State st., which had escaped the fire of '71. Although 18 blocks, or 60 acres, were burned over, and although 600 houses were destroyed and the loss was close to \$4,000,000, the calamity was never as deeply regretted as it would have been had the district been a safe one near the heart of the city. The houses were nearly all wooden and were a continual menace. This district was soon rebuilt in a substantial manner. There have been at intervals labor and communistic riots in Chicago. Nothing that has occurred, however, has served to check the wondrous growth and prosperity of the city.

Nearly every subject touched in the above epitome, as well as every subject touched in the following daily trips around the city, is referred to elsewhere in this volume, more exactly and sometimes in greater detail. I believe I have now given you such information as will enable you to understand many of the things which it will be my pleasure to tell you of during our daily excursions.

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## THE ARRIVAL.

From whatever direction you may come, before your train reaches the city, you will be approached by one of Parmelee's uniformed agents, who will, if you desire it, take up your railroad baggage checks, giving you checks or receipts in exchange for the same, and undertake to deliver your trunks or small baggage to any hotel or to any part of the city within the old limits for fifty cents. Or, he will give you checks for the transfer of your baggage to any of the railroad depots in the city from which it may be re-checked to any of the suburban villages or towns within or without the corporate limits of the city. Each additional trunk, twenty-five cents. For fifty cents he will give you a ticket which will entitle you to transfer by omnibus or transfer coach to any other railroad depot, or to any hotel in the center of the city. The Parmelee company is perfectly responsible and its agents may be trusted fully. The stranger arriving in Chicago for the first time, if in doubt as to the course to be pursued, on leaving the train should consult the uniformed depot agents, or depot policemen, who may be depended upon for reliable information. Hansom cabs, coupes, hacks, carriages, etc., have stands out-

side every depot. Before entering a vehicle, make an arrangement with the driver, so that there may be no misunderstanding.

*Hack Rates.*—For conveying one or two passengers from one railroad depot to another, or for a distance not exceeding a mile, \$1.00; for conveying one or two passengers any distance over one mile and less than two miles, \$1.50; for each additional passenger of same party or family, 50 cents; for two passengers any distance exceeding two miles, \$2.00. For each additional passenger of same party or family, 50 cents; children between 5 and 14 years of age, half fare. For use per day of hackney coach or other vehicle drawn by two horses, with one or more passengers, \$8.00. For use of any such vehicle by the hour, with privilege of going from place to place and stopping as often as may be required, first hour, \$2.00; each additional hour, or fraction thereof, \$1.00. Traveling baggage carried free.

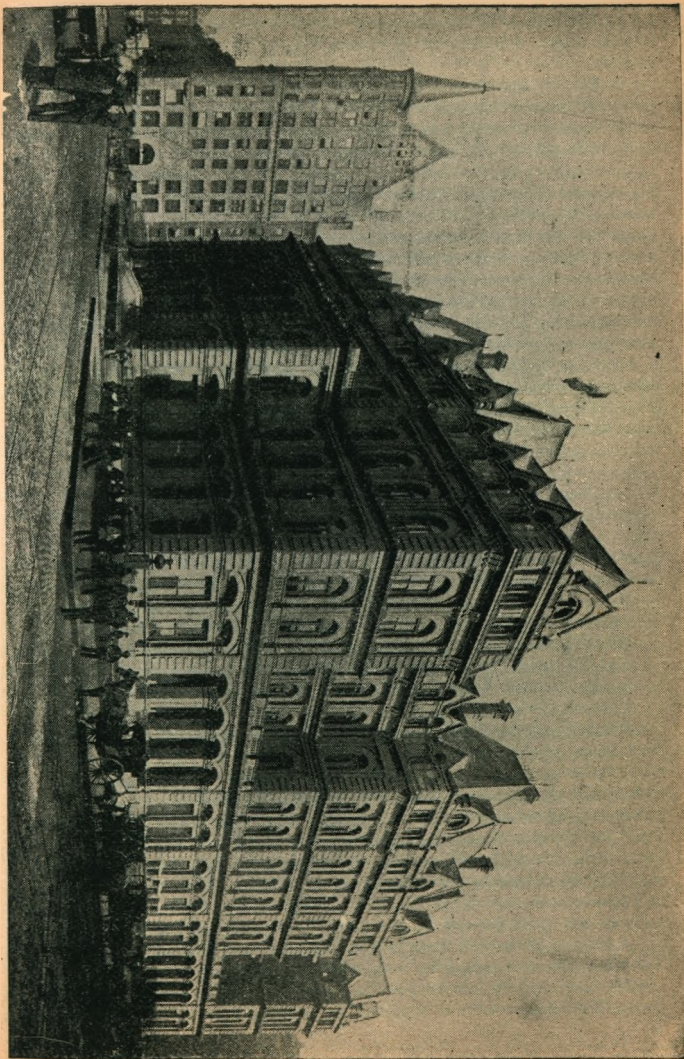
*Cab Rates.*—An ordinance passed by the city council in November, 1892, provides that the rates of fare to be demanded by the owners or drivers of cabs or other vehicles drawn by one horse or other animal for the conveyance of passengers, shall not be more than 50 cents a mile, or fraction thereof, for one or two passengers, and 25 cents for each additional passenger for the first mile or fraction thereof. The charge by the hour shall not exceed 75 cents, and 25 cents additional for each quarter hour after the first hour. In the case of a vehicle being engaged by the hour and discharged at a distance from its stand, the driver will have the right to charge for the time necessary to return to his stand. In case of attempted imposition or exorbitant charges, call a policeman.

*Hotels in Chicago* may be divided into three classes. The first-class includes such houses as the Auditorium, Richelieu, Leland, Great Northern, Victoria, Palmer, Grand Pacific, Sherman, Tremont, Wellington, etc., etc. The second-class includes such houses as Gore's, Kuhn's, Windsor, Grand Union, Saratoga, Brevoort, Burke's, etc. The third-class includes the cheap grade of hotels to be found on Clark and State sts. and Wabash ave. on the South side, Madison, Van Buren and other streets on the West side, and on Wells, Clark and other streets on the North side. First-class rates, \$3.00 per day and up; second-class rates, \$2.00 per day and up; third-class rates, \$1.00 per day and up. Outside of either of the classes mentioned above there are a large number of

*Family Hotels*, so called, because they cater less to commercial transients than to regular hotel boarders. Among these might be mentioned the Drexel, Woodruff, Hyde Park, Holland, Lexington, Metropole, Virginia, Plaza, etc. Arrangements are usually made for accommodations at the family hotels for terms running from a week to a month. The visitor must bear in mind that the hotels of Chicago are divided, in a general sense, into two classes—those conducted on the American and those conducted on the European plan. In the American hotels the rate per day includes table fare also; in the European hotels the rate per day covers rooms only.

*Good Rooms* in the leading European hotels, or hotels where rooms and meals are paid for separately, can be obtained for from \$1.00 to \$3.00 per day. At many respectable hotels of an unpretentious class good rooms may





[Engraved for the Standard Guide Company.]  
POST OFFICE AND CUSTOM HOUSE, LOOKING EAST.

[See Pages 34 and 188.]

be had from 50 to 75 cents per day. Restaurant meals may be had at from 25 to 50 cents. Hotel meals are served at from 50 cents to \$1.00. Should you prefer

*A Private Boarding House*, you will have no difficulty in finding one where you may procure a room with board at from \$5.00 to \$10 per week. At the latter figure, excellent accommodations may be obtained in any of the best neighborhoods of the city. Boarding houses may be found advertised in large numbers in the daily newspapers. If you advertise for a boarding house, you will receive numerous responses. Select some place, if possible, south of Twenty-second st., and east of Wabash ave.; don't be afraid of going too far south; North of Chicago ave., and east of Wells st.; don't be afraid of going north or northeastward; west of Ashland ave., or south of Madison to Jackson or north of Madison to Park ave.; the farther west the better. Don't be afraid of getting away from the center of the city. Rapid transit is available in all sections and points of interest are brought within easy access by cable and elevated railroads. Having installed yourself at a hotel, a boarding house, or at the home of a friend, and put your affairs in order, you will doubtless be prepared, and even anxious to see the city. If you will follow me during the next 10 days I will try to point out everything of interest and to give you all the information I have been able to collect concerning the places we visit and the sights we see.

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## FIRST DAY.

Starting from the Adams st. Steps of the Post Office—We Look About Us—Three Times Burned Out—Workings of the Post Office—The Federal Ruin—H. H. Honore—His Career and Children—Kinsley's—Railway Ticket Office District—Scalpers—Lakeside Building—Owings Building—Washington Hall—Secret Societies—Adams Express Building—Commercial National Bank—Stock Exchange—European Hotels—Typical Restaurants—The Working Girls of Chicago—First National Bank—The Tribune Corner—"School Section" Property.

We will make our starting point the first morning of our journey on the front steps of the custom house and post office, between Clark and Adams sts. There is no spot in the city as unlike Chicago as this. We are in front of the least Chicagoesque structure that could have been selected. As time goes here, it was only a short while ago that this building was erected by the United States Government. The great fire of 1871 had swept everything before it in the city's center. Granite and iron melted in its path. The great stone structure then occupied as a post office, on the N. W. Cor. of Dearborn and Monroe sts., went down on that fateful Sunday night. When the smoke had cleared away the granite walls were standing but the interior was

*A Mass of Ruins.*—A little later an enterprising theatrical manager utilized the walls as a frame for a theater. On that corner stood

*The Adelphi.*—It proved to be the most commodious theatrical auditorium we had in Chicago for many years. It became Haverly's theater later on,



and Patti sang from its stage before an audience composed of the elite of Chicago. Still later on the First National bank secured a lease of the grounds (it is "school section" property and the fee belongs to the municipality) and erected the present magnificent First National bank building on the site. The stone used in the bank building is the same that walled in the the old post office. After the fire the post office was moved to Wabash ave., south of Twelfth st. Here it was again burned out in the fire of 1874. The next move was into the

*Honore Block* directly opposite us on the northwest corner of Adams and Dearborn sts. Here, during Christmas week of 1877, the Post Office was again burned out. The fire which drove the post office out of the building was one of the most wicked ever witnessed in Chicago. The weather was intensely cold. During its progress the firemen moved around encased in crystallized vapor, and had all the appearance of animated icicles. The water congealed almost before it reached the burning building, and, striking the walls, it formed magnificent figures in ice on every window cap and cornice. The figures in ice were

*Fantastic and Beautiful*, and the moonlight streaming down upon the building produced colors which gave the structure the appearance of a scene from the Arabian Nights. Driven out of the Honore Block, the post office secured quarters in the uncompleted building before which we are now standing. Architecturally and mechanically this great structure has been a failure from the first. Although costing in the neighborhood of \$5,000,000, it has been an eyesore to the people of Chicago, a perfect blot upon the architectural beauty of the city, and inconvenient, inadequate and unsafe for the purposes to which it is dedicated. When erected it was supposed to be large enough to meet the demands of the Chicago postal service for fifty years to come. Inside of ten years it proved to be too small. Before the roof was on the walls began to settle unevenly; apertures through which the daylight and moonlight streamed, were noticeable. Before it was a year in service the girders sprung and the costly tile flooring began to loosen up and clatter beneath the feet of the thousands who daily thronged the immense lobbies. Aside from

*The General Post Office* and its branches, there are about sixty independent post offices within the corporate limits of the city of Chicago, each one having its own postmaster, and each one reporting directly to the Post Office Department at Washington. The Postmaster receives \$6,000 per annum; the salaries of the Assistant Postmaster and his Superintendents of Departments run from \$2,400 to \$3,000. The salaries of clerks and accountants run from \$800 to \$1,700, while the salaries of carriers run from \$600 to \$1,000, according to length of service. Uncle Sam is an exacting employer and not a particularly generous one. In no department of the government are his servants paid well. Yet, positions in the post office are sought after, and he has no difficulty in securing good men at the prices named. The hours are long. In this post office particularly the work is very hard, and the employes for the most part are confined during working hours to very unhealthy quarters. They have built some iron and glass annexes on the Dearborn st.

front, in order to secure more room. But under no circumstances can the present building be made to accommodate the business properly and a great new post office building, to be located probably on the lake front, is among the certainties at an early day. You will notice that there is a perfect stream of life flowing through these lobbies. All around you are signs which direct you to the windows or to the departments you are in search of. Through the carriers entrance, you may look in upon the distributing department. That is a busy hive in there. The

*Distributors and the Carriers* whom you see loading up for their trips, are bright looking, active men and pleasant fellows, as a rule. Hourly deliveries are now made in some portions of the business center. Some of these carriers have all they can do to serve one of the great office buildings. In some of the great office buildings, two and three carriers are constantly employed delivering the mails. The days have long since passed, in Chicago, when one carrier can serve a district covering a block in the business center. The early morning mail is sent out by a carrier who takes letters only. He is immediately followed, over the same route, by another carrier who takes registered letters. Another follows him with newspapers, packages, etc. It used to be, in the old days, that the carrier would deliver his route and refill his bag with letters from the boxes on his way back to the post office. Now wagons are employed in the latter branch of the service. It is not an unusual thing for

*A Ton of Mail* to be taken from one of the office buildings in a day. The carrier no longer collects the mail. He reports back to the office for his next trip as speedily as possible. Neither does he find time to arrange the mail for his route. He finds it arranged for him by persons employed for that purpose. If he has been too long upon his trip, or does not report back on time, he is fined. There are

*Automatic Clocks* in the office. As he leaves he takes a key from the "in" hook, turns it in the clock and hangs it on the "out" hook. This registers the exact moment of his leaving the office and the exact moment of his returning. It keeps his record. If he has wasted any time during the day, it is discovered at night and he is "docked" for it. No, I would not advise any young man to seek employment in the post office. Down stairs is the newspaper department. To the left are the money order and registry departments. To the right are the delivery windows, lock boxes, mailing chutes, retail and wholesale stamp departments, etc., etc. To our right as we turn toward Adams st. again, is the Postmaster's office and next door to him may be found the assistant postmaster. At the top of the building is the chief post office inspector, the personal representative of the Postmaster General. We are again on the steps of what has come to be called

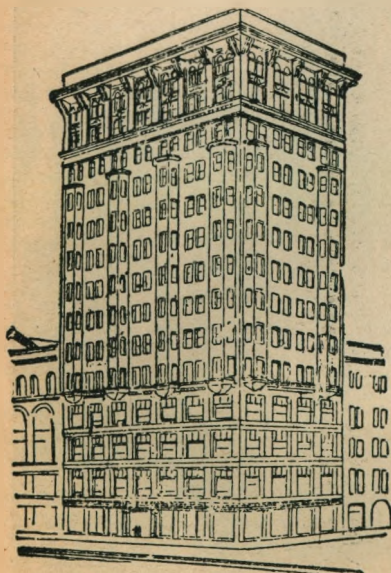
"*The Federal Ruin.*"—I mentioned the fire in the Honore building. The Honore building is now the Marquette hotel. That is on the corner to our right. In the old days H. H. Honore was one of Chicago's most prominent men. He was an optimist in real estate matters. Had he been in the market a few years later he might perhaps have been known as a plunger. He was a man of great ideas. He believed in Chicago's future. He believed



[Engraved for the Standard Guide Company.]  
THE INTER-OCEAN BUILDING, MADISON AND DEARBORN STS.  
[See "Newspapers."]

that there was nothing too good or too great for her. He was right, but he was a little ahead of his time. He built the Honore block. It was a marvel of architectural beauty in those days, and was considered one of the greatest buildings of America. It is still a handsome building, but it is dwarfed by the magnificent structures which have risen in its neighborhood.

*H. H. Honore* built the structure on the same side of Dearborn st. just one block above, now known as the Howland block. He was one of the projectors of Ashland blvd. on the West side, and when he laid out that beautiful residence avenue, people said he was mad. It was so far away from the



HARTFORD BUILDING—See Buildings.

center of the city. He was the originator of the idea which has since prevailed so universally, of making a street, an avenue or a boulevard, or creating a suburb, before offering property along its line or within its limits for sale. With this idea, he brought trees already full grown from the interior and planted them along Ashland blvd. He laid out the street, the parkways and put in the stone walks. He drew a line beyond which no building should project. He made it compulsory on the part of purchasers that no building below a certain cost should be erected. He was just on the point of receiving the reward which his great enterprise and phenomenal forethought deserved, when

*The Crash of '73* struck the city like a tornado, and shattered the fortunes of thousands of Chicago's best

and brightest business men. *H. H. Honore* never fully recovered. Many who went down with him managed to pull through, and are to-day among our wealthiest men. He died not very long ago. His sons are now in the real estate business in this city. *Bertha Honore Palmer*, wife of *Potter Palmer* (the millionaire hotel man and property owner) and President of the Board of Lady Managers of the World's Columbian Exposition, a cultured, distinguished and beautiful woman, is his daughter. Another daughter is the wife of *U. S. Minister Frederick Grant*, now representing this Government at the Court of Vienna. Directly opposite us is



*Kinsley's*.—Everybody in Chicago, rich and poor, knows Kinsley's. Kinsley's is a landmark. The poor know it, because they hear so much about it, and not because of any personal experience they ever had with it. It is the Delmonico's of Chicago. Mr. Kinsley has been what is known as a caterer to the epicurean taste of upper tendom in Chicago for a great many years. He accumulated a great deal of money by serving swell meals to swell people, or people who wanted to be known as swells. It has been for many years, and is now, quite the thing to drop into that structure with the yellow awnings and pay \$7.50 for a dinner that you might get some place else for perhaps \$2.25, or less. This reminds me that within a stone's throw of us, are now located the

*Ticket Offices* of all the great trunk lines of railways centering in Chicago. The movement down this way began about five years ago, and it has continued until the old railway ticket center, in the vicinity of the Sherman House, is almost deserted by agents. But from Jackson st., around the corner, or the Grand Pacific hotel to the Court House, on both sides of Clark st., you will find all of the ticket offices with a very fair sprinkling of scalpers, offices. The scalper does a thriving business. His signs are hanging on the outer walls. He has cheap tickets for everywhere. He will buy your tickets, if you have any to sell, and give you a fair price for them. If you want a mileage ticket, you can get it, and he will show you how to work yourself off on the conductor under any alias. To our left also, but diagonally across from the C., B. & Q., building, is the

*Lakeside Building*.—I am not a very old man nor a very old Chicagoan, but I can remember the time when the Lakeside building was the one great business structure in this section of the city. It may be called the pioneer of office buildings. For many years it was too far removed from the center to be popular, and about the time that the center itself moved toward the south, it became too old to be popular. It is an old-fashioned structure; that is, it is an old-fashioned structure from a Chicago point of view. It was put up after the great fire of '71. It is hard to realize now that even at that late date passenger elevators, or "lifts," as you call them abroad, were not introduced into buildings. The Lakeside building had no passenger elevator until three or four years ago. If you wanted to go to the roof you had to climb the stairway. From the beginning it seems to have been the center for subscription book publishers. It was for many year, and continues to be yet, to a certain extent, the rendezvous for book agents. Here you may find the book agent off duty, if it could be imagined that anybody would look for a book agent for any reason or under any circumstances. The book agent may be seen in the Lakeside building in fatigue uniform. He does not wear his satchel nor his insinuating smile. Beneath the Lakeside building is a magnificent restaurant conducted by Mr. George Williams, familiarly and pleasantly known to the politicians of Cook county. To our right, diagonally across from the Marquette hotel, is the

*Owings Building*.—This is one of the most beautiful of the great office buildings. Its architecture is peculiar, and the piqued formation of its roof distinguishes it very strongly from its surroundings. The facade is striking



and unique. The work over the main entrance is particularly attractive, the carving being some of the finest to be seen on any building in the city. To the south of the Owings building are a number of office structures, all great in size but of no particular prominence among the magnificent structures which are to be seen in this neighborhood. On the opposite corner of Dearborn and Adams sts. is "The Fair" one of the great general merchandise establishments of Chicago. Opposite "The Fair" in the center of the block on Adams st. is an unpretentious looking building known as

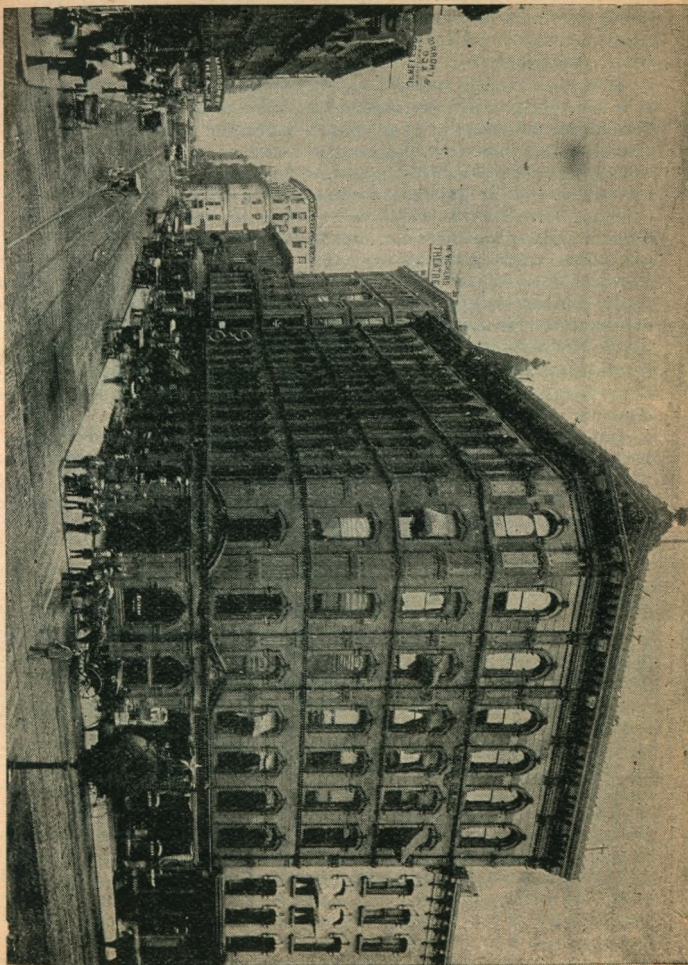
*Washington Hall.*—The name has very little signification when one comes to consider the objects to which this building is devoted. It is one of many buildings of the same character in Chicago. It is a structure divided into halls of various sizes for the accommodation of secret societies. Washington and Lincoln halls are two of the largest. Here there are secret society meetings every night in the week. The lodges rent the halls for one, two, three or four nights a month, as the case may be. In these halls there are nightly meetings of Masons, Odd Fellows, Knights of Pythias, Knights and Ladies of Honor, Red Men, Foresters, Order of the Iron Hall, Royal League, Patriotic Sons of America and benefit societies. Chicago has over one thousand lodges of secret societies. The Masonic, of course, is the oldest and most respectable; the Odd Fellows come next; the Knights of Pythias next. The Foresters are very strong and so is the Royal Arcanum. Mutual benefit associations, with insurance departments, are very popular among the people. We have now taken in everything of interest to our right and left as far as our vision extends. Let us take a walk north from Adams on Dearborn st. Passing the Dearborn street front of the Fair, we reach the

*Adams Express Building.* This was among the first of the great office structures erected here. It is a modern building in every respect and elegantly finished from bottom to top. The building is owned by the Adams Express company, and the general office of the company is located on the first floor. The next is the Commercial National bank building, another beautiful structure of the modern class. The main floor is occupied by the

*Commercial National Bank.*—Bankers and brokers occupy the lower floors. The upper portion of the building is given over to miscellaneous office tenants. The Commercial National bank counting room is worthy of a visit. The interior is beautiful. Across the street on the opposite corner is the Stock Exchange building. The lower story of this structure is given up entirely to stock operators and brokers.

*The Stock Exchange* has quarters here and I would advise a visit to one of its morning sessions. Stock operation has grown immensely in Chicago within recent years. Nearly everything in the speculative line is listed here now. The operations in local stocks, and particularly in street railway shares, are frequently very extensive. Immediately north of the Stock Exchange is the Saratoga hotel. This and the Windsor, just above, are the

*Favorite Stopping Places* of the better class of country merchants and shoppers. The small towns within a radius of 500 miles contribute largely to the patronage of the Saratoga and the Windsor. While I am on this subject I might mention the Grand Union, which is directly opposite the Wind-



[Engraved for The Standard Guide Company.]

CHICAGO TRIBUNE BUILDING, MADISON AND DEARBORN STS.

[See "Newspapers." ]

sor. The prices charged for rooms run from \$1.00 to \$2.50 per day. The three hotels mentioned are conducted exclusively on the European plan and the guests take their meals, as a rule, in the Saratoga or the Thompson restaurants. The Saratoga is

*A Typical Chicago Restaurant* as regards its size and the manner in which it is conducted. Such restaurants are numerous in Chicago. They are suitable for the reception of all classes, ladies and gentlemen, and are conducted on that thoroughly independent American, or, to put it more plainly, Chicago principle, which distinguishes them from restaurants in any other city in the country. Probably nowhere else can young girls or young ladies shopping down town or employed in offices or stores, enter a restaurant without exciting less attention than in Chicago. Young men and women, and old men and women for that matter, jostle each other in the struggle for existence and independence in Chicago. During business hours, at least, young men and women meet upon a common level. The courtesy which distinguishes the American in all his relations with womankind, whether in the drawing room or on the palace railway car, extends to the daily

*Relations between the Sexes* in Chicago. The shop girl, the stenographer or the female bookkeeper is treated with as much consideration as the daughter of the merchant prince or millionaire. Familiarity, such as one would suppose might follow the constant intercourse of the sexes, does not breed contempt in Chicago business circles where men and women are thrown together. The self-respecting girl is respected everywhere, and the Chicago young man is always ready to take off his hat to the young woman who carries herself as a young lady, whether she works behind the counter or at the typewriter. But this is a digression.

*Thompson's Restaurant* is a peculiar institution. Originally occupying one store room in the Tribune Building, it has extended down the block to the alley. I don't pretend to say how many thousand men and women are fed here every day. If I should say six thousand people take their luncheons here between the hours of 11 and 3 o'clock daily, I don't think that the figure would be an exaggeration. Across the street from the Stock Exchange is the

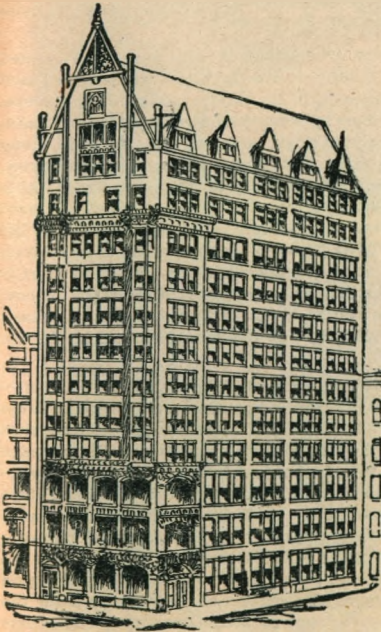
*First National Bank Building*.—It is a magnificent structure. It is not nearly as high as many of the buildings I will point out to you, nor are there as many architectural adornments to be found on its facade. But it has an air of strength and solidity which must excite your admiration. You would guess it to be a bank building even if I hadn't told you so. Let us go inside. We find ourselves, after passing up a low flight of marble stairs, standing at the entrance of what is claimed to be the largest, most convenient, and most elegant banking room in the world. Mr. Gage was the first choice of the projectors and stockholders in the World's Columbian Exposition for its head. He was its first president. He positively declined to serve a second year because of the immense amount of business of a private character pressing upon him. He was, however, from the inception of the enterprise to its successful conclusion, what may properly be called its right-hand man. On the S. E. cor. of Madison and Dearborn sts. stands the



*Tribune Building.*—[See "Newspapers."] This building and all the other buildings on the block surrounded by Dearborn, Madison, State and Monroe sts. occupy what is known as school section property. In the early days sections of land were set apart in every township as school property, the revenues from which were to be devoted to the free education of children. This was a wise and a patriotic provision. The system has obtained throughout nearly all the states of the union, but particularly in the West.

As the needs of the school boards increased and the erection of buildings in localities away from the

*School Sections* became necessary, much of this property had to be parted with. The money derived from sales was devoted to the erection of school buildings, and to meeting the expenses of public education. As Chicago grew, the property became immensely valuable and the disposition to part with it very materially lessened. The valuable blocks and lots were retained. The use of the property upon which the First National bank stands was given to the U. S. Government to accommodate the custom house and post office. When the Government abandoned that site it reverted to the city and became a part of the so-called "school section." All of this property is leased by the city to the holders and is subject to periodical appraisements. The revenue



BOYCE BUILDING.—See Buildings.

derived from it is very great, but, of course, not sufficient to meet the present expenses of public education in this city. Of public education and what it costs I will tell you in another part of the book.

## SECOND DAY.

Dearborn and Madison Sts.—The Hartford Building—Home of the Inter-Ocean—Portland Block—Grannis Building—Banking Houses on Dear-

born St.—The Unity Building—McCormick Block—Boyce and University Buildings—Tremont House—Dearborn St. Bridge—A Manufacturing District—The Odor of Soap—View Down Dearborn St. from the Viaduct—Through the Crush of South Water St.—The Fruit, Vegetable and Poultry Market—Busy Scenes—State St. from the Bridge—What Potter Palmer Did for It.

The intersection of Dearborn and Madison sts., where we parted yesterday, is one of the busiest in the city. The great new building which rises on the southwest corner is known as

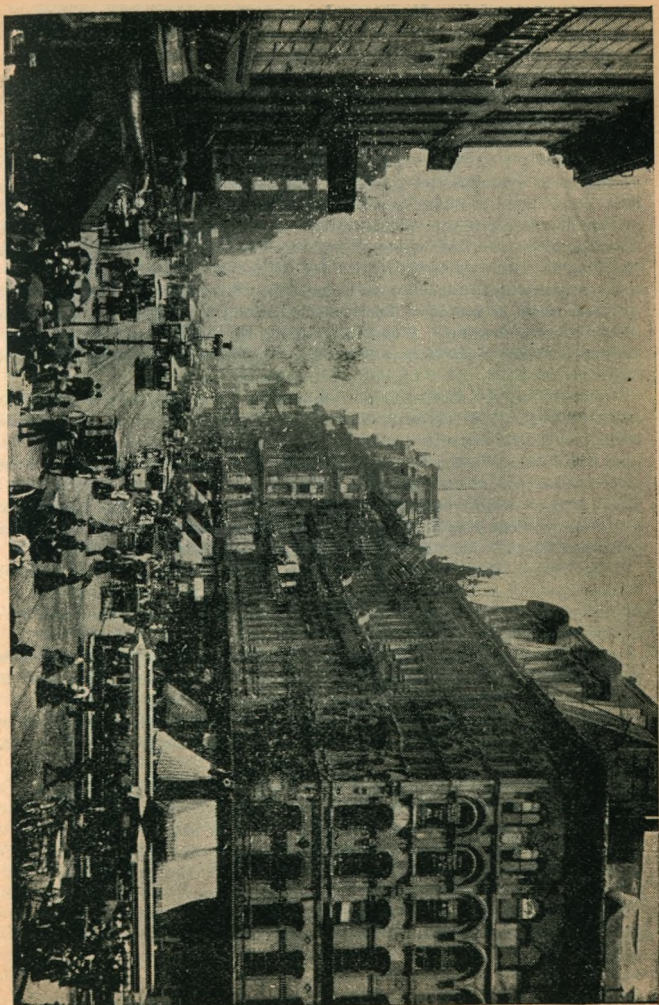
*The Hartford.*—On this corner a magnificent structure was erected immediately after the great fire of 1871. It was architecturally ornate and presented many features which made it, in its exterior, pleasing to the eye. The facade was relieved here and there by beautiful ornamentation and statuary. It was one of the old pattern buildings, however, the first story being raised several feet above the sidewalk. Like many others of this character, it had to make way before its time for the mammoth office structures which are now found in the business center of the city. The old building would have been an ornament to any city. It is spoken of as old, whereas at the time of its destruction it had not lived through twenty years! The building which takes its place, as you see, is an elegant structure. The first story is of stone and the remainder of the fourteen stories of terra cotta. It cost over \$600,000. The first floor was rented before the foundations were laid, for \$80,000 per annum. It is occupied by the Chemical National bank. On the opposite corner is the

*Inter-Ocean Building.*—[See "Newspapers."] The corner which is surmounted by a clock tower was built in to give a harmonious appearance to the wings which front on Dearborn and Madison sts. The buildings which are thus united were entirely reconstructed with the view of giving the Inter-Ocean a home. This, of course, was the principal object, but another was the transformation of what had become old-fashioned buildings, into a modern office structure. The Inter-Ocean business office on the corner is one of the most attractive in the city. I have nothing of particular interest to tell you concerning the buildings in the block north of Madison st., until we come to the

*Portland Building* on the southeast corner of Dearborn and Washington sts. This is an imposing structure of modern design. Built soon after the fire, the Portland block stands as a monument to the energy of capitalists whose faith in the future of Chicago was not shaken by that overwhelming misfortune. They had no scruples about placing \$200,000 in this structure, which has always ranked as a popular building for the old and conservative men engaged in professional and mercantile pursuits. Next door is the

*Grannis Building*—Here is to be found, on the first floor, the National Bank of Illinois, of which Mr. George Schneider is President. This is one of the most substantial financial institutions in the country. The banking room is worthy of a visit. Radical improvements in the Equitable building on the corner directly opposite are contemplated as this edition goes to press. On the northeast corner is the banking house of





[Engraved for The Standard Guide Company.]

LOOKING NORTH ON STATE FROM MADISON ST.

[See "Guide."]

*E. S. Dreyer & Co.*—Mr. Dreyer is among the most prominent of Chicago's private bankers. He is an advanced thinker and is prominent in real estate matters. On the northwest corner is the private banking house of Meadowcroft Bros., an old established and reliable concern. Just north of E. S. Dreyer's is the Stewart-Clark building, and adjoining this is the Chemical bank building, a handsome structure, owned by the Abstract Safety Vault Company. We now come to

*The Unity Building*, a sixteen story structure of steel and glass and one of the most graceful specimens of modern commercial architecture to be seen here. This building bears a name which is familiar to all old Chicagoans. The former Unity building was considered a first-class office structure after the great fire, but it soon passed into the fourth or fifth class. The Unity building is noted particularly for its beautiful golden vestibule, and the marble stairways which rise on either side. Every floor in the building is finished alike in marble. The entire building is heated and lighted with electricity for tenants. It is the property of the present governor of the State of Illinois. A great new skyscraper will be erected to adjoin this building after the Fair. This building will take the place of

*The McCormick Block* which stands on the southeast corner of Randolph and Dearborn. The McCormick block has for many years been the home of large real estate concerns, advertising agencies and weekly newspapers. It long stood out in bold relief as one of the finest office buildings in Chicago. Lately it had to be entirely renovated in order to secure tenants. It has many modern improvements now, but still lacks the essential attractions of a first-class office building. On the opposite side of the street, the southwest corner of the alley between Washington and Randolph sts. stands

*The Boyce Building*.—This structure replaces the old Stewart-Bentley building, which was built soon after the fire. On the opposite corner of the alley is the University Club building, an elegant business structure, the top floors of which are occupied by

*The University Club*, a club made up of the graduates of the various universities resident in Chicago. On the N. W. Cor. Dearborn and Randolph sts. is

*The Borden Block*, another of the great structures which have been thrown into the shade by the skyscrapers. To our right as we go north on Dearborn st. is

*The Tremont House*, one of the most beautiful buildings we have to present to the visitor, although it is by no means considered now a modern building. The Tremont House dates back to the time when Chicago was little more than a village. It has three times been destroyed by fire. The present building, from an architectural point of view as well as from an artistic, is far more pleasing to the eye than many of the greater, though rather bare and bald structures which have been erected in its vicinity. The old style ornamentation of the exterior is a relief to one who is compelled to gaze upon the severe plainness of many of the most important buildings of the city. The hotel has long been a favorite one for families, although it caters to commercial guests. It is furnished beautifully and

has 250 rooms. The property belongs to the Couch estate. The hotel is conducted by Alvin Hurlburt and W. S. Eden, who are also managers of the Great Northern, farther down the street. We have now reached a point on Dearborn st. where interest in the buildings ceases. A block farther to the north South Water st. is reached, and that is an interesting thoroughfare for the visitor at any time of the day or at any season of the year. I speak of it later on. We might pass over

*The Dearborn St., Bridge* which will carry us into the North side. Over the bridge it is Dearborn ave. The street from the bridge to Chicago ave., which intersects it about a half mile to our north, has fallen into that state of transition where the resident householder drops out and the boarding house keeper steps in. Dearborn ave., on either side is lined with boarding houses of the good, bad and indifferent classes. There is a nice view of the river front from the Dearborn St., bridge. From this point you can see the crowd surging across the State st. bridge on the east and the Clark st. bridge on the west. If you walk to the next corner to the north, and then in an easterly direction, you will be taken into a great center of industry where

*The Odor of Soap* largely prevails. All through this district are manufactories and warehouses, mostly of that character which employ heavy trucks and drays, and which, in turn, contribute to the tearing up of pavements and the production of mud. I will not ask you to penetrate this section now, but you can do so at your leisure. From Kinzie and Dearborn sts. to the north pier there are some immense establishments which are worthy of a visit, the most notable being on River st. where Kirk's great soap factory is located. The Dearborn st. viaduct and bridge are at a considerable elevation above the common street level of the city. From the bridge or viaduct you have

*A Magnificent View* south on Dearborn st., north on Dearborn ave., or east or west along the river front. To your left you see the towering structures of the grocery district. The site of old Fort Dearborn is covered now with massive buildings, almost wholly devoted to the grocery and kindred lines of trades. Pointing skyward above them all is the great Masonic Temple, with its twenty stories surmounted by a roof garden. People walking on the roof of this building taking a bird's eye view of the city below, look like flies at this distance. The great Unity Building down Dearborn st. is

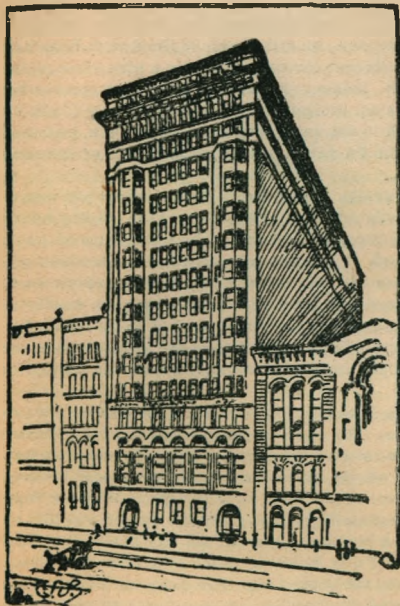
*A Towering Silhouette* against the leaden sky. The Ashland block, on the Cor. Clark and Randolph sts., and the Schiller building, both to your right, the great Monadnock structure further to the south, and the equally great Manhattan, still further down, with the shadowy forms of the Monon and the Pontiac, all rise before you. If the atmosphere is clear, you have a full perspective of Dearborn st. to the Polk st. depot, with its graceful tower, a thoroughfare that is lined with more great buildings than any other perhaps in the world. But, retracing our steps, we will endeavor to penetrate one block at least of

*South Water Street.*—This street for a half a dozen blocks is given over wholly to the vegetable, fruit and poultry trade. It is the great market of

distribution for the fruit growers of the south and west, and for the market gardeners and the poultry raisers of all sections of the country. We find it in a state of blockade, as usual. It is a matter of surprise to people unacquainted with this street that a wagon or a human being, having once gotten into the tangle, can possibly ever get out of it. It would be all your life is worth to venture down the middle of it, and you can only pass along the sidewalks by climbing over fruit boxes, chicken crates and barrels. There is a mixed odor here of strawberries, onions, California grapes, Florida

oranges, pickles, sauerkraut, hay, wet straw, fish and eggs of uncertain age. The warehouses on the north side of the street back upon the river, which, of course, proves to be a valuable adjunct to the business done here. The river is

*A Mighty Sewer*, and serves to carry away a great deal of the perishable matter that has perished, in transit or in stock. All business done along here is strictly "on commission." The fruit growers, vegetable growers, market gardeners and poultry raisers of the South and West consign their produce for sale here. Generally it is sold at the market price before night sets in, and the net results are forwarded with striking promptness before the business of the day is ended. A day's business constitutes an epoch on South Water st. Every day opens

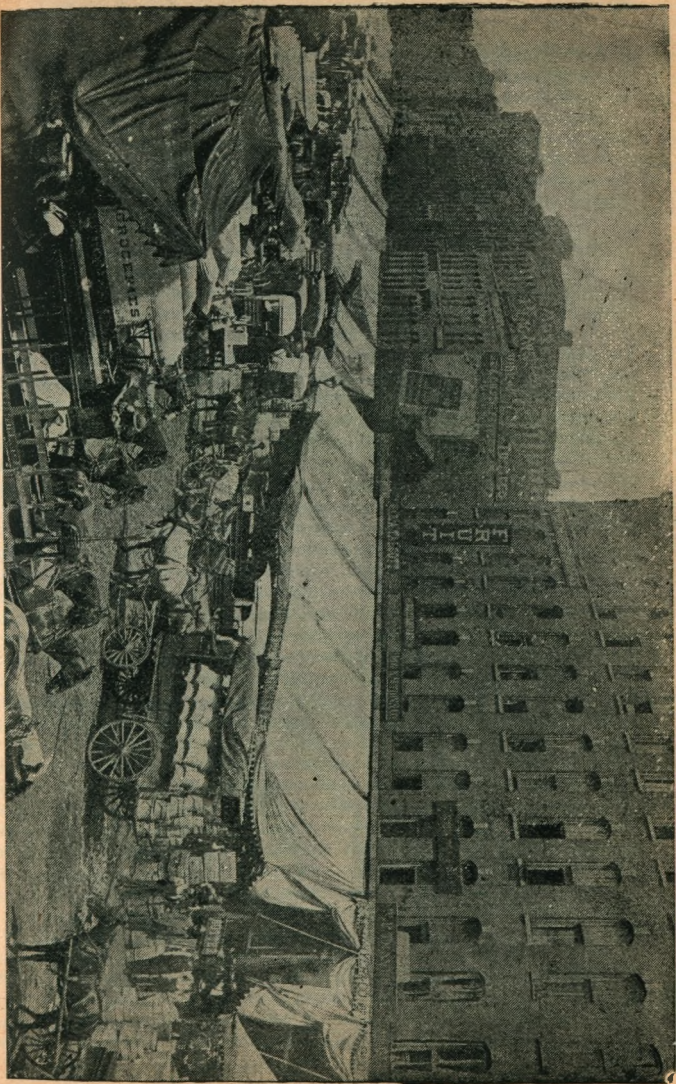


TITLE AND TRUST BUILDINGS.—SEE BUILDINGS.

practically with a new stock on hand and closes with remittances to the consignors. The produce received this morning, particularly if it is perishable, must be sold out and removed at some price before night. Along here, particularly as we approach the corner of State st., are the great Italian

*Depots for Oranges and Bananas.*—These are wholesale supply houses. Immense quantities of tropical and semi-tropical fruit are distributed in Chicago. Refrigerator cars bring these fruits from the Atlantic, the Gulf





[Engraved for The Standard Guide Company.]  
SCENE ON SOUTH WATER ST., FRUIT, VEGETABLE AND POULTRY MARKET.

[See Page 47.]

and Pacific ports. Throughout the summer long trains arrive from California and Louisiana loaded down exclusively with fruits or melons. It is not an unusual thing for 75 and 100 car loads of California pears and peaches to arrive in a single day. Business opens up on South Water st. long before the city in general is awake. Through the small hours of the night the refrigerator cars lying in the railroad yards are being emptied into trucks. These trucks convey the fruit and vegetables to the South Water st. commission men. Here, as early as 3 o'clock in the morning, the street is

*Alive with Buyers and Sellers.*—Marketing is done for the great hotles of Chicago usually before daylight. The thousands of fruit stands throughout the city obtain their supplies here, as well as the thousands of vegetable dealers, before the business of the city is under way. There are long hours for everybody doing business on South Water st. Proprietors and employes are usually at their posts from 4 o'clock in the morning until 6 o'clock in the evening. The butter and egg exchange, the produce exchange, the rooms of the Fruit Growers' Association, where heavy transactions take place, are all located in this vicinity. The great meat markets of the city are located elsewhere, and we will come to them by and by. Now let us start from

*The State Street Bridge,* and before we are through with this day's trip we will endeavor to do a portion, at least, of the great retail thoroughfare of Chicago. State st., as it opens out before us from the slight elevation on which we stand, is one of the grandest commercial arteries in the world. In the introduction to these trips I have mentioned the fact to you that

*State St.* is the longest thoroughfare in the city, extending as it does, from North ave. to the southern limits, a distance of eighteen miles. We have nothing to do with State st., north of the bridge to-day. It is of State st. to the south that I want to speak. There are streets in Paris, especially those converging from the Grand Opera House, which, by reason of the uniformity of the style of architecture so closely adhered to during the last empire, present a more pleasing view at first sight, than does State st., from this point. This very uniformity in style soon becomes tiresome, and the visitor is half inclined to wish that it were broken here and there, no matter how.

*If You Are from Paris,* State st. will remind you of the Avenue de l'Opera, or of the Avenue Malsherbes, from the steps of the Madelaine; if from Berlin, Friedrich Strasse or Leipziger Strasse will be recalled to your mind; if from Vienna, you will see a resemblance to some sections of the Ring Strasse; if from London, Regent st. may be suggested; if from Dublin, a part of Sackville st., although you will miss the Nelson monument. All of the great streets of the world to-day bear a striking resemblance to each other, although there is in reality a vast difference between them. But let us be moving. On our left, between the river and South Water st., is

*The Central Market,* about the nearest approach we have in these days to a public market house in Chicago. This is in the nature of a shamble, conducted to some extent on the English system. It has not proved altogether popular or successful. We pass South Water st. and pause for a moment to look east and west. It is confusion on either side. Moving south we pass

the great wholesale grocery establishment of Reid, Murdoch & Co. This is their principal but not their only warehouse. East of here, on Michigan ave., extending to Central ave., they have several large warehouses. We pass a number of prominent concerns, among them the immense glass and queensware house of Pitkin & Brooks, at the N. E. Cor. State and Lake sts. We pass

*Lake Street*, formerly the great retail street of the city. Before the fire Lake st. was what State st. is to-day. The principal dry goods houses were located upon it. It is now given over to the hardware, cutlery, leather, rubber and machinery trades. We are now in the center of what was formerly the South Market square of the city. Here, in other days, stood a market house after the fashion of the time, in which was located a police station and a volunteer fire company's apparatus. [See "Market Squares."] The fact that this portion of State st. was

*Once a Market Square*, accounts for its great width. But it does not explain how the street came to be widened as far south as Madison st. There was a movement on foot years ago to increase the width of the street to the south line of Madison. Meetings of citizens and special meetings of the city council were held for the purpose of promoting this scheme. Resolutions were adopted and meaningless ordinances were passed, looking to the desired end. A certain man owned the greater part of the frontage on the west side of State, between Madison and Randolph sts., where all those elegant buildings are standing now. Property was not quite so valuable then as it is now, but a lot on State st. represented a small fortune even in those days. The man who owned this frontage was a quiet, thoughtful business man then, as he is now. His name was and is

*Potter Palmer*.—While the citizens meetings and the city council meetings were passing resolutions and enacting meaningless ordinances, Mr. Palmer was developing a plan for the widening of State st., in his own mind. This plan was a simple one. He carried it out by presenting the city of Chicago with the frontage taken from his own lots necessary to give this section of State st. a uniform width. It was done so quickly and so quietly that the citizens and the city council were taken by surprise. The sacrifice made by Mr. Palmer for the public good was a great one. Every foot of the property he so generously gave away represented a large sum of money. Nobody has ever heard him speak of it, however; only old citizens remember it now. Potter Palmer's

*Public Spirit* and generosity made State st. what it is to-day, for if it had not been widened the retail business would have long since sought another avenue not far away; and while I am on this subject I want to say to you, not exactly what I think about Potter Palmer, but what all Chicagoans, who know anything about the man, feel. His influence has always been a mighty if a silent force in the development of this great city. He has

*Never Lost Faith in Chicago*.—Time and again his counsel, his judgment and his purse have saved the credit of the community abroad. When the reaction which followed the civil war set in, when values became demoralized, when the shrinkage in prices destroyed the capital of some of the



strongest houses in existence here, Potter Palmer stood as firm as a rock between our merchants and bankruptcy, and induced their creditors to make fair and honorable terms. After the great fire, though one of the heaviest sufferers, he was among the first to step into the debris and proclaim that Chicago should not only be rebuilt, but that she should arise from her ashes greater and grander than ever. The story of the

*Rebuilding of the Palmer House*, which we will see further down the street, if properly told would read like a fairy tale. By day and by night, under the blaze of the sun, and in the glare of torches and calcium lights, the work never ceased until the magnificent structure was completed. Practically penniless then, and for years afterward, Potter Palmer commanded unlimited credit at home and abroad. The man's integrity was his capital, and it secured for him the means whereby he has been enabled, during the past twenty years, not only to retrieve the fortune he had lost in a single night, but to build up a new and a greater one.

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### THIRD DAY.

The Great Masonic Temple—Twenty Stories High—Description of the Exterior and Interior—The Magnificent Vestibule—A City in Itself—Masonic Halls—From the Roof Garden—Four States Within the Range of Our Vision—The City of Chicago Spread Out Before Us Like an Open Book—Birdseye Views to the North, West and South—Points of Interest—Studying the Geography, Topography and Architecture of the City at an Elevation of nearly Three Hundred Feet.

To-day we devote to the great Masonic Temple, towering skyward above us. This is the highest building in Chicago. The roof garden at the top is three stories higher than the tower of the Auditorium. It is the most marvelous structure, taken as a whole, in the center of the business district. The site it covers measures 170 feet on State st. by 114 feet on Randolph st., and is entirely surrounded by streets and alleys. The building, twenty stories or 265 feet high, rests on cement and iron foundations, extending far out into the adjacent thoroughfares, and the superstructure is of steel and perfectly

*Fire-Proof from Bottom to Top.*—The first three stories, as you see, are faced with dressed red Montello granite from Wisconsin, with glimpses of carving, the corners being ornamented with electral layers. The remaining stories are faced with gray brick that is indistinguishable from granite, each measuring 4 x 5 x 14 inches. Between the sixteenth and seventeenth stories terra cotta of the same shade is used. No particular style of architecture can be predicated of this building, though the arches visible on some parts of the gigantic facade suggest the Romanesque. The design presents a faint resemblance of a main building in the center with wings on each side. These wings terminate in steep gables on the east and west fronts, connected by the steep roof of the central portion of the structure. There are seventeen stories below the cornice and three above it. The windows of the second and sixteenth stories are combined in groups of two with deep

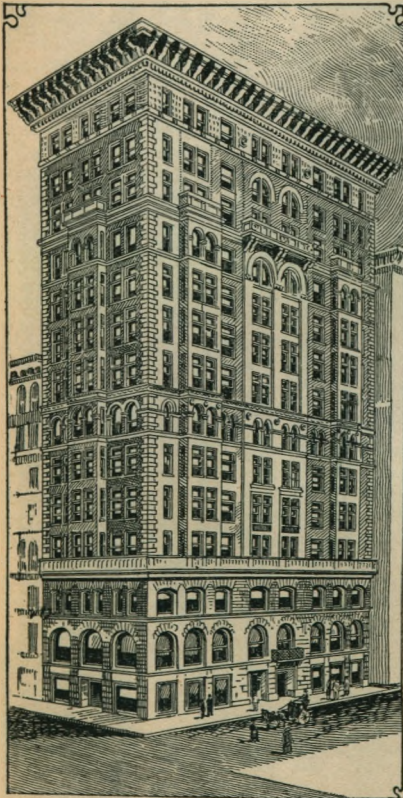




[Engraved for The Standard Guide Company.]  
MASONIC TEMPLE, STATE AND RANDOLPH STS.  
[See "Guide."]

Roman arches. The seventeenth story is treated separately from the rest of each facade.

The Entrance is through an immense granite arch 28 feet wide and 42 feet high, in the center of the State st. front. This gorgeous edifice has a



SECURITY BUILDING.—See Buildings.

magnificent interior court, the floor of which measures 90 feet north and south by 45 feet east and west. The walls of this court are faced from bottom to top with different colored marbles and at the east side of it a bronze staircase ascends from the ground floor to the roof. The interior finish of the building is of mosaic floors, marble and onyx walls and old oak wood-work. East of the court, disposed in a semi-circle, are fourteen passenger and two freight elevators, running from the basement to the top and making the

*Round Trip Every Three Minutes.*—The whole building is heated by steam and supplied with electrical and pneumatic connections in great profusion. The basement is devoted to an immense cafe, with its appurtenances and waiting rooms, toilet rooms, coal rooms and boiler rooms. Perhaps the most surprising and interesting thing that can be said about this magnificent building is that every floor of it from the pavement to the eleventh floor inclusive is

*Fitted up for Shops.*—

There are also four shop-

like booths on the floor of the court. Above the sixteenth floor, and beneath the roof, everything is sacred to Masonry. On the seventeenth floor, the entire south wing, 50x109 feet in size, is devoted to a

*Drill Hall for the Knights Templar.*—The similar space on the north wing is divided between the Blue Lodge rooms. The intermediate room on the State st. front, 40x80 feet in size, is a banqueting hall. On the eighteenth floor, over the drill hall, is a gorgeous consistory room, with arched roof and galleries on three sides. Over

*The Banqueting Hall* are parlors. Over the Blue Lodge rooms, is the Apollo Commandery Preceptory. In the remaining two stories are a number of smaller rooms. Even here the description does not end, for on the roof of the building there are

*Hanging Gardens* covered with a glass roof and walls that rival the abode of the gods. We will probably find refreshments up there, but everything that inebriates is remorselessly excluded. From this roof garden may be obtained the most

*Comprehensive View of Chicago* and vicinity within the reach of the visitor. It will take us an hour or two to go through the shops fronting for eleven stories on the interior court. Here we find bazars of every description, millinery and jewelry shops, hairdressers' establishments, elegantly fitted up offices of physicians who make specialties of ear and eye diseases, and offices of professional men generally. A half day really ought to be given to a study of the Masonic Temple. We will take one of the elevators. By paying 25 cents each we are admitted to

*The Roof Garden* at the top. To the east stretches the blue waters of Lake Michigan. We can plainly discern the outlines of the Michigan coast on the other side of the horse-shoe bend. To the south is the shore line of Indiana. In front of us and for miles to the north, is the shore line of Illinois. In the dim distance, but clearly visible, is the shore line of Wisconsin. So that

*Four States* of the American Union are within the range of our vision. Michigan City is plainly visible across the lake, as is also South Chicago and the numerous manufacturing suburbs of the great Calumet region.

*The White City* in Jackson Park is almost at our feet. Jackson Park itself looks very contemptible compared with the vast area of territory beneath our gaze. The great buildings of the World's Fair, look like toy houses. The Manufactures and Liberal Arts building, which is large enough to accommodate the houses and inhabitants of a village of five thousand people, looks little larger than a shed and not much more attractive. The Illinois, Government and Administration buildings with their beautiful and graceful towers look squatty and mean. The great

*Network of Railroad* lines at our feet resemble silken threads, and the trains moving along the lake shore on the Illinois Central look ridiculously small. The buzz of the great city reaches us here, but it is simply a buzz. We are away from the roar and jumble and confusion of the streets below. To the north, and almost beneath our feet also, are the Chicago ave. Water Works, the beginning of the great Lake Shore Drive. The Lake Shore Drive is simply a country road as we look at it from this point, and it runs into Woodlawn Park which appears to be only a moderate sized bit of forest and scrubby. Beyond is Lake View and Edgewater.



*We Can See the Cemeteries* of Graceland and Rose Hill plainly. There is Ravenswood, Rogers Park and Evanston. Those large dark spots are the University buildings. Beyond on the lake shore is Wilmette, Winnetka and we can imagine at least, that we see Lake Forest, Kenosha and Waukegan. Now let us turn our backs on Lake Michigan and take

*A Birdseye View* of the city. I will try to point out for you the objects and places of greatest interest. A little to the northwest, apparently just below us, is the central station of the North-Western railway. This is the railway which penetrates the great suburban districts to the north, northwest and west of Chicago. You can plainly discern the broad black pathways over which its tracks run and diverge from the depot at the corner of Wells and Kinzie sts. The tracks leading to the right pass in a northeasterly direction toward the lake shore. Where you see a plainly defined spur running toward the

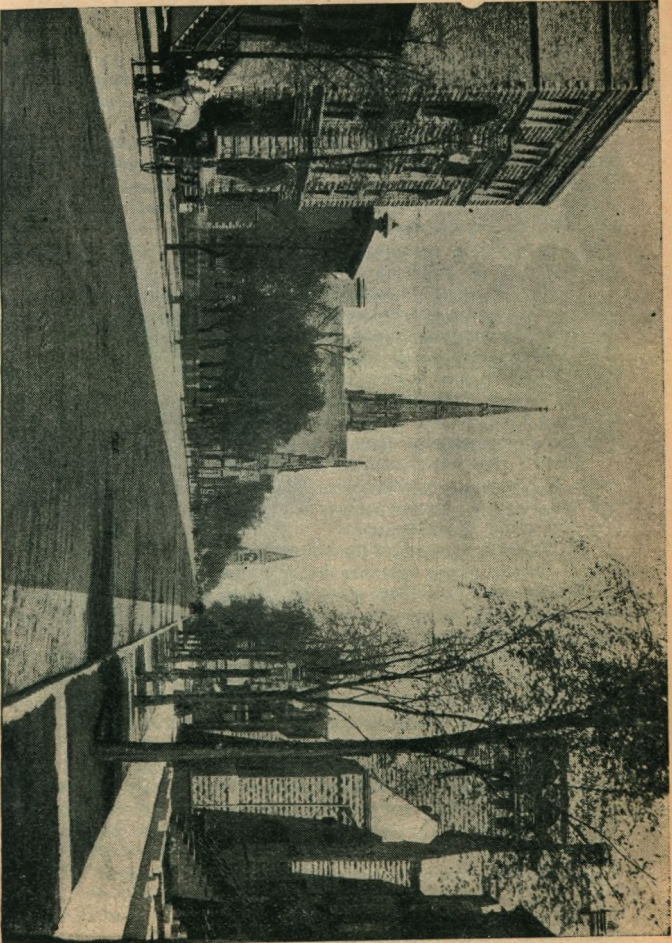
*North Branch of the River* away out in a northwesterly portion of the city, is Clybourne Junction, where the Wisconsin Division of the road begins. From this point the Milwaukee Division, after crossing the river at Deering station, takes an almost northeasterly direction, passing through Gross Park, Ravenswood, Rose Hill, Rogers Park, South Evanston, Evanston and Wilmette, and from this point to Milwaukee the road hugs the lake shore. The district which this division of the North-Western penetrates for 15 miles north of Chicago proper you will notice is dotted, almost covered, with suburban residences. This is destined to be to Chicago what the Hudson River district is to New York.

*Beyond Lincoln Park* to the left you see the marble monuments and tombstones of Rose Hill reflecting the sunlight. To the north you behold another cemetery close to the lake shore. This is Calvary. Closer to you is Graceland and several smaller cemeteries used by foreigners as their special burying grounds. The roadway which passes by these cemeteries is Clark st. for a distance and then Evanston av. It finally becomes Chicago av. until it leaves Evanston when it is known as the Milwaukee road. In olden times this road from Chicago hundreds of miles northward was known as the Green Bay road. It is the road traversed by the pioneers and early settlers of the northwest. Near the Clybourne Junction on the bank of the river are the great agricultural implement works of the

*William Deering Company.*—This is called Deering station. It is surrounded by great terra cotta and brick works, and down the river about a half-mile southeast from the Deering works you can plainly discern the North Chicago rolling mill of the Illinois Steel company. This is one of the greatest steel works in the world. On the banks of the north branch of the river are distilleries, breweries and immense elevators. You can plainly see the

*Name of Armour* on one of these elevators. This is the greatest grain storage warehouse in the city. Another line of railroad crosses the North-Western track at the Kinzie street bridge and penetrates the great manufacturing districts of the North side, finally emerging into the country at Buena Park. This line passes through





[Engraved for The Standard Guide Company,]  
MICHIGAN BOULEVARD, NEAR EIGHTH ST.  
[See " Parks and Boulevards. "]

*Beautiful Edgewater*, Birchwood and other elegant suburbs directly on the lake shore, before it meets and runs parallel with the North-Western road at Evanston. This is the Evanston division of the Chicago, Milwaukee & St. Paul railway. You will notice that the river makes a curve to our right, apparently surrounding a strip of territory extending quite a distance to the northwest. This strip is surrounded by docks and is covered with immense lumber yards and coal sheds. It is known as

*Goose Island*, and you will plainly see why it has been given that peculiar name. It is shaped almost precisely like the body of a goose. The time is not very far back when property on Goose Island might have been purchased very cheaply, but it is now valuable. Every inch of it is covered. You can easily distinguish the tower of the North side water works. This was for years the principal pumping station of Chicago's water system. Directly opposite to it, out in the lake, is

*The Original Crib*.—A tunnel leads under the lake from the crib to the water works, and another tunnel under the city from this water works to the West side pumping station at the foot of Ashland ave. This is only one of several tunnels through which lake water is now conveyed to Chicago. [See "Water Works."] Close to the North side water works is the steeple of

*The Roman Catholic Cathedral*.—Near by is the Sacred Heart Convent. following Chicago ave. westwardly you notice a peculiarly shaped brick building on the corner of LaSalle ave. This is

*Moody's Tabernacle*, a church built for and named after the great evangelist, by his admirers in Chicago. It is conducted on the Evangelistic plan and has one of the largest Sunday schools in the city. Not very far on this side of it is the beautiful little

*St. Vincent's Asylum* for foundlings and deserted children. Beyond, and almost directly to the west, are the buildings of the McCormick Seminary the Presbyterian University of Chicago. Out in this direction, and beyond the crowded city, we see the suburbs of Maplewood, Avondale, Grayland, and to the extreme northwest the Bohemian cemetery.

*Looking Westwardly*, we can trace the line of boulevards which connects the western parks with the south and north park systems. This is Humboldt Park to the right, Garfield Park directly to our west, and Douglass Park to our left. Out in this direction you see numerous suburbs, among which are Austin and Oak Park. West of Garfield Park are

*The Grant Locomotive Works*, and to the left are the lines of the Chicago, Burlington & Quincy, the Atchison, Topeka & Santa Fe and other railroad lines. Coming nearer toward the center of the city, we can plainly see Western ave., which for many years was a sort of boundary line. Now there appears to be as much of the city west as there is east of it. We notice a boulevard extending almost from the river to Garfield Park. That is Washington blvd. The green spot about a mile from the river is Union Park. From this, running south to Twelfth st. blvd., is Ashland blvd., the most beautiful of the West side residence avenues. A little to the left and east of Union Park is Jefferson Park. The latter, as well as Union Park, you will notice, is well

*Surrounded by Church Spires.*—That is the Union Park Congregational church, which rises from the corner of Washington and Ashland blds. It has one of the largest congregations in the city. South of it is the

*Third Presbyterian Church*, a beautiful edifice. Following Ashland blvd. to the south, we see the West side pumping works, and here we find ourselves gazing into the great lumber district of the city, which occupies many square miles of territory. To the east and south are the

*Union Stock Yards.*—Those buildings are the great packing houses, and the long lines of pens are plainly visible. Directly north of the Union Stock Yards is Bridgeport, and north of this, on Twelfth st., we see the steeple of

*The Jesuit Church.*—The Bridgeport and Union Stock Yards districts are given up almost wholly to manufactories. Down there are the great glue works, soap works, rendering mills, packing houses and cold storage warehouses, all connected nearly or remotely with the live stock trade. At Bridgeport begins the

*Illinois and Michigan Canal* which runs parallel with the Chicago & Alton railway through the great quarries of Lemont. Along this line is to be constructed the great ship and drainage canal. Coming down a little closer we catch a glimpse of Halsted st. and our eye is attracted to the stately buildings which rise to the west of it on Madison st. On the left side is



WOMANS' TEMPLE.—See Buildings.

*The John M. Smyth Building* and on the right the Haymarket building. Closer still is the river spanned by swinging bridges at intervals and filled with shipping. Now we are in the heart of the South side, and the great structures of the business portion of city are seen on every side. The fourteen story structure to our left is the Security building on the cor. of Fifth ave. and Madison st. One block east is the Tacoma building, also fourteen stories in height. South of it is the Young Men's Christian Association building, on La Salle st., a beautiful structure, and south of that is

*The Woman's Temple.*—Then comes the Calumet building, the Home Insurance building, the Insurance Exchange, the Rookery, the great buildings of the Board of Trade district, the Board of Trade building itself, the

Rialto and the Chicago, Rock Island and Pacific depot. In a parallel line with these buildings, a little to the right are the Ashland, Schiller, Unity, Chicago Opera House, Cook County Abstract, Hartford, Chamber of Commerce, Monadnock, Great Northern, Manhattan, Monon, Ellsworth and Pontiac buildings. Farther towards the east and beginning almost at our feet are the Central Music Hall, Marshall Field's retail house, Venetian and Columbus buildings and the great Leiter building occupied by Siegel, Cooper & Co. farther to the south. The great

*Hotel Edifices and Churches* of the South side, lining Michigan, Wabash aves. and State st., as well as the beautiful boulevards which connect with Washington and Jackson Park, and the magnificent residences of Prairie and Calumet aves. and Michigan blvd. are plainly seen. Jackson Park with its

*World's Fair Buildings* and Midway Plaisance with its villages, natatoriums and towers, Washington Park and Washington Park race course appear to be only a stone's throw away. To the south of Washington Park, which is plainly recognizable by its great grand stand, is Oakwoods Cemetery. To the right is Englewood, to the left Grand Crossing and South Chicago. Further south on the shore of Lake Calumet is

*Beautiful Pullman* and opposite to it is Irondale. Around about Lake Calumet are numerous manufacturing suburbs. The little body of water to the east is Hyde Lake. Just east of that is Wolf Lake, a part of which is within the limits of Chicago and a part in the State of Indiana. East of this again is Lake George. I would advise you to spend an hour or so on this roof studying the geography of the city and taking in the points of interest as you can only see them from this elevation.

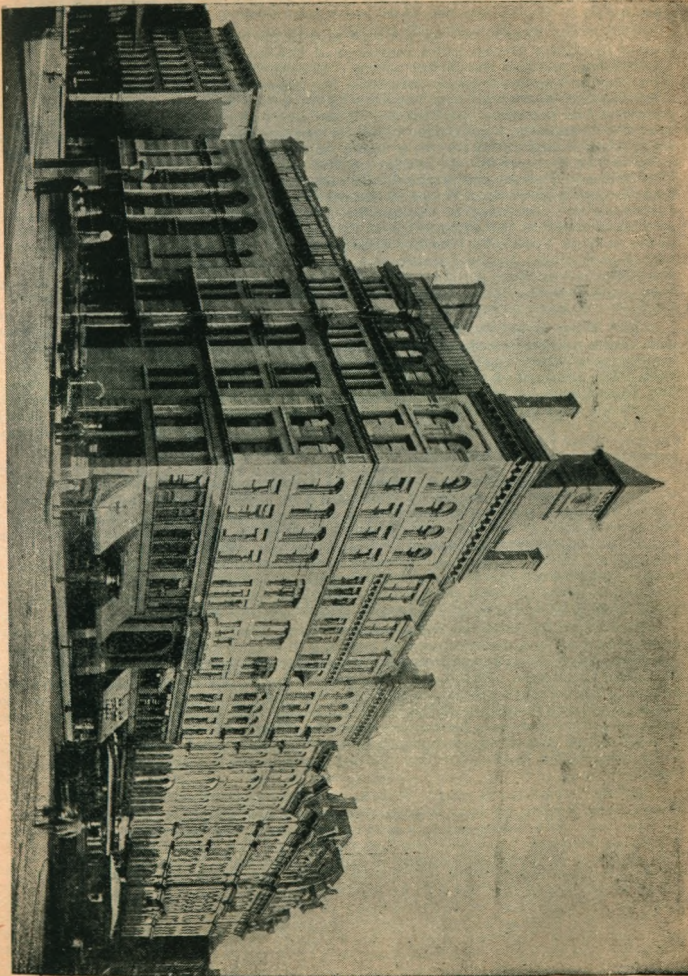
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## FOURTH DAY

The Elevator Service of the Masonic Temple—A Description that Fits All the Great Buildings—Marvellous Speed—Recent Improvements—Interesting Figures—Central Music Hall—Music Colleges—The Young Lady Pupils—Termini of the Horse and Cable Car Lines—Marshall Field & Co.—The New Building—Something About the House—The Great Retail Stores of State St.—Corner Drug Stores—What They Do in Chicago—Buck & Raynor's and South to Adams St.

I believe you obtained a very fair idea of the "lay" of the city from the roof garden of the Masonic Temple. Before we abandon that building altogether, and continue our trip down State st., I think I ought to tell you something of its passenger elevator system. Largest of any single elevator plant in the world, it leaves behind that of any other in Chicago. Even those of the great Eiffel tower, of Paris, and the World building, of New York, do not compare with it. The passenger elevator systems in operation in the great office buildings of Chicago are all interesting. In our trips around the city I will not stop hereafter to talk of them to you, but will make this description and information concerning the Masonic Temple system answer





[Engraved for The Standard Guide Company.]  
CENTRAL MUSIC HALL, S. E. COR. STATE AND RANDOLPH STS.

[See Pages 63-172.]

for all. In construction the system is to a certain extent similar to that in use in

*The Eiffel Tower*, but with a new and important contrivance, the invention of Kennerly Bryan, chief engineer of the Hale Elevator company, whose system was used in the Eiffel tower. The Eiffel tower has two elevators. The Temple has seventeen—fourteen for passengers and three for freight. The fourteen elevators are capable of carrying seventy thousand persons every day at the least calculation. They are run on the hydraulic principle and the pumping apparatus used in connection therewith is capable of supplying water every day to a town of sixty thousand inhabitants. This calculation is made on the basis of the water supply of most large cities. The Masonic Temple elevators do not run so high as those of the Eiffel tower, but they go higher than those of the other great office buildings of this city, including the Chamber of Commerce, the Rookery, the Auditorium tower, and than those in the Philadelphia City Hall tower and the World building dome in New York city. In the Eiffel tower the distance run by the elevators was 480 feet; in the Temple the distance is 258 feet. The machines in the Eiffel tower were built to carry 7,500 pounds weight each trip, but there were only two of them. In the Temple the fourteen are intended to carry 2,500 pounds each every trip.

*The Wire Ropes* used in the Masonic Temple elevators would, if stretched out, reach a distance of sixteen miles. There are also used chains in connection with them that would in one length stretch over a distance of 3,920 feet. The amount of water that passes through the pumping machines every day would make a trout pond 240 feet long, 100 feet wide and 5 feet deep. The water which goes through the cylinders, however, is not wasted. It is constantly circulated between the cellar and roof of the big building. Down in the cellar there is tank room for 30,000 gallons of water; the roof is intended to store 20,000 gallons. Three

*Great Pumping Machines*, capable of accommodating 60,000 people with water are constantly engaged pumping the water to the roof, down from which it again descends, exerting a hydraulic pressure of 140 pounds to the square inch to set the cars flying on their trips. The term flying is hardly too strong to express the speed of the elevators. They go up and down at the rate of 750 feet a minute, or nearly 9 miles an hour. Each elevator makes a trip every three minutes, and each trip covers 516 feet. If the distance covered by the fourteen passenger elevators were in a continuous line, it would reach to a length of 7,224 feet. The elevators make

*Twenty Trips an Hour.*—One of the main points in the elevators in an economic way is a contrivance to balance the enormous weight of the suspending ropes. In ordinary elevators considerable hydraulic power is wasted in lifting the ropes. This is called a dead weight. To offset this, chains connected with weights are attached to the bottom of the cars so that a counterpoise is always maintained between the ropes and the chains, no matter at what point the car may be during transit. This and the securing of absolute safety in traveling, starting and stopping were some of the big problems to be considered in the running of elevators to such a height. The gravity wedge

*Safety Apparatus* is used. This is an attachment that if the ropes should break will be forced into the wooden guides and stop the downward force of the car. The more heavily laden the car is the more strongly will the safety apparatus be thrust into the guides and the more firmly will it hold. The cars are of iron, handsomely designed, and each is six feet square. So much for the Masonic elevator service. The service of many of the other great buildings of the city will attract your attention and admiration on our rounds. The service in the Chamber of Commerce building, the Rookery building, the Woman's Temple, the Unity building, the Manhattan building, the Monadnock building, and in fact in all of the great office buildings is perfect. Notwithstanding that hundreds of thousands of people are carried daily in these elevators, and that during business hours they are frequently crowded,

*Accidents Are Very Rare.*—When they occur, they are almost invariably due to the carelessness of passengers, who leave the car before it stops, or attempt to enter it while in motion. Leaving the Masonic Temple behind us we come to

*Central Music Hall* on the opposite corner of State and Randolph sts. This elegant structure was erected by a number of public spirited capitalists, whose interest was aroused by the late George B. Carpenter, a brilliant and indefatigable young man, who had accomplished almost a life's work in the way of creating and encouraging a taste for a high order of musical and literary entertainments in Chicago, before he was stricken down. He lived to see the Central Music Hall dream realized, but passed away before he could reap the reward of his labors. His death was mourned by his associates, and regretted by the entire community. The Central Music Hall (See "Buildings" and "Amusements") like other structures in this city, which a few years ago were looked upon and pointed out with justifiable pride, is to-day, speaking from an architectural point of view,

*Cast Into the Shade*, by newer and more magnificent edifices; but, nevertheless, it will remain for many years to come an ornament to the neighborhood in which it stands. Walking south we pass the great retail houses which we see on either side of the street, as far as the eye can reach. These have all grown up during a remarkably brief period. The oldest of them, in comparison with European houses, are merely in their infancy. This is

*A Busy Street.*—We will have to stand close to the edge of the sidewalk, or be carried along by the crowd. I don't think you ever saw so many well dressed people anywhere. Most of them are ladies. There is a good deal of what the world calls style to be seen along here at all hours of the day. Just now the young ladies are pouring out of

*The Chicago College of Music*, located in the Central Music Hall building. This institution is conducted under the management of Dr. F. Ziegfeld and a board of directors consisting of Dr. H. W. Thomas, William M. Hoyt, Gen. Charles Fitz Simons, Dr. Philip H. Matthei, N. K. Fairbank, W. W. Kimball, J. Harley Bradley, Julius Rosenthal and F. Ziegfeld, Jr. The faculty is a large one and is said to be one of the best in the country. The college has graduated some of the leading musicians of the country. The young ladies you see coming out now evidently belong to the junior class. Every one of them carries a roll of music bound up in a patent leather case in her dainty hand. This evening, should you chance to be on one of the avenues or boulevards, you will hear her entertaining her fond parents, or perhaps her fond lover, with some elementary exercises. Young ladies, I believe,

*No Longer Play the "Maiden's Prayer"* or the "Monastery Bells," as they did in my time. I hear that they have dropped even the "Thunderstorm" which used to involve the crossing of hands and the screwing of the hurricane pedal to the parlor floor. Chicago is quite a musical center. There are a number of very large conservatories of music located here. One of the largest is to be found in the Auditorium building. Here young ladies and gentlemen are trained for the concert hall and the stage. While we are here I might as well tell you that this is the starting point or termini of nearly all the South and West side

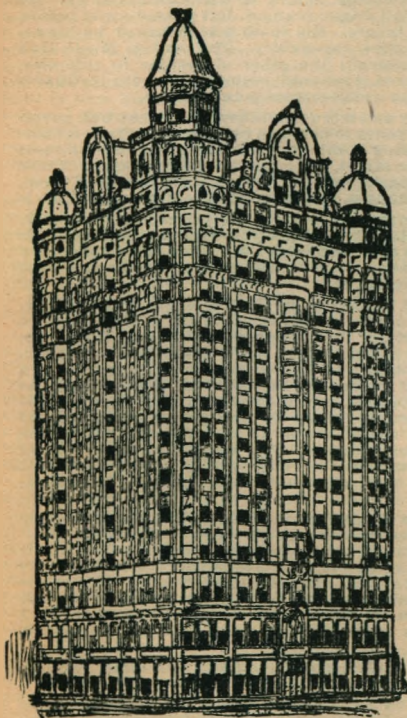
*Horse and Cable Car Lines* and of many of the north side lines. We find ourselves in front of the dry goods palace with the name of

*Marshall Field & Co.*—This house is familiarly known to the ladies of Chicago and the West, as Field's. You have heard of Field's before. Everybody in this country has, and, in commercial circles at least, the house is known throughout the civilized world. It is not only the greatest dry goods establishment in this country, but the greatest first-class dry goods establishment in the universe. This is the State st. front of the establishment. It extends from the Central Music Hall to the corner of Washington st. Field's extends the entire length of the block on Washington st. to Wabash ave. The building erected here for



*Field, Leiter & Co.*, after the great fire was destroyed by fire in 1877. The Singer Sewing Machine company, which owned it, rebuilt the structure. It was purchased by Field, Leiter & Co. shortly afterward. It has been pronounced one of the most elegant of our commercial buildings. Architecturally, it is a handsome structure, being relieved by ornamentation which adds greatly to its beauty. When it was rebuilt, there was not a dry goods concern in Chicago, it was thought, which had capital sufficient to undertake the renting of it, with the exception of Field, Leiter & Co. That was

less than fifteen years ago. Now there are several dry goods houses occupying more space than is contained within this single building. Marshall Field & Co., although they have added the floors of adjoining buildings from time to time, long since found themselves badly crowded within its walls. Hence the erection of



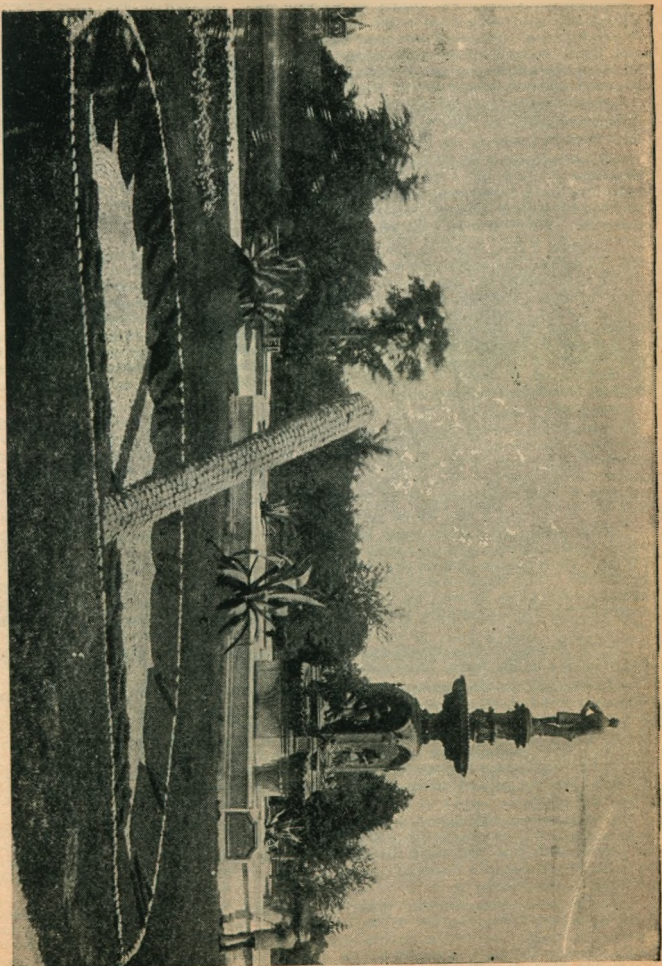
COLUMBUS BUILDING.—See Buildings.

*The New Building* on Wabash ave. and Washington st., with which this is connected by a marble-lined tunnel beneath and by arches over Holden Place, the alley which separates the two. The new Field building is nine stories high. It covers a ground space 150x108 feet and is of thoroughly fire proof construction. It is a handsome steel frame structure, faced with pressed brick and terra cotta. Fluted and polished granite blocks are used for the first three stories. All the most modern methods of construction, combining strength and beauty, were used in the erection of this building. The type of architecture is what is known as

*The Spanish Renaissance.*—There are handsome entrances from three fronts. In the interior are a dozen elevators, some of which are used exclusively for the upper five stories. The structure is practically

two buildings. The first four stories are used for mercantile purposes and the upper five stories are arranged for offices. The cost of this addition to the Field retail store was about \$800,000. The wholesale house of Marshall Field & Co. is located on Fifth ave., Adams, Franklin and Quincy sts., and is one of the most massive and beautiful structures in the wholesale center. The latter building should be visited by all means. We will see it later on. Something of





[Engraved for The Standard Guide Company.]  
DREXEL FOUNTAIN, WASHINGTON PARK.

[See "Parks," ]

*The Business of Marshall Field & Co.* may be interesting to you. Twenty years ago it was the leading dry goods house in the West and its annual business amounted to about \$8,000,000. This business amounts to about \$50,000,000 annually now. No other house in the country can approach these figures. The field covered by the vast trade of Marshall Field & Co. is the West to the Pacific coast, and the South to the Gulf. New York houses control the eastern market. Marshall Field, the senior member of the firm, is credited with being worth \$25,000,000. You are now in

*The Fashionable Retail Center* and to your left and right as you pass south are some of the most attractive retail stores in the United States. But, before passing on, let me call your attention to

*The Columbus Building*, the elegant structure on the S. E. Cor. of State and Washington sts. This is one of the newest of our great edifices and is intended as a memorial of the Columbus quadri-centennial. It is thirteen stories high and is magnificently finished, both as regards its interior and exterior. Its cost was \$800,000. The establishment of

*Carson, Pirie, Scott & Co.*, on the S. W. Cor. of Washington and State sts., is one of the most elegant dry goods houses in the city. This was formerly "Gossage's," by which name it became celebrated throughout the entire West. Carson, Pirie, Scott & Co. were the owners and managers of the store for several years before the name of "Gossage" was dropped to make room for their own. In the meantime they had established themselves as a retail dry goods firm by conducting a first-class house on the West side, and later one of the largest and most fashionable concerns in the city at the N. E. Cor. of Wabash ave. and Adams st., the building now occupied by Revell, the furniture merchant.

*The Old "Gossage" House* was but a small concern in comparison with the mammoth institution that now covers about half a block—five acres of flooring. No visitor to Chicago, male or female, should fail to enter the magnificent silk-room of this house, which is situated on the corner. This department covers the site of the First National bank building of other days. The structure was remodeled at an enormous cost by Carson, Pirie, Scott & Co., and the first floor fitted up as the most

*Magnificent Silk Salesroom* in the world. All that taste, money and ingenuity could do was brought into play here, and the result is a veritable marble hall such as but few of the stately palaces of the old world can equal in grandeur. The entire establishment is tastefully fitted up and ranks among the most reliable, as well as the most fashionable dry goods houses in the country. On the same side of the street, just south, is the large general store of

*Fish, Joseph & Co.*, which enjoys a large patronage. This was formerly Partridge's main store. Next door south is the

*Boston Store*.—The greatest bargain establishment of this section. This store is crowded—thronged is a better word—from morning until night. On the opposite side of State st. are Stevens' silk house, Wilson Bros. (who insist upon selling what they call "gent's" furnishing goods), and Mandel Bros. dry-goods house. The latter extends through to Wabash ave. In the next block are a large number of dry-goods, boot and shoe, kid glove and musical houses, all of which may be termed first-class, but none of which rise exactly to

*The Dignity of Eminence* in their peculiar lines. Here is the cheap jewelry center also, where plated things will be found that will pass muster almost in any crowd, but you want to stand on the corner for a while and notice the surging tides of humanity which sweep by here from all points of the compass. Are there

*Corner Drug Stores* where you come from? No? Well, you don't know how convenient they are! Here in Chicago we have several corner drug stores—several hundred, I should say. It is a cold corner that hasn't got its drug store! Do they all sell drugs exclusively? Oh, dear, no! They sell drugs least of all. The drug stores of Chicago haven't gone quite so far as

the dry goods stores, but their range is long and their field is wide. As yet they have not begun to handle anvils or agricultural implements, but the tendency is in that direction. The modern Chicago drug store deals in cutlery, amateur painter's supplies, dispenses mineral waters, liquids of all shades and of every degree of specific gravity; handles face powders and postage stamps; receives orders for daily papers; communicate telephone messages; orders coal or calls a carriage; acts as an advertising agency; solicits book orders; keeps constantly on hand a large and varied assortment of society stationery, sells chewing gum; has a large cigar patronage; keeps a city directory; provides a waiting room for people who have engagements with each other; carries on a traffic in

*Bottled Goods for Family Use*; and sometimes fills prescriptions. And they do all these things well. There has lately been a cry raised against the druggists because it is claimed that prescriptions cannot be correctly or safely compounded by a young man who is called away from his mortar every few minutes to change a dime, sell a stick of gum, or order a cab by telephone. Yet but few of us die annually from prescription clerks' mistakes. At least, if many of us die from this cause, we don't know it. Of course, there are a number of sudden deaths here daily, and a disease frequently takes a strange turn, which even the physician cannot account for, after the medicine he prescribed is administered; but it wouldn't be fair to say that the prescription clerk was responsible for these things until we had positive proof of it. This positive proof we may be able to obtain in the next world, perhaps. Certainly not in this. But we are now in one of the best known corner drug stores in Chicago. This is called

*Buck & Raynor's Corner*.—I wouldn't undertake to tell you how many hundreds of thousands of people have met here, or in front of this little drug store, by appointment. There are two such places in the city. The other is Dale & Sempill's, on the N. E. cor. of Clark and Madison sts. We will meet there later on. But I suppose that it wouldn't be out of the way to estimate that a thousand persons meet on this corner by previous engagement every day. They meet for all sorts of purposes. Ladies who are shopping and who lose each other in the crowd, have a tacit agreement that they will meet here at a certain hour. Ladies meet their husbands here in order to get a supply of pin money. Ladies sometimes meet the husbands of other ladies here. Lovers meet sweethearts here. Men meet men here (but not often). It is a general rendezvous—a public trysting-place. Opposite Buck & Raynor's is

*Schlessinger & Mayer's* dry goods house, which has grown wonderfully during recent years, and, judging from the crowds which we see passing in and out of its doorways, seems to be receiving a very liberal share of patronage just now. On the same side of the street, farther down, are some fashionable shoe houses, and near the corner is the Palais Royal glove store, conducted extremely on the Parisian plan. Just west of Buck & Raynor's, on Madison st., is

*McVicker's Theatre*, the oldest and one of the best theatrical houses in the city (see "Amusements"), on the first floor of which is Plow's candy and soda water establishment, quite a favorite resort. Opposite McVicker's is the Madison Street theatre, a place of amusement of the hysterical order, which commands a large patronage from young men and women of the hysterical class. The attractions produced are usually those which are long on exclamation points and short on wardrobes. It is the aim of the Chicago managers to please, and this place pleases a very large class. Just east of State, on Madison st., is Abbot's art supply house, and the celebrated optical establishment of

*Fowler Bros.*, places which you should visit. Just below Buck & Raynor's corner, on State st., is Frank Bros'. dry goods house, a large establishment of good standing, and next we pass a number of attractive fronts, (among them that of Burley & Co., a great queensware house), reaching at the N. W. Cor. State and Monroe sts. the great musical instrument establishment of

*Lyon & Healy*.—This is a place worth entering and you ought to do so at the close of our day's trip. Diagonally opposite is

*The Palmer House*, occupying the greater part of the block (see "Hotels"). This is one of the most elegant buildings in Chicago and has always been admired by visitors. I would suggest that you step inside to take a view of the rotunda from the Entresol balcony, and of the beautiful parlors and the bridal chamber on the second floor. Opposite the Palmer, on Monroe st., is the old club house of the Chicago club (see "Clubs"), now occupied by the Columbus club. Under the Palmer are elegant retail stores. Opposite, on the S. W. Cor. of State and Monroe sts., is the Columbus dry goods house, and adjoining it is

*The Bee Hive*, a popular dry goods establishment. The next places of interest we come to occupy three of the corners at the intersection of State and Adams sts.—"The Fair," the "Leader," and Berry's candy palace. "The Fair" I have already spoken of. "The Leader" is conducted on a similar plan. Berry's candy palace is quite a gorgeous institution. There is perhaps a little too much gorgeousness about it to suit your taste. In the basement below is

*The American Restaurant*, also given over to sumptuous display. If you step down here you will find yourself walled in, as it were, with mirrors. The entire interior appears to be covered with looking-glasses, and for a moment you are blinded with the glare of reflected electricity. It is a first-class restaurant. You will probably desire to visit some of the places which I have pointed out to you. I leave you to do so at your leisure.

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## FIFTH DAY.

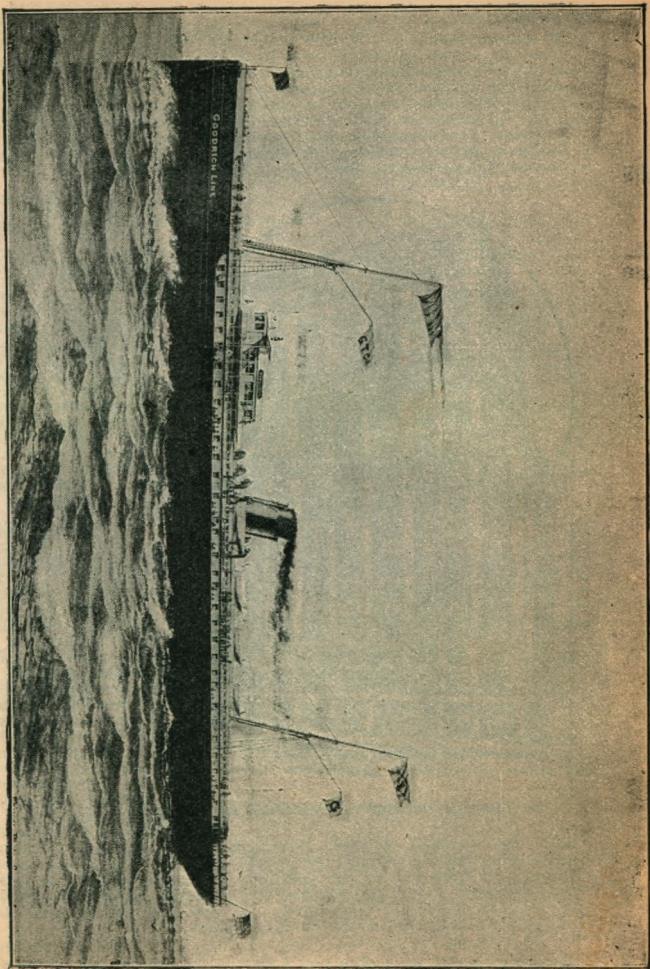
State St. South of Adams—Some Great Houses—Siegel, Cooper & Co.'s—A Bazaar of All Nations—Taking a Marginal View of Old "Cheyenne"—The Auditorium—Description and History of the Great Structure—Looking up at it from the Lake Front—Looking Down From Its Tower—Another Birds-Eye View—The Chicago Harbor—Four Mile Crib—Future of the Basin—A Line of Magnificent Public Buildings—The Auditorium Hotel and Annex Building.

State st. is interesting all the way down, but only during the past year or two have the great retail houses considered it a desirable thoroughfare south of Adams st. Now the tendency is strongly in this direction. There are numerous first-class houses in the next two blocks. We pass a number of them before reaching Spaulding's jewelry and art establishment, on the S. E. Cor. of Jackson st.: we pass the great Stationery and Job Printing House of

*Thayer & Jackson*: we pass numerous furniture and art stores, and at the corner of Van Buren st. we come to the immense general merchandise house of

*Siegel, Cooper & Co.*—This concern occupies the Leiter building, which extends from Van Buren to Congress st., and back to the alley between State st. and Wabash ave., covering an entire block. It is eight stories high, and has a greater floor area than any other retail house in the city. The building is of massive granite blocks and is severely plain in its exterior. It is relieved, however, by the beautiful line of immense plate glass windows which encircle the entire first floor, and in which magnificent displays of dry-goods, stationery, books, toys, and novelties of all kinds are made. Siegel, Cooper & Co. have arranged the interior in a unique, convenient and pleasing manner. You will be interested in here for it is a veritable





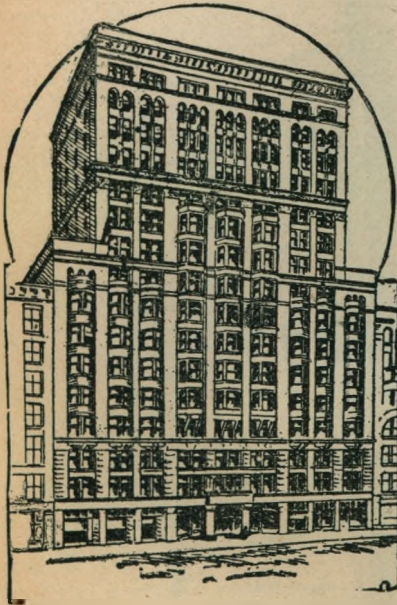
[Engraved for The Standard Guide Company.]  
ON LAKE MICHIGAN, THE STEAMSHIP VIRGINIA.

[See "Lake Excursions."]

*Bazaar of all Nations.*—I believe you will agree with me that it is the greatest establishment of the kind under one roof you have ever seen. It really contains as much as an ordinary local exposition. Everything from a pound of porterhouse steak to a sealskin sacque, or from a spool of cotton to a complete outfit of furniture and carpeting for a hotel, may be purchased here. There are employment agencies, dental parlors and barber shops here. There is also a magnificent restaurant in the basement, Van Buren st. front. It will require considerable of your time to-day to walk through the floors of this immense establishment. If we move down State st. to the corner of Congress we will obtain a view of the section of

*Old "Cheyenne"* which has not undergone any very material change for the better, but which is destined within a few years to be one of the best built sections of the city. Just below us on the left are the Peoples and Park Theatres two places of amusement given over to the production of the sensational drama. On the other side of the street are Dime Museums. Nearly every block has its variety theatre or concert hall. Saloons of a questionable or unquestionable character seem to have a monopoly of the street frontage. Down here

*Black and White* mingle almost indiscriminately. The upper floors of the stores which are not given over to rooms, furnished and unfurnished, are occupied as hotels. A short distance below is Harrison st., which runs from the lake to the prairie west of the city. Then comes Polk st., and about a block and a half from the corner is the Dearborn or Polk st. station, where a large number of railroads have their terminals. [See Railroads and Railroad Depots.] The railroads employ great numbers of colored porters and these



MANHATTAN BUILDING.—See Buildings.

have their rooms or their boarding houses in the vicinity. Turning down Congress st., we pass the present terminus of the Elevated railway, which will take you to the southern portion of the city or to the World's Fair grounds. [See "City Railways."] A loop is to be built farther north for the accommodation of passengers over this line. On the next corner to our left below and extending for an entire block, is

*The Famous Auditorium.*—[See "Buildings."] This building is described elsewhere, but I may give you a few facts concerning the beautiful and mammoth structure here. It has a total street frontage on Wabash ave., Michigan ave. and Congress st. of 710 feet; height of main building (10 stories), 145 feet; height of tower above main building (8 floors), 95 feet; height of lan-

tern tower above main tower (2 floors), 30 feet: total height, 270 feet; size of tower, 70x41 feet; the foundations cover almost two and a half times greater area:

*Weight of Entire Building.* 110,060 tons; weight of tower, 15,000 tons; exterior material, first and second stories granite, balance of building stone; interior material, iron, brick, terra cotta, marble, hardwood finish, etc.; cost of iron work, about \$600,000; number of brick in building, 17,000,000; number of square feet of Italian marble mosaic floors, 50,000 (containing about 50,000 pieces of marble, each put in by hand); number of square feet of terra cotta (arches and partitions), 800,000; number of square feet of wire lath, 175,000; number of square feet of plate glass, 60,000; number of miles of gas and water pipes, 25: number of miles of

*Electric Wires and Cable,* 230; number of miles of steel cable for removing scenes on stage, 11; number of electric lights, 10,000; number of dynamos, 11; number of electric motors for driving ventilating apparatus and other machinery, 13; number of hydraulic motors for driving machinery, 4; number of boilers, 11; number of pumping engines, 21; number of elevators, 13; number of hydraulic lifts for moving stage platforms, 26. The Auditorium building includes; 1st—The Auditorium, permanent seating capacity, over 4,000; for conventions, etc., (for which the stage is utilized) about 8,000. 2d—Recital hall, seats 500. 3d—Business portion consists of stores and 136 offices, part of which are in the tower. 4th—Tower observatory, to which the public are admitted (25 cents for adults, 15 cents for children). The

*United States Signal Service* occupies part of the seventeenth, eighteenth, and nineteenth floors of the tower. These departments of the building are managed by the Chicago Auditorium association. 5th—Auditorium hotel; 400 guest rooms. The grand dining room (175 feet long) and the kitchen, are on the top floor. The magnificent banquet hall is built of steel, on trusses spanning 120 feet over the Auditorium. [See "Auditorium Hotel."] The hotel is leased and managed by the Auditorium Hotel company, J. H. Breslin, of New York, president; R. H. Southgate, vice-president and manager. The Auditorium has

*Several Entrances*, but the main one is on Congress st. The arches spring from four marble columns whose immense size is lost sight of in the general effect. Passing through the bronze doors, the spectator finds himself in a court whose beauties compare with anything in the building. Marble, bronze carvings, stained glass and gold have been fashioned into a design worthy of the structure of which it forms a part. The floor is

*Inlaid with Marble Mosaic* work in intricate designs. Huge polished shafts of glittering marble are set off by carvings and bronzes. A thousand people are easily accommodated in it. The idea of the construction of a great building of this character was first made public before the Commercial Club, in an address delivered by Ferdinand W. Peck, the originator of the enterprise, May 29, 1886. The idea was received with great favor at once, and, on December 4th, of the same year, a stock company was organized to carry it into execution. There are now nearly 300 citizens among the stockholders. We can see

*The Auditorium at Its Best* from a point in the Lake Front Park on a line with Polk st. From this location an almost perfect perspective can be obtained. The walls loom up over the surrounding buildings like some great cliff over the scraggy pines which cling around its base. The tower is seen in its true proportions and stands out sombre and grim. It requires no stretch of the imagination to picture the muzzles of guns protruding from the windows beneath the masonry of the cornice. From the Lake the Auditorium and the Masonic Temple are the first objects that break the monotony of the horizon, as the incoming steamer plows its way toward the city. The

*View from the Tower.* seventeen stories above the street level, is in many respects more enchanting than that from the Masonic Temple roof garden. It will cost you 25 cents to be admitted to the balconies of the tower, but it



is worth the money and the time you may give it. Two thousand square miles of water are spread out before you from the point of observation. Michigan City, half hid by the sand hills, which line the eastern coast, is plainly revealed on a clear day. South Chicago lays almost at your feet. Evanston is in view, and its University buildings can be picked out by those familiar with the place. Below you is the city

*A Seeming Ocean of Smoke*, with half obscured buildings, showing their domes and battlements out of the clouds, as if vainly striving for one breath of fresh air. Out over the lake the air is clear as the blue of the sky above it, and undefiled as the waves which curl into foam below it. Michigan Blvd. melts away into a perspective, in which the long lines of lamp-posts and shade trees merge into nothingness. Over a hundred and fifty feet below is the broad roof of the Auditorium and the skylights which surmounts the hall. The spire of the average church would not reach that skylight. Here it is that the United States signal service has established its station. It may be considered safe to say, that the local station occupies the highest artificial altitude of any in the country. I cannot very well drag you away from the Auditorium tower until I shall have pointed out to you

*The Four Mile Crib*, from which Chicago may now be supplied with 130,000,000 gallons of water daily, in addition to her supplies through the other tunnels, if this quantity should be required. [See "Water Works."] And I must point out to you also the roofs of the great structures in our vicinity, for but little more than the roofs can be seen. To our right down there, on the lake front, is the new depot of the Illinois Central Railroad. [See "Railroad Depots."] It is a handsome structure. Follow the track with your eye along the shore to the north, passing the beautiful

*Art Institute* [See "Buildings"], and you will see the last evidence of the great Chicago fire. That pile of debris at the foot of Lake st. is all that remains of the old Illinois Central depot, destroyed in the fire of 1871. Extending into the Lake is the north pier. At the extremity of it is Chicago Light. [See "Lighthouses."] You see a queer craft moored to the pier. This is the Argonaut, the home of the Argo club. [See "Clubs."] The great pier at our feet was constructed for the accommodation of the

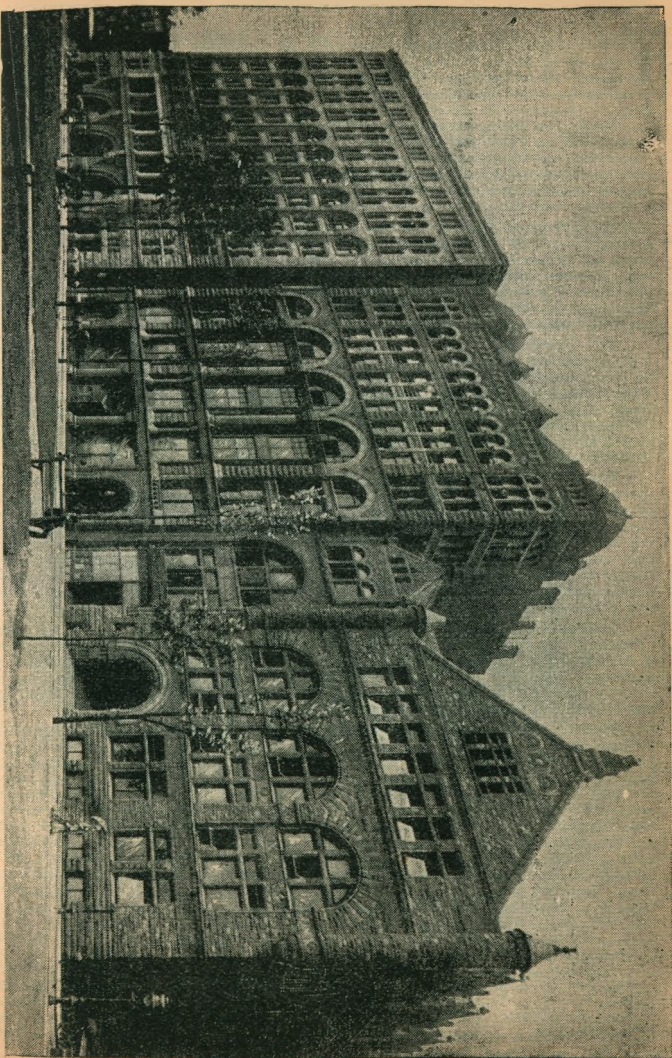
*Henry Syndicate Steamers*, which had the privilege granted them of landing passengers from the city at the World's Fair. You obtain a splendid view from here of the numerous excursion steamers and sailing craft, either moving up or down the basin, or moored to the shore. That long, dark line you see running parallel with the shore is called

*The Government Breakwater, or Pier*.—It was constructed at an immense expense to the National treasury for the protection of our shore line. It was also designed to inclose a harbor, but Chicago has long since outgrown a harbor of this size. For years the ownership of a large portion of the submerged land in this basin, or harbor, was in dispute between the city of Chicago and the Illinois Central Railroad company. It was taken from court to court until, in the autumn of 1892, it was

*Decided in Favor of the City* by the Supreme Court of the United States, a legal victory that gave widespread satisfaction in Chicago. The case, as finally decided, granted the ownership to Chicago of the land along the lake front, together with the part of the harbor extending from the north pier at the mouth of the river, south for a distance of about one and four-fifth miles, and from the shore one mile into the lake. This constitutes an area of about 1,650 acres and is valued at \$73,000,000. It was decided that the Illinois Central was entitled only to its right of way of 200 feet along the lake shore. Riparian rights were denied it but some property which it acquired by filling, or, rather, which it reclaimed from the lake at great expense, during the litigation, was finally granted the company. I have given the valuation of

*The Submerged Lands* above at about \$73,000,000. This is about the figure placed upon it by real estate appraisers, at its value in case it were thrown into the market, divided into blocks, lots, etc. A much higher valuation, however, is placed upon it by others. The probability is that it will





[Engraved for The Standard Guide Company.]

AUDITORIUM, STUDEBAKER AND CHICAGO CLUB BUILDINGS.

[See Page 74 and "Buildings," 71]

never be thrown into the city for sale as business property. There was much talk of filling it or piling it for the accommodation of the World's Fair buildings when the question of a site was being discussed, but for various reasons the idea was abandoned. There has been much talk of constructing

*Docks for Shipping* along the shore line, but this has also met with general disfavor. It is believed that if the docks were constructed on the outer edge, and warehouses erected in connection with them, the traffic thus created and centered here would cause such a congestion in the heart of the city as to greatly interfere with the transaction of business. It is more than probable that the great basin will be filled in and

*Transformed into a Beautiful Park* to be connected with the present Lake Front Park by viaducts over the railroad tracks, which latter will be sunk far below their present grade. This would be a realization of a Chicago dream. Her people have long wanted such a park near the center of the city. Great public buildings will rise from the present Lake Front Park, facing on Michigan blvd. The Art Institute is there already; below it to the left, covering the site of old Dearborn Park is the

*New Public Library Building*.—The new Post-Office and Custom House will be erected probably opposite the Library. The Crearar Library is to be located on Michigan blvd. in this vicinity. A great museum, to be filled with treasures from the Columbian Exposition, will be erected close by. There are already on the boulevard in this section, the Auditorium, the Chicago Club building, the Victoria Hotel, the Richelieu Hotel, the Leland Hotel, the Art Institute already alluded to, the Athletic Club House, the Pullman building,

*The Press Club Building*, the Public Library and other beautiful structures of a public or semi-public character, which constitute a frontage of marble, granite, terra cotta, brick, steel and glass such as you have not seen and will not see in any other city in the world. To see these buildings we will have to get down to the street level, but you will be anxious to view the Auditorium theatre lobbies; perhaps you will care to visit Professor Kayzer's conservatory of music. At any rate you will not leave the Auditorium until you shall have seen the hotel. That great building on the corner is the

*Auditorium Hotel Annex*, or Congress hotel. It is ten stories high. The exterior features are three round bays running up through the building and a heavy overhanging cornice. This graceful structure was erected to accommodate the overflow from the Auditorium hotel. The building is thrown entirely into suites, parlors and sleeping rooms. The two buildings are connected by a beautiful marble-lined and

*Electric Illuminated Tunnel* under Congress st. Before leaving the Auditorium hotel, I will ask you to note the magnificent rotunda with its gorgeous pillars and frescoing, the elegant parlors, and the banquet and dining halls at the top of the building. You may take the elevators to any floor. No, you will not be interfered with. It is a public house, and all that is asked of you is that you conduct yourselves as you would in a private house. [See "Auditorium," "Auditorium Theatre," "Auditorium Hotel," and "Auditorium Hotel Annex."] When you shall have visited these hotels, we might take a stroll through the Lake Front Park, from which we will obtain a splendid view of the Michigan boulevard frontage, as far south as Lake Park row. Leaving the Auditorium we walk north on Michigan ave., passing the beautiful Studebaker building [see "Buildings"], the old Art Institute [see "Buildings"], the Victoria, Richelieu and Leland hotels [see "Buildings" and "Hotels"], the Chicago Athletic Club building, and on our right the magnificent

*New Art Institute*.—[See "Buildings."] This building is one that will cause you to pause for a while. We pass on our left the great Pullman building. [See "Buildings" and "Pullman,"] the Chicago Fire cyclorama, and at Washington st. we come to the new Public Library building. [See "Buildings."] It is not necessary for me to give you descriptions of these

magnificent structures. Turn over the pages and you will find them all described in alphabetical order. If we go

*North of Randolph Street*, on Michigan ave., we will land in the heart of the grocery district, or we may find ourselves on the Rush st. bridge, from which we can see the docks of the Goodrich and Graham & Morton and other lake steamship companies. [See "Water Transportation."] A pleasant trip across the lake to St. Joseph, Mich., or up the lake to Milwaukee, Wis., may be taken any morning or any evening from these docks. The steamers are built for rough service because weather as stormy as any experienced on the ocean is frequently met with on the lake. They are elegantly furnished and are perfectly safe.

*A Trip to Milwaukee* should be taken by all means before you leave the city. Start in the morning, if possible. If the day is clear, you will have a splendid view of the entire water front of Chicago from the lake. All the way to Milwaukee the steamer keeps within sight of the shore, and you will see the beautiful suburbs which dot the coast between the two cities. Milwaukee is in itself worthy of a visit. It is beautifully situated, rising to quite an elevation above Lake Michigan. [See "Tributary Cities and Towns."] If we



THE PALMER HOUSE.—See Buildings.

walk west on Randolph st., and south on Wabash ave. we will still be in a section of the wholesale district given over to heavy merchandise. On the corner of Randolph st. and Wabash ave. is the great lithographing establishment of

*The Orcutt Company.*—Across the avenue is the wholesale grocery house of Franklin, McVeagh & Co. Should we follow Wabash ave. to the north we would land at the Rush st. bridge again. I won't take you down this way, because the streets are filled with heavy wagons, the drivers are not in the best of humor always, and the sidewalks as a rule are pretty well covered with barrels and boxes and merchandise of a miscellaneous character, which is being handled on skids between the wagons and the warehouse fronts. There are some great concerns in this section, among the foremost being the Hibbard, Spencer & Bartlett company, dealers in hardware and cutlery. There are great grocery houses and drug houses down this way. If we go north as far as River st. we will come to the house of Hoyt & Company, upon which we will find an inscription telling us that it occupies the



*Site of Old Fort Dearborn.*—Beyond is the great soap factory of the Kirks, alluded to before. I will leave you here to decide for yourself whether it is worth while to take the risk of being crushed to death or run over, but before parting with you I would suggest that you visit some of these great warehouses if you would like to get an idea of the methods pursued by Chicago business men. You will be treated courteously, but don't get in the way.

## SIXTH DAY.

Wabash Ave—A Thoroughfare in a State of Transition—Changes of Recent Years—Residences Give Way to Business Blocks—The Handsomest Street in Chicago—Special Lines of Trade Grouped—The Carriage District, Varnish District, etc—Kimball Building and Kimball Hall—A Popular Composer—Great Millinery and Grocery Houses—Gunpowder and Cigars.

Dickens tells us in one of his novels of a London thoroughfare which at the time of his story was passing through that unhappy stage of transition when people had begun to abandon it as a residence street, but as yet other people had not looked upon it as a desirable avenue for trade. For nearly twenty years Wabash ave. has been going down hill as a residence street. There has never been any doubt but that some day it would become one of the greatest commercial avenues of the city; yet up to five years ago the process of transformation south of Van Buren st. was exceedingly slow. For many years the ground laid bare by the great fire of July, 1874, was permitted to lie vacant, the owners being

*Uncertain as to the Future.*—There was no demand for handsome residences north of Twenty-second st. and rentals sufficient to justify the erection of large business blocks could not be obtained. The ground was too valuable for small buildings, so that the street remained at a standstill. The Auditorium enterprise, however, attracted attention to South Wabash ave., and during the past years real estate transactions on that thoroughfare have been very active. Down on this avenue, but too far south for our purposes, is Havlin's cozy theatre, and here, near Sixteenth st., is the Libby Prison museum. You will probably visit both of these places, as well as the numerous houses of entertainment which are open day and night along this thoroughfare. Among these are the cycloramas, the Battle of Gettysburg being an established attraction; the John Brown fort, the Subterranean theatre, Haverly's casino, etc. [See "Amusements."] Elegant buildings are making their appearance all through this section now. They are not of the sky scraper order, but they are architecturally beautiful and meet a demand which is growing in this vicinity for retail houses. I have always looked upon Wabash ave. as

*The Finest Business Street in Chicago.*—It is of greater uniform width than any of the others in the center of the city and the buildings north of Congress st. are almost of uniform height. Looking north from the Auditorium, magnificent buildings line the avenue on either side as far as the eye can reach. Some of the most beautiful commercial structures in the city are to be seen along here. To the south and north of the Auditorium building we pass through the carriage district. It is remarkable how the different departments of trade finally become consolidated. Here we find one carriage repository after another. Then we step right into the varnish district, where a score of firms are engaged in the varnish, paint and oil traffic. Another distinctive district merges into this. It is occupied by dealers in marble and wooden mantels, picture mouldings, etc., and here, between 241 and 263, we find ourselves in a hive of subscription book publishers. But don't be fright-





[Engraved for The Standard Guide Company.]

THE PULLMAN BUILDING, S. W. COR. MICHIGAN AVE. AND ADAMS ST.

[See Pages 74-189.]

ened. The safest place on the battle-field is under the ammunition wagon. We must hurry along here. The show windows are seductive and were meant to detain us. Let us drop into the different store-rooms and see the displays of books, paintings, engravings, ornamental marble work, fine furniture, etc., etc., which are temptingly arranged all along here. We reach the magnificent

*W. W. Kimball* building, in which is located Kimball hall, one of the finest structures on the avenue. [See "Kimball Hall."] The Kimball and the building adjoining are occupied by music teachers principally, and by persons connected with the music trade. Kimball hall is upstairs, over the handsome warerooms of the *W. W. Kimball Company*. Passing up the avenue we stand here and there admiringly in front of the picture store and furniture store windows, of which there are many, and we find the day wearing rapidly away as we pass from *Wirts & Sholle's* into *O'Brien's* art gallery. Although State st. has monopolized the retail dry goods trade for many years,

*James H. Walker & Co.* have so established themselves down here now that customers leave the big thoroughfare to the west naturally and no longer feel that they are going out of their way when they step over to *Wabash* ave. *Alexander H. Revell's* furniture house is close by. Before we leave this corner of *Adams* st., I want to call your attention to the establishment of the

*Root & Sons Music Company*.—This house was founded by the popular composer, *George F. Root*, whose songs you have either sung yourself or listened to in the good old days. It is one of the largest music houses in the country. At No. 204 we find *Brentano's*, the Chicago branch of one of the leading book and periodical houses of the world. *Brentano's* establishments may be found in London, Paris and New York. Here you will find anything that is standard in foreign and domestic literature, guide-books, periodicals, newspapers, etc. The next block is given over to picture stores, photographers, publishers, fancy goods dealers, cloak and suit establishments, etc., and the windows are all attractive. The great millinery house of

*Keith & Co.* is at our right as we pass up, and it seems to be the gathering place, just at present, of all the milliners in the country. They are here making their fall purchases. One after another now we pass smaller but no less attractive millinery stores, that branch of trade having found a center in this vicinity. Yes, they are all wholesale houses, exclusively. *S. A. Maxwell's* well known house is passed, and in the vicinity are a number of publishers and fancy goods stores. The monotony is broken by the great family grocery house of

*Charles H. Slack*.—This is a concern of genuine Chicago proportions. It is one of the largest, handsomest and most complete retail grocery houses on the continent. The show windows are themselves a treat. Now we pass the headquarters of the *American Baptist Publication Society* and the *American Tract Society*, and we find ourselves entering the great publishing and book house of

*A. C. McClurg & Co.*, which has grown up with Chicago and occupies a position second to few of the great publishing concerns of the world. Here you will find several floors of wide area given over to the display of books and high class engravings. *A. C. McClurg & Co.* publish extensively themselves and are prepared to furnish anything from a single volume to an outfit for a public library. This is a great resort for people of literary taste, and I am proud to say that Chicago people of literary taste are very numerous. There is a large number of interesting houses along here. Here is

*The Tobey Furniture Company*, which is one of the most conspicuous concerns on the avenue, partly because it is one of the largest, partly because of its beautiful front and partly because of its elegant window display. This building was occupied for a long time as the branch house of *A. T. Stewart &*

Co. That firm came out West with the idea that it would close up a number of the great Chicago houses which were cutting off its business behind the ears. Finding that it couldn't close up the Chicago houses it did the next best thing and closed up itself. Afterward the great store rooms were occupied as a wholesale hardware concern, now out of existence, but it remained for the Tobey Company to give the corner life and animation, and it is now one of the establishments which is making Wabash ave. a popular street. Across the street is an establishment well known throughout the country and in Europe, where its buyers are often met with. This is the house of

*D. B. Fisk & Co.*—Magnificent both as to exterior and to interior. It is a wholesale millinery house of the highest order, and goods are shipped from here north, south, east and west in quantities which I wouldn't dare to estimate. But wherever you go you hear of D. B. Fisk's millinery, and wherever D. B. Fisk's millinery goes the loving husband and the indulgent father pays the freight. On the corner diagonally opposite is the China, glass, porcelain, Dresdenware, etc., etc., establishment of

*French, Potter & Wilson.*—The window display is magnificent, but it is only a hint of the beautiful and the pretty and the costly things to be seen inside. Nearly everything here is imported. There are some beautiful lamps, some charming vases, some elegant dinner and tea sets; but we must move on for the present. You can come back and take your own time later in the day. We now come to the business college of Bryant & Statton. This institution has turned out more thoroughly equipped young business men than any other in the country. Many of the most successful merchants in Chicago to-day have received their training here. It will be worth your while to go up and take a stroll through the college. We are now on the outskirts of the wholesale grocery district, and we begin to see evidences of it in the number of cigar signs, gunpowder signs, etc. I don't know why gunpowder and wholesale groceries should always flock together, but they do. There are some stove establishments and wholesale drug stores and chemist supply houses here, but we are in the midst of the wholesale tobacco and cigar men generally speaking, and these go hand in hand with the men who handle teas, coffees, sugar and molasses. Here is the Frazer Lubricator Company, of which Mr. George B. Swift, formerly Commissioner of Public Works, is president, and a perfect row of tea houses. In Doggett's building, at No. 34, there is about a hundred commission firms doing business in every branch of trade related nearly or remotely to the grocery business—from minced meats to tallow candles.

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## SEVENTH DAY.

The City Hall and Court House—History of these Great Buildings—The Court House Bell—What the Structures Cost—A Trip Through City Hall—The Health, Detectives, Fire Alarm, Mayor's Offices, Etc.—The Central Station—Reporters' Room—The Public Library—Over to the Court House—The Recorder's, Sheriff's, Coroner's, Treasurer's and Other Offices—The Courts—Divorce Day—Motley Crowds in Attendance.

To-day we make the City Hall our starting point. This building, and the Cook County Court House adjoining, stand upon the site of the Court House destroyed in the great fire of 1871. The old Court House stood in the center of the block and was surrounded by a green lawn in the nature of a park. It was a handsome building as buildings went in those days, and had a tower in which there was a clock and a great bell. This bell rang out in doleful peals on the fatal Sunday night in October, 1871, almost up to the moment the tower became enveloped in flames. After the fire the bruised and



*Battered Bell* was taken from the ruins by an enterprising firm and worked up into souvenirs—watch charms, breast pins, etc., which found a ready sale and commanded good prices. So great was the demand that several hundred tons of old bell metal were consumed in supplying it before the intelligent public began to suspect that there was anything wrong. The foundations of the new Court House were laid in 1875. The labor troubles incident to the hard times in 1877 induced the city government to begin work on the City Hall in that year. The building was commenced under the administration of Mayor Heath and finished under the administration of Mayor Harrison. It is

*A Stately Pile*, as you perceive, and its architecture would be called Grecian by a person not over particular in regard to such matters. Although



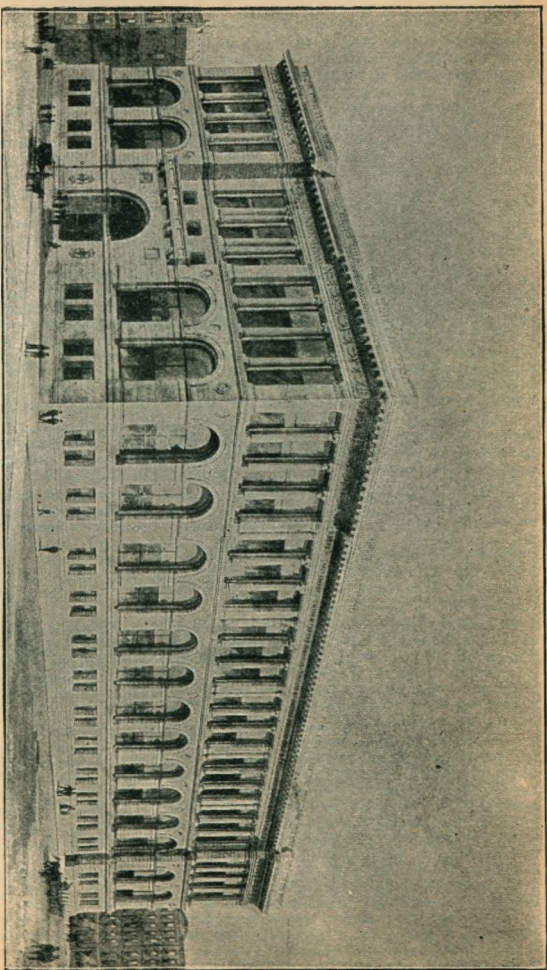
GREAT NORTHERN HOTEL.—See Buildings.

its general style has been subjected to much severe criticism, it is something in its favor to say that, notwithstanding the numerous magnificent piles which have been erected in its neighborhood during recent years, it is still the most striking and, altogether, the handsomest structure in the city. These remarks are applicable, of course, to the Court House, which in design and finish differs very little from the City Hall. If anything, the Court House is a little the handsomer of the two, because the city was retrenching when the City Hall was being constructed, and a number of costly details which entered into the Court House were dropped. The City Hall building as it is to-day cost, exclusive of the ground

upon which it stands, very nearly \$1,800,000. The cost of the Court House exceeds the figure by nearly \$1,000,000, but that much money additional didn't go into the structure. A great part of it was used in bribery, in election expenses and in riotous living.

*If the Walls Could Speak* they would tell the story of the most corrupt period in the history of Cook county politics. Some of the living ex-county commissioners, by the way, could, if they felt inclined, tell it just as well. But this is a digression. The City Hall occupies half the block bounded by Washington st. on the south, Randolph st. on the north, La Salle st. on the west and Clark st. on the east. We enter it from the Washington st. side, passing into the tunnel-like corridor which runs the entire length of the base-





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PUBLIC LIBRARY OF CHICAGO, MICHIGAN AVE., WASHINGTON AND RANDOLPH STS.

[See Pages 74-188-352.]

ment from Washington to Randolph st. The first offices to our left are those occupied by

*The Health Department.*—Here the Commissioner of Health, a gentleman appointed by the Mayor is in charge. He has a large corps of assistants, and from those rooms the sanitary condition of the city is supposed to be regulated. The health department looks after our back-yards, our back alleys and our back streets, where nobody else appears to be interested. It also takes a peep into our great factories, sees that work-shops are not over-crowded, and protects the better classes from infection arising out of the districts occupied by the other classes. It also vaccinates us on demand, and sends us to the small-pox hospitals at times, if we have neglected the modern precaution of inoculation. But small-pox in Chicago is very rare, and the "pest house" keeper of late years has been living a life of ease and drawing the salary of a sinecure. If you will step inside they will tell you that Chicago is the healthiest city on earth. Only eighteen out of every thousand of us die or get run over or fall down elevator shafts every year. Just across the corridor to your right is the

*City Detective Office.*—The people, and more especially the newspapers, of Chicago, are inclined to be cynical. You will probably hear that the city detectives are organized for the purpose of allowing criminals to escape, and that the safest place for a thief is under the very nose of one of the municipal sleuths, but you must pay no attention to this kind of talk, for, while the detectives capture thousands of rogues every year, they are seldom spoken of unless in connection with the escape of some criminal. The city detectives do a great deal of really creditable work that the public is never informed of. The real clever men in the detective department are

*Modest and Unknown*, so that when somebody points out to you on the street a person with the make-up of a Vidocq and calls him one of the shrewdest sleuths on the force, you may assume that this person is a detective for parade purposes only. Inside the detective department is

*The "Sweat-Box."* where criminals, or suspected criminals, are subjected to the "pumping" process before they are regularly committed. Some outrages have been committed in this same "sweat-box," and it isn't popular with the people. It smacks of the inquisition, and the methods sometimes pursued in "pumping" prisoners are repugnant to the American idea of fair play. The detectives dress in plain clothing. They are generally picked from the police force proper and are presumed to be intelligent men. Across the corridor to the left is the

*Central Police Station*—This is in reality a sub-station of the First precinct, but at the same time, by reason of its situation, is the most important police station in the city. In olden times—that is, about thirty years ago—when Lake st. was the leading thoroughfare of the city, the handsomest men on the police force were detailed for duty upon its crossings. These men composed what came to be known as

*"The Lake Street Squad."*—Later on, as the city grew and other streets became as great as Lake and even greater, additional details of a like character were drawn from the force proper. Then the railroad depots and bridges demanded men. Finally the various squads were consolidated into the Central Detail. The police of this station perform day duty in the center of the city, exclusively. They have charge of the bridges, railroad depots, public places generally and street crossings. In the night they are relieved by patrolmen from the First precinct station. There is a procession of visitors to the central station all day long. The great majority of minor crimes are committed in the business district. Pick-pockets, sneak-thieves, confidence men, etc., arrested by the detectives, are brought in here. Here also reports are received from all the precinct stations. We are shown into

*The Reporters' Room*, where reporters of the city press may be found from morn till night, from night till rosy morn, waiting and watching for the reports which come over the telephone, or are handed in by special messengers from the various precinct stations. Here the first news of accidents, murders and crimes generally is received. When a crime or accident of

unusual importance is reported, the representatives of the press immediately notify their city editors by telephone, and are relieved of further responsibility, as men are dispatched from the newspaper offices to the scene of the occurrence. Minor affairs only, as a rule, are followed up by the police reporters, who are expected to remain at or near their posts constantly until relieved. Many of the leading journalists of the city have begun as police reporters. The central station is a great.

*School for Newspaper Men*, as there is an opportunity here of becoming acquainted with every phase of metropolitan existence. Along the corridor various other offices are devoted to the affairs of the police department but the work done is principally clerical and uninteresting. To our left as we move toward the north are

*The Fire Alarm Offices*.—These are interesting to visitors. Here all alarms of fire are received, and from these offices all alarms are sounded on the gongs of the numerous engine-houses. There are no alarm bells in the city. The apparatus, as you see, is beautiful: its operation is marvelous. At first sight, all those instruments of shining brass and nickel, ever maintained at the highest state of polish, may appear complicated, but to the operators they are simplicity itself. While you are looking on, the simple turning of a switch may arouse the entire fire department, and for that matter the entire city; but you have no knowledge that perhaps a neighborhood is

*In a State of Panic*, for the silent fluttering of a hand on one of the dials, or the almost imperceptible clicking of an instrument no larger than your hat are meaningless to you. While the fire department is battling with the "demon destroyer," as the country reporter loves to call it, and a howling, crazy mob is being held in check by the police, the operator sits here in peace and quiet, waiting for the "out" signal, which is sometimes too long delayed for the good of the public and the happiness of the fire insurance companies. We can spend an hour in here very pleasantly and very profitably, if the operators are not too busy to talk. We walk to the end of the corridor, ascend one flight of stairs to the first floor, and move toward the south along a higher and a brighter corridor. To our left is

*The City Collector's Office*, where clerical work only is performed, the city collector being a person who has much to do with licenses, brewers and saloon-keepers, but across the the hall are

*The Water Offices*, several in number, and all more or less crowded during business hours. Here we pay our water rates, make complaints about leakages, arrange for supplies, etc. Turn to "Water Works" in this book, notice the statistics of the department, and you will comprehend what an immense amount of business all these clerks transact every day. A little further on are the offices of the

*Department of Public Works*.—Here the entire machinery connected with the public works of the city of Chicago is operated. This includes so much that it would require half a day to tell you all about it. The Public Works department, however, cares for our streets, our sewers, our bridges, our viaducts, etc.; besides, it plans and executes all improvements and supervises the operation of corporations, such as street car companies, gas companies, electric companies, etc., whenever these corporations are granted franchises to tear up or occupy our streets, and that means a great deal more than you will be able to understand during a brief visit to Chicago, for private corporations are granted privileges here that they would not dare ask, perhaps, in the city you came from. The rest of this floor is given up to the bureau offices, the Comptroller's offices, etc., of no particular interest to you. Taking one of the elevators at the northern end of the building to the next floor, we find

*The Mayor's Office* at our right. The mayor's office consists of a suite of rooms. The outer office is occupied by private secretaries. Then comes an immense reception room, and, back of this is the sanctuary. Here the mayor of the great city of Chicago entertains his most distinguished callers. Alder-

men who happen for the moment to be in touch with him, and perhaps, now and then, but not often, an ordinary citizen who has a request to make or a grievance to ventilate. A great deal depends upon the man who happens to be mayor at the time you call. He may be an agreeable gentleman who hasn't forgotten, and doesn't forget, that he is the paid servant of the people, or he may be an individual who believes he is

*Mayor by Divine Right*, was born to the position and has really done the people a great kindness by consenting to fill it. But whatever his ideas may be, he is not robed in scarlet, as are the mayors of some little European cities, nor is he waited on by a uniformed attendant. He is usually a plain man—sometimes very plain—who can be easily approached by the common people. The next floor is given over to bureau and department offices. On the fourth floor is

*The Council Chamber*, a large and handsome assembly room where the sixty-eight aldermen meet and legislate for the people. The remainder of this floor is occupied by

*The Public Library*, which is described in this book. We will be able to spend the remainder of the day very pleasantly here, if we can interest the librarian or one of his assistants in our behalf. There are more books circulated by this library now than by any other in the United States, not even excepting Boston's. The collection of books is very complete and is being added to annually. At the present rate of increase we will have one of the largest libraries in the world within a very few years. I have not called your attention to the

*Crowds in the City Hall*, because it wasn't necessary. You have been jostled by them at every stage of our trip. What so many men are doing here all day long I can't tell you, because I don't know. But they are to be found here every day, hanging around the corridors, with no apparent aim in life, and, judging from the faces of most of them, without much hope of a hereafter. A great many of them are political "wire-pullers," "workers in the wards," "friends" of the office holders, etc. The fact that they have some connection in some mysterious way with men occupying influential positions prevents the police from arresting them on charges of vagrancy. If you wish, we will take a look at

*The Cells in the Basement*, also at the collection of stolen goods in the hands of the custodian. This will not require much time, because the cells are not very numerous here nor is the custodian's collection particularly interesting. We will go over to

*The Court House*, entering this building also from the Washington st. side. And here it might be remarked that the main entrance to the Court House is up a flight of granite steps in the center of the structure on Clark st. The main entrance to the City Hall is by a similar flight of steps on La Salle st. Both entrances are

*Grand in Proportion* and beautiful in design. But it is more convenient to begin at the very bottom. We enter another tunnel-like corridor, and before proceeding farther, I might as well tell you that the entire building is occupied by the various county offices and courts; that, immense as it is, it fails to accommodate all of them, some of the offices and courts being located in the Criminal Court building on the North side, and that two additional stories are to be put on this building. How it will look with two additional stories I don't know. It is claimed that

*The Symmetry of the Structure* will be destroyed. Certain it is that if two stories are not also added to the City Hall the latter building will present an extremely dumpy and unsatisfactory appearance. The original design was never carried out. There was to be a great dome over the united buildings. The city and county failed to agree to the expenditure of the requisite money, and the dome was dropped out. With a six-story Court House and a four-story City Hall, of course a dome in the future will be out of the question, unless the City Hall side of it is to be supported on props. This might be picturesque, but it would hardly be considered in the light of an artistic





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ART INSTITUTE OF CHICAGO, MICHIGAN AVE., OPP. ADAMS ST.  
[See Pages 74-140-166.]

triumph. Yet, Chicago has passed through so many ordeals unscathed that we have reason to hope the Court-House-City-Hall question will be settled to everybody's satisfaction in the end. Passing a number of uninteresting county offices we come to the

*County Recorder's Office*, where all transfers of real property in Cook county are registered. As settlement of questions of ownership must finally be determined by the records of this office, its importance will be understood. The great fire of 1871 destroyed all the records of Cook county and it was a herculean task to restore them. The most important of these records, of course, were those upon which the ownership of real estate was established or proved. Many thousands of deeds were also

*Lost in the Great Fire*, so that endless confusion and litigation might have resulted had there not been in existence here private institutions which



MONADNOCK BUILDING.—See Buildings.

kept abstracts of all land or real estate titles. [See "Abstracts of Title."] These assisted very materially in straightening things out, and, with the aid of experts in the business, the county was soon in possession once more of complete records. The business of the Recorder's office is extremely dry and tedious, yet you will be interested in watching the people who are constantly handing in deeds and mortgages through a little window to be recorded, and constantly receiving them through another little window after they have been recorded. Most of them are lawyers' clerks, real estate dealers and money brokers. Passing other offices of minor importance, we come to those occupied by

*The Sheriff*, at the extreme northeastern corner of the building. The Sheriff is elected by the people, as perhaps you know, and has the peace and good order of the county in his especial charge. Yet, as the city of Chicago covers the greater

part of the county just now, or at least the most important part of it, the police duties of the Sheriff are rather limited. He looks after the jail and the courts, his deputies being, as it were, like the sand on the sea shore. The bailiffs are his underlings, and

*The Litigant in His Victim*—From the sheriff's offices all summonses of the state courts are served. One of the duties of this official is to hang a man, for example's sake, periodically. But he does this by contract, as he does nearly everything else, from the feeding of jail prisoners to the suppression of public tumults. In the basement, near the sheriff's office, we also find

*The Coroner's Office*.—The coroner has a number of deputies [see "Coroner's Inquests"], and in a big city like Chicago they are all kept busy. There are sudden deaths, suicides, deaths from accident, homicides and murders

to be investigated, and the coroner or his deputies must be on hand before the funerals take place. The deputies must be acquainted with all languages and must speak many of them, the English tongue, strange as it may appear, being the least requisite in the transaction of their business. This might be explained easily by saying that the great majority of the working people of the city, among whom accidents are the most frequent, are foreigners. Climbing a flight of stairs, we reach the first, or

*Main Floor of the Court House.*—Here the County Clerk's office invites our attention because of the multitude of clerks we see inside, nearly every one of whom wears a light blonde mustache. The fact that the county clerk is invariably a German or an Irishman, perhaps accounts for this. The clerks are nice young men, as a rule, and will answer any questions you may put to them, if they understand your language. In the county clerk's office we find the marriage license clerk. [See "Marriage Licenses."] It will be interesting to remain here awhile and take note of the persons who apply for legal permission to wed. Most of them are

*Gawky Young Men.*—Why they should be gawky it is hard to say, but a young man who is naturally easy in his manner becomes a gawk when he has any business of this kind on hand. He isn't used to it, and he is afraid that something will happen to prevent the consummation of his wishes. Many are widowers who are willing to take another risk, and not a few are men who have been divorced for cause. He is a very rare sort of man who can not, somehow, somewhere or sometime find a mate, and we see here all sorts and conditions of male humanity—from the bandy-legged to the hump-backed—who have proposed and have been accepted. Our next stopping place is

*The County Treasurer's Office.*—I will have to ask you to refer to the index that you may acquaint yourself with the condition of Cook county finances. This is no place for dry details, nor for figures. We pay our taxes here; we pay a great deal of money into the County Treasurer's hands for taxes every year, and he pays a great deal out to meet the current and other expenses of county government. If all the money received and paid out had been honestly applied during the past twenty-five years, we might have had a gold-burnished dome on the top of the City Hall and Court House buildings to-day, besides a number of other things equally desirable if not quite so ornamental. But the tax-payers are not grumbling. In view of all the circumstances they congratulate themselves that even a small percentage of the revenue has been used for public purposes. Of late years the stealing has not been so great, principally because the opportunities have not been so numerous. The County Treasurer's office is one of the most interesting in the Court House, for here we find people who have, by

*Honest Toil and Industry,* secured solid property, cheerfully, though not voluntarily, contributing their share towards the payment of public expenses. Men and women, old and young, are here, native and foreigner, with their tax bills in one hand and their purses or rolls of money in the other, awaiting their turns in the long lines that radiate from the different windows. Going up another flight of stairs we find ourselves

*Among the Courts.*—Including the County and Probate courts there are nineteen halls of justice in the Court House. Some of these are Superior and some Circuit courts. The difference between them you would not appreciate if told. They have practically equal jurisdiction. Only the civil courts, however, are held here. The criminal courts are held on the North side in the Criminal Court building. The court rooms, together with the Superior and Circuit Court Clerk's offices, occupy the second, third and fourth floors of the Court House. The court rooms are all handsomely finished. They are generally crowded. If you see one you see all. Saturday is given over to

*Divorce Cases* in the Superior Court, and, if your taste lies in that direction, you might spend a highly enjoyable day listening to the testimony and looking at the complainants, witnesses and other spectators. The court crowd is always a motly one, and mostly a rather interesting one. There are men and women who, like little Miss Flight, spend day after day in these



courts, with no other object in view than the satisfaction of an insane or an idle curiosity. They will listen to the dreariest testimony with a degree of interest that fills the wearied juror and jaded judge with shame.

## EIGHTH DAY.

Down LaSalle from Lake St.—An Avenue of Commercial Palaces—Marine Building—Jackson Hall—Metropolitan Block—"Uncle Jesse" and "Uncle Phil"—Merchants Building—Union Building—Chamber of Commerce Building—Its Beautiful Interior—Marble Mosaics and Bronze—Tacoma Building—Otis, Major, Republic, Bryan Buildings—The Temple—Description of the Beautiful Structure—Calumet and Home Insurance Buildings—The Union National Bank—Armour & Co.—The Rookery—Board of Trade District.

To-day I propose that we shall begin on Lake st. and walk south on LaSalle st. toward the Board of Trade. We will try to reach that building before night, but there will be many attractions to detain us on the way—among them some of the grandest and greatest buildings on the globe. LaSalle is now, and has been for many years, the money street of the city. It is a street given over almost exclusively to banking, brokerage, insurance, real estate and general office purposes. Dearborn st. is its only rival. It is safe to say that there is a greater amount of business transacted on LaSalle than on any street in the city. All this business, outside of the transactions on the Board of Trade, is done in offices, and to meet the demand for offices the immense and elegant structures which line the street on either side were erected. Before reaching these, however, we must notice the

*Marine Building*, on the N. E. Cor. Lake and LaSalle, not so much on account of its size and beauty, but because of the associations connected with it. The building was originally erected to accommodate "The Marine Bank," at one time a great financial institution, at the head of which was the late John Young Scammon. The building, which has recently been enlarged and reconstructed, is owned by the Marine association, which is composed of Charles L. Hutchinson, Henry C. Durand, John H. Dwight and C. H. Hamill. It is a seven-story structure, architecturally ornate and perfect in all its appointments and conveniences. To our right, near the mouth of the tunnel, we come upon a three-story building, No. 49, under the cornice of which we see the name "Jackson Hall." This was

"Long" John Wentworth's Contribution to the rebuilding of Chicago. It will not be deemed unkind to the memory of the dead, but rather the statement of an historical fact, when I tell you that perhaps there has never lived in Chicago a man with the means of doing much within his grasp, who did less for the material benefit of the city than "Long" John Wentworth. And it would not be worth while to speak of this here, were it not for the other historical fact that during the greater part of his lifetime "Long" John Wentworth talked like a man who had built the city at his own expense and presented it ready-made to the public. On the opposite side of the street, across the mouth of the tunnel, is

*The Metropolitan Block*, a fine building of the fire period, but hardly up to the present standard. Just over the way, No. 48, is the office of the Spaulding Lumber Company. Here you will see, at his desk, in a little ante-room, the Hon. Jesse Spaulding, millionaire lumberman, formerly collector at this port, and a man of great prominence and large influence on the Republican side of politics. A plain man is





[Engraved for The Standard Guide Company.]  
"THE TEMPLE," LA SALLE AND MONROE STS.  
[See Pages 94-194.]

"Uncle Jesse" as he is familiarly called, and as hard a worker as you will find on the street. "Uncle Jesse" and "Uncle" "Phil" Armour—the twenty-millionaire, whom we will see farther down—are great chums and mutual admirers. A genuine regard, bordering upon school boy affection, exists between them. These two men might have left off work ten years ago with fortunes large enough to make themselves and their families comfortable during all the years of their lives, but they are happier at their desks than they could possibly be anywhere else. On our right, at the S. W. Cor. of Randolph st., is the remodeled

*Lafayette Building*, where you will find a number of ocean steamship agencies and the French consul. Here is the private banking house of Peterson & Bay. On the opposite side of the street, for an entire block, is the La Salle st. front of the City Hall. To your right, on the corner of the alley, is the

*Merchants National Bank*, which occupies a building made notorious in 1877 by the failure of the State Savings Institution, of which D. D. Spencer was president. The failure of this bank caused great distress among a very large number of industrious working people, and resulted in two or three suicides. Spencer fled to Europe, and lived in the vicinity of Stuttgart for several years. He returned to Chicago recently, a broken-down man. The failure of the State Savings Institution was followed by the closing of the Fidelity Savings bank, the Merchants, Farmers and Mechanics ("Bee Hive") Savings bank, and some others, and brought savings institutions generally into disrepute. The bank at present occupying the building is one of the most substantial in the country. [See "Merchants National Bank."] On the N. W. Cor. of Washington st. is the

*Merchants Building*, in which is located the National Bank of America, one of our leading banking houses. [See "National Bank of America."] The Merchants building was erected shortly after the fire, when sandstone was the favorite building material, and when it was customary to carry the main floor to some height above the street level. It was one of the finest buildings in the city until the new era of architecture set in. Directly across Washington st., on the next corner to our right, is

*The Union Building*, which will be replaced before the close of 1894 by the new Stock Exchange building, to be erected by the Peck estate. The Exchange finds itself cramped for room in its present quarters. The new building will be one of the handsomest in the city. The Union building has been one of the most familiar in the city, because for years the lower and upper floors were occupied as the main Western Union telegraph office. In 1892 the

*Western Union Telegraph Company* purchased the Phoenix building [see "Buildings,") on Jackson st., opposite the Grand Pacific Hotel, where the central office is now located. Many banking institutions have occupied the first floor of the Union building. The headquarters of the Military Division of the Missouri were located on the fourth floor of this building for many years, and

*General Phil. Sheridan* occupied the corner room of that story facing Washington and La Salle sts. from the completion of the building after the fire until his assumption of the generalship of the army. The Union National Bank occupied the corner of the first floor for a number of years, and it was during this time that W. F. Coolbaugh, its president, committed suicide at the foot of the Douglas monument. Across the street, on the S. E. Cor. of Washington and La Salle, is the famous.

*Chamber of Commerce Building*.—This structure occupies the site of the old Chamber of Commerce which was erected immediately after the fire and which was occupied by the Board of Trade until the great commercial edifice at the foot of the street was completed. The new Chamber of Commerce building is in many respects the finest commercial structure in the world and certainly one of the grandest office buildings in the United States. The property upon which it stands cost \$650,000 and the building itself has cost Messrs. Hannah, Lay & Co., the owners, over \$1,000,000. Standing upon the

mosaic floor on the first story in the center of the building, throwing back your head and looking up, you will see

*Twelve Balconies* with their bronzed railings, rising in perfect symmetry above you. Away at the top and crowning this grand central court, is probably the largest skylight in the world. It is a plate-glass arch, thirty-five feet wide and 108 feet long, and its weight is supported on iron and copper frames which rest upon iron trusses. The frame is bronzed and finished handsomely. Through this mammoth window in the roof

*A Perfect Flood of Light* penetrates the central court, so that the interior of the building is almost as brightly illuminated as the exterior during the day. As you look up, if your neck will bear the strain, you will notice that not a post or a pillar is visible along the sides or between the twelve balconies,

other than those at the north and south ends, the intervening stretch being perfectly clear and free from obstruction. The twelve balconies are supported on

*The Cantilever Principle.*

—There are 500 office rooms in this structure, every one of which is perfectly lighted. The thirteenth floor is finished as handsomely as the first. You will notice that the marble used in the wains coting from top to bottom is perfectly matched, the grain running through from slab to slab as perfectly as it did in its native Italian quarry. All of this marble was quarried in Italy and finished in Belgium. The mosaic floors contain millions of separate marble blocks and present a beautiful as well as a novel sight to the visitor. The ceiling of the main entrance is a

*Charming Bit of Mosaic*

*Work*; the bronze railings and elevator shaft gratings are all highly finished. Eight passenger cars and two great freight cars are constantly moving up and down between the thirteen stories of this magnificent structure.

We will go to the top, the



CHAMBER OF COMMERCE.—See Buildings.

time consumed in the trip being a minute and a quarter, counting stoppages. Looking down, the people on the floor of the court below seem like pigmies.

*The Height Makes Us Dizzy*, and we move away from the bronze railing fearing that the natural but unaccountable temptation to throw ourselves over it may gain the mastery of us. The Chamber of Commerce building is a city within itself. There are more people doing business inside its walls than you will find in many prosperous towns, and the amount of business transacted here daily equals that done in some of the most pretentious communities in the country. Every branch of commerce and nearly every profession is represented here. We can spend a couple of hours here very pleasantly, strolling along the different balconies and taking observations



of the multitude of people who are constantly streaming into and out of the elevator cars. Leaving the Chamber of Commerce, we find that it is almost noon, and we will take a lunch at Kern's across the way, or at

*Kohlsaats*, on the corner of the court, east of the Chamber of Commerce building. In either place we will witness an interesting sight. Thousands of business men, clerks, etc., flock to these and similar restaurants in the business center daily, where they partake of hasty luncheons, made up principally of sandwiches, beans, pie, coffee and buttermilk. The food is generally well prepared, but it is eaten in haste, as a rule, which does much toward ruining the health and souring the dispositions of our people. As we move down La Salle st., after luncheon, we pass on our right

*The Mercantile Building*.—Here we find the old and respectable banking house of Greenbaum & Sons [see Greenbaum & Sons], and on the corner of the alley just south the other equally respectable banking house of A. Loeb & Bro. On the N. E. Cor. Madison and La Salle is the beautiful

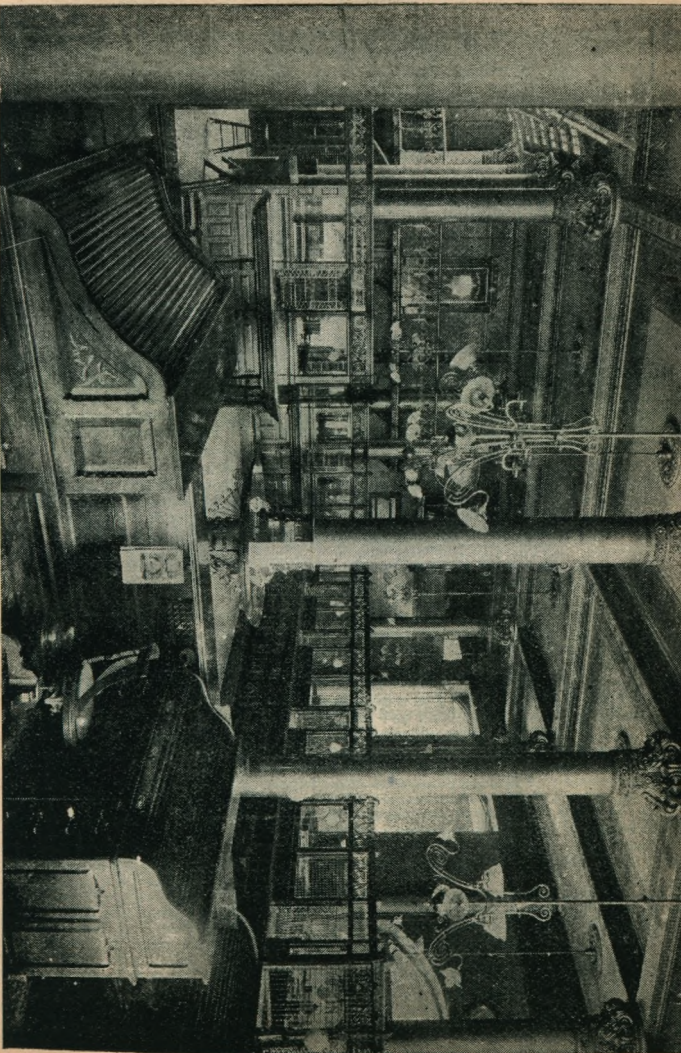
*Tacoma Building*, towering above its surroundings to the dizzy height of fourteen clear stories. This was among the first of the modern skyscrapers erected in Chicago. The corner which it occupies was for years covered by a tumble-down brick building put up in haste after the fire. It was wiped out to make room for the "Tacoma." We must spend some time in this building, going to the top by elevator and walking down. From the twelfth story we are able to obtain a splendid bird's-eye view of the city, and we can see far out on Lake Michigan, if the smoke isn't too dense. This is a colony of offices. [See "Buildings."] What all the people who occupy the offices do, will be a source of wonder to the visitor throughout this and several other trips, but as they are all occupied and pay high rentals, it is presumed that they are doing something to coax the almighty dollar in their direction. Otherwise they would seek cheaper quarters or establish themselves on the curb-stone in front. Crossing Madison st. we find on the S. W. Cor.

*The Otis Building*.—The building belongs to a branch of the Otis family, a family, by the way, which owns some of the most desirable real estate in the city. It is a building of the fire period, not up to present requisites, although by reason of its central location, it is well and profitably tenanted. On the S. E. Cor. is

*The Major Block*, another fine structure of the same period. For years this ranked as one of the finest buildings of the city. In any other city it would rank as a great building now, but it is overshadowed by the giants in its neighborhood. Just east of the Major Block, on the corner of Arcade ct. is the new

*Y. M. C. A. Building*.—This building covers a lot which has 52 feet frontage on La Salle st., and 185 feet frontage on Arcade court, all but 75 feet of which is abundantly lighted either by the street or a thirty foot court. Two-thirds of the space within this building is utilized for association purposes and the remainder is given over to offices. The ground floor on La Salle st. is rented for stores. The association uses two stories on the La Salle st. side and seven stories in the rear on Arcade ct. It is a building within a building, the architectural arrangement providing for separate entrances on both sides for the association and for those who rent offices, so that the two classes of tenants have no connection with each other. From the seventh, or gymnasium floor, where the association's rooms end, there is a square light shaft, 18 x 29 feet, running to the top story, so that the interior of the building resembles the Rookery in its facilities for light. The building and the property it stands upon represents an investment of about \$1,400,000. This structure is fully described elsewhere. [See "Buildings."] The people we pass are as interesting as the buildings. We are apt to be jostled against the famous produce and grain operators at any point now and we will not know it unless we have a previous acquaintance with their personal appearance. On this street many millionaires have their offices. We must say a word about the





[Engraved for The Standard Guide Company.]  
INTERIOR UNION NATIONAL BANK, COMMERCE BUILDING.

[See Pages 95-156.]

*Bryan Block* before we go any farther or we will forget it. Bryan Block is another of the back-number great buildings of the city. I very well remember that fifteen years ago it was pointed out with pride; now it isn't pointed out at all. It is occupied, however, by the agencies of great insurance companies, real estate men, bankers, brokers, etc., and its central location makes it one of the most valuable pieces of property in the city. Some day a great building will occupy the site, for the ground upon which it stands is far too valuable for a five-story edifice. Across the street is the

*Old Republic Life Building*.—The insurance company from which it derived its name has long since gone out of existence. This building was used by the Custom House and United States courts for several years after the fire, or until the present government building was erected. Now it is an office building. Here are located the rooms of the Builders' Exchange, as well as the offices of Dunn's Commercial Agency. On the corner below, just east of the Republic building, is

*The Nixon Building*, the only structure in the business part of the city which escaped destruction in the great fire. A slab is embedded in the building informing you of that fact. It was not completed at the time, however. [See "Buildings"]. We are now at the cor. of La Salle and Monroe sts. This is the southwest corner of the streets named. Here a few years ago Marshall Field laid the foundations for a great office building. A legal dispute arose between him and his former business partner, Mr. Leiter, who owned property adjoining, the facts concerning which it is not necessary for you to know, and the work was abandoned. The lot was fenced in for three or four years, and finally

*The Women's Christian Temperance Union* secured a ninety-nine year lease of the property from Mr. Field, organized a syndicate with sufficient capital and began the erection of a structure to be known as the Temperance Temple. The familiar name of this building now, however, is

"*The Temple*."—The Temple, as it now stands, is one of the sights of Chicago, and the equal of any one of the many magnificent structures that now adorn the city. In style it is a combination of the old Gothic and the more modern French. For the first two stories the material used is gray granite with a dash of pink running through it. Above that is used pressed brick and terra cotta. This harmonizes nicely with the granite, taking on a tone and color the same, with the exception that it is a darker pink. The frontage on LaSalle st. is 190 feet, while on Monroe st. it is 90 feet. In shape the Temple is somewhat novel and might be likened to the letter H. It consists of two immense wings united by a middle portion, or viaculum. On LaSalle st. is a court 70 feet long and 30 feet wide, and on Monroe st. a similar one of the same length and 18 feet deep. Facing

*The Grand Entrance* and arranged in a semi-circle are eight great elevators, and from the front court rise two grand stairways leading clear to the top of the building. A central hall extends north and south on each floor and a transverse one also extends into the wings. The lower courts and halls are resplendent with marble mosaic paving, while plain marble is used in the upper halls. In height the temple is a "sky-scraper," extending thirteen stories towards the heavens. A peculiar and pleasing effect has been gained by causing the building line to retreat at the tenth story where the immense roof, containing three stories, commences, breaking as it ascends into

*Gothic Turrets*.—On the granite around the grand entrance are carved the coats of arms of the various States of the union. Upon the corner stone is engraved the national legend of the W. C. T. U. "For God, for Home and Native Land, 1890." On the reverse is the W. C. T. U. monogram and beneath, "organized 1874." Such is the general appearance of this noble structure. The purposes for which it is utilized are manifold. On the lower floor are located three banks and a memorial hall, known as

*Willard Hall*.—It is needless to say that the name is in honor of Francis Willard. The audience room will easily seat 800 people without the galleries

and is as entirely shut off from the rest of the building as though it were not in it. The entrance is through a wide hall opening off Monroe st. It is an amphitheatre in shape and in the center is a beautiful fountain. Nearly every window in it is a handsome memorial one, and from numerous pedestals rise the busts of illustrious persons who have lived and died for

*The Cause of Temperance.*—The hall and the entrance leading to it are used as tablets on which to inscribe the names of those who have subscribed the sum of \$100 or over to the building fund. In a large vault opening off the hall will be kept a record of the work done in each State in the Union. In short, Willard hall is intended to be to the temperance cause what Westminster Abbey is to England's great celebrities. The Woman's National Publishing house find headquarters there, as well as the W. C. T. U. Most of the building, however, is rented and the income from this source is \$25,000 a year. It might be mentioned that little wood has been used in the construction and the building is perfectly fire-proof. Work was begun in July, 1890, and The Temple was ready for occupancy in the month of May, 1892. The entire cost was about \$1,000,000. Further south on La Salle st., at No. 187, is

*The Calumet Building*, a magnificent modern office structure, and one of the first of the great buildings erected after the locating of the Board of Trade at the foot of the street. The Calumet would be a more striking piece of architecture to-day if it were not so close to some others which are still more striking. For instance,

*The Home Insurance Building* at No. 205, just south of the Calumet, on the same side of the street. [See "Buildings."] This magnificent pile was originally nine stories in height, but two additional stories were added in 1890-91, making it one of the tallest structures, as well as one of the most graceful, in the city. The grand entrance on La Salle st. is one of peerless beauty—a veritable marble hall, and a portal such as no palace in Europe can boast of. The entire building from the first to the eleventh floor is wainscoted in Italian marble of the finest vein, and is beautifully matched and polished. Messrs. Ducat & Lyon have had the management of the magnificent edifice in charge from its inception to the present time. As you enter the building two flights of

*Marble Stairways* face you, both leading to an entresol, on the right of which is the Union National bank [see "Union National Bank,"] and on the left the counting houses of Armour & Co. The Union National Bank interior is perhaps the most beautiful in Chicago. The ceiling is supported by great bronzed columns. The furniture and fixtures are all rich and elegant, and were provided by the house of A. H. Andrews & Co.

*The Union National Bank* ranks among the first of the great financial institutions of the city. It is a bank that has been especially favored in having had for its presidents, some of Chicago's ablest and most experienced financiers, and to this is mostly due its prompt rush to the front line of the city banks, and its maintenance of that position for so many years. The first president was William F. Coolbaugh, who at his death, which occurred in November, 1877, was succeeded by Calvin T. Wheeler. On the expiration of its original charter December 30, 1884, the bank was re-organized, and under its new charter, W. C. D. Grannis was chosen president, and John J. P. Odell, vice-president. Mr. C. R. Cummings was made president in 1886, but took no active part in the management of the bank. Upon his retirement

*Mr. John J. P. Odell* became president and has continued in that position up to the present date. Mr. Odell has been identified with the banking business of Chicago since 1865, and for twenty-seven years has been connected with the Union National, having entered its service in 1866, as bookkeeper and in the interval filled almost every intermediate position of responsibility in the bank. Let us walk across the entresol and enter the counting-room of Armour & Co. This is one immense office—taking in the entire first floor space of the north wing of the building. Did you ever see such a hive? There must be three hundred employes of all grades here, the

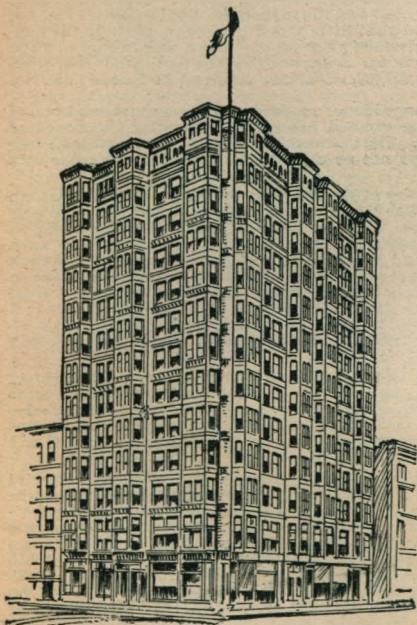


majority of whom are writing at little desks arranged in a manner suggestive of the school-room. A great many of those who are not writing are managers of departments and these are talking business to callers. You cannot see anybody unless you are announced by young men standing near the door. They call the person you want to see. The person you want to see has other callers and you must wait. The central figure in this great room, of course, is

*Mr. P. D. Armour.*—He sits at a table desk to the left, and may be engaged in looking over a newspaper, or in conversation with a visitor or one of his department managers. Whatever he is doing he has a pleasant,

benevolent, kindly expression on his face, and his face is the index to his character. Mr. Armour, toward the close of 1892, presented the city of Chicago with the Armour Manual Training School, which, with its endowment, amounted to the princely sum of \$1,700,000. [See "Armour Mission" and "Armour Institute."] The name of Armour & Co. is familiar to the people of all countries. It is interesting to notice with what perfect system the establishment is conducted. Of course, we don't see the bustling side of it in the counting house; we must go to the stock yards for that. [See "Union Stock Yards."]

*The Northwestern Masonic Aid Association*, of Chicago, the largest insurance company in Illinois, and the second largest similar organization in the world, has its home office in this building, occupying nearly all of the tenth floor, which is required for the accommodation of its immense business. Here is received and disbursed to the widows and orphans of its deceased members about \$2,000,000 annually. A visit to their

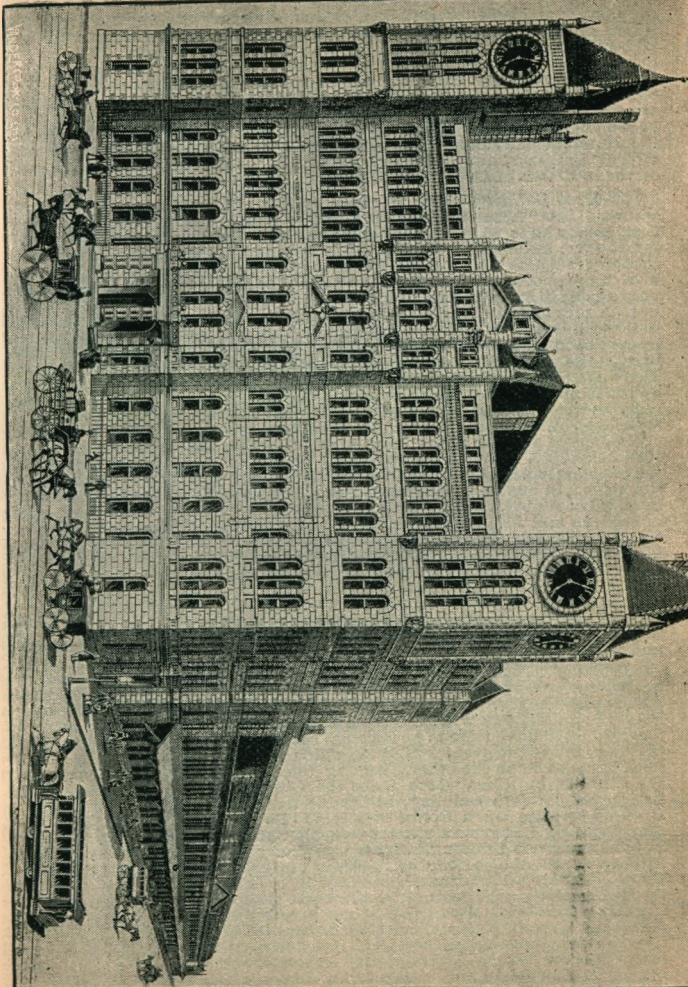


TACOMA BUILDING.—See Buildings.

offices will be of interest, for there can be seen the thorough system necessary to the successful prosecution of the business of life insurance. And the president, Daniel J. Avery, or the secretary, J. A. Stoddard, will give us a cordial welcome, for they invite inspection of their business. On the opposite side of the street, up one flight of stairs, in a plainly furnished office overlooking Adams st., we might find the millionaire,

*George L. Dunlap*, who during recent years has practically retired from active service, although he is still a power in the money center. On the S. W. Cor. of La Salle and Adams sts. is the beautiful





[Engraved for 'The Standard Guide Company.']  
THE ROCK ISLAND R. R. DEPOT, VAN BUREN ST.

[See Page 99 and "Railroads." ]

*Insurance Exchange Building*, which ranks among the noblest of the Board of Trade group of office buildings. Its facade is sufficiently ornamental to attract our attention, but it is tasteful and elegant. The building has a handsome main entrance. To the right, on the main floor is the Continental National bank, a great financial institution; to the left is the Columbia National bank. These banking rooms are richly furnished, and are worth visiting. The Continental is one of the oldest, the Columbia one of the youngest of our National banks. Around the corner on Adams st. is the Rand-McNally building, in which were located the headquarters of the World's Fair previous to their removal to Jackson Park. Across the street, on the S. E. Cor. of La Salle and Adams st., is the

*Rookery Building*.—How it came by this odd name is explained elsewhere. [See "Miscellaneous."] Chicago people are not exactly settled in their minds as to whether the Rookery or the Chamber of Commerce is the finest office building in the city. The Rookery is the larger, however, and in many respects the most elegant of our office structures. Its cost, exclusive of the grounds upon which it stands (the property of the municipality), very nearly \$1,500,000. It is finished in the most expensive fashion throughout. There isn't a cheap feature connected with it. The grand rotunda is in itself a beautiful bit of architecture, but the building to be properly appreciated must be taken as a whole. There are few commercial structures in the world that compare with it in size, in elegance or in convenience. There are three distinct groups of elevators, two on the La Salle st. and one on the Monroe st. side, and the people occupying the top floors are practically as well situated, so far as accessibility is concerned, as those on the first floor. The mosaic work in the structure is superb. Like the Chamber of Commerce and the Home Insurance buildings, the wainscoting is all of Italian marble. Every room is lighted perfectly. There is not the slightest jar felt here, and those in the upper stories are practically removed from the noise and bustle of the streets below. There are over five hundred offices here, all occupied, the tenants being principally Board of Trade men, agents of eastern and foreign mercantile houses, agents of manufacturing concerns, real estate dealers, brokers and lawyers. [See "Buildings."] Here is located the Globe National Bank, one of the most prosperous of our great money institutions. As we leave the Rookery, we are in the center of the Board of Trade district and we are surrounded by massive structures. Opposite is Maller's building, the Gaff building and the Counselman building, all great structures, towering upward from ten to twelve stories. To our left, as we move south, is the Grand Pacific hotel [see "Hotels"], and facing us the

*Board of Trade Building*.—[See "Board of Trade Building."] It is only necessary for me to show you up the main stairway and leave you here for the next two hours. You are just in time to see the Board in full operation. From the gallery you will have a perfect view of the floor. After you leave there you will have time to go through the Rialto building in the rear, and, perhaps, to see the great buildings which line Pacific ave. on the one side and Sherman st. on the other. Among the structures worthy of a visit are the Phoenix building, which faces the Grand Pacific; the Grand Pacific itself; the Traders building, 10 Pacific ave.; the Commerce building, 16 Pacific ave.; the Open Board building, 24 Pacific ave.; the Brother Johnathan building, 2 Sherman st.; the Wheeler building, 6 Sherman st. and the Royal Insurance building, situated on Jackson st. between La Salle and Fifth ave., and at the head of Sherman st., almost opposite the Board of Trade. The Royal Insurance building, in accordance with the latest dictates of modern architecture, is composed of a pressed brick rear with an imposing facade of brown sandstone carved into beautiful figures. The style may be termed Ionic, with an admixture of Corinthian on the lower floors, where the windows and main entrances are arched and sculptured in many fanciful designs. The interior appointments are on a scale of magnificence in keeping with the interior design. The offices are large, well lighted and well ventilated. This building practically fronts on two streets—Jackson and Quincy. By the time you have visited these buildings you

will need rest. (It will aid you greatly during this trip to study the departments in this volume under headings "Board of Trade," "Board of Trade Building," "Buildings," "Banks," "Commercial Exchanges" and the "Appendix.")

## NINTH DAY.

The Board of Trade District After the Fire—A Tough Neighborhood—Through "Cheyenne" and the "Levee"—In the Depths of the Slums—South Clark Street Dives—Lodging Houses—"Reconstructed Cheyenne"—The Great Structures of South Dearborn Street—A Thoroughfare Lined with Skyscrapers—Chinatown—North on Clark Street—Gambling Houses—Would-be Sports—Bunco Steerers—Confidence Men—Dale & Sempill's Corner—A Great Meeting Place—Survey from Clark and Madison Streets—North on Clark Street to the Bridge.

Before leaving the Board of Trade district, a few words concerning that portion of the city may be of interest to you. The great fire of 1871 left the neighborhood perfectly bare as far south as Harrison st. For nearly ten years after the fire the only buildings of prominence in that section of the city were the Grand Pacific hotel and the Chicago, Rock Island & Pacific depot. The latter could be seen plainly from Madison st. The block in front, now covered by the Board of Trade and the Rialto buildings, was vacant. To the east was Pacific, then known as "Biler," ave., one of the most disreputable streets in the city, built up with hastily constructed tenements which were occupied by the most depraved of men and women, black, white and mixed. The name

"Biler" Avenue, originated in the mispronunciation of "Boiler" a nickname given to the street, because of the number of locomotives belonging to the Rock Island and Lake Shore roads which puff day and night along its western edge. Next, to the east, came South Clark st., a thoroughfare given over to low saloons, pawnbrokers' shops, "fences" for thieves, concert saloons, dance houses, low grogeries and bagnios. East of Clark st. was Fourth ave., another street surrendered almost entirely to the lowest class of scarlet women. One high building stood on the street and was occupied in part by the Religio-Philosophical Journal. Its editor, a man named Pike, was murdered at his desk in this building, about the time I am speaking of. East of Fourth ave., was Dearborn st., a "no thoroughfare," and without a building worth mentioning, although squatters had taken possession of it from Jackson st. south to Polk st. East of Dearborn st. was Third ave., a street of dives and bagnios just a trifle lower than any yet named. Then came State st., which, from Van Buren to Twenty-second st. was occupied by the very

*Scum of the Population*, and utterly abandoned to crime and criminals. The entire district, from Van Buren st. south to Twenty-second st., and from the railroad tracks to and including the east line of State st., was in the hands of thugs, thieves, murderers and prostitutes. In the midst of it was the Harrison st., or "Armory" police station, and the policemen who were sent out to do patrol duty in this section were frequently brought back on stretchers. There were portions of the district which no policeman would dare to enter alone in the daytime, and which it would have been suicidal for him to enter in the night-time. Some of the bravest officers on the force were shot or stabbed, or beaten so badly that they were never again able to perform their duties. The territory received the name of

"Cheyenne."—This name was given to it because when the Union Pacific railroad was being constructed, and for several years afterward, Cheyenne



was the wickedest town on the line. To-day Cheyenne is a peaceable and prosperous little city and its people have retaliated by dubbing the only disorderly part of their town "Chicago." South State st. was known for years as

"*The Levee*," a name which still clings to it in police circles, although it has gone through an almost complete transformation, physically and morally. The name "Levee" was used because the levees of the Mississippi river towns bore the reputation of being generally tough, and because they were and are the haunts of a vicious class of negroes. The entire negro population of Chicago gravitated toward "Cheyenne" and the "Levee" before and after the great fire, and South Clark and South State sts., to-day are much frequented by colored people.

*A Mighty Change* has come over this district during a decade. Pacific ave. is no longer given over entirely to the vicious and criminal classes as formerly, although I wouldn't advise you to take your evening walks on the southern part of it. Many magnificent commercial structures now line this thoroughfare. On the avenue, opposite the Rock Island depot, is Marshall Field & Co.'s barn, a splendid building in itself and devoted to the use of the firm's magnificent draught horses and the men who care for them. This building has been enlarged during recent years and I am told that some of the upper floors are used for the storage of "reserve stock." In view of the fact that the firm has the largest wholesale building in the city; that it occupies its old wholesale store as a warehouse for reserve goods, and that it carries constantly an immense amount of stock in the U. S. bonded warehouses, this will strike you as being strange. But it seems as though it is difficult for Marshall Field & Co. to find storage room enough. A trip down

*South Clark St.* will be interesting- The morals of this thoroughfare have not improved very much during recent years. Modern improvements have steadily encroached, however, upon the rookeries which have lined this artery since the fire, and now south of Jackson st., we find some handsome structures of the most modern type, notably the Hotel Grace, Gore's hotel and McCoy's hotel. But further to the south are the dens and dives that have made the street infamous. Just here, at the S. E. Cor. of Van Buren and Clark sts., is the Pacific Mission. For years it was Jerry Monroe's "Pacific Garden," and a resort of the vilest of the vile. A few doors below, a Polish Jew, named

*Lesser Freidberg*, kept a pawn-broker's shop and "fence" for thieves about eleven years ago. One night the branch house of E. S. Jaffrey & Co., of New York, which occupied the building on Fifth ave. between Madison and Washington sts., now *The Mail*, office, was entered by burglars and robbed. The stolen goods were placed in a wagon, which was driven to Freidberg's. Just as the burglars were unloading it, a police officer named Race came along. His suspicions were aroused, and he attempted to capture one of the thieves supposed to be Johnny Lamb. The thief shot him dead, right here, in front of the shop, jumped into the wagon and drove off. Lamb and another thief named "Sheeny George" were arrested, tried, convicted and sentenced to be hanged, but escaped all punishment for this crime finally. Freidberg was sent to the penitentiary for five years. He was a wealthy man at the time of his arrest. The last time I saw him he was mending convict's clothing in the penitentiary at Joliet, about the most humiliating work that could possibly be assigned him. He came out and found that his wife had secured a divorce. His property was all gone. He was arrested a short time ago for vagrancy. There is a moral here, but you may not see it.

*Pawn-brokers' Shops and Clothing Stores* kept by Polish Jews are to be found all along here. Wherever you find poverty and vice you will also find pawn-brokers' shops. They seem to pull together. I don't know how many of them are "fences" for thieves now, but you may rest assured that some of them are. Only a short time ago just such an institution as that managed by the late Mr. Fagin was broken up down here. In this instance the fence-keeper's name was Levi. Here we pass concert saloons conducted by a class of men who bear a name which I need not mention. Here also we



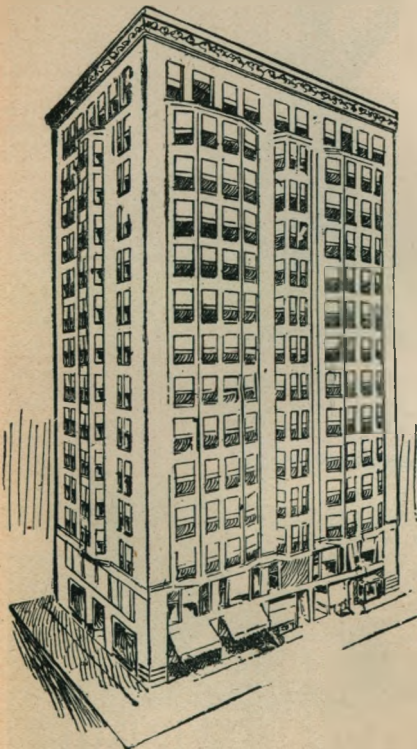


[Engraved for The Standard Guide Company.]  
POLICE MONUMENT, HAYMARKET SQUARE,  
[See Page 318.]

come upon "gin mills," conducted by bloated and murderous-looking ruffians, who will first stupify and then rob you, if you give them a chance. It is in these dives that men are "doped." If there were fewer of them there would be fewer "floaters" picked up in the Chicago river. Here we pass the brothels and bagnios, where depraved women, white and black, pursue their avocations and carry on, in company with the males of their class,

*Nightly Orgies* that are either unseen or unnoticed by the police. Respectable people are not in much danger down here, for the very good reason that respectable people are seldom to be found loitering around this neighborhood. We are in the slums. It was quite the "fad" in fashionable circles not long since to "go slumming," and the city detectives were frequently requested to conduct a party of young ladies and gentlemen through the vicious parts of the city. It is no longer a "fad," although the practice has by no means died out. Such an excursion has its advantages as well as its drawbacks. While a young lady cannot very well see anything during

*A "Slumming" Trip* that is not repugnant to her finer sensibilities, and while she will see much that is shocking, or ought to be, to her modesty, yet she will learn that the path of vice is a thorny one, and that her fallen sisters are more in need of her pity than they are deserving of her scorn. While the great majority of the lewd women of the city spring from the lower ranks of society, and are, as a matter of fact, born into viciousness, a great number of them are girls who were well born, well reared and well educated. The causes of their downfall are in-



PONTIAC BUILDING.—See Buildings.

numerable, and, strange as it may appear, but very few of them can trace their ruin back to the deceit or perfidy of man. In not an inconsiderable number of instances these fallen women who came from the higher walks of society owe their misfortune primarily to an ambition, unsupported by an ability, to shine as actresses. We might walk all over this district, and find merely a repetition of the scenes which surround us now. In a little while we will leave the district and the subject behind us. But first let us call your attention to

*The Lodging Houses.*—There are cheap lodging houses scattered throughout the city. There are some on the North side and some on the West side, but the lowest class of lodging houses are located down this way. Here the wearied traveler may secure a night's lodging for five cents. That is, by going down into the cellar and paying over a nickel to the proprietor, he will be permitted to climb into one of the bunks ranged in tiers along either side of the dismal cavern. The bunk is without mattress or bedding. It is simply the soft side of a pine board. But it beats walking the streets. If it be winter, there is a blazing fire in a stove which stands in the middle of the cellar. If it be summer, the cellar is cool. No robberies are ever committed in these cellars, for obvious reasons. There are no signs cautioning guests to place their jewelry and money in the office safe. Such a caution would be looked upon as heartless and bitter irony. But there are

*Cellars* where the traveler, for ten cents, may secure a bunk with a straw mattress. These are considered among the patrons of the five-cent cellars palaces of gilded luxury. Again, there are lodging houses where a bedstead—a real bedstead—with real bedding and real bed covering—may be secured per night at the uniform rate of fifteen cents. And a single room can be rented for twenty-five cents. But only the aristocrats of "Cheyenne" and the "Levee" squander their money for twenty-five cent rooms. Twenty-five cents, to most of the lodging-house patrons, means three drinks of barrel-house whisky, a free lunch, a cigar and a bed. No portion of the city has undergone a more complete transformation and reformation during the past ten years than that section which is penetrated on the north by Fourth ave., Dearborn st. and Third ave. As before remarked, Dearborn st., up to ten years ago, was not even opened. To-day it is lined, from Adams to Polk st., with some of the

*Most Magnificent Buildings* in the city. The post office and custom house, sometimes called the government building, stood practically alone here for many years, except that it was faced by the Grand Pacific hotel and the Lakeside building on the west, and by the Honore block on the north. Now it is hemmed in on all sides by palatial structures. On the S. E. Cor. Adams and Dearborn is the beautiful Owings building, which rises to the height of fourteen stories, presenting a novel and interesting innovation in architectural design. Just north of the building, and directly opposite the post office, is the sixteen-story steel building, which is known as the

*Great Northern Hotel.*—This is now one of the largest first-class hotels of Chicago. It is all finished in the highest style of art and conducted as a high-class commercial hotel on the European and American plans. On the S. W. Cor. Dearborn and Jackson sts. is

*The Great Monadnock Building.*—This mammoth structure is sixteen stories high, and is composed of steel, granite, marble and pressed brick. Unlike most of the recently built office structures, it is what is known as a solid building; that is, the interior depends upon the massive walls instead of being an independent frame. On the Jackson and Dearborn st. fronts two sets of bay windows run from the second story to the top. The foundations and walls are said to be the heaviest of any building in the city. This structure was erected as an office block for the Brooks estate. Originally it was called the Monadnock and Kearsarge building, but only the former name was retained upon its completion. The completion of the southern addition to the Monadnock, which faces upon Van Buren st., makes this the greatest office buildings in the city, if they are to be considered as one structure. Considering both these structures as one (although the southern part is built upon an entirely different principle), it has a total street frontage of 940 feet. The cost of the grounds and both buildings was in the neighborhood of \$3,000,000. The Chicago, Alton & St. Louis, the Michigan Central and many other railway and railway supply offices are located here. Diagonally opposite, at the N. E. Cor. Dearborn and Van Buren sts., is the

*Old Colony Building*, erected by the Bartlett estate, which cost about \$600,000. This is one of the handsomest office buildings in the city. [See "Buildings."] Passing a number of great buildings, we come to



*The Manhattan Building.*—This colossal fire-proof structure overtopped until recently every other office building in the city by at least three stories. Being situated on the leading business and financial street in Chicago, near the post office, depots and Board of Trade, with which it is connected by pneumatic tubes, it has become a very popular structure. It cost \$800,000. It has sixteen stories and basement of solid masonry and an inner frame of steel and iron, incased in terra cotta. The interior is embellished with ornamental bronze and antique copper, polished marble and jasper wainscoting, mosaic floors and ornamental ceilings. The small amount of woodwork that enters into the structure is antique oak. The appointments as to elevator service, electric light, heat and general conveniences embrace every improvement known to modern science.

*The Monon Building* farther to the south on the right, is a very handsome and popular office building, and is occupied by persons more or less related to the printing and publishing business. The cost of the Monon was \$500,000.

*The Caxton Building* deserves our attention. This elegant structure, at 328 to 334 Dearborn st., is one of three buildings, of its kind, erected in this city. It is thoroughly fire-proof throughout, constructed of steel beams and girders. The walls are of terra cotta and pressed brick, of the best quality, and the partitions are of hollow tile. The offices are large and commodious and in their plans especial care has been taken to finish them in a manner affording the greatest convenience and comfort to the occupants. Just south, on the corner of Harrison and Dearborn sts., is the

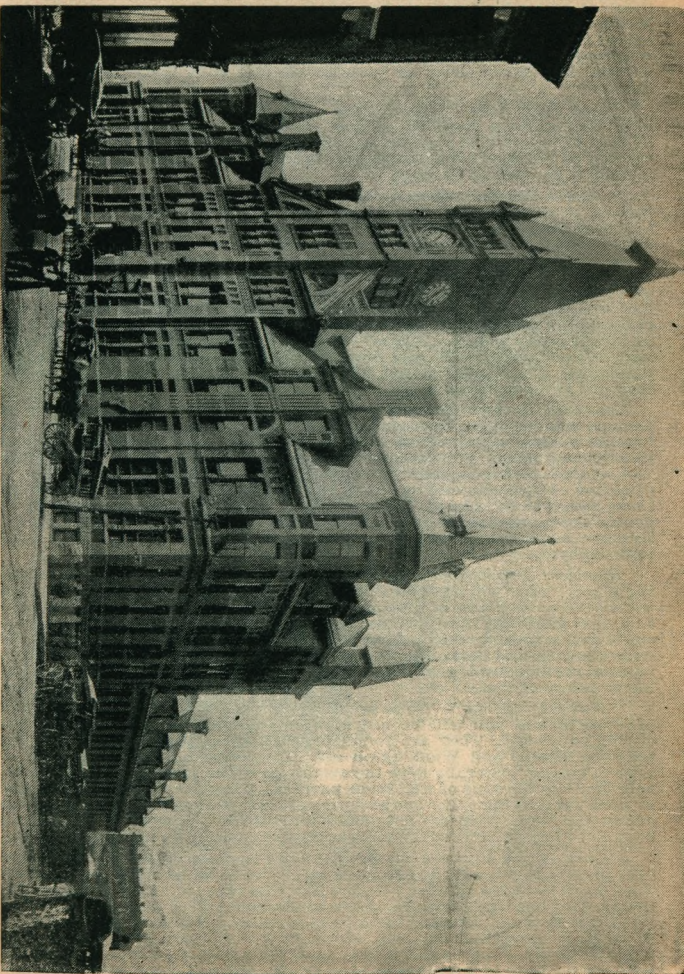
*Pontiac Building.*—This is another wonderful structure, fourteen stories in height, and constructed entirely of steel. A large number of publishers may be found here. *The Graphic, The Exposition Graphic, The Figaro, The Western British American, Farm Tools, Furniture, Orange Judd Farmer,* and other literary and trade and class newspapers are issued from this building. Here also is located the Credit Company, publisher of *The Credit Review, Bankers' and Attorneys' Register,* etc. In this building is located the publishing offices of *The Standard Guide Company (Flinn and Sheppard), publishers of "THE STANDARD GUIDE TO CHICAGO," "HAND BOOK OF THE WORLD'S COLUMBIAN EXPOSITION," GUIDE TO THE WORLD'S FAIR GROUNDS AND BUILDINGS,"* in English, French and German; *"THE BEST THINGS TO BE SEEN AT THE WORLD'S FAIR," "CONDENSED GUIDE TO CHICAGO," "HAND BOOK OF CHICAGO BIOGRAPHY,"* etc., all standard reference books, besides numerous souvenirs. Directly across the street from the Pontiac is the great

*Ellsworth Building,* fronting on Dearborn st. and Plymouth Place (formerly Third ave.). This is a fourteen story structure of pressed brick finished in granite, constructed on the steel frame plan [see "Buildings"] and is intended to accommodate printers, binders and publishers. Further south, to our left, we come to the great building occupied by

*Donohue & Henneberry,* the printers, binders and publishers. This was one of the first of the great office buildings erected on South Dearborn st. It has a frontage also on Third ave. It is eight stories in height and finished after the most modern fashion. The upper part of the building is occupied by the various departments of Donohue & Henneberry's establishment—counting rooms, offices, book-rooms, composing rooms, bindery room, etc. The lower floors are given over to numerous publishing firms, newspaper offices, advertising offices, printers' supplies, offices, etc. The immense basement is occupied by Donohue & Henneberry's presses—book, job, newspaper, etc., of the latest and most approved make. The firm of Donohue & Henneberry's is one of the most prominent in the United States. It turns out an immense number of bound volumes annually, besides catalogues and other printed matter of the higher grade. Leaving Donohue & Henneberry's we find ourselves in front of the beautiful Dearborn station. Let us retrace our steps to Clark and Adams sts. We are again in front of the post office. That is the bust of

*George B. Armstrong,* founder of the United States railway mail service. He was a Chicago man and his memory is revered by all post office employes.





[Engraved for The Standard Guide Company.]

NORTH-WESTERN R. R. STATION, WELLS AND KINZIE STS.

[See "Railroads,"

They contributed the money which paid for this memorial. If we go down Clark st. we will pass a section which seems to have been given over to Polish Jews, engaged in the clothing trade. The employes of these concerns accost you as you pass, and if you give them the least encouragement, they will drag you into their shops and compel you to buy whether you want to or not. The block south of Jackson swarms with these fellows. Below here is

*China Town* [see "China Town"], where the Mongolians appear to be obtaining quite a foothold. Below this section are the slums already alluded to, which extend south to and beyond the Twelfth st. viaduct. The vicinity of this viaduct is the resort of the most degraded classes, male and female, to be seen in Chicago.

"*Barrel Houses*," where a vile concoction called whisky, but which is in fact, a preparation of raw alcohol, or high wines and tobacco juice, is sold at five cents per glass. These barrel houses produce the most abandoned looking wretches you ever set your eyes upon. As we walk north from the Cor. Clark and Adams sts., we pass the railroad, ticket and scalper's offices already alluded to, as well as a number of quite genteel clothing establishments and restaurants. The restaurants are pretty thick around here and they are all doing a rushing business. Everything is a little more genteel here than further down the street. The pawn-shop up this way is no longer a pawn-shop. It is a "loan office." The saloon is a refreshment hall, with marble walls and marble floors, and elegant mirrors and oil paintings. The "bum" is not found in this vicinity, where whisky is fifteen and twenty cents a drink.

*Splendid Business Lunches* are served free in the saloons, and the bar-keepers wear spotless linen and genteel smiles. I do not think it advisable to point out to you the entrances to the numerous gambling houses which line this thoroughfare. I don't think it any part of my duty as guide to "steer" you against a brace game or a square game. If you are inclined in the direction of faro, roulette or poker, you do not need to be told where to find these games in full blast. I never knew an amateur gambler in my life who couldn't scent the lair of the tiger and hear the rattle of the chips afar off. By some sort of intuition or natural attraction, unaccounted for in my philosophy,

*Gamblers, Professional and Amateur*, are certain to find a common meeting place. They will have no difficulty in finding all the amusement they want here, at any time of the day or night. Of course, you understand, as I do, that gambling is suppressed in Chicago. The Mayor and Superintendent of Police unite in the opinion that there is no gaming for money going on in the city, and that ought to settle it. Yet, we have been brushing up against well-dressed gamblers and would-be-sports for the past hour. I have spoken of the

"*Would-be-Sports*."—These are altogether about as contemptible a class of young men as you will be unfortunate enough to come in contact with during your visit. They are found principally on the west side of Clark between Adams and Washington sts. They dress nattily and spend their time in posing, generally near the entrances to the gambling houses. As a rule they are the sons of well-to-do parents. They do not find it necessary to work for a living. The one ambition of their useless lives is to be pointed out as gamblers. They are not gamblers, however. They haven't got brains enough to be gamblers of the professional species. The men who follow

*Gambling as a Business* haven't got time to pose. Usually they are not over proud of their calling and have no desire to be pointed out as sports. They work hard for all they get, just like other people. If they make gains to-day, they are likely to suffer losses to-morrow. They have their anxieties like the rest of us. Most of them have families. Many of them have nice wives and interesting children. Some of them live in highly respectable neighborhoods. They gamble only as a pure matter of business, and not because they are infatuated with the green cloth or the surroundings of the gaming table. You don't see these men posing in front of the saloons or

gambling house entrances, as I said before. They haven't got time. Neither they flash do

*Alaska Sparklers*, nor wear lavender pantaloons, nor light kid gloves nor spend their time in "mashing" the foolish maidens, just past school age, whom you may see tripping by here in the hope of catching smiles from the would-be sports. There are other young men along this street and around these corners who would also like to be known as gamblers. They are only thieves, however, and of the lowest order. They are cowardly thieves—fellows who rob drunken men, or who can be hired to commit anything in the nature of a small crime. Some of them are "Bunco Steerers," ruffians who worm themselves into the confidence of strangers, and induce

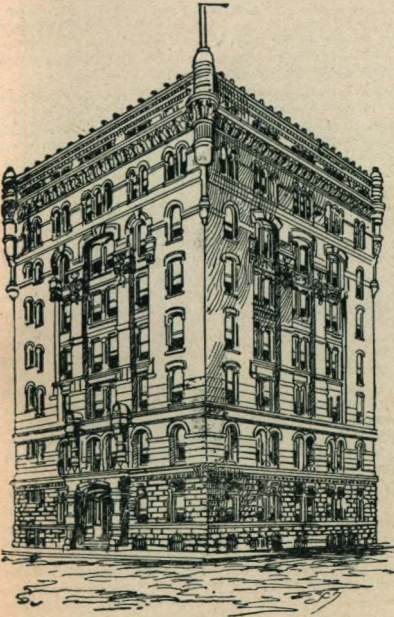
them to visit disreputable gaming houses where they are certain to be robbed. They do this business for a commission.

*The "Confidence" Man* proper I can not point out to you, for if he be a confidence man, worthy of the name, there is nothing about his appearance or his manners to indicate that fact. But you may be certain that he is here, some where, and looking for a victim. He seldom makes a mistake. Before night some fool will cash the check he carries with him, or advance money on the warehouse receipts which he will produce at the proper moment. The most famous gambling house on the street for years was "The Store," kept by Michael C. McDonald, N. W. Cor. Clark and Monroe sts. McDonald coined money there.

*He is a Millionaire Now* and one of the principal stockholders and managers of the Lake Street Elevated Railroad. Besides, he is an influential politician, and in his time has made and unmade a large number of local statesmen. The gambling houses now in existence are scattered throughout this neighborhood. The most prominent of them is the place

conducted by a person named Hankins near by. There is a magnificent saloon and sporting men's resort in the vicinity, conducted by a gentleman named Mr. Harry Varnell. We will let you find this place and several other places of the same kind, if you are seeking them. For the present we will leave the sporting men and the sporting men's resorts and step across Madison street to a corner that is full of present and historic interest to the Chicagoan. This was formerly known as "Dale's," it is now favorably and familiarly known as

*Dale & Sempill's*.—I don't believe there is a corner in this great city which is better known. This has been the case during all the years I can



U. S. APPRAISERS BUILDING.—See Buildings.



remember in Chicago. Mr. Dale was a gentleman everybody liked. He kept open house for the public, and hundreds and thousands of people have occupied the seats provided for those who are destined to wait for other people. Mr. Dale is succeeded by Mr. Sempill, another gentleman of the same hospitable disposition. You do not feel that you are intruding when you drop in here to wait for the friend who never comes, or to keep an appointment with the man who has been unavoidably delayed. Dale & Sempill do a great business while you are waiting. You are bound to admire the manner in which the business is managed, and your admiration extends to

*The Elegant Soda Fountain*, where the thirst of countless thousands is quenched annually. It is well worth while to spend a little time here, if only to watch the crowds as they pass by. There is a procession of humanity moving past the door, and you will wonder, as I have wondered hundreds of times, where all these people come from and where they are going to. Dale & Sempill's is known as "The City Drug Store." It is conducted on a high class plan. I would rather trust a prescription to one of

*Mr. Sempill's Young Men* than to any young man I know of, for his employes are graduates of colleges of pharmacy; but more than that, they receive a training here which qualifies them for the delicate business that they have to perform. Let us stand on Dale & Sempill's corner a minute or two. We are likely to be jostled, but here is a good point of observation. To the south is Clark st., a busy thoroughfare in which there is constantly

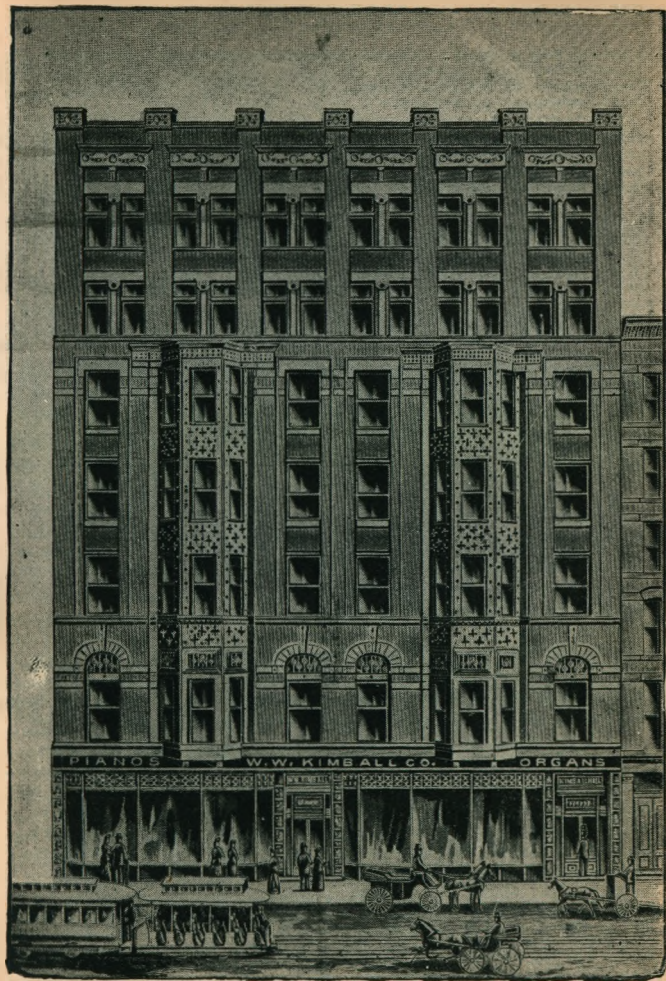
*A Surging Mass of Humanity*.—That is the Grand Pacific hotel away down there, and just below it are "McCoy's" and other hotels of the second order. On the corner opposite is the Grace hotel, or Hotel Grace, whichever way you would put it. To the north is Clark st. also. From the bridge, which we see in the distance, to the south it is "South Clark street." There is the magnificent Ashland block, the Sherman house, the Court house and the Chicago Opera house, all great buildings. To the east we look down Madison st., which is as densely crowded at all hours of the day and night as any thoroughfare in the city. There is Wabash ave., State st. and Dearborn st. crossing it at right angles, and we notice a blockade of street cars, hansom cabs and wagons at every intersection. You must keep your wits about you at these crossings. The policemen will do their best for you, but their best sometimes is not enough to prevent some unfortunate person from getting under the wheels. That is McVicker's theatre, and this side of it is the Tribune building. Across the street is the great Hartford building, and opposite is the Inter-Ocean building. The buildings in our immediate vicinity are not "imposing" but they are all handsome business houses. There, diagonally across, is

*"Chambers' Corner,"* one of the most familiar landmarks in the city. Chambers' jewelry house is an establishment that received the stamp of public approval many years since. It is conducted on a plan which aims, first, to win the confidence of the people and next to respect it. You cannot get less than your money's worth in Chambers', whether you buy a ring, a watch or a diamond necklace. The windows, you see, are surrounded by people; they always are; they always have been, ever since I can remember. Next door west is Browning, King & Co.'s clothing establishment. Just west is Burke's hotel, and beneath it is the beautiful Chicago oyster house, where you avoid the bad odor of the basement restaurants. West again is

*Revell's Book Store* and publishing house, a place to go to for high-class literature of all kinds, and particularly for religious publications, bibles, etc. You can get anything you want in the religious publication line at Revell's. Just west of this is one of the great La Salle st. office buildings, and then comes La Salle st. itself, over which we have traveled. On the other side of Madison st. is the Tacoma. We will move north on Clark st. and on the N. W. Cor. Clark and Washington sts. we find the

*Opera House Block*.—This is one of the most imposing structures in the city, eleven stories in height, erected in 1885, on the site of the old Tivoli





[Engraved for The Standard Guide Company.]  
THE W. W. KIMBALL BUILDING, 243-253 WABASH AVE.  
[See Page 180 and "Western Industry."]

Garden, once a popular resort. Situated in the center of this vast pile of masonry is the opera house. The building is fire-proof throughout, and is the property of the Peck estate. [See "Buildings" and "Amusements."] On the southeast corner is the

*Methodist Church Block.*—This is on the outside a business structure, given over to offices, stores, etc.; but in the body of the building is an auditorium where the services of the Methodist Episcopal church are held regularly. The property belongs to that denomination and is very valuable. Just around the corner to the right, on Washington st., is the magnificent

*Cook County Abstract and Title Building,* one of the most superbly finished office structures in the city. The first floor is occupied by the banking house of Herman Schaffner & Co., a solid private financial institution. [See "Buildings" and "Banks."] On the northwest corner is the Court House, and on the northeast corner is the Reaper block, built by the late Cyrus H. McCormick shortly after the great fire. It derives its name from the business in which Mr. McCormick was engaged—the manufacture of reapers. After passing up Clark st. by the Grand Opera house and taking a look at the Sherman house, we find ourselves opposite the new Ashland block, a graceful building, and just east of this, on Randolph st., is the magnificent Schiller theatre building. [See "Amusements" and "Buildings."]

## TENTH DAY.

A Circuit Around the Business Center, Through the Wholesale Dry Goods District, Winding up on the West Side—The Savings Bank Failures—Newspaper Row—Arend's Kumyss—Great Jobbing Houses—Over the Madison St. Bridge—Looking Toward the Setting Sun—Section Lines—The John M. Smyth Building—A Great Establishment—The Haymarket—The Halsted St. Corner—By Cable Car—End of Our Ten Days' Journey.

We will make a beginning where we left off yesterday, at the corner of Randolph and Clark sts. The Court House and City Hall are on our left as we move to the west. Passing the Sherman House we come to the Fidelity Bank building. This structure is occupied by a private banking firm now. There are also safety vaults here. I remember the time when the scenes inside and outside of this building were as wild as any I have ever beheld in Chicago. This was during the savings bank panic in 1877.

*John C. Haines* was the president of the Fidelity, and he paid out money as long as he could; but the line of frightened depositors lengthened out hour after hour and day after day, until finally he ran out of funds. In the meantime the States Saving Institution, around the corner to the left, and the "Bee Hive," around the corner to the right, had closed their doors. There was "intense excitement" as the newspapers say, but even this blew over in time and the bank crash was soon forgotten. Next door to the Fidelity is the entrance to Hooley's theatre. [See "Amusements."] A little further on and we come to the most dangerous street crossing in the city. This is where the West Side cable cars turn from La Salle st. where the North Side cable cars enter and leave the tunnel, and where two processions of horse cars are continuously moving east and west on Randolph st. Strange that so few accidents occur here. It is due to the fact that the danger is realized by pedestrians, that policemen are constantly

*On the Alert,* and that drivers and gripmen keep their wits about them while passing these corners. [See "Hell Gate Crossing."] To our left as we walk toward the east is Heath & Milligan's paint and oil establishment. Mr.

Monroe Heath, the senior proprietor, was formerly mayor of Chicago, and he is the man who restored the finances of the city and established the credit of the municipality abroad after the dull period which followed the fire and the panic of 1873. Along here are a number of similar concerns and business houses not particularly worthy of our attention. On the N. E. Cor. of Randolph and Fifth ave. is the Briggs House [see "Hotels"], and on the Cor. Washington st. and Fifth ave. is

*The Times Building*, from which is published the Times, the Frele Presse, and several other well-known publications. On the opposite corner is the stately and beautiful

*Staats-Zeitung Building*, where the Staats-Zeitung newspaper is published. [See "Newspapers."] On the S. E. Cor. of Washington st. and Fifth ave. is the great Teutonic building, one of those steel ribbed affairs which seem to reach to the clouds. [See "Buildings."] Walking east on Washington st., to our right we behold the new office building of

*The Evening Post*, a handsome structure in which is published one of the best evening papers in the United States, and just two doors east of it is the elegant

*Herald Building*, a decided improvement upon the surrounding architecture and one of the handsomest structures erected in Chicago during recent years. Returning to Fifth ave., just around the corner to our left is the building formerly occupied by the Arbeiter-Zeitung. It was here that the conspiracy which culminated in the Haymarket massacre was hatched; here Spies was arrested, and here were discovered great quantities of bombs and infernal machines. [See "Haymarket Massacre."] Near the alley to our left, is the Dispatch office. On the corner of the alley opposite is the Globe office, and on the other corner is the Mail office. Across the street is

*The Daily News Office*, which extends over a large portion of the block. The building occupied by the editorial and mechanical departments, a new and handsome one, is in the rear, fronting on the alley. This is one of the most complete newspaper buildings in the country. The Daily News Counting room fronts on 123 Fifth ave. It is an elegant office. *The News Record* (morning issue from the same office) has its counting room around the corner on Madison street. [See "Newspapers" and "Buildings."] You will be permitted to visit

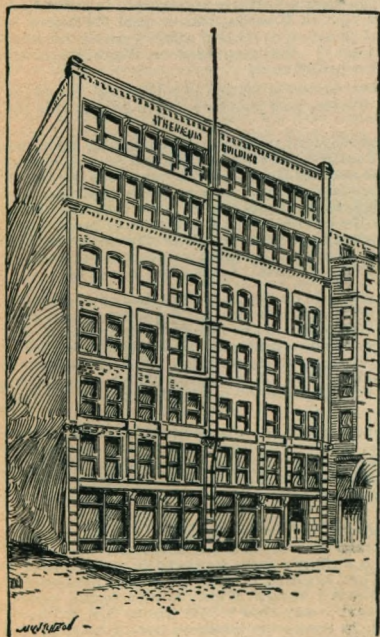
*The Press Rooms* of the different newspaper offices at seasonable hours, and I cannot suggest anything that will interest you more than the process of stereotyping and printing in one of these big publication offices. We have now reached the intersection of Madison st. and Fifth ave., another crowded and dangerous crossing, and we will step into Arend's and take a glass of his refreshing and

*Incomparable Kumyss*.—A wonderful drink is Kumyss. Of all summer drinks, or winter drinks either, for that matter, it is the most refreshing and the most healthful. I have been a sufferer from dyspepsia myself and I know what I am talking about. When nothing else in the wide world would conduct itself properly in my stomach I sought Kumyss and found relief. Dr. Arend is a public benefactor, and I say this much about his Kumyss without hope of reward, excepting in the consciousness that I have given publicity to a great truth. Arend's Kumyss is to be found in all the leading hospitals of the city now, and upon the tables of the best families. Directly across the street our attention is called to

*The Security Building*, on the N. E. Cor. Madison and Fifth ave. The structure is one of the finest in the city. It is fourteen stories high and cost between \$250,000 and \$400,000. The first three stories are of granite, while the upper floors are of pressed brick and terra cotta. [See "Buildings."] Should we walk down Fifth ave. from this point we would find ourselves very soon in the midst of the wholesale dry goods, clothing, boot and shoe and notion district, but we must approach it by another route. Before leaving this corner I want to call your attention to the general book and news agency of



*Charles Curry*, at the opposite side of Madison, near La Salle st. Mr. Curry will furnish you with anything in the line of current literature, the newest novels, the best magazines, the latest story papers, etc. He has another place in the Central Music Hall block, on State st. Mr. Curry is a young man who has made himself and, contrary to the rule in such cases, he has made himself well. These corners are noted principally for barber shops and tailoring establishments. Madison and Fifth ave. has been for years the point at which the wholesale men and the newspaper men of the district have met on a common level, either in the barber shop or in the sample rooms which abound here. After luncheon we will start from the corner of Madison and



ATHENÆUM BUILDING.—See Buildings.

Clark sts. and walk west. The corner itself—or rather, the four corners—we have seen before. About the center of the block to our left is Burke's European hotel, and beneath it is the Chicago Oyster house, a very large, a very beautiful and a very popular restaurant with business people. They feed about two thousand people here every day. Opposite is the

*Hotel Brevoort*, recently enlarged [see "Hotels"], a central meeting place for wholesale men and country merchants. Next to it is the Tacoma, the first floors of which are occupied as stores, the inevitable drug store being located on the corner.

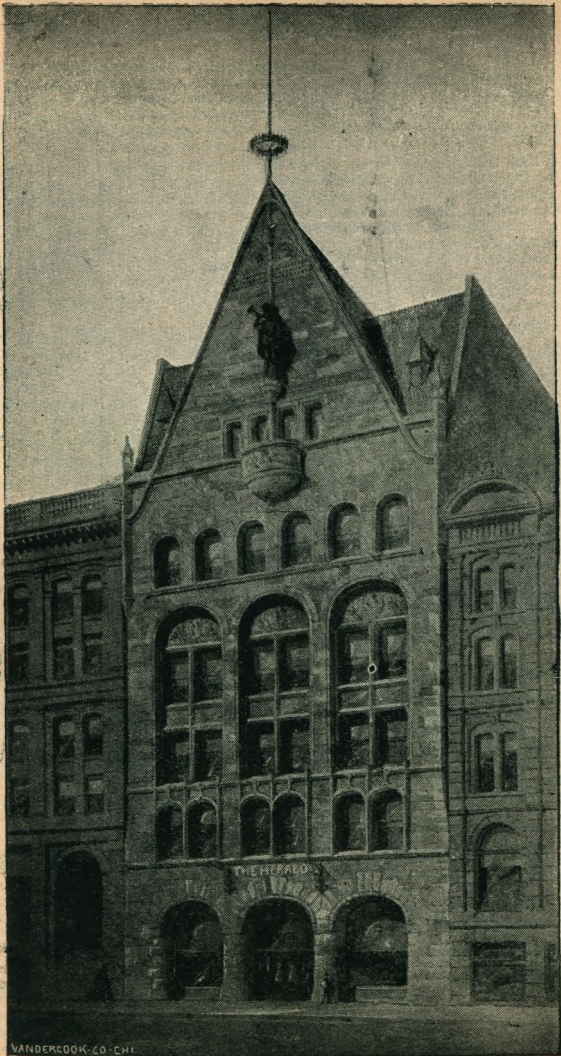
*Berry, the Candy Man*, has one of his numerous branch shops here. I might as well tell you once for all that you will find Berry's candy shops everywhere throughout the city. The proprietor of these places has made a great deal of money by giving people taffy—at a reasonable price per pound—and a handsome new building on West Madison st. and Ashland ave. testifies to the fact. Across the street from the Hotel Brevoort is an entrance to

*Farwell Hall*, a celebrated assembly room, and the Young Men's Christian Association. Farwell hall in its time has held many notable gatherings.

It was here that P. P. Bliss, the composer of sacred music and sweet singer, delighted vast audiences day after day for months during the great Moody and Sankey revival period. Yes, he's dead. Went down with his wife and a score of others in the horrible Ashtabula railway accident. Here Moody and Sankey have held forth frequently, and here also

*Francis Murphy* has preached gospel temperance to multitudes. Others equally well-known have been heard from the platform, among them no less a personage than George Francis Train. It was in Farwell hall that the bolt occurred among Republicans which resulted in the defeat of Grant and the nomination of Garfield in 1880.





[Engraved for The Standard Guide Company.]  
CHICAGO HERALD BUILDING, 154-158 WASHINGTON ST.  
[See Page 178 and "Newspapers."]

*The Young Men's Christian Association Building* covers the site now, with an entrance from Madison st., as formerly. [See "Buildings."] Passing over La Salle st., we come upon the fronts of two blocks of buildings which will probably be transformed during the next three years. This part of Madison st. is not up with the times. Restaurants, billiard halls, saloons, second-hand book stores, news stands, etc., monopolize it.

*Crossing Fifth Avenue*, we enter upon the outskirts of the wholesale district. This district at present may be bounded as follows: By Fifth ave. on the east, the river on the west, Randolph st. on the north, and Van Buren st. on the south. There are two wholesale districts, however, and they are so far apart that it will be many years before the entire jobbing business is centered in one locality. To find room for it, it will be necessary to cross the river to the West side. A movement in this direction has, in fact, already begun, but the large houses which have located on Canal, Clinton, West Washington and West Randolph sts. up to this time are mostly in the machinery and machinery-supply trade.

*The Great Dry-Goods Houses* are now all located in what is known as the New Wholesale District, into which we are about to enter. The old wholesale district extends along Wabash ave., from Van Buren st. north to the river, and here there are jobbing houses in almost every line (except wholesale dry-goods) from millinery to grocery. Moving west on Madison st. we pass several blocks of buildings that are passing through a change. The wholesale trade has been gradually drifting away from this street to the south. The retail trade is just now taking a fancy to it. That barn-like structure on the N. E. Cor. of Madison and Market sts. was formerly occupied by Marshall Field & Co., as their wholesale house. It is now simply

*A Storage Warehouse*, and an eye-sore to property owners in the vicinity. The streets to the left are all built up elegantly, and the great wholesale boot and shoe, clothing and dry-goods houses may all be visited in a day's trip along Fifth ave., Franklin and Market sts. to VanBuren, and along Monroe, Adams, Jackson and VanBuren sts., from Fifth ave. to the river. A tremendous amount of business is being done in this section. A stranger will be received courteously in a majority of the leading houses.

*J. V. Farwell & Co.'s* great establishment is worthy of a visit, and so is Field's, but there is more or less of interest to be found in all the houses of this section, and it would hardly be of value to the visitor to point out particular establishments. I must, however, call your attention to the architecture of this section. You will notice that it differs very materially from that of any other section of the city. Take the Farwell building, for instance, a specimen of modern commercial construction of the plain school, and compare it with the massive structures occupied by Marshall Field & Co. and James H. Walker & Co. The latter building is a beautiful one. Among the most familiar names you will see down this way is that of Henry W. King & Co., wholesale clothiers. Their quarters are spacious and their facilities unlimited. This is one of the greatest clothing establishments in the world. Carson, Pirie, Scott & Co.'s new wholesale house is also down this way. Walking west on Adams st., we pass the beautiful general office of the Chicago, Burlington & Quincy Railroad Company. We must enter these great buildings as we come to them, of course. A whole day might be given to Marshall Field's, and we would have to spend a week in this district if we were to do full justice to the trip. I have hurried you around it, pointing out only the most prominent houses. Leaving the wholesale house district we will start westward

*From the Madison Street Bridge.*—There is a new and handsome steel bridge here now which was thrown open to the public during 1891. The old bridge, which did service here for over a quarter of a century, was moved down the river to Washington st., where it connects two new viaducts and makes Washington st., east and west, a thoroughfare. One of the tunnels through which the cable cars pass runs beneath the river there. The new Madison st. bridge is one of the finest swing bridges erected in the city. For years the old bridge was inadequate, but the moving of it was postponed

from time to time because of a dread that any change would upset the business of the West and South sides, discommode the public and cause blockades over the other swing bridges near by. Within the past few years, however, new bridges have been constructed at Jackson and Adams sts. Besides these improvements the switching of the West Division Railway cars

*Under the Tunnel* greatly relieved the strain upon the Madison st. bridge, so that of late, while the travel over here is immense at all hours of the day, and particularly in the morning and in the evening, it is by no means as great as formerly. It would be an interesting sight for you to stand here on a summer's evening about the time the business houses and factories of the South Side are discharging their throngs of employes, and also about the time the workmen of the West Side are moving toward their homes in other parts of the city. It has been the case for a number of years, that just about this time, when the street cars were overflowing with passengers and following each other up at intervals of less than one-eighth of a minute apart, that a lumber schooner, or half a dozen of them, and perhaps a propeller or two, would demand the opening of the draw. I have seen the blockade extend from State st. to the bridge on the east, and from the bridge to Halsted st. on the west at such times. It would be no exaggeration to say that millions of dollars' worth of time has been lost here by business people during the last quarter of a century.

*The Cable Loop* has been a great relief to the public generally. The construction of a new four-track steel bridge here has not only greatly facilitated traffic between the West and South sides, but has done much toward building up what ought to be the greatest artery in the city—Madison st. From the bridge to the city limits and beyond, the thoroughfare upon which we are about to enter is called

*West Madison St.*—There is an old saying in this city that Halsted st. extends from Milwaukee to Cairo, and with equal truth it might be said, that Madison st. extends from Lake Michigan to Burlington, Iowa. These streets like many other of the leading thoroughfares of the city, are what are known as section lines. They follow the line of the original surveys made here years before Chicago had developed even into a third-class town. All over Chicago we find that the old country roadways have been preserved in these later days as streets. For instance, before we had railways in this country we had

*The Green Bay Road*, which extended from Chicago into the Lake Superior country. At present it is known as N. Clark st. as far as the city limits, as Evanston ave. for a distance, and again as Chicago ave. until we reach the point beyond our suburban line, where it is still known as the Green Bay road. Milwaukee ave. used to be the old Milwaukee road. Blue Island ave. was the Blue Island road and Lake ave., on the South side was

*The Military Road* which led from Fort Dearborn to the nearest garrisons in existence on the border, among them Detroit. Madison st. to-day extends through the township of West Chicago, and through Cicero. I do not know where it ends, because I have never seen the end of it, but it loses itself miles from here somewhere in the prairies to the west. For three miles west of the bridge it is a business street. When the great fire of 1871 laid the South side in ashes, the greater part of the West side—in fact all of it except the small district in the vicinity of the barn where

*Mrs. O'Leary's Cow* gave the fatal kick, was untouched. Up to this time Madison st. was occupied on either side by small frame residences of the semi-genteel character, and a great many people doing business on the South side lived in these houses. Before the people of Chicago had recovered their senses after the conflagration, these West side residents had commenced tearing the fronts out of their homes and transforming them into shops. From the bridge to Ashland ave. something like three hundred Madison st. residences were

*Transformed Into Stores* in less than three weeks to meet the demands of South side business people. Not only on Madison st., but in fact on all



the streets contiguous to the river, private residences were transformed into business houses, into boarding houses and into hotels. As the South side was re-built, many of the people who had taken up temporary quarters in the West division moved back, and for four or five years there was a large number of vacant shops on this side of the river; but the West side had experienced the flavor of a business boom, and during the past twenty years its mercantile interests have continued to expand, until to-day, while all the district between the river and Ashland ave. is not given over to business houses, it is almost entirely so. To our left as we leave the viaduct is

*The Union Depot.*—The ground covered by this railway station extends from Madison st. on the north to Van Buren st. on the south, and covers about a block in width along the river front. It is one of the handsomest in the country, and its train shed is the largest in existence. On the west side of Canal st., and particularly in the vicinity of Madison, is a block of buildings, which has long been not only a disgrace to the west division of the city, but to all Chicago. It is covered in part by tumble-down frame buildings, and in part by lodging-houses of the lowest description, and the vicinity is the resort of idlers, thieves and vagabonds generally. The lodging-houses have frequently been the scenes of crimes which have shocked the community, and they have been as well a menace to the general peace of the city in times of riot and disorder. In these lodging houses, also, have been colonized at various times men who have been hired to do

*Disreputable Work at the Polls.*—To our right is the old Washington hotel, a landmark which will shortly disappear to make room for an elegant block of buildings. Beyond this, at the N. W. Cor. of Canal st., is a handsome European hotel, and further on is the Galt House, one of the oldest and best known hotels in the city. From this point to Union st. there is not much to be seen that reflects credit on the West side, or that will interest the visitor. Opposite Union st.

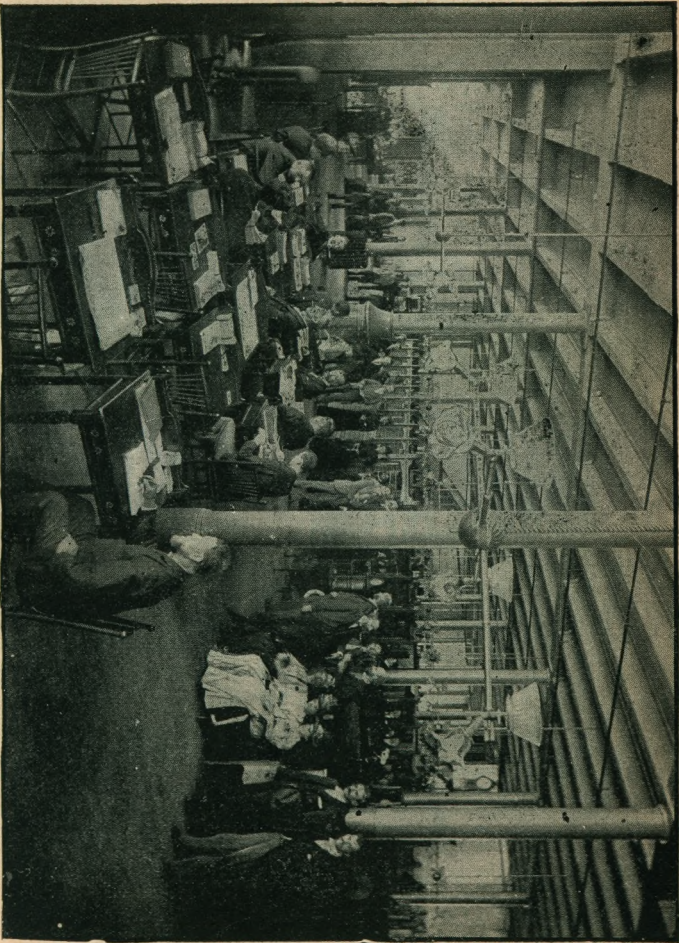
*Madison Hall* has been erected. This structure cost \$200,000. [See "Buildings."] It is seven stories high. Adjoining this structure stands the

*John M. Smyth Building.*—THE STANDARD GUIDE for 1891, contained an engraving and a description of the John M. Smyth building on West Madison st. The book was scarcely issued before this handsome structure was destroyed by fire. Upon the ruins has arisen a building far more costly and elegant in every detail than its predecessor. It is the handsomest structure in Chicago devoted to the retail furniture trade, and the most imposing structure on this side of the river. It is eight stories in height and cost over \$300,000. The building has a frontage on West Madison st. of 205 feet, the end wings having each a frontage of forty feet extending back to a depth of 180 feet to School st. in the rear, while the center portion with a frontage of 125 feet, is 125 feet deep thus leaving a court for shipping purposes. The court is covered by a trussed glass roof. The exterior of the first two stories is built of tool dressed blue Bedford stone. Above this Bedford stone is used. The feature of the front is

*A Grand Central Entrance*, being a double arch forty feet wide. The rest of the front is chiefly of plate-glass windows, no iron being visible on the outside. The central part of the building, 125x125, contains a grand vestibule, finished in marble. The main offices are situated on the first floor. These with the entire interior are elaborately and beautifully finished. Two grand stairways lead to the upper floors and in addition there are two passenger and four freight elevators. The interior finish is of mill construction, long leaf Georgia pine timbers, which are used in the floor, being four inches thick, and a finish of maple. The building is warmed by steam, while 300 are electric and 600 incandescent together with innumerable gas jets flood it with light. The burning of the John M. Smyth building filled the whole neighborhood with disaster. It was

*One of the Most Wicked Fires* ever witnessed on the West Side. The fire crossed the street to the buildings opposite, several of which were reduced to ruins, and for a time the new and magnificent Haymarket building seemed



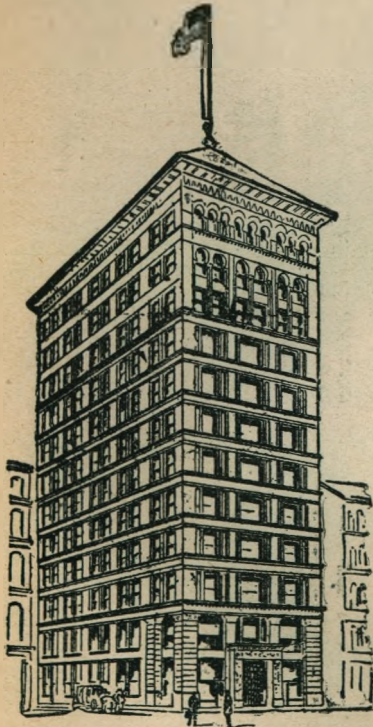


[Engraved for The Standard Guide Company.]

COUNTING ROOM, JOHN M. SMYTH BUILDING, W. MADISON ST.

[See Pages 116-179.]

doomed to destruction. While the fire was at its height and half a million dollars worth of property was going up in smoke, Mr. Smyth was approached by a reporter of a morning paper and asked what he thought of it. He said in reply, "As soon as we can remove the debris, we will put up a much handsomer building." The debris was scarcely cleared away before the work of erecting the new structure had begun. John M. Smyth was the originator of what has come to be known as



VENETIAN BUILDING.—See Buildings.

You should walk through the immense establishment. It has attractions for people of all ages and sexes. Across the street is

*The Haymarket Building*, in which is located the Haymarket theatre. [See "Amusements."] The intersection of Madison and Halsted sts. reminds us forcibly of the intersection of Madison and Clark sts., which we saw the other day. Clothing stores occupy three corners and a drug store the fourth. From this point to the dry goods establishment of

*The Installment Idea.*—

From a small beginning his establishment has grown until it is the largest of its kind in the world. Years ago Mr. Smyth was a newspaper man, but he left that business before the great fire. He is a well-read, scholarly, refined gentleman, a splendid conversationalist, and one of the most popular men in Chicago. For years he has been prominent in politics, a pursuit which he has followed more for recreation than for profit. He is usually to be found in his office from early in the morning until late at night, but is never so rushed with business that he fails to meet his callers with an affable smile, nor allows them to depart without a courteous hand-shake. You will be interested by

*A Visit to this Building.*—

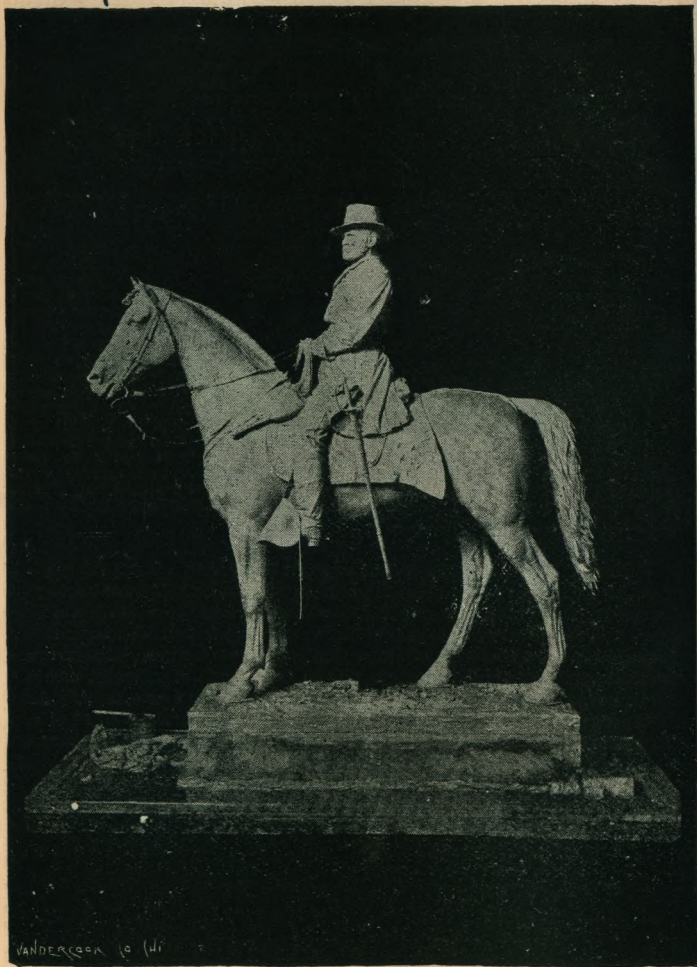
Every floor is an exhibition in itself. It would be impossible to compute the number of customers of this establishment, but it is estimated that John M. Smyth has given a start to over 75,000 young married people during the past fifteen years. In all this time there has never come to light a single instance wherein the house of John M. Smyth has been guilty of anything in the nature of a questionable transaction; where it has imposed the slightest hardship upon an honest man or woman, or where it has failed in the faithful and most scrupulous performance of a contract. The house employs a perfect army of salesmen.

*P. F. Ryan & Co.*, Madison and Peoria sts., there isn't much to attract our attention. Here, however, far removed from the recognized business center, is a large concern which compares very favorably with the State st. and Wabash ave. houses. It is a beautiful dry goods store, and judging from the crowds inside, we must presume that it is prosperous. At Morgan and Madison is the piano house of Adam Schaaf. Then we pass the large furniture concerns of Ulick, Bourke, Moore Bros., and others, and find ourselves walking by long rows of attractive retail stores. We reach Throop st. and the Waverly theatre, Loomis st. and the West Side natatorium, and finally find ourselves at Ogden ave., where we see more pretentious structures, among them the Washingtonian Home and

*The Stone Building*, situated on the triangular strip, bounded by Madison, Ogden and Ashland aves. We will take the cable here and after a trip of two miles, passing block after block of handsome buildings, the west Madison st. power-house and other points of interest, we arrive at Garfield Park. Just beyond here we may, if we wish, take the Cicero electric line, which will carry us ten miles into the country through some of the prettiest of our prairie suburbs. [See "Amusements" and "City Railway Service."] Garfield Park as well as all the parks on the West side of the river has been greatly improved of late. They are beautiful, all of them, and everything points in the direction of their becoming fully as attractive as their south and north side neighbors in the near future. Owing to the arrangement of this volume it has been necessary to speak of the parks in one department. It is not necessary that I should accompany you on a trip to these parks, so I will leave you to wander around Garfield Park to-day, hoping that you will secure a conveyance and visit Humboldt and Douglas parks as well. They are all connected by wide and beautiful boulevards. A cheap and a pleasant way for a small party to visit these parks is to engage an open carriage, which may be secured at from \$6.00 to \$12.00 per day. If you have a driver of ordinary intelligence, he will take you to all points of interest. Luncheon may be had at any of the parks. [See "Drives."]

We have now come to the end of our Ten Days' Trip around the city. I have, as a rule, kept you within the business section. I might have taken you over to the North side, shown you the water works, lake shore drive, Lincoln Park, the library and club buildings, etc., etc.; but all of these are fully described in the pages which follow. I might have taken you into the manufacturing and residence districts, out to the beautiful suburbs, through the boulevards, over the park system, etc., but all these are described in their proper order; and after being in Chicago ten days, with the aid of THE STANDARD GUIDE, I am satisfied you will be able to arrange daily excursions which will be more enjoyable, perhaps, than any I could make up for you





[Engraved for The Standard Guide Company.]  
**THE GRANT STATUE, LINCOLN PARK.**  
[See page 315.]



(ESTABLISHED 1836.)

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## PART II.

### GENERAL INFORMATION.

#### AMUSEMENT AND RECREATION.

The visitor will not lack for opportunities of enjoying himself to his heart's content in Chicago, no matter in what direction his taste may happen to lie. In addition to such amusements as may be termed strictly American, we have presented to us here constantly the leading attractions of European cities. Whatever is popular abroad speedily finds its way to Chicago, to be tested here at least. Chicago during recent years has become a dramatic center of the first rank. Many new plays are produced here every season for the first time. Architecturally the amusement houses of Chicago are the best in the United States; the interior decorations, the scenery and the stage fittings of our theatres are unsurpassed. Aside from the theatres there are numerous opportunities for enjoyment afforded by museums, art galleries, picture galleries, drives, excursions, zoological gardens park concerts, etc., all of which are mentioned under this heading.

*Academy of Music.*—Located on the west side of South Halsted, near West Madison st. Take Madison st. cable line. H. R. Jacobs, manager. It is conducted as a comedy and high-class vaudeville theatre. The interior is one of the finest in the city, the furnishings being beautiful. It was twice destroyed by fire and twice completely remodeled. The theatre seats 1,800.

*Academy of Sciences.*—Location, Lincoln Park. Take North Clark or North Wells st. cable line. When open, a splendid collection of birds, mammals, insects, and such natural curiosities as belong to an institute of this kind. Free. [See "Chicago Academy of Sciences."]

*Alhambra Theatre.*—Located at the Cor. State st. and Archer ave. H. R. Jacobs, manager. Take State st. cable line. This theatre was opened by Miss Emma Juch, the prima donna, in 1890. It is one of the handsomest in the city. The theatre has a grand entrance on State st. and another entrance on Archer ave., both leading inward through a business block to a large court, from which a spacious lobby opens into the main foyer. The auditorium, constructed upon the most approved modern system, is wide but not deep, and has a seating capacity of 2,500 aside from the twelve boxes. The lower floor seats 750, the balcony 550, and the gallery 1,200. The ornamentation of the interior above the boxes, balconies and stage front and ceiling, is Moorish in design, and the colors are salmon and shrimp pink with intermediate shades. The stage is forty-five feet deep and has an opening of twenty-five feet. Conducted as a first-class theatre.

*Art Museum.*—Located on Michigan ave., opposite Adams st. Until its new building is completed the museum is in temporary quarters at 202 Michigan ave. Magnificent exhibit of paintings, statuary, curios, etc. Some of the paintings exhibited are very costly and rare. [See "Buildings" and "Art."] A half day can be spent pleasantly and profitably here.

*Auditorium Theatre.*—The theatre of the Auditorium building; location, Wabash ave. and Congress st. The audience room of the theatre is reached

from Congress st. near the corner of Wabash ave. A grand vestibule with ticket offices on right and left side, leads to a mosaic paved lobby. The low vaulted ceiling, pillared by shapely towers and jetted with electric lights give it an unique appearance. Several large cloak rooms range along one side, and from the other, broad marble stairs, protected by solid bronze balusters, reach to the foyer. This part of the house is of ample dimensions, and richly furnished. Two large retiring rooms for ladies and smokers adjoin on the south end, both decorated and furnished with dainty taste. The house contains forty boxes, supplied with luxurious chairs and sofas and hung with curtains of delicately tinted plush. There are 4,050 seats, about 1,500 of which are located in the parquet. Above the parquet are the first and second balconies and the gallery. The two latter portions of the house can be closed down for special occasions by iron curtains worked by a windlass and chains—an ingenious arrangement and very useful at times. Over 5,500 incandescent lamps are used in the theatre and stage. The general color treatment of the walls, ceiling and pillars is yellow in various shades. The effect produced when the electric lamps are lit is extraordinarily impressive. The orchestra pit has accommodations for 100 players. A special feature is the great organ, which contains 7,193 pipes and is divided into seven parts. This organ is concealed behind the north wall. Frequent organ recitals are given at popular prices. The equipment of the stage is most complete. Open almost nightly.

*Barlow's Pavilion.*—A combination of beer garden, restaurant and variety entertainment. Location, 1923 Archer ave.

*Base Ball, Cricket, Tennis, Foot Ball, Bicycle Exhibitions, Etc.*—During the season all manner of out-door games, professional and amateur. (See announcements in daily papers.) Base ball attracts large crowds. [See "Clubs," "Athletic and Sporting."]

*Bird's Eye Views.*—Chicago may be seen from the roof-garden of the Masonic Temple, twenty stories high (25 cents); from the tower of the Auditorium, seventeen stories high (25 cents), and from the Board of Trade tower, equal to fifteen stories high (free).

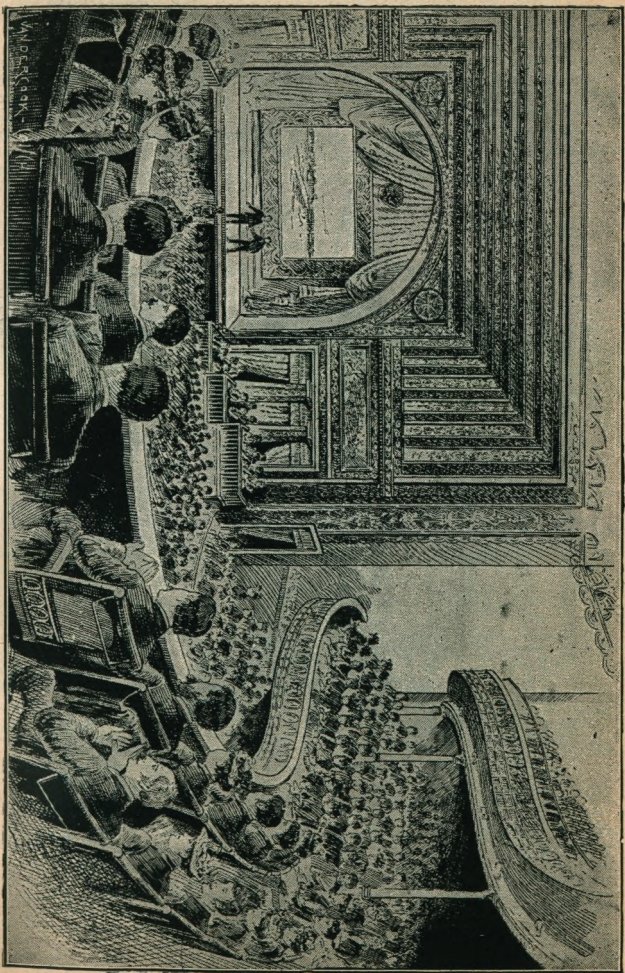
*Battle of Gettysburg Cyclorama.*—Located at the Cor. Wabash ave. and Panorama pl. Take Wabash ave. cable line. This magnificent cyclorama has been one of the leading attractions of Chicago for several years, and hundreds of thousands of people have seen and admired it. The building in which the painting is exhibited is similar to those in the leading continental cities of Europe. Open day and evening. Admission, 50 cents; children, half price.

*Casino.*—[See "Haverly's Casino."]

*Central Music Hall.*—Location, S. E. Cor. State and Randolph sts. It has a seating capacity of 2,000, and is the cosiest and most comfortable hall in the country. Much space is given to foyer and aisles, and to ample facilities for entrances and exits. It is tastefully decorated and furnished, and its acoustic properties have been pronounced perfect by the great lyric artists, and the speakers who have, from time to time, appeared upon its stage. The graceful curve of the galleries is a feature of the house, and no seat is undesirable by reason of its imperfect view of the stage, or distance from it. As originally intended, the hall is occupied on Sunday mornings by the Central Church congregation, presided over by Prof. Swing, and for the purpose of religious services there is provided a magnificent organ. [See "Buildings."] Open almost nightly.

*Chicago Fire Cyclorama.*—This magnificent cyclorama presents in a very truthful and striking manner the scenes and incidents of the great Chicago fire of 1871. The hour chosen is early Monday morning and the point of view the site of old Fort Dearborn. Before the observer, to the southwest, is the business portion of the city, a crumbling mass of ruins; to the northwest may be seen a thousand acres of a veritable sea of fire, while along the lake shore are tens of thousands of people in a mad, furious flight for safety. The cyclorama is open day and evening. Admission, 50 cents; children, 25 cents.





[Engraved for The Standard Guide Company.]  
INTERIOR VIEW OF McVICKER'S THEATRE.

[See Page 134.]

*Chicago Opera House.*—Located in the Chicago Opera House building, a magnificent structure, S. W. Cor. Clark and Washington sts., opposite the Court House. John W. Norton & Co., proprietors. The production of the spectacular is made a specialty here. The prices range from 50 cents to \$1.50, according to location, and the boxes are \$10, \$12 and \$14 on the lower floor, and \$8 and \$10 in the upper tier. The theatre has a seating capacity of about 2,500. The proscenium opening is 36 feet wide and the height from the stage to the "gridiron" is 70 feet.

*Chickering Music Hall.*—Formerly Weber Music hall. Located on Wabash ave. and Adams st. Chickering, Chase Bros. Co., managers. Seating capacity, 400; stage, 28x20; no scenery. Frequent high-class concerts are given during the season.

*Chinese Theatre.*—Location near World's Fair grounds, between Sixty-third and Sixty-fourth sts. Built by the Wah Yung company; capital stock, \$80,000. The building was planned by a Chicago architect and is a handsome one of the oriental pattern. Native Chinese performers appear.

*Clark Street Theatre.*—Located on the east side of North Clark st., near the bridge. Formerly McCormick's hall, later the Casino. Has been remodeled and refitted in a first-class manner. H. R. Jacobs, manager. A popular light comedy and vaudeville theatre.

*Columbia Theatre.*—Located at the south side of Monroe between Clark and Dearborn sts., close to all the leading hotels and convenient to railroad depots and street car terminals. Proprietors, Al. Hayman and Will J. Davis. This theatre is the successor of "Haverly's," successor of the "Adelphi," which occupied the old post office building on Monroe and Dearborn sts., the present site of the First National bank building. Haverly opened the new theatre, giving it his name, on September 12, 1882, with Robson and Crane in "Twelfth Night." Business reverses having compelled Haverly to retire from the management, a new company was formed, and the theatre was re-christened the "Columbia" by Miss Ellen Terry, during an engagement of Henry Irving, in 1885. The interior of the Columbia is beautiful, the decorations being at once rich and pleasing. The house is practically fire-proof, but numerous exits are provided so that the theatre may be emptied in a few minutes in case of a panic arising from any cause. The house



STONE BUILDING.—See Buildings.

is the successor of "Haverly's," successor of the "Adelphi," which occupied the old post office building on Monroe and Dearborn sts., the present site of the First National bank building. Haverly opened the new theatre, giving it his name, on September 12, 1882, with Robson and Crane in "Twelfth Night." Business reverses having compelled Haverly to retire from the management, a new company was formed, and the theatre was re-christened the "Columbia" by Miss Ellen Terry, during an engagement of Henry Irving, in 1885. The interior of the Columbia is beautiful, the decorations being at once rich and pleasing. The house is practically fire-proof, but numerous exits are provided so that the theatre may be emptied in a few minutes in case of a panic arising from any cause. The house

is illuminated by electricity. Dimensions: The building is 70x190 feet, six stories in height; stage, 70x54 feet; proscenium opening, 34 feet wide; seating capacity, 2,400. Admission, 25 cents, 50 cents, 75 cents, \$1.00 and \$1.50, according to location. Boxes, \$10, \$12 and \$15.

*Criterion Theatre.*—Located on Sedgwick and Division sts., North side; C. S. Engle, lessee; Alf. Johnson, business manager. Seating capacity, 1,800. Conducted as a theatre of the light comedy and burlesque character. Has a large neighborhood patronage.

*Conservatories.*—Magnificent conservatories, located in all of the great parks of the city, are open to the public, free of charge, winter and summer. The collections of native, foreign, tropical and semi-tropical plants and flowers are extensive, costly and beautiful.

*Dog Exhibitions.*—Exhibits of blooded dogs are given annually, under the auspices of the Kennel Club. These are known as "Bench Shows." (See daily newspapers for announcements.)

*Drives.*—There are three systems of magnificent drives in and around Chicago, which may be denominated the Southern, Northern and Western. The southern begins at Randolph, over Michigan ave. and Michigan Blvd., from which the carriage may diverge at 14th st. south on Prairie or Calumet aves., or at 39th st. south on Grand or Drexel blvds., and through the beautiful and shaded avenues of the South Park system and villages embraced in the township of Hyde Park. A pleasant evening drive might be mapped out as follows: South on Michigan Blvd. to Oakland Blvd., east on Oakland to Grand Blvd., south on Grand Blvd. to Washington Park, through Washington Park, western drive, around the southern extremity, by Washington Park race course, past the conservatory and flower gardens, north on Drexel Blvd., west on Oakland Blvd. to Grand Blvd., north on Grand Blvd. to 35th st., east on 35th st. to Michigan Blvd., north on Michigan Blvd. The northern drive properly begins at the water works, foot of Chicago ave., north on Lake Shore drive through Lincoln Park, around the lakes and monuments and may be extended northward on Sheridan drive by Graceland Cemetery, Buena Park, Edgewater and Evanston. A pleasant evening drive would be over the Lake Shore drive to Lincoln Park, west on North ave. to Humboldt Blvd., south on Humboldt Blvd. to Humboldt Park, and east over Milwaukee ave., one of the most remarkable thoroughfares in the city to the South side. The western drive properly begins at Halsted st., west on Washington Blvd. to Garfield Park, around Garfield Park to the extreme southwestern corner, by the Chicago Driving Park, over Douglas Blvd. to Douglas Park, around Douglas Park to Ogden Blvd., over Ogden Blvd. to West 12th street Blvd., east on West 12th street Blvd. to Ashland Blvd., south on Jackson Blvd. to the business center. In the course of these drives the principal residence districts of the three main divisions of the city will be penetrated.

*Electric Fountains.*—The Yerkes electric fountain at Lincoln Park is in operation usually two evenings each week. The electric fountains at Jackson Park are permanent attractions for that portion of the city. [See "Yerkes Electric Fountain."]

*Epstein's New Dime Museum,* located on the north side of Randolph st. near Clark st. Louis Epstein, proprietor. A first-class museum of the kind, containing numerous curiosities, novelties in the way of human and animal natural freaks, wax works, electric contrivances, etc. Very amusing to children. Admission 10 cents.

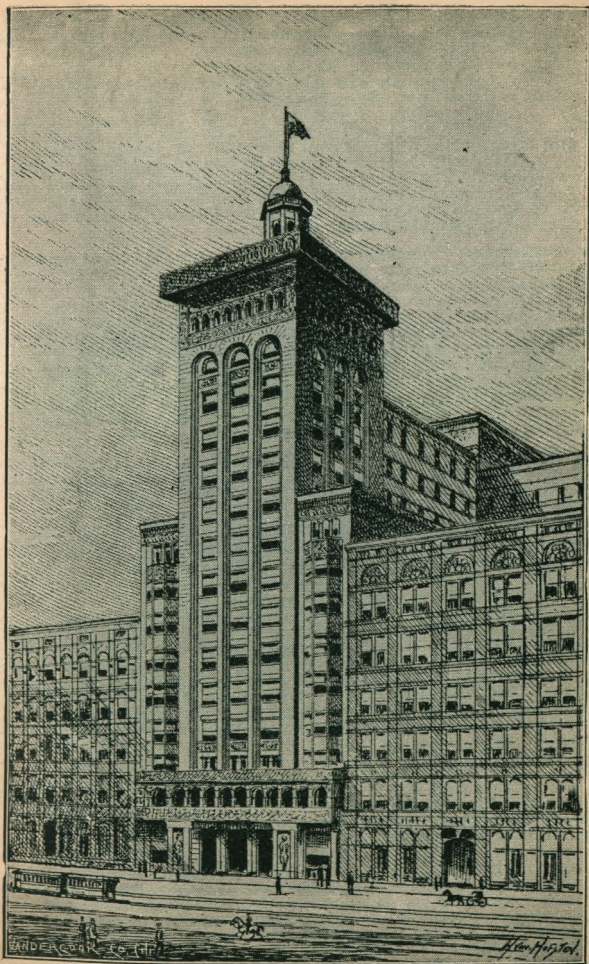
*Excursions.*—Excursions by cable or rail may be taken throughout the season to the various points of interest, summer resorts, fishing and hunting grounds, within a radius of 500 miles of Chicago. There are many beautiful places within a few hours of Chicago, notably the lakes of northern Illinois, western Indiana and southern Wisconsin. Fox lake, and the numerous lakes in the vicinity, Geneva lake and other charming spots, are close at hand. Take Chicago & North-western, Chicago, Milwaukee & St. Paul, or Wisconsin Central for northern, northwestern and western summer resorts, Waukesha and Oconomowoc are but a short distance, and Minnetonka may be



reached over night. Steamboats make daily and hourly excursions to all points on the chain of great lakes. Boats leave Rush st., State st. and Clark st. bridges, as well as piers on the lake front, for short and long trips.

*Excursions by Cable and Electric Cars.*—During the summer months, when open cars are used, there is a great deal of enjoyment and a great deal of fresh air to be obtained by taking a cable car on one of the main lines. The South side cars will take you to the southern extremity of the city. You may visit Washington Park, Jackson Park (the Exposition), Oakwoods cemetery, Drexel or Grand boulevards, or you may get off within a block or two of any of the finest residence streets of the South side, within an hour after leaving the center of the city, for five cents. You may visit Garfield or Douglas Parks by taking the West Madison st. line, or Humboldt Park by taking the Milwaukee ave. line. The North side lines take you to Lincoln Park, and you may reach the northern suburbs by horse or electric extensions. A very pleasant and a very cheap excursion for an afternoon is via the West Madison st. line to West Fortieth st., and thence over the Cicero and Proviso Electric railway line to the beautiful suburbs which have risen on the western prairies. There are four different lines of the road, making in all twenty-one miles of track. Where the Madison st. cable line ends, at Fortieth st., begins the electric road. To the passenger who for the first time rides over this line, is revealed many pleasant surprises. From the Madison st. cars is obtained a far-reaching view across the country. The range of vision takes in street upon street of handsome cottage homes; further away rise the tall chimneys of some of America's largest manufacturing industries. Turning at West Forty-eighth st., the cars dart along until pretty Moreland is reached. The broad streets of this little town are lined with beautiful homes. A little further and fair Austin is revealed. The songs of praise of this "sweetest village of the plain," have been so widely sung that scarce a person but who has heard of its beauties. 'Tis like one great park. Its streets are broad and smooth as a billiard table. Rows of big trees line the streets, standing high in the air, as if guarding from intrusion the broad lawns which reach back to the costly residences. Just west, with no apparent dividing line, is Ridgeland, also famous for its beauty and handsome homes. Then comes Austin's only rival. While not a well known as its neighbor, Oak Park is considered by many the ideal suburb. With its macadamized streets, parks and costly dwellings, high class schools, elegant churches, electric lights, perfect water and sewer system, coupled with a naturally fine location, being on high elevation—in truth, little is left to be desired. One to decide between the merits of the two rivals would have a difficult problem to solve. At Harlem ave., which forms the dividing line between Oak Park and River Forest, the cars turn to the south and rush along until that most unique village, Harlem, is reached. This place boasts of being the wealthiest municipality, in proportion to its size and population, in all Illinois. It would be difficult indeed to find a more beautiful picture than that presented to the view from the corner of Desplaines ave. and Madison st. What changes eighty years have made here. Once this was the headquarters of the powerful Pottawatomie nation. The classic Desplaines river, not very long ago, bore on its bosom many an Indian canoe, and might, could it speak, tell thrilling stories of the redskins' powwow, of battles won and lost, and romantic courtships. Here, even to this day, is pointed out on the banks of the river the spot from where Wenanka, a lovely Indian maiden, whose pale-face lover proved faithless, plunged into the turbid waters and drowned her sorrow and herself. Here is the ancient burying ground of this tribe, and the curiosity-seeker or the builder often stumbles into a grave where repose the remains of braves whose deeds won for them renown centuries ago. It is all changed now. Where once these scenes were enacted, on pleasant days, are to be seen dozens of family groups, hunting and fishing parties. Here too are some of the most famous cemeteries in the world, Waldheim, where lie buried under a monument, whose inscription, "Our silence will prove more effective than words," has passed into the history of anarchy as the utter-





[Engraved for the Standard Guide Company.]  
SCHILLER THEATRE, RANDOLPH, NEAR CLARK ST.  
[See Page 135.]

ance of a martyr—Spies, Lingg and their associates. Forest Home and Concordia, together with others, are all within Harlem's limits. Another public institution is the Memorial German Old People's Home. Just across the Desplaines river is Maywood, which partakes of the natural beauties of the country, and is rapidly being developed into a manufacturing town. In Ridgeland is the main car barn, the power house and repair shops of the company. In the erection of this plant many innovations have been included. The repair shop contains every convenience. It is 60x210 feet in size and three stories high. It also contains the general offices of the company, together with hall for gymnasium and reading rooms for the use of the employes. The car barn is 200x200 and has a capacity of 100 cars. The power house is fitted with every modern improvement, making the whole system the most complete and perfect of any electric road of its size in the world. [See "City Railway Service."]

*Fat Stock Shows.*—Under the auspices of the State Board of Agriculture, held annually in magnificent buildings erected at a cost of \$150,000, near Transit House, Union Stock Yards. Take South Halsted st. or State st. cars, or C., R. I. & P. R. R. The building is rectangular, 52x150 feet in size, two and one-half stories high. It was erected with a view first to solidity, and secondly to comfort of man and beast. There is an amphitheatre with a seating capacity of 3,000 persons, and stalls for 500 animals. The walls are of brick and the roof is supported by steel spars. The track for exhibition purposes is 400 feet long. Since the structure is also used for large stock sales when not in the hands of the State Agricultural Society, it is equipped with several suites of offices for the transaction of business. The whole structure is lighted by electricity and heated by steam.

*Fire Relic Museum.*—Known as the "Relic House." Located on north Clark st., north of main entrance to Lincoln Park. A splendid collection of relics of the great fire. A delightful place to spend an hour or so. Refreshments are served.

*German Theatre.*—[See "Schiller Theatre."]

*Grand Opera House.*—Centrally located on the east side of Clark st., between Randolph and Washington sts., opposite the Court House, close to all the leading hotels and convenient to railroad depots and street car terminals. Harry L. Hamlin, manager. This popular place of amusement is one of the leading first-class theatres of Chicago and the West. The shape of the auditorium is so admirable, and the acoustic properties so perfect, that there is actually not one undesirable seat in the house. The appointments and furnishings are most luxurious and elegant; in this respect it gives one the impression of a modern drawing-room, rather than the ordinary place of amusement. The chairs are of the latest pattern, wide and roomy, cushioned in the seat, back and arm, and covered entirely with handsome plush. The aisles are wide, and lead directly to ample exits; there is unusual space between the rows of seats, a point of great importance when the comfort of an audience is considered. The carpets and draperies are of the very finest qualities procurable, and these, together with the chairs and wall decorations, are in the softest and most harmonious colors. The drop curtain is a work of art, painted by the celebrated artist, Walter Burridge. The stage is large, and fitted with most approved appliances. Both auditorium and stage are lighted by incandescent and electric lamps. Owing to its admirable shape and cozy decorations, the Grand is apparently of moderate size, but in reality it is a large theatre, its seating capacity being exceeded by that of only one Chicago theatre. There are eight handsome proscenium boxes. The attractions presented at the Grand are uniformly first-class and of a high order of excellence. It is especially adapted to comedy, light opera and drama of the modern school. The care taken by the management to rigorously exclude anything in the slightest degree objectionable has contributed largely to making the Grand Opera house a favorite family resort. Visitors will find it a pleasant house in summer, the ventilation being perfect. The regular prices range from 25 cents to \$1.50; boxes, \$8 to \$12; general admission 50 cents.

*Haverly's Casino.*—Located on Wabash ave., near Adams st. This is conducted after the manner of the Berlin Panopticon, and is an exhibition of wax works. Delightful place to spend an hour. There are minstrel performances every afternoon and evening. Col. J. H. Haverly, director; Maze Edwards, manager. Admission to all parts of the house, 25 cents; children, 15 cents. Reserved seats, 25 and 50 cents extra.

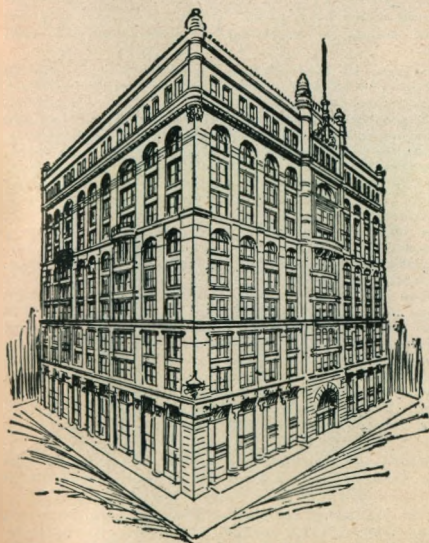
*Havlin's Theatre.*—Located on the west side of Wabash ave., between Eighteenth and Twentieth sts. John A. Havlin, lessee; J. S. Hutton, manager. This was originally Baker's theatre. It is a popular resort and deservedly so. The theatre building is quite an ornament to the section of the city in which it is located, and the theatre is conducted as a high-class place of amusement. Seating capacity, 2,000;

stage, 50x65; proscenium opening, 36; to loft, 67. The building is fire-proof and was constructed at a cost of \$300,000.

*Haymarket Theatre.*—

Located on the north side of west Madison st., between Halsted and Union sts., West side. Take West Madison st. cable line. Will J. Davis, Manager. This is one of the handsomest and largest houses in the city. Its seating capacity is 2,475; stage 48 x 90 feet. Its interior is modern. The theatre is constantly presenting attractions of a meritorious and high order. Admission, 15, 25, 50, 75 cents, and \$1; Davis' Turkish chairs, \$1.50; boxes, \$5 to \$10.

*Historical Society Rooms.*—Dearborn ave. corner Ontario st. Historical library, collections of historical portraits, Indian and fire relics, etc. Painting contributed by the artists of London in commemoration of the great fire, from which the frontispiece of THE STANDARD GUIDE for 1893 is taken. Free.



ROOKERY BUILDING.—See Buildings.

*Horse Show, The Chicago.*—Held in the great Tattersalls building, Dearborn, between Sixteenth and Seventeenth sts. [See announcements in daily newspapers.]

*Hooley's Theatre.*—Located on the north side of Randolph between La Salle and Clark sts., opposite the Court House; close to the leading hotels, and convenient to railroad depots and street car terminals. Richard M. Hooley, proprietor and manager; Harry J. Powers, business manager. Hooley's, before the great fire of 1871, occupied the present site of the Grand Opera House. Originally, it was "Bryan's Hall," built in 1860, and opened by the Hans Balatka Orchestra. In the fall of 1870 the theatre passed into the hands of R. M. Hooley. It was opened January 2, 1871, by this veteran manager, with "Hooley's Minstrels," as the attraction. Negro minstrelsy was then in its glory, and Hooley's was one of the best troupes in



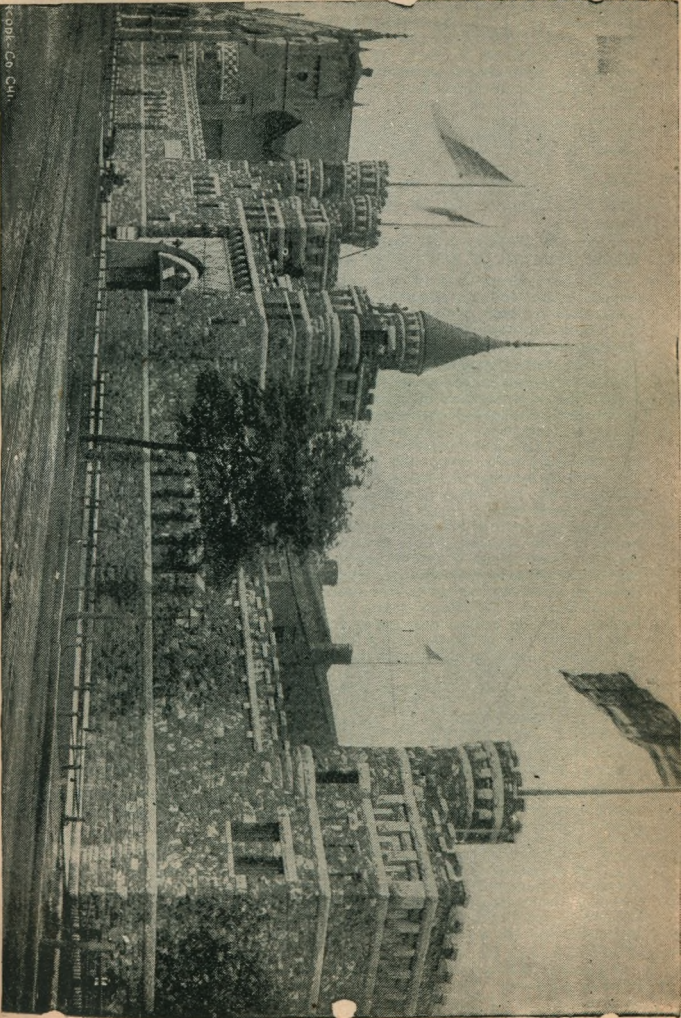
existence at the time. Giacometti's tragedy was on the bill as the attraction for the week beginning October 9, 1871, but before the sun had arisen on the morning of that day Hooley's theatre was a blackened ruin in the midst of a wilderness of ruins. On October 17, 1872, the present theatre was opened by the Abbott-Kiralfy Company in the "Black Crook." Once, for only a brief period, however, Mr. Hooley's name disappeared from connection with this theatre. Mr. Hooley, upon regaining possession, remodeled and refitted the theatre, and twice since that time it has undergone almost a complete transformation. It is generally known as "Hooley's Parlor Home of Comedy," and the title conveys a proper idea of the popular family resort. The seating capacity of the theatre is 1,500; the stage is 42x62; proscenium opening 33x34; height to "gridiron," 62 feet. The theatre is also supplied with the latest patent smoke and fire escape and ventilator. The auditorium is furnished with "Hooley's Opera Chair," and lighted throughout by the latest incandescent electric system. Hooley's Theatre has the reputation among theatrical managers as being the most successful and popular in the United States.

*John Brown's Fort.*—Location 1341 Wabash ave. The little brick building which John Brown defended as a fort bravely but hopelessly in 1859 against the combined forces of the government and the State of Virginia. Enclosed in a frame building that is of a novel design, this almost sacred relic of days just preceding the civil war, may be seen. The fort was moved here principally through the instrumentality of Ex-Congressman A. J. Holmes, of Iowa, who has served as Sergeant-at-arms of the House. The building was purchased by a syndicate after much difficulty, as the people of Harper's Ferry were unwilling to part with it. Before the removal, the building was torn down with the utmost care, the various parts being boxed separately. Upon its arrival in Chicago it was erected with equal care and the supervising architect is authority for the statement that the slightest difference can not be found in the construction of the building since its removal. It is a plain, substantial one-story brick building with a gable roof and open belfry. It was part of the United States gun factory and arsenal, built at Harper's Ferry in 1832. Its dimensions are 25 feet long, 15 feet wide, and the walls are 14 feet high. There are two large square windows in each end, and semi-circular transoms over each of the wide doorways, both of which are on one side. Large double doors of wood with heavy iron plate fronts once swung open for the men who toiled for Uncle Sam in the little building. In the war one set of the doors was taken away, but the other set remains, almost rusted from its hinges. The building is divided by a solid brick wall into two rooms. The smaller John Brown used as a prison during all his fighting in the larger one.

*Kohl & Middleton's Museums.*—Located on Clark, near Madison st., and on State near Van Buren st. Dime Museums with cheap theatrical attachments.

*Libby Prison National War Museum.*—Located on Wabash ave. between Fourteenth and Sixteenth sts. One of the principal permanent attractions of the city. Open daily from 9 a. m. to 10 p. m., including Sunday. The building, one of the most famous prisons in the Southern Confederacy in 1861 and 1865, was transported from Richmond, Va., in 1889, and stands to-day as a lasting monument to the valor exhibited by both sections, "The North and the South." Within its enclosure is stored the most wonderful collections of historical war relics associated with the most expensive, desperate struggle for the maintenance of National supremacy which history records. The Confederacy display excites especial interest, covering, as it does, paraphernalia, camp and garrison equipage of every description used by the Confederate Army, original documents written by Jefferson Davis, General Robert E. Lee, Stonewall Jackson, Hill, Early, Pemberton, Price, and others during passions engendered by civil strife. Portraits in oil of all the leading generals and statesmen who were prominently identified in the war for and against the Union. The finest collections extant of ancient and modern shot and shell, heavy ordinance, arms, portable forges, supply wagons, and horse equipments, and the original carriage owned and used by President





KODAK CO. CHICAGO

[Engraved for the Standard Guide Company.]

LIBBY PRISON MUSEUM, WABASH AVE., SOUTH.

[See Page 122.]

Lincoln during his administration. The original flag which floated from the flag-staff of the Merrimac in her assault on the U. S. fleet in Hampton Roads, Va., March 8th, and 9th, 1862. Nothing could be more astonishing than this priceless display. It vividly illustrates American heroism, is an educator, encourages patriotism and should be visited by every one imbued with patriotic motives and love of country. The false deep-seated prejudice which existed when the prison was first opened has vanished as the patronage attracted amply attests. There is nothing in the exhibit which has the least tendency to create animosity or bitterness, and a visit will prove to the most sceptical that the collection is not only historical, but the most wonderful and interesting in the country.

*Uncle Tom's Cabin.*—The habitation of Mrs. Stowe's hero, removed here from Natchitochas, La., is one of the attractions inside the Libby Prison enclosure.

*Lyceum Theatre.*—Located on Desplaines st., between Madison and Washington sts. T. L. Grenier, proprietor. A variety theatre.

*Madison Street Opera House.*—Located on the north side of Madison st., opposite McVicker's theatre. Sam T. Jack, manager. Seating capacity, 1,400; stage, 22x68; proscenium opening, 37; height to gridiron, 13; to loft, 19. Open the year around; two performances daily. Devoted entirely to burlesque.

*McVicker's Theatre.*—Madison st., between State and Dearborn sts. The McVicker Theatre Co., proprietor; J. H. McVicker, president and manager; L. L. Sharpe, assistant manager and secretary; H. G. Somers, treasurer. McVicker's theatre is considered the handsomest and most complete theatre in the United States. It was originally opened November 5, 1857, Mr. J. H. McVicker taking the part of "Cousin Joe" in the initial performance. The theatre was rebuilt in 1871, and opened in August, only to be burned to the ground by that memorable conflagration of October 5, 1871. Nothing daunted, Mr. McVicker again reconstructed his theatre, and it was opened for the third time August 15, 1872. Mr. McVicker always looking to advance the interests of his art, and having the welfare and comfort of the theatre-going public at heart, entirely remodeled the theatre, putting in all the modern conveniences and improvements; and on July 1, 1885, the fourth new McVicker theatre was thrown open to the public, and they united with the press in proclaiming it the handsomest and safest theatre building in the United States. On the morning of August 26, 1890, it was again destroyed by fire. Mr. McVicker was away from the city at the time, but immediately upon his return preparations were commenced for rebuilding, and on March 30, 1891, the handsomest theatre in the United States was opened for inspection. There are two historic features in the theatre which alone are worth the price of admission. They are bas-reliefs, one representing the "Massacre of Fort Dearborn;" the other, "La Salle's Discovery of Illinois." These were furnished by Johannes Gelert, the sculptor, and are considered among his best works. McVicker's theatre is now in its thirty-sixth year, and is probably the widest known play house in America. It always has the best class of entertainments, and one will surely find amusement here.

*Minstrels.*—Negro minstrel performances are given every afternoon at 2 and every evening at 8, at Haverly's Casino, Wabash ave., near Adams st. [See "Haverly's Casino."]

*Natural History Museum.*—Projected. Location, Garfield Park, West side.

*New Windsor Theatre.*—Located at North Clark and Division sts. Take North Clark st. cable line. M. B. Leavitt, proprietor; Ben Leavitt, manager. Seating capacity, 2,000. Stage, 49x70 feet; proscenium opening, 43 feet; height to gridiron, 22 feet; loft, 65 feet. This is a beautiful little theatre, it conducted in a first-class manner and is very popular with North side residents.

*Olympic Theatre.*—Located on Clark st., north of Randolph, opposite Sherman house. Originally "New Chicago theatre." Variety or vaudeville performances. Prices cheap.

*Park Concerts.*—During the summer months open air concerts are given on certain evenings of the week in all of the great parks of the city. The finest bands and orchestras are employed for these occasions. Free. [See announcements in daily newspapers.]

*Park Theatre.*—Located on State, between Congress and Harrison sts. J. D. Long, proprietor and manager. This is a strictly variety theatre. Seating capacity, 1,500; stage, 35x40.

*People's Theatre.*—Located on the east side of State st., between Congress and Harrison sts. Jo. Baylies, lessee and manager. Conducted as a combination theatre.

*Permanent Circus.*—During the World's Fair and afterward it is probable that a permanent circus will be conducted in the city. The location cannot be given at this time.

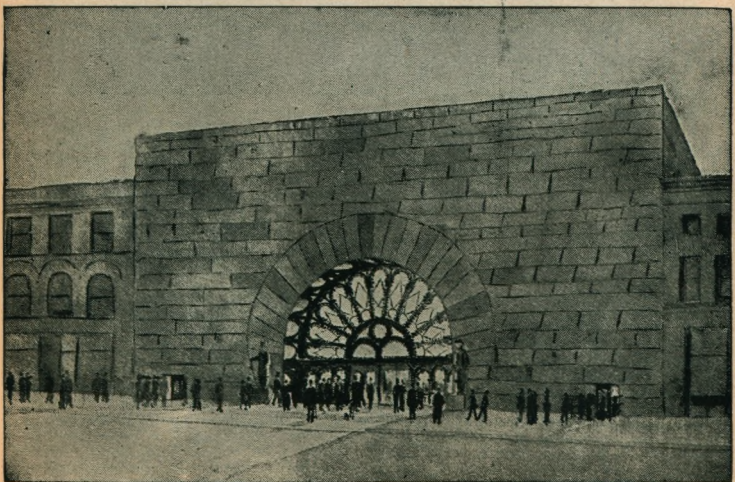
*Race Tracks.*—There are three race tracks in or near the city, two of which have continuous meetings throughout the year, rain, hail or snow. The most prominent as well as the most respectable, is the Washington Park course. Location, south of Washington Park, near Midway Plaisance. Take Illinois Central railroad, South Side Elevated railroad, or Cottage Grove ave. cable line. There is a beautiful drive to this track via Drexel or Grand boulevards, through Washington Park. The Chicago Racing association has its meetings at Hawthorne, just outside the city limits. Races every day in the year; five or more races daily. Books made on foreign races. This is purely a gambling enterprise but the sport is good. Special race trains via Illinois Central and C. B. & Q. railroads to grand stand in twenty-five minutes. Illinois Central trains leave depot, foot of Randolph st., at 8:30 A. M., 12 M., 1:10 P. M., 1:20 P. M. and 2 P. M., stopping at Van Buren st., Wabash ave., Twenty-third st., Halsted st., and Ashland ave. Returning trains leave the race track at 4:40 P. M. and immediately after the races. C. B. & Q. trains leave Union depot at 12:15 and 1:05 P. M. Regular train leaving depot at 2:20 will transfer passengers for the track at Hawthorne station. Returning trains will leave race track at 12:50 P. M., 4:50 P. M., stopping at Blue Island ave., and immediately after the races. Return tickets (both roads), 25 cents. The Indiana Racing association holds its meetings at Roby, or One Hundred and Eighth st. and Indiana blvd., outside city limits. Here there is racing every day in the year also, and pool selling is freely indulged in. Take Pittsburg & Fort Wayne trains at 11:45 A. M., or 12:30 and 1:00 P. M. Admission to the grand stand, 50 cents.

*Schiller Theatre.*—Location, Randolph st. between Clark and Dearborn. The highest and finest theatre building in the world. Anson S. Temple, lessee and manager. The entrance from the street is through a marble paved lobby, wide, convenient, and comfortable. At the right, in a marble nook, is the box office. Entering through the main door way is the main lobby, off of which are three coat, cloak and the toilet-rooms. On either side marble stairways lead to the main floor of the auditorium. The aisles are easy, and reached from the foyer and from corridors, leading from the foyer to the boxes, on either side of the auditorium. There are six lower (no upper) boxes, three on each side, large and commodious, and arranged for throwing two or three into one, for the convenience of theatre parties. There are 1,270 seats in the house, all so placed that every seat commands a clear and unobstructed view of the stage. A remarkable feature is the absence of pillars from the interior, while the sight lines and acoustic properties are not excelled in the world. The proscenium opening is semi-circular, and from this extends outward a series of semi-circular arches that gradually enlarge and widen until they reach the side walls. Beneath these arches on either side rising from the parquette floor, are the boxes. Above the boxes are sculptures, decorations, original in conception, tasteful and exquisite in workmanship and execution. The boxes and bas reliefs are enclosed by a heavy gold border, and the effect is of framed pictures. The lighting is so arranged that it is both brilliant and soft, and the lamps so placed that all glare of lights in the eyes of the audience is avoided. There are two curtains, the outer one being of woven asbestos, and decorated with





THE GROTTA.



EXTERIOR VIEW.

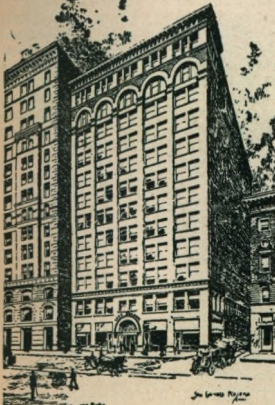
[Engraved for The Standard Guide Company.]  
HARDY'S SUBTERRANEAN SCENERY THEATRE,  
[See Pages 137-138.]



admirable taste in the prevailing tints of the decorations of the house. The drop curtain is very effective, while the colors harmonize with the interior decorations. "Genius Crowning Intellect," is the theme of the picture contained in a medallion occupying the center of the curtain. The stage, 40x80 feet in size, is complete and perfect in every detail of its appointment. The dressing-rooms are convenient and commodious. The scenery is from the brushes of the best artists.

*Standard Theatre.*—Location, S. E. Cor. Halsted and Jackson sts. Jacob Litt, Lessee and manager. Seating capacity 2,000 Admission from 10 cts. to \$1.00. First-class melodrama, opera, burlesque and variety.

*Subterranean Theatre.*—Location, the east side of Wabash ave. just south of 16th st., occupies space on the surface of 100 feet front by 175 feet deep; owned by the Hardy Subterranean Scenery Company; incorporated; capital \$300,000. The projector, Hippolyte Hardy of Paris, France, based his hopes for the success of this enterprise on the theory that "If the people are so eager for an opportunity to go 1,000 feet up in the air by means of a tower, to be lost half of the time in fog and clouds and see absolutely nothing, why not give them a chance to descend into the bowels of the earth, where they can enjoy the sights at all times and in any weather?" He figured that it was impossible to take sight-seers 1,000 feet below the earth's surface without the means of a mechanical device, producing a physical impression on the body, while cleverly devised movable scenery makes the impression lasting through optical illusion. After two years of hard work, he had his plans perfected and covered by Letters Patent, and then like all men with original ideas and important plans, he came to Chicago with both and organized a stock company to carry out his undertaking. The officers of the company are: A. W. Cobb, President; Hippolyte Hardy, Vice-president and Manager; J. D. Lynch, Secretary and Treasurer; C. E. Clark, A. MacKay, O. Lockett and T. Whitfield, Directors.



LEES BUILDING.—See Buildings.

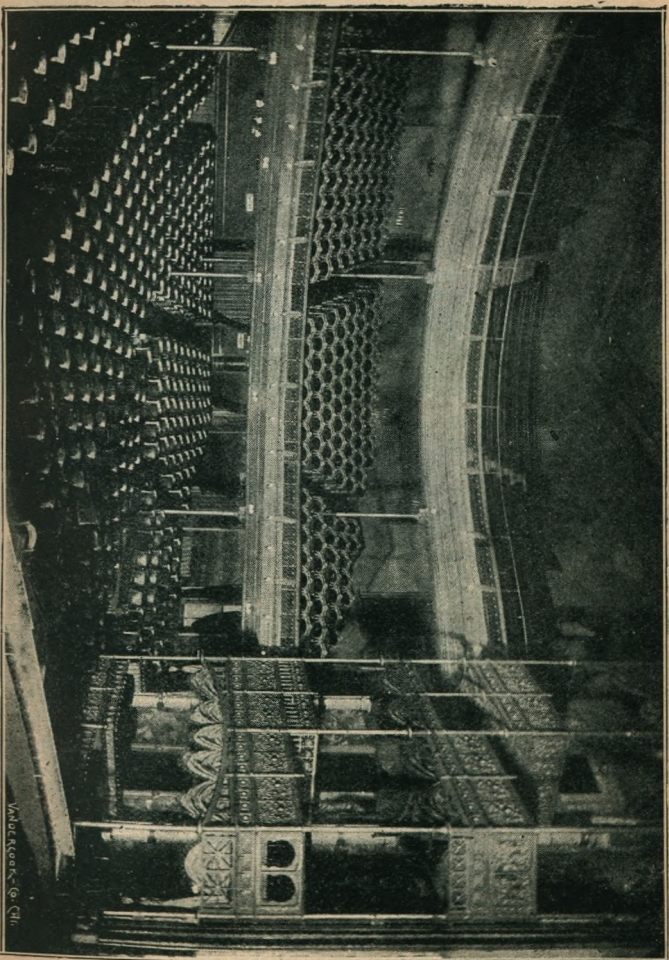
ground by descending in elevator cars to depths never before reached. Stopping at different places (to what will appear as the real openings of tunnels, drifts or cuts on the sides of the main shaft) and showing at each stop divers scenes, such as:—The wonderful sewers of Paris, The Lowest Tunnels of Quartz Mines, with real miners at work—An explosion of coal gas in a coal mine—Caverns inhabited by prehistoric men—A scene in the catacombs of Rome, during the persecution of Christians—The mysterious depths of our Inland Sea, with real divers at work on a sunken wreck. Though the elevator car (a miniature theatrical hall itself, accommodating comfortably 100 people) only moves up and down in a shaft about 15 to 20 feet deep, the illusion is made perfect by a combination of mechanical devices thoroughly protected by Letters Patent in the United States, and the effect produced is a real descent about 1,000 to 1,200 feet under the surface of the earth. The elevator car moves into the center of a circular platform carrying different stages arranged with appropriate scenery and living actors. The platform turns on rails and is made to revolve and bring successively each scene in sight of the elevator car at the

different stops made by the car in its descent. The rhucicar platform supporting the stages and their actors, are eight feet above the level of the street, and occupy a space of about 70 feet square. It is enclosed in a building 100x175 feet, composed of a main floor 8 feet above ground and a basement excavated 7 feet below the street level. A trip underground is made every fifteen minutes from 10 in the morning until 11 at night. Actors play on each scene at the different depths during the following hours: from 10 to 1, 2 to 6, and 8 to 11. The entrance fee during the performance is 50 cents, children 25 cents. During other hours the entrance fee is 25 cents, children 10 cents.

**HARDY'S THEATRE.**—The access to the subterranean scenery descending platform is had by means of a set of self-climbing stairs, a device of the most novel and amusing sort, which elevate visitors to the level of the main floor hall. They pass then through an aisle of the most original and attractive hall ever built. It is a "chamber of stalactites," arranged so as to be used as a theatre. The stage is hidden behind a mammoth cascade. The opening of the proscenium is obtained by suddenly shutting off the water and causing the fall of part of the rocks of the cascade. On this stage variety performances of the highest order, in the style of the best "Cafe Chantant," of Paris, are given every afternoon and evening, including Sundays. This place is the rendezvous of well-to-do people, who spend there a pleasant evening, smoke good cigars and have the best of refreshments or lunches, while enjoying delightful music, dances, songs, and the most wonderful acrobatic feats. This is truly the most novel and picturesque auditorium that has ever been built, and the management has spared no pains to secure the most artistic and original attractions that money can obtain. Visitors to the subterranean scenery are able, when they have accomplished the trip underground, to spend the balance of the matinee or evening in the Hardy theatre in the most enjoyable manner. The admission to the Hardy theatre is 50 cents; reserved seats, 75 cents and \$1.00. Hippolyte Hardy is the general manager of both places. The plans of the building were drawn by architect Henry Ives Cobb. Its cost passes \$80,000. The machinery, with its foundation and structural iron, has cost \$75,000. The elevator and the hydraulic machinery were built by the Crane Elevator Co., upon the plans of P. W. Hermans, chief engineer. The scenery, designed and executed after Mr. Hardy's plans, is due to the brush of B. J. Austen, the famous London scenic artist, author of so many beautiful panoramas well known in this country. The cost of decoration and scenery painting amounts to \$25,000. Chicago is the only city in the world that can boast to-day of the most novel combination of two such picturesque and wonderful theatres, built together, one underground and the other on top, so that, as in most other things, it can hold the claim for originality and enterprise.

*Suburban Theatres.*—A number of the surrounding suburbs, towns and cities, where Chicago visitors are likely to spend their nights and a portion of their time during the day, are well provided with opera houses, music halls, etc. Entertainments are of nightly occurrence at such places as Aurora, Evanston, Joliet, Dwight, Kenosha, Waukegan, etc., as well as in the smaller suburbs, like Englewood, Hyde Park, Ravenswood, Morgan Park, Chicago Lawn, Austin, Chicago Heights, etc.

*Timmerman Opera House.*—Located at the corner of Sixty-third st. and Stewart ave. Take train at Van Buren st. depot, Van Buren and Sherman sts., or State st. cable line to Englewood. The building in which the theatre is located is the most imposing one in Englewood. It is named after its projector, Ben Timmerman, and its cost was \$100,000. The auditorium is on the ground floor, and in beauty and richness of furnishings, and decorations, is equal to any theatre in the city. Silk, velvet and plush draperies, in harmonious shades, add to the elegance of the luxurious interior. The aisles are wide and the seat rows are arranged with sufficient width between to insure the comfort of auditors. Twelve hundred persons may find seats—the first floor and balcony being provided with opera chairs—and several hundred others may see the stage from "standing room," should they so elect. The house is lighted by incandescent electric lights, and is heated by



Vanoc R. Co. C. H.

[Engraved for The Standard Guide Company.]

PROSCENIUM BOXES AND AUDITORIUM, HOOKEY'S THEATRE.

[See Page 131.]



steam, a late device in ventilation being employed. First-class attractions are presented here from time to time.

*Uncle Tom's Cabin.*—Said to have been the habitation of Mrs. Stowe's hero, may be seen at the Libby Prison National Museum.

*Waverly Theatre.*—Located on West Madison st., between Throop and Loomis sts., West side. Take W. Madison st. cable. Seating capacity 1,400; stage 40x60. A comedy and vaudeville theatre.

*Wax Works.*—A splendid exhibition of wax works is open daily at Haverly's Casino, Wabash ave. near Adams st. [See "Haverly's Casino."] Wax works are also exhibited at Epstean's new Dime Museum, Randolph near Clark st.

*Zoological Gardens.*—A delightful place of amusement for adults and children during the spring, summer and autumn months. Location, Lincoln Park. Take North Clark st. or Wells st. cable cars. The collection of animals, birds, etc., is one of the finest in the world. Admission free. [See "Lincoln Park."]

*Other Places of Amusement.*—In addition to the places mentioned there are various other places and forms of amusement. Summer night concerts are given by the Theodore Thomas and other orchestras. Pain's Pyrotechnic Spectacles are presented during the summer months. There are numerous beer gardens and concert halls. North Side Turner hall is a favorite Sunday afternoon resort for German Americans and others. Balloon ascensions, Circus performances, Mammoth concerts at the Exposition, and the Exposition itself, with its thousands of novel attractions swell the bill of fare.

## ARTS AND SCIENCES.

The new Art Institute of Chicago is located on Michigan ave., the main entrance facing Adams st. This beautiful structure is described under the heading "Buildings." The old Art Institute, located at the S. W. Cor. Michigan ave. and Van Buren st., has become the property of the Chicago Club, but the picture and sculpture galleries will probably remain there until the close of the Columbian Exposition.

*Art Institute of Chicago, Art Museum.*—Located on Michigan ave. opposite Adams st. Until the new building is ready for occupation, however, the museum will be in temporary quarters at 202 Michigan ave., and the art school at 302 Wabash ave. Incorporated May 24, 1879. Officers: Charles L. Hutchinson, president; James H. Dole, vice-president; Lyman J. Gage, treasurer; N. H. Carpenter, secretary; W. M. R. French, director. Executive Committee: Charles L. Hutchinson, A. A. Sprague, James H. Dole, Charles D. Hamill, John C. Black, M. A. Ryerson, T. W. Harvey. Trustees: Charles L. Hutchinson, Samuel L. Nickerson, David W. Irwin, Martin A. Ryerson, William T. Baker, Eliphalet W. Blatchford, Nathaniel K. Fairbank, James H. Dole, Albert A. Sprague, John C. Black, Adolphus C. Bortlett, J. J. Glessner, Charles D. Hamill, Edson Keith, Allison V. Armour, Homer N. Hibbard, Marshall Field, George N. Culver, P. C. Hanford and T. W. Harvey.

**ART BUILDING (OLD).**—The old Art Institute building (see illustration) has been pronounced by critics one of the finest specimens of modern architecture in Chicago. It is built of stone; has a beautiful facade, is splendidly located, lighted perfectly, and is one of the attractive edifices of the lake front. The Art Institute owes its origin and prosperity to the disinterested and energetic services of a few Chicago gentlemen, who have expended upon it not only a great deal of their private means, but much of their time during the past ten years.

**ART COLLECTION.**—There are now in the Art Institute thirteen pictures from the collection of Prince Demidoff, together with one by Holbein from the May collection in Paris, which constitute a group of old Dutch masters of such value and interest as perhaps has never before crossed the ocean,



They are a part of the permanent collection of the Art Institute, the purchasers relying on the generosity of the friends of the Art Institute to pay for them and present them to the museum. Some have already been so presented. Several of these pictures, such as the examples of Hobbema and Van Ostade are among the most important known works of the masters and all are important pictures in perfect preservation. The masters represented are Hobbema, Van Ostade, Rembrandt, Franz Hals, Ruysdael, Van Mieris, Holbein, Teniers, Van Dyck, Rubens, Jan Steen, Adr. Van de Velde, Terburg and Zeeman. The presence of this group of pictures is sufficient to give our collection good standing among American museums and their acquisition is a most important step. The private collection of pictures belonging to Mr. Albert A. Munger is deposited in the Art Institute galleries and constitutes a very valuable feature. It consists of modern pictures and includes examples of Gerome, Munkacsy, Makart, Fromentin, Michetti, de Neuville, and many other recognized masters.

**POPULARITY OF THE INSTITUTE.**—As an evidence of the popularity of the Art Institute among the people, the following facts are given: During the year 1891-92 the aggregate attendance of visitors to the museum was 138,511, and the admission fees and catalogue sales amounted to \$4,270.95; number of visitors paid admission fees, 13,633; number on free days, 105,382; number of visitors, students, artists, etc., admitted free on other days (estimated), 6,000; total admission, 138,511; average number of visitors on Saturdays (free all day), 1,039; average number of visitors on Sundays, open 1 to 5 (free), 965; current expenses, \$43,850.60; cash donations, \$25,665.03. The balance sheets of the institute show the receipts and expenditures to have been about \$90,000.

**COLLECTIONS OWNED AND LOANED.**—The value of the collections now in the keeping of the institute, partly the property of the Art Institute, but chiefly loans, considerably exceeds \$500,000. Large additions are being made annually to the collections in the galleries and museum. The principal accessions to the collections during the last year have been: A collection of ancient glass and other antique objects, presented by John H. Dwight, George Schneider and other gentlemen. Marble statue, "Sleeping Infant Faun," by Edward C. Potter, presented by Charles H. Wacker. Oil painting, "The Family Concert," by Jan Steen, presented by T. B. Blackstone. Statue in metal, Henry IV when a child, presented by Martin L. Ryerson and C. L. Hutchinson. Bronze statue, "Teucer," by Hamo Thornycroft, presented by George A. Armour. Collection of painted fans and Persian embroideries, presented by the Chicago Society of Decorative Art. Collection of Egyptian antiquities, presented by H. H. Getty and C. L. Hutchinson.

**COLLECTION OF CASTS.**—A proposition has been made to the World's Columbian Exposition by the French government to send to the Fair, as a part of the national exhibit, an extensive collection of architectural casts, reproductions from the collection in the Trocadero, in Paris, these casts to remain permanently in Chicago, provided the Columbian Exposition will pay a part of the expense. This proposition has been accepted and an arrangement has been made by which the whole collection will become the property of the Art Institute at the close of the Fair, upon paying a certain proportion of the share of the Columbian Exposition. This amount has been appropriated by the trustees. The collection of casts thus secured is unsurpassed of its kind, either in quality or extent, and its presence in Chicago almost insures the permanence and success of the school of architecture which we have already ventured to found. Measures to secure other important collections in a similar way are in progress, and it cannot be doubted that our museum will be greatly enriched through the Fair. (Visitors to the Art Institute will be provided with catalogues of the entire collection.)

**PRIVATE ART COLLECTIONS.**—The private art collections of Chicago are very numerous and very extensive. This is strikingly evident at each recurring exhibit of loaned pictures at the Art Institute or elsewhere. The annual exhibits at the Inter-State Exposition, now a thing of the past, by

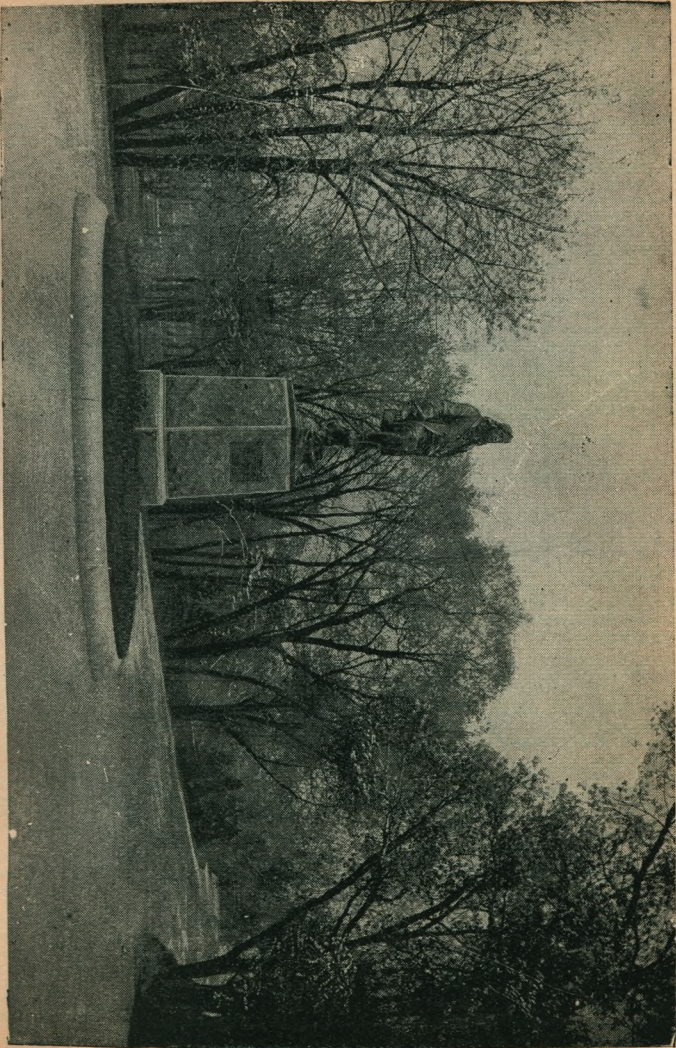
reason of the changes necessary pending the World's Columbian Exposition, have grown from year to year, until they rank among the best in the country. In the Art Institute building on the Lake Front, these annual exhibitions will be continued. This building was erected in connection with the Columbian Exposition, but is constructed in such a manner as to be acceptable to the city as a permanent building after the exposition closes. The art galleries of the Illinois Club, the Chicago Club, the Marquette Club, the Calumet Club, and especially of the Union League Club, are becoming very valuable. The Vincennes Gallery of Fine Arts, 3841 Vincennes ave., (take Illinois Central train to Oakland station, Thirty-ninth st.) is open at



HOME INSURANCE BUILDING.—See Buildings.

all times, free to visitors. There are many beautiful collections in the private mansions of the South side. The largest and best private collections in the city, at present, are those of Albert A. Munger, James W. Ellsworth, Mrs. Henry Field, S. M. Nickerson, P. C. Hanford, C. L. Hutchinson and Charles T. Yerkes. The more important of his pictures were purchased by Mr. Yerkes in 1890, during a visit to Europe, when he devoted himself to the study and selection of pictures. The pictures are first-class examples of the masters of the Dutch school, Rembrandt, Van Dyck, Rubens, Jan Steen, Van Ostade, Gerard Dow, Ruysdael, and Wonwerman being represented. From the last century there is a head by Grenze, and from the later schools there are important pictures by Millet, Diaz, Daubigny, Detaille, Ziem, Vibert, Albert Stevens, Willems, Charlemonte, and others.

**ART INSTITUTE OF CHICAGO ART SCHOOL.**—Located temporarily in the Giles Building, 302 Wabash ave. Incorporated May 24, 1879. Officers: Charles L. Hutchinson, president; James H. Dole, vice-president; Lyman J. Gage, treasurer; N. H. Carpenter, secretary; W. M. R. French, director. Teachers: W. M. R. French, director; John H. Vanderpoel and Frederick W. Freer and Miss A. D. Kellogg, drawing and painting, life and antique; Miss Caroline D. Wade, still life classes; Miss Lydia P. Hess, antique and Saturday classes; Miss Pauline A. Dohn, antique; N. H. Carpenter, perspective; Lorado Taft, modeling; Louis J. Millet, architecture and designing; Walter F. Shattuck, architecture and mathematics; Miss Grace Dutton Long, assistant in designing; Charles E. Boutwood, Louis O. Jurgensen and Edward W. Hoehn, evening classes. **ARRANGEMENT OF CLASSES.**—Arrangement of classes is as follows: Head and costumed life class; drawing and



[Engraved for The Standard Guide Company,  
THE LA SALLE STATUE, LINCOLN PARK.

[See Page 316.]



painting from the costumed model, daily, 9 to 12 a. m., 1 to 4 p. m. *Nude Life Class*: Drawing and painting from the nude daily. Women, 8:30 to 12 a. m., men, 1 to 4 p. m. *Painting from Still Life*: Oil and water color, daily, 9 to 12 a. m., 1 to 4 p. m. *Classes in the Antique*: Drawing from the cast, elementary and advanced, daily, 9 to 12 a. m., 1 to 4 p. m. *Modeling*: Monday, Wednesday and Friday, 1 to 4 p. m. Room open for practice daily, 9 to 12 a. m., and 1 to 4 p. m. *Perspective*: The last six weeks of the Fall and Winter terms, Wednesday and Friday, 3 to 4 p. m. *Saturday Sketching Class*: Saturday, 9 to 12 a. m. This class is free to all students. *Artistic Anatomy*: Fall and Spring terms, 12:30 to 1:30 p. m. Monday and Wednesday. *Ornamental Designing*: Daily, 9 to 12 a. m., 1 to 4 p. m. *Saturday Class*.—Intended for children and teachers; Miss Lydia P. Hess, teacher, assisted by Miss Matilde Vanderpoel, Miss Jeanette Buckley, Miss Bertha S. Menzler, Miss Jean Miner, Miss Kate Burton, Miss Margaret Davies, Miss Augusta Mott, Miss Ada Walter, Miss Louisa Russell. *Evening Life and Antique Classes*: Monday, Wednesday and Friday evenings, 7 to 9:30; Charles E. Boutwood, Louis O. Jurgensen and Edward W. Hoehn teachers. *Class Lectures on the Construction and Relation of the Human Features*: The last eight weeks of the fall and winter terms, 12:30 to 1 p. m., Tuesday and Thursday; J. H. Vanderpoel, lecturer. *Architectural Class*: Daily, 9 to 12 a. m., 1 to 4 p. m. For particulars of this class see special circular. *Class Lectures on Antique Sculpture*: During winter term, 4 to 5 p. m., Lorado Taft, lecturer. *Composition*: Inspection of compositions, Friday noon, J. H. Vanderpoel. *Drawing from Objects in Pen-and-Ink and Pencil*: Daily 3 to 4 p. m. *Afternoon Sketch Classes*: From life in any medium, daily, 4 to 5 p. m., wholly managed by students, and open to the whole school. The school room opens from 8:30 a. m. to 5 p. m. Regular school hours, 9 to 4 p. m. Fall term, September 26 to December 17. Winter term, December 26 to March 18; Spring term, March 20 to June 10. Pupils may enter the elementary class at any time without examination. Tuition fees admitting students to all classes for which they are qualified, are: Every day each week for one term, \$25; three days each week, for one term, \$20; two days each week, for one term, \$15; evening life class, \$8 a term; evening antique class, \$6 a term; Saturday class, 10 to 12 a. m., \$5 a term. In the architectural class, students are received only for the full time, \$25 for a term of 12 weeks. Pupils are required to furnish their own material, except easels and drawing boards, which are furnished free. The cost of drawing material is about \$4, and the cost of material for painting about \$10 a term. Board for non-resident students may be obtained at from \$4 to \$5 per week.

**OBJECT OF ART INSTITUTE.**—The object of the Art Institute is to maintain a school and museum of art. The art school re-opens its classes Sept. 26, 1892, for its fourteenth year. The museum contains a large and carefully selected collection of casts of sculpture, pictures, drawings, marbles and other objects of art, to which students have free access. Advanced pupils are permitted to study in the galleries of the museum. Students also enjoy the use of a library of works upon fine art, and of the principal art journals. The school rooms are among the best arranged and best lighted in the country. Every student is expected to hand in examples of the month's work at the end of every four weeks, to be inspected by the board of teachers and returned with written comment and advice. There are exhibitions of students' work every year.

**CHICAGO SOCIETY OF ARTISTS.**—Rooms located on the seventh floor of the new Athenaeum building, 16 to 26 Van Buren st. There are fourteen studios fitted up for the purpose of the society. Officers: Pres., Chas. E. Boutwood; vice-pres., Edger Cameron; sec'y, A. F. Brooks; financial sec'y, and treas., Wm. W. Vernon. Directors: Edger Cameron, Wm. Schmedtgen, A. F. Brooks, Jules Guerin, Herbert E. Butler, E. J. Wagner, Chas. E. Boutwood. Membership consists of, professional artists, associates, and annual members. It holds four exhibitions annually, all of which are open to the public, free of charge. "The Charles T. Yerkes prizes," \$300 and \$200, for the best oil paintings exhibited by local artists, are awarded at the spring exhibition in April. This exhibition is not confined to the membership of the society, but is open



to all competitors. Besides the pictures for sale in the various exhibitions, there is a portfolio of sketches by local artists always open for inspection in the rooms of the society.

**ART STUDENTS' LEAGUE.**—A society comprised of students of the Art Institute, holds frequent meetings for friendly intercourse and improvement.

**Astronomical Observatories.**—The Astronomical Society of Chicago, was organized in Bryan's Hall, Dec. 8, 1862. The object of the society was to found and maintain an astronomical observatory as an integral part of the old University of Chicago. J. Y. Scammon had agreed to pay for the erection of a building in which to house the apparatus. Willam H. Wells, the Superintendent of the Public Schools of Chicago, who had often lectured on astronomy before coming here from the East, was one of those named from the platform in Bryan Hall in the first list of members. He and one or two others discovered that the largest refracting telescope in the world, recently made by the firm of Alvan Clark & Sons to the order of a university in Louisiana, was thrown back on the hands of the makers through inability to pay for it. A little agitation sufficed to convince the other gentlemen interested that the Chicago Astronomical Society ought to secure that telescope if possible, and in the ensuing February (1863) it was purchased for the society by Thomas Hoyne, a member, who made a special visit to the East for that purpose. The telescope came here as soon as the building could be finished for its reception, and until September, 1873, its 18½-inch object glass and 18-foot focal length marked it as the biggest in the world, while it was also universally conceded to be the best at the date named. A telescope of twenty-six inches diameter was later mounted at the National Observatory in Washington, and since then successive improvements have left the Chicago instrument far in the rear so far as size is concerned. The biggest refracting telescope in existence is the one at the Lick Observatory in California, the object glass of which is thirty-six inches in diameter, but when the 40-inch glass ordered for the new university is mounted in position Chicago will, for the second time, have the largest and best telescope in the known world. Of those who resolved thirty years ago to form an astronomical society T. B. Bryan, who owned the hall in which the meeting was held (on Clark st., opposite the Court House), N. S. Bouton, W. W. Boyington, E. B. McCagg, W. H. Turner, L. B. Sidway, E. W. Blatchford, George C. Walker and C. F. W. Yunge still survive (1893). The telescope is now mounted in the observatory of the Northwestern University, at Evanston, a suburb of Chicago.

**CHICAGO ASTRONOMICAL SOCIETY.**—President, Elias Colbert; secretary, H. C. Ranney; treasurer, Murray Nelson; director, Professor G. W. Hough. This society was organized in November, 1863. It owns the celebrated "Dearborn University" telescope, the object lens of which was made by Alvin Clark, and which is now in possession of the Northwestern University at Evanston.

**"DEARBORN" OR NORTHWESTERN OBSERVATORY.**—The observatory is a stone building eighty-one feet in length by seventy-one feet in breadth, includes a dome for the great equatorial telescope, a meridian circle room, a library, and eight additional rooms for other purposes. The great Dearborn telescope, an equatorial refractor, was made by Alvan Clark & Sons, of Cambridge, Mass., in 1861. This instrument was the largest refractor in the world until a few years ago, and now has a few superiors. The observatory will be open to visitors on Thursday evening of each week by previous arrangement with the director. Visitors may also be admitted at other times by making special arrangements with the president of the university or the director of the observatory. The location of the observatory is on the lake shore, about half a mile north of the main buildings of the university.

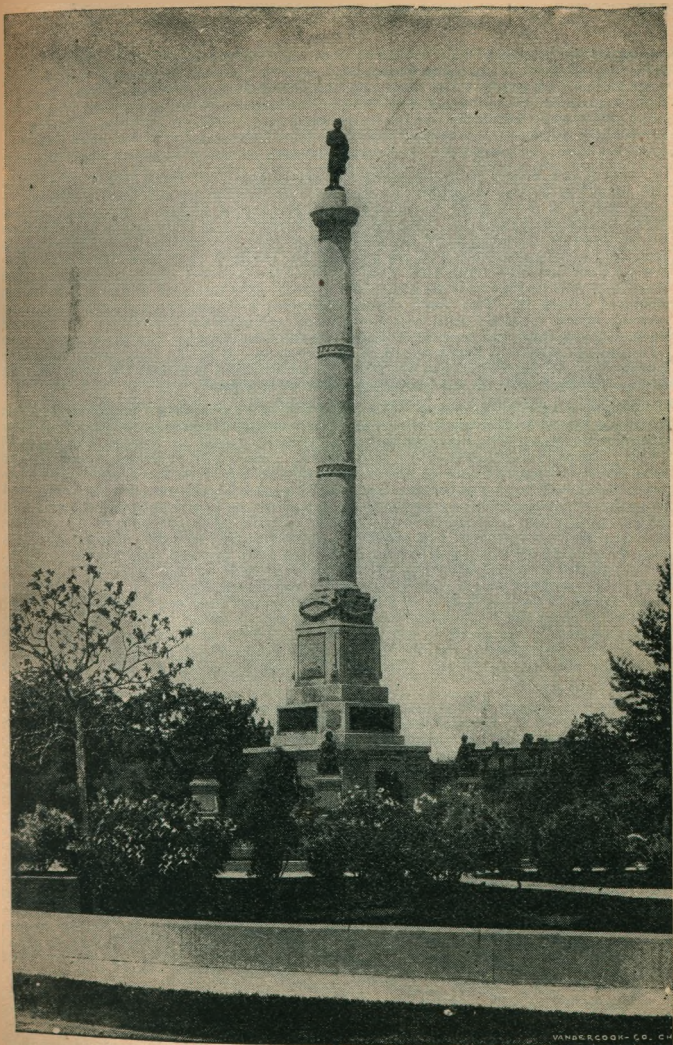
**KENWOOD PHYSICAL OBSERVATORY.**—One of the best equipped astronomical stations in the country. Dedicated 1892. The observatory is located at Grand blvd. and Forty-sixth st., and is the gift of W. E. Hale, of the Hale Elevatory Company, to his son, George E. Hale, recently graduated from

college. Young Mr. Hale has been a devoted student of astronomical science for several years, and his enthusiasm so interested his father that the latter determined to build an observatory which could justly be so called. The observatory is unique as being the first private investment of the kind in the city. The building and telescope represent an outlay of about \$20,000. The building is a finely decorated structure of two stories. A revolving dome surmounts the whole and electric lights from special dynamos furnish illumination. The telescope is a twelve-inch refracting equatorial. It was built especially to carry the spectroscope. The total length of the instrument is 22½ feet. The rotating dome is 26½ feet in diameter. The telescope was built by Warner & Swasey, of Cleveland, O. The spectroscope was manufactured by J. A. Brashear, of Allegheny City, Penn.

**YERKES TELESCOPE OR UNIVERSITY OF CHICAGO OBSERVATORY.**—In 1892 Charles T. Yerkes, president of the North and West side cable street railway systems, and a very wealthy man, surprised the public by making a voluntary contribution of \$500,000 for the purchase of a telescope for the University of Chicago, the understanding being that the princely donation would meet the cost of the greatest astronomical instrument ever erected. The glass is to be a 40-inch one, 4 inches larger than that of the Lick Observatory in California. It is to be constructed by Warner and Swasey of Cleveland, O., who designed and built the famous thirty-six-inch Lick telescope and the twenty-six-inch telescope for the new naval observatory at Washington. The Lick telescope is now the largest in the world, but the great Yerkes instrument will, when completed, exceed it in power by 25 per cent. The tube will be seventy-five feet long and will weigh about six tons, and the instrument complete not less than sixty tons. [See "University of Chicago," also "Private Art Collections" and "Yerkes Electric Fountain."]

*Halls of Science.*—Two great museums are to be erected in Chicago, each of which will in all probability be thrown open to the public shortly after the close of the World's Columbian Exposition.

**ACADEMY OF SCIENCES.**—Founded in 1857 and incorporated in 1859. One of the most flourishing of Chicago's societies previous to the great fire of '71, in which its entire collection, of priceless value, was lost. After the fire a new building for the collection was erected, but the society was compelled to part with it owing to the heavy debts which it had to bear. It has had a chequered career for the past twenty years, but notwithstanding, it has kept on adding to its collection of birds, mammals, etc. It was given space for its collection in the old Inter-State Exposition building for several years, but the demolition of that structure, to make room for the new Art Institute, left it once more without a home. Work will be commenced this year, however, on a great building for the Academy, to be located inside the main entrance to Lincoln Park, opposite Centre st. The North Park Commissioners have, in addition to granting the site for the building, donated \$25,000 per annum to the Academy of Sciences under certain unimportant stipulations. There are many advantages in favor of Lincoln Park as the site for the new building. The park is the most easily accessible one from the heart of the city; it is more largely attended than any one of the others of our magnificent system. The poor flock to the park every day in the week, particularly Sundays. Matthew Lafin, a wealthy resident of Chicago, donated \$75,000 toward the erection of the building. The new building has been carefully considered with reference to a future enlargement, which may be placed at the rear if so desired. The plans show a dignified and appropriate exterior, three stories in height, with Spanish tile roof. The first story is of brown stone, with pressed brick and terra cotta alcove, massive and rich cornice crowning the whole. An elaborate entrance arch leads to the main stair hall, 35 feet wide and 55 feet long, with marble wainscoting and floor, and ornamental stairs on each side leading to the second story. This hall is spacious and well lighted, and with the objects that may be placed on view, there will be formed a dignified vestibule to the rest of the building. To the right on the first floor is an auditorium 45x58 feet in size, and to the left are the well-arranged offices of the Park Commissioners, and also the offi-



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[Engraved for The Standard Guide Company.]  
DOUGLAS MONUMENT, DOUGLAS PARK.  
[See Page 314.]



ces and laboratory of the Academy. In the second story is a single large room 127x57 feet. This is the museum, and a gallery 12 feet in width surrounds it on all sides. The museum is lighted on all sides and from a skylight and is designed to show such specimens as may be placed in it to the best advantage, the lofty center nave with encircling gallery being the best form for a museum of natural history. The basement will be well lighted, and has been arranged for work and storage rooms and toilet apartments.

**GARFIELD PARK MUSEUM.**—The failure of the West Park Board to secure the location of the Academy of Sciences at Garfield Park [see "Parks,"] resulted in a movement looking to the erection of a great museum in the West Division of the city. The general impression in Chicago is that two or more great museums may be filled from the Columbian Exposition. A building costing \$100,000 will be erected in Garfield Park and filled with relics of this country from the time of the Aztecs down to the present. The building will be five stories high, but beyond this nothing definite has been decided about it. The park commissioners will appropriate \$200,000 and expect some wealthy and public-spirited citizens to contribute an equal sum. A site has been settled upon for the building in the platting of the new part of Garfield Park south of Madison st. It is the intention that the building shall face Madison st., and will be south of it about 100 feet. South of the building will be the parade ground of the park.

**MUSEUM OF ANTIQUITIES.**—When the World's Columbian Exposition was finally allotted to Chicago, one of the paramount questions arising from its distinction was: What monument shall the city build in honor of the great event? Many monuments were suggested. One was a colossal group on the lake front. Another, one of the beautiful buildings to be erected for the fair itself. Others comprehended varieties of structure; but all agreed that the witness of Chicago's pride in her glory as the representative of the nation and of the nations in the quadricentennial of the discovery by Columbus of a new world should at least be approximately worthy. Public opinion has gradually crystallized in one direction and toward one massive pile, whose architectural grandeur should be matched by the intrinsic value of its contents—in a word, it is practically resolved that the city of Chicago shall found in connection with the fair a museum of antiquities which shall approach from the beginning, and in time equal, and possibly surpass, the most famous in the western world. The site of the museum will be the lake front. In this museum will be collected the casts which Greece contributed, with the assistance of the World's Fair management, to the Columbian Exposition.

**TECHNOLOGICAL INSTITUTE.**—At a meeting of the Western Society of Engineers held in March, 1892, in Chicago, a decision was reached to join other societies in establishing here a Technological Institute to cost \$250,000. The proposition made was that capitalists and philanthropists of Chicago would contribute liberally to the construction of such an educational institution, to cost \$250,000, divided as follows: Physical laboratory buildings, \$150,000; museum of mechanical arts, \$50,000; additional equipments, \$50,000; The report continued: The Chicago University has offered to start at once a complete technological institute and to furnish the necessary grounds gratis and to pay all expenses, such as salaries, if the citizens of Chicago will give to them the buildings above proposed and the apparatus and museum as above suggested. The university has already secured \$150,000 for a chemical laboratory and proposes to begin at once expending \$15,000 annually in engineering courses. It will spend annually \$10,000 in the mathematical department, \$12,000 in the chemical department, \$15,000 in the engineering department, and \$37,000 yearly in what is properly technological education. This was discussed favorably and the president was authorized to appoint a committee of seven to act in this connection.

**WALKER MUSEUM.**—Located on the campus of the University of Chicago. This museum is the gift of Mr. George C. Walker, one of the oldest members of the Chicago Academy of Science. The museum cost \$100,000 and is one of the most attractive buildings on the campus. It is three stories high and



fire-proof. The building is constructed of New Bedford brown stone and is situated southeast of the center of the University grounds, near Lexington ave. Its dimensions are 120 by 50 feet, and the general style of architecture is in harmony with the lecture and divinity halls of the college. The interior is finished in red oak and hard maple. On the first floor are the offices of the curator in charge of the museum, and the remainder of the building is devoted to the display of specimens and to a laboratory for their preparation. The building was designed especially for the careful preservation of the treasures to be committed to its care and is well lighted by large windows. The museum is open to the public as well as to the students of the University. The building is situated in the center of a group of college institutions, among which are: Kent Chemical Laboratory, Ryerson Physical Laboratory and Museum, Field Biological Laboratory, the Laboratory of Geology and Mineralogy and the great museum and laboratory of the University itself.

### BANKS AND BANKING.

The banking houses of Chicago may be divided into three classes: (1) *National Banks*, organized under the National Banking Laws of the United States and subject to government supervision. (2) *State Banks*, organized under the laws of the State of Illinois, and subject to State supervision. (3) *Private Banks*, conducted by individuals or firms, and subject to general laws. Many of the state banks are also chartered as *Savings Banks*. Again, there are branches of *Foreign Banks* established here. Bank failures are so rare in Chicago that they may be said to be unknown here. There have been no failures of great consequence since 1877. The total capital of the twenty six National banks of Chicago, as reported on Dec. 9, 1892 was \$23,300,000; the total surplus profits of these banks were \$13,966,325. The increase in capital of Chicago National banks is shown by these figures. In December, 1885, the total capital was, \$12,410,000; in December 1887, \$15,800,000; in December, 1889, \$16,250,000; in December, 1891, \$21,241,680. In December, 1885, the surplus profits of all the National banks then in existence were, \$3,987,551; in December, 1887, they had increased to \$6,500,404; in December, 1889, to \$8,826,415, and in December, 1891, to \$12,469,164.86. The condition of the state banks doing business in Chicago as exhibited by the last report of the auditor of state, shows their total resources to have been \$88,200,554. Their capital stock was \$12,577,000. The total deposits were \$69,162,884. This report was accepted as a favorable one. Savings deposits have increased since Nov. 14, 1891, to Oct. 26, 1892, in the sum of \$4,349,013.

**NATIONAL BANKS.—NAMES AND LOCATIONS OF.**—The National Banks of Chicago, with their location, are as follows [These banks open at 10 A.M. and close at 3 P.M., except on Saturdays, when they close at 2 P.M. Through the summer months and by general arrangement they may close at 1 P.M. on Saturdays, or earlier.]: American Exchange National, Monadnock bldg., Dearborn and Jackson; Atlas National, La Salle, S. W. Cor. Washington; Bankers National, Masonic Temple; Chemical National, Madison and Dearborn sts.; Chicago National, Dearborn st., S. W. Cor. Monroe; Columbia National, La Salle st., Cor. Quincy; Commercial National, Dearborn st., S. E. Cor. Monroe; Continental National, La Salle st., S. W. Cor. Adams; Drovers National, 4,207 S. Halsted st.; First National, Dearborn st., N. W. Cor. Monroe; First National of Englewood, 63rd and Yale sts.; Fort Dearborn National, Adams Exp. bldg., 187 Dearborn st.; Globe National, Rookery bldg., La Salle and Adams sts.; Hide and Leather National, Madison st., S. E. Cor. La Salle; Home National, 184 W. Washington st.; Lincoln National, 59 N. Clark st.; Merchants National, 80 and 82 La Salle; Metropolitan National, La Salle st., S. W. Cor. Monroe; National Bank of America, La Salle st., S. W. Cor. Monroe; National Bank of Illinois, 115 Dearborn st.; National Bank of the Republic, La Salle st., Cor. Quincy; National Live Stock Bank, Union Stock Yards; Northwestern National, S. E. Cor. La Salle

and Adams sts.; Oakland National, 3,961 Cottage Grove ave.; Prairie State National, 110 W. Washington st.; Union National, La Salle st., N. E. Cor. Adams.

**STATE BANKS—NAMES AND LOCATIONS OF.**—The state banks of Chicago, with their locations, are as follows [These banks, with few exceptions, close at 3 P. M. daily]: American Trust and Savings Bank, Cor. La Salle and Madison sts.; Bank of Commerce, 88 to 192 La Salle st.; Commercial Loan and Trust Co., 115-117 La Salle st.; Corn Exchange Bank, 217 La Salle st.; Garden City Banking and Trust Co., La Salle st., Cor. Randolph; Hibernian Banking Association, Clark st., Cor. Randolph; Home Savings Bank, 184 West Washington st.; Hyde Park Bank, Lake ave. and Fifty-third st.; Illinois Trust and Savings Bank, Cor. La Salle and Adams sts.; Industrial Bank, 645 Blue Island ave.; International Bank, 110 La Salle st.; Merchants Loan and Trust Co., Washington st., Cor. Dearborn; Milwaukee Avenue State Banking Co., 409-411 Milwaukee ave.; Royal Trust Co., 167 Jackson st.; State Bank of Chicago, Lake st., Cor. La Salle; The Jennings Trust Co., 185 Dearborn st.; The Northern Trust Co., Washington st., Cor. La Salle; Northwestern Bond and Trust Co., 175-179 Dearborn st.; Union Trust Co., Dearborn st., Cor. Madison; West Chicago Bank, 365 Western ave.; Wetherell Bank, Thirty-first st. and Michigan ave.

**PRIVATE BANKS, NAMES AND LOCATIONS.**—The private banks of Chicago, with their names and locations, are as follows [These banks and banking houses are open usually through the regular business hours, from 9 a. m. to 5 p. m.]: C. C. Adsit, 28-6 and 8 Sherman st.; R. C. Alden & Co., Pullman bldg.; Breese & Cummings, 111-113 Monroe st.; Baldwin & Farnum, Board of Trade bldg.; C. V. Banta, Jr., Stock Exchange bldg.; Edward L. Brewster & Co., Dearborn st., Cor. Monroe; Campbell & Campbell, Room 120 Illinois Bank bldg.; Cahn & Straus, 128 La Salle st.; H. Classenius & Co., 82 Fifth ave.; William O. Cole & Co., 140 Washington st.; Counselman & Day, 238-240 La Salle st.; Charles E. Crombie, 115 Monroe st.; Dominick & Dickerman, 115-117 Monroe st.; E. S. Dreyer & Co., Dearborn st., Cor. Washington; Albert Durham, 179 La Salle st.; Dwiggin, Starbuck & Co., 221 La Salle st.; W. N. Evans, 158 Dearborn st.; Farson, Leach & Co., 115 Dearborn st.; Foreman Bros., 128-130 Washington st.; Fred G. Frank & Bro., 99 Washington st.; Greenebaum Sons, 116-118 La Salle st.; Henry & D. S. Greenebaum, 92 La Salle st.; C. Granville Hammond, 1 Sherman st.; N. W. Harris & Co., 163-165 Dearborn st.; Chas. Henrotin, 169 Dearborn st.; Herman Herbst, 167 Dearborn st.; Hinkley & Tilden, 502 West Madison st.; Hunt, Edward S. Adams Express bldg.; Jamieson & Co., 187 Dearborn st.; Kennett, Hopkins & Co., 1 Board of Trade bldg.; Edward Koch, 158 Dearborn st.; B. B. Lamb, Stock Exchange bldg.; George A. Lewis & Co., 132 La Salle st.; Lobdell, Farwell & Co., 213 Dearborn st.; A. Loeb & Bro., 120 La Salle st.; H. E. Lowe & Co., Stock Exchange bldg.; Leopold, Mayer & Son, 157 Randolph st.; Meadowcroft Bros., Washington st., Cor. Dearborn; Municipal Investment Co., First National Bank bldg.; C. L. Niehoff & Co., 49 La Salle st.; Peterson & Bay, Randolph st., Cor. La Salle; W. T. Rickards & Co., 71 Dearborn st.; Herman Schaffner & Co., 100-102 Washington st.; P. E. Stanley, Chemical Bank bldg.; Schaar, Koch & Co., 2603 Halsted st.; Schwartz, Dupee & McCormick, 2 Board of Trade bldg.; Lazarus Silverman, 93-95 Dearborn st.; A. O. Slaughter & Co., 111-113 La Salle st.; Snyder & Co., Dearborn st., Cor. Randolph; H. C. Speer, 237 La Salle st.; Townsend, J. J., Adams Express bldg.; Union Investment Co., The Inter-Ocean bldg.; Valentine & McAvoy, 184 Dearborn st.; Walker & Co., 21 Pacific ave.; Walker & Wrenn, 225 La Salle st.; Wasmansdorff & Heinemann, 145-147 Randolph st.; A. W. Wheeler, 167 Dearborn st.; Wilson & Sturges, Rookery bldg.; William B. Wrenn, 82 Washington st.; John S. Woollacott, 119 Dearborn; Wise, Henry, 611 Stock Exchange bldg.; Wright, Geo. E., Stock Exchange bldg.

**SAVINGS BANKS.**—The Savings banks (many of which are included in the list of State banks), with their localities, are as follows: American Trust and Savings Bank, Cor. La Salle and Madison sts.; Central Trust and Savings Bank, 155 Washington st.; Chicago Trust and Savings Bank, 122 and 124 Washington st.; Dime Savings Bank, 104 and 106 Washington st.; Globe Sav-



[Engraved for The Standard Guide Company.]  
FIRST NATIONAL BANK BUILDING.  
[Office of Dunlap, Smith & Co.]

ings Bank, Cor. Dearborn and Jackson sts.; Hibernian Banking Association, Clark st. Cor. Randolph; Home Savings Bank, Halsted st. Cor. Washington; Illinois Trust and Savings Bank, Cor. La Salle and Adams sts.; Prairie State Savings and Trust Co., 45 South Desplaines st.; Union Trust Co., Dearborn st., Cor. Madison.

**FOREIGN BANKS.**—The foreign banking houses having branches in this city are as follows: Bank of Montreal, Woman's Temple; Bank of Nova Scotia, Dearborn near Adams, st.; Scandinavian Exchange Bank, 58 La Salle st.; Comptoir National d'Escompte de Paris, 84 and 86 Washington st.

### BANKS, NATIONAL.

There are twenty-six national banks in Chicago, the united capital of which, at the close of 1892, was \$23,300,000; surplus fund, \$13,966,325. These banks are in the hands of the leading financiers, merchants and manufacturers of the city, are organized under the national banking laws and are subject to government supervision. [N. B.—The figures given, with relation to capital stock, surplus funds and undivided profits, are those returned to the United States Comptroller in the last report of the National Banks for 1892.

*American Exchange National Bank.*—Organized May, 1886. Present officers; John B. Kirk, president; Wm. C. Selpp, vice-president; G. F. Bissell, second vice-president; A. L. Dewar, cashier; R. M. Orr, assistant cashier. Capital, \$1,000,000; surplus fund, \$200,000; undivided profits, \$144,655.47. Location, Monadnock bldg., Dearborn and Jackson sts.

*Atlas National Bank.*—Officers: President, W. C. D. Grannis; vice-president, C. B. Farwell; cashier, S. W. Stone; assistant cashier, W. S. Tillotson. Directors: Uri Balcom, R. C. Clowry, C. B. Farwell, R. J. Bennett, Joseph Austrian, W. C. D. Grannis, J. C. McMullin, A. A. Munger, Wm. M. Van Nortwick, C. P. Libby, J. T. Chumasero.

*Bankers National Bank.*—Organized 1892. Present officers: E. S. Lacey, president; D. B. Dewey, vice-president; John C. Craft, cashier; Capital, \$1,000,000. Location, Masonic Temple.

*Chemical National Bank.*—Successor to the Chemical Trust and Savings Bank, founded May, 1880. Location, Hartford bldg., Madison and Dearborn sts. Capital, \$1,000,000; undivided profits, \$44,755.55. Present officers: J. O. Curry, president; A. T. Ewing, vice-president; C. E. Braden, cashier; G. E. Hopkins, assistant cashier.

*Chicago National Bank.*—Officers: President, John R. Walsh; cashier, William Cox; assistant cashier, F. M. Blount. Directors: A. McNally, Adolph Loeb, H. H. Nash, C. K. G. Billings, F. Madlener, Ferd. W. Peck, J. R. Walsh. Capital, \$500,000; surplus fund, \$500,000; undivided profits, \$104,879.88. Location, S. W. Cor. Dearborn and Monroe sts.

*Columbia National Bank.*—Opened for business February 16, 1891. Present officers: L. Everingham, president; W. G. Bently, vice-president; Zimri Dwiggin, cashier; J. T. Greene, assistant cashier. Directors: Malcolm McNeill, E. S. Conway, H. D. Cohn, C. W. Needham, Peter Kuntz, J. D. Allen, L. Everingham, W. G. Bently, Z. Dwiggin and J. M. Starbuck. Capital, \$1,000,000; surplus fund, \$15,000; undivided profits, \$83,406.55. Location, Insurance Exchange bldg., La Salle and Adams sts.

*Commercial National Bank.*—Location southeast cor. of Dearborn and Monroe sts.; organized December, 1864. Present officers:—Henry F. Eames, president; O. W. Potter, vice-president; John B. Mayer, cashier; D. Vernon, assistant cashier. Capital, \$1,000,000. Surplus fund \$1,000,000. Undivided profits \$257,667.25.

*Continental National Bank.*—Organized March 5, 1883. Present officers—Directors: John C. Black, Calvin T. Wheeler, Richard T. Crane, Henry C. Durand, William G. Hibbard, Henry Botsford, James H. Dole, George H.



Wheeler, J. Ogden Armour, Isaac N. Perry; president, John C. Black; second vice-president, Isaac N. Perry; cashier, Douglas Hoyt; assistant cashier, Ira P. Bowen. Banking house, La Salle and Adams sts. Semi-annual dividends of 3 per cent. are paid January first, and July first. Capital \$2,000,000; surplus fund, \$350,000; undivided profits, \$232,885.66. Location, southwest cor. of La Salle and Adams sts. M. Calvin T. Wheeler, one of Chicago's foremost business men and financiers, was the organizer of this bank and its first president. He was succeeded in 1887 by Mr. Black, who has been connected with the bank since its organization. He was its first cashier, and was actively instrumental in perfecting the system inaugurated for the transaction of the business of the bank with the greatest convenience to its customers.

*Drovers National Bank.*—Organized, 1883. Present officers:—S. Brinthal president; John Brown, vice-president; W. H. Brinthal, cashier. Capital, \$250,000; surplus fund, \$50,000; undivided profits, \$52,616.22. Location, Union Stock Yards.

*First National Bank.*—Organized, November, 1863. Present officers: Lyman J. Gage, president; James B. Forgan, vice-president; Richard J. Street, cashier. Directors: Saml. M. Nickerson, E. F. Lawrence, S. W. Allerton, F. D. Gray, Norman B. Ream, Nelson Morris, James B. Forgan, L. J. Gage, Eugene S. Pike, A. A. Carpenter. Capital, \$3,000,000; surplus fund, \$2,000,000; undivided profits, \$1,436,305.69. Location, northwest Cor. Dearborn and Monroe sts.

*First National Bank of Englewood.*—Present officers: J. R. Embree, president; E. L. Roberts, vice-president; Frank B. Warren, cashier; Directors, J. J. Nichols, J. M. Johnson, C. H. Nights, H. P. Murphy, W. H. Sharp, C. H. Caldwell, V. E. Prentice. E. L. Roberts, J. R. Embree, Capital, \$100,000; surplus profits, \$12,274. Location, Englewood, Chicago.

*Fort Dearborn National Bank.*—John A. King, president; L. A. Goddard, cashier. Capital, \$500,000; surplus fund, \$50,000; undivided profits, \$33,754.21. Location, 187 Dearborn st.

*Globe National Bank.*—Commenced business Dec. 22, 1890. Capital \$1,000,000, surplus, \$80,000. Present officers: Oscar D. Wetherell, president; Melville E. Stone, vice-president; D. A. Moulton, cashier; C. C. Swinborne, assistant cashier. The directors, comprising well-known business men and capitalists, are as follows: Melville E. Stone, late editor the *Chicago Daily News*; Gustavus F. Swift, president Swift & Co. packers; William H. Harper, manager Chicago & Pacific Elevator Company; Robert L. Henry, president Keystone Palace Horse-Car Co.; James H. Pearson, capitalist; Everett W. Brooks, lumber manufacturer; James L. High, attorney-at-law; Amos Granis, contractor; Oscar D. Wetherell. Location, The Rookery, LaSalle and Adams sts.

*Hide and Leather National Bank.*—Organized in 1872, received its charter as a National Bank in 1878. Present officers: Charles F. Grey, president; H. A. White, vice-president; Thos. L. Forrest, assistant cashier. Capital, \$300,000; resources, \$2,113,318.05; surplus fund, \$100,000; undivided profits, \$16,024.28. The individual deposits amounts to \$1,317,568.67. Directors, George C. Benton, William L. Grey, C. H. Morse, Hugh A. White, J. V. Taylor, George M. Lyon, P. P. Mathews, Charles F. Grey, O. F. Fuller. Location of banking house, LaSalle and Madison sts.

*Home National Bank.*—Officers: A. M. Billings, president; J. C. McMullin, vice-president; H. H. Blake, cashier. Capital, \$250,000; surplus fund, \$100,000; undivided profits, \$181,500.11. Location, 184 W. Washington st.

*Lincoln National Bank.*—Organized March, 1887. Present officers: V. C. Price, president; E. S. Noyes, cashier; J. R. Clarke, assistant cashier. Capital, \$200,000; surplus, undivided profits and dividends, unpaid at last report, \$23,666.48. Location, 59 N. Clark st.

*Merchants National Bank.*—Organized December, 1863. Present officers: Chauncey J. Blair, president; Frederick W. Crosby, vice-president; Henry A. Blair, second vice-president; John C. Neely, cashier. Directors: C. J.

# CONTINENTAL NATIONAL BANK,

LA SALLE STREET, COR. ADAMS,

CHICAGO.

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**Capital and Surplus,                      \$2,400,000.00**

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**A General Foreign Exchange Business Transacted.**

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## ***OFFICERS.***

JOHN C. BLACK, President.  
ISAAC N. PERRY, Second Vice-President.  
DOUGLASS HOYT, Cashier.  
IRA P. BOWEN, Assistant Cashier.  
ALVA V. SHOEMAKER, Second Ass't Cashier.

## ***DIRECTORS.***

JOHN C. BLACK.	CALVIN T. WHEELER.
WILLIAM G. HIBBAR.	RICHARD T. CRANE.
GEORGE H. WHEELER.	HENRY C. DURAND.
HENRY BOTSFORD.	JAMES H. DOLE.
J. OGDEN ARMOUR.	ISAAC N. PERRY.



[Engraved for The Standard Guide Company.]  
CONTINENTAL NATIONAL BANK BUILDING.  
[See Insurance Exchange Building, Page 179, and "Banks."]

Blair, William Blair, H. A. Blair, W. F. Blair, M. A. Ryerson, F. W. Crosby. Capital, \$500,000; surplus, \$1,500,000; undivided profits at last report, \$384,573.67. Location, 80 and 82 La Salle st.

*Metropolitan National Bank.*—Organized May 12, 1884. Present officers: E. G. Keith, president; Wm. Deering, vice-president; W. D. Preston, cashier; H. H. Hitchcock, assistant cashier; Edw. Dickinson, second assistant cashier. Directors: Wm. Deering, A. C. Bartlett, Edson Keith, W. J. Watson, E. T. Jeffery, John Dupee, E. Frankenthal, G. B. Shaw, E. G. Keith, W. D. Preston, W. A. Fuller. Capital, \$2,000,000; surplus fund, \$1,000,000; undivided profits, \$121,642.97. Location, La Salle and Monroe sts.

*National Bank of America.*—Organized January 1, 1883. Present officers, Isaac S. Lombard, president; Martin B. Hill, vice-president; Edward B. Lathrop, cashier; Chas. A. Tinkham, assistant cashier. Capital stock, \$1,000,000; surplus fund, \$250,000; undivided profits, \$45,908.62. Location, La Salle and Monroe sts.

*National Bank of Illinois.*—Organized July, 1871. Present officers: George Schneider, president; W. A. Hammond, cashier; Carl Moll, assistant cashier; Henry D. Field, 2d assistant cashier. Directors, S. B. Cobb, Walter L. Peck, Wm. R. Page, George E. Adams, Charles R. Corwith, W. D. Kerfoot, Frederick Mahla, R. E. Jenkins, Albert A. Munger, William A. Hammond, George Schneider. Capital stock, \$1,000,000; surplus, \$1,000,000; undivided profits at last report, \$123,255.78. Location, 111, 113, 115 and 117 Dearborn st.

*National Bank of the Republic.*—Organized August, 1891. Present officers: President, John A. Lynch; vice-president, A. M. Rothschild; cashier, W. T. Fenton. Capital, \$1,000,000; surplus fund, \$25,000; undivided profits, \$58,429.60. Average deposits per month over \$2,000,000. Location, La Salle st., south of Quincy.

*National Live Stock Bank.*—Present officers: Levi B. Doud, president; George T. Williams, vice-president; Roswell Z. Herrick, cashier; Gates A. Ryther, assistant cashier. Directors: John B. Sherman, Levi B. Doud, Irus Coy, Geo. T. Williams, Roswell Z. Herrick, Daniel G. Brown and Samuel Cozzens. Capital, \$750,000; surplus fund, \$500,000; undivided profits, \$128,235.85. Location, Union Stock Yards.

*Northwestern National Bank.*—Organized August, 1864. Present officers: E. Buckingham, president; W. F. Dummer, vice-president; F. W. Gookin, cashier; F. W. Griffin, assistant cashier. Directors: Ebenezer Buckingham, Edward E. Ayer, William F. Dummer, Marshall M. Kirkman, and Franklin H. Head. Capital, \$1,000,000; surplus fund, \$500,000; undivided profits, \$134,889.54. Location, La Salle and Adams sts.

*Oakland National Bank.*—Present officers: Horace B. Taylor, president; Arthur W. Allyn, vice-president; J. J. Knight, cashier. Capital, \$50,000; surplus fund, \$5,000; undivided profits, \$12,127.45. Location, 3,961 Cottage Grove ave.

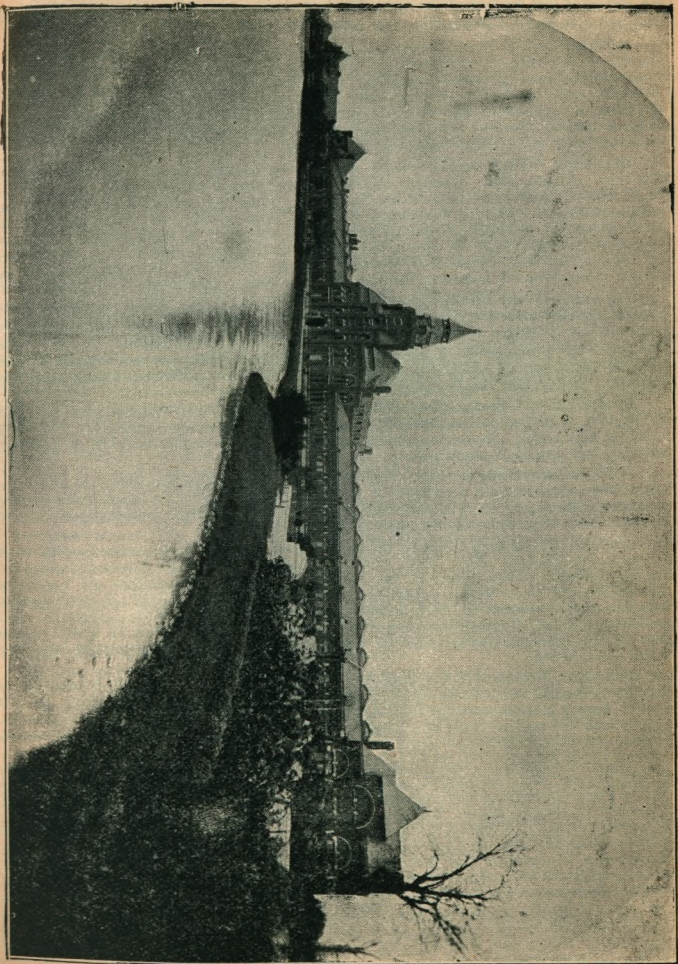
*Prairie State National Bank.*—Present officers: James W. Scoville, president; George Woodland, vice-president; George Van Zandt, cashier. Capital, \$200,000; surplus fund, \$9,000; undivided profits, \$1,246.07.

*Union National Bank.*—Organized, December 1864. Present officers: John J. P. Odell, president; David Kelley, vice-president; August Blum, cashier; W. O. Hipwell, assistant cashier. Paid up capital, \$2,000,000; surplus fund, \$750,000; undivided profits, \$140,000. The deposits of the Union National average above \$10,000,000. This bank has always ranked among the most wisely managed financial institutions of the country. It has had a succession of able financiers for its presidents. [See "Guide."] Location, Home Insurance bldg., La Salle and Adams sts.

## BANKS, STATE AND PRIVATE.

Many of the leading state and private banking houses of the city are referred to below. Some of the state banks operate upon capital as large





[Engraved for The Standard Guide Company.]  
ADMINISTRATION BUILDING, PULLMAN.

[See "Pullman." ]

as the leading national banks. The state banks are under state control. The private banks are subject to general laws.

*Adolph Loeb & Bro., Bankers.*—Established over thirty-three years ago, since which time the house has been doing an extensive mortgage loan, real estate and general banking business. The house was founded by Adolph Loeb, and shortly afterward he associated with himself his brother William. Two years ago Julius Loeb and Edward G. Pauling were admitted into the firm. Loeb & Bro. are bankers of large capital and the very highest standing in Chicago commercial circles.

*American Trust and Savings Bank.*—Organized under the laws of the State of Illinois, 1889. Capital, \$1,000,000; surplus, \$150,000. Present officers: G. B. Shaw, president; Franklin H. Head, vice-president; J. R. Chapman, cashier; W. L. Moyer, assistant cashier. Directors: William J. Watson, T. W. Harvey, Adolph Kraus, Franklin H. Head, S. A. Maxwell, J. H. Pearson, C. T. Trego, Ferd W. Peck, William Deering, G. B. Shaw, V. A. Watkins, E. L. Lobdell, C. T. Nash, Joy Morton, George E. Wood, William Kent, S. A. Kent. Location of banking house, Owings bldg., Dearborn and Adams sts.

*Avenue Savings Bank.*—Location, Thirty-first st. and Michigan ave. This institution is owned by George L. Magill, its president, and Louis Kruse, its cashier. It pays 4 per cent. interest to saving depositors.

*Bank of Commerce.*—Incorporated, March 9, 1891, as successor to the private banking house of Felsenthal, Gross & Miller. Capital stock paid up, \$500,000. Location, 108 LaSalle st.

*Central Trust and Savings Bank.*—Present location, Washington st. and Fifth ave. Cash Capital, \$200,000. In banking department receives deposits subject to check. In savings department receives deposits of \$1.00 and upward, 4 per cent per annum.

*Charles Henrotin, Banker and Broker.*—One of the founders of the Chicago Stock Exchange, and one of the heaviest brokers in local and outside stocks in Chicago. A promoter of some of the largest enterprises of the times. Location of banking house, 169 Dearborn st.

*Chicago Trust and Savings Bank.*—Under the supervision of the State of Illinois, organized May, 1885. Capital paid in, \$400,000. Present officers: D. H. Tolman, president; P. E. Jennison, cashier. Location of banking house, N. E. Cor. Washington and Clark sts. [N. B.—This banking house has been the subject of a vast amount of most unfavorable criticism. Its president, D. H. Tolman, has been frequently charged with, and sued in the courts for, alleged unfairness in business and sharp practice in dealing with his clients.]

*Comptoir National d'Escompt de Paris.*—Agency at 84 and 86 Washington st. This bank, which is one of the largest financial institutions in the world, has a paid-up capital of 75,000,000 francs. Its head office is in Paris, but it has branches in all the principal cities of France; also in Australia, India, China and Madagascar.

*Corn Exchange Bank.*—Organized 1872; re-organized 1879; capital, \$1,000,000; surplus, \$1,000,000. Present officers: Charles L. Hutchinson, president; Ernest A. Hamill, vice-president; Frank W. Smith, cashier. Directors: Charles L. Hutchinson, Byron L. Smith, Charles Counselman, Sidney A. Kent, John H. Dwight, Edwin G. Foreman, Ernest A. Hamill, Charles H. Wacker, B. M. Frees, Charles H. Schwab, Edward B. Butler. The Corn Exchange is one of the great banking houses of the city and for over eighteen years has ranked among the leading financial institutions of the West. Location of banking house, Rookery bldg., Adams and LaSalle sts.

*Dime Savings Bank.*—Organized under State supervision; incorporated April, 1869. This is exclusively a savings bank, and ranks high among Chicago's financial institutions. Location of banking house and safety vaults, 104-106 Washington st.

*E. S. Dreyer & Co., Bankers.*—Established over twenty years ago, and one of the leading banking houses of the city. The firm is composed of E.

Dreyer and Robert Berger. A specialty is made of mortgage loans, though the house does a general banking business. Location, N. E. Cor. Dearborn and Washington sts.

*Foreman Bros., Bankers.*—Founded thirty years ago, by the father of the present proprietors of the house, Edwin G. Foreman and Osear G. Foreman. A banking institution that has maintained a high standing through the adverse as well as prosperous times in Chicago history, for over a quarter of a century. Foreman Bros. receive deposits, buy and sell mortgages and other investment securities, and make a specialty of loans on real estate. Location of banking house, 128 and 130 Washington st., near Chamber of Commerce, opposite City Hall.

*Globe Savings Bank.*—Organized, 1890. Capital paid in \$200,000. Savings accounts bear interest at 4 per cent per annum. Four interest days each year—January 1st, April 1st, July 1st, October 1st. Deposits on or before the 4th of the month bear interest from the 1st. C. W. Spalding, president; Edward Hayes, vice-president; J. P. Atgeld, second vice-president; W. S. Loomis, assistant cashier.

*Greenebaum Sons, Bankers.*—Location Nos. 83 and 85 Dearborn st. This house was established nearly forty years ago by the senior member of the firm, Mr. Elias Greenebaum, who with his three active sons, H. E. Greenebaum, M. E. Greenebaum, and J. E. Greenebaum comprise the firm. So many years of heavy increasing growth have naturally built up an immense patronage for this bank. All the various branches of a conservative banking business are transacted by this firm. In the line of loans they have earned great distinction. Being the oldest bank in this branch of the business, having made a specialty of negotiating loans on Chicago real estate since the very infancy of our great city, they have largely aided in making Chicago what it is to-day. First class Chicago mortgages are popular and desirable investments, combining safety and a fair rate of interest. Having long experience and available capital they are always able to select the best securities for investors, whose interests are carefully and promptly attended to; they can also give favorable terms to borrowers. Besides dealing in investment securities, bonds, etc., they buy and sell foreign exchange and issue letters of credit available in the principal cities of the world.

*Guarantee Company of North America.*—Established 1872. Head office, Montreal. Location in Chicago, The Temple. Total assets, \$755,946. Directors for Chicago:—L. J. Gage, president First National Bank; R. R. Cable, president Chic. R. I. & P. R. R.; Hon. J. Russell Jones, ex-pres. West side Ry.; C. T. Wheeler, ex-president Continental National Bank; W. D. Preston, cashier Metropolitan National Bank.

*Illinois Trust and Savings Bank.*—Organized under the laws of the State of Illinois, August, 1887. Capital stock paid in, \$2,000,000; surplus, \$1,500,000; additional liabilities of its stockholders, \$1,000,000; total amount pledged for the security of depositors, \$5,500,000. Present officers: John J. Mitchell, president; John B. Drake, vice-president; William H. Mitchell, 2d vice-president; W. H. Reid, 3d vice-president; James S. Gibbs, cashier; B. M. Chattel, assistant cashier. Directors: L. Z. Leiter, William G. Hibbard, John B. Drake, John J. Mitchell, John McCaffery, J. C. McMullin, W. H. Reid, William H. Mitchell, D. B. Shipman. Among the stockholders of the bank are the wealthiest capitalists and merchants of Chicago, including L. Z. Leiter, J. Russell Jones, Marshall Field, Albert Keep, Philip D. Armour, Robert Law, J. C. McMullin. Location, S. E. Cor. La Salle and Adams sts.

*Industrial Bank of Chicago.*—Located in its new fire-proof building, 652 Blue Island ave., near the corner of Twentieth st. Commenced business August 10, 1891. A general banking business is transacted. Situated in the most important industrial district in Chicago, three miles southwest from the business center, and has a population of over 80,000, the need of a bank here has long been felt by the leading lumbermen, manufacturers and business men and is now fully appreciated by liberal support. This institution also conducts the Industrial Safety Vaults, having one of the finest burglar and fire-proof vaults in the city, with a capacity of 2,000 boxes. The bank is



governed by the following board of directors: Louis Hutt, lumberman; B. M. Hair, of Hair & Ridgeway, lumbermen and box makers; W. O. Goodman, of Sawyer, Goodman & Co., lumbermen; J. B. Goodman, of Sawyer, Goodman & Co., lumbermen; A. H. Andrews, of A. H. Andrews & Co., manufacturers of office furniture; H. D. Cable, president of the Chicago Cottage Organ Co.; D. S. Tate, lumberman; John G. Schaar and General A. L. Chetlain. Its officers are: President, A. L. Chetlain; first vice-president, Louis Hutt; second vice-president, B. M. Hair; cashier, John G. Schaar; assistant cashier, J. E. Henriques.

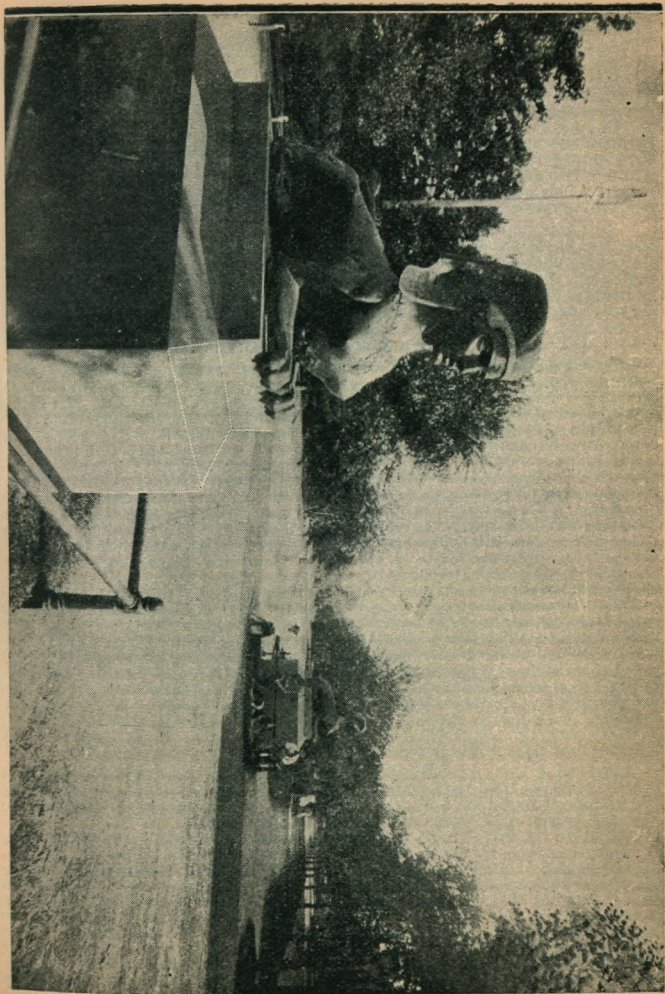
*International Bank.*—Organized October 21, 1868, as the International Mutual Trust Company, and was changed to its present name in 1871. The first officers were: Frances A. Hoffman, president; Julius Busch, vice-president; and Rudolph Schloesser, cashier. Present officers: B. Loewenthal, president; Leo. Fox, vice-president; Bernhard Neu, cashier. Mr. Loewenthal, the president, became connected with the bank in 1870.

*Meadowcroft Bros., Bankers.*—Established 1860. This banking house offers every facility for individuals or merchants who contemplate opening an account or making changes. Aside from the ordinary conveniences of having banking connections the depositor can make his selection from different classes of deposit contracts, either certificates bearing interest or special deposits with interest. Those desiring safe investment for their funds can be supplied with good real estate securities, or have orders for any bonds or stocks executed. The bank is enabled to offer the advantages of European correspondents, both in buying and selling. Location, N. W. Cor. Dearborn and Washington sts.

*Merchants Loan and Trust Company.*—Organized under the laws of the State of Illinois, in 1857. Capital, \$2,000,000; surplus, \$1,000,000; undivided profits, \$613,430. The trustees are: Marshall Field, C. H. McCormick, John DeKoven, Albert Keep, John Tyrrell, Lambert Tree, J. W. Doane, P. L. Yoe, George M. Pullman, A. H. Burley, E. T. Watkins, Erskine M. Phelps, Orson Smith. Present officers: J. W. Doane, president; Orson Smith, vice-president; F. C. Osborn, cashier. This is the oldest and one of the greatest banking houses in Chicago. The Merchants Loan and Trust Company does the general work of a modern trust company and that of a bank of discount as well.

*Milwaukee Avenue State Bank.*—Location Milwaukee ave. and Carpenter st. Take Milwaukee ave. cable line. Capital, \$250,000. Successor to the banking house of Paul O. Stensland & Co., the leading financial institution of the northwestern section of the city. The former bank had built up a very large business with the tradespeople of Milwaukee ave. and the great manufacturing concerns contiguous to that important thoroughfare. For this reason it became necessary to increase its capital stock and facilities, and an organization under the State banking laws was effected on September 15, 1891, when the Milwaukee Avenue State Bank was incorporated. The officers of the bank are: President, Paul O. Stensland; vice-president, Andrew C. Lausten; cashier, Charles E. Schlytern; attorney, Donald L. Morill. Directors: John P. Hansen, F. H. Herhold, William Johnson, M. A. LaBuy, A. C. Lausten, John McLaren, Thomas G. Morris, John Schermann, John Smulski, Paul O. Stensland and Soren D. Thorson. The stockholders are all representative business and professional men. Among the more prominent are: Franklin S. Anderson, of John Anderson Publishing Co.; John P. Hansen, cigar manufacturer; F. Herhold & Sons, chair manufacturers; A. J. Johnson & Sons, furniture manufacturers; William Johnson, vessel owner; Peter Kiolbassa, city treasurer; Andrew C. Lausten, president Northwestern Lead & Oil Co.; Richard Prendergast, attorney; Morris Rosenfeld, capitalist; Jesse Spaulding, president Spaulding Lumber Co.; Paul O. Stensland, Soren D. Thorson, of Central Manufacturing Co., and John R. Walsh, president Chicago National Bank. The capital stock of the bank is \$250,000; undivided profits at last report, \$29,591.42. This bank does a general business and in addition has a savings department. Teachers, clerks, artisans and wage-workers generally, will find this a convenient and safe





[Engraved for The Standard Guide Company.]

LINCOLN PARK, CLARK STREET ENTRANCE.

[See "Parks,"]

place for their savings. Deposits received in this department in amounts of one dollar and upwards, and interest allowed at the usual rates. This bank sells exchange and money orders on foreign countries at the lowest market rates. Drafts, payable on demand, drawn on all principal cities in Europe, and remittances made to any address without risk to the purchaser. Foreign money bought and sold. Connected with this bank are the Milwaukee ave. Safe Deposit vaults, where private boxes for the safe keeping of documents and other valuables, are rented at \$5.00 per year. Entrance through the bank. The high standing and popularity of the president of the bank in his capacity of a private citizen, brings to the institution, of which he is the head, the confidence of the public. Mr. Stensland's time is given almost wholly to the conduct of this institution, and it gives promise of ranking among the great banking houses of the city before very long.

*Northern Trust Company.*—Organized under the jurisdiction and supervision of the State of Illinois, August, 1889. Capital fully paid in \$1,000,000. Present officers: Byron L. Smith, president; Charles L. Hutchinson, vice-president; Arthur Heurtley, cashier; Frank L. Hankey, assistant cashier. Directors: A. C. Bartlett, J. Harley Bradley, H. N. Higinbotham, Marvin Hughitt, Charles L. Hutchinson, A. O. Slaughter, Martin A. Ryerson, Albert A. Sprague, Byron L. Smith. Location of banking house, Chamber of Commerce building, S. E. Cor. Washington and La Salle sts.

*Peabody, Houghteling & Co.,* 59 Dearborn st., Investment Bankers.—Some years before the fire of 1871 the extensive business done by this firm in mortgage loans upon real estate in Cook county had its origin. Mr. Benjamin E. Gallup was associated with Mr. Peabody in the business, under the firm name of Gallup & Peabody, until 1875 or 1876. The firm earned a high reputation for ability and conservatism, and enjoyed the confidence of a large list of investors. From and after January, 1876, Mr. Gallup's connection with the business having terminated, the business was conducted under the firm name of Francis D. Peabody & Co. Mr. James L. Houghteling became a partner in the business January 1, 1885, and since the name of the house has been as indicated in the caption of this sketch. Their business has kept pace with the growth of the city, and they are now reputed to do the leading business in mortgage loans in this city. They are known to exercise the greatest care in the valuations of real estate offered for loans, in the examination of titles and in ascertaining the character and responsibility of borrowers. By reason of their long experience, fair dealing, promptness and available capital, they are enabled in all conditions of the money market to select the best securities and to deal with the most responsible class of borrowers. They have contributed very largely in making loans upon Chicago property, the most popular and desirable of investments. Their clientele, already very extensive, is rapidly growing, and embraces some of the most prominent financial and educational institutions, both in the East and in Chicago. The first mortgages (principal and interest payable in gold) they have constantly in hand are bought largely for the investment of trust funds, where safety and a fair rate of interest can be combined.

*Peterson & Bay, Bankers.*—Established 1873. Andrew Peterson and Geo. P. Bay, owners; deal in investment securities, foreign exchange, mortgage loans, make collections and do a general real estate business. Location of banking house, S. W. Cor. La Salle and Randolph sts.

*Schaffner & Co., Bankers.*—Established January, 1878. One of the largest and most responsible private banking houses in the country. Herman Schaffner and A. G. Becker, proprietors and managers. Makes a specialty of handling commercial paper and dealing with manufacturing and business firms. Annual business transacted, about \$35,000,000. Its business is not confined to the securities and paper of this country, but is has extensive foreign dealings as well. The firm has few equals in the amount of the actual moneyed transactions made in any of the eastern cities. The successful handling of the immense amount of paper as shown by a single year's business, is as highly gratifying as it is commendatory of the financial ability and acumen of the members of the firm. Location, 100 Washington st.

*Slaughter, A. O. & Co.*—Located at 111-113 La Salle st. (Chamber of Commerce bldg.). A. O. Slaughter and William V. Baker, proprietors. Mr. Slaughter has been in business here for over twenty-five years, and is considered the best informed authority on railroad bonds and stocks in the city. Mr. Baker is of the old firm of Baker & Parmele, which started as bankers and brokers in 1886. Mr. Parmele died in May, 1890. The firm of A. O. Slaughter & Co. was established in July, 1890. This house ranks among the most solid and reliable institutions of Chicago. Mr. Slaughter's prominence in social and business circles is indicative of the high estimation in which he is held on all sides. Mr. Baker takes a foremost position among the skillful bank executives of the city. The management of the finances of many great enterprises has been intrusted to this firm during recent years. It is considered one of the most carefully conducted private banking establishments in the country.

*State Bank of Chicago.*—Located at the N. E. Cor. La Salle and Lake sts. (Marine bldg.). Formerly the private banking house of Haugan & Lindgren, established originally 1879. New bank established February 10, 1891. Cash capital, \$500,000. Officers: H. A. Haugan, president; John. H. Dwight, vice-president; John R. Lindgren, cashier.

### BUILDINGS, THE NOTABLE STRUCTURES.

During our ten days trip around the city, we have seen many of the great structures which have made Chicago famous abroad. Some of these were described at length, others merely noticed as we passed by them. A complete list of the notable public and private structures of the city is given below, with something of their dimensions, architecture and history. A great deal of interesting information regarding the Chicago or "Chicagoesque" type of architecture, the method of constructing the steel frame buildings, etc., will be found in the Ten Days Trip, or guide department of this volume. [For statistical matter with reference to real estate and buildings, see "Appendix."]

**STEEL CONSTRUCTION.**—Chicago is rapidly becoming a city of steel from the enormous quantity of that material used in the great down-town buildings. This extensive use of rolled steel for the skeletons of massive skyscrapers has not only revolutionized the style of building, but it has as well created a new industry. The Chicago Opera House was the first fire proof building in the city in which this radical departure in building rules was made. The floor beams were those first used of steel. The columns were of cast iron. Then followed the Rookery, Counselman, Gaff and Board of Trade buildings, all with steel beams and cast iron columns. But steel is gradually replacing cast iron for columns. The Rand-McNally building was the first in which steel was used exclusively. But the Monadnock, Pontiac, Caxton, Northern Hotel, Masonic and Temperance Temples, the new Athletic Club building, the Ashland building, the Cook County Abstract building and the Fair building, are all steel structures. The steel used besides the beams and columns is found in the frames of bay windows, roof work, supports for roofs—in fact, everything that assists in holding the weight of the building. The foundations also are of steel.

**WHERE THE STEEL COMES FROM.**—This steel comes from various points. Almost all the heavy steel rails used in foundations are made by the Illinois Steel Company here in Chicago. These are the regular rails in use on rail-ways. Rails are made to weigh from sixty to eighty pounds to the yard in length. The seventy-five pound rails are the ones used in foundations. Those foundations are laid deep, of tiers of rails crossed, and are extended always into the street or alley beyond the building line, the distance varying according to the height and weight of the building. To illustrate: Under the Fair building foundation rails reach out twelve feet under the street and nine feet under the alley. Of the steel beams 90 per cent. comes from Pitts-

burg, from the mills of Carnegie, Phipps & Co. and Jones & Laughlin. A heavy trade in beams is also done in Pottsville, Pa.; Trenton, N. J., and Phoenixville, Pa. Certain sizes of steel beams are made by the Illinois Steel Company.

**COST OF STEEL BUILDING.**—Steel columns and beams are worth \$75 a ton delivered in Chicago. The combination price of steel beams is \$3.20 a hundred pounds without any fittings, Chicago delivery. Small materials in steel for such as windows and roof work cost from 3 to 5 cents a pound. The price on steel varies but little, as the mills have an agreement and there are but trifling deviations. As to relative cost of a steel-ribbed building to-day and one of the best styled structures, say, ten years ago, the modern one is the more expensive, for labor is costlier now than then. What really gave birth to this steel style of construction was the fact that none of the downtown Chicagoans wanted to leave the center of the city. Land space grew more valuable and taller buildings became a necessity. The principal advantage of steel ones over the old style construction is that the building can be made higher with safety. The style is lighter and stronger than the old method, too. Steel is succeeding cast iron. This is largely due to the fact that there is no practicable way of testing cast iron, while there is of steel. None of the manufacturers have ever made a machine to test cast iron. Cast iron columns are cast hollow while lying horizontally. The metal which is poured in, by running round the core to the bottom first, may press the core upward, so that on cooling the upper side of the column may be thinner than the under side. Again, there may be air bubbles form between two currents of molten metal. What inspection is made is to look for those two defects. One method to determine the thickness is to bore small holes through the column, but there is absolutely no way to discover those air bubbles. The only other test is to set the column on end and bring an enormous hydraulic pressure to bear on it. Cast iron columns are fastened together in the building by bolts screwed on, while steel columns are riveted together in the building with red-hot rivets. This makes the structure more solid.

**TESTING STEEL COLUMNS.**—The manner of testing steel is thorough. The steel used is the Bessemer, and is rolled between wheels under a tremendous pressure. Air bubbles are pressed out. The columns are not round. They are made in plate form and riveted. They can be seen on all sides so as to determine their thickness. The inspection is elaborate. The inspectors take a quantity of ore out of each "blow" and test it as to the quality of the steel it will make. If it is not up to the requirements builders take no steel made from that "blow." It is inspected and tested again when the steel is made and again while it is being put together, and if found defective at any point it is not used. Again, every piece of structural steel is numbered; not only that, but the ore is designated that shall go into a certain piece of steel. So thoroughly is this followed in detail and recorded that a builder by referring to his office record can trace back the course of any piece of steel in a building through the three stages of inspection, back to its original ore shape. In case of an accident he could thus locate the responsibility.

**INSPECTION OF STEEL.**—One of those inspections tests the breaking power of the steel, and builders load a building above one-fifth of that breaking power. In calculating so as to insure safety, they figure first on the straight downward pressure, then on the resistance of the wind. Besides this, on the tops of all these big office buildings are great water tanks to furnish water to run elevators and for the bowls, as the city water pressure does not drive water to the top of the sky-scrapers. Those full tanks are of tremendous weight. There must be extra support for their weight. Then the strain on an elevator is enormous at times. If filled with people, it is going down rapidly and suddenly stops, the columns supporting that elevator must be extra strong or something will break. There are dozens of things that must be allowed for. It's a trade, a profession by itself, and there's plenty of room for thinking in it. Every precaution is taken to guard against accident and to assure safety; that is to say, among those architects and





[Engraved for The Standard Guide Company.]  
THOMSON TAYLOR SPICE CO'S BUILDING.  
[See "Western Industry."]

builders of the city who have devoted great time to this class of structures and whose names are identified in the public mind with this Chicago style of architecture.

*Adams Express Building.*—Location, east side of Dearborn st., between Monroe and Adams sts. A beautiful office structure of massive proportions. Elegantly finished.

*American Express Building.*—Location, south side of Monroe st., between Dearborn and State sts. A massive solid granite structure erected by the American Express Company for the accommodation of its central office, and as an office building.

*Armour Institute.*—Location, Armour ave. near 33d st. Five stories high. Cost, \$500,000. [See "Armour Training School."] The new building faces the Armour Mission and the Armour Flats. Absolutely no expense has been spared in its erection. There is a beautiful and lavish use of marble, the wainscoting being of that material on every floor, and marble columns and arches appearing in profusion. In the basement is placed the electric plant, and here are located the students in forging and iron work. On the first floor is a superbly lighted library, sixty feet square. Wood-working rooms and the rooms for reception and for the president of the institute are also located here. On the second floor are the chemical laboratory, the chemical lecture room, the physical laboratory, the physical apparatus room, the physical lecture room, and electrical rooms. The third floor is used by students in free-hand drawing, mechanical and architectural drawing, and in commerce and business. The fourth floor is devoted to the domestic sciences—there being departments of cooking, dressmaking, millinery, and kindred studies. On this floor are also recitation, lecture, and class rooms. At one end of the fifth floor is the gymnasium—60x53 feet. At the other end is the technical museum. Connecting the two are dressing-rooms for the gymnasium and elaborate bath-rooms fitted up in white marble.

*Art Institute.*—Location, Lake Front, site of the old Inter-State Exposition building, main entrance foot of Adams st. Within easy walking distance of all railroad stations, street car terminals, hotels, etc., in the heart of the business center. This magnificent structure takes the place of the old Art Institute, Michigan ave. and Van Buren st., which has passed into the possession of the Chicago Club. The design of the new institute was prepared by architects Shipley, Rutan and Coolidge, in accordance with the ideas of the Committee on Buildings. The structure has a frontage of 320 feet on Michigan ave., the main depth is 175 feet, with projections making 208 feet. The plan is that of a parallelogram. It consists of two stories; the first being devoted to plaster casts, sculptures, busts, models, etc.; the second to pictures, being lighted by skylights from above. The main galleries are 27 feet wide and the second galleries 12 feet wide. The main staircase is directly in front as the visitor enters. On one side is a lecture room capable of seating 1,000 people, and on the other a library in which are kept the reference books pertaining to art. The plan of the picture galleries is similar to that of the statuary halls below, except that most of the rooms are lighted by skylights. The whole building is constructed of Bedford limestone, with a base of granite extending to the water table. The lower portion is rusticated as far as the top of the first floor. Above this is a plain band of chiseled stone, and surmounting this are panels filled with statuary. Surmounting this are an entablature and cornice richly decorated, the effect of which is highly increased by the plain surface below. The idea of the interior is to keep the main masses plain and simple, grouping the richness in certain places which are important in the design of the building. The roof is of copper and glass and presents an ornate and artistic appearance. The entrance hall is marble, and the principal feature is the grand staircase, which is fifty feet square. This is lighted by a large skylight overhead, and an arcade is formed by arches on all four sides. The marble work of the staircase is white, and the decoration is in keeping with it. The vestibule is in marble and mosaic, and beyond this is the entrance hall, which is in marble with mosaic floors and ceiling. The gal-

eries lead out from this from either side, and are entered through arched openings. The plans provided for the use of hollow brick inner walls overlaid with one and one-half inch planks, covered with canvass, which allows heavy pictures to be screwed to the walls where most convenient. The building is lighted by electricity, and all modern improvements are used. It has been decided by the Art Institute Trustees not to build the grand staircase and central wing until after the close of the World's Fair. The present staircase is a double one, eight feet wide, and will furnish ample room. The building stands as far back from the Michigan ave. sidewalk as it can be placed, and furnish room for a roadway between it and the Illinois Central tracks. The entrance to the vestibule is through three arched openings. The funds for the construction of the Art Museum were derived from three sources. The Art Institute, by the sale of its old building to the Chicago Club, realized \$275,000; the World's Fair Directory contributed \$200,000, and Charles L. Hutchinson, president of the Art Institute, raised by private subscription \$120,000. This makes a total of \$595,000.

*Ashland Block.*—Location, N. E. Cor. Clark and Randolph sts. Planned by Architect D. H. Burnham. Property leased from A. G. Alexander, of Louisville, Kentucky, by R. A. Waller, of this city, and L. Broadhead, of Kentucky, for a term of years. This building is sixteen stories high, with a frontage on Clark st. of 140 feet and 80 feet on Randolph st. The exterior is classical. The windows of the lower stories are recessed and end in an arch at the third story. The principal entrance is from Clark st. and is twenty-one feet wide. This extends to a height of two and a half stories and is finished in terra cotta of a delicate design. The first story has eight stores on the Clark st. side and three on Randolph st. The second floor contains several spacious banking rooms 17 feet high and the remaining floors are divided into about 350 offices. Seven elevators are placed in the rear hall of the building. This building was ready for occupancy in May, 1892.

*Athenæum Building.*—Location, 18 to 26 Van Buren st. A magnificent structure erected for the Athenæum ("The Peoples College"). A portion of the building is given up to art studios, the Chicago Society of Artists, etc. [See "Educational."]

*Athletic Club Building.*—Location, Michigan ave., between Madison and Monroe sts. The building was just about completed when a fire very nearly destroyed it. It would have been wholly destroyed were it not a fire-proof structure. As it was, however, the walls and floors were practically unharmed, although everything of a combustible nature in the interior went up in smoke. The idea of organizing the Chicago Athletic Association and providing for it a suitable home originated with one or two of its present members in January, 1886. The object of the association is to encourage manly sports and to promote physical culture. Its present membership is about 2,000, including many of the leading business and professional men of the city. The building was begun in February, 1891; it contains the largest and best equipped athletic club house in the United States, and its cost was over \$500,000. The ground upon which it stands measures 80x172 feet. The building is of a substantial character, with a front of yellowish brick and gray stone in venetian style, with tall diamond-cut windows covering the fourth and fifth floors, which are thrown into one so as to give ample height to the gymnasium. The eighth story has balconies large enough to set tables and chairs upon for those who want to enjoy the fresh air and the prospect upon Lake Michigan. That floor is used for the dining rooms. The ninth and tenth stories have no windows, being lighted by skylights, as they are set apart for the ball courts. The basement contains eight bowling alleys, reaching under the sidewalk; a shooting gallery running the whole depth of the building; a bicycle storage room, with lockers, and connected by an incline with the bicycle club room on the first floor; large storage and repair rooms and the boilers and machinery. The first story is reached by a spacious vestibule in the center of the front, with the business office and reception and coat rooms on either side. A large hall at the top of the steps opens into the lavatory, barber shop and dressing rooms, back of which are



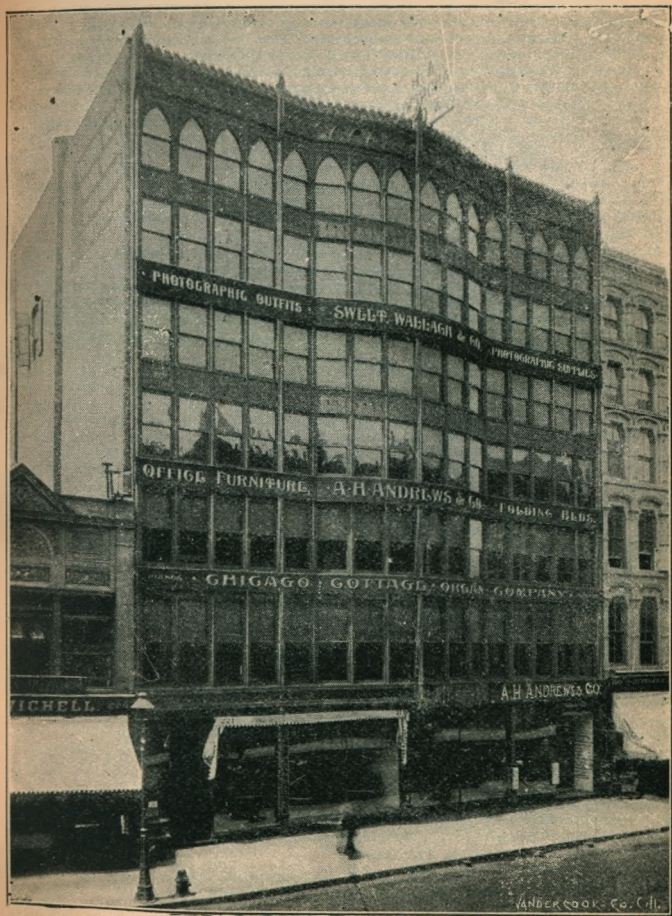
the Turkish and Russian baths, a swimming tank measuring 40 by 60 feet, and a lounging room. Another door leads from the hall to the bicycle club room, which has a separate entrance from the street to admit wheelmen and their machines, the object being to make it convenient for bicyclists to ride up to the door of the building, store their machines, put on their business suits and leave their wheels there during the day. The second story consists of a large hall in front, with a cafe at the south end, separated by a colonnade and a billiard room with six tables. Between the two main rooms are small apartments for the billiard-markers, and lavatory and serving room. The third floor contains a library and reading room at the southeast end, with two club rooms adjoining, lavatory, drying rooms, linen room and office. The rear half is given up to thirty-seven baths, with 1,500 lockers and 106 dressing rooms. The gymnasium occupies the fourth and fifth stories. These rooms are used for special apparatus, leaving for the gymnasium proper a larger space than is given in any other similar institution in the country. The running track is on a balcony at the height of the fifth story, so as not to interfere with the work of gymnasts. The length of the track is ten laps to the mile. The sixth and seventh stories are occupied by bed rooms, sixty-six in number, with the necessary baths and other requisites. The eighth story is taken up by dining rooms, there being one large general dining room and several private rooms, with the store rooms, kitchen, etc., in the rear. The balconies on this floor can be used by dinner parties. The ninth and tenth stories are thrown into one and contain two racquet courts, a tennis court and five courts with a parlor and marker's rooms. Everything is finished with more regard to substantiality than elegance.

*Auditorium.*—Location, Wabash ave. Congress st. and Michigan blvd., within walking distance of the principal hotels, railroad stations and street car terminals. Total street frontage on Wabash ave., Michigan ave. and Congress st., 710 feet; height of main building (10 stories), 145 feet; height of tower above main building (eight floors), 95 feet; height of lantern tower above main tower (two floors), 30 feet; total height, 270 feet. The Auditorium building includes: First—The Auditorium, permanent seating capacity over 4,000; for conventions, etc. (for which the stage will be utilized), about 8,000. Second—Recital Hall, seats 500. Third—Business portion, consists of stores and 136 offices, part of which are in the tower. Fourth—Tower Observatory, to which the public are admitted (25 cents for adults, 15 cents for children). U. S. Signal Service occupies part of the 17th, 18th and 19th floors of the tower. These departments of the building are managed by the Chicago Auditorium Association. Fifth—Auditorium Hotel, has 400 guest rooms. The grand dining-room (175 feet long) and the kitchen are on the top floor. The magnificent banquet hall is built of steel, on trusses, spanning 120 feet over the Auditorium. [See "Auditorium Hotel."] The hotel is leased and managed by the Auditorium Hotel Company, J. H. Breslin, of New York, president; R. H. Southgate, vice-president and manager.

**AUDITORIUM ENTRANCE.**—The Auditorium has several entrances, but the main one is on Congress st. The arches spring from four marble columns, whose immense size is lost sight of in the general effect. Passing through the bronze doors the spectator finds himself in a court whose beauties compare with anything in the building. Marble, bronze carvings, stained glass and gold have been fashioned into a design worthy of the structure of which it forms a part. The floor is inlaid in marble mosaic work of intricate designs. Huge polished shafts of glittering marble are set off by carvings and bronzes. A thousand people are easily accommodated in it.

**AUDITORIUM LOBBY.**—The first adequate idea of the grandeur of the Auditorium and the general style of its decorations is obtained on entering the lobby. Here is in itself a vast hall, with a score of polished marble columns supporting arches, which form a fine perspective. The floor is marble mosaic worked into complicated designs. An examination of this floor and a knowledge of the seemingly endless labor required to lay it is instructive





[Engraved for The Standard Guide Company.]  
A. H. ANDREWS & CO., 215 WABASH AVE.  
[See "Western Industry."]

as showing the magnitude of the work. For the first time in the United States the mosaic has been introduced on a large scale. Those who have admired the results attained in the Rookery building will know what to expect from the Auditorium. No more daring thing was ever attempted in decorations. There was but one precedent. The lobby shows it to advantage, although the effect is modified by the more brilliant colors of the marbles. Some of the finest marble ever brought to the United States is utilized in the construction of the grand staircases which open from the right side of the lobby. The most exacting care was taken in the selection of this marble. Every slab is a painting in itself. The grand staircase is marble, mahogany, bronze and gold. It is one of the finest examples of skill in the United States. The lobby is plain but none the less beautiful. The solid ivory color of the walls is kept from becoming monotonous by the use of a limited amount of gold leaf. The general impression is one of vastness and anticipation. Five entrances lead from the lobby to the parquet. The grand staircase leads to the foyer, from which point probably the best general view of the hall can be had.

**AUDITORIUM RECITAL HALL.**—Recital Hall is finished in ivory and gold, and the decorations are fully up to the high standard fixed in the Auditorium. This hall is used for rehearsals, concerts, lectures, etc. Within the hall are 500 seats, though at first sight the impression is that there are not half that number. The sky-light is a pretty piece of work, in which the stained glass artist is seen at his best. The shafts are decorated in gold ornaments, and in all the room not a line foils.

**THE AUDITORIUM.**—The designers were not hampered for lack of room. Their instructions were to make a perfect opera house, and neither time nor money was spared in the work. The distinguishing triumph attained was the designing of a grand opera house with every facility for entrance and exit. Eight thousand people can enter and leave the building in five minutes. There are fourty-four figures in the proscenium arch-painting, and every one of them is worthy of an hour's study. The two mural paintings are companion pieces, and help to convey to the visitors the inspiration of the artist. In the mural paintings, attempt has been made to symbolize what is poetic in every-day life; the proscenium group or procession is allegorical, but not in the line of the hackneyed subjects generally introduced in works of the kind. Next to the proscenium arch the two mural paintings, which fill the grand arches on opposite sides of the opera house, form the finest decorative features of the Auditorium. The two paintings conform to the sentiments of the work above the proscenium; they are twenty-four feet wide at the base and twenty and a half feet in height. On the south wall is "Spring," the morning of life. Below the painting is the inscription:

"Oh, soft, melodious springtime,  
First-born of life and love."

On the north wall is "Autumn and Winter," the decadence of life.

"A great life has passed into the tomb,  
And there awaits the requiem of winter's snow."

The stairs which lead into the foyer are worthy of mention. Massive columns of marble stand on either side of a broad stairway formed of marble, bronze and rosewood. The floor of the foyer is laid in Italian mosaic work, which glows like precious stones under the hand of the polisher. The forty boxes are finished in plush and silk. The drop curtain, with its hundreds of yards of satin and plush and the beautiful gold effects produced thereon. [See "Auditorium Theatre."]

**TOWER, THE AUDITORIUM.**—On clear, pleasant days the visitor can obtain a magnificent and comprehensive view of Chicago and its environs by taking a trip to the Auditorium tower. From this point the outlines of three states skirting on Lake Michigan are visible—Illinois, Indiana and Michigan. Michigan City is plainly discernible to the southeast when the atmosphere is clear. South Chicago, with its immense rolling mills, seems close at hand. To the north, Graceland and Rose Hill cemeteries, the beau-

tiful suburban villages which dot the north shore, and Evanston, with its University group, are plainly seen. In the summer season Lake Michigan, stretching out before, you presents an animated appearance. To the left, almost at your feet, is the mouth of the Chicago river, from which or toward which propellers, schooners and excursion boats are constantly moving. Fare to top of tower, 25 cents. Take elevator at Congress street entrance to the Auditorium. Telescopes are furnished free to visitors. [For other information concerning the Auditorium, see "The Guide," fifth day.]

*Auditorium Annex or Congress Hotel.*—Location, S. W. Cor. Michigan blvd. and Congress st.; 10 stories high; little exterior ornamentation. The exterior features are three round corner bays, running up through the building and the heavy overhanging cornice. There are two immediate bays on the Michigan ave. front and four on the Congress st. front. The building resembles the Lexington hotel at Michigan blvd. and Twenty-second st. Two entrances open from the Michigan ave. side. The main entrance opens into a lobby which is located in the center of the building under a light court 60x80 feet. The steam heating and electric lighting plants are in a building partially detached from the main structure. It is on the south line of the property on a lot which will be left unimproved to give air and light. A marble-lined tunnel beneath Congress st. connects this building with the Auditorium hotel. [See "Hotels."]

*Ayers Building.*—Location, 166 to 172 State st. Stores beneath; business and professional offices above. A handsome business block.

*Board of Trade Building.*—Location, foot of La Salle st., between Pacific ave. and Sherman st. The immense size and architectural beauty of the structure will attract the stranger's attention. It covers an area of 200 by 174 feet, and is built of gray granite. The beautiful front is surmounted by a tower which tapers to a pinnacle 322 feet above the pavement. On the top of this tower is the largest weather-vane in the world, a lake schooner 15 feet in length, with rigging in proportion. From the street below it does not appear to be a fifth of this size. Visitors are admitted to the tower, from which a grand bird's eye view of the city and the lake may be obtained. On the first floor are settling rooms, private offices, telegraph offices, etc. Above these is a great exchange hall, the dimensions of which are 174 by 155 feet. Some idea of the vastness of this room may be obtained from the knowledge that one of the largest five-story blocks in the city could be accommodated within it. The interior decorations are elegant. There are two galleries, one for the public and one for invited guests. Admission to the former may be gained within business hours. From this gallery a perfect view may be had of the operations on the floor, operations which it would be impossible to describe and impossible for the average visitor to understand. Admission to the floor is granted only on rare occasions, and by the secretary of the Board of Trade. The rear portion of the building is given over to offices.

*Boyce Building.*—Location, adjoining the University Club building, on the west side of Dearborn st., between Washington and Randolph sts. This structure replaces the old Stewart-Bentley building which was built soon after the fire, and was torn down to make room for the new improvement. The ground covered is 40x90 feet. The building is of handsome appearance and is lighted from three sides. It is surmounted by a high gabled roof, a feature rather unusual in office buildings, although adopted by the architect of the beautiful Herald building. This building cost \$250,000. It is of steel construction with a front of brick, terra cotta and plate glass. Five floors are occupied by the Boyce Publishing house. The remainder are divided into offices.

*Brother Jonathan Building.*—Location, 2 Sherman st., opposite Board of Trade. A lofty office building of the class erected in this vicinity, after removal of Board of Trade. A fine structure, but lacking in the more costly finish of many recently erected office buildings.

*Bryan Block.*—Location, N. W. Cor. of La Salle and Monroe sts. An old fashioned but prominent office building. Occupied principally by insurance agencies. To be torn down.

*Calumet Building.*—Location, La Salle, between Monroe and Adams sts. One of the first of the great office buildings erected in the Board of Trade district. Massive but not as elegantly finished as its neighbors.

*Caxton Building.*—Location, west side of Dearborn near Harrison st., a beautiful office building, occupied by printers, publishers, etc.

*Central Manufacturing Block.*—Location, Market st. between Madison and Washington sts. A great building occupied by small manufacturers.

*Central Music Hall Building.*—Location, S. E. Cor. State and Randolph sts.; erected in 1879 by a stock company, its list of stockholders comprising many of the wealthiest and best known citizens in Chicago. Its object was "to promote religious, educational and musical purposes, the culture of the arts, and to provide for public amusements and entertainments." The leader in this then novel enterprise was its first manager, the late George B. Carpenter, whose rare taste and judgment, as well as his experience and success as a manager, well qualified him for the task to which he devoted so much time and thought. The architect chosen to embody these ideas in plans for the building was Mr. D. Adler, senior member of the present firm of Adler & Sullivan, and so admirably adapted was the construction of the building for the purposes of its erection, it immediately became widely known for its high standard of excellence, and has maintained its popular favor. It has a frontage of 125 feet on State st. and 150 feet on Randolph st., its central location rendering it easily accessible from all parts of the city. It is built of grey cut stone, has a wide and massive entrance of white marble, is six stories in height, and contains, besides the large auditorium from which the building derives its name, a small recital hall known as Apollo Hall, twelve stores, seventy offices. [See "Amusements."]

*Central Union Block.*—Location, N. W. Cor. Madison and Market sts. extending to the river. Built for the accommodation of light factories, manufacturers, agents, etc.

*Chamber of Commerce Building.*—Location, S. E. Cor. La Salle and Washington sts.; thirteen stories high; cost, with ground, \$1,650,000. This is one of the most elegantly fitted and arranged office buildings in the city. The floors all open on to an interior court, and the entire building inside is flooded with light from the roof. It is unique in design, beautiful in construction. A full description is given in the "guide" department of this book.

*Chemical Bank Building.*—Location, east side of Dearborn between Washington and Randolph sts. An elegant structure occupied by Greenebaum & Sons, bankers, and office tenants. Owned by the Abstract Safety Vault Co.

*Cisco Building.*—Location, 84 Washington st. A handsome office structure.

*Citizens Bank Building.*—Location, 119 and 121 La Salle st. A remodeled structure.

*City Hall.*—Location, Washington, La Salle and Randolph sts., adjoining the Court House, and connected with it by arcades. Constructed, like the Court House, on the French renaissance style of architecture. Constructed of massive blocks of Bedford stone, relieved on the exterior by plain columns of polished granite. The main entrance, on La Salle st., is very elaborate. The fault found with this structure, as well as with the Court House, is that it is too heavy in construction; the walls are so deep as to prevent reception of sunlight, and a dark interior is the result. The interior is finished in marble; the great staircases are of steel; the floor of marble tiling. Here are located the offices of the mayor and superintendents and chiefs of the various city departments and bureaus. [See "Court House." also "Guide."]

*Cobb's Building.*—Location, 120 to 128 Dearborn. An office structure of the fire period.





[Engraved for The Standard Guide Company.]  
TITLE AND TRUST BUILDING. MEAD & COE, AGTS.  
[See Page 196, and "Mead & Coe."]

*Columbus Memorial Building.*—Location, S. E. Cor. State and Washington sts. Fourteen stories high. Building and ground valued at \$2,000,000. Two floors are contained in the ornamental space above the cornice. The building covers a frontage of 100 feet on State st. and 90 feet on Washington st. It is a mercantile and office building combined, and at the same time a work of the highest art. W. W. Boyington, architect. Some of the features of this beautiful structure are unique, and all are attractive. On the top of the structure is a glass globe, six feet in diameter, with the outlines of two continents worked upon it in colors. From sunset to sunrise inside that globe a 10,000 candle-power electric light burns at an elevation of 250 feet, a beacon light that can be seen in clear weather at a distance of fifty miles or more. Two beautiful mosaics, made in Venice expressly for this building, may be seen in the rear of the two State st. stores. Each is nearly the width of the store and is 20 feet in height. One of the designs represents the disembarkation of the discoverer in the new world, and the other his reception at the court of Barcelona after his return. These mosaics are pronounced by critics to be magnificently executed. The decorations of the entire building are elaborate and mostly in mosaic. The main entrance is the most beautiful of any Chicago building. The mosaic work is in designs allegorical of the life of the great discoverer, all drawn expressly for this building.

*Commerce Building.*—Location, 10 Pacific ave. One of the great office buildings peculiar to the Board of Trade district.

*Commercial Building.*—Location, 14 and 16 Pacific ave. One of the Board of Trade group of high office buildings.

*Commercial National Bank Building.*—Location, S. E. Cor. Dearborn and Monroe sts. A beautiful bank and office building. [See "Guide."]

*Como Building.*—Location, 325 Dearborn st. A modern office building.

*Corbin Building.*—Location, Fifty-first st. and Cottage Grove ave. Eight stories and basement; cost, \$200,000.

*Counselman Building.*—Location, N. E. Cor. Jackson and La Salle sts., opposite Board of Trade. One of the Board of Trade group of high buildings.

*Court House.*—Location, Washington, Clark and Randolph sts. Designed in French renaissance style of architecture. Basement and first story of massive sand-stone blocks. The front is of cut Bedford stone, relieved by massive columns of polished granite, which gives to the exterior a classic appearance. Heavy stone cornices overhang each story. The ornamental work is massive also, and harmonizes with the immense size of the building. The interior is finished in polished granite and marble. The offices and court rooms in the building are finished in hardwood. Marble tile flooring is used throughout. The depth of the massive walls prevents the reception of sunlight, as in the newer structures of the city. Electricity is used for illumination. Here are located all of the civil courts of the county, the sheriff's office, treasurers office, clerk's office, etc. [See "Guide."]

*Criminal Court Building.*—Located on the north side of Michigan st. between Clark st. and Dearborn ave. The new building covers the site formerly occupied by the North Town Market and latterly by the old criminal court building, razed to make room for the present structure. The building has a frontage of 204 feet on Michigan st. by 75 feet on Dearborn ave. It rests on a foundation of Streetsville cement, and is seven stories high. The facade of the first two stories is of Bedford stone, and the remaining five stories are buff in color and of the same material, all rock-faced. The main entrance is through a twenty-foot massive archway extending through two stories and handsomely and elaborately carved in stone. The interior of the building is constructed of steel beams and tile archways and partitions supported and encased by columns finished in scagliola, treated to represent marble. The corridors are finished in mosaic and wainscoted with select marble. The building has three general passenger elevators and one private elevator for prisoners. The basement is

18 feet high and contains a battery of five boilers, engine and dynamo rooms and two large storage vaults. Here are also toilet rooms for general use. The first floor contains rooms of the state's attorney, clerk of the criminal court and sheriff's offices, all provided with large vaults. The five upper stories are divided into ten court rooms, each 48 feet square, with light and air from two sides; thirteen jury rooms; ten waiting rooms; ten judge's rooms; ten clerk's rooms and ten large vaults, besides twelve large offices for general purposes, all provided with ample toilet rooms and conveniences. At the top of the structure is a large Grand Jury room with ante-rooms for witnesses. The first criminal court building erected upon the site was destroyed by the great fire of 1871. Immediately afterward the jail was repaired for temporary use. In December, 1871, the Committee on City Relations from the Board of County Commissioners held several consultations on the subject of the site for the jail and criminal court with the mayor and corporation counsel and city council. After an exchange of opinions, it was decided that the structure was to be placed on the site occupied by the old market hall, which the city would donate on the condition that the building should be completed within a reasonable time and never be used for any purpose other than the one contemplated; the property to revert to the city if it was not so used. Owners of adjacent property sold their frontage at \$300 per foot on Dearborn ave. and \$250 per foot for inside lots, the whole space occupied being 280x100 feet, which together with the lot appropriated by the city would give the county a plot of ground including the 10-foot alley, of 280x210 feet. It was the opinion, at the time, that a building could be constructed on this land which would meet the demands upon it for all time to come. The building was ready for occupancy in May, 1872, and on the 8th day of that month prisoners numbering 103 were taken from the old jail, among the ruins of the court house, to the new jail on Michigan st. Here the anarchists were hanged in November of 1887.

*Daily News Building.*—Main building fronts on Calhoun pl., and was constructed with special reference to the needs of the Daily News and Morning Record newspapers. The building has a plain exterior, but the interior is fitted up with all the modern improvements. The press-room is one of the finest in the country, and the composing and mailing rooms rank equally high. The editorial rooms are arranged principally with a view to convenience. Main entrance through beautiful counting room, 123 Fifth ave. [See "Newspapers."]

*Dakota Hotel Building.*—Location, Thirtieth st. and Michigan blvd. Ten stories high. Cost \$750,000. A magnificent structure.

*De Sota Block.*—Location, 144 to 146 Madison st. One of the fire period business structures.

*Dexter Building.*—Location, near corner of Adams and Dearborn sts. Eight stories high. Cost \$150,000.

*Drexel Building.*—Location, 80 and 82 Adams st. A handsome structure.

*Donohue & Henneberry Building.*—Location, east side of Dearborn, near Polk st. One of the greatest printing and publishing structures in the world. Erected by Donohue & Henneberry, with special reference to their press, composition, binding and book publishing business. [See "Guide."]

*Ellsworth Building.*—Located on the east side of Dearborn st., near Harrison; a fourteen-story structure. It fronts on Dearborn st. and Plymouth pl., (formerly Third ave.). The lower floors are faced with massive granite blocks; the remainder with pressed brick and terra cotta. The building is of modern steel construction, the walls on either side being merely shells. The structure has entrances on Dearborn st. and Plymouth pl. and is designed to meet the demands of the publishing center. No power, however, will be used in the building.

*Ely Building.*—Location, S. W. Cor. Wabash ave. and Monroe st. A beautiful structure erected and occupied by Ely, the fashionable tailor.

*Equitable Building.*—Location, 106 to 110 Dearborn st. A well-known office structure; to be remodeled.



*Evening Post Building.*—Location, south side of Washington st., near Fifth ave. A building of the fire period remodelled to meet the necessities of a newspaper publication house. A large portion of the building, which stretches back to the alley, is used by the *Evening Post*, but several of the front floors are fitted up for offices. Good light, ventilation and elevator service. [See "Newspapers."]

*Exchange Building.*—Location, S. E. Cor. Van Buren st. and Pacific ave. A great office structure.

*First National Bank Building.*—Location, N.W. Cor. Dearborn and Monroe sts. Cost, \$500,000. First floor occupied by First National bank, rest of floors by office tenants. One of the most solid looking structures in the city. [See "Guide."]

*Fullerton Block.*—Location, 90 to 96 Dearborn st. One of the fire period office structures.

*Gaff Building.*—Location, La Salle st., west side, south of Adams st. notable for its narrow frontage and great height. One of the lofty office buildings of the Board of Trade district.

*Gillespie Building.*—Location, 331 and 333 Dearborn st. A handsome 12 story office structure. Cost, \$350,000.

*Grand Pacific Hotel Building.*—Location, La Salle, Jackson, Clark and Quincy sts., an entire block, near Board of Trade. The Clark st. front faces the general postoffice. The La Salle st. front faces some of the immense office buildings in the Board of Trade center. The main entrances are on La Salle and Clark sts. The ladies' entrance is on Jackson st. This building was scarcely completed in 1871 when the great fire swept it out of existence in a single night, although its construction was almost wholly of iron, stone and glass. It was immediately rebuilt and opened to guests in June, 1873. Although acknowledged to be one of the finest hotels in the world when completed, it has undergone many improvements since then.

*Great Northern Hotel Building.*—Location, Dearborn, Jackson and Quincy sts., facing Custom house and postoffice. A magnificent fourteen-story structure, constructed on the steel-frame principle, the first of the kind ever erected here for hotel purposes. The three fronts of the building are relieved by bay windows. The great height and massive construction of the building makes it a notable one. It is fire-proof, being constructed entirely of steel, tiling, fire-brick and granite. The interior is elegant, marble being freely used in wainscoting, etc. The visitor will be impressed with the rotunda. The barber shop is palatial.

*Groveland Building.* Location, Thirty-First st. and Groveland ave. Eight stories. Cost, \$300,000.

*Harding Building.*—Location, south side of Madison, between LaSalle st. and Fifth ave. A remodelled structure, occupied as store and printing offices.

*Hartford Building.*—Location, S. W. Cor. Dearborn and Madison sts., one of the busiest street intersections in the city. On this corner a magnificent structure was erected immediately after the great fire of 1871. It was architecturally ornate and presented many features which made it in its exterior pleasing to the eye. The facade was relieved here and there by beautiful ornamentation and statuary. It was of the old pattern, however, the first story being raised above the sidewalk. Like many others of this character, it had to make way before its time for a mammoth office structure. The old building would have been an ornament to any city. It is spoken of as old, whereas at the time of its destruction it had not lived through twenty years. The first story of the Hartford is of stone, and the remainder of the fourteen stories of terra cotta. It cost over \$600,000. The first floor was rented before the foundations were laid, for \$60,000 per annum. It is the property of the Hartford Safety Deposit Co. Its architect was Henry Ives Cobb. Here is located the Chemical National Bank.





[Engraved for The Standard Guide Company.]

J. FRIEDMAN & CO'S BUILDING.

[See "Western Industry."]

*Haymarket Building.*—Location, north side of W. Madison near Halsted st. A handsome business block, in which the Haymarket Theatre is located.

*Herald Building.*—Location, 154, 156 and 158 Washington st., between La Salle st. and Fifth ave. There is probably not another building devoted to the publication of a newspaper in the world equalling it in magnificence, and certainly there is none other in which so much attention has been given to completeness of detail. On entering the imposing counting room, visitors will at once notice the fine Italian stone mosaic with which the floor is hand inlaid, the counter of black Belgian marble, surmounted with black iron, wrought in graceful designs, and the sixteen columns of genuine Sienna marble; also the Italian marble wainscoting. They will also be interested in the working of the automatic tubes, which convey advertising matter to the composing room and news matter to the editorial floor. Passing four long distance telephones, entrance is had to the visitor's gallery, overlooking ten Titanic presses. Next in point of interest is the composing room, to which the visitor ascends in either of the two elevators, framed in hand wrought iron, and which travel up a shaft walled from top to bottom with the finest Italian marble. The walls of the composing room are white enameled, and it is finished throughout in marble, iron and oak. Even the type stands are of iron, with the monogram of *The Herald* wrought in gold in each, and there are cases for 180 men on straight composition, to say nothing of those employed on advertising copy. Electric calls at each case connect with the copy-box, in the front of which is a perforated peg rack where are assorted slugs, numbered on both sides for every compositor, and by which the copy cutter tells at a glance what and how many men are working on "time" copy. An aerial railway takes advertising copy from the copy box to the "ad" department, and the proof from thence to the proof-readers. Electric call speaking tubes connect the principal departments of the building. The foreman's office is on an elevated platform, from which he can survey his entire force. Every compositor has a clothes locker, and the marble closets are unsurpassed in elegance by those of any hotel. Filtered ice water, with a solid silver, gold-lined drinking cup, a restaurant finished in marble and oak and provided with reading tables and library, are other provisions for the compositors. Four hundred electric lights illuminate this department, adjoining which is the stereotyping room with its two-ton metal pot, improved mailing machine, matrix drying and matrix trimming machines. A turkish bath and marble-walled toilet room is one of the luxuries afforded to the workers in this room.

The editorial rooms occupy the fourth and fifth floors. An electric call on the desk of each reporter connects with the city editor's desk, and electric call speaking tube connections communicate with the principals throughout the building. The editorial rooms cluster around a commodious library, and in the telegraph room specially designed desks enclose typewriters and instruments for twelve operators. The art department contains a photo-engraving plant, complete in every detail, and run by electric motors. The apartments of the publisher of *The Herald* are probably the most luxurious offices in the world. Telegraphic instruments of sterling silver, for his especial use, connect with all the wires operated by The National Associated Press, as well as those used by *The Herald*; the electric call speaking tubes are of silver, as also are the electric light fittings. The timbered ceilings, the seven foot wainscoting, and all the furnishings of the room are of solid mahogany, and the walls above the wainscoting are encrusted with matrices of *The Herald*. In the ante-room is a long distance, portable desk telephone, which is the most complete instrument of its kind ever made.

*Home Insurance Building.*—Location, N. E. Cor. LaSalle and Adams sts. Eleven stories high. One of the most beautiful of the office buildings. The grand entrance on LaSalle st. is one of peerless beauty—a veritable marble hall, and a portal such as no palace in Europe can boast of. The entire building from the first to the eleventh floor is wainscoted in Italian marble

of the finest vein, and is beautifully matched and polished. Here is located the Union National Bank.

*Honore Building.*—New Marquette Hotel. Location, N. E. Cor. of Dearborn and Adams sts. Erected by H. H. Honore after the great fire. [See "Guide."]

*Hospital Buildings.*—The hospital buildings of Chicago are with few exceptions magnificent piles. Among the most noted are the County Hospital, Wood st., near Ogden ave.; Mercy Hospital, Twenty-sixth st. and Calumet ave.; Presbyterian Hospital, near County Hospital; St. Joseph Hospital, Garfield ave. and Burling st.; Marine Hospital, W. Halsted near Graceland ave.; Illinois Childrens' Eye and Ear Infirmary, 227 W. Adams; Michael Reese Hospital, Twenty-ninth st. and Groveland ave.; St. Lukes, 1420 Indiana ave.; Woman's Hospital, Thirty-second st. and Rhodes ave. [See "Hospitals."]

*Hotel Buildings.*—Many of the hotel buildings of Chicago are among the most beautiful architectural monuments of the city. Some of these are mentioned in the list of great buildings. It would be impossible to describe all of them. [See "Hotels."]

*Howland Block.*—Location, N. W. Cor. of Dearborn and Monroe sts. A building of the fire period. Occupied by bank and office tenants.

*Insurance Exchange Building.*—Location, S. W. Cor. Adams and La Salle sts., opposite Rookery. Ten stories high; basement of solid granite, upper stories of brick, Vestibule fronting on La Salle st., from which stairways rise; is very handsome. The building is elegantly finished. Occupied by banks—the Continental to the right and the Columbia National to the left, on the main floor; the upper stories are given over to offices.

*Inter-Ocean Building.*—Location, N. W. Cor. Madison and Dearborn sts. The corner, surmounted by a clock tower, was built to unite the wings fronting on Dearborn and Madison sts., and the entire structure was designed, both in the erection of the new portion and in the reconstruction of the old, to meet the necessities of a newspaper publication office. This was the primary object in view. Another was to make it a first-class office building; the designers succeeded in accomplishing both of these results. The Inter-Ocean newspaper occupies the upper floors and a portion of the first floor of the building. It is one of the best equipped newspaper offices in the country. The beautiful counting room on the corner will attract the visitor's attention.

*Isabella Building.*—Location, Van Buren st., between Wabash and State st. Ten stories high. Cost, \$200,000.

*James H. Walker Wholesale Building.*—Location, S. W. Cor. Adams and Market sts. One of the most beautiful of the great buildings in the wholesale dry goods center. A massive and elegant piece of architecture.

*John M. Smyth Building.*—Location, 150 to 166 West Madison st., between Union and Halsted, on West Madison st. cable line. The greatest mercantile structure on the West side, and one of the greatest in Chicago. It is eight stories in height and cost over \$300,000. The building has a frontage on West Madison st. of 205 feet, the end wings having each a frontage of forty feet extending back to a depth of 180 feet to School st. in the rear, while the center portion with a frontage of 125 feet is 125 feet deep thus leaving a court for shipping purposes. The court is covered by a trussed glass roof. The exterior of the first two stories is built of tool-dressed blue Bedford stone. Above this Bedford stone is used. The feature of the front is a grand central entrance, being a double arch forty feet wide. The rest of the front is chiefly of plate glass windows, no iron structure being visible on the outside. The central part of the building 125x125, contains a grand vestibule, finished in marble. The main offices are situated on the first floor; these with the entire interior are elaborately and beautifully finished. Two grand stairways lead to the upper floors and in addition there are two passenger and four freight elevators. The interior finish is of mill construction, long leaf Georgia pine timbers, which are used in the floor, being four inches

thick, and a finish of maple. The building is warmed by steam, while 300 arc electric and 600 incandescent together with innumerable gas jets flood it with light. [See "Guide."]

*John V. Farwell Building.*—Location, W. side of Market, between Monroe and Adams sts. A block occupied by the wholesale house of John V. Farwell Co., and by numerous other wholesale and jobbing houses, principally in the dry goods and clothing lines.

*Kent Building.*—Location, 151 and 153 Monroe st. A building of the office class.

*Kimball, the W. W. Building.*—Location, 243 to 253 Wabash ave. erected by the W. W. Kimball Company, (Pianos and Organs.) It has a frontage of eighty feet, is seven stories high, and is built of chocolate-colored brick, with brown-stone trimmings. All the walls are deadened and all the floors double, with cement filling and air-chambers between. No expense has been spared to make this one of the strongest and most durable buildings of its kind. The ware-rooms and offices occupy the first floor; Kimball Hall, with two rooms adjoining for the exhibition of Concert and Baby Grands, occupies the second floor. The hall has a seating capacity of about 600 people, but it is so arranged that the two rooms devoted to the sale of grands can be used to enlarge the hall by means of folding doors, which will double the seating capacity. The five floors above are furnished for offices and studios, front and back, for the use of musicians, teachers, artists, etc. The hall and ware-rooms are ventilated by a special system of exhaust ventilation, by means of which every particle of air can be changed every fifteen minutes. The temperature is controled by an electric apparatus, which acts automatically and can be adjusted so as to furnish any degree of heat required. All of the elevators are run by steam or water and the building is lighted throughout by incandescent lights. The latest improvements of all kinds in every department have been used, and every detail carefully attended to in order to make this a model structure.

*Koch Building.*—Location, La Salle ave. and Locust st. Six stories. Cost, \$100,000.

*Kuh, Nathan & Fischer Building.*—Location, Cor. Franklin and Van Buren sts. Cost, \$150,000.

*La Salle Building.*—Location, N. W. Cor. Madison and La Salle sts. A great building of the fire period. Remodeled and ranks first-class as an office structure.

*Labor Temple.*—Projected. The style of the proposed building will be after that of the Young Men's Christian Association's new building on La Salle st. It will contain halls, bath-rooms, gymnasiums, reading-rooms and libraries and mechanical training-schools. Any extra space will be used for offices. To cost \$1,000,000. This building is to be used by the various labor organizations as a general headquarters.

*Lafayette Building.*—Location, N. W. Cor. La Salle and Randolph sts. A remodeled office building of the first class.

*Lakeside Building.*—S. W. Cor. Clark and Adams sts. One of the office buildings erected after the great fire; for a time pointed out as a notable structure. Lacks many of the modern improvements; is a handsome structure architecturally. [See "Guide."]

*Law Building.*—Location, west side of Dearborn, near Harrison st. A modern office building; occupied principally by publishers, printers, agents and those allied to the publishing and printing trades.

*Lees Building.*—Location, just south of Security bldg., on Fifth ave., near Madison st.; a twelve-story structure. Like the Security, the Lees bldg. is occupied principally by jobbers, agencies and representatives of wholesale houses in the dry goods and notion trades. The Lees bldg. is plain in construction.

*Leiter Building.*—Location, State, between Van Buren and Congress sts. The largest retail building in Chicago. Constructed very plainly of granite blocks; eight stories in height. [See "Guide."]



*Leland Hotel Building.*—Location, Michigan blvd. and Jackson st, facing Lake Front Park. For many years this was known as the Gardner house, but not until its name and management were changed did it come to be reckoned among the great hotels of the city. Its location is charming, on one of the finest boulevards in the city, overlooking the majestic Lake Michigan, and yet being within easy access of the entire business section, the railroad depots, street car terminals, retail stores, theatres, etc. Numerous improvements have been made, both in the interior and exterior of the building from year to year.

*Lexington Hotel Building.*—Location, Michigan ave. and Twenty-second st. The hotel has a frontage of 125 feet along Michigan blvd. and 161 feet along Twenty-second st. It is fireproof, brick and terra cotta being used in its exterior, and steel, iron, brick and cement in the interior. Wood enters into the construction of the building only in the doors and window casings. The interior of the hotel is an exemplification of modern architecture and decorative genius. The rotunda, which is large and nicely lighted, is made handsome by its appointments. The floor is laid with the small mosaic block and the room is wainscoted with African marble, rich in design and finish. The cafe and billiard-room are on the first floor on the Twenty-second st. side. The parlors of the hotel are on the second floor, and from them extends a large balcony over Michigan blvd. The parlors are luxuriously appointed, a feature being the heavy tapestry wall hangings. Here, too, the ceiling decorators have produced excellent effects. A large onyx mantel and fireplace attracts general attention and it is said that the slab of onyx across its front is the largest ever produced. At the rear of the parlors is a large balcony overlooking the rotunda. The main dining-hall is a large room on the Twenty-second st. side directly back of the ladies' parlor. It is prettily decorated in dainty colors and looks most attractive when under the full blaze of the electric lights. On the other side of the parlor floor are the ladies' restaurant, late breakfast room and banquet hall. The furnishings of the rooms above the parlor floor are varied, no two rooms being alike. There is a notable absence of the red so familiar in the hotels a few years ago. The hotel has 400 sleeping rooms, and nearly 300 of them overlook Michigan ave. The building is owned by the Lexington Hotel company, and E. A. Bachelder is the proprietor. [See "Hotels."]

*Ludington Building.*—Location, Wabash ave. and Hubbard ct. an eight-story structure, for mercantile and office purposes. Cost, \$300,000.

*Madison Hall.*—Location, West Madison st. opposite Union st. It has a frontage of 96 feet on Madison, and extends back 190 feet to School st. The front elevation presents the Romanesque style of architecture. The building is constructed in the form of a double L, the west walls extending back 60 feet, and include a handsome enamel brick porch. It is seven stories high, exclusive of the basement, the two upper floors being fitted up for a dancing pavillion. The first floor contains four stores, each 17x60 feet, two on either side of the main entrance, which are 22 feet 6 inches wide and 22 feet high. The second, third and fourth floors contain about 50 offices. A seventeen-foot court separates the office building and theatre, which is 96x112 feet in dimensions, and fire-proof throughout. The proscenium opening is 48x32 feet; the stage, 96x48, the auditorium, 96x64, and foyer, 17x14. It has a seating capacity of 2,600. The stage has two fly floors on either side, and constructed iron rigging loft, 68 feet above the stage, supported by Howe trusses. Two open, and eight projecting boxes, flank the proscenium opening, and three spacious galleries almost encircle the auditorium. The decoration is largely in Linerusta Walton and stucco.

*Major Block.*—S. E. Cor. Madison and La Salle sts. A handsome structure of the fire period, since remodelled. One of the most familiar structures in the city. An office building.

*Maller's Building.*—Location, La Salle st. west side, south of Adams st. One of the great high office buildings of the Board of Trade center. Interior finish not so tasteful as that of its neighbors.

*Maller's Jackson St. Building.*—Located on Market between Quincy and Jackson sts. An elegant business and office situation. Cost, \$300,000.

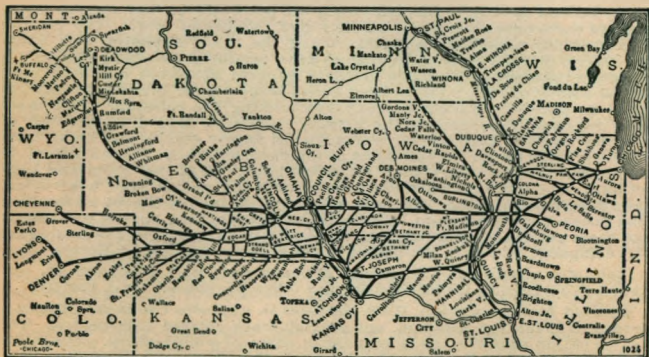
# The Burlington Route.

Of the great number of visitors to Chicago, many will have planned a trip to the further West, and to those it will be interesting to scan the map given below of one of the greatest railway systems of the world. *THE BURLINGTON ROUTE* it will be noticed reaches from Chicago every important city in the territory it occupies, and at its terminals,

**ST. PAUL, MINNEAPOLIS, DENVER AND KANSAS CITY,**

It makes direct connection in Union depots with the trains of those lines running to the Pacific Coast and Mexico.

**A MAP OF THE BURLINGTON ROUTE.**



This is the line that has been selected by the United States Government to carry the fast mail. It is the shortest line (1,025 miles) between Chicago and Denver, and its fast express trains are so scheduled that but one night is spent on the road between Lake Michigan and the Rocky Mountains. A special feature of *THE BURLINGTON ROUTE*, aside from its excellence of road bed, is the perfect manner in which its trains are equipped. Vestibuled Pullman sleeping cars, reclining chair cars, built on Pullman lines, and in which seats are free, standard day coaches and the famous *BURLINGTON ROUTE* dining cars are on every through train. Those who contemplate a trip to the West, Northwest or Southwest will do well to call at the office of this Company, an engraving of which appears on the opposite page, at

—211 CLARK STREET—

Where the Ticket Agent will give all detailed information required, and arrange for tickets and Pullman sleeping-car accommodations.

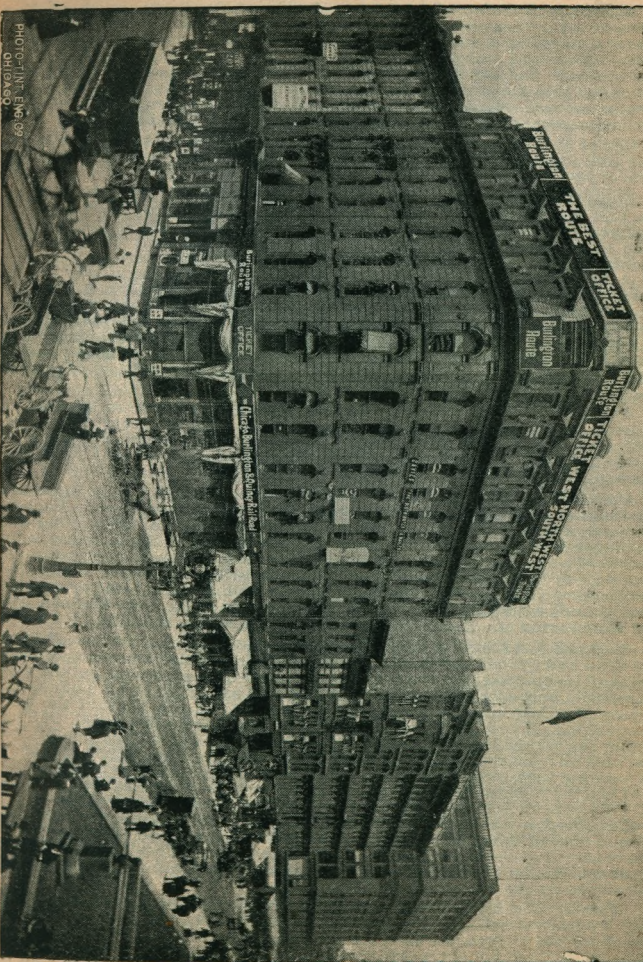


PHOTO-TINT, ENG. 69  
CHICAGO

[Engraved for The Standard Guide Company.]  
CENTRAL TICKET OFFICE C., B. & Q. R. R., N. E. COR. CLARK & ADAMS STS.

[See Page 39 and "Railroads." ]



*Manhattan Building.*—Location, east side of Dearborn, south of Van Buren st. A sixteen story building that towers above its neighbors. Solid masonry masking, a steel frame. The interior is embellished with ornamental bronze and antique copper, polished marble and jasper wainscoting, mosaic floors and ornamental ceilings. The small amount of woodwork that enters into the structure is antique oak. The appointments as to the elevator service, electric light, heat and general conveniences embrace every improvement known to modern science. Cost, \$800,000.

*Marine Building.*—Location, N. E. Cor. La Salle and Lake sts. A handsome office structure called after Marine bank, which went down in the panic of 1873. [See "Guide."]

*Marshall Field & Co.'s New Building.*—Location, N. W. Cor. Wabash ave. and Washington st. Nine stories high. The four upper floors are arranged for offices. All of the other floors are used for the retail dry goods trade in connection with Marshall Field's establishment on State and Washington st. Cost, \$800,000. This building has a frontage on Washington st. of 150 feet and 108 feet on Wabash ave. It is a handsome steel-frame structure faced with pressed brick and terra cotta. Fluted and polished granite blocks are used for the first three stories. The elevator service is divided so that the office portion is served in a different part of the building. Connection is made with the original retail store by means of tunnels, beneath the alley, which are finished in marble. These passage ways are made brilliant and attractive by the use of electricity. The style of architecture is the Spanish renaissance.

*Marshall Field & Co.'s Old Wholesale Building.*—Location, N. E. Cor. Madison and Market sts. A great, plain brick structure erected immediately after the fire for the accommodation of Field, Leiter & Co.'s [now Marshall Field & Co.] wholesale trade. Used for many years as the wholesale house of this firm. Now used as a "reserve stock" warehouse.

*Marshall Field & Co.'s Retail Building.*—Location, N. E. Cor. State and Washington sts. Original building erected by the Singer Sewing Machine company, after the great fire. Destroyed by fire winter of 1877; re-built by the Singer Sewing Machine company and purchased by Field, Leiter & Co. for \$500,000; now the property of Marshall Field. It has been much improved from time to time. One of the most palatial retail houses in the world. The architecture is a relief to the eye. The building is connected by marble-lined tunnel with Marshall Field & Co.'s new building, Cor. Wabash ave. and Washington st. [See "Marshall Field & Co.'s New Building."]

*Marshall Field & Co.'s Wholesale Building.*—Location, Fifth ave., Adams, Franklin and Quincy sts.—a solid block. This structure was completed in 1887, and it comprises probably the largest and best arranged building for mercantile purposes in the world. It occupies an entire block, bounded by Adams, Franklin and Quincy sts., and Fifth ave., in the heart of the business section. It is of granite and sandstone, plain and substantial. Chicago smoke has turned it almost black, and it looks somewhat like one of London's old and massive government buildings. The unadorned structure bears no external indication of its use. There is no announcement or sign upon it save a brass plate bearing the firm name, at the main entrance, on Adams st. The interior is divided by two thick parti-walls into three sections, with communication on each floor through double doors of heavy iron. The ground floor of the middle section is occupied in part by the counting room, where scores of clerks, seated at a vast array of desks, keep the books of the great establishment. In the other sections and floors are the goods, systematically arranged for wholesale trade.

*Masonic Temple Building.*—Location, N. E. Cor. State and Randolph sts. Twenty stories high—the highest building in the city. It has a frontage of 170 feet on State st. by 114 feet on Randolph st., and is entirely surrounded by streets and alleys. The building rests on cement and iron foundations, extending far out into the adjacent thoroughfares, and the superstructure is of steel, and perfectly fire-proof from bottom to top. The height of the building is nearly 265 feet. The first three stories are faced



with dressed red Montello granite, from Wisconsin, with glimpses of carving, the corners being ornamented with electal layers. The remaining stories are faced with gray brick that is indistinguishable from granite, each measuring four by five by fourteen inches. Between the sixteenth and seventeenth stories terra cotta of the same shade is used. No particular style of architecture can be predicated of this building, though the arches visible on some parts of the gigantic facade suggests the Romanesque. The design presents a faint resemblance of a main building; fronts are finished in exactly the same costly and elegant style. There are three tiers of deeply recessed bay windows on each front, extending from the third to the fifteenth story, both inclusive. The windows of the second and sixteenth stories are combined in groups of two, within deep Roman arches. The seventeenth story is treated separately from the rest of each facade. The entrance is through an immense granite arch twenty-eight feet wide and forty-two feet high in the center of the State street front. [For full description of this building, interior, elevator service, roof garden, views from, etc. see "Guide."]

*Mayer Building.*—Location, S. W. Cor. Van Buren and Franklin sts. Seven stories. Cost \$250,000.

*McCormick Block.*—S. E. Cor. Randolph and Dearborn sts. A reconstructed office building of the fire period. S. E. Gross & Co. occupy the first floor. Chas. H. Fuller's Advertising Agency is located here,

*McVicker's Theatre Building.*—Location, south side of Madison, between Dearborn and State sts. The beautiful office structure erected by Mr. J. H. McVicker, in front of his elegant theatre.

*Medinah Temple.*—Location, N. E. Cor. Fifth ave. and Jackson st. Henry Ives Cobb, architect. A fire-proof structure, twelve stories high, intended for the use of Chicago Shriners; cost \$500,000. The building has a frontage of 110 feet on Fifth ave. and 115 feet on Jackson st.; and a frontage of 60 feet on Quincy st. The two upper floors are used exclusively as halls; the remainder of the building is divided into stores and offices for manufacturers' agents and representatives of wholesale business houses: It is a handsome, massive-appearing structure. The features of ornamentation are in the two upper stories, while the facing of the lower stories is remarkably plain. Two main entrances open into the building from the two street fronts. Each corner of the building is surmounted by a large, open turret, after the Moorish style of architecture, while the roof slopes sharply and is covered with tile.

*Mercantile Building.*—Location, N. W. Cor. La Salle and Randolph sts., near the tunnel entrance. A general office building.

*Merchants' Building.*—Location, N. W. Cor. Washington and LaSalle sts. It was erected shortly after the fire, when sandstone was the favorite building material, and when it was customary to carry the main floor to some height above the street level. It was one of the finest buildings in the city until the new era of architecture set in. Has been remodeled and modernized, and now ranks as a first-class office building.

*Methodist Church Block.*—Location, S. E. Cor. Clark and Washington sts. Notable particularly as a landmark. It has no architectural points worthy of mention. Owned by the Methodist Episcopal church. A congregation hall takes up a large portion of the interior. The site was formerly covered by a church edifice.

*Minneola Building.*—Location, La Salle ave. and Oak st. Seven stories. Cost, \$117,000.

*Monadnock Building.*—Location, Jackson st., Custom House Place, Dearborn and Van Buren sts. These are the boundaries of the structure if the southern addition is taken into account. The latter, however, is quite unlike the original. Combined, this building is the largest office structure in the city. [See "Monadnock Annex" and "Guide."]

*Monadnock Building Annex.*—The completion of the southern addition to the Monadnock building makes that structure the greatest office building

in the city. It has a total street frontage of 940 feet. The addition is an exact duplication of the present structure and stands immediately to the south fronting on Dearborn and Van Buren sts., extending back to Custom House Place (formerly Fourth ave.) It has a frontage on Dearborn st. and Custom House Place of 200 feet. The new structure inherits the name of the original, and the consolidated building is known as the Monadnock. It was the original intention to name the southern half of the original building the "Kearsarge." This resulted in confusion, however, and the name was dropped shortly after the original Monadnock was opened for the reception of tenants. The annex, like the original building, was built by the Brooks estate of Boston, Mass. Its cost was \$800,000.

*Monon Building.*—Location, west side of Dearborn st., between Van Buren and Harrison sts. Fourteen stories. A very handsome and popular office building. Cost, \$800,000. Monon Railway offices are located here.

*Montauk Building.*—Location, north side of Monroe st., between Dearborn and Clark sts. The original sky-scaper, though not as high as dozens of others now. A general office building.

*Mosher Hotel Building.*—Location, N. W. Cor. Wabash ave. and Twenty-eighth st. An elegant structure. Cost, \$250,000.

*New Era Building.*—A great structure erected in 1892 at the intersection of Blue Island ave. and Harrison st., under the superintendence of Architect Henry Ives Cobb; one of the great modern structures of Chicago and the first building of the kind erected in this locality.

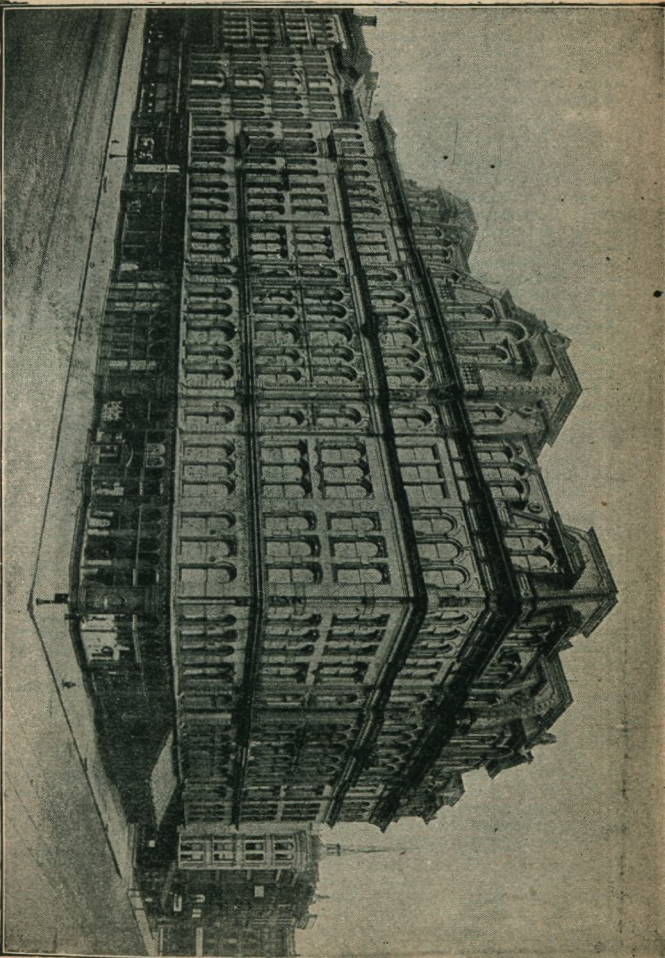
*Nixon Building.*—Location, N. E. Cor. La Salle and Monroe sts. A historic structure. This building was almost completed, but unoccupied, on the night of October 8, 1871, when the great conflagration swept over the business portion of the South side. The walls and partitions were injured very little, though the buildings on every side of it crumbled into ruins and ashes. It was finished immediately after the fire and was one of the first buildings occupied in this section. It bears this inscription on the La Salle st. side:

THIS FIRE PROOF BUILDING  
 WAS THE ONLY ONE IN THE CITY  
 THAT SUCCESSFULLY STOOD THE TEST  
 OF  
 THE GREAT FIRE  
 OF OCT. 8TH AND 9TH, 1871.

*Old Colony Building.*—Erected by the Bartlett estate, at the S. E. Cor. of Van Buren and Dearborn sts. This building covers the entire space on the corner which up to 1892 was occupied by a number of small frame structures. In order to release these buildings, it became necessary for the Bartlett heirs to give the tenants \$25,000. The structure is one of the handsomest in the city and cost \$600,000.

*Open Board of Trade Building.*—Location, Pacific ave. opposite Board of Trade. A structure of no uncommon proportions or attractions. First floor used as trading rooms by grain and produce operators, not members of Board of Trade. Upper portion occupied as offices.

*Opera House Block.*—This is one of the most imposing structures in the city, eleven stories in height, erected in 1885 on the site of the old Tivoli Gardens, once a popular resort. On the street level are stores with lofty ceilings, and plate-glass fronts that are desirable for the display of goods. In the main lobby are six rapid elevators, that are constantly whizzing up and down in their iron cages on either side of the entrance. The walls are wainscoted with slate and marble in the most approved fashion, and offices are arranged either single or *en suite* to meet the demands of all professions. Situated in the center of this vast pile of masonry is the Opera House. The building is fire-proof throughout and is the property of the Peck estate. The first office building in Chicago to go to the height of eleven stories.



[Engraved for The Standard Guide Company.]  
MARSHALL FIELD'S RETAIL HOUSE.

[See Page 184.]

*Otis Building.*—Location, S. W. Cor. of Madison and La Salle sts. An office building of the fire period which has fallen far behind the times. Occupied by real estate and insurance men.

*Owings Building.*—Location, S. E. Cor. of Dearborn and Adams sts., opposite the Post Office. Architecturally one of the handsomest buildings in the city. The general style vastly different from the ordinary office buildings. Beautiful facades on both streets; its gables and portals being particularly noticeable. An office building. [See "Guide."]

*Owings, F. P. Block.*—Location, 232 to 236 Fifth ave. An elegant structure in the wholesale dry goods district.

*Oxford Building.*—Location, west side of La Salle, between Washington and Randolph sts. A remodelled office building, with handsome exterior.

*Palmer House Building.*—Location, State and Monroe sts. and Wabash ave. Main entrance on State st.; ladies entrance on Monroe st. The building occupies about one-half of the entire block. It covers an area of 78,550 square feet; is nine stories in height; has 708 rooms and accommodates usually from 1,000 to 2,400 guests. The grand rotunda of the hotel is 64 feet wide, 106 feet long and 36 feet in height. The dining room is one of the most elegant in Chicago. The parlors and waiting rooms are superbly furnished. The entire furnishings and fittings of the house are of the first order. The Palmer House is one of the most imposing and beautiful structures in the city. Mr. Potter Palmer is the sole proprietor and manager. This magnificent hotel was destroyed by fire, before being completed, in 1871. Hardly had the debris cooled off, however, ere Mr. Palmer began the work of excavation for the new structure. A great part of the time during the rebuilding operation workmen were employed day and night, immense calcium lights being used after the sun went down. The new Palmer House was opened in the year 1873. [See "Hotels."]

*Peck Building.*—Location, S. W. Cor. La Salle and Washington sts., (site of Union Building). [See "Stock Exchange Building, New."]

*Phoenix Building.*—Location, opposite Grand Pacific hotel, on Jackson st. A handsome ten-story modern office building, constructed by the Phoenix Insurance company, but purchased in 1892 by the Western Union Telegraph company, which has established its central operating room and offices here. Basement and first floor constructed of red sand-stone; rest of brick and terra cotta. Has a most attractive vestibule, marble-lined, Jackson st. entrance. Occupied exclusively as a bank, insurance, railroad and general office building.

*Pontiac Building.*—Location, N. W. Cor. Dearborn and Harrison sts. A fourteen-story structure, property of the Brooks estate. Occupied by printers, publishers, engravers, etc. A handsome structure.

*Portland Block.*—Location, S. E. Cor. Washington and Dearborn sts. Built soon after the great fire, but greatly improved in 1891; cost of about \$250,000. One of the handsomest buildings of this section of the business center.

*Post Office.*—Location, Dearborn, Clark, Adams and Jackson sts. A massive granite structure with numerous architectural and structural faults. Likely to be removed to give place to a modern block. [See "Guide."]

*Potomac Apartment Building.*—Location, Michigan ave. and Thirtieth st. Eight stories. A magnificent building. Cost, \$450,000.

*Public Library Building.*—Location, Michigan ave. Washington and Randolph sts. This building occupies what was formerly a public square but which never rose to the dignity of a park, although known as one by the name of Dearborn. It was a remnant of the old Fort Dearborn reservation the use of which was granted to the city by the Government, like the Lake Front property across the way, providing it should always be reserved for or devoted to public purposes. Several attempts were made to secure the erection on this site of various buildings of a semi-public or semi-private character, but the property was sacredly guarded by the city, and when the



question of erecting a Public Library Building became serious and assumed tangible shape, the site was freely granted for this purpose. The architects, Messrs. Shipley, Rutan & Coolidge, were the same who designed the Art Institute. The building, which is 140x400 feet and 90 feet in height, is massive, and the lines of the two principal stories are taken as the division line in the building. The building throughout is classic. The large arches with columns placed on a heavy course above suggested by the ancient gateway at Athens, which separated the Roman from the Grecian City. This colonnade is composed of columns of the Ionic order, interspersed every third space by solid piers. The frieze that surmounts the colonnade is inscribed with the names of historic writers. Above this a balustrade gives a light and fitting termination to the delicately molded cornice below. The Washington st. entrance is one large arch which shows a depth of about eight feet. This has been treated in true Roman method with coffers and suitable ornamentation. Above this is a balcony supported by brackets, and the panel which bears the inscription "Chicago Public Library." The idea in the entrance was to make it extremely rich, and offset this by the plain wall surface of the building. On either side are lanterns, and above shields bearing the municipal arms. The Randolph st. entrance is also in classic style, but massive columns and entablature are used in place of an arch. This entablature forms the roof of the portico. The intention throughout was to give the building as much a monumental character as possible, at the same time keeping the openings very large, so as to admit the greatest possible amount of light. The material in the exterior walls is blue Bedford stone, finely dressed, with the exception of the water table, where granite is used of a color in harmony with the limestone. The roof is of copper. The balustrade on the top of the building is limestone; the same as the exterior walls; the divisions of the windows are of iron. In the interior in the entrance hall and corridors the floor is of marble mosaic. The main staircase and the walls of the entrance vestibules, both on Washington and Randolph sts., and the corridors leading from them are marble. The ceiling is of a light cream-colored terra cotta, decorated artistically. The smaller stair cases are made of iron. The delivery-room is wainscoted with marble to a height of eleven feet six inches. The walls above this are treated in cream-colored terra cotta, modeled and decorated, with a low elliptical dome forming a sky-light over the room. The floor in this room is marble. The large reading-room has a base of marble, and the wall surface which is treated everywhere in the form of pilasters, is in light-colored terra cotta, with a modeled frieze of the terra cotta, with an enriched ceiling of the same material. The large reference-room is treated in the same material, but with different detail. The binding-room, duplicate-room and janitor's room, on the ground floor, are finished in light brick with a marble base. The walls of the stack-room are built of white enamel brick and the floor of unglazed tile, making this room as light and clean and free from dust as possible. The bound newspaper rooms, the patent record rooms, the public document-room, the station department-room and the reading room, on the ground floor, together with the librarian's room, secretary's room registry room and cataloguing-room on the main floor, and the art rooms, the committee and director's rooms, the map-room and the bound periodical-room have a dado of Keene cement and floors of hardwood. The walls above the dado together with the ceilings, are plastered. Wood finish, wherever used, is quartered oak. The floors are steel beams and porous terra cotta or hollow tile arches. Girders, wherever used, are carefully protected by a covering of terra cotta, with an air space securely fastened in position. The exterior walls are faced with hollow brick, or built with a ventilated air space to insure protection from dampness.

*Pullman Building.*—Location, S. W. Cor. Michigan ave. and Adams st. This building was erected by George M. Pullman, president of the Pullman Palace Car Company. It is a massive and elegant structure nine stories in height. It is constructed of brick with granite and terra cotta ornaments. The ornamental work on the Adams st. facade consists of low polished granite pillars which support eleven round arches, forming arcades. The

interior court opens on Adams st. in the center of the building. It is one of the most beautiful in the city, and the vestibule, by which it is entered, presents a rich and elegant view to the visitor. Stairways rise from either side of a great semi-circular arch. The Pullman building ranks among the first architectural ornaments of the city. It is always admired by visitors. The Pullman Company occupy the entire second floor. Mr. Pullman's office is to be found to the left of the vestibule. The offices are finished in hard wood in which there is a general resemblance to the interior finish of the finest Pullman Palace Cars. The Pullman offices are elegantly fitted up. From this building is conducted the business of the Pullman Palace Car Company, which extends over the entire country, and into portions of Europe. [See "Pullman."]

*Rand-McNally Building.*—Location, Adams st., between La Salle st. and Fifth ave. Notable as having been, during the period of construction the headquarters of the World's Columbian Exposition. It has ten stories and a basement, with a frontage of 150 feet on Adams st., extending back 166 feet to Quincy st. The framework is entirely of steel, the two fronts are fire-proofed with dark-red terra-cotta, in handsome designs, and the interior is fire-proofed with hard-burnt fire-clay, no part of the steel being exposed. In the center of the building is left a court 60x66 feet, having its outer walls faced with English white enamelled bricks. Burnham & Root were the architects. It contains 15 miles of steel-railway-65-pound rails in the foundation, besides the 12-inch and 20-inch steel beams. There are 12 miles of 15-inch steel beams and channels, 2½ miles of ties and angles in the roof; 7 miles of tie rods; 10 miles of Z steel in the columns; 12 miles of steam-pipe; 350,000 rivets and bolts; 7 acres of floors; the boards of which would reach 250 miles, were they laid end to end. The foundations contain 1,000 tons of steel, while the beams, etc., will weigh 2,000 tons, and the columns 700 tons; making a total of 3,700 tons of steel in this giant structure.

*Real Estate Board Building.*—Location, N. E. Cor. Dearborn and Randolph st. A reconstructed office building; first-class in all its appointments.

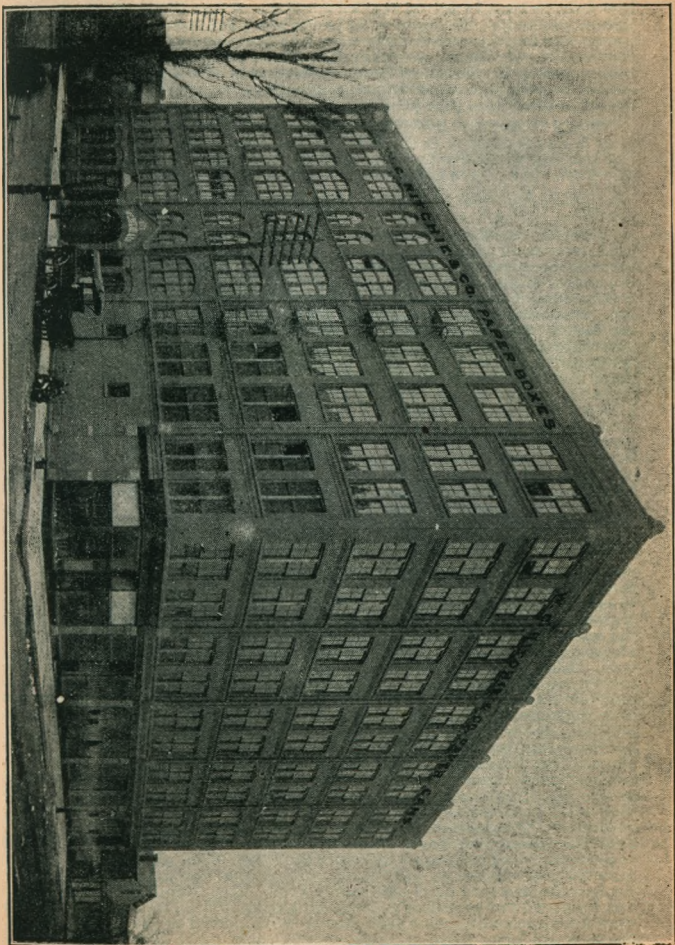
*Reaper Block.*—Location, N.W. Cor. of Washington and Clark sts. Derives its name from the business in which its builder, the late Cyrus H. McCormick, was engaged, the manufacture of reapers. It is one of the handsomest of the old office structures, and one of the best known.

*Republic Life Building.*—Location, east side of La Salle, between Madison and Monroe sts. Built by the insurance company from which it derived its name, long since gone out of existence. This building was used by the Custom House and United States courts for several years after the fire, or until the present government building was erected. Now it is an office building.

*Reynold's Building.*—Location, Cottage Grove ave. and Fifty-second st. Seven stories. Cost \$200,000.

*Rialto Building.*—Location, Van Buren st., Pacific ave. and Sherman st., directly in the rear of the Board of Trade building, and connected with the latter by bridge. This is exclusively an office building, constructed with a view to accommodating commission men, brokers, etc., doing business on Change. The building is constructed of massive granite blocks and is uniform in height with the Board of Trade.

*Rookery Building.*—Location, S. E. Cor. La Salle and Adams sts. A twelve-story structure and one of the most beautiful commercial buildings in the world. It cost, exclusive of the ground upon which it stands (the property of the municipality), very nearly \$1,500,000. It is finished in the most expensive fashion throughout. There isn't a cheap feature connected with it. The grand rotunda is in itself a beautiful bit of architecture, but the building, to be properly appreciated, must be taken as a whole. There is not a commercial structure in the world that compares with it in size, in elegance, or in convenience. There are three distinct groups of elevators, two on the La Salle st. and one on the Adams st. side, and the people occupying the top floors are practically as well situated, so far as accessibility



[Engraved for The Standard Guide Company.]

W. C. RITCHIE & CO., VAN BUREN AND GREEN STS.

[See "Western Industry."]

is concerned, as those on the first floor. The mosaic work in the structure is superb. Like the Chamber of Commerce and Home Insurance buildings, the wainscoting is all of Italian marble. Every room in the building is lighted perfectly. There is not the slightest jar felt here, and those in the upper stories are practically removed from the noise and bustle of the streets below. There are over 600 offices here, all occupied, the tenants being principally Board of Trade men, agents of eastern and foreign mercantile houses, agents of manufacturing concerns, real estate dealers, brokers and lawyers. [See "Guide."]

*Royal Insurance Building.*—Location, Jackson, near La Salle st., running from the former to Quincy st. Two fronts, ten stories high. Built of red granite, with ornamental carving. The interior has a beautiful court. The Royal Insurance Company of London, is the owner.

*Rubens Building.*—Location, Cass st. and Walton pl. Seven stories; cost, \$150,000.

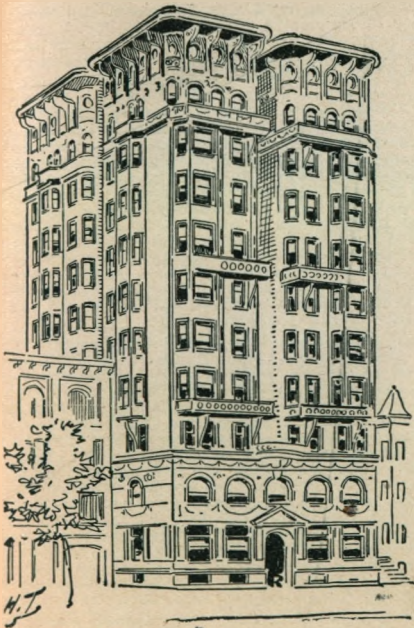
*Schiller Building.*—Location, north side of Randolph, near Clark st. This is one of the most palatial among the great structures that have recently been erected in Chicago. The main entrance from the street is in the center of the structure, and has a width of 32 feet. This leads to the auditorium of the theatre. The floor and wainscoting are mosaic and marble. From the loggia one passes through two vestibules before reaching the foyer. The ticket office is located in the inner vestibule. From this vestibule four elevators are accessible. These are principally for the service of the hotel and club room part of the establishment. From the foyer visitors reach the main body of the house by means of marble stairs eight feet wide. These stairs continue upward till the floor of the balcony is reached, whence tunnels or shafts lead through to the seats, as at the Auditorium, then on to the top of the balcony and again still higher to the gallery. The dimensions of the auditorium, including the foyer, are 60 by 90 feet. It has a seating capacity of 1,300 in round numbers. One balcony and one gallery besides the main floor comprise the seating department. Six boxes at the proscenium arch are on a level with the parquet. There are three on each side. The proscenium arch is 29 feet wide and 30 feet high. The stage itself occupies an area 40x80 feet, with ample dressing room accommodations both above and below. Corridors at each side of the auditorium lead back to the alley at the rear of the building, and can be utilized as exits whenever the necessity arises. The interior decoration of the auditorium are of ornamental stucco, and all the stairs are marble. Immediately over the auditorium and stage enormous steel trusses two stories in height, and with a clear space of 60 feet 4 inches, furnish support for seven stories of hotel rooms and store rooms. The balcony and gallery are supported by steel girders extending across the building from wall to wall. Thus no unsightly columns and suspension rods appear in the auditorium, as in most theatres to obstruct the view of playgoers. The hotel part has 131 bed rooms. Then there are thirty-eight bath rooms, so arranged that they can be used privately in connection with the bed rooms, or semi-publicly, by throwing them open to the corridors. The dining room, kitchen and working department, important features of a hotel, are in the ninth story. The dimensions of the dining room are 40x76 feet. The hotel office is on the ground floor to the west of the main entrance, and can be entered by means of an entrance of its own. The parlors are on the entresol floor. The hotel extends to the top of the tower. [See "Amusements" and "Hotels."] The Schiller is a fireproof building that is really fireproof. It is built after the skeleton system of steel construction and rests on a foundation of piling driven sixty-two feet below the street level, and covered with more than 300 tons of steel rails, I beams, and plate girders, all imbedded in concrete of the firmest and most durable kind. The foundation is a solid one and is capable of sustaining the weight upon it if all the soil surrounding it should be removed. The iron frame work sustains the building and the brick walls bear little weight besides their own. The walls are firmly anchored to the steel skeleton, insuring absolute stability. The architects agree that the Schiller building will stand motionless during the ninety-



nine years the ground it occupies is leased. The building cost \$700,000. Five-hundred thousand dollars of this sum is paid by the sale of 5,000 shares in the German Opera-House company of Chicago, the owners, and the remaining \$200,000 is paid for in 6 per cent first mortgage bonds redeemable in twenty years. An effort was made to provide offices suitable for any class of tenants. The basement is rented for \$7,500 a year, the theatre for \$35,000, and the club rooms in the twelfth story for \$5,000. The other portions of the building bring in a revenue of about \$103,000 a year. All halls and corridors have mosaic floors. Georgia and Italian marble are freely used in the stairways and corridors. The decorations are elaborate everywhere.

*Security Building.*—Location, S. E. Cor. Madison st. and Fifth ave. A fourteen story structure, arranged in the upper floors for the accommodation of attorneys, real estate agents, brokers, architects, mercantile and manufacturers' agents. One of the most substantial and attractive office buildings in the city. It is strictly fire-proof, the entire building from foundation to roof being composed of concrete, steel rails, steel beams, rick, fireproof tiling and stone. There are four high speed elevators. Every floor has its safety deposit vault. It is furnished with gas and electric lights and is steam heated. The building has all modern improvements. The exterior is highly ornamental, presenting a much more pleasing appearance than many of the high structures. The overhanging cornice at the top adds greatly to its beauty.

*Sherman House Building.*—Located, N. W. Cor. Clark and Randolph sts., opposite the north entrance to the Court House. This is a landmark and one of the historic structures of the city, marking as it does the site which has



MODEL APARTMENT HOUSE.—See Flats, Etc.

been familiar to Chicagoans from the earliest settlement of the place. One of the first mayors of the city had his blacksmith shop here, and the original Sherman House was erected on the spot by Francis C. Sherman, who afterward became the fifth mayor of the city, in 1836. This was an humble building. Mr. Sherman very considerably enlarged, remodeled and improved it in 1861, and up to the time of the great fire of 1871 it was the most pretentious hotel in the city. It fell before the enemy on the night of October 8, 1871, but was soon rebuilt as it stands to-day. The hotel takes its name from Mayor Sherman, and not from the famous union general, as many suppose.

*Springfield Building.*—Location, Wabash ave. and Twelfth st. Eight stories high. Cost, 150,000.

*St. Mary's Block.*—Location, S. E. Cor. Michigan st. and Wabash ave. Occupies site of St. Mary's Catholic church. A business block.

*Staats Zeitung Building.*—Location, N. E. Cor. Fifth ave. and Washington st. Erected by the Staat's Zeitung (Newspaper) company, after the great fire of '71. One of the most solid and elegant structures in Chicago. Granite is the material used, and the facades, as well as the roof cornices, are relieved and embellished with statuary. Home of the *Staats Zeitung*. [See "Newspapers."]

*Stock Exchange Building.*—Location, N. E. Cor. Dearborn and Monroe sts. A building of the fire period, remodeled. Rather a plain, brick structure. Occupied by stock operators, brokers, etc. Stock Exchange to be moved into new Stock Exchange bldg., S. W. Cor. La Salle and Washington sts, site of the Union bldg. [See "Stock Exchange Building, New."]

*Stock Exchange Building, New.*—Location, S. W. Cor. La Salle and Washington sts.; to occupy site of Union bldg. Owned by the Peck estate. The building will be half a block long on La Salle st., reaching from the alley to the corner, a distance of 180 feet, and 100 feet on Washington st. It will cost \$1,250,000. It will be a high, modern-built fire-proof structure, equal to any office building in the city. The corner, 100 feet, is owned by the Peck estate. The adjoining 80 feet, on La Salle st., is leased for ninety-nine years from William A. Fuller; the lease was on the basis of \$800,000 for the 80 feet, or \$7,500 a front foot at 5 per cent. The building will be all stone, or stone and terra cotta, and the interior will be of steel, finished in marble with mosaic floors. Nothing will be omitted in the way of rich interior ornamentation. The structure will cost more per cubic foot than any office building in the city. Work will begin on it at the expiration of leases of present tenants, May 1, 1893, and will be completed one year from that date. The total investment, land and building, will represent an outlay of \$3,000,000.

*Stone Building.*—Location, intersection of Ashland and Ogden aves. and West Madison st. This structure one of the handsomest in Chicago, and the first office buildings to be erected on the West side. The first two stories are of brown granite, with French plate-glass front. There is a main entrance from Madison st. consisting of granite pillars supporting an arch. The floors of the vestibule and hall are of marble. The building has a frontage of 66 feet on Madison st., 97 feet on Ogden ave., and 71 feet on Ashland ave. The height of building from sidewalk to main roof is 100 feet. There are two sets of bay windows on the Ogden ave. side and one on each of the other sides. A circular tower crowns each corner. The architectural design is a modification of the French renaissance known as the flamboyant.

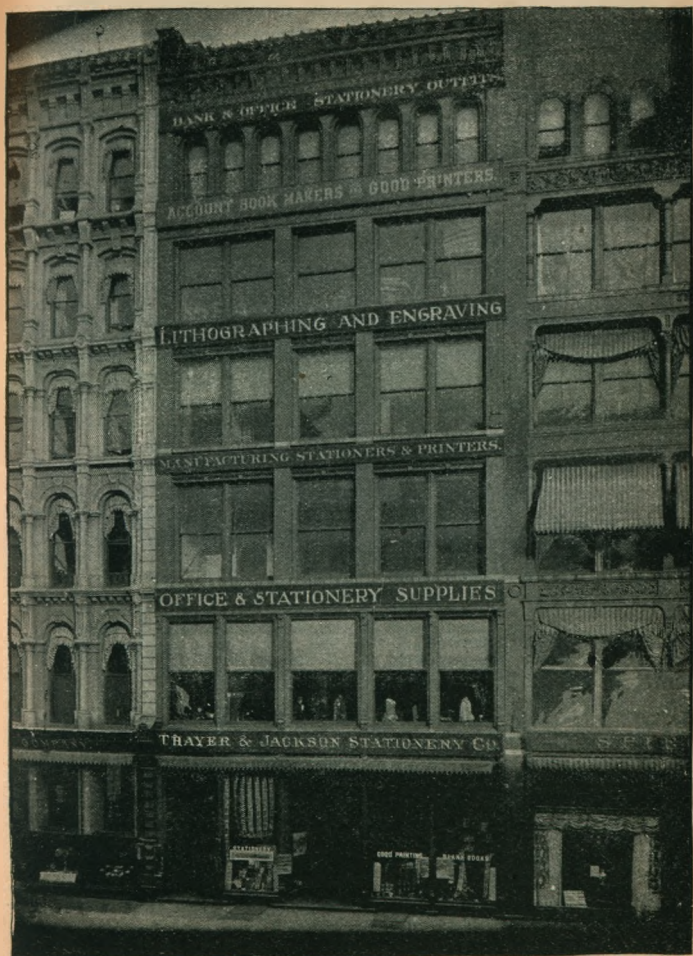
*Studebaker Building.*—Location, Michigan ave. between Van Buren and Congress sts. This handsome structure stands between the Auditorium and the old Art Institute, now the Chicago Club bldg. It has an elegant facade, rising to the height of the Auditorium. Occupied by the Studebaker Bros., carriage manufacturers.

*Tacoma Building.*—Location, N. E. Cor. Madison and LaSalle sts. The first fourteen-story building erected in the city, and one of the most graceful. It is of the steel frame, brick-mask pattern, and has about 500 office rooms.

*Telephone Building.*—Location, 203 Washington st. Central office of the Chicago Telephone Co. A beautiful structure.

*Temple, The.*—Sometimes called "The Womans' Temple," and again "The Temperance Temple," properly, however, "The Temple." Location, S. W. Cor. La Salle and Monroe sts. This structure is fully described in the "Guide" department. It is constructed of granite, marble, brick and steel; thirteen stories high, and cost \$1,100,000.

*Temple Court Building.*—Location, 217 Dearborn st., opposite the Post-office. A handsome modern office structure.



[Engraved for The Standard Guide Company.]  
THAYER & JACKSON STATIONERY CO'S BUILDING.  
[245 and 247 State St., Near Jackson.]

*Teutonic Building.*—Location, S. E. Cor. Washington st. and Fifth ave. This building stands upon the site of the old Teutonia building, in years gone by named after and occupied by the Teutonia Life Insurance Co. It is a ten story structure and covers 60x80 feet. Owners, W. C. Seipp and T. J. Lefens. The interior is beautifully fitted up. The exterior is imposing.

*Times Building.*—Location, N. W. Cor. of Fifth ave. and Washington st. Erected by Wilbur F. Storey as the home of *The Chicago Times* after the great fire. Considered for many years a wonderful structure but now overshadowed by many others. It is occupied by *The Times*, *The Freie Presse* and many other newspaper offices, printing establishments, etc.

*Title and Trust Building.*—Location, south side of Washington, near Clark st. A fourteen story structure erected for office purposes, by the Cook County Abstract and Trust Co., at a cost of \$600,000. This building is constructed on the steel frame plan, the floors being entirely independent of the walls. It is finished in marble and hardwood, has excellent elevator service and is occupied by lawyers, real estate agents and brokers, etc. The first floor is given up in great part to the banking house of Herman Schaffner & Co.

*Traders' Building.*—Location, 10 Pacific ave., opposite Board of Trade. A great office building for the accommodation of grain and produce commission men.

*Tremont House Building.*—Location, S. E. Cor. Lake and Dearborn sts. A beautiful structure, built after the fire of 1871, as successor to two other houses of the same name destroyed by fire. The facades of the building are very attractive. The general style is a relief from the severity of plainness noticeable in many of the great buildings of the city. The interior is fitted up with elegance and taste. [See "Hotels" and "Guide."]

*Tribune Building.*—Location, S. E. Cor. Madison and Dearborn sts. A handsome brown-stone structure erected after the fire of 1871. Fitted up expressly for the publication of a great daily newspaper. The basement, first floor and three upper floors, as well as offices on the second floor, are occupied by *The Tribune*; the remainder as general offices. Though lacking the height and perhaps much of the architectural finish which characterize structures erected at a later period, the *Tribune* building is pointed out as one of the ornaments of the business section. The visitor will note the counting room on the corner, a beautiful business office. [See "Newspapers."]

*Union Building.*—Location, S. W. Cor. Washington and LaSalle sts. A great office building erected after the fire. To be torn down to make room for the new Stock Exchange bldg., to be erected by the Peck estate. [See "Guide," and "Stock Exchange Building, New."]

*U. S. Appraiser's Building.*—Location, Harrison and Sherman sts. Used for storage, for bonded goods and as offices for the United States Appraiser in this city. The principal entrance is on Harrison st. From foundation to roof the structure is built with a view to solidity and strength, and the contractors claim that it cannot be sufficiently overloaded with merchandise to affect its stability in the least. It is likewise fireproof and braced and anchored throughout. The interior finish is simple but neat and in keeping with the outward solid appearance. White oak, highly polished, is used exclusively for wood-work, excepting the flooring in office and storage rooms, where yellow pine is substituted. In the corridors tiling is utilized for floors, and the walls here and around the stairways is imported yellow enameled brick. The plastering is all laid on fire-proofing. Iron stairways to the left of the main entrance and one passenger elevator furnish people the means of entrance and exit. Two large freight elevators are also provided for the handling of merchandise.

*U. S. Custom House.*—[See "Post Office," also "Guide."]

*U. S. Express Building.*—Location, north side of Washington st., between Dearborn and Clark sts. A remodeled structure. Central offices of the United States and Pacific Express Companies. Upper floor used as offices.



*Unity Building.*—Location, Dearborn st. near Washington; sixteen stories high. This is one of the most magnificent of Chicago's "skyscrapers," and is noted particularly for its beautiful interior. Attracting universal attention from citizen and stranger alike, because of its immense height, it more than repays an inspection, not only for its beauty but what modern architecture and science backed by capital and determination to excel can do in making a palace of a business building, should the building be visited by strangers. The Unity is of steel, iron, granite, brick and tile construction. For two stories and a half a massive front of red rock-faced Bay of Fundy granite rises, pierced by a large Roman arch, giving entrance to the building, making an impressive and graceful facade. Above this the walls are of finest buff pressed brick. Entering through the great arch of the portal, rising to the height of a story and a half, the walls of the outer vestibule are composed of Numidian, Alps, Green and Sienna marbles. Over the inner door is an artistic screen of glass and bronze. Passing through the rotunda the eye is dazzled by its surpassingly brilliant beauty, designed in the style of the Italian renaissance. From the floor of the marble mosaic whose graceful design and harmonious color combinations are taken from the best example of the renaissance in the Old World, rises walls of Italian marble to the height of two stories. These are broken at the first story by a marble balcony with marble balusters and balustrades, which run around the rotunda, giving entrance to the first story banking rooms. Large Corinthian pillars with brackets and caps finely carved support the balcony and ceiling. To the right a marble stairway with balustrade of the same design, leads up to it. To the left is the stairway leading to the upper floors, next the high speed passenger elevators, whose lattice work front in heavy silver plate is also in the renaissance. A rich Corinthian cornice with consols gilded, borders the ceiling, which is divided by heavy marble beams into three panels filled with rosettes in deep relief covered with gold leaf. The entire decorative work was done by George H. Nesbot & Co. of 243 Wabash ave. this city. From each panel are suspended silver chandeliers of graceful and unique design, whose electrical lights giving brilliant luster to the artistic, exquisitely harmonious blending and contrasts of colors and material, make this splendid marble hall a beautiful sight. This combination of marble and silver is carried up the entire sixteen stories. The upper floors have two corridors at right angles with the elevators and stairway at the point of meeting, giving the maximum amount of convenience in access to offices, and giving every room outside frontage and abundance of daylight. The building has 266 suites or 800 offices.

*Van Buren Building.*—Location, north side of Van Buren, between Fifth ave. and Franklin st. Cost, \$150,000.

*Venetian Building.*—Location, south side of Washington st., near State, back of Columbus building and facing Marshall Field's retail house. A beautiful twelve story structure, occupied by stores on the first floor and by offices above. The offices are mainly occupied by medical specialists and professional people generally. The building is splendidly lighted and finished tastefully. Cost, \$300,000.

*Vendome Hotel Building.*—Location, Oglesby ave., Cor. 62d st. Eight stories high. Cost, \$200,000.

*Virginia Hotel Building.*—Location, 78 Rush st., North side. One of the largest and most beautiful family hotel structures in the country. [See "Hotels."]

*West Side Theatre Building.*—Location, N. W. Cor. Madison st. and Ogden ave. Projected. To cost \$200,000.

*Western Bank Note and Engraving Co.'s Building.*—Location, Michigan ave. and Madison st. Erected in 1891. Eight stories high. Frontage, 80x110 feet. The exterior of the building is free from ornamentation but bears a solid appearance, appropriate to the object for which it was erected. It is absolutely fire-proof. The interior is finished throughout in marble and red oak. All of the modern and scientific appliances are brought into play for the comfort and convenience of tenants. The first floor is given over to

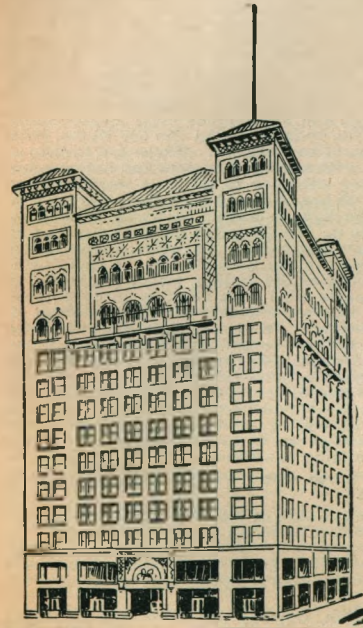
stores, the second, third and fourth to offices and the remainder of the building is occupied by the Western Bank Note and Engraving Company. [See "Western Bank Note and Engraving Company."]

*Wheeler Building.*—Location, 6 Sherman st. A building of the general Board of Trade district style, erected for the accommodation of commission men, brokers, etc.

*Wholesale Buildings.*—The buildings located in the two great wholesale districts of the city [Wabash ave., from Monroe st. north, Michigan ave., from Randolph st. south, Lake st., South Water and River sts., east of State, comprising one district; and the other bounded by Fifth ave., Madison st., Van Buren st. and the river], are, with few exceptions, elegant modern structures. It is impossible to describe them all. Those most worthy of attention from visitors, are the Marshall Field bldg., the Farwell block, the James H. Walker bldg., the Henry W. King bldg., the C. M. Henderson bldg., the Sweet-Demster bldg., and the C. P. Kellogg bldg.

*Wilson Building.*—Location, Fifth ave. and Jackson st. Ten stories high. Cost \$250,000.

*Y. M. C. A. Building.*—Location, east side of La Salle st. Cor. of Arcade court, near Madison st. Jenney & Mundie, architects. The street front is a square tower 173 feet high to top of cornice and 228 feet high to peak of roof. The main portion containing the auditorium, gymnasium, and association offices, is in the rear of the tower on Arcade court, and is 81 x 121 feet. The three lower stories of the La Salle st. tower are of gray granite. Above the granite the material is terra cotta, as near the color of the granite as practicable. The tower roof is covered with red tile. The basement is used for the working department of the building, containing six boilers, the machinery for eight elevators, the electric light plant, house pumps, and ventilating apparatus.



MEDINAH TEMPLE.—See Buildings.

tus. In the basement are three bowling alleys on Arcade court and the body of the great swimming tank, 22x71 feet, that is entered from the first story at the level of the floor. The corner room on the ground floor, containing 2,800 square feet of floor space is fitted up for an elegant banking office. The entrance hall to the offices and to the auditorium is about twenty feet wide and leads to four elevators for the offices and to a grand staircase, ten feet wide, for the assembly-rooms and for the auditorium. The rest of the first story is devoted to the great bathing establishment, including a



[Engraved for The Standard Guide Company.]  
WESTERN BANK NOTE BUILDING, MADISON ST. & MICHIGAN AVE,  
[See "Buildings" and "Western Industry."]

swimming tank, eight feet deep at one end and four feet at the other. This tank is built of steel plates, riveted together and lined with white China tile. The second and third stories contain the parlors and principal rooms of the association, the general and private offices, the library, reading room, recreation room, lecture hall, and the great auditorium, which is a beautiful, well-proportioned, and convenient room, with a seating capacity of 205 in the parquet, 420 in the parquet circle and 344 in the balcony. The fourth and mezzanine floor of that part of the building in rear of the tower is occupied for baths and lockers for the use of those patronizing the gymnasium. The fifth and sixth floors are the gymnasium. The appointments and fittings of the athletic portion of the association rooms are the best that are known and have been selected by experts, the architects and the general secretary visiting all the best association rooms, and the finest athletic clubs in the country and consulted with those best informed before planning the building. This portion of the building excels anything of the kind in the country. The seventh floor is occupied by class-rooms. The tower, or front part of the building, on the fourth to the seventh floors, and all of the floor space on the eighth to the thirteenth floors, are divided into offices of good proportions.

*Y. M. C. A. Building of Englewood.*—This building has a frontage of 60 feet on Sixty-third st. and 130 feet on Princeton ave., in Englewood. It is five stories high; the first story is of brown stone with pressed brick above and terra cotta panels, with a slate roof. Connected with this structure there is a natatorium 20x70 feet; in the basement are bowling alleys and a gymnasium 56x50 feet. The second floor is devoted to association work and a large hall with seating capacity of 700. The third and fourth floors are occupied as offices and the fifth floor is used as a dormitory for young men. The total cost including the ground was \$100,000.

#### CEMETERIES.

There are many beautiful burying grounds within the present corporate limits of the city, and in the immediate suburbs. There are no old graveyards, or church-yards, such as may be seen in the cities and towns of Europe, or in the older cities of this continent, within the business district. The only remains of a cemetery to be seen in the old city is the tomb of the Couch family, which still holds its place in Lincoln park, a great portion of which covers the site of an old graveyard. [See "Lincoln Park."] There are no church-yards in existence in any part of the West. The different cemeteries, together with the means of reaching them, are pointed out below.

*Anshe Maariv Cemetery.*—Located at North Clark st. and Belmont ave. Take Evanston Division of Chicago, Milwaukee & St. Paul railroad, or North Clark st. cable line.

*Austro-Hungarian Cemetery.*—Located at Waldheim, 10 miles from the City Hall. Take train at Grand Central depot, via Chicago and Northern Pacific railroad. Train leaves at 12:01 p. m. daily, including Sundays, running direct to the new cemetery station, immediately adjoining Waldheim, Forest Home and the Jewish cemeteries. ["See Waldheim Cemetery."]

*Beth Hamedrash Cemetery.*—Located at Oakwoods, Sixty-seventh st. and Cottage Grove ave. Take Cottage Grove ave. cable line or Illinois Central train, foot of Randolph or Van Buren st. [See "Oakwoods Cemetery."]

*B'nai Abraham Cemetery.*—Located one-half mile south of Waldheim, nine and one-half miles from the City Hall. Take train at Grand Central depot, via Chicago and Northern Pacific railroad. Trains leave at 12:01 daily, including Sundays. [See "Waldheim Cemetery."]

*B'nai Shilom Cemetery.*—Located on North Clark st. and Graceland ave. Take North Clark st. cable line, or Evanston Division of Chicago, Milwaukee and St. Paul railroad,



*Calvary Cemetery.*—Located south of and adjoining the village of South Evanston, ten miles from the City Hall. Take train at Wells st. depot, via Chicago & North-Western railway, or at Union depot, via Evanston Division of Chicago, Milwaukee & St. Paul railroad. This is the largest and oldest of the Roman Catholic cemeteries. It is situated beautifully, fronting Sheridan road and Lake Michigan. The cemetery is laid out with great taste. There are many costly and handsome tombs and monuments to be seen here. Among the latter is one erected to the memory of Colonel Mulligan, the hero of Lexington. The tombs of the leading Roman Catholic families of Chicago are located here. This burying ground was consecrated in 1861. The interments have exceeded 25,000. Trains leave on both lines for Calvary at brief intervals daily, including Sundays.

*Cemetery of the Congregation of the North Side.*—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Trains leave at 12:01 daily, including Sundays.

*Chebra Gemilath Chasadim Ubikar Cholim Cemetery.*—Located on North Clark st., south of Graceland Cemetery. Take train on Evanston Division of Chicago, Milwaukee & St. Paul railroad, or North Clark st. cable line. [See "Graceland Cemetery."]

*Chebra Kadisha Ubikar Cholim Cemetery.*—Located on North Clark st., south of Graceland Cemetery. Take train on Evanston Division of Chicago, Milwaukee & St. Paul railroad, or North Clark st. cable line. [See "Graceland Cemetery."]

*Concordia Cemetery.*—Located about nine miles west of the City Hall on Madison st. beside the Desplaines river. [See "Forest Home Cemetery."]

*Forest Home Cemetery.*—Located about nine miles west of the City Hall on Madison st., beside the Desplaines river. Concordia Cemetery adjoins this burying ground. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Its eighty acres comprise a portion of the ground once constituting Haase's park, a noted resort of its day. This cemetery is beautifully situated and laid out with great taste. The interments in Forest Home Cemetery and Concordia Cemetery combined have numbered about 15,000.

*Free Sons of Israel Cemetery.*—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. [See "Waldheim Cemetery."]

*German Lutheran Cemetery.*—Located on N. Clark st., S. E. Cor. Graceland ave. Take N. Clark st. cable line. This cemetery belongs to the St. Paul and Emanuel Lutheran Churches.

*Graceland Cemetery.*—Located on North Clark st. five miles from the City Hall. Take train at Union depot, via Evanston Division Chicago, Milwaukee & St. Paul railroad for Buena Park, the beautiful station of which suburb faces the main entrance of the cemetery, or take the North Clark st. cable line. Better still, the visitor will enjoy a magnificent carriage ride by way of the North side Water Works, Lake Shore Drive, Lincoln Park, through Lake View and some of the most charming of the Northern suburbs, to this cemetery. The Graceland Cemetery Company was organized under a special charter in 1861.

*Hebrew Benevolent Society Cemetery.*—Located south of Graceland Cemetery and may be reached in a similar manner.

*Moses Montefiore Cemetery.*—Located at Waldheim, ten miles from the City Hall. [See "Waldheim Cemetery."]

*Mount Greenwood Cemetery.*—Located one-half mile west of Morgan Park, a suburb, fourteen miles south of the City Hall. Take trains at the Van Buren st. depot, via Chicago Rock Island & Pacific Railway.

*Mount Hope Cemetery.*—Projected; to be located at Washington Heights, south of the city.

*Mount Olive Cemetery*.—Located at Dunning, nine miles west of the City Hall. Take train at Union Depot, via Chicago, Milwaukee and St. Paul railroad. This is a beautiful cemetery and is the burying-place of Scandinavian families. The secretary and treasurer is Mr. Paul O. Stensland.

*Mount Olivet Cemetery*.—Located one-half mile west of the suburb of Morgan Park. Take train at Dearborn station, via Chicago & Grand Trunk railway.

*Oakwoods Cemetery*.—Located on Sixty-seventh st. and Cottage Grove ave. Take Illinois Central railroad, foot of Randolph or Van Buren st., or Cottage Grove ave. cable line. This cemetery was laid out in 1864. It includes 200 acres of ground beautifully laid out on the "lawn plan." A charming drive to the cemetery is via Michigan and Grand blvds. and Washington Park. This, Rosehill and Graceland are the three prominent native Protestant burying grounds of the city.

*Ohavey Emunah Cemetery*.—Located at Waldheim, ten miles from the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Trains leave at 12:01 p. m. daily, including Sundays. [See "Waldheim Cemetery."]

*Ohavey Scholom Cemetery*.—Located at Oakwoods, Sixty-seventh st. and Cottage Grove ave. Take Cottage Grove ave. cable line or Illinois Central train, foot of Randolph or Van Buren st. [See "Oakwoods Cemetery."]

*Rosehill Cemetery*.—Located seven miles northeast of the City Hall. Take train at Wells st. depot, via Milwaukee Division of Chicago & North-Western railroad. The Rosehill Cemetery Company was chartered February 11, 1859. This burying ground covers at present about 500 acres, but extensions can be made. Two hundred additional acres have already been platted and improved. It is the most beautiful cemetery in the vicinity of Chicago and contains many handsome and costly tombs and monuments, the most prominent of the latter being the soldiers' monument at the head of the main avenue. Large numbers of those who were once the leading men of the city are interred here, and the inscriptions on the tombs are interesting to the student of Chicago history. The greenhouses and conservatories of Rosehill are very handsome and extensive. The ground slopes down to the railroad track and forms a beautiful landscape. It is thickly wooded with fine trees, and a large lake adds greatly to its beauty. This cemetery may be reached easily by carriages, via Lake Shore drive, Lincoln Park, Graceland and some of the most charming of the northern suburbs. Among the things which will at once strike the visitor with admiration is the handsome entrance arch.

*Sinai Congregational Cemetery*.—Located at Rosehill. [See "Rosehill Cemetery."]

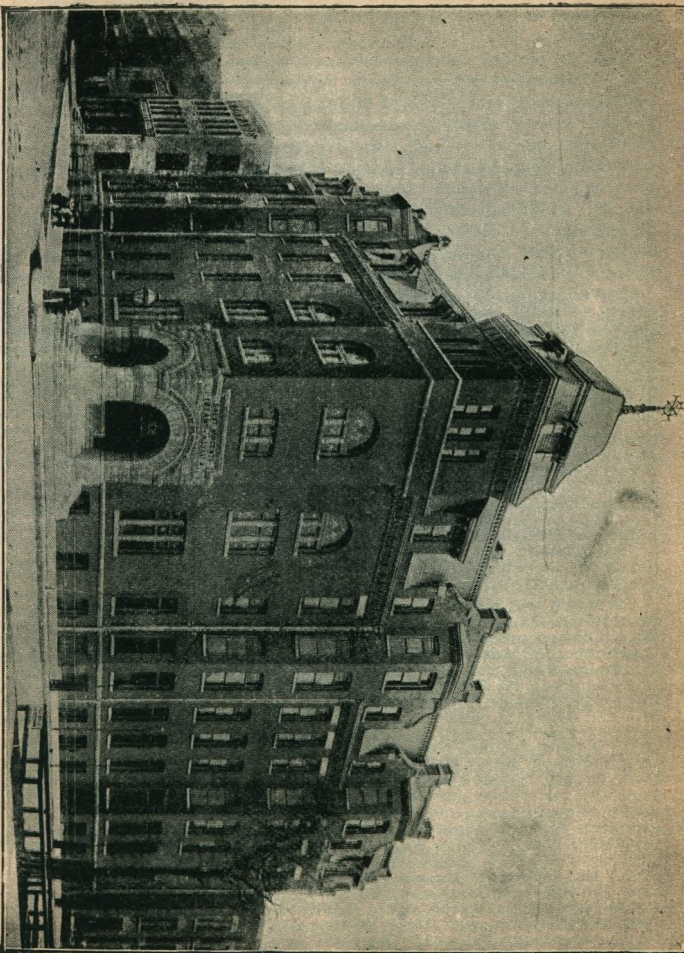
*St. Boniface Cemetery*.—Located on N. Clark st. Cor. Lawrence ave. Take N. Clark st. cable line. This is the German Roman Catholic Cemetery.

*Waldheim Cemetery*.—Located ten miles west of the City Hall. Take train at Grand Central depot, via Chicago & Northern Pacific railroad. Funeral train leaves at 12:01 p. m. daily, including Sundays, running direct to the new cemetery station, immediately adjoining Waldheim, Forest Home and the Jewish cemeteries. Here are interred the anarchists executed for connection with the Haymarket bomb-throwing. [See "Haymarket Massacre."] A number of burying grounds are located in this vicinity.

*Zion Congregation Cemetery*.—Located at Rosehill. [See "Rosehill Cemetery."]

## CHARITIES.

Charity aboundeth in Chicago. It is estimated that the amount voluntarily subscribed annually for charity, and in support of charitable institutions in Chicago, exceeds \$3,000,000. There are in Chicago 11 asylums for



[Engraved for The Standard Guide Company.]

ST. VINCENT'S INFANT ASYLUM AND MATERNITY HOSPITAL.

[See "Charities" and "Hospitals." ]



children, employing 87 persons, caring for 3,164 persons and conducted at an annual cost of \$103,747; 2 diet kitchens, employing 5 persons, caring for 2,212 persons, and conducted at an annual cost of \$2,200; 9 employment bureaus, employing 9 persons, caring for 6,766 persons and conducted at an annual expense of \$556; 5 fresh air bureaus, caring for 30,844 persons and conducted at an annual cost of \$9,061; 6 homes for the aged, employing 16 persons, caring for 869 persons and conducted at an annual expense of \$588,244; 6 homes for women, employing 38 persons, caring for 4,764 persons and conducted at an annual expense of \$50,683; 7 industrial schools, employing 79 persons, caring for 2,507 persons and conducted at an annual cost of \$103,748; 3 kindergarten schools employing 112 persons, and conducted at an annual cost of \$14,900; 7 day nurseries employing 9 persons, caring for 217 persons and conducted at an annual cost of \$13,093; 10 placing children; 5 protective schools, employing 17 persons, caring for 8,440 persons and conducted at an annual cost of \$25,117; 12 relief societies, employing 16 persons, caring for 23,084 persons and conducted at an annual cost of \$59,061; 4 reformatories, caring for 2,218 persons and conducted at an annual cost of \$63,976; 6 visitations employing 68 persons, caring for 27,252 persons and conducted at an annual cost of \$14,855; 23 dispensaries and hospitals employing 633 persons, caring for 56,067 persons, and conducted at an annual expense of \$295,012; 8 training schools for nurses, caring for 320 persons and conducted at an annual expense of \$29,217. A summary of Cook county and Illinois state charities shows that there are eleven state institutes, employing 814 persons, caring for 10,836 persons, and conducted at an annual expense of \$1,306,997; four county institutions, employing 456 persons, caring for 15,980 persons, and conducted at an annual expense of \$421,955; city institutions, employing 870 persons, caring for 170,744 persons and conducted at an annual expense of \$899,191. The above, neither as regards the public or private charities of Chicago or Cook county, covers the actual number of institutions, nor does it comprehend the work or the expense of over 1,000 benevolent semi-religious or religious societies. Following is a list of the recognized or deserving charities of the city, which includes every character of organized work, with addresses.

**ASYLUMS AND HOMES.**—American Educational Aid Society.—Finds homes for children. Nursery located at 238 Sixty-sixth st. Older children at Aurora, Ill., till homes are found. Office, room 41, 232 La Salle st. Chicago Industrial School for girls, (Catholic.)—A home for girls from 4 to 18 years of age. Cor. Indiana ave. and 49th st. Chicago Nursery and Half-Orphan Asylum.—Pay and free. 175 Burling st. and 855 N. Halsted st. Chicago Orphan Asylum.—2228 Michigan ave. Children's Aid Society.—Receives suitable homeless and destitute children, and places them in family homes. Also finds homes for mothers with one child. Home on Indiana ave., near 31st st. Office, room 44, 204 Dearborn st. Church Home for Aged Persons. (Episcopal.)—Ladies only. Terms \$5.00 per week, or life contract, \$300. 4327 Ellis ave. Cook County Insane Asylum.—Telephone 4334, Dunning, Ill. Cook County Poor House.—Telephone 4334, Dunning, Ill. Applications for admission should be made at the office of the County Agent, 128 S. Clinton st. Danish Lutheran Orphans' Home.—Free (unless friends are able to pay). 69 Perry ave., Maplewood. Erring Woman's Refuge—For the reformation of fallen women. Free. Telephone 10162, 5024 Indiana ave. Foundling's Home.—Free. 114 S. Wood st. German Old People's Home.—Both sexes. Admission, \$300. Harlem Cook Co. Guardian Angel Orphan Asylum. (German Catholic.)—Havelock P. O., Cook Co. Holy Family Orphan Asylum. (Catholic.)—Cor. Holt and Division sts. Home for Crippled Children.—91 Heine st. West North ave. cars to Heine st. Home for the aged. (Catholic.)—(Little Sisters of the poor.) Both sexes. Free. 29 and 31 E. 25th st.; W. Harrison. Cor. Throop, and Sheffield ave., Cor. Fullerton ave. Home for Convalescents.—Convalescents are boarded out in families at the rate of \$5.00 per week.



Address Dr. Delafield, 4333 Ellis ave. Home for the Friendless.—Temporary home for women and children. Homeless and abandoned children are placed in permanent homes. Telephone 8194. 1926 Wabash ave. The Chicago Relief and Aid Society owns certain rights in this institution. Home for Incurables.—Both sexes. Pay and free. Telephone 10074; Ellis ave., Cor. 56th st. Home for Self-supporting Women.—All the inmates are required to pay. Telephone 3710. 275 Indiana st. Home for Unemployed Girls. (Catholic.)—House of the Good Shepherd. Market st. Cor. Elm. Home of Industry.—Discharged male prisoners. 234 Honore st. House of the Good Shepherd. (Catholic.)—Reformatory institution for young girls. N. Market st. Cor. Hill. House of Providence, (Catholic.)—(Mercy Hospital.) For unemployed girls. Calumet ave., Cor 26th st. Illinois Industrial School for Girls.—Reformatory institution for young girls. South Evanston, Ill., Illinois Industrial Training School for Boys.—Free. Glenwood Park, Ill. Illinois Masonic Orphan's Home.—447 Carroll ave. Illinois Soldiers' Orphan's Home.—Government institution. Free. Normal, Ill. Illinois Women's Soldiers' Home.—1408 Wabash ave. Martha Washington Home.—For inebriate women. Telephone 12181. Graceland ave., Cor Western ave. Newsboy's and Bootblacks' Home. Pay and free. 1418 Wabash ave. Old People's Home.—Ladies only. Admission, \$300 and furniture for one room. Indiana ave., Cor. of 39th st. The Chicago Relief and Aid Society owns twenty-five rooms in this institution, for which application may be made at its office, 51 and 53 La Salle st. Servite Sisters' Industrial Home for Girls. (Catholic.)—1396 W. Van Buren st. Soldiers' Home.—The Home is abolished, but the money is distributed, by members of its Board, to old soldiers or their families, at the Chicago Relief and Aid Society, 51 and 53 La Salle st. St. Joseph's Asylum for Boys. (Catholic.)—Crawford ave., bet. W. Diversey and W. Belmont. St. Joseph's Home for the Friendless. (Catholic.)—An industrial school and home for girls, and school for the deaf. 409 S. May st. St. Joseph's Orphan Asylum. (Catholic.)—Both sexes. 35th st., cor. Lake ave. St. Mary's Training School for Boys. (Catholic.)—Free. Feehanville, Cook Co., Ill. St. Vincent's Infant Asylum and Maternity Hospital. (Catholic.) 191 La Salle ave. Telephone 3282. Swedish Home of Mercy.—Men and Women. Free. Bowmanville, Ill. The Bethany Home of the Swedish M. E. Church for Aged Women.—Sheridan road and Rinn ave. Ublich Evangelical Lutheran Orphan Asylum. (German.)—221 Burling st., Cor. Center. Waifs' Mission.—Home and School for Boys. Pay and free. 44 State st. Washingtonian Home.—Men only. Pay and free. Telephone 7028. 566 W. Madison st. Western Seaman's Friend Society. Sailors. Pay and free. 32 N. Desplaines st. Working Boy's Home and Mission of our Lady of Mercy.—Pay and free. 361 W. Jackson st. Young Women's Christian Association. Good board and wholesome surroundings at a very low rate, for skilled workingwomen. 288 Michigan ave. Young Women's Christian Association.—Home for Transients. Nominal price or free. 362 W. Jackson st. An agent is also sent to meet incoming trains. Employment office and dispensary, 240 Wabash ave.

**DAY NURSERIES AND CRECHES.**—Bethesda Mission Creche, 406 S. Clark st. Hull House Creche, 221 Ewing st. Margaret Etter Creche, 2356 Wabash ave. Talcott Day Nursery No. 1, 169 W. Adams st. Talcott Day Nursery No. 2, 581 Austin ave. Unity Church Creche, 80 Elm st.

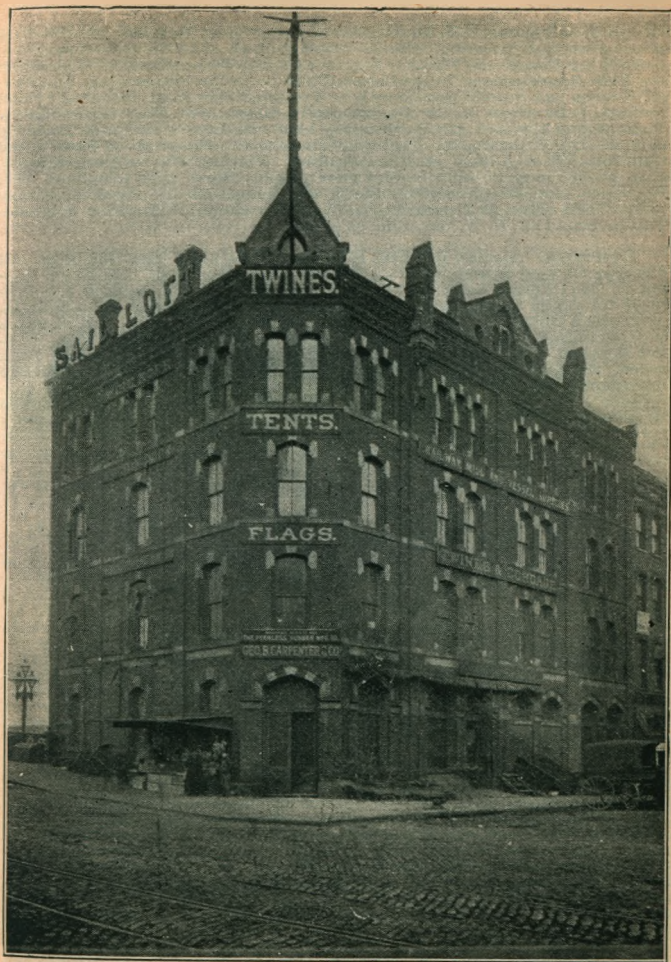
**DISPENSARIES.**—ALEXIAN BROTHERS' HOSPITAL, pharmacy, 539 N. Market st. AMERICAN COLLEGE OF DENTAL SURGERY, 70 80 State st. ARMOUR MISSION, Thirty-third st., S. E. Cor. Butterfield st.; open daily (Sundays excepted) from 9 to 11 a. m. BENNETT FREE DISPENSARY, Ada and Fulton sts.; attended by the faculty of the Bennett Medical College; open daily (Sundays excepted) from 1:30 to 3 p. m. BETHESDA FREE MEDICAL MISSION, 406 Clark st., under care of W. C. T. U.; open every day, except Saturdays and Sundays, from 3 to 5 p. m. CENTRAL FREE DISPENSARY of West Chicago, Wood and W. Harrison sts.; attended by the faculty of the Rush Medical College; office hours, 9 to 12 a. m., and 1 to 6 p. m.; Sundays, 9 to 10:30 a. m. CENTRAL HOMŒOPATHIC, S. Wood and York sts.; attended by the faculty of the Chicago Homœopathic College; open daily (except Sunday) from 9 to 12 a. m., and 2

to 4 p. m. CHICAGO CLINIC ASSOCIATION, open daily, from 3:30 to 4:30 p. m.; room 215, 70 State st. CHICAGO COLLEGE OF DENTAL SURGERY, 122 Wabash ave.; open daily, from 9 a. m. to 4 p. m. CHICAGO HOSPITAL FOR WOMEN AND CHILDREN, Paulina and W. Adams sts.; open every day except Sunday. CHICAGO POLYCLINIC DISPENSARY, 176 Chicago ave.; open from 8:30 a. m. to 6 p. m. daily. CHICAGO SPECTACLE CLINIC, 70 State st., room 209; open 9 to 10 a. m. GERMAN HOSPITAL, 754-756 Larabee st.; hours, 9 to 12 a. m. and 2 to 4 p. m., except Sunday. HAHNEMANN COLLEGE FREE DISPENSARY, 2813 Groveland ave.; attended by the faculty of Hahnemann Medical College; open all day. ILLINOIS EYE AND EAR INFIRMARY, 121 S. Peoria st.; open daily (except Sunday), from 1 to 3 p. m. LINCOLN STREET DISPENSARY (Women's Medical College), 335-337 S. Lincoln st.; open from 2:30 to 5 p. m. MICHAEL REESE HOSPITAL FREE DISPENSARY, Groveland ave., N. E. Cor. Twenty-ninth st. NATIONAL TEMPERANCE HOSPITAL, 3411 Cottage Grove ave.; open from 10 to 12 a. m. and 2 to 4 p. m. NORTH STAR, 192 Superior st.; open daily (except Sunday), 1 to 2 p. m. NORTHWESTERN COLLEGE OF DENTAL SURGERY, 1203 Wabash ave.; open from 8 a. m. to 6 p. m. SOUTH SIDE FREE DISPENSARY, Prairie ave. and Twenty-sixth st.; open daily, 1 to 3 p. m.; attended by the faculty of Chicago Medical College. ST. LUKE'S FREE DISPENSARY, 1420-1430 Indiana ave.; open daily, from 12 m. to 4 p. m. WEST SIDE FREE DISPENSARY in College of Physicians and Surgeons, 315 Honore and W. Harrison st.; open daily (except Sunday), from 1 to 5 p. m. WOMAN'S HOSPITAL OF CHICAGO, Rhodes ave., N. W. Cor. Thirty-second st.; open daily (except Sunday), from 2 to 4 p. m. YOUNG WOMEN'S CHRISTIAN ASSOCIATION (for women and children), 39 Howland blk.; open Monday and Friday from 12 m. to 1 p. m.

FREE EMPLOYMENT BUREAUS.—Children's Aid Society.—For boys, Room 44, 204 Dearborn st. German Society.—For men, 49 La Salle st. Provident Laundry of the Home for Self-Supporting Women.—Instructs laundresses and gives employment to needy women. Telephone 3710. 275 E. Indiana st. The Helping hand.—For men, N. E. Cor. Washington Blvd. and Clinton st. Waifs' Mission.—For boys, 44 State st. Wood Yard of the Chicago Relief and Aid Society.—For men. Telephone 3415. 395 N. Clark st. Young Men's Christian Association.—For men and boys. Telephone 359. 148 Madison st. Young Women's Christian-Asso.—Employment found for governesses, bookkeepers, office clerks, seamstresses, etc., room 61, 243 Wabash av.

FREE KINDERGARTENS.—All Souls Kindergarten, 3939 Langley ave.; Armour Mission Kindergarten, 33d st. and Armour ave.; Bethesda Mission Kindergarten, 409 S. Clark; Bohemian Mission Kindergarten, 711 Loomis st.; Borland Kindergarten, Horace Mann School, Cor. 37th st. and Portland ave.; Brennan Public School Kindergarten, Brighton Public School Kindergarten, Drexel Kindergarten, Raymond School, Friederich Froebel Kindergarten, Cor. 12th and Halsted sts.; Hancock Public School Kindergarten, Herford Kindergarten, (Morning), 405 22d st.; Hull House Kindergarten, 335 South Halsted st.; Immanuel Baptist Church Kindergarten, 2306 State st.; Italian Kindergarten, 505 S. Clark st.; Kate C. Richardson's Memorial Kindergarten, Memorial Baptist Church, Oakland Blvd. near Cottage Grove ave.; Kindergarten, 171 Division st.; King's Daughters' Kindergarten, 5304 Jefferson ave.; Kinzie Public School Kindergarten, Peck Public School Kindergarten (Afternoon), Porter Memorial Kindergarten, Cor. 12th st. and Ashland ave.; Raymond Mission Kindergarten, Cor. 30th and Poplar sts.; Sedgwick St. Chapel Kindergarten, 388 Sedgwick st.; St. Pius Convent Kindergarten, Cor. Ashland ave. and 20th st.; St. Pius Monastery Kindergarten, Cor. 19th and Paulina sts.; Talcott Day Nursery Kindergarten No. 1, 169 W. Adams st.; Talcott Day Nursery Kindergarten No. 2, 581 Austin ave.; The Creche Kindergarten, Cor. 24th st. and Wabash ave.; The Borden Kindergarten, 517 and 519 Milwaukee ave.; Unity Industrial School Kindergarten, 80 Elm st.

FREE NURSES AND TRAINING SCHOOLS FOR NURSES.—Bethesda Deaconess Institution (German).—Free nurses for the poor may be obtained, 30 and 32 Belden pl. Chicago Deaconess' Home.—Free nurses for the poor may be obtained, 221 East Ohio st. Chicago Training School.—Free, 114 Dearborn ave. Clara Barton Training School for Nurses; all pay, 3411 Cottage Grove ave. Illinois Training School for Nurses.—In connection with Cook County



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[See "Western Industry."]

Hospital, telephone, 7155, 304 Honore st., near West Harrison st. Michael Reese Hospital Training School.—Twenty-ninth st., Cor. Groveland ave. Norwegian Deaconess' Home.—Free nurses may be obtained, 190 Humboldt st. Poor Handmaids of Jesus Christ (Catholic).—Day nurses, pay and free, 212 Hudson ave. and 52 Newberry ave. Provident Hospital Training School (colored.)—Dearborn st., Cor. Twenty-ninth. Sisters of St. Mary (Episcopal).—Visit among the sick, 215 Washington blvd. St. Luke's Hospital Training School.—1420 Wabash ave. Training School of the Hospital for Women and Children.—West Adams st., Cor. Paulina. Visiting Nurse Association.—Free nurses may be obtained for poor people; North side, telephone 3002; Northwest side, telephone 4518; South side, telephone 8166; West side, telephone 7134; office, 59 Dearborn st. Woman's Hospital Training School.—Thirty-second st., N. W. Cor. Rhodes ave.

**HOSPITALS.**—Alexian Brothers Hospital. (Catholic).—Men and boys. All diseases except contagious. Pay and free. Telephone 3467. 539 North Market st. The Chicago Relief and Aid Society owns eighteen beds in this hospital, for which application may be made at its office, 51 and 53 La Salle st. Augustana Hospital. (Swedish).—Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 3022. 151 Lincoln ave. Baptist Hospital.—Pay and free. 541 North Halsted st. Bennett Hospital.—Both sexes. All pay patients. Telephone 7091. Ada st., Cor. Fulton. Chicago Emergency Hospital.—Both sexes and all ages. All diseases except contagious. Surgery a specialty. Pay and free. 191 Superior st. Chicago Homœopathic Hospital.—Both sexes and all ages. All diseases except contagious. All pay patients. Telephone 7291. South Wood st. Cor. York. Chicago Hospital for Women and Children.—All diseases except contagious. Pay and free. Telephone 7071. W. Adams st. Cor. Paulina. The Chicago Relief and Aid Society owns twenty-five beds in this hospital, for which application may be made at its office, 51 and 53 La Salle st. Chicago Charity Hospital.—Both sexes and all ages. All diseases except contagious. All patients free. 59 Plymouth Place (3d ave). Chicago Eye and Ear Infirmary.—Free. Tuesdays and Thursdays, from 2 to 4 o'clock. 2813 Groveland ave. Chicago Maternity Home.—(Lying in Hospital.) All pay patients. Telephone 3627. 1619 Diversey st. Chicago Polyclinic Hospital.—All pay patients. Telephone 3586. 176 E. Chicago ave. Cook County Hospital.—All ages and both sexes. All diseases. Free. Telephone 7133. W. Harrison st. Cor. Wood. German Hospital.—Both sexes and all ages. All diseases except contagious. Half its beds free. Telephone 3376. 754 Larrabee st. Hahnemann Hospital.—Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 8104. 2811 Groveland ave. The Chicago Relief and Aid Society owns fifteen beds in this hospital, for which application may be made at its office, 51 and 53 La Salle st. Illinois Charitable Eye and Ear Infirmary.—State Institution. Boarding and dispensary patients. All free. Telephone 4048. 227 W. Adams st. The Chicago Relief and Aid Society owns rooms for twenty patients in this institution, for which application may be made at its office, 51 and 53 La Salle st. Lake Side Hospital.—Surgery a specialty. All pay patients. Telephone 10221. Marine Hospital.—Sailors. Government institution. Special provision for contagious diseases. Free. Telephone 12107. N. Halsted st., near Graceland ave. Maurice Porter Memorial Free Hospital for Children.—606 Fullerton ave. Mercy Hospital.—(Catholic.) Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 8267. Calumet ave., Cor. 26th st. The Chicago Relief and Aid Society owns forty beds in this hospital, for which application may be made at its office, 51 and 53 La Salle st. Michael Reese Hospital.—(Jewish.) All ages and both sexes. Pay and free. Telephone 8212. 29th st., Cor. Groveland ave. National Temperance Hospital.—All ages and both sexes. All pay patients. Telephone 8341. 3411 Cottage Grove ave. Presbyterian Hospital.—Both sexes. All diseases except contagious. Pay and free. A convalescent Department is attached to this hospital. Telephone 7189. W. Congress st., Cor. S. Wood. Provident Hospital.—(Colored.) Pay and free. S. W. Cor. Twenty-ninth and Dearborn sts. St. Joseph Hospital. (Catholic).—Both sexes and all ages. All diseases except contagious. Pay and free. Tel-



ephone 3543. 360 Garfield ave., cor. Burling st. The Chicago Relief and Aid Society owns thirty beds in this Hospital, for which application may be made at its office, 51 and 53 La Salle st. St. Luke's Free Hospital. (Episcopal.)—Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 8438. 1120 Indiana ave. The Chicago Relief and Aid Society owns twenty-eight beds in this Hospital, for which application may be made at its office, 51 and 53 La Salle st. St. Elizabeth Hospital. (Catholic.)—Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 7329. Davis st., Cor. Thompson. West North ave. cars to Davis st. Wesley Hospital. (Methodist.)—Both sexes and all ages. All diseases except contagious. Pay and free. Telephone 2415. 355 Ohio st. Woman's Hospital of Chicago. Women only. Pay and free. Telephone 8353. Thirty-second st., Cor. Rhodes ave.

MISSIONS AND MISCELLANEOUS.—ANCHORAGE MISSION.—A temporary home for friendless girls, including fallen women and discharged female prisoners. 125 Plymouth pl. (Third ave.) ARMOUR MISSION INDUSTRIAL SCHOOL.—For boys and girls. (See list of Creches and Kindergartens.) Telephone 8390. Cor. Thirty-third st. and Armour ave. BETHESDA MISSION.—Cheap lodging house for men. (See also list of Creches and Kindergartens.) 406 S. Clark. BUREAU OF JUSTICE.—Legal protection against injustice for those who are unable to protect themselves. 154 Lake st. CHICAGO EXCHANGE FOR WOMAN'S WORK.—Work of indigent woman sold at a commission of 10 percent. Telephone 2912. 209 Wabash ave. CITIZENS' LEAGUE OF CHICAGO.—Prosecutes sellers of liquor to minors. Telephone 1437. Rooms 31 and 32, 116 La Salle st. G. A. R. CENTRAL RELIEF COMMITTEE.—G. A. Soldiers, 453 S. Canal st. ILLINOIS WOMAN'S ALLIANCE.—First Friday of every month. Parlor O, Palmer House. IMMEDIATE AID MISSION AND INDUSTRIAL DAY SCHOOL.—2917 S. Clark st. LAKE GENEVA FRESH AIR ASSOCIATION.—President, E. E. Ayer, 481 N. State st. LINCOLN PARK SANITARIUM.—Address Miss Harriet M. Dewey, Daily News. MINNETONKA WORKING WOMEN'S HOME.—A cheap boarding house for women, 21 S. Peoria st. PROTECTIVE AGENCY FOR WOMEN AND CHILDREN.—Protection and defense of the rights of women and children against wrongs of any nature. Telephone 1782. 828 Opera House Building. THE MUTUAL MEDICAL AID ASSOCIATION.—By paying \$10 per year, medical aid will be furnished. Telephone 2519. Room 317, Northern Office Building., S. W. Cor. La Salle and Lake sts. THE UNION TRAINING SCHOOL.—Industrial school for boys and girls. Meets every Saturday morning. 1086 W. Lake st. UNITY CHURCH INDUSTRIAL SCHOOL FOR GIRLS.—(See list of Creches and Kindergartens. 80 Elm st. WESTERN SOCIETY FOR THE SUPPRESSION OF VICE.—For the suppression of obscene literature, etc. Address H. D. Penfield, 48 La Salle st.

SOCIETIES.—CHICAGO RELIEF AND AID SOCIETY.—Non-sectarian. Gives temporary aid to the better class of poor. Also owns two hundred and fourteen beds in private hospitals, twenty-five rooms in the Old People's Home, and certain rights in the various Orphan Asylums, Newsboys' Home, Eye and Ear Infirmary, Home for the Friendless, Foundlings' Home, etc., etc. Gives temporary employment to men at its wood yard, through which permanent work is often found for them. Telephone 773. Office, 51 and 53 La Salle st. DANISH RELIEF SOCIETY.—President, Fritz Frantzen, 296 Milwaukee ave. GERMAN SOCIETY FOR THE PROTECTION OF IMMIGRANTS AND THE FRIENDLESS.—Gives aid in cash and otherwise. Also finds work for immigrants. 49 La Salle st. HYDE PARK RELIEF SOCIETY.—President, Mrs. George Driggs. 5361 Cornell ave. ILLINOIS HUMANE SOCIETY.—For the prosecution of persons guilty of cruelty to persons or animals. Telephone 65, room 43, Auditorium bldg. LUXEMBOURG SOCIETY.—For Luxembourgers only. 49 La Salle st. NORWEGIAN SOCIETY.—Temporary aid to Norwegians. First and third Monday in every month. President, John Blegen, 164 Randolph st. RUSSIAN REFUGE CHARITY ASSOCIATION.—General relief to Hebrew Russian Refugees. 567 S. Halsted st. SCANDINAVIAN BETHANY AID SOCIETY.—Second Monday of each month. Secretary, Adolf Monsen, 244 W. Erie st. 330 W. Indiana st. ST. ANDREWS' SOCIETY.—Temporary aid to Scots. First Thursday in February, May, August and November. Secretary, James Duncan, Sherman House.

**ST. GEORGE'S BENEVOLENT SOCIETY.**—Temporary aid to stranded Englishmen. First Monday of each month, at St. George's Hall, 182 Madison. President, Alexander Cook; secretary, W. C. Hill. **SVEA SOCIETY.**—For Swedes only. First and third Thursday in each month. Chicago ave. N. E. Cor. Larabee st. **SWISS BENEVOLENT SOCIETY.**—For Swiss only. Second Monday of each month at 8 P. M. Uhlich's Hall, Clark st., S. W. Cor. Kinzie. **ST. VINCENT DE PAUL SOCIETY.**—A branch of this society is found in nearly every Catholic church, for the relief of its poor. **THE HELPING HAND.**—Lodging House for men. They pay by sweeping streets, or doing other work; N. E. Cor. Washington blvd. and Clinton st. **UNITED HEBREW RELIEF ASSOCIATION.**—Aid given in cash, and permits to the Jewish Hospital and Jewish Orphan Asylum. Room 50, 161 La Salle st. **VISITATION AND AID SOCIETY.** (Catholic.)—Visit and investigate among the poor. The aid given is mostly spiritual. Room 5, 124 Dearborn st.

#### CHARITIES—LEADING INSTITUTIONS.

A complete list of the recognized charities of the city is given above. There are some noble charities in existence here, however, which deserve the special attention of the visitor.

*American Educational Aid Association.*—Organized for the care of homeless and needy children. Has over 1,000 branches. Takes the little ones under its care and provides them with good homes or adopted fathers and mothers in the country. Location of office, 230 LaSalle st.

*Armour Mission.*—Location, Butterfield and Thirty-third st. Founded by Joseph F. Armour, who bequeathed \$100,000 for the purpose. Phillip D. Armour, executor of this trust, has greatly enlarged upon the original design. The Mission is practically a great free educational institution for children. It has numerous departments, including kindergarten, free dispensary, library, Sunday school, etc. It is worthy of a visit.

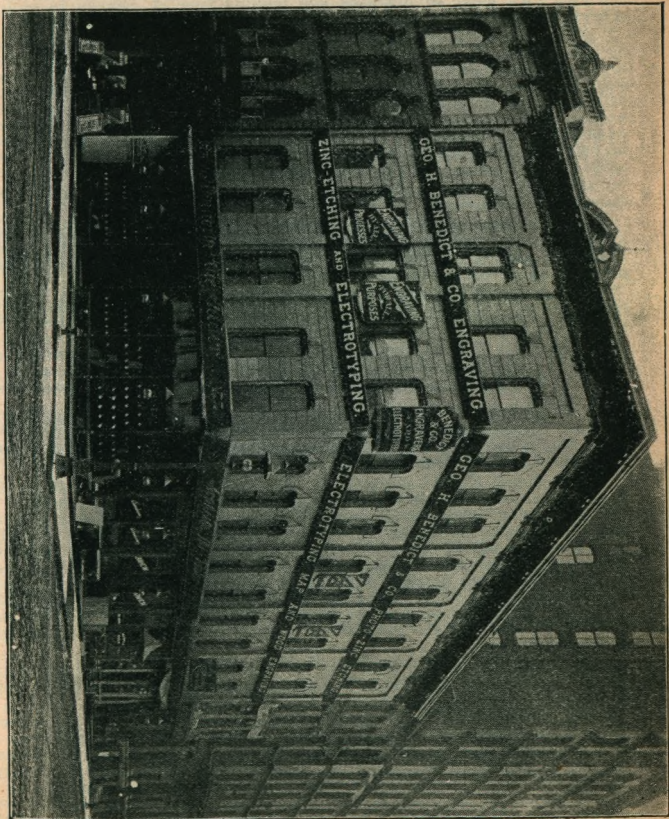
*Armour Mission Training School.*—Erected by Phillip D. Armour and presented to the city for the free manual training of the youth of Chicago who could not obtain the privileges of a paid education. This gift represented the magnificent sum of \$1,700,000. Location near Armour Mission. [See "Education" and "Buildings"]

*Bureau of Justice.*—An organization, first, to assist in securing legal protection against injustice for those who are unable to protect themselves. Second, to take cognizance of the workings of existing laws and methods of procedure, and to suggest improvements. Third, to propose new and better laws, and to make efforts toward securing their enactment. Office rooms, 6 and 7 Marine building, 154 Lake st.

*Chicago Daily News Fresh Air Fund.*—Conducted under the auspices of the *Chicago Daily News*, by which newspaper it is largely supported, although public contributions are numerous and liberal. Features: *The Fresh Air Sanitarium* at Lincoln Park, where mothers and babies are entertained without charge during the hot summer months. The Sanitarium building is an interesting place to visit. The babies have every comfort, including cradles, carriages, toys, etc., and are provided with fresh milk and medical attendance. *The Country Week*, which provides the poor of the city with country outings, free of all charge. The office of The Daily News Fresh Air Fund is at 123 Fifth ave.

*Chicago Free Kindergarten Association.*—Organized for the establishment and maintenance of free kindergartens throughout the city. It costs a trifle over \$5 per annum for each child cared for. First-class instructors are provided. Everything is free. This charity reaches the homes of the poor and provides for the care and training of children whose mothers are compelled to work out.

*Chicago Nursery and Half Orphan Asylum.*—Located at 175 Burling st. and 855 N. Halsted st. One of the most useful and most worthy of the charities of Chicago.



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[See "Western Industry." ]

*Chicago Orphan Asylum.*—Located at 2228 Michigan ave. Take Cottage Grove ave. cable line. Under Protestant management, but children of all denominations are admitted.

*Chicago Policlinic.*—A large and well equipped building, located at 174 and 176 E. Chicago ave. This is one of the most meritorious institutions in the city. All sorts of diseases are treated free of charge to sufferers. About thirty Chicago physicians are connected with the institution.

*Chicago Relief and Aid Society.*—Organized by special act of the legislature in 1857. Located in Chicago Relief and Aid Society bldg., La Salle st., between Randolph and Lake sts. This society received a large portion of the surplus funds contributed by the world for the relief of the people of Chicago, after the great fire of 1871. It is supported now by private contribution; it has 200 beds in the various hospitals; investigates reported cases of destitution; distributes clothing, fuel, etc. The society has branch offices as follows: Southern office, 3601 Wabash ave.; northern office, 420 Lincoln ave.; western office, Monroe, Cor. Ogden ave.

*Church Home for Aged Persons.*—Located at 4327 Ellis ave. Take Cottage Grove ave. cable lines.

*Chicago Home for Crippled Children.*—Dr. J. Prince in charge. Located at 91 Heine st. This institution is designed as a mission to the poor and destitute, and a charitable asylum for infirm or crippled children. It depends upon voluntary subscription.

*Danish Lutheran Orphans' Home.*—Located at Maplewood, a suburb of Chicago. Take train at Wells st. depot, Wells and Kinzie sts. Under direction of the Danish Lutheran Church Society of Chicago.

*Englewood Infant Nursery.*—Location, 6516 Perry ave. Of 700 babies cared for during four years, only thirty-six died. Infants are taken from mothers who are unable to care for them properly, or who are obliged to work out.

*Erring Woman's Refuge.*—Located on the west side of Indiana ave., between Fiftieth and Fifty-first sts. This institution was founded in 1865. The present building was dedicated and thrown open in the fall of 1890. It cost \$60,000 and will accommodate one hundred women.

*Foundlings' Home.*—Located at 114 Wood st., near West Madison st., West side. Dr. George E. Shipman, Supt. Visiting day, Tuesday, from 11 A. M. to 4 P. M. Take Madison st. cable line. First opened for the reception of foundlings, January, 1870, by Dr. Shipman. One of the most interesting, as it is one of the most deserving charities in the city. The foundlings average about 100, and range in age from the newly-born to twelve months. They are usually adopted or redeemed by their parents before reaching one year. The Home depends solely upon voluntary contributions for support, but is now so well known and so widely appreciated that it does not suffer the old sorrows of destitution and misery. [Dr. Shipman died early in 1893.]

*Free Labor Bureau.*—Location, 167 Washington st. Under the auspices of the Building Trades Council. Employers may procure, without cost, competent mechanics in any of the building trades.

*Lake Geneva Fresh Air Association.*—Organized June, 1888, by wealthy ladies and gentlemen of Chicago, summer residents of Lake Geneva. It is said this grand charity, which has for its object the granting of recreation to poor children and working girls, during the heated terms of each year, had its origin in the suggestion of a Chicago lady during a moonlight boat ride on the lake. The association purchased eight acres of ground on the north shore of Lake Geneva, near Forest Glen. The land lies in one of the most picturesque spots around this beautiful lake. It is on a wooded hillside running down to the shore, and has 300 feet frontage on the lake. A two-story frame house, with basement, was built on a level with the gentle slope that runs down to the lake. The house stands several hundred feet back from the shore and immediately in the rear of it rises the steep acclivity of the hill or bluff. This house was christened the "Holiday



Home," and many a heart has leaped with gladness within its walls. On June 15th of each year the association sends out eighty young women to the home for an outing of two weeks. They are found in the ranks of the shop girls, clerks, type-writers and stenographers. Their car fare is paid both ways by the association and their board and lodging are free. Their summer retreat lasts until July 1st. They return that day in the morning, and in the afternoon another party of eighty younger girls, ranging from six to thirteen years of age, are sent out to the home. This lot is found among the school children principally. A selection committee has charge of the matter. Applications for an outing are handed into this committee and it makes an investigation. If the application is found to be a proper one the applicant is registered as one who can go. The city is divided into districts, each one having an agent who reports applications to the selection committee, and then the general agent makes his investigation.

On the afternoon of July 15th a lot of eighty boys are taken out on the train to the home. They are selected from the poorer families and the sickly children. The succeeding fortnights alternate with a lot of boys and then a lot of girls at the home up to September 1st. This allows the children to return in time for the opening of the public schools. The first two weeks of September are devoted to giving recreation to eighty mothers and eighty babies. The mothers, babies, young women and girls and boys are given free excursions on the lake by the gentlemen in the vicinity who own private yachts.

*German Old People's Home.*—Located at Harlem—Altenheim P. O.—ten miles west of the City Hall. Take train at Grand Central depot, Fifth ave. and Harrison st. This Home was established through the efforts and generosity of the German residents of Chicago, and is the largest and best conducted institution of its kind in the country. The Home buildings are complete, the surroundings beautiful, and nothing is spared to make the lives of the old people committed to its care as happy as possible.

*Good Samaritan Society.*—Industrial Home, 151 Lincoln ave., North side; take Lincoln ave. car. This institution is incorporated by special charter. The object of this Society is to provide a place for destitute women and girls, believed to be worthy, where they can earn an honest and respectable living.

*Guardian Angel Orphan Asylum.*—This is a German Roman Catholic institution and is located at Rosehill (Havelock P. O.). Take train at Wells st. depot, Wells and Kinzie sts. The institution is conducted by the Poor Handmaids of Jesus Christ; Superior, Sister Mary Hyacinthe.

*Hebrew Charity Association.*—This association is accomplishing a remarkable and a noble work in Chicago. It is composed of the various Hebrew charitable organizations. The receipts from its annual charity-ball run up to \$12,000, which sum is distributed among Jewish charitable institutions.

*Helping Hand, The.*—Location at West Washington and Clinton sts. Object, to assist deserving men to such an extent as will fit them to help themselves. One of the most important rules of the new establishment is thus expressed: "A clean bed, a compulsory bath, a clean night shirt, and such treatment of clothing as will destroy all vermin," all of which is deemed quite as needful as food to the self-respect of a man. The three floors contain twenty-six rooms, eighteen of which are provided with enough single beds to accommodate one hundred lodgers. The rates at the Helping Hand are 15 cents for a bed, or 35 cents for supper, bed and breakfast. Cash will be accepted from those who have it; able-bodied men without the price will be required to pay an equivalent in work furnished by the institution. Cripples and men unable to work do not come within the scope of this refuge; they will be referred to the institutions which cover that field.

*Holy Family Polish and Bohemian Orphan Asylum.*—Located at Holt and Division sts. This is a Catholic institution. Sister Mary Rosamunda, Superior.

*Home for Cripples.*—Projected. For the care of destitute crippled children.

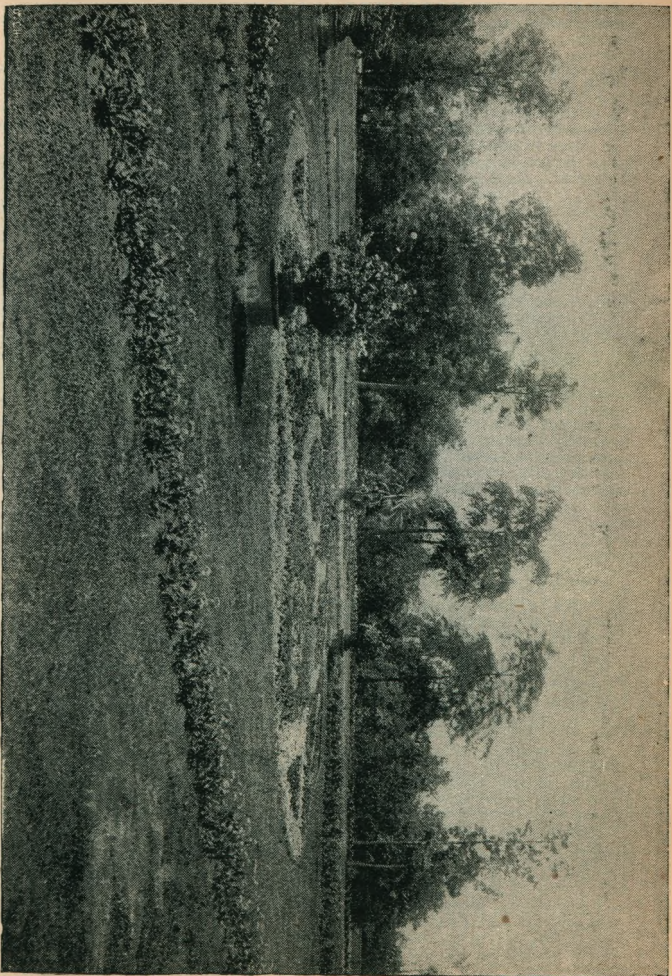
*Home for Incurables.*—Located on Ellis ave. and Fifty-sixth st. Take Cottage Grove ave. cable line. The buildings, together with the surrounding grounds, are the gift of Mrs. Clarissa C. Peck. This kindly lady, when living, was active in all good works, and dying, bequeathed the better half of her estate for the alleviation of a class for whom no adequate provision was made. To be eligible, the applicant must be afflicted with some pronounced disease, which is considered incurable by the trustees, who are the final judges in the matter. The predominating diseases are paralysis and rheumatism, the first being the more frequent. Those who are so afflicted as not to be able to walk are provided with invalid chairs, which they can propel at pleasure about their rooms or through the long corridors out upon the wide verandas. There are comfortable seats and inviting hammocks and a perspective of lawn and bright flowers which means much to feeble eyes and limbs. There is a parlor upon every floor, where the chairs are wheeled at the will of each occupant. There is a commodious reading-room, and the men have a smoking-room where they may indulge to their hearts' content in the use of their favorite brands. During the usual visiting hours strangers are always welcome.

*Home for Self-Supporting Women.*—Located at 275 and 277 Indiana st. Take Indiana street car. An institution which affords a home for girls and women, whether employed or unemployed, if they are willing to support themselves when occasion offers. A great many women who work outside make this their home.

*Home for Unemployed Girls.*—Located at Market and Elm sts., North side. Take North Market st. car. This institution is conducted by the Franciscan sisters. Girls temporarily out of employment are cared for here. The charity is a noble one and receives the generous support of Roman Catholics.

*Home for Working Women.*—Located at 21 S. Peoria st., West side. Take Madison st. cable line. Conducted by the Working Women's Home Association. The home was first opened on the 17th of May, 1890. The aim of those in charge is to furnish a place where no respectable woman, regardless of her nationality or religion, will be refused needed assistance, and to enable those who earn but little to live comfortably and respectably. The food is said to be wholesome, well-cooked, and there is plenty of it. Every inmate has her own bed, and every room has a closet. Free stationary, reading, sewing and bathing rooms are at the disposal of all, and a typewriter and piano add to the attraction of the place.

*Home for the Friendless.*—Located at 1926 Wabash ave. Take Wabash ave. cable line. Established in 1858. It is stated in the act of incorporation: "The object and purpose of the Chicago Home for the Friendless shall be the relieving, aiding and providing homes for friendless and indigent women and children." The middle-aged women at the home are usually transients. A woman is out of work, or a stranger, and has no money to get a lodging. She makes her way to the home, where all are received except the unfortunate victim of drink, for whom there is no immediate place but the police station. After admission the new guest is provided with a hot bath, and, if she desires, some clean clothes. She is then given a good meal, and, as it is usually at night that such applications are made, she is taken to a comfortable bed. In the morning, after breakfast, she is expected to help during the forenoon with the work of the house, and then she can have the rest of the day to look for employment outside. Sometimes such women stay for a week or two weeks before they find work, and they are made to feel at home during that time. In what is called the "Industrial School," young girls—or women who seriously desire to learn—are taken, and, while kept as inmates of the home for such time as would be required, are taught sewing and housekeeping. The children in the home are mostly those who have been abandoned by their parents and picked up by officers of the Humane Society. They come, of course, in dif-



[Engraved for The Standard Guide Company.]  
A VIEW IN GARFIELD PARK.

[See "Parks." ]



ferent ways, but criminal neglect by their parents is the usual cause of their suffering. Children under nine months are not received at this institution.

*Home of Industry.*—Located at 234 and 236 Honore st., West side. Take Van Buren st. car. The Home of Industry was organized by Michael Dunn, a reformed criminal, who had spent over thirty years of his life in penal institutions all over the world. It is a refuge for returned convicts. In connection with the institution is a broom factory, where every one who is taken in has to earn his living or do as much toward it as he can. The institution is not self-supporting and has to depend quite largely on public charity. Most of the inmates of the place come from Joliet and Michigan City, the nearest prisons to this city, but the place has been a refuge for prisoners from most every penal institution in the country. Every man is paid for his work in the place from the time he enters, according to the degree of proficiency he has acquired. Many of them turn out well and return to their homes to lead honest lives.

*Home of Providence.*—Located at Calumet ave. and Twenty-sixth st., adjoining Mercy Hospital. Take Cottage Grove cable line. An institution for the care and protection of young women. Conducted by the Sisters of Mercy.

*Home of the Aged.*—Located at W. Harrison and Throop sts. Take W. Harrison st. car. Conducted by the Little Sisters of the Poor, who depend for the maintenance of the institution entirely upon the alms which they solicit. The building is a very large, plain, brick structure and is generally crowded with inmates, whose ages vary between 60 and 100 years. It is a worthy charity and the Little Sisters, who have a method of seeking alms peculiar to themselves, are generally popular among the business people of the city, who give them liberal contributions. The Little Sisters are a French order. They have two institutions in the city.

*House of The Good Shepherd.*—Located at N. Market and Hill sts. Take Market st. car. Conducted by the Sisters of the Good Shepherd—Superior, Mother Mary Angelique. This institution is a haven and a reformatory for fallen women desiring to rise out of their condition, and is one of the most extensive, as well as one of the most useful, charities in the city.

*Hull House.*—Hull House is the title by which is known a social settlement of women established 335 South Halsted st. Its purpose is to furnish an intellectual and social center for the surrounding neighborhood. There is no organization and the residents pay their own expenses. Miss Culver, the owner of the property, gives the rent, and various friends furnish a small fund for contingent expenses. Mr. Edward Butler has erected a fire-proof art building, in which are an art exhibit room, a studio and a station of the free public library. Hull House carries on a free kindergarten composed largely of Italian children. In a separate cottage is a day nursery where mothers, who are obliged to work away from home, may bring their children to be cared for and fed during the day for a charge of five cents each. A well equipped diet kitchen furnishes specially prepared food for the sick, which is sold at the cost of the material; or, if necessary, given away on the recommendation of the visiting district nurse. A free gymnasium is open, which is used three evenings in the week by men and boys, and three evenings by women and girls. There are various free afternoon sewing classes for girls, and clubs for small boys, and evening social and literary clubs for girls and young men. Weekly free concerts or lectures are held, to which all who visit the House are invited. Five evenings in the week College Extension courses are given, for which a fee of fifty cents per course of twelve weeks is charged. The average number of students in these classes is about 175, while the total average number of persons who visit the House weekly to attend the various classes and clubs is about 800.

*Industrial Training Schools.*—[For industrial training schools for boys and girls, see "Education—Training Schools."]



*Margaret Etlter Creche Kindergarten.*—Located at 2356 Wabash ave. Take Wabash ave. cable line. Established Aug. 3, 1885. One of the noblest charities in the city. It cares for the children of mothers who are compelled to work out for a living. Besides the day nursery a kindergarten is carried on, but it in no way counts on the treasury of the creche. The assistance of charitably-inclined people is necessary to the maintenance of the creche.

*Masonic Orphans' Home.*—Located at 447 Carroll ave. and Sheldon st. Cares for about thirty children, but has accommodation for about seventy-five, and is supported by voluntary contributions from city and state.

*Newsboys' and Bootblacks' Home.*—Located at 1418 Wabash ave. Take Wabash ave. cable line. This institution has been in existence over twenty-five years. It had its inception in the Chicago Industrial School from which a charter was obtained in 1867. This industrial school was very soon merged into the home and was the first movement to assist helpless street children in Chicago. The object of the institution is "to provide a good Christian home for newsboys and bootblacks and other unprotected homeless boys. Also to aid them in finding homes and employment in either city or country." While the doors of the Home have always been open and a request for shelter and food has been all that was necessary to obtain admittance, in order to foster independence and self-help the small sum of 15c. is charged for supper, breakfast and lodging. If, however, a boy is not able to pay "banner," as all charges for entertainment are called by street boys, he is still entertained. Provision is made for destitute boys by giving them work and small amount of money for starts by which they are able to earn what is required for their immediate living expenses. *The Newsboys' Appeal*, is a small paper published in the interests of the Home, giving inside news, etc. Although the Home is not entirely self-supporting, there is no soliciting done in its interests. Previous to the fire, a lot on Quincy st. was given to the Home upon which a small building was erected. After the fire, through the assistance of the Relief and Aid Society, a brick building was built, which together with the lot, was later sold to Marshall Field & Co. for commercial purposes for \$50,000. The directors bought the present location out of the amount and the balance is used for current expenses. There is a night school four evenings in a week from 7:30 to 9 o'clock which the boys are required to attend, and, where it is deemed advisable, other instruction is provided. The institution is intended for a temporary home, the chief aim being to provide permanent employment for the boys who come there from all parts of the world. The management of the Home co-operates with the Humane Society and other kindred organizations, and in this way keeps pretty thoroughly informed in regard to homeless boys.

*Odd Fellows' Orphans' Home.*—Located at Lincoln, Ill., 156 miles south of Chicago. Take Chicago & Alton or Illinois Central train. This is an institution for the orphan children, male and female, of Odd Fellows. Buildings erected on a site presented by citizens of Lincoln. Corner-stone laid April 26, 1891.

*Old People's Home.*—Indiana ave. and Thirty-ninth st. Take Indiana ave. car on Wabash ave. cable line. Founded about thirty years ago by a humble seamstress, who resided on Third ave. After the great fire it received from the Relief and Aid Society the sum of \$50,000, which was used as the nucleus of a building fund, and the latter part of 1873 found them established in their present commodious home. Later on the vacant lots between them and the corner of Thirty-ninth st. were purchased, thus adding 158x100 feet to their property. This donation from the Relief and Aid Society was given under the conditions that the name should be changed to read "The Old People's Home," and indigent old gentlemen were to be admitted as well as ladies, the Relief and Aid Society to have control of twenty rooms for the benefit of its own proteges. This institution, in common with many others of our city charities, is an heir of the late John Crerar, and receives by his munificence an addition of \$50,000 to their funds. There are at present sixty-eight inmates, so that the capacity is very nearly reached. The rooms pertaining to the Relief and Aid Society are always occupied, admit-

tance to them being absolutely free. Of all other inmates an admission fee of \$300 is charged, the applicant being required to furnish her own room.

*School Children's Aid Society.*—Organized for the purpose of helping the very poor children of the city to take advantage of the public schools. The Society assists dependent widows and invalid parents so that they may spare the little ones, clothes the children properly, furnishes them with school books, etc.

*School for Deaf and Dumb.*—Located at 409 May st., West side. Conducted by the religious of the Holy Heart of Mary and supported by the Epheta Society. The average number of deaf mutes in the school is about fifty, and four experienced teachers are employed. Mrs. John Cudahy has devoted a great deal of her time to this noble charity.

*Servite Sisters' Industrial Home for Girls.*—Located at 1396 West Van Buren st. Take Van Buren st. car or Madison st. cable line. An institution for the care, protection and training of girls who have no homes, or homes unfit for them. Conducted by the Servite Sisters of Mary.

*St. Joseph's Asylum for Boys.*—Located on Crawford ave., between West Diversey st. and Belmont ave. Take Milwaukee ave. car.

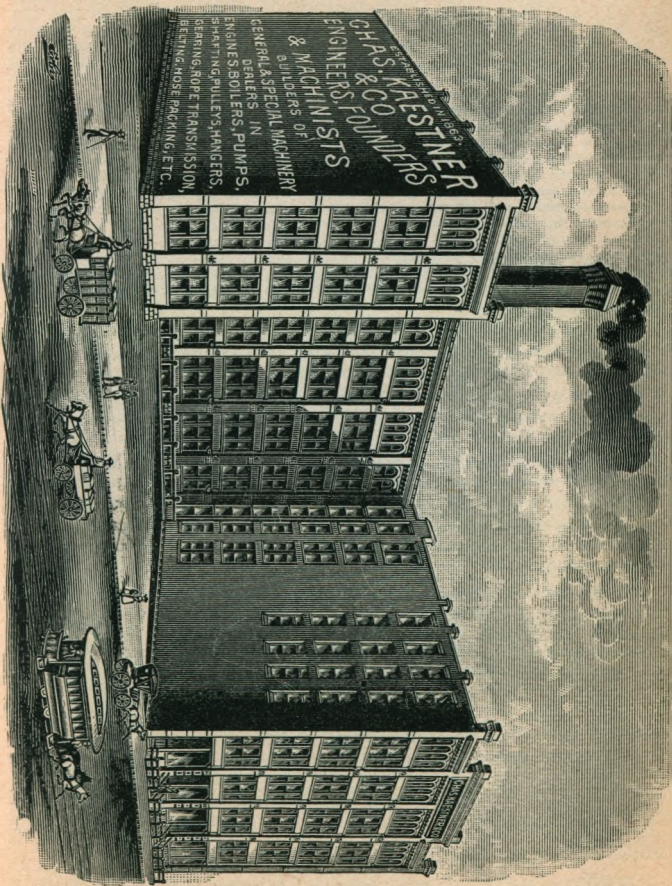
*St. Joseph's Home.*—Located at 409 South May st., West side. Take Blue Island ave. or Twelfth st. car. The principal object of this institution is to afford a protecting home for respectable young girls out of employment, until such time as suitable positions are secured for them, either as domestics, sales-ladies, cashiers, bookkeepers, librarians, etc. The terms for board are regulated according to the accommodations required, ranging in price from \$2 to \$5 per week.

*St. Joseph Female Orphan Asylum.*—Located at 35th st., and Lake av. Take Cottage Grove av. car. Conducted by the Sisters of the Congregation of St. Joseph.

*St. Joseph's Providence Orphan Asylum.*—Situated near Pennock station on the Chicago, Milwaukee & St. Paul railway. Take train at Union depot. Canal and Adams streets, West side. The building stands on a slight eminence in the midst of a farm of forty acres. The interior arrangements of the asylum are on a par with the advantages of space and pure air. The large class-room is well lighted and ventilated and each boy has a neat desk. A part of the curriculum is devoted to calisthenic exercises and each day the bright looking youngsters swing the dumb bells and bar bells to enlivening tunes. Down in the refectory the boys sit at long tables, where good food and plenty of it is served out to them by the Sisters of St. Joseph. Soup, meat, vegetables, bread and milk are given out, not in limited quantities. Meat twice a day is the rule for the 180 American boys of all denominations. The dormitories are capacious halls, filled with iron bedsteads, covered with blankets and comforters. The whole house is heated by steam and has all the modern improvements.

*St. Paul's Home for Newsboys.*—Located at 359, 361, 363 W. Jackson st. An institution devoted to the care and training of working boys, newsboys and waifs of Chicago. It is under Catholic auspices, but receives boys of any denomination, regardless of religious belief. It has a large number of boys in charge.

*Ulrich Evangelical Lutheran Orphan Asylum.*—Organized in 1867 by some ladies connected with St. Paul's Church. Incorporated 1869. First cared for only a few children in a small cottage, Cor. La Salle ave. and Ontario st. A larger building on Clark st., between Garfield and Webster aves., was rented later on, but this was swept away by the great fire. The orphans were then brought to the Lake View school for shelter. Afterwards the "Chicago Nursery and Half Orphan Asylum," 175 Burling st., took the children up and boarded them. The ladies had saved up about \$8,000, the Chicago Aid and Relief Society contributed \$20,750, and they bought twelve lots on Burling and Center sts., where the present building was erected during the fall and winter of 1872-73.



[Engraved for The Standard Guide Company.]  
FACTORIES OF CHAS. KAESTNER & CO.,

[See "Western Industry"]

*Waifs' Mission.*—Located at 44 State st. The object of the mission is the care of homeless boys, notably those who are abandoned to the streets by their parents or other relatives. Statistics of eleven months show 628 boys were admitted to the home, of whom 419 received temporary board and lodging. The average attendance at the Sunday-school was 570, and there were 326 religious services held. During the eleven months 80,000 free meals, 16,860 free beds, and 7,809 free baths were given, while over 17,000 articles of clothing were distributed. In the Police Courts the cases of 840 boys were attended to, which resulted in 469 discharges, forty-four sent to the Waifs' Mission, nine sent home, 135 fined, and 130 fined but execution stayed on promise of better behavior. Only twenty were held to the Criminal Court, and thirty-two cases were continued. Among the sick and poor 1,686 visits and investigations were made, and relief afforded as far as possible. The average number of boys enrolled in the day school was forty-nine, while the attendance averaged 78 per cent., a remarkable good showing for street children. Employment and permanent homes were found for 188 boys. These figures illustrate the character of the mission work.

#### CHRISTIAN ORGANIZATIONS.

The following are the leading Christian organizations of a general character in the city:

*Bible Institute.*—The Bible institute for home and foreign missions of the Chicago Evangelization Society, which is a training school for evangelists and other Christian workers, is situated—Ladies, Department, 228-232 La Salle ave., next door to Moody's Church, Chicago ave., and Men's Department and Class Rooms, 80 W. Pearson st., between La Salle ave. and Wells st. Take Wells st. or North Clark cable lines. Dwight L. Moody is the founder and president. The object of the Institute is to give to men and women—especially those who have not had the advantages of higher education, and who would otherwise, in many cases at least, be deprived of special instruction in various lines of Christian work—that knowledge and skill in the use of the Word, which will fit them to do efficient missionary and evangelistic work.

*Chicago Bible Society.*—Depository and office, 89, 115 Dearborn st.

*Christian Endeavor Society of Cook County.*—There are five divisions in the county, as follows—Hyde Park, Oak Park, Q. Division, which takes in thirteen societies located on the line of the Chicago, Burlington & Quincy Railroad; Northwestern Division, which includes the societies located not alone on the Northwestern road, but also those on the Chicago, Milwaukee & St. Paul, eight all told; and the Evanston Division. Each of these divisions is in charge of a secretary. The societies of the different divisions frequently hold sociables, prayer meetings, etc.

*Christian Endeavor Unions of Chicago.*—The Christian Endeavor Unions of Chicago are as follows: North side societies, 8; South side societies, 1; West side (northern) societies, 6; West side (southern) societies, 17; Evanston societies, 12; Lake View societies, 8; Northwestern societies, 9; Oak Park societies, 8; "Q" societies, 10; Englewood societies, 9; Hyde Park societies, 12; total societies, 110; total active membership exceeds 5,000; total associate membership exceeds 1,500.

*Christian Endeavor—Juvenile Societies.*—Attached to nearly every Christian Endeavor Society is a Junior branch. The Sunday-school children of nearly all the Protestant churches (except the Methodist Episcopal, which has its Junior department of the Epworth League,) belong to the Junior society.



*City Missionary Society.*—Object: missionary work among the masses of the people in Chicago, the establishment and maintenance of missions, etc. The report of 1892 will illustrate the character and scope of the society's work. In that year the number of pastoral calls were 16,932, and the number of children in Sunday-schools 6,948. Lots had been secured for missions for North Roby, Graceland, Humboldt Park, and lots were needed for the missions for Hoyne ave., Washington and Park Manor. The society has missions in all parts of the city; in the depths of the slums, as well as in the suburbs. It has a yearly income of \$25,000.

*Epworth League.*—An association belonging exclusively to the Methodist Episcopal church. Organized in 1889, it had in 1892 9,000 chapters with a membership of 700,000, while the 1,000 chapters each in the southern and Canadian church districts brought the total membership up to nearly a million. At first the project was to create a general Christian league, but it was decided to make the Epworth League a denominational society purely. It first came into being at a conference of the representatives of all the general young people's societies in the Methodist church. These were five in number and were the Young People's Methodist Alliance, the Oxford League, the Young People's Christian League, the Young People's Methodist Union and the Young People's M. E. Alliance, of North Ohio conference. The conference was held May 14 and 15, 1889, in Cleveland, when a plan was suggested by Dr. Hurlburt, of the Oxford League, and after a few modifications, it was adopted. The white ribbon with the scarlet thread, the colors of the Oxford League, and the motto of the Christian League, "Look up and lift up," were selected for the new organization. From this comparatively recent start, the growth of the society has been wonderfully rapid. Besides the American chapters alluded to above, there are chapters in China, Japan, India, South America, England, Switzerland, Norway and Sweden, and in fact in every country where the Methodist church has followers or missions. In the United States the official organ of the league is the *Epworth Herald*, with a circulation of 70,000. In Canada the official organ is *The Onward*. The object of the league is to promote intelligent and loyal piety in the young members and friends of the church, and to train them in the works of mercy and help. Any young people's society may become a member of the league, provided that it adopts its aims and general plans. It is governed by a board of control consisting of five members, appointed by the board of bishops, five by the managers of the Sunday school union, five by the managers of the tract society, and two from each general conference district. The board meets annually and the members hold office for two years. The local leagues in each presiding elder's district are usually united in a district league; these into annual conference leagues and these in turn into general conference leagues. No fee of membership is required by the general league, and no assessments are made upon local chapters, but each local chapter is at liberty to establish a fee if it desires. The work of the local leagues, outside of the correspondence and finance, is divided into four departments: That in charge of the spiritual work, arranges for the regular prayer meetings of the chapter and all outdoor and cottage services. The members may also conduct children's prayer meetings and aid in Sunday school and church work. The department of mercy and help arranges for the systematic visitation of the members of the chapter, the sick of the neighborhood, the aged and all newcomers. The literary work is entrusted to the task of inaugurating a study of the scriptures and of the doctrines, polity, history and present activity of the Methodist church, as well as arranging for lectures and the literary gatherings. The department of social work has charge of all entertainments and is supposed to see to the gathering in of the new members. Working in connection with the Epworth League is the Junior League, which is intended to be for the children what the other is for the young people.

*Home Missionary and Church Extension Society.*—A society of the Methodist Episcopal Church, with headquarters in Chicago. Some idea of the magnitude of the work accomplished by this society may be obtained from the fact that during a single year it erected ten new churches and opened four-

teen places of worship. The society owns and controls 63 churches and missions, having a membership of 4,147 persons. In addition 9,215 people are regular attendants at its Sunday schools. The amount paid for ministerial support and rent per annum is about \$15,000. The total value of the church property owned by the society is nearly \$400,000.

*School of Sacred Literature.*—Located at 391 Fifty-fifth st. The object of the school is to promote the study of the bible with a view to students passing an examination upon the subject. There are four grades in the school, the elementary, intermediate, progressive, and advanced classes, and to each of these classes, which may be formed in any part of the world, questions are mailed upon a given subject, each student paying an initiation fee of 50 cents.

*Young Men's Christian Association.*—Location of headquarters, Y. M. C. A. building, LaSalle near Madison street. There are department rooms at Paulina and Madison streets (West side); at 9140-9142 Commercial ave., (South Chicago); at Ravenswood, Pullman, and Garfield boulevard and Tracy ave. There are also a railroad department at Kinzie and Canal sts., and a German department at Larrabee st. and Grant place. An intercollegiate department has care of work in the professional schools of the city. There are connected with the association numerous features which contribute toward making a membership in this organization both desirable and valuable to young men. Among the privileges accorded are participation in and connection with the following: Informal receptions, trade receptions, members' receptions, boarding-house register, home-like place, good company, friendly counsel, general information, employment bureau, writing conveniences, care in sickness, members' parlors, parlor games, reading room, current literature, educational classes, entertainments, practical talks, literary society, reference library, gymnasium, physical instruction, medical examination, healthful baths, toilet conveniences, summer athletics, outing club, gospel meetings, training classes, bible classes, prayer meetings, teachers' meetings. Associate members are young men over sixteen years of age, whose references as to good moral character are satisfactory. Active members are young men over sixteen years of age, who are members in good standing of some evangelical church. A regular membership ticket good in all departments, either active or associate, requires an annual membership fee of \$5.00 A membership may be obtained by any young man regardless of church membership or belief. The paid membership of the Chicago association is over five thousand. The Chicago association is the second in the world in membership and in the amount of money received annually for current expenses. [See "Y. M. C. A. Building" and "Guide."]

*Young Men's Christian Association (Scandinavian).*—Located at 183 North Peoria st. Has very comfortable rooms and a large membership.

*Young Women's Christian Association.*—Located in room 61, 243 Wabash ave. Has in charge a boarding house for young working women. The Rosalie Court Home, at No. 5758 Rosalie ct., was opened in 1892 as the World's Fair home of the Association.

*W. C. T. U., Central of Chicago.*—Headquarters, The Temple. In addition to the general work of this association, it conducts the Bethesda mission, 606 South Clark st., with which is connected a day nursery, kindergarten, Sunday-school, kitchen garden, free medical dispensary, relief work and gospel meetings; the Talcott Day Nursery, 169 West Adams st., with which is connected a day nursery, a kindergarten and an industrial school; the Anchorage Mission, 125 Third ave.; the Hope Mission and Reading School, 166 North Halstead st.; the Bethesda Inn, 408 South Clark st. The missions, nurseries, kindergartens, etc., of the W. C. T. U., are all doing a splendid work in Chicago; so, also, is the association's supervision of the work of the police matrons at the several stations. The object of the W. C. T. U., as stated in the constitution of the association, is to plan and carry forward measures which will, with the blessing of God, result in the suppression of intemperance in our midst, and the



[Engraved for The Standard Guide Company.]  
DEARBORN "POLK STREET" PASSENGER STATION.  
[See "Railroads,"]



highest moral and spiritual good of those needing reform: and to this end to provide and maintain permanent buildings, rooms and accommodations for the devotional, business and social meetings of the association, and to sustain and carry forward the mission and general work for the suppression of intemperance and for moral reform, and to encourage and aid such work in general by individual and auxiliary societies and associations.

*W. C. T. U. National Headquarters.*—The national headquarters of the W. C. T. U. are located in The Temple, La Salle and Adams sts. Miss Francis Willard, president of the National W. C. T. U., resides at Evanston, as do also Mrs. Caroline B. Buell and Miss Esther Pugh, officers of the Union.

## CHURCHES.

The visitor will not be many hours in Chicago before he is impressed with the number and beauty of the structures consecrated to divine worship. Unlike some of the older American and European cities, however, he will notice that there are no church edifices in the business center, nor along any of the great business arteries. There were a number of handsome and costly church buildings in the business district previous to 1871, but the great fire swept them away. After the fire, the ground upon which they had stood proved to be so valuable that the various church societies and congregations decided either to sell or improve their "down town" real property, and build their churches on less expensive ground and nearer the residence districts. Among the churches that were to be found down town before the fire, were the First Presbyterian church, on Wabash ave., near Jackson; the Second Presbyterian church, at the N. E. Cor. Wabash ave. and Washington st.; St. Mary's Catholic church, at the S. W. Cor. Wabash ave. and Madison st., where "St. Mary's block" now stands; the First Baptist church, on Wabash ave., and the Rev. Dr. Everts' (Episcopal) church. There were many others not so well known and not so well remembered. The Methodists, Presbyterians, Baptists, Unitarians, Roman Catholics, Episcopalians, and, in fact, all denominations, lost heavily by the great fire, both in the South and North divisions. Since then, however, they have all prospered, and every year since have added to the magnitude, the costliness and the beauty of the church edifices they have erected.

**LEADING AND POPULAR MINISTERS AND PREACHERS.**—Popular ministers of the city and those of whom the visitor is likely to hear oftenest, are Prof. David Swing, Central Church, Central Music Hall, State and Randolph sts.; Dr. H. W. Thomas, People's Church, McVicker's Theatre, Madison st., near State st.; Simon J. MacPherson, Second Presbyterian Church, Michigan blvd. and Twentieth st.; F. J. Brobst, Westminster Presbyterian, Peoria and Jackson sts.; F. W. Gunsaulus, Plymouth Congregational, Michigan ave. near Twenty-sixth st.; Rabbi E. G. Hirsch, Sinai Congregation, Indiana ave. and Twenty-first st.; Dr. John H. Barrows, First Presbyterian, Indiana ave. and Twenty-first st.; H. H. Barbour, Belden Avenue Methodist Church, Belden ave. and Halsted st.; Dr. P. S. Hensen, First Baptist Church, South Park ave. and Thirty-first st.; Rev. Fred Campbell, Jefferson Park Presbyterian Church, Adams and Throop sts.; Dr. W. M. Lawrence, Second Baptist Church, Morgan and Monroe sts.; Dr. E. P. Goodwin, First Congregational Church, Washington blvd. and Ann st.; Dr. F. A. Noble, Union Park Congregational Church, Washington blvd. and Ashland ave.; Rt. Rev. William E. McLaren, Episcopal Cathedral, Washington blvd. and Peoria st.; Rev. Dr. Clinton Locke, Grace Episcopal Church, 1445 Wabash ave.; Rt. Rev. Charles E. Cheney, Christ's Episcopal Church, Michigan ave. and Twenty-fourth st.; Rt. Rev. Samuel Fallows, St. Paul's Episcopal, Adams st. and Winchester ave.; J. P. Brushingham, Ada Street M. E. Church, Ada st., between Lake and Fulton sts.; Robert McIntyre, Grace M. E. Church, Cor. La Salle ave. and Locust st.; Dr. William Fawcett,



Park Avenue M. E. Church, Park ave., Cor. Robey st.; Frank M. Bristol, Trinity M. E. Church, Indiana ave., near Twenty-fourth st.; Dr. W. T. Meloy, First United Presbyterian Church, Monroe and Paulina sts.; Dr. M. W. Stryker, Fourth Presbyterian Church, Rush and Superior sts.; Dr. John L. Withrow, Third Presbyterian Church, Ashland blvd. and Ogden ave.; Jenkins Lloyd Jones, All Souls' Church, Oakwood blvd. and Langley ave.; T. G. Milsted, Unity Church, Dearborn ave. and Walton place; J. Colman Adams, St. Paul's Unitarian Church, Prairie ave. and Thirtieth st.

**LOCATION OF LEADING CHURCHES.**—The leading churches of the three divisions of the city are removed to the extent of a street car trip from hotels and depots of the South side. On the West side they are found principally along Washington and Ashland blvds. or around Jefferson and Union parks. Centenary Methodist and the Second Baptist churches, two of the oldest in the city, are located on Monroe and Morgan sts. On the North side they are to be found in the district north of Ontario and east of Clark sts., principally on Dearborn ave. On the South side they are to be found on Wabash ave., Michigan blvd., and in the district east of State st., and south of Twenty-second st. Take West Madison cable line for West side, North Clark st. cable line or State st. horse line for North side and Cottage Grove ave. cable line for South side. Two of the leading independent churches of the city, however, the Central and the People's, hold services in the Central Music Hall and McVicker's Theatre, respectively, only a short walk from the hotels. Prof. Swing preaches at the former every Sunday Dr. Thomas at the latter.

**PRINCIPAL CHURCHES AND CHURCH EDIFICES.**—The principal churches and church edifices of the city, with their locations, are as follows:

*Christian Churches.*—First Church, W. Jackson st. and Oakley ave. Central, Indiana ave. and Thirty-seventh st.

*Congregational Churches.*—BETHANY, Superior and Lincoln sts.; CALIFORNIA AVENUE, California ave. and W. Monroe st.; CENTRAL PARK, W. Forty-first and Fulton sts.; CHURCH OF THE REDEEMER, School st., near Evanston ave.; FIRST, Washington blvd., S. W. Cor. Ann st.; FIRST (Scandinavian), Point and Chanay sts.; GERMAN PILGRIM, W. Fulton and W. Forty-first sts.; JEFFERSON PARK, Jefferson Park; JOHANNES (German), Franklin st., near Eugenie st.; LEAVITT STREET, Leavitt st. and S. W. Cor. W. Adams st.; LINCOLN PARK, Garfield ave. and Mohawk st.; MILLARD AVENUE, S. Central Park ave., S. E. Cor. W. Twenty-third st.; NEW ENGLAND, Dearborn ave. and Delaware pl.; PLYMOUTH, Michigan ave., near Twenty-sixth st.; SARDIS, (Welch), Peoria near Jackson st.; SOUTH, Drexel blvd., N. W. Cor. Fortieth st.; SOUTH, (German), Ullman st. and James ave.; SOUTH PARK, Madison ave. and Fifty-sixth st.; TABERNACLE, W. Indiana st., S. E. Cor. Morgan st.; UNION PARK, S. Ashland ave. and Washington blvd.; WARREN AVENUE, Warren ave., S. W. Cor. Albany ave.; ZION, Fifty-sixth and S. Green st.

*Baptist Churches.*—CENTENNIAL, West Jackson st., Cor. Lincoln st.; EVANGEL, Dearborn and Forty-seventh sts.; FIRST, South Park ave. and Thirty-first st.; FIRST (German), Bickerdike and West Huron sts.; FIRST (Swedish), Oak st., near Sedgwick st.; FOURTH, Ashland blvd. and Ogden ave.; HYDE PARK, Madison ave. and Fifty-fourth st., Hyde Park; IMMANUEL (W. S.), Michigan ave., near Twenty-third st.; LANGLEY AVENUE, Langley ave. and Seventy-first st.; LA SALLE AVENUE, La Salle ave., near Division st.; MEMORIAL, Oakwood blvd., near Cottage Grove ave.; PULLMAN (Swedish), Pullman; SCANDINAVIAN BETHEL, Rockwell st., near Humboldt Park; SCANDINAVIAN PILGRIM, North Carpenter and Ohio sts.; SECOND, Morgan st., S. W. Cor. West Monroe st.; SECOND (German), Burling and Willow sts.; SECOND (Swedish), 3018-3020 Fifth ave., near Thirty-first st.; WESTERN AVENUE, Warren ave. N. W. Cor. North Western ave.

*Evangelical Association of North America (German).*—ADAMS ST., W. Adams and Robey sts.; FIRST, Thirty-fifth and Dearborn sts.; SECOND, Wisconsin and Sedgwick sts.

*Evangelical Lutheran (Danish).*—ST. STEPHEN'S, Dearborn and Thirty-sixth sts.; TRINITY, 440 and 442 W. Superior st.; BETHEL, W. Lake and Forty-second sts.

*Evangelical Lutheran (German).*—ANDREAS, 3650 Honore; BETHLEHEM, N. Paulina and McReynolds sts.; CHURCH OF THE HOLY CROSS, Ullman st., N. W. Cor. James ave.; EMANUEL, Twelfth st. and Ashland ave.; MARTINI, 4838 Loomis; NAZARETH, Forest ave., near Fullerton ave.; ST. PAUL'S, Superior and N. Franklin st.; ST. STEPHEN'S, 838 Chestnut.

*Evangelical Lutheran (Norwegian).*—BETHNIA, W. Indiana st., S. E. Cor. Carpenter st.; BETHLEHEM, W. Huron st., Cor. N. Center ave.; EMANUEL, Perry ave. and Cherry; NORWEGIAN, N. Franklin and Erie sts.; OUR SAVIOR'S, May and W. Erie sts.; ST. PAUL'S, N. Lincoln and Park sts.; ST. PETER'S, Hirsch st. and Seymour ave.; TRINITY, W. Indiana st., S. W. Cor. Peoria st.

*Evangelical Lutheran (Swedish) Churches.*—GETHESEMANE, May and W. Huron sts.; IMMANUEL, Sedgwick and Hobbie sts.; TABERNACLE, S. La Salle and Thirtieth sts.

*Episcopal (Reformed) Churches.*—CHRIST, Michigan ave. and Twenty-fourth st.; ST. JOHN'S, Thirty-seventh st., Cor. Langley ave.; ST. BARNABAS', Park ave. and Forty-fourth st.; ST. BARTHOLOMEW'S, Sixty-fifth st. and Stewart ave.; ST. PAUL'S, 4928 Lake ave.

*Episcopal Churches.*—ALL SAINTS', 757 N. Clark; CATHEDRAL SS. PETER AND PAUL, Washington blvd. and Peoria st.; CALVARY, Western ave. and Monroe st.; CHRIST, Sixty-fourth st. and Woodlawn av.; CHURCH OF OUR SAVIOR, Lincoln and Balden aves.; CHURCH OF ST. CLEMENT, State and Twentieth st.; CHURCH OF THE ASCENSION, N. La Salle and Elm; CHURCH OF THE EPIPHANY, S. Ashland ave., Cor. W. Adams; CHURCH OF THE REDEEMER, Fifty-seventh st. and Washington ave.; CHURCH OF THE TRANSFIGURATION, Prairie ave. and Thirty-ninth st.; GRACE, 1445 Wabash ave., near Sixteenth st.; ST. ALBAN'S, State st. near Forty-fifth; ST. ANDREW'S, Washington blvd. and Robey st.; ST. JAMES', Cor. Cass and Huron sts.; TRINITY, Michigan ave. and Twenty-sixth st.; ST. MARKS', Cor. Thirty-sixth and Cottage Grove ave.

*Independent Churches.*—The Independent Churches of Chicago are located as follows: CHICAGO AVENUE (Moody's), Chicago ave., N. W. Cor. La Salle ave.; CENTRAL CHURCH (Swing's), Central Music Hall, State st., S. E. Cor. Randolph st.; MARKET STREET MISSION, 38 Kinzie st.; PEOPLES' CHURCH (Thomas'), McVicker's Theatre.

*Jewish Synagogues.*—CONGREGATIONAL EMANUEL, 280 and 282 N. Franklin st.; CONGREGATION OF THE NORTH SIDE, N. E. Cor. Rush st. and Walton pl.; CONGREGATION MOSES MONTEFIORE, 130 Augusta st.; CONGREGATION BETHEL, N. May st. near W. Huron st.; KEHILATH B'NAI SHOLOM (Sons of Peace), Twenty-sixth, Cor. Indiana; SINAI CONGREGATION, Indiana ave. and Twenty-first st.; ZION CONGREGATION, S. E. Cor. Washington blvd. and Ogden ave.

*Methodist Episcopal Churches.*—ADA STREET, Ada st., between W. Lake and Fulton sts.; CENTENARY, 295 W. Monroe st., near Morgan st.; ERIE STREET, W. Erie st., near N. Robey st.; FIFTY-FOURTH STREET, Fifty-fourth and Peoria sts.; FIRST, Clark and Washington sts.; FORTY-SEVENTH, Forty-seventh and Dreyer sts.; GARFIELD PARK, W. Lake, Cor. Homan ave.; GRACE, La Salle ave. and Locust st.; HYDE PARK, Hyde Park, KENWOOD, 83 Forty-third st.; LINCOLN STREET, S. E. Cor. Ambrose and S. Lincoln sts.; MARSHFIELD AVENUE, Marshfield st., S. of W. Van Buren st.; OAKLAND, S. W. Cor. Langley ave. and Oakland blvd.; PARK AVENUE, S. E. Cor. Robey and Park ave.; SOUTH PARK AVENUE, Thirty-third st. and South Park ave.; STATE STREET, 4637 State st.; ST. PAUL'S, W. Taylor st. and Center ave.; TRINITY, Indiana ave., near Twenty-fourth st.; WESTERN AVENUE, W. Monroe st. and Western ave.

*Methodist Episcopal (Bohemian) Churches.*—FIRST, 778 S. Halsted st.; SECOND, S. Halsted and W. Twelfth.

*Methodist Episcopal (German) Churches.*—ASHLAND AVENUE, 485 N. Ashland ave.; CENTENNIAL MISSION, Wellington and Sheffield aves., Lake View; CENTER STREET, N. W. Cor. Dayton and Center sts.; EBENEZER, S. W. Cor.



[Engraved for The Standard Guide Company.]  
PRESBYTERIAN CHURCH, PULLMAN, CHICAGO.  
[See "Pullman."]

Thirty-first and Ullman sts.; IMMANUEL, 832 and 834 W. Twenty-second st.; MAXWELL STREET, 308 Maxwell st.; PORTLAND AVENUE, S. E. Cor. Twenty-eighth st., and Portland ave.; WENTWORTH AVENUE, Wentworth ave., south of Thirty-seventh st.

*Methodist Episcopal (Norwegian) Churches.*—IMMANUEL, West Huron and Bickerdike sts; FIRST, S. E. Cor. Sangamon and West Indiana sts.

*Methodist Episcopal (Swedish) Churches.*—FIRST, North Market and Oak sts.; FOREST GLENN, Jefferson; HUMBOLDT PARK, Fairfield ave., near North ave.; LAKE VIEW, Baxter st. and Noble ave.; MAY STREET, North May st., between West Ohio and Erie sts.

*Presbyterian Churches.*—CAMPBELL PARK, Leavitt st. and Campbell Park; CHURCH OF THE COVENANT, S. E. Cor. Belden ave. and North Halsted st.; EIGHTH CHURCH, N. W. Cor. Robey and Washington blvd.; FIFTH CHURCH, Thirtieth st. and Indiana ave.; FIRST CHURCH, Indiana ave. and Twenty-first st.; FIRST (German) CHURCH, Willow, Cor. Orchard; FIRST (Scotch Church), South Sangamon and West Adams sts.; FIRST (United Church), S. W. Paulina and West Monroe sts.; FORTY-FIRST STREET, Prairie ave. and Forty-first st.; FOURTH, Rush and Superior sts.; HYDE PARK, Hyde Park; JEFFERSON PARK, West Adams and Throop sts.; SECOND, Michigan ave. and Twentieth st.; SIXTH, Vincennes and Oak aves.; THIRD, South Ashland and Ogden aves.; WESTMINSTER, 161 South Peoria st., Cor. West Jackson st.; WELSH, N. E. Cor. Sangamon and West Monroe sts.

*Roman Catholic Churches.*—CATHEDRAL OF THE HOLY NAME, Superior and N. State sts.; ALL SAINTS' CHURCH, S. W. Cor. Twenty-fifth pl. and Wallace st.; CHURCH OF NOTRE DAME, DE CHICAGO (French), Vernon Park pl. and Sibley st.; CHURCH OF OUR LADY OF GOOD COUNSEL (Bohemian), Western ave. and Cornelia st.; CHURCH OF OUR LADY OF MOUNT CARMEL, Wellington and Beacher st.; CHURCH OF THE ASSUMPTION (Italian), Illinois st., near N. Market st.; CHURCH OF THE HOLY ANGELS, 282 Oakwood blvd.; CHURCH OF THE HOLY FAMILY, May and W. Twelfth sts.; CHURCH OF THE IMMACULATE CONCEPTION, N. Franklin st., north of Schiller st.; CHURCH OF THE NATIVITY, Thirty-seventh and Dashiell sts.; HOLY TRINITY (German), S. Lincoln and Taylor sts.; HOLY TRINITY (Polish), Noble and Ingraham sts.; IMMACULATE CONCEPTION B. V. M. (German), 2944, 2946 Bonfield st., near Archer ave.; IMMACULATE CONCEPTION B. V. M. (Polish), N. W. Cor. Eighty-eighth st. and Commercial ave.; ST. ALBERT'S CHURCH (Polish), W. Seventeenth and Paulina sts.; ST. AGNES' S. Washtenaw ave., near Thirty-eighth st.; ST. ALOYSIUS' (German), Thompson and Davis sts.; ST. ALPHONSUS' (German), Lincoln and Southport aves.; ST. ANN'S, Fifty-fifth st. and Wentworth ave.; ST. ANTHONY OF PADUA (German), S. E. Cor. Twenty-fourth place and Hanover st.; ST. AUGUSTIN'S (German), Fifty-first and Laflin sts.; ST. BERNARD'S CHURCH (French), Brighton Park; ST. BONIFACE'S (German), Cornell and Noble sts.; ST. BRENDON'S CHURCH, Sixty-seventh, corner Bishop; ST. BRIDGET'S, Archer ave. and Church place; ST. CASIMIR'S CHURCH (Polish), Twenty-second, Cor. Little; ST. CECELIA'S, Bristol st. near Wentworth ave.; ST. COLUMBKILL'S, N. Paulina and W. Indiana sts.; ST. ELIZABETH'S N. E. Cor. State and Forty-first sts.; ST. FRANCIS OF ASSISIUM (German), W. Twelfth st. and Newberry ave.; ST. FRANCIS DE SALES, Ewing ave. and One Hundred and Second st.; ST. FRANCIS XAVIER (German), Avondale; ST. JAMES, Wabash ave. and Thirtieth st.; ST. JARLATH'S, Hermitage ave. and W. Jackson st.; ST. JOHN'S Eighteenth and Clark sts.; ST. JOHN THE BAPTIST (French), Thirty-third ct., near S. Wood st.; ST. MALACHY'S, Walnut st. and Western ave.; ST. MARY'S, Wabash ave. and Eldridge ct.; ST. MONICA'S CHURCH, 2251 Indiana ave.; ST. PATRICK'S, S. Desplains and W. Adams sts.; ST. PAUL'S (German), S. Hoyne ave. and Ambrose st.; ST. STEPHEN'S, N. Sangamon and W. Ohio sts.; ST. TERESA'S (German), Center and Clyde sts.; ST. THOMAS', Fifty-fifth st., Hyde Park; ST. VINCENT DE PAUL'S, Webster ave. and Osgood st.

#### CITY OR MUNICIPAL AFFAIRS.

The government of the City of Chicago is vested in a mayor elected for two years, salary \$7,000, and a city council, composed of sixty-eight alder-



men, or two from each of the thirty-four wards, who receive a per diem for actual services, the total of which amounted this year to about \$15,000. One alderman is elected from each ward on alternate years. The mayor is assisted in the performance of his duty by heads of departments and bureaus, as follows: Comptroller, \$5,000; treasurer, including assistants, \$25,000 and interest on city deposits, his right to the latter being now in dispute; city clerk, \$3,500; commissioner of public works, \$5,000; city engineer, \$3,500; counsel of corporation, \$6,000; city attorney, \$5,000; prosecuting attorney, \$4,000; general superintendent of police, \$5,000; chief marshal of fire department, \$5,000; superintendent of fire alarm telegraph, \$3,675; commissioner of health, \$4,000; city collector, \$4,000; superintendent of special assessment, \$3,500; superintendent of street department, \$3,500; mayor's secretary, \$2,500; mayor's assistant secretary, \$1,500; mayor's messenger, \$2,000. The mayor appoints the members of the board of education, to fill vacancies [see "Education—Public"] and also the members of the Public Library board. [See "Public Library."] He is *ex-officio* chief of police and marshal of the fire department [see "Police Department" and "Fire Department"] and has power to remove or appoint heads of all departments and bureaus of the city's government, subject to the approval of the city council. The following list of salaried subordinates in the various departments will serve to show the value of municipal situations.

**CITY CLERK'S OFFICE—SALARIES.**—The salaries of subordinates are as follows: Deputy clerk, \$3,000; chief clerk, \$2,400; minor clerks from \$1,000 to \$1,300.

**CITY COLLECTOR'S OFFICE—SALARIES.**—The salaries of subordinates are as follows: Chief clerk, \$2,000; cashier, \$1,800; book-keeper, \$1,400; clerk, \$1,400; five clerks, \$1,500 each, five clerks, \$1,000 each, messenger, \$800.

**CITY HALL EMPLOYEES—SALARIES.**—Janitor, \$1,400; 2 carpenters, \$3 per day; 4 finishers, \$720 each; 10 elevator attendants, \$720 each; 10 janitors, \$720 each; 11 female janitors, \$480 each; chief engineer, \$1,500; 3 assistant engineers, \$1,000 each; 6 firemen, \$720 each; 3 coal passers, \$660 each; 3 oilers, \$720 each.

**COMPTROLLER'S OFFICE—SALARIES.**—The salaries of subordinates are as follows: Chief clerk, \$3,000; general book-keeper, \$2,400; assistant book-keeper, \$1,800; cashier, \$1,800; assistant cashier, \$1,500; warrant clerk, \$1,600; minor clerks, \$1,000 to \$1,200.

**ENGINEERING DEPARTMENT—SALARIES.**—The salaries of subordinates are as follows: Assistant engineer, \$2,500; second assistant engineer, \$2,000; one assistant engineer, \$2,000; two assistant engineers, \$1,800 each; rodmen, \$900; draughtsmen, \$1,200; chief clerk, \$1,500; messenger, \$600.

**FEED OFFICES.**—City sealer of weights and measures, oil inspector, inspector of steam boilers, building inspector, elevator inspector, and some other minor officers of the city government are paid in fees, or a percentage of fees collected in their respective offices. Of these the oil inspectorship is the most lucrative, being worth about \$20,000 per annum.

**FIRE DEPARTMENT—SALARIES.**—The salaries of subordinates are as follows: First assistant fire marshal and inspector, \$3,500; second assistant fire marshal, \$3,000; assistant fire marshal and secretary, \$3,200; fire inspector, \$2,500; 13 chiefs of battalions, \$2,500 each; bookkeeper, \$1,800; 2 clerks, \$1,800 each; clerk and storekeeper, \$1,400; superintendent of horses, including medicines, \$2,200; 19 captains, \$1,360.80 each; 42 captains, \$1,260 each; 14 captains, \$1,200 each; 19 lieutenants, \$1,155 each; 25 lieutenants, \$1,000 each; 17 engineers, \$1,360.80 each; 30 engineers, \$1,260 each; 12 engineers, \$1,200 each; 13 assistant engineers, \$1,134 each; 30 assistant engineers, \$1,050 each; 12 assistant engineers, \$1,000 each; 115 pipemen and truckmen, \$1,134 each;

131 pipemen and truckmen, \$1,050 each; 69 pipemen and truckmen, \$945 each; 40 pipemen and truckmen, \$840 each; 37 drivers, \$1,134 each; 81 drivers, \$1,050 each; 39 drivers, \$945 each; 4 pilots, \$1,260 each; 2 stokers, \$1,050 each; 2 stokers, \$945 each; 9 watchmen, \$798.80 each; superintendent city telegraph, \$3,675; chief operator, \$2,362.50; 3 assistant operators, \$1,260 each; chief of construction, \$1,800; battery man, \$945; five repairers, \$1,102.50 each; chief of electric repair shop, \$1,575; 3 linemen, \$945 each; machinist, \$1,050; 2 assistant machinists, \$756 each; clerk and stenographer, \$1,260; 2 electric light inspectors, paid in fees collected; 1 manager, \$1,700; 3 operators, \$1,200 each; 3 repairers, \$1,000 each; 1 lineman, \$945; 1 instrument man, \$900; 1 battery man, \$900. Total for salaries of Fire Department, including chief marshal, \$974,348.00.

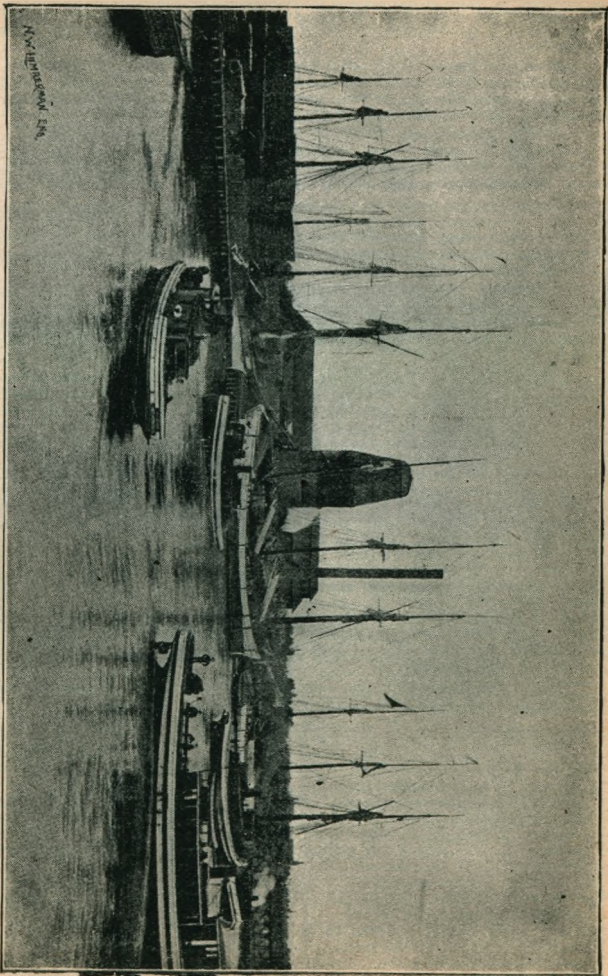
**HEALTH DEPARTMENT—SALARIES.**—The salaries of subordinates are as follows:—Assistant commissioner, \$2,500; department clerk, \$1,500; secretary, \$1,500; registrar of vital statistics, \$1,200; thirty-four sanitary police, \$1,000 each; eight medical inspectors, \$900 each; chief tenement house and factory inspector, \$2,000; nine meat and stock yards inspectors, \$1,200 each; assistant tenement house and factory inspector, \$1,500; clerk to tenement house and factory inspector, \$1,000; thirty-four tenement house and factory inspectors, \$1,000 each; five female factory inspectors, \$1,000 each; city physician, \$2,500; assistant, \$1,500.

**LAW DEPARTMENT—SALARIES.**—The salaries of subordinates are:—Assistant corporation counsel, \$5,000; assistant corporation counsel, \$3,000; assistant city attorney, \$4,000; chief clerk, \$2,000; 3 minor clerks, \$1,500 each; 2 minor clerks, \$1,200 each; clerk to city attorney, \$1,500.

**MAP DEPARTMENT—SALARIES.**—Superintendent, \$1,880; 8 draughtsmen, \$1,200 each; 2 draughtsmen, \$1,000 each; house numbering clerk, \$900.

**POLICE COURT—SALARIES.**—There are eight police court districts in the city of Chicago, in which ten police justices administer the municipal law. These are appointed by the mayor. The salaries are as follows:—Two police justices, 1st district, \$5,000 each; two police justices, 3d district, \$5,000 each; one police justice, 2d district, \$5,000; one police justice, 4th district, \$2,500; one police justice, 5th district, \$2,500; one police justice, Englewood district, \$1,800; one police justice, Lake View district, \$1,200. The clerks of the first district court receive \$1,500 and \$1,200; all other clerks \$1,200 each, except the assistant of the 1st district, whose salary is \$1,000, and those of Englewood and Lake View, who receive \$900 and \$600 respectively.

**POLICE DEPARTMENT SALARIES.**—The salaries of the officers and subordinates in the police department are as follows: General superintendent, \$5,000; assistant superintendent, \$3,000; chief inspector, \$2,800; four division inspectors, \$2,800 each; one secretary, \$2,250; private secretary, \$1,500; clerks, secretary's office, \$1,200 each; drillmaster, \$2,000; stenographer, \$1,200; assistant stenographer, \$600; custodian, \$1,323; clerk, detective's office, \$1,500; assistant clerks, detective's office, \$1,200; night clerk, \$900; captains \$2,250 each; lieutenants, \$1,500 each; sergeant, detective's office, \$1,600; assistant clerk, \$1,200; patrol sergeants, \$1,200 each; desk sergeants, \$1,200; matrons, \$630; photographers, \$1,200; detective sergeants, \$1,212.75; police court bailiffs, \$1,000; pound keepers, \$771.75; patrolmen at mayor's office, \$1,000; patrolmen at comptroller's office, \$500; lock-up keepers, \$1,000 each; inspectors of pawnshops, \$1,200; inspectors of pawnshops, \$1,000; inspectors of vehicles, \$1,200; assistant inspectors of vehicles, \$1,000; patrolmen on duty at bridges, street crossings, depots, etc., \$1,000; patrolmen, first-class, for duty on patrol wagons, \$1,000; patrolman, first-class, for regular duty, \$1,000; patrolmen, second class, for patrol duty, nine months, at \$60 per month; engineers for police stations, \$1,000; assistant engineers for police stations (eight months), \$551.25; janitors at \$530 each; veterinary surgeon, \$1,500; assistant veterinary, \$1,000; hostlers, \$630; watchmen, \$750; drivers of supply wagons, \$720; drivers of patrol wagons, \$720; chief operator, police telegraph service, \$1,300; assistant operator, \$1,000; operators, police telegraph service, \$720 each; drivers for ambulances, \$720.



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SAW MILLS AND SHIPPING DOCKS OF SAWYER-GOODMAN CO.

[See "Western Industry."]

**PUBLIC WORKS DEPARTMENT—SALARIES.**—The salaries of subordinates are as follows: Secretary, \$2,400; assistant secretary, \$1,500; book-keeper, \$2,400; assistant bookkeeper, \$2,000; clerk, \$1,200; minor clerks, from \$600 to \$1,000.

**SEWERAGE DEPARTMENT—SALARIES.**—Superintendent, \$3,500; six assistant engineers, \$1,800 each; six rodmen, \$900 each; chief clerk, \$1,200; chief clerk of house drains, \$1,800; permit clerk, \$900; chief inspector house drains, \$1,200; draughtsman, \$1,200; draughtsman, \$1,000.

**SPECIAL ASSESSMENT DEPARTMENT—SALARIES.**—The salaries of subordinates are as follows: Attorney, \$2,700; assistant attorney, \$1,800; chief clerk, \$2,100; clerk, \$1,800; clerk, \$1,680; two clerks, \$1,500 each; four clerks, \$1,400 each; sixteen clerks, \$1,200 each; clerk, \$1,000; three clerks, \$900 each.

**STREET DEPARTMENT—SALARIES.**—The salaries of subordinates are as follows: Assistant superintendent, \$2,000; chief clerk, \$1,500; bill clerk, \$1,200; permit clerk, \$900; assistant permit clerk, \$720; general clerk, \$900; messenger, \$720; chief sidewalk inspector, \$1,500; superintendent of house moving, \$1,800 (paid from fees).

**TELEPHONE DEPARTMENT—SALARIES.**—Chief operator, \$1,300; assistant chief operator, \$900; 71 operators, \$720 each; 7 repairers, \$1,000 each; 2 battery men, \$900 each; 2 hostlers, \$620 each; driver, \$720; operator bridge telephone office, \$720; 12 operators bridge telephone system, nine months, \$472.50 each.

*Annexation.*—On the 28th of June, 1889, the city embraced about forty-four square miles of territory. On the day following, by vote of the people, the city of Lake View and the towns of Hyde Park, Lake, Jefferson and Cicero, aggregating 128.24 square miles of territory and about 220,000 people, were annexed to and became a part of Chicago, thus constituting one great metropolis, extending twenty-four miles from north to south, and from four and one-half to ten and one-half miles from east to west. The validity of the proceedings resulting in the annexation was confirmed by the Supreme Court, October 29, 1889. By this extraordinary consolidation, six independent municipal corporations—each having a legislative and executive department of government, each controlled and operated under more or less different systems and methods of conducting public affairs—were merged into one municipality, under the authority and control of one city government. During the year 1890 there were annexed to the city four suburbs—South Englewood, area, 2.92 square miles, population 3,000; Gano, 1.80 square miles, population, 2,600; Washington Heights, 2.8 square miles, population 3,315; West Roseland, 1.80 square miles, population, 792; making a total annexation for the year of 9.32 square miles, with a population of 9,900. Fernwood was also added.

*Area of Chicago.*—Chicago has grown from 2.55 square miles in 1835 to 181.70 square miles in 1893, as follows:

	SQUARE MILES.	
February 11, 1835, original town.....		2.55
March 4, 1837, there was added.....	8.15 making	10.70
February 16, 1847, there was added.....	3.33 making	14.03
February 12, 1853, there was added.....	3.90 making	17.93
February 13, 1863, there was added.....	6.48 making	24.41
February 27, 1864, there was added.....	11.35 making	35.79
May 16, 1887, there was added.....	1.00 making	36.79
November and December 5, 1887, there was added.....	7.15 making	43.94
July 29, 1889, there was added.....	128.24 making	172.18
April 16, 1890, village of Gano added.....	2.00 making	174.18
1890, South Englewood added.....	2.98 making	177.16
1890, Washington Heights.....	2.80 making	179.96
1890, West Roseland.....	1.80 making	181.70



Of the present area 5.14 square miles are water, 176.56 land. The city is divided into 34 wards, each covering a territory as follows: First ward, 1.75 square miles; Second ward, 1.5; Third ward, 1.5; Fourth ward, 1.75; Fifth ward, 1.5; Sixth ward, 2.75; Seventh ward, 0.75; Eighth ward, 0.75; Ninth ward, 1.5; Tenth ward, 1.5; Eleventh ward, 1.25; Twelfth ward, 3.00; Thirteenth ward, 3.00; Fourteenth ward, 3.00; Fifteenth ward, 3.25; Sixteenth ward, 0.75; Seventeenth ward, 0.75; Eighteenth ward, 0.75; Nineteenth ward, 0.75; Twentieth ward, 1.00; Twenty-first ward, 1.00; Twenty-second ward, 0.75; Twenty-third ward, 0.75; Twenty-fourth ward, 1.00; Twenty-fifth ward, 5.00; Twenty-sixth ward, 5.75; Twenty-seventh ward, 29.5; Twenty-eighth ward, 7.00; Twenty-ninth ward, 6.00; Thirtieth ward, 12.00; Thirty-first ward, 18.00; Thirty-second ward, 3.75; Thirty-third ward, 28.5; Thirty-fourth ward, 27.00.

*Births and Deaths.*—[See "Appendix."]

*Bridewell, or House of Correction.*—This is the city prison and is generally known as the Bridewell, a name which it derived from the Bridewell of Dublin, Ireland, to which it bears a similarity in many respects. The management is vested in a superintendent, appointed by the mayor. The expenditures for salaries and maintenance and construction are about \$125,000 per annum; the receipts from police court fines, brick made by inmates inside the walls, labor of prisoners, laundry work for police department, etc., amounts to about \$60,000 per annum. The number of prisoners committed to the Bridewell annually is about 9,000, of whom about seven-eighths are males. The average number of prisoners confined is about 760 males and 40 females. The cost of the prison to the city of Chicago, as it stands to-day, is about \$1,500,000. The prisoners are employed in brick-making and other industries. County prisoners are also sent here, for whose support the city is paid about 30 cents per capita daily. The Bridewell is situated at S. California ave., near W. Twenty-sixth st., West side, and may be reached by Blue Island ave. cars.

*Bridges and Viaducts.*—As the Chicago river is navigable for lake vessels, and it, with its branches, intersects the heart of the city, a large number of bridges have been required. No less than forty-five now span this small stream. Nearly all are swinging bridges, and many of them are operated by steam. Steel construction has been employed in the bridges most recently erected. Among these, the Adams st. bridge is a notable structure. It is a 4-track bridge, 259 feet long on center truss, and 57 feet in width. This bridge is 2 feet and 3 inches lower at the east end than at the west end, and, at the same time is reversible, the turn-table track being set on a grade of 1 in 115. Some doubts were expressed as to its feasibility when the plan was proposed, but the city engineers say that no bridge in the city works better than this one. The Rush st. draw is one of the longest in the world. The Lake, Wells and Jackson sts. bridges are handsome structures. The railroads entering the city do so in but few instances above or below the street level. Grade-crossings are the rule. Engineers have long sought to remedy this state of affairs, which will probably be accomplished in time; but, meanwhile, some relief is being provided at the most dangerous crossings by the erection of viaducts. There are thirty-five of these structures in the city, the longest and finest of which is on Twelfth st., extending from Clark st. to Wabash ave., crossing the tracks of the Atchison, Topeka and Santa Fe Railroad Company, and costing \$209,736.

*City Finances.*—[See "Appendix."]

*City Hall.*—[See "Buildings," also "Guide."]

*City Library.*—[See "Libraries."]

*City Parks.*—The parks under control of the city government are as follows: Irving Park, Lake Park, Ellis Park, Douglas Monument Square, Aldine Square, Biekerdike Square, Union Square, Green Bay Park and Oak Park, Washington Square, Shedd's Park, Gross Park, Jefferson (Town) Park. The park system proper is under control of park commissioners

elected by the judges of the circuit and superior courts. It costs about \$9,000 per annum to care for the city parks. [See "Park System."]

*City Schools.*—[See "Education—Public."]

*Electric Lights.*—The electric lights required to illuminate the city number, 7,350. Not all of these are in place.

*Electric Light System.*—The city electric light system comprises: Power stations, 4; 125 H. P. high speed engines, 13; 300 H. P. Corliss engine, 1; 100-H. P. tubular boilers, heaters, pumps, etc., 6; 125-H. P. tubular boilers, heaters, pumps, etc., 15; 2,000-C. P. double carbon lamps, 1,225; lamp posts and hoods, 993; 60-light high tension dynamos, 7; 60-light low tension dynamos, 4; 50-light high tension dynamos, 1; 35-light high tension dynamos, 11; 35-light low tension dynamos, 6; 30-light low tension dynamos, 10; miles of electric light cable, 169; number of feet of underground conduit, 12,109; number of feet of iron pipe laid underground, 535,035; number of man-holes, 291; number of hand-holes, 125.

*Eleemosynary Support.*—The city of Chicago supports entire or aids in the maintenance of several eleemosynary institutions, charities and pension funds, as follows: **EBRING WOMAN'S REFUGE FOR REFORM.**—Receives a percentage of certain fines imposed in police courts, according to act of the general assembly, approved March 31, 1869. **FIREMEN'S PENSION FUND.**—This fund receives 1 per centum of all revenues collected or received from licenses issued during each year, according to an act of the general assembly, approved May 13, 1887, in force July 1, 1887. **HOUSE OF THE GOOD SHEPHERD.**—This institution also receives a percentum of certain fines imposed by the police courts, according to act of the general assembly, approved March 31, 1869. **ILLINOIS HUMANE SOCIETY.**—This society is entitled to fines collected through the agency of the organization, for the prevention of cruelty to animals, according to an act of the general assembly, approved June 28, 1885, in force July 1, 1885. **POLICE PENSION FUND.**—This fund receives 2 per centum of all moneys received from licenses for saloons or dramshops,  $\frac{3}{4}$  of dog tax,  $\frac{1}{4}$  of all moneys received for licenses granted pawnshops,  $\frac{1}{4}$  of all moneys received for licenses granted second-hand dealers,  $\frac{3}{4}$  of all moneys received from moneys for licenses granted junk dealers; all moneys collected for fees for carrying concealed weapons;  $\frac{1}{2}$  of all costs collected for violation of city ordinances, according to an act of the generally assembly, approved April 29, 1887, in force July 1, 1887. **WASHINGTONIAN HOME.**—This institution receives a percentum of moneys collected for saloon licenses, not to exceed \$20,000 per annum, according to act of the general assembly, approved February 16, 1867, amended by an act in force July 1, 1883.

*Fire Department.*—[See "Fire Department."]

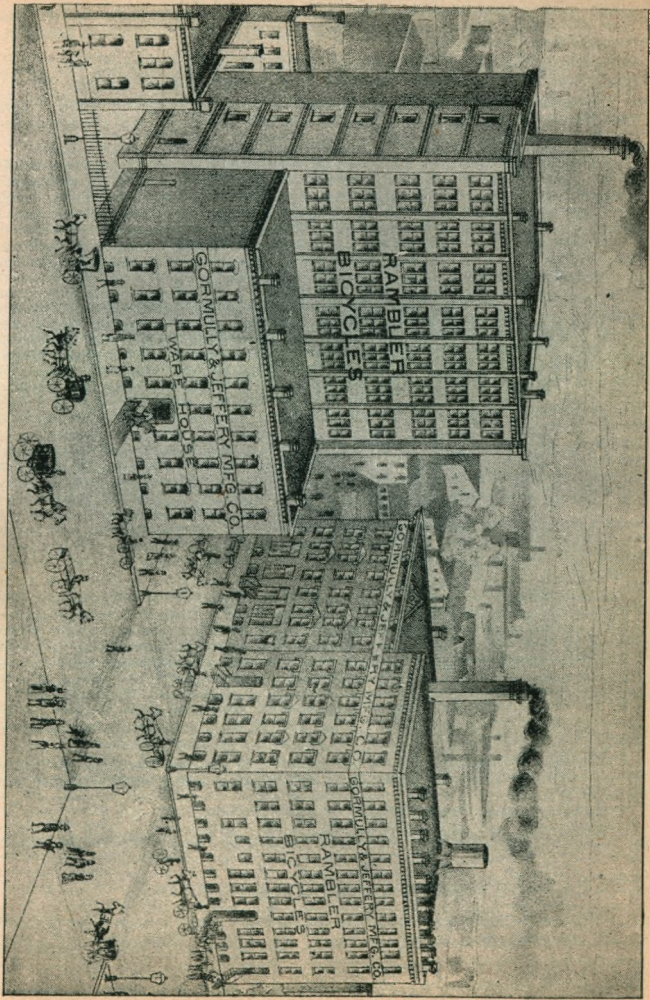
*Geographical Center of Chicago.*—The geographical center of the present city of Chicago is located at the intersection of Ashland ave. and Thirty-ninth st.

*Health of the City.*—[See "Appendix."]

*Lakes and Rivers.*—There are three lakes within the present city limits containing an area of 4,095.6 acres, as follows: Calumet Lake 3,122 acres, Hyde Lake 330.8 acres, the portion of Wolf Lake lying within the city limits 642.8 acres. Of these Calumet and Wolf are navigable. There are two rivers within the corporate limits: the Chicago river, with north and south branches, which divide the city into districts known, respectively, as the North, South and West "Divisions" or "Sides"—and the Calumet river, with Big and Little Calumet rivers, which penetrate the extreme southern part of the city.

*Lake and River Frontage.*—The city has a frontage on Lake Michigan of twenty-two miles and a river frontage of about fifty-eight miles, twenty-two and one-half miles of which are navigable.

*Length and Width of Chicago.*—The distance between N. Seventy-first street, being the northern city limits, and One Hundred and Thirty-ninth street, being the southern city limits, is twenty-four miles. The city at its broadest point is 10.5 miles in width. State st. has the greatest extension



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[See "Western Industry."]



north and south, running from North ave. to the southern city limits, eighteen miles; Eighty-seventh the greatest western extension, running the entire width of the city.

*Lighting the City.*—The cost of maintaining and lighting gas and electric lamps throughout the city is now about \$1,000,000 per annum.

*Longest Street.*—The longest street in the city is State. [See "Length and Width of Chicago."]

*Marriage Licenses.*—[See "Appendix."]

*Morgue.*—Situated in the rear of the County Hospital, near the Polk st. side. Take Harrison st. or Ogden ave. car. Ten bodies, on an average, are picked up in the streets of Chicago every day. Besides these, morgue accommodations are necessary for many of those who die in the County and other hospitals, police stations, etc. The inside measures 40x46½ feet, and the entire affair, with offices, etc., cost about \$18,000. All bodies are disinfected and frozen by the carbolic acid process before being placed on view.

*Police Department.*—[See "Police Department."]

*Poverty in Chicago.*—Notwithstanding the great prosperity of the people as a whole, poverty is to be found in Chicago as well as elsewhere. Municipal charity in Chicago has risen to the dignity of an applied science. Through the refuse of alleys, up the trembling stairs of tenements, and into the hovels of want and misery a force of men and women daily goes, carrying food for the hungry, warm clothing for the naked, coals for the needy, and medicine for the sick. From November until April, Cook County gives away 200 sacks of flour, forty pairs of shoes, and fifty tons of coal every day. Relief of the deserving poor involves not alone the discovery and proper aid of the unfortunates, but is attended with a constant warfare against the idle and vicious. Agents of the Visitation and Aid society, the Relief and Aid society, the German Aid society, the Hebrew Aid society, and St. Vincent de Paul's daily seek the needy, but their work is only of a semi public nature. From the office of the county agent, at 36 W. Madison st., there are sent twenty-seven men and three women, who investigate the condition of those reported to be in want and who, by reason of their familiarity with neighborhoods and individuals, are able to insure a wise bestowal of public charity.

*Topography of Chicago.*—The city of Chicago is level but not flat. There are considerable rises here and there, the most noticeable being the ridge which traverses the southern portion, west of Hyde Park, to the Indiana line. All difficulties in the way of sewerage have been overcome long since by skillful engineering. The Chicago river which originally emptied into, now flows out of the lake. The sewerage is carried by the river, in great part, to a canal which conducts it through the interior. It finally finds its way into the Illinois and Mississippi rivers. The drainage of the city is an interesting subject, and the plans for future work in this connection are of great magnitude and involve the expenditure of many millions.

*Uniting City and County.*—The question of uniting the city of Chicago and the county of Cook under one government, is being seriously considered at present.

*Water Tunnels.*—[See "Water Works."]

*Water Works.*—[See "Water Works," and for statistics see "Appendix."]

#### CITY RAILWAY SERVICE—CABLE AND HORSE LINES.

The city railway, or intramural service of Chicago, embraces horse-car, cable, electric and elevated railroads. The great existing street-car companies operating horse and cable lines are the Chicago City Railway Company, which operates the lines of the South side; the West Chicago City Railway Company, which operates the lines of the West Side, being practi-



cally the owner of the Chicago Passenger Railway Company, which also operates lines in that division of the city; and the North Chicago Street Railroad Company, which operates the lines of the North side. The South Chicago City Railway Company is an independent line. The West Chicago, North Chicago and Chicago Passenger Railway Company are under one management, Mr. Charles T. Yerkes being president.

**CHARACTER OF THE SERVICE.**—In view of all the surrounding circumstances, many of which have contributed toward making street car transportation in Chicago difficult, the service rendered the public by the different street railway companies is unsurpassed in any city in the world. Yet in no city in the country, probably, have street car companies been subjected to more severe and unfair criticism. The basis of this criticism has usually been a comparison with the lines operated in other and smaller places, and in population centers where the conditions are entirely unlike those which have to be contended with in Chicago. The West and North side companies have borne the brunt of the ill-natured and unreasonable abuse, which certain papers send broadcast without as much as deigning intelligent inquiry as to the causes of such public annoyance as has occurred. Especially is this the case in the matter of stoppages and accidents of various kinds, all of which have been susceptible of satisfactory explanation, and that without the slightest reflection on the several managements, or the city. The climatic difficulties, for instance, have not been the slightest of the causes, nor yet the easiest to overcome in perfecting the several cable systems. We have here the greatest extremes of heat and cold, the variations at times having been as radical as 60° in twenty-four hours. Common intelligence understands at a glance that such a condition means the great contraction and expansion of metals, and opens up a long line of impediments in the successful operating of machinery exposed to the elements, to say nothing of the effect on the slot rails of cable roads. These great extremes are not experienced in cities like San Francisco, St. Louis, Cincinnati, or New York, yet the critics seem to have forgotten this. In many of the cities, too, it is unusual for a "grip" car to haul more than one trailer. But in Chicago the South, North and West side lines always draw two, and often three trailers, and consequently much heavier loads than are carried in other places. Then, again, nowhere else do the "grips" run so close together as here, especially in the early morning and evening hours when they are often not more than a quarter of a minute apart. This, however, is only a mere taste of the exactions on the West and North side systems by comparison, for while on most cable roads the tracks are straight and run on a level, here they bend around blocks in the formation of return "loops," and while on the "loops" climb steep tunnel grades, and this when they are loaded the heaviest.

**INCREASING TRAFFIC.**—The traffic on the street car lines and suburban railways is increasing at an enormous rate annually. The street cars in all divisions of the city are over-crowded almost constantly. The North, West and South side cars are all carrying more people than they were built to carry, but still the number of passengers is increasing every day. The suburban trains are all crowded. On the Illinois Central the same state of affairs exists. That road has 108 regular trains every day to accommodate its suburban traffic, and, although from five to twelve cars on each train, which run half an hour apart, except in the early morning and evening hours, when there is an interval of five minutes between trains, the seats are always filled, and often people are standing as near together as possible, in every car. When a train is a few minutes late the crowding is worse. The North-Western and St. Paul trains are also crowded, while the newer roads, which are just developing a suburban region, can scarcely keep up with the tax upon their rolling stock.

**STEAM RAILROAD SERVICE.**—It should be borne in mind that in addition to the street and elevated railways of this city it has a steam railroad service, in connection with the suburban lines of several of the great railroad companies

which adds immensely to the transportation facilities of the public between points within the corporate limits. It is a well-known fact that the Illinois Central railroad suburban trains carry more passengers than any other suburban line in the world. The suburban trains of the company carried 15,000,000 passengers in 1892. Of this number fully four-fifths were passengers carried between points within the city limits. The Chicago & North-Western; the Chicago, Rock Island and Pacific; the Chicago, Burlington & Quincy; the Chicago, Milwaukee & St. Paul; the Northern Pacific; the Grand Trunk; the Eastern Illinois, and other railroad companies do a heavy suburban business. Without the supplementary aid of these lines it would be impossible for the existing lines of street railways to meet the demands of the public for transit.

*Chicago City Railway Company.*—This is the company which controls the cable and horse car, and several electric lines of the South side.

**BUSINESS OF THE COMPANY.**—The company carried during 1892 88,018,861 passengers, an increase compared with the previous year of 10,554,896, producing a total revenue of \$4,400,943. Of this total 66.46 per cent came from the cable car lines and 33.54 per cent was from the horse car lines. The cost of operation was \$2,809,431, leaving net earnings of \$1,591,511. The average receipts per day were \$12,024, an increase over 1891 of \$1,412. During the year a new cable plant at Twenty-first and State sts. and a new power-house at Thirty-ninth and State sts. were completed, and a large amount of underground work done. At the beginning of the year the company had 1,472 cars, and at the close 1,739 cars. Total number of horses on hand at the close of 1892 was 2,611, an increase of 62. New lines were constructed aggregating 9.3 miles, as follows: Loop on Michigan ave., 5-10th miles; Forty-seventh and State sts. to Cottage Grove ave., 2 miles; Sixty-first st. to South Park court, 1.75 miles; Thirty-fifth to Ullman st., 4 miles; Two loops at Sixty-first, Sixty-third and Sixty-fourth sts., .75 miles; State to Michigan ave., at Thirty-first st., .30 miles. During the year 37,056 yards of granite paving were laid, 27,053 yards of wood block and 14,283 yards were repaved with granite blocks. A total of 12.50 miles of electric road was bonded and wired, and 16.25 miles were supplied with poles and cross-wires overhead for trolley.

**ELECTRIC LINES.**—This company has now in operation electric lines on Forty-seventh, Thirty-fifth, Sixty-first and Sixty-third sts., which are what may be called cross-town connections. These were constructed with special reference to the accommodation of exposition visitors. Probably seventy-five miles of additional electric road will be in operation by the close of 1893.

*North Chicago Street Railroad Company.*—The capital stock of the North Chicago Street Railroad Company was increased from \$5,000,000 to \$10,000,000 in January, 1893. The company was incorporated in 1886 under Illinois laws, and controls the entire street surface system in the North Division of Chicago. The company acquired title by the purchase of 2,501 shares of the capital stock of the North Chicago City Railway Company, paying therefor \$600 per share. The total of shares was 5,000. The companies then entered into a mutual operating agreement whereby the new company agreed to pay to the old company \$30 per share rental annually on the entire stock. The lessor company also agreed to pay the principal and interest of the bonded indebtedness of the old company and assume all other liabilities. Out of the \$30 per share to be paid annually, for rental, \$75,000, or the rental on the 2,501 shares, reverts to the credit of the lessor company, the owner of the shares.

**BUSINESS OF THE COMPANY.**—From the annual reports of the officers of the company, submitted in January, 1893, the following facts of general interest are taken: During the year 1892 54,419,457 passengers carried against 44,343,905 in 1891; the number of car miles run was 8,547,791 against 7,576,766 in 1891. The track on Clark st. was relaid and 115 new cars put into the service; 75 more were ordered for delivery in 1893; the company paid out to the Employe's Benefit Association, without expense to the employes, \$7,487.



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THE ORCUTT COMPANY, LITHOGRAPHERS.  
[See "Western Industry."]

The net profits for the year were \$752,546, or at the rate of 15 per cent on the capital stock. The operating expenses were 52.90 per cent of gross earnings. The total receipts from passengers were \$2,521,511. The average receipts per mile were 29.499 cents. The average number of passengers per mile was 5,899. The average expenses per mile of cable road were 13.065 cents; for the horse lines 19.26 cents. The stock list showed that C. T. Yerkes held 7,495 shares. S. Elkins 1,016 shares, Walker & Wren 1,050 shares, P. B. Widener 1,000.

**TERRITORY COVERED.**—The North Chicago Street Railway company covers the entire North side of the city. Cable and horse propulsion is used. The cars enter the La Salle st. tunnel at Randolph st., after passing around a "loop" in the heart of the city. Take this line for Lincoln Park and all portions of the city on the North shore, and the extreme northwest.

**West Chicago Street Railroad Company.**—This company operates under the leased lines of the Chicago West Division Railroad company and the Chicago Passenger Railway company. The capital stock of the West Chicago Street Railroad company is \$20,000,000, it having been increased to this figure from \$10,000,000 at the annual meeting of the stockholders held in January, 1893.

**DESCRIPTION OF CABLE SYSTEM.**—The West side system is the newest and most elaborate in the city and second to none in the extent of its resources, or the perfection of its general equipment, and for this reason whatever is said in a descriptive way must naturally be confined to it. This as well as the North side road, it will be borne in mind, reaches the South side, or business center, by way of tunnels under the Chicago river. These tunnels were built by the city, and prior to the companies in question using them were mere holes in the ground, and represented the waste of so much public money. President Yerkes, however, saw how they could be utilized to abate the bridge nuisance, and otherwise serve the people, and was quick to move in the matter of obtaining their use. In consideration of the city allowing him to use the La Salle st. tunnel he built and donated to the public two double steel steam bridges across the river, one at Wells st. and the other at Clark st., at a cost of over \$300,000. The Washington st. tunnel was in a far worse condition when taken hold of—in fact, it had been abandoned—and before it could be used had to be rebuilt at a cost of nearly \$200,000. Both tunnels are now totally unlike what they were a few years ago, and the public not only recognizes the wisdom of their present use, but finds in them the abolition of the former waits at the swing bridges, which is worth additional hundreds of thousands of dollars to the city every year. For the use of the Washington st. tunnel the Chicago Passenger Railway company built a new viaduct at Adams st., a new double steam bridge at the same point and moved the Madison st. bridge to Washington st., placing it upon a new pier and abutments. The West Chicago Street Railway Company for the franchise on Taylor st. moved the Adams st. bridge to Taylor st., and placed it upon a new pier and abutments. Thus within a year two important streets were opened to through traffic.

**THREE CABLE LINES.**—The West side cable line system consists of three distinct lines; the Madison st. line, which runs directly west to Fortieth st., there connecting with the Cicero and Proviso electric lines [see "Electric Lines"]; the Milwaukee ave. line, which, with its branches, covers the northwestern portion of the city, and the Blue Island ave. line, which, with its connections, covers the entire southwestern portion of the city. The Madison st. and Milwaukee ave. lines enter the Washington st. tunnel on the east at Franklin st.; the Blue Island ave. line enters the Van Buren st. tunnel at Franklin, near Van Buren st. The approaches of the latter tunnel, east and west, are constructed under private property.

**BUSINESS OF THE COMPANY.**—In his annual report, submitted January, 1893, the treasurer gave the following facts of general interest: Gross earnings, \$4,620,225; operating expenses, \$2,687,914; net earnings, \$1,932,914; cost of conducting transportation, \$1,249,442; maintenance way, \$167,332; maintain ing cars, \$149,678; general expenses, \$279,078; total expenses, \$2,687,310. After



deducting the fixed charges, \$895,075 from the net earnings the balance left, applicable to dividends was \$1,037,839. The number of trips made during the year was 1,817,400; miles run, 15,582,141; passengers carried, 94,518,474. Receipts from horse lines were \$2,649,730; from cable lines, \$1,970,495; total expenses of horse lines, \$1,784,337; of cable lines, \$902,972. The average receipts per mile of horse cars were, 29.19 cents, of cable cars, 30.29 cents. The number of passengers carried by horse lines were, 54,771,929; by cable lines, 39,746,545. Maintenance of cars cost \$100.94 per car. The average number of horses on hand was 4,004. Of these an average of 184 were used on wagons, carts, etc., leaving the average number used on the cars 3,820. The average traveled a day by each horse was 13.02 miles. The cost of feed per horse per day was 18.58 cents, shoeing per day 0.24 cents, and other cost of keeping horses 19.40 cents per day, making the total cost for caring tor horses 38.22 cents a day. The cable rope ran 533,205 miles. The cost of rope was \$126,011. The cost per mile run by the rope was 23.63 cents. Operations of power stations cost \$94,716, an average per mile of rope run of 17.76 cents. Maintenance of track per mile of horse car-line was \$705.58, and per mile of cable line \$476.34.

*Power Houses.*—There are a number of power houses in the three divisions of the city, and the magnificent machinery used in propelling the cable is worth seeing. Those most convenient are: N. Clark st. power house, just north of Washington place. [Take N. Clark st. car.] North side loop power house, north entrance to La Salle st. tunnel. [Take any cable car going north.] The State st. power house, Cor. of Twenty-first st. [Take State st. car.] The Cottage Grove power house, Cor. Fifty-fifth st. [Take Cottage Grove ave., car.] The West side loop power house, Cor. W. Washington and Jefferson sts. [Take any cable car going west.] The Rockwell st. power house, Cor. Rockwell st. and W. Madison sts. [Take W. Madison st. car.]

#### CITY RAILWAY SERVICE—ELECTRIC LINES.

*Calumet Electric System.*—The Calumet electric system embraces the following streets, viz.:

Cottage Grove, South Chicago, Michigan, Kensington, Wentworth, Washington, Harbor, Mackinaw, Stony Island, South Park and Madison aves. and Sixty-seventh, Eighty-seventh, Ninety-first, Ninety-third, Ninety-fifth, One Hundred and Fifteenth, One Hundred and Sixteenth, One Hundred and Nineteenth, and Howard sts.; about twenty-six miles of streets and avenues. Its system begins at the terminus of the City Railway company's cable tracks, at Seventy-first and Cottage Grove ave., and Seventh-fifth st. and South Chicago ave. (Grand Crossing.) Its Pullman-Kensington line commences at Seventy-second st., thence south on Cottage Grove ave. to Ninety-fifth st; west on Ninety-fifth st. to Michigan ave.; south on Michigan ave. to One Hundred and Nineteenth st., with "loops" to Howard st. and Wentworth ave. Its South Chicago line commences at Seventy-fifth st. (Grand Crossing), thence on South Chicago ave. to Ninety-fifth st. This line will be provided with a loop in South Chicago and will reach the Sixty-seventh and Sixty-third st. entrances to World's Fair by way of South Chicago ave. and Stony Island ave. Its South Chicago-Pullman line is on Ninety-third and Ninety-fifth sts., connecting Cottage Grove ave. and Michigan ave. lines. Its Jackson Park-World's Fair line runs from South Chicago ave. on Madison ave., Stony Island ave. and Sixty-seventh st., to entrance at Jackson Park at Stony Island ave. and Sixty-seventh st., or Stony Island ave. and Sixty-third st. A line will connect Cottage Grove ave. line directly with the World's Fair via Madison ave. and Stony Island ave. This system connects South Chicago, Pullman, Kensington, Grand Crossing, Roseland, Dauphin Park, Stony Island, Calumet Heights, West Pullman and Burnside, (having a population of 85,000) with the Cottage Grove cable, and with direct connections with elevated road and with Jackson Park. Direct connection is also given with Washington Park Race Track and Oakwood Cemetery. The manufacturers of the Calumet region have over \$1,000,000 capital and employ over 20,000 men, all tributary to this system. Two power stations are

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TOILET REQUISITES, ETC.

MANUFACTURERS OF

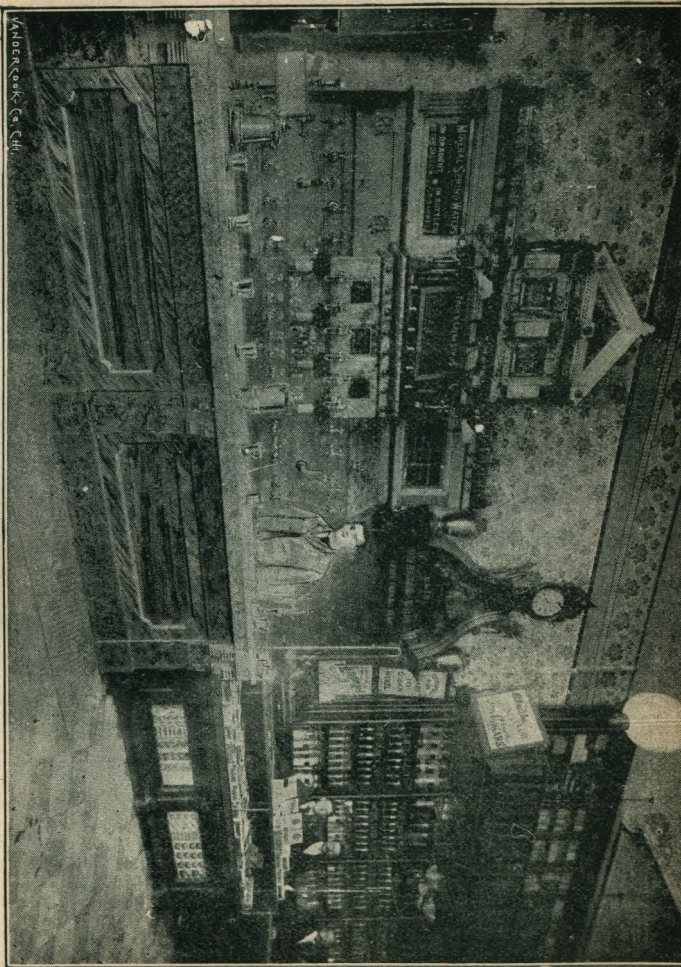
O'Hara's Asthma Remedy,  
Jeffers' Bronchial Cigarettes,  
Jeffers' French Catarrh Cure,  
Stevens' All-Right Corn Salve,  
Christison's Diarrhoea Remedy,  
Dale's Chlorodyne Cough Mixture,  
"Edina" Cologne.  
Kirkwood's No. 1 Cologne, etc.

WHOLESALE AGENTS FOR

LLOYD BROTHERS' PHARMACEUTICAL PREPARATIONS,  
BURGGRAEVE-CHANTEAUD DOSIMETRIC GRANULES,  
COUTTS' ACETIC ACID,  
CARITAS CATARRH CURE,  
CASTALIAN AND MASSANETTA WATERS,  
FOREIGN PROPRIETARY MEDICINES.

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All Noted Mineral-Spring Waters on Draught.



Vandercook, Co. Ch.

[Engraved for the Standard Guide Company.]  
A NOTABLE CORNER, INTERIOR OF DALE & SEMPILL'S DRUG STORE.  
[See "Guide."]

used on the Calumet lines, one being located at Stony Island ave. and Ninety-fourth st., and one at Burnside. The Detroit electric system of motors is used, and cars manufactured by the Pullman company and the St. Louis Car Co.

*Chicago General Street Railway Company.*—Capital, \$3,000,000. The incorporators represent the Twenty-second Street Electric Railway Company. Failing to obtain a down-town terminal through a connection with the Chicago City Railway Company, the Twenty-second street company has outlined a plan whereby all the electric lines operating in the outskirts of the city may obtain entrance to the business district. It is proposed to construct and operate an elevated loop for the common use of all. To this end it is proposed to effect a combination of the various electric roads, including the Calumet Electric, Jefferson and Urban, South Chicago, and Cicero and Proviso Companies. The elevated terminal will be practically a belt line, if constructed, open to all comers, as the officials of the Twenty-second street and other electric lines recognize the fact that several elevated roads desire a loop in the business district and know that all can not be accommodated with separate loops. Within a very short time the question of one or more down-town elevated loops is going to become a burning question. Each of the elevated roads will want a loop of its own. Failing in this, it is possible a belt line may be agreed upon by all, although it is difficult to see how the various interests can successfully be harmonized.

*Chicago, Lake View and Suburban Railway.*—A projected electric line. Incorporated for the purpose of running electric cars between the termini of the North Chicago lines and the suburbs on the north shore.

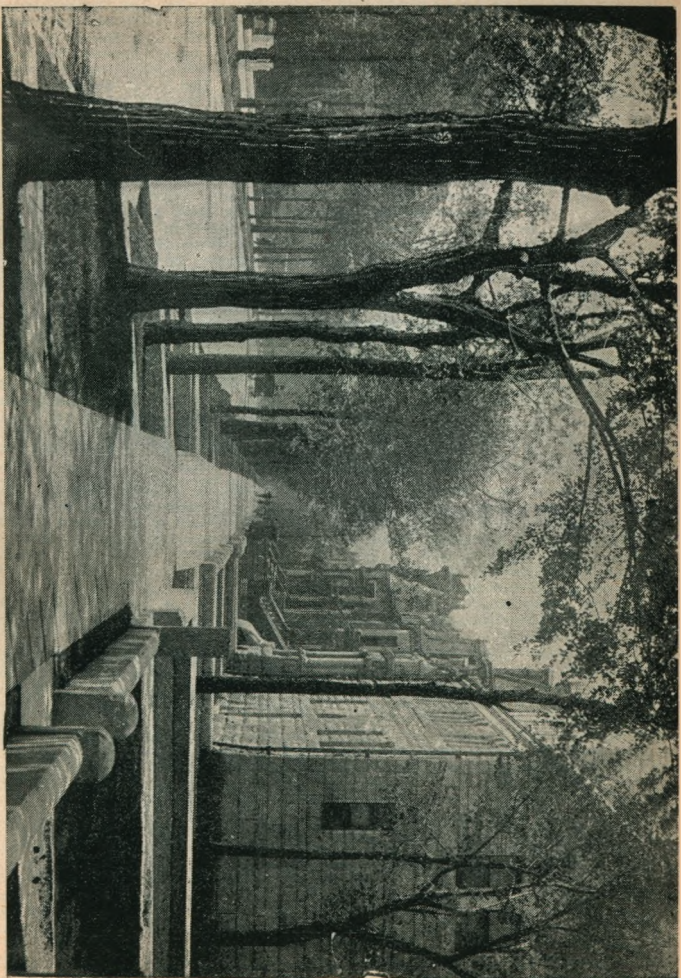
*Chicago & Evanston Electric Line,* known as the Chicago North Shore Street Railway Company. Capital \$500,000; J. L. Cochran, president, D. H. Lauderbach, vice-president and general manager, Alexander Clark, secretary. This company proposes to construct an electric line to connect with the North Chicago street railway system, and run cars along the lake shore through Edgewater, Rogers Park, South Evanston and Evanston. A large portion of the right of way has been secured, but there are certain links to be obtained before the road can be completed.

*Cicero and Proviso Electric Lines.*—The lines operated extend from the terminus of the W. Madison st. cable line, W. Madison and Fortieth sts. to many of the western suburbs. There are twenty-one miles of double track, and the system is splendidly equipped. Very rapid time is made. The principal suburbs reached are Oak Park and Austin. [See "Amusements" under heading "Street Car Excursions," for full description of scenes and places on these lines.]

*City Elevated Railway Company.*—Incorporated in 1892 with a capital of \$7,500,000 and an avowed intention of constructing another "L" system for Chicago. It proposes to build the road from a point on Michigan ave., between Lake and Harrison sts., to a point on the boundary line of Cook county between State st. and Kedzie ave. Not much is known of the financial character of the men behind this enterprise.

*South Side Electric Lines.*—A new electric system for the South side of Chicago is being introduced in connection with the Chicago City Railway Company's cable system. The first electric lines completed are on Sixty-first and Sixty-third sts. It was imperative that the company should increase its means for carrying the people from State st. to the World's Fair grounds. Tracks were laid from Gottage Grove ave. to the Illinois Central tracks on Sixty-first st., so that there might be a separate line on Sixty-first from State st. to Jackson Park. The plan of the terminal of Sixty-first st. line is to run east on that street to Madison ave., then curve to the north along the line of the branch of the Illinois Central, going over the right of way purchased, to South st. This is a short street just west of the Illinois Central main track and the cars run a block north on that street and terminate with a stub end switch on the south line of the Midway Plaisance. This gives a terminal point within 250 feet of the Illinois Central's main station at the Fair grounds, and is as near the exposition as a terminal can be





[Engraved for the Standard Guide Company.]  
LOOKING SOUTH ON PRAIRIE AVENUE,  
[Near Eighteenth Street.]

located, without bringing about undue congestion. For the Sixty-third st. line there are two loops. The road is carried straight east on Sixty-third st. under the Illinois Central tracks to Grace st., which is the first street west of Stony Island ave. Here it turns both south and north on Grace st., running to Sixty-fourth and Sixty-second, thence east on those streets to Stony Island ave., looping back to Sixty-third st. The track laid is of extra heavy construction and the motors employed are proportionately heavy. Lines are also contemplated for Forty-seventh and Thirty-fifth sts., but numerous obstacles are in the way which it may not be possible to remove. A portion of the Thirty-fifth st. line from Michigan ave. to Grand blvd. is a part of the boulevard system, and the park commissioners threatened an injunction against laying tracks on that part of the street. The park commissioners, however, were willing to donate Thirty-fifth st. and make some other street connecting Michigan ave. and Grand blvd. a part of the boulevard system, but this required legislative action. The plan is to put an electrical equipment on Forty-seventh st. from Western blvd. to Cottage Grove ave. The power house to run these various lines is on State and Fifty-second sts. A large number of new cars have been added to the South side system.

#### CITY RAILWAY SERVICE—ELEVATED LINES.

At least three great elevated railroad systems are assured to Chicago—the "Alley L," on the South side, completed; the "Lake st. L," on the West side, partly completed, and the "Metropolitan L," also on the West side, which is in the hands of the capitalists who constructed the "Alley L," and which will be completed at an early day. There are many projected "L" lines besides, some of which are mentioned.

*Chicago Union Elevated and Tunnel Company.*—Incorporated. The project is a great one, but little is known of the persons who are behind it. A railroad is to be built from a point in the First Ward to the western limits of the city, with a branch from a point thereon between Crawford ave. on the west and Western ave. on the east, in a northerly, northwesterly, and westerly direction to the western limits of the city, and a further branch extending from a point thereon between Canal st. and Center ave. in a southerly direction to a point between Sixty-third and Seventy-ninth sts., and thence easterly to the limits of the city. The capital stock of the company is \$17,000,000.

*Lake Street Elevated Railroad.*—The superstructure of this line was completed from Canal st. very nearly to Union Park, over Lake st. in the spring of 1891. Then came a long delay in the prosecution of the work, due to want of capital, or the inability of the original projectors to complete it. The road has passed into the hands of a new company with ample capital and work is being pushed at this writing. Its course in the future is entirely unsettled, but the probabilities are that it will have two branches, one extending toward the northwestern portion of the city, the other extending to the southwestern, while the main stem will follow the line of Lake st. into Cicero, passing through the environs of Austin and Oak Park. As far as completed the road is substantially built. It will have a double track, and will be operated in a manner similar to the system employed on the New York elevated roads. The question of securing a South side terminal, that is a starting-point on the south side of the city, or in the business district, is not settled. There have been several propositions regarding the establishment of a terminal east of the south branch of the river, but all have been abandoned, for the time being at least. The probable route of the line through the business district is via the alley-ways paralleling Lake st., from Market st. east.

*Milwaukee Avenue Elevated Road.*—The Chicago Transit Company, with a capital stock of \$12,000,000, was granted articles of incorporation by the Secretary of State. The incorporators say they intend to construct a road

that will furnish rapid transit for the North side residents from some point on the river between State and Market and to build their road on private property, which they will acquire by purchase, lease, or condemnation to some portion of the city where the streets are less crowded. The road will run from the Chicago river to Waukegan, but it is probable it will be elevated only to Evanston, beyond it will be a surface road. The motive power will be electricity.

*Metropolitan Elevated Railroad*.—A projected elevated railroad which will probably be in an advanced stage of completion before the close of 1893. It is to penetrate the West side with numerous branches. The plan is to have a South side terminal station, the road crossing the south branch of the river on a swinging bridge sixty feet above the surface of the water. The Metropolitan is being handled as was the South side Alley "L." The right of way is being purchased through alleys, thereby saving the time and possible damages resulting from an attempt to run over the streets. The bridge will be built south of Van Buren st. The exact line which the road will take has not yet been made known. This has been kept secret in order to prevent speculators from securing control of property along the route and endeavoring to unload it on the company at greatly advanced figures. In addition to these speculators many owners of acre property are apt to cause trouble. These owners, whose property would be of comparatively little value but for the advent of the elevated road, on getting information of the route would convert their acres into lots. In connection with this enterprise it is said to be the intention of the Metropolitan company to connect with the South Side Alley "L" some place between Harrison and Van Buren sts., thus affording a completed line of transit from the western, northwestern and southwestern sections of the city to the World's Fair grounds. As both the South side "L" and the Metropolitan West side "L" are officered and capitalized by the same parties the connections referred to can be made all the more readily.

*South Side Rapid Transit Railway*.—Better known as "The Alley L" for the reason that its line lies principally over the alleys of the South side. An elevated railway, the line extends from Congress st., on the line of the alley between State and Wabash, south to Fortieth st., thence east to the alley between Prairie and Calumet, thence again south to Sixty-third st., and thence east to Jackson Park, along and over Sixty-third st. Stations are fixed at intervals of two and four blocks. A branch is projected west into Englewood and the main line will undoubtedly be extended south of Sixty-third st., as soon as the population will warrant the expense. The terminus of the Sixty-third st., branch will, during the fair, be in the park itself, directly at the south line of the Transportation Building, over the annex to which the tracks come in on an easy curve. The platforms have been arranged with great care, to prevent incoming and outgoing passengers from meeting each other. At this point the road forms a junction with the Intramural Electric Elevated road, which runs around the grounds, and which is here on the same level. In this way passengers can ride from Chicago to the very door of most of the buildings at the exposition without going down to the ground and by but one change of cars. The present equipment of the South Side Elevated railroad is 180 passenger coaches and 46 locomotives. These locomotives are of the four-cylinder compound type, and have given excellent and satisfactory service since they were adjusted to the peculiar conditions of elevated work. Rapid time is made over this line. It is probable that a northern loop will be built which will bring the city terminus nearer the business center. Fare 5 cents for all distances.

#### CLUBS—ATHLETIC, SPORTING, ETC.

Among the leading athletic and sporting club houses of the city are: The new home of the Chicago Athletic Association, on Michigan ave., between Madison and Monroe; the Washington Park Club, Washington Park; the Farragut Club House; the Illinois Cycling Club House, 1068



Washington blvd.; the Lincoln Club, No. 1, Park ave.; the Chicago Cricket Club, Parkside; the Englewood Club, and the Oak Park Cycling Club House at the Cor. Oakwood blvd. and Prairie ave.

**Base Ball Clubs.**—There is one professional base ball club in Chicago. The professional park is located on the South side, and may be reached by State st. cable cars or L. S. & M. S. Ry. "Chicago City Base Ball League" comprises eight clubs. Offices, 108 Madison st. and 145 Monroe st. **PARKS**—*North:* Halsted st. and North ave.; take C. M. & St. P. train (Evanston Division) or N. Halsted st. horse car. *South:* Thirty-ninth st. and Wentworth ave.; take Wabash ave. cable car. *West:* Ogden ave. and Rockwell st.; take Ogden ave. horse car. **WESTERN ASSOCIATION OF BASE BALL CLUBS**—Meets at 108 Madison st.

**Boat and Yacht Clubs.**—**CATLIN BOAT CLUB**—Lake shore, foot of Pearson. **CHICAGO CANOE CLUB**—A boating organization of the South Side, member of the Western Canoe Association; boat house foot of Thirty-seventh st. **CHICAGO YACHT CLUB.** **COUNTESS YACHT CLUB**—Room 25, 6, Sherman. **EVANSTON BOAT CLUB**—Located on Sheridan road (Lake Shore drive) in the suburb of Evanston. Take train at Wells st. depot, Wells and Kinzie sts., N. Side, or at Union depot, Canal and Adams sts., West side. The club house is an elegant one, and it is the center of the social life of the younger portion of Evanston society. **FARRAGUT BOAT CLUB**—Located at 3016 and 3018 Lake Park ave. Take Cottage Grove ave. cable line. Organized in 1872. Occupies a handsome brick building, two stories and basement. The boat house of the club is a one-story brick building on the south shore, foot of Thirty-third st. The club owns about twenty-five boats, including an eight-oared barge, four-oared shells, four-oared gigs, single and double shells, single and double training boats and pleasure boats of all descriptions. Admission fee, \$50; annual dues, \$24. **FARRAGUT NAVAL ASSOCIATION OF CHICAGO**—Meets third Thursday. **LINCOLN PARK YACHT CLUB**—Organized in 1890.

**Chicago Athletic Association.**—The idea of organizing this association and building for it a suitable home originated with one or two of the present members in January, 1889. Object of the association: to encourage all manly sports and promote physical culture. Present number of members, 1,500, including many of the leading business and professional men of the city. Location of new gymnasium building, Michigan ave., between Madison and Monroe sts., facing east, only a short walk from the business center. [For full description of club house see "Buildings."]

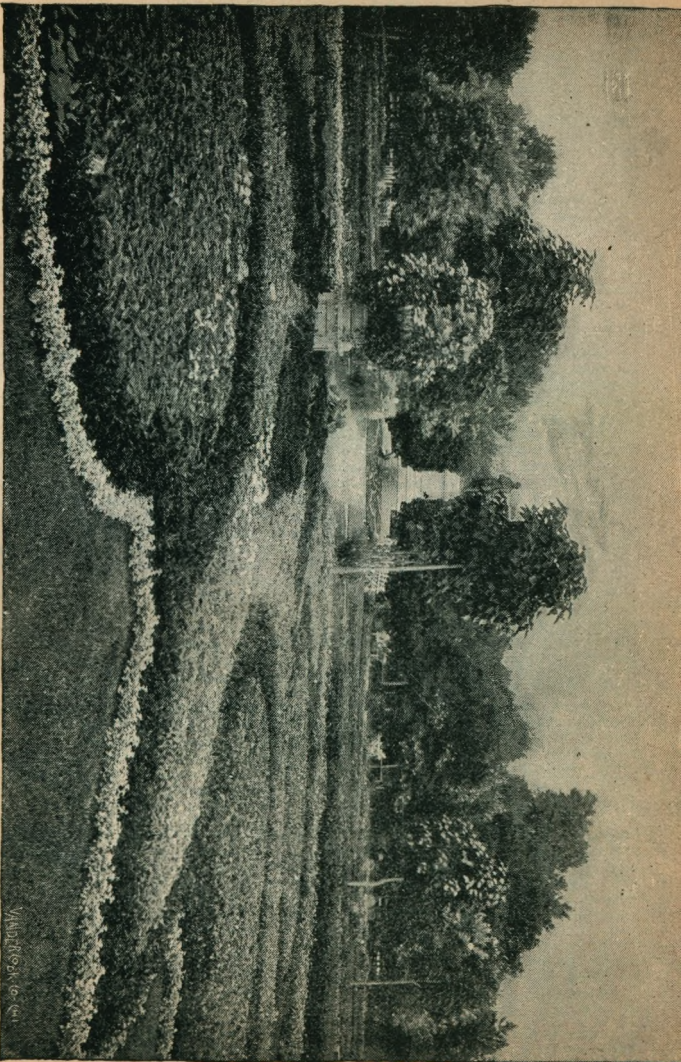
**Chicago Curling Club.**—Curling was introduced into Chicago in 1854. At the start the Chicago club was composed exclusively of Scotchmen, but since that time it has grown and extended its membership, including several Americans and members of other nationalities. Meets at 83 Madison st. Under the rules of the National Curling Club the club members are not allowed to play matches for money, as from the very beginning every effort has been made to keep the game pure and free even from the semblance of gambling. The rules do not prohibit games between members, however, for some trophy. The rule in the Chicago club has been to play matches for certain amounts of money, the winners to donate the spoils to some charity.

**Chicago Fencing and Boxing Clubs.**—Organized 1890. Club rooms, 106 E. Randolph st. The object of the organization is to increase the interest in local amateur athletic circles. **Union Athletic Club**—Meets at 200 Adams st.; **Chicago Athletic Pleasure Club.**

**Cricket Clubs.**—Chicago Cricket Association—Annual meeting first Tuesday in April at Grand Pacific. **Chicago Cricket Club** (incorporated)—Meets room 5, 170 State. **St. George Cricket Club**—710 N. Wells. **Wanderer's Cricket and Athletic Club**—One of the foremost athletic clubs of Chicago. Composed of cricketers, sprinters, rowers, etc.

**Cycling Clubs.**—There are numerous cycling clubs in Chicago, many of which have their own club houses. The most prominent of them belong to





VANDERBEEK & CO.

[Engraved for The Standard Guide Company.]  
"LILY" BEDS AND SCHILLER MONUMENT, LINCOLN PARK.

[See Page 318 and "Parks."]

the Bicycle Club Association. The objects of this association are to secure harmonious and concerted action in all matters of general interest to wheelmen in Chicago and vicinity, particularly in such matters as municipal legislation, improvements of streets and roads, the prevention of the theft of wheels, to spread a knowledge of the rights, duties and privileges of wheelmen, to promote road and track racing, to foster fraternal club intercourse and, as far as possible, to aid the state and national organizations of the League of American Wheelmen. The cycling clubs represented are as follows: Chicago Cycling Club, Illinois Cycling Club, Lincoln Cycling Club, Washington Cycling Club, Douglas Cycling Club, Æolus Cycling Club, Oak Park Cycling Club, Englewood Cycling Club, Lake View Cycling Club, and Vikings Bicycle Club.

*Hand Ball Courts.*—There are a number of hand ball courts or "alleys" in Chicago, the best being McGurn's, located on Division st., North side. Take Division st. car.

*Horse Associations.*—American Horse Show Association, 182 Monroe st. Central Park Driving Association. [See "Washington Park Club."]

*Hunting, Fishing and Gun Clubs.*—Audubon Club—Meets second Tuesday in each quarter, at Kern's, 110 La Salle st. Chicago Cumberland Gun Club—Organized in 1881. Located in Lake county, Ill. Its club house and grounds were formerly the property of the sons of an English nobleman, Lord Parker, and cost that gentleman about \$60,000. It is one of the finest pieces of hunting club property in the country. Fifty miles from the city, equipped superbly for all purposes of this character, invaluable as a hunting ground for feathered game, in a healthful locality, the Cumberland's quarters in Lake county offer a permanent temptation to the sportsmen of the club. Cumberland Gun Club meets at Sherman House. Chicago Rifle Club—76 W. Monroe st. Chicago Sharpshooter's Association.—Meets first Monday at 49 La Salle st. Chicago Shooting Club.—Meets at Sherman House club room. Diana Hunting Club.—Club house at Thayer, Ind. English Lake Hunting and Fishing Club.—Located at English Lake, Ind. The club was organized by a number of Chicago gentlemen in 1878 and has prospered since its birth. It is not a regularly incorporated body, but is very wealthy notwithstanding, and its club house is one of the best and most comfortably equipped in the state. The house is a fine frame structure of twenty rooms, and surrounding it are 6,000 acres of marsh lands. These are the property of the club and abound in duck, snipe, prairie chicken and geese. The members of the English Lake Club who find pleasure in angling are furnished with excellent opportunities in the lake. Among the game fish in its waters are bass, pickerel and pike. Chicago Fly Casting Club.—Meets at Sherman House. Fox Lake Shooting and Fishing Club.—Meets at Tremont House. Fox River Fish and Game Association.—An association for the preservation of fish and game in the Fox river district. Fort Dearborn Shooting Club. Grand Calumet Heights Club.—Meets quarterly at Sherman House. Lake George Sportman's Association.—Meets second Thursdays in each quarter at Sherman House. Lake View Rifle Club.—Meets Saturdays at 2 P.M., at Rifle Range, Colehour. Mak-Saw-Ba Shooting Club.—Meets at Sherman House; club house at Davis Station, Ind. Minneola Fishing Club.—Club house at Fox Lake, Ill. Mississippi Valley Amateur Rowing Association. North Chicago Schuetzen Verein.—Meets second Tuesdays at 267 North ave. Sportsman's Club.—Meets third Thursday in each quarter at Sherman House. The Gun Club.—Meets at Sherman House. Tolleston Club.—Club grounds near Tolleston, Lake county, Ind.; composed of Chicago business men of sporting taste. One of the wealthiest clubs in the United States. Twenty-two large rooms are finely furnished and nothing is wanting to make the quarters worthy of the tenants, among whom are numbered a hundred or more of Chicago's wealthiest citizens. Union Shooting and Fishing Club.—Club house at Fox Lake, Ill.; meets third Tuesdays each quarter at Grand Pacific. Western Rifle Association.—76 W. Monroe.

*Indoor Base Ball Clubs.*—There are "Indoor Base Ball Clubs" connected with nearly every social club of prominence in the city, besides a great num-

ber of independent organizations in city and suburbs. There are two leading "leagues" of Indoor Base Ball Clubs—the "Midwinter" and Chicago Indoor Base Ball League. The game is of Chicago invention and followed what came to be known as the "roller skating craze." The leading teams are La Salles, Kenwoods, Oaks, of Austin; Idlewilds, of Evanston; Carletons, Marquettes, Farraguts and Ashlands, of the Midwinter League, and the Harvards, Lincoln Cycling club, Chicago Cycling club and South Side Illinois club, of the Indoor League.

*Tattersalls' Club.*—Located in the great Tattersalls bldg., Dearborn, between Sixteenth and Seventeenth sts. A club of horsemen, especially interested in the Chicago Horse Show. [See "Tattersall's Horse Exchange."]

*Tennis Clubs.*—CHICAGO TENNIS CLUB—2901 Indiana ave. EXCELLO TENNIS CLUB. NORTH END TENNIS CLUB.

#### CLUBS—GENTLEMEN'S AND FAMILY.

*Apollo Club.*—Organized in 1872, by Silas G. Pratt and George P. Upton. It has grown to be one of the largest and most important musical organizations in the country. More than two thousand singers have been trained in this club. It has a regular chorus of about 200 voices. W. L. Tomlins, director.

*Architectural Sketch Club.*—Meets in the Athenæum building. Membership, about 150. Holds annual banquets and frequent meetings.

*Argonaut Club.*—Location of the club house, or rather club boat "The Argo," at the extreme end of the Illinois Central pier, approached by viaduct foot of Randolph st. The boat was designed by the late John W. Root. The membership is limited to 51 to tally with the number some accounts give of the mythical crew of the earlier *Argo*. The club house, or boat, is a strange craft. It has rather ancient lines, being very short and very deep, but this gives room for two tall stories, with a roomy deck under awnings on top of all, with ample ports on the sides and an open end to the after main-deck, where chairs are always kept, and a southward view is had—though, of course, the superb view in all directions is from the awning-covered hurricane-deck. The boat is so situated that all the shipping of the port floats by it, both coming and going, and while it is more than half a mile out in the lake, it is sheltered by the government piers that form the outer harbor or refuge, so that however stormy and rough the lake itself may be, the sailors of the club have a safe and quiet expanse of water over a mile long by half a mile wide to sail in. The club owns a one-hundred-foot steam yacht built by the Herreshoffs. The membership is full, no one being or having been eligible unless he was a member of the Chicago Club, the oldest and wealthiest social organization in town. The boat has every convenience, including a handsome dining-saloon and several state-rooms or sleeping apartments. Meals are served on board, and ladies are invited on Tuesdays and Fridays.

*Ashland Club.*—Located at 575 Washington blvd., Cor. Wood st., organized in October, 1886. It is the leading, as well as the largest, social organization on the West side. The present membership is 500, to which number it is limited by the by-laws of the club. The club house is a handsome and commodious structure. The balls and other elegant entertainments given by the club have made it a recognized social leader. The buildings and grounds cost \$85,000. The admission fee is \$50; annual dues \$40.

*Bankers' Club.*—An association of the leading bankers of the city. They give an annual banquet, to which distinguished guests are invited.

*Buena Park Steamship Yacht Club.*—A social organization located at Buena Park, a suburb within the city limits on the lake shore, north of Lake View. One of the principal objects in the organization of the club was the formation of a company to build a steam yacht to ply between Buena Park



and the city. The yacht constructed for this purpose is 62 feet long, and 10 feet beam and cost about \$7,500. It is named Buena and makes two trips to Chicago in the morning and two at night. The membership of the club is limited to forty. No fare is charged, none being allowed excepting members and their guests.

*Building Society Club.*—Composed of secretaries of the various building and loan associations, holds frequent meetings and an annual banquet.

*Calumet Club.*—Located at the corner of Michigan ave. and Twentieth st. Take Wabash ave. cable line. Organized in 1878. The building which it occupies is a magnificent one, four stories high, with fronts on both the streets named. The club has a splendid collection of pictures. It aims to preserve the early history of the city and state, and its old settlers' annual receptions have become famous. The club is composed generally of the leading men of Chicago. Admission fee, \$100; annual dues, \$80.

NOTE.—Since the above was written the beautiful Calumet Club, with its historical and art treasures, was destroyed by fire. Location of club at present, brick mansion, Michigan blvd. and Twenty-first st. The fire resulted in the total loss of the club's collections and in loss of life, one of its employes being burned to death, and its secretary, who was afflicted with heart disease, dying from the effects of the attendant excitement.

*Chicago Club.*—Located on Michigan ave. and Van Buren st. (old Art Institute). Was organized in 1869 and was an outgrowth of the old Dearborn Club, which was located on Michigan ave., near Jackson st. The first club house of the Chicago was situated at the corner of Wabash ave. and Eldridge et., and was destroyed in the great fire. The club is composed generally of the leading merchants and professional men of the city and it is very exclusive. Comfort and congeniality, more than crowds and confusion, are desired. The admission fee is \$300; the annual dues are \$80, payable semi-annually. Membership limited to 450 residents and 150 non-residents.

*Columbus Club.*—Organized in 1892 and occupies the old Chicago Club house, on Monroe st., between State st. and Wabash ave. The Chicago Club property was purchased for \$220,000. The Chicago Club occupies the old Art Institute building. The new Columbus Club property has a south frontage on Monroe st. of 50 feet and is 107 feet deep. There is an alley on both the east and west sides of the property. It is five stories high and cost originally \$75,000. Although one of the youngest organizations of its kind, it has had a very rapid growth and now takes a prominent place among the social organizations of the city.

*Commercial Club.*—An association of the leading merchants, manufacturers, bankers and capitalists of Chicago, the object of which is to encourage in a social and informal way the interchange of opinions respecting the commercial necessities of the city. The club gives frequent dinners and banquets and entertains distinguished guests. Some question of great importance uppermost at the time is always discussed at their meetings and banquets.

*Dearborn Club.*—[See "Chicago Club."]

*Electric Club, The Chicago.*—Composed of electricians and men engaged in all kinds of commercial and professional pursuits. A social club for gentlemen, situated at 175 Clark st., Cor. of Monroe. Its rooms are handsomely fitted up. Their are reception rooms, smoking rooms, billiard and reading rooms. The latter contain a fine library where the most complete works on electricity can be found. Literary meetings are held monthly when readings of high standard papers on electricity takes place.

*Elks' Club.*—An association of members of theatrical and other professions, similar to those in all our large cities. The lodge is in a very prosperous condition.

*Fellowship Club.*—Organized June 4, 1891. Object, the promotion of good-fellowship, and its extension to "the stranger within our gates." Number of resident members limited to fifty; non-resident members, twenty-five;





[Engraved for The Standard Guide Company.]  
CHICAGO RAW HIDE MFG. CO., 75-77 E. OHIO ST.  
[See "Western Industry."]

honorary members admitted only by the unanimous vote of the members present at any meeting at which a quorum of the resident members is present. Each member may invite one guest to a dinner of the club, the expenses to be paid by the member inviting him. The executive committee has the right to invite one or more club guests to each dinner, the expenses of whose entertainment is paid out of the funds of the club. Initiation fee, \$25. Dues from resident and non-resident members, \$10 annually. Business meetings and dinners of the club held on the first Thursday, June, October, December, February and April, and on other stated occasions. Meetings held at one of the leading hotels or restaurants.

*Forty Club.*—A dinner club meeting monthly. Active membership limited to forty drawn from bench, bar, the law, the theatres, and the professions generally. Entertains theatre people and distinguished writers. Meets at one of the principal hotels.

*Germania Mænnerchor.*—Located at N. Clark st., Cor. of Germania Place. Take N. Clark st. cable line. The society had its origin at the funeral of Abraham Lincoln in 1865, when a small party of Germans from Chicago attended to render a chorus. They were pleased with each other's singing and determined upon the organization of a permanent society. To-day it is one of the largest, most respectable and most prominent musical and social organizations in the country. Incorporated March 31, 1869. Membership about 650, of which 125 are not Germans. The club is social as well as musical. The club house is one of the handsomest in Chicago.

*German Press Club.*—An association of the members of the staff of the German papers of the city. Meets at 106 Randolph st. The club has fifty-five active members and several associated members. Was organized in 1891.

*Grant Club.*—Chartered Aug. 10, 1885. Object: To promote social and political intercourse, and advance the interest of the Republican party. Also the discussion of improvements in our municipality. Holds its annual meeting on the third Thursday in August.

*Hamilton Club.*—Chartered April, 1890. Named after Alexander Hamilton, the American statesman. The club is one of the most noted institutions of Chicago with a large membership composed of the most prominent citizens in all walks of life. In politics it is republican, but is not partisan in spirit. State and national questions of importance are freely considered, with the view of increasing the growth of patriotism.

*Harvard University Club.*—Composed of graduates of Harvard University, Cambridge, Mass., resident in Chicago. Meets at stated occasions in the Auditorium hotel, holds an annual banquet and entertains distinguished officers and graduates of the University, from time to time. Many leading citizens of Chicago are members.

*Hermitage Club.*—A North side political (Democratic) club, which absorbed the Arlington club, a flourishing organization. It is social as well as political in character. Membership fee, \$20; annual dues, \$30. Comprised of leading democrats of the North division of the city.

*Hyde Park Club.*—Located at Hyde Park. Club house, Cor. Washington ave. and Fifty-first st. Has a membership of about 250. Take Illinois Central train, foot of Randolph and Van Buren sts., or Cottage Grove ave. cable line. The building is a handsome one. Its exterior is striking and the interior has evidently been given the thought of tasteful decorators. It is strictly a gentleman's club.

*Illinois Club.*—Located at 154 Ashland ave., West side. Take W. Madison st. cable car line. Organized in 1878. First building occupied, 401 Washington blvd.; moved to Ashland ave. and Madison st.; purchased present quarters in 1884. Occupies a very handsome and commodious building, fronting the most beautiful avenue in the west division of the city. Object of club: the cultivation and promotion of literature and the fine arts, and of social intercourse. It gives elegant entertainments during the winter seasons. Admission fee, \$100. Annual dues, \$50.

*Indiana Club.*—Located at 3349 Indiana ave. Organized in 1883. Take Indiana ave. car, via Wabash ave. cable line. Occupies a very pleasant club house, a two-story brick building. This is a family club, the wives and children of members being entitled to all privilege. Entertainments are given at intervals throughout the year. Admission fee, \$50, Annual dues \$20.

*Iroquois Club.*—Located at 110 Monroe st. (Columbia Theatre bldg.), in the business center of the city. Organized October 4, 1881. It is a political (Democratic) and social club. Has very handsome and spacious quarters, and is provided with all the comforts of modern club houses. It is the leading Democratic political club of the city, and numbers among its members the most prominent partisans of the Jeffersonian creed. The Iroquois Club entertains splendidly, and it was at a reception given here that Grover Cleveland used the expression, "A public office is a public trust." Membership about 500. Admission fee and annual dues reasonable. [An elegant new club house is to be erected by this club at the N. W. Cor. Michigan ave. and Adams st.]

*John A. Logan Club.*—Located at 466 La Salle ave., North side. Take Clark or Wells st. cable line. Organized February 12, 1888. A political (Republican) and social club. Has commodious quarters. Admission fee, \$10; annual dues, \$12.

*Kenwood Club.*—Located at Forty-seventh st. and Lake ave., Kenwood. Organized in 1883. A social and family club in which the ladies and other members of the family are entitled to privileges. Admission fee, \$100; annual dues, \$40.

*La Salle Club.*—Located at 542 Monroe st., West side. Take W. Madison st. cable line. Organized in 1884. It is a political (Republican) and social club. It is a marble front, four stories and basement, with a frontage of 125 feet, and a depth of 95 feet. Admission fee, \$25; annual dues, \$40.

*Lakeside Club.*—Located on Indiana ave., between Thirty-first and Thirty-second sts. Organized in 1884. Take Indiana ave. car, via Wabash ave. cable line. Owns its present home, a modern building of brick and stone, containing three stories and a basement. Admission fee, \$200; annual dues, \$60. Membership limited to 350. [A new club house is being built for the club, at the S. W. Cor. Forty-second st. and Grand blvd.]

*Lincoln Club.*—An organization of young Republicans of the West side, with purposes similar to those of the Hamilton Club of the South side and the Marquette Club of the North side. This club is incorporated for the advancement of political science and Republican principles, to exert an influence in behalf of good government, local, state and national, and to cultivate patriotism and social relations among its members.

*Marquette Club.*—Location of club house, Dearborn ave. and Maple st. Organized, 1886. A political (Republican) club. It is social as well as political in character, however. Its club house is one of the most elegant in the city. It entertains from time to time the leading republicans of the nation.

*Nationalists' Club.*—An association of gentlemen formed for the purpose of interchanging ideas regarding questions of national interest and advocating reform in legislation and government. Meets at the Grand Pacific hotel.

*Oakland Club.*—Located at Oakland and Ellis aves., in building formerly the Lakeside Skating rink. The building is a large, two-story brick structure, rather unique from an architectural point of view. Strictly a family club. No intoxicating liquors or games of chance allowed on the premises. Admission fee, \$50; annual dues, \$30.

*Park Club.*—Located Cor. Fifty-seventh st. and Rosalie ct. Organized, 1886. A family club. Occupies a handsome building four stories in height. The club house has splendid verandas, which make it a most attractive resort in the summer. Admission fee, \$25; annual dues, \$40.

*Phoenix Club*.—Located at Thirty-first st. and Calumet ave. Composed of young men of Hebrew lineage. Card playing and any form of gambling are positively prohibited.

*Practitioners' Club*.—An association of physicians. Meets at the Palmer House. A chairman is elected at every meeting and questions of interest to practitioners are discussed.

*Press Club of Chicago*.—Organized January 15, 1880. Club rooms located at 131 Clark st. Charter members—Melville E. Stone, Franc B. Wilkie, Rodney Welch, W. K. Sullivan, T. C. MacMillan, Joseph R. Dunlop, Henry F. Donovan, W. B. Sullivan, F. O. Bennett, Theodore Gestefeld, William T. Hall, John J. Fliun, J. F. Ballantyne, Elwyn A. Barron, W. T. Collins, James Maitland, Platt Lewis, Thomas E. Burnside, C. A. Snowden, Lawrence Hardy, W. P. Hanscom, Guy Magee, W. H. Hicks, John E. Wilkie, Sam V. Steele. The club was organized for the purpose of "bringing the members of the newspaper profession together in closer personal relations, to elevate the profession, to further good fellowship, and to extend a helping hand to all members of the organization who may deserve it." The entire list of presidents is as given below, James W. Scott being the only man ever three times elected: 1880, Franc B. Wilkie, of *The Times*; 1881, W. K. Sullivan, *Journal*; 1882, Samuel J. Medill, *Tribune*; 1883, W. E. Curtis, *Inter-Ocean*; 1884, James W. Bradwell, *Legal News*; 1885, Joseph R. Dunlop, *Inter-Ocean*; 1886, John F. Ballantyne, *Morning News*; 1887, James W. Scott, *Herald*; 1888, James W. Scott, *Herald*; 1889, James W. Scott, *Herald*; 1890, Stanley Waterloo, *The Times*; 1891, William A. Taylor, *Herald*; 1892, John E. Wilkie, *Tribune*; 1893, Stanley Waterloo, *Evening Journal*. The club rooms are handsomely fitted up, and are convenient to the members actively engaged in newspaper work. Journalists visiting the city are granted the privileges of the club on being properly introduced by a member in good standing. The Press Club building on Michigan ave., near Madison st., will be completed in 1893. The membership is now about 250. Admission fee, \$15; annual dues, \$20.

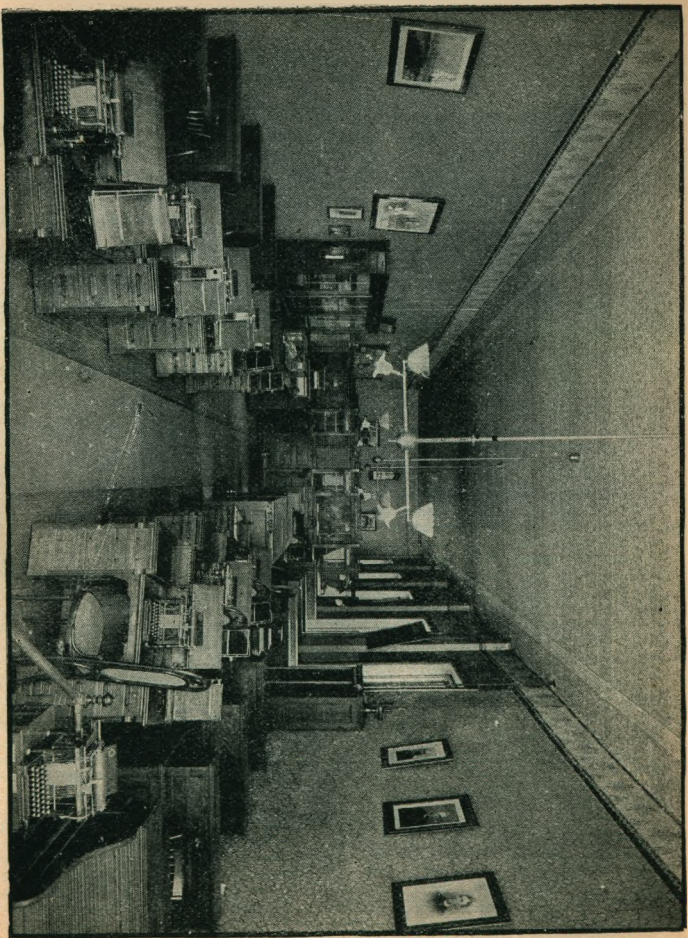
*Seven O'Clock Club*.—Conducted after the manner of the Sunset and other clubs for the discussion of questions of current interest and importance. Meets at the Masonic Hall, Sixty-third and Yale sts. and has an annual banquet.

*Sheridan Club*.—Location, 3500 Michigan ave. Founded in the spring of 1888. Eight months after the club was formed efforts were made to start a fund for the building of a club house. A separate organization was formed within the Sheridan Club and called the Sheridan Club Auxiliary Association with a capital stock of \$75,000. Work on the building was commenced in June, 1891, and completed for occupancy May 1, 1892. The total cost of the building, including furnishings, amounted to \$100,000. The house is a substantial structure, three stories high and 50x145 feet deed. The front is of stone and pressed brick, and is handsomely furnished throughout. The club is composed principally of leading Irish-American citizens.

*Single Tax Club, The Chicago*.—Meets every Thursday eve. at 206 La Salle st. Incorporated under the laws of Illinois. Object, 1st. To advocate the abolition of all taxes upon industry and the products of industry, and upon exchange through tariff taxation, and the taking by taxation upon land values, irrespective of improvements, of the annual rental value of all those various forms of natural opportunities embraced under the general term, land. 2d. To advocate the abolition of all special privilege legislation. 3d. To advocate the adoption of the Australian system of voting. Any person in sympathy with the principles and objects of the club may become a member. Four months dues must be paid in advance. Regular dues twenty-five cents per month.

*South Side Medical Club*.—This club was organized in 1889 upon the plan of the Sunset Club, and has among its members many of the leading physicians of the South side of Chicago. Meetings are held once a month to discuss leading medical topics.





[Engraved for The Standard Guide Company.]  
INTERIOR VIEW, THE REMINGTON TYPEWRITER OFFICE.  
[Wyckoff, Seamans & Benedict, 175 Monroe St.]

*South Water St. Commercial Club.*—Composed of South Water st. commission men. Organized 1893, for social purposes.

*Standard Club.*—Located at Michigan ave. and Twenty-fourth st. Take Wabash ave. cable line. Organized in 1869. The leading Jewish club of the city. Occupies one of the most elegant and complete club houses in Chicago. The club is magnificently furnished. Membership limited to 409, and is complete. Admission fee, \$500; annual dues, \$80.

*Sunset Club.*—Founded in 1889 on the principles of the Twilight Club of New York and the Seven O'Clock Club of Washington. It takes its motto from Herbert Spencer's line: "We have had somewhat too much of 'The Gospel of Work,' it is time to preach 'The Gospel of Relaxation.'" Meets every other Thursday at one of the leading hotels at a quarter past six, at which time a dinner is served and short talks are heard from members or invited guests on questions of current interest or importance, the object of the club being to foster rational good fellowship and tolerant discussion among business and professional men of all classes.

*Tippecanoe Club.*—A gentlemen's political (Republican) club. Meets once a month at the Grand Pacific hotel.

*Union Club.*—Located on Washington pl. and Dearborn ave., North side. Take N. Clark st. cable line or N. State st. car. Organized in 1878. Formerly occupied the Ogden residence, recently torn away to make room for the great Newberry library. The present structure is a handsome one and is beautifully arranged and furnished. It is a strictly social club and very exclusive. The active membership is limited to 600, but only 450 are on the roll. Admission fee, \$100; annual dues, \$60.

*Union League Club.*—Located on Jackson st. and Fourth ave., fronting the south end of custom-house and post-office. The great general commercial and professional club of the city. Incorporated 1879, with the declared object of encouraging and promoting, by moral, social and political influence, unconditional loyalty to the Federal Government, and of defending and protecting the integrity and prosperity of the nation; of inculcating a higher appreciation of the value and sacred obligations of citizenship; of maintaining the civil and political equality of all citizens in every section of our common country, and of aiding in the enforcement of all laws enacted to preserve the purity of the ballot-box, resisting and exposing corruption, promoting economy in office and securing honesty and efficiency in the administration of national, state and municipal affairs. The political complexion of the club is strongly Republican, but it is conducted on strictly non-partisan principles. It has a splendid library. The house is centrally located and is the popular luncheon quarters for business and professional members. It has a ladies' department, elegantly fitted up. The east entrance is used exclusively for ladies with escorts. It is not possible for strangers to visit the apartments of the club, save when accompanied by a member, nor are meals served to non-members who are residents of the city, when accompanied by a member, save by special permission. Members, however, may take strangers in the city to the cafe at any time. The Union League entertains in a princely fashion.

*Union Veteran Club.*—An association of Veterans of the War of the Rebellion. The club is in a healthy condition as to membership and finances. Meets at Veteran Protective Association hall, S. W. Cor. Michigan ave. and Thirteenth st.

*University Club.*—Located in the University building, Dearborn st. and Calhoun place. Composed of graduates of the various colleges and universities. The building is built of brown stone to the third story. All above the third floor is occupied by the University club. The apartments are handsomely furnished. There are reception rooms, parlors, billiard rooms, card rooms, etc., and all the comforts of a modern club house. The University Club has a large membership and is prosperous.

*University of Illinois Alumni Club.*—Location, 17, 19 and 21 Congress st., opposite Auditorium. Composed of graduates of the University of Illinois at Champaign. A seven story building is planned for the future.

*Washington Park Club.*—Situated at South Park ave. and Sixty-first st. Take Cottage Grove ave. cable line. Organized 1883. Occupies an unpretentious though commodious club house, within the grounds of the Washington club racing park, south of Washington Park. It is a combination of the higher class of sporting, country and city clubs, members of nearly all the other leading clubs being connected with it. The club house is more in the nature of a rendezvous than a resort. The racing meetings of the Washington Park Club are of national celebrity. The club house is handsomely fitted up for the comfort of the members and the ladies of the members' families. The admission fee is \$150, from the payment of which subscribers for \$1,000 or more of the capital stock and officers of the U. S. Army and Navy are exempt; annual dues, \$40.

*Whitechapel Club.*—Located in the rear of 173 Calhoun pl. Organized in October, 1889. The object of the club is given on the charter as "Social Reform." The purposes of the club are purely social, and the intention in forming it being to band together professional and literary men of congenial habit. Business meetings are held once a week. It is customary to permit residents of Chicago to visit the club rooms and inspect the extremely unique decorations on Saturday. The visitor must be vouched for by a member of the club. It is customary, once a month, to hold a social meeting called a "Symposium," to which guests are invited by the club and by individual members. The initiation fee is \$50, and one objection from any member bars an applicant from admission.

#### CLUBS—LITERARY.

*Back Lot Societies of Evanston.*—Organized for the purpose of giving the boys and girls of Evanston an opportunity of hearing from distinguished men and women the discussion of questions of important current topics. The organization of the Boys' Back Lot Society was fostered principally by Mr. Volney W. Foster, who gave up for the use of the boys a building in the rear of his residence at Evanston, from which fact the title "Back Lot" is taken. Mr. Foster interested many other prominent people in the movement and now the boys' society meets in larger and better quarters. At the suggestion of Mr. Foster, also the Women's Club of Evanston, in 1892, took up the matter of organizing a girls' club or society on the same principle. An advisory committee, each of whom is to be responsible for three talks, was selected.

*Beseda (Bohemian Reading Club).*—Meets Tuesdays and Saturdays at 74 W. Taylor st.

*Club Litteraire Francais.*—Club rooms 45 E. Randolph st. Organized 1872. The membership is composed of about half French people and half Americans, and between the program numbers are intermissions for conversation, which, according to club regulations, shall be in French only. It meets every Saturday evening for a social reception, a short musical program, or a French play, sometimes a blending of all three, varied by monologues and essays, though the latter are considered a trifle monotonous and not volatile enough for "La l'ange Francaise." The dramatic performances are the club's pride. They, like all else on the program, are entirely French, but they are admirably conducted.

*Library Club, The Chicago.*—The library club is precisely the kind of an organization that might be expected from its caption. It is comprised of many men of many books, and is a comparatively recent association. The mere fact that such a club can exist and prosper is a significant one, and with a great truth underlying it. Unless a city were well equipped with library centers in its different districts, a library club would be impossible. But Chicago is a city of splendid libraries, from the great free center, with its 183,000 books, and the Newberry reference library, with 90,000 books, all along the gamut of the Hammond Theological, the Chicago University, the Academy of Sciences, the Chicago Historical Society, and the Northwestern University libraries. Besides these, are the libraries connected with the Baptist Union, the Presbyterian Seminary, and St. Ignatius College, and the



Law Institute, together with a host of public school and smaller libraries. From all these sources have been drawn the membership of the Library club. There are no club rooms, as the club proposes meeting around in the various libraries, a sort of itinerant fellowship all through, becoming familiar with each other and with the different libraries at one and the same time.

*Literary Club. The Chicago.*—One of the oldest and most prominent of the culture organizations of Chicago. Organized, March, 1874. Meets every Monday evening; holds receptions every fifth Monday. Meets in the Art Institute building.

*Papyrus Club.*—Organized, September 14, 1891. The club is entirely given over to the literati, and is modeled after the Papyrus club of Boston. The only people eligible for membership in the Papyrus are writers, publishers, artists and booksellers.

*Saracen Club.*—Organized 1876. The originators of the club were Henry W. Fuller and Dr. Samuel Willard. The Latin motto affixed to its name, freely translated, reads: "This name will serve in lieu of a better." There is no club house, and the meetings, of which there are eight a year, are held at the homes of the members. The main object of the club is the critical discussion of ideas and literature, with the incidental opportunity for social intercourse. Membership, which includes both sexes, is limited to eighty; but each member has the privilege of inviting guests to any meeting.

*Tuesday Reading Club.*—Organized in 1891, Mrs. Jean M. Waldron, a prominent North side woman, being its originator. As the club meets at the respective homes of the members, there is afforded a charming opportunity for sociability, a factor which never has been overlooked. Light refreshments are served, and sometimes the ladies sit down to a dainty luncheon. But the literary part is counted as the first and greatest part of the club's existence.

*Twentieth Century Club.*—Established November 9, 1880, very much on the plan of the Nineteenth Century club of New York. It is a club which admits both ladies and gentlemen. The object of the club is the promotion of serious thought upon art, science and literature, and the entertainment of distinguished men and women of other cities of this and other countries. Such individuals as have achieved distinction in their respective departments of knowledge are invited to meet the club and speak before it.

#### CLUBS—SOCIAL.

*Acacia Club.*—A social organization, 105 Ashland ave., West side.

*Eolus Club.*—A social organization.

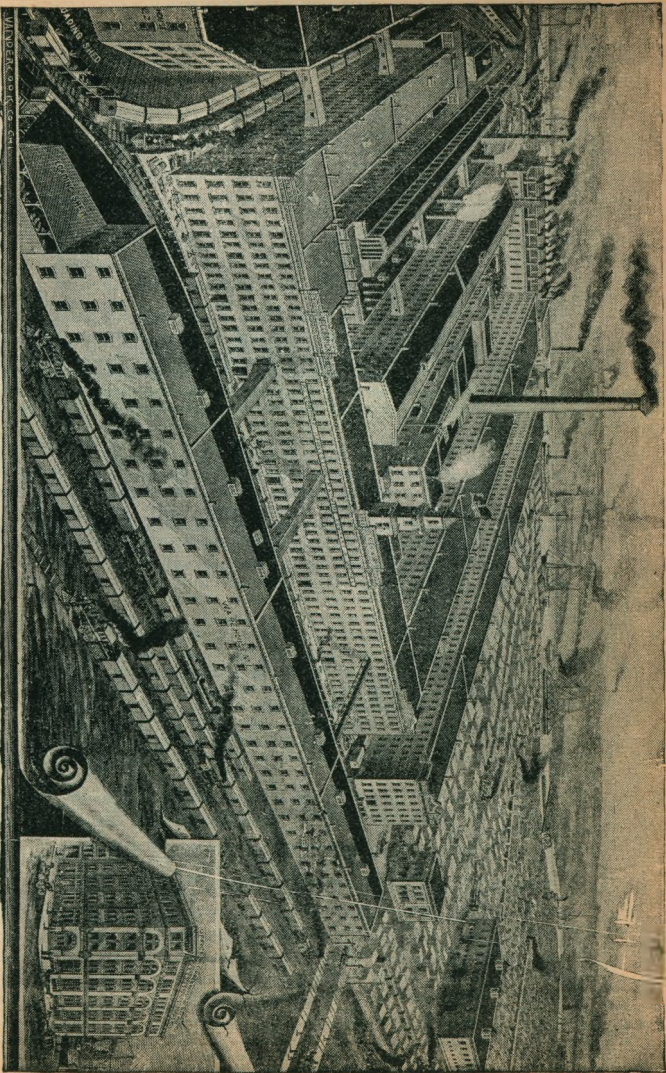
*Carleton Club.*—A South side social organization. Meets at 3800 Vincennes ave.

*Church Club.*—Organized December, 1890. Located on the fourth floor of the High bldg., No. 103 Adams st. This is an Episcopalian organization, and its object is to bring into closer relations the clergy and the laymen of the diocese and to provide a place of meeting for such as the board of missions, the standing committee, the St. Andrews Brotherhood, the trustees of the Theological Seminary, the Girls' Friendly Organization, the Women's Auxiliary, and every other work of the church, including diocesan offices where the Rt. Rev. the Bishop of Chicago and the Archdeacon can meet the clergy and laymen, and transact any business pertaining to the diocese. Reading and reception rooms are open to members and visitors from 9 a. m. till 5 p. m. daily, except Sunday. Regular meetings of the club are held on the first Thursday in each month at 8 p. m.

*Clarendon Club.*—A social organization composed of Israelites. The membership, however, is not limited to those of Hebrew race or creed. The membership includes many of the leading Hebrews of the city.

*Congregational Club. The Chicago.*—Composed of members of the Congregational churches of Chicago and vicinity, for the purpose of bringing





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[See "Western Industry."]

about a more friendly and intimate acquaintance; to promote the spiritual and intellectual culture of its members, to secure concert of action and to promote the general interests of the cause of Christ as represented by these churches. Membership limited to 400.

*Douglas Club.*—Located at 3518 Ellis ave. Organized April, 1885. Occupies a three story and basement building, formerly a dwelling, which has been remodeled. There is a beautiful lawn in front and on the sides of the house. In the basement are bowling alleys; on the first floor are the dancing hall, ladies' reception room, library and reading room; on the second floor are dressing and private rooms; on the third floor is a large hall fitted up with portable machinery, where dramatic entertainments are given by members of the club. Ladies of each member's family, and males from fourteen to twenty-one, are entitled to the privileges of the club, subject to certain restrictions. Admission fee, \$25; dues, \$30 per annum.

*Douglas Park Club.*—A West side social organization of prominence. Meets 903 S. Sawyer ave.

*Harvard Club.*—Organized 1888. Club house located at Sixty-third and Harvard sts., Englewood. A social organization. It has a large membership and gives frequent receptions through the season.

*Ideal Club.*—A social organization; meets at 531 and 533 Wells st.

*Lafayette Club.*—A social organization of the South side. This club gives twelve dances each year, nine at Douglas Hall and three at Jackson Park pavillion.

*Lotus Social Club.*—Composed of the leading colored people of the city. Has handsome club house at 1165 Washington blvd. The basement is devoted to billiards, pool, and the buffet. On the first floor are the parlors and the reading and lounging rooms. The card rooms are on the second floor. Purely a social club.

*Minneola Club.*—A social organization. Meets at residences of members.

*Minnette Club.*—A social organization of the West side. Membership about 200. Successor to the Minnette Dance Club.

*Minnette Club.*—A popular social organization of the West side, organized in 1892. Club rooms, Campbell ave. and Monroe st. Membership 250.

*Munchausen Club.*—A North side social club, the male members of which are designated as "Barons." Leading literary, newspaper, professional men and politicians are members. Gives an annual dinner.

*Newsboys Club.*—Occupies rooms 1 and 2 in the Imperial Building. The club is in a flourishing condition. It has a good library. Well-behaved newsboys are admitted to membership.

*North Shore Club.*—A family club. Has entertainments of different kinds two or three times a week during the winter, for the members, their wives and children. Lawn tennis, etc., in the summer. Club house and grounds open to the ladies of members' families at all times.

*Ottawa Club.*—A social organization, meets at residences.

*Ryder Club.*—A social organization, composed of members of St. Paul's Unitarian Church.

*Webster Club.*—Composed of young men and organized for social purposes.

#### CLUBS—STATE SOCIAL ORGANIZATIONS.

The American population of Chicago is composed in great part of natives of other sections of the United States. The States of Indiana, Kentucky, Ohio, Pennsylvania, New York, New Jersey, New Hampshire, Vermont, Connecticut, Rhode Island and Massachusetts are very largely represented here among the mercantile and professional classes. The natives of a number of the states have formed themselves into organizations of a social character, which are referred to below.

*California Pioneers, Western Association of.*—Organized, December 14, 1889. The society is composed of persons who crossed the plains or around the horn and isthmus in '49 and '50. Its meetings are held at the Grand Pacific hotel on the first Saturday of each month, in club room A, at 2:30 P. M., and its annual banquet and election of officers is held on the 18th of January in each and every year, in commemoration of the day on which gold was first discovered in California, January 18, 1848. Admission day is celebrated September 9th by a picnic in some of the many parks in commemoration of the admission of the State into the Union, 1850.

*Chicago, Sons of.*—Organized, 1892. Native born Chicagoans are alone eligible to membership.

*Connecticut, Sons of.*—Organized, 1891. Requisite for membership, birth in the state of Connecticut. Object, to promote the interests of that state in the World's Columbian Exposition, and for social purposes.

*Delaware, Sons of.*—Organized June 20, 1890; membership about 35. Requisite to membership, birth in the state of Delaware. A social organization; initiation fee, \$2.00.

*Indiana, Sons of.*—Organized December 20, 1890. Present membership, about 125. Requisites for membership, former residence in the state of Indiana, present residence in Cook county, Illinois. Meetings held quarterly, first Tuesdays in January, April, July and October, at such places as may be named by the president. First banquet held February 21, 1891, in celebration of the anniversary of the capture of Vincennes by George Rogers Clark. The date of the annual banquets is fixed at December 11, in celebration of the admission of Indiana as a state into the Union. Initiation fee, \$1.00; annual dues, \$1.00. Assessments are made to meet expenses of banquets, etc.

*Louisiana, Sons of.*—Organized May 1, 1889. Membership, about 50. Requisite for membership, former residence in the state of Louisiana. Initiation fee, \$2.00; dues, \$5.00 per annum; meets first Monday of each month.

*Maine, Sons of.*—Organized April 3, 1880. Present membership, about 200. Requisite for membership, birth in the state of Maine, regardless of sex. No stated place of meeting, one of the leading hotels being usually selected for semi-annual gatherings and banquets. Initiation fee, \$1.00; annual dues, \$1.00. Assessments are made to cover expenses incurred.

*Massachusetts Society.*—Organized November 12, 1889. Present membership, about 200. Meets semi-annually at the Grand Pacific hotel. The object of the association, as stated in the by-laws, is "to cherish the memory of our mother state, to acknowledge our love and fidelity to her, to perpetuate her memory to those who come after us, and to maintain a patriotic love and devotion to our common country, composed of all states." Any citizen of Illinois born in Massachusetts, or formerly residing there, is eligible to membership.

*Michigan, Sons of.*—A society composed of former residents of Michigan. The object of the club is to provide entertainment to Michigan people coming here during the World's Fair.

*New York, Sons of.*—An association of the natives of the State of New York was formed early in September, 1889, and was incorporated on January 2, 1890. The principal object of the association is the occasional bringing together at re-unions of the resident men and women who hail from the Empire State for the purpose of social intercourse, to renew past acquaintance, form new friendships and cultivate the amenities incidental to a common citizenship. The society has a membership hailing from every county in the State of New York, and many of whom were formerly friends and neighbors. Meets once a month at the Sherman House.

*North Pacific Association.*—Includes former residents and natives of Alaska, Washington, Idaho and Montana. Object, to bring together former residents of the sections named in order to advance the interests of that division of the Union.



*Ohio Society of Chicago.*—Organized April 29, 1890. The society meets quarterly, on the first Tuesdays in January, April, July and October. The annual meeting is held on April 30th. Any person over eighteen years of age, of good moral character, and who is a native, or the son of a native, of the State of Ohio, or has been a resident of Ohio for a period of five years, may be admitted as an active member. Any person of the age and character and similarly qualified, residing in Ohio or born therein, or having been a resident thereof for five years, and residing elsewhere than in the city of Chicago, and not within fifty miles thereof, may be admitted as a non-resident member. Non-resident members are entitled to all the privileges of the society, except that they shall not vote or hold office. Admission fee, \$10; annual dues, \$5; non-resident members' admission fee, \$5; no dues.

*Sons of Pennsylvania.*—Organized December, 1889; present membership about 300. The association is comprised: 1st, of native born or resident Pennsylvanians; 2d, of former citizens of Pennsylvania, who have resided at least ten years in the state; 3d, of those who have been connected with the university, or any of the colleges, scientific or professional institutes of Pennsylvania; 4, of those who served during the war in any Pennsylvania regiment, and may also include as members those still residing in Pennsylvania.

*Rhode Island Society.*—Organized November 12, 1889. Present membership about 100. Initiation fee, \$1.00; annual dues, \$1.00. Meets annually on the first Tuesday in October at such place as the president may direct. Other meetings may be called during the year. The preamble to the constitution sets forth the purpose of the association as that of "promoting more intimate acquaintance with each other, cultivating and keeping alive the associations and reviving the recollections of our native state, and to the end that we may the better act in regard to all matters pertaining to the common interests of the state of Rhode Island and the city and state of our adoption." The membership of this association consists "of gentlemen and ladies who were born in Rhode Island, residing in Illinois at the time of joining the association, and such other gentlemen as claim to be Rhode Islanders, or who served in any Rhode Island regiment during the war, or who have been connected with Brown University, and shall be recommended by the membership committee, upon their signing the constitution and by-laws and paying the required fee."

*Vermont, Sons of.*—Organized January 10, 1877. Object, the perpetuation of the memory of the mother state, and social intercourse among her sons. Originally it was requisite that an applicant for membership should be a native of Vermont, but by a recent amendment to the constitution sons of Vermonters over age of eighteen are eligible. Males only are admitted to membership. No stated place of meeting, but one banquet is given annually at one of the leading hotels. The association meets semi-annually for business purposes. The annual banquet occurs on the 17th of January, in celebration of the independence of the state of Vermont.

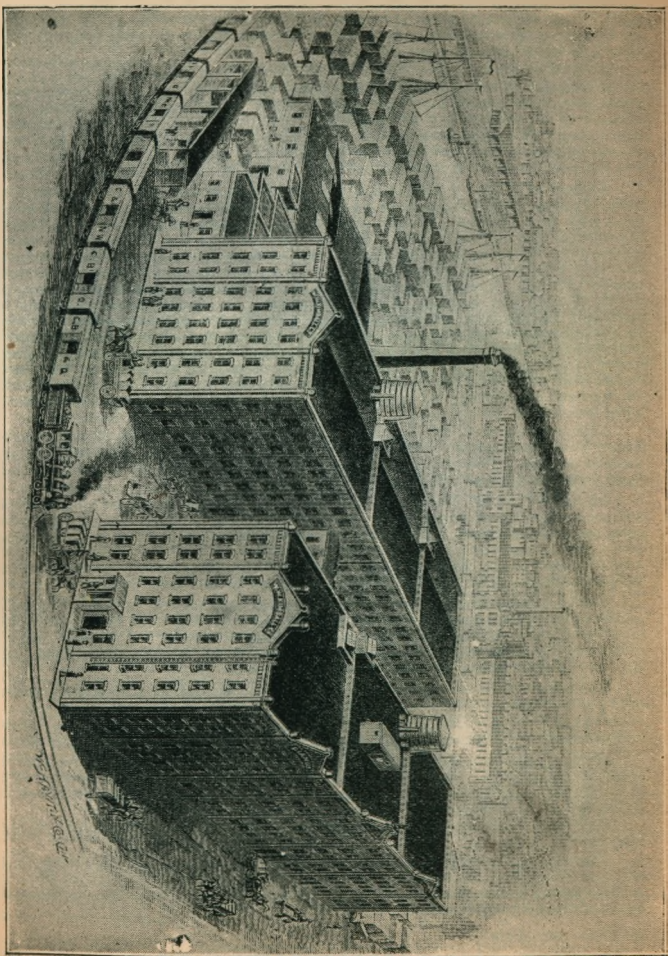
#### CLUBS—SUBURBAN.

*Bon Ami Club, of Wilmette.*—Located at Wilmette, a suburb of Chicago, fourteen miles from the Court House. The organization is for social purposes strictly.

*Casino Club of Edgewater.*—Patterned after the Country Club of Evanston. The Casino bldg. contains ten rooms, including parlors, reading rooms, ball room, billiard room, bowling alleys, etc. Location, Cor. Hollywood and Winthrop ave. [See "Edgewater."]

*Conference Club of Evanston.*—Organized in 1890. Its object, "to call together gentlemen of different professions and opinions to discuss present-day topics," has been salutary. A dinner is served monthly during the winter, of which notice is given to members, and the topic for discussion is announced. Two gentlemen particularly interested in or familiar with the subject are chosen to give twenty-minute addresses, after which any member may speak upon the assigned subject.





[Engraved for The Standard Guide Company.]  
**PIANO AND ORGAN WORKS OF THE W. W. KIMBALL CO.**  
[See "Western Industry."]

*Cosmopolitan Club of Evanston.*—The Cosmopolitan Club of Evanston was organized in October, 1891, the avowed object being to furnish comfortable rooms where brain and brawn workers might meet on a common footing and enjoy a pleasant hour in reading, games and conversation; an object that has been well carried out.

*Evanston Boat Club.*—[See "Clubs—Athletic and Sporting."]

*Evanston Club.*—Located at the suburb of Evanston. Club house at Chicago ave. and Grove st. The club is open every day in the week from 7 o'clock in the morning until midnight. The interior of the house is modestly beautiful. The Evanston club is not a club in the usual sense of that word. It is a pleasant rendezvous where gentlemen and their families may meet for recreation and amusement and for the promotion of social culture.

*Evanston Country Club.*—A social organization of the suburb of Evanston. Former home of the club known as "The Shelter," was located on Hinman ave. and Clark st. Present club house, located on Oak ave. and Lake st. Opened in the winter of 1892. This house is one of the finest of the kind in existence. It is the leading club of the village from May until November, and has a quasi connection with the Evanston Boat club and other social organizations. Frequent receptions, band concerts, boating parties, etc., occur during the season. The membership is about 450, equally divided between ladies and gentlemen. The directorate is composed of twenty ladies and eleven gentlemen. It is a custom of the club to have one of the directorate ladies, one afternoon and evening of each week, act the part of hostess, presiding over the tea tables and receiving the guests. The active committee is termed the house and grounds committee. The responsibility of success or failure of the season rests with this committee, and the appointment is no sinecure.

*Highland Park Club.*—Located at Central and Lake aves, Highland Park. The club house spans a ravine, giving the building the appearance of an arched bridge. The tower of the building is of pressed brick. The club is a family organization. Organized, 1891.

*Idlewild Club of Evanston.*—The Idlewild Club of Evanston is an organization composed of the younger men of the suburb. They have commodious quarters on Davis st., known as Idlewild hall, and occupy all the second story of one and the greater portion of another of the larger business blocks, and consists of the largest hall in the village, together with reading and billiard rooms. The special feature of this club is winter balls.

*Irving Club.*—Located at Irving Park, a suburb of Chicago, organized in 1890. This club has an elegant home. The Irving club house occupies a commanding position, well back in a beautiful stretch of ground near the center of the little suburb. The club house is very neatly furnished, all of its decorations being selected in extremely good taste.

*LaGrange Club.*—Located at LaGrange, a suburb of Chicago. A social club; membership 100; fee \$10, dues \$20 annually.

*Ivanhoe Club.*—Located at South Evanston. Organized, 1891. Object, the promotion of social intercourse between members and their families.

*Oaks, of Austin.*—Located in their own building at Austin, one-half mile west of city limits. Has very handsome quarters, consisting of a reception hall, parlors, card and billiard rooms, banquet hall, etc. The club has facilities for giving amateur theatrical performances.

*Oak Park Club.*—Located at Oak Park, a suburb of Chicago. A social and family club.

*Woodlawn Park Club.*—Located at Woodlawn Park, has a membership of over one hundred. A handsome home was erected for this club in 1892. It is a three-story brick, Queen Ann style of architecture, and is equipped with all modern conveniences.

#### CLUBS—WOMEN'S.

*Chicago Women's Club.*—Organized in 1876 by Mrs. Caroline M. Brown, who served as president for three years. The object of the club, as defined

in the constitution, is "mutual sympathy and counsel and united effort toward the higher civilization of humanity and general philanthropic and literary work." The club is divided into six departments, as follows: Reform, philanthropy, home, education, art and literature, philosophy and science. The regular meetings of the club are held on the first and third Wednesdays of the month, with a business session on the fourth Wednesday. The exercises consist of papers and discussions on topics connected with the work of the different departments. Much outside work of a philanthropic, reformatory and educational nature is also done by the club. The work of placing women physicians in the asylum at Jefferson to take charge of women patients and of securing the appointment of women as matrons in the jail and at the police stations was accomplished by the club, as well as that of procuring the appointment of women on the school board. The first free kindergarten was established through the efforts of this society, which also raised among its members and outside friends nearly \$40,000 for the Boys' Industrial School at Glenwood. Three independent organizations owe their existence to the Women's club, viz.: the Physiological society, the Protective agency for women and children, and the Industrial Arts association. The last named society had for its direct object the introduction of manual training in the lower grades of the public schools. For four years its work, aided by the Decorative Art association, was successfully carried on through mission schools, the Boys' Industrial school at Glenwood, together with the forming of free classes for the instruction of teachers. It first petitioned the Board of Education for trial schools in 1887 and again in 1892, three of which have been established. Classes for instruction in the special subjects in their charge are held by the two literary departments of the Women's club. Membership is obtained by ballot and the payment of an initiation fee of \$15; annual dues, \$10. Meets at the Athenæum building.

*Chicago Amateur Press Club.*—A local organization of The Western Amateur Press association, which embraces all states West of the Mississippi, and Ohio, Indiana, Illinois, Wisconsin, Michigan, Minnesota, Kentucky, Tennessee and Louisiana. The local club has independent officers. It is composed entirely of young women.

*Foreign Book Club.*—Composed of ladies of the North side who read foreign literature. Its membership is small.

*Fortnightly Club of Chicago.*—Meets Fridays at 2:30 P.M. at Athenæum, Michigan ave. and Van Buren st. Organized as a Woman's Club in 1873 by Mrs. Kate Newell Doggett. Intended originally as a Woman's Suffrage Organization, in which men and women should hold membership. Now devoted to social intercourse and intellectual culture. The work of this association is arranged on a carefully considered plan, which secures a thorough knowledge of the subject to be treated at each meeting. Each writer has a year in which to master the subject she is to present, and, as the writer of an essay remarked, "To prepare a paper for the Fortnightly is to add a good deal to your education, it matters not how liberal it may be." The work of the club for the year is divided into two courses, the continuous course of study and the miscellaneous course. A committee of five members takes charge of the continuous course, which is represented by a paper at one of the two meetings that occur each month, and another committee of the same number directs the miscellaneous course, which presents a paper on the alternate day. At each of the meetings, which occur the first and third Fridays in the month, a well prepared and brilliant discussion under appointed leaders follows the paper. The discussion over, tea and cake are served and a delightful social hour closes the meeting, at which the visitor will observe that the strictest parliamentary forms, as well as the latest behest of fashion, are carefully obeyed. The membership of "The Fortnightly of Chicago," is limited to 175. The initiation fee and also the yearly dues is \$12.

*Fortnightly Club of Evanston.*—A woman's social and literary club. Membership limited to twenty-five. Meets at the residences of members for readings and conversation. Especial interest manifested in art matters.

*Girls' Mutual Benefit Club.*—Organized in November, 1833; located at 100 Cornelia st. The institution was established solely through the efforts of a few energetic young ladies of the Third Presbyterian, First Congregational and the Epiphany Episcopal Churches. Nearly one hundred working girls nightly receive instructions in those arts which make the model housewife. The house is self-supporting, each one of the members being required to pay a weekly assessment of five cents.

*Hyde Park Literary Club.*—Organized 1892. Composed of ladies of Hyde Park. Meets three times a week—Mondays for instruction, Thursdays for discussion and Saturdays for amusement.

*Illinois Woman's Press Association.*—From a score of workers who met at the home of that most zealous of clever literary women—Dr. Julia Holmes Smith—in 1885, has sprung the Illinois Woman's Press Association. It was suggested by the organization of the Woman's National Press Association at the New Orleans Exposition and is conducted on much the same lines, is represented by delegates in the National Editorial Association, the Federation of Women's Clubs, the International League of Press Clubs, and is auxiliary to the Illinois Woman's Alliance. Meets nine times a year. In order to facilitate achievement the association is divided into committees of editors, reporters, authors, correspondents, contributors and publishers, each having its own particular branch of work to attend to. All women having published original matter in book form, or who have been, or are, regularly connected with any reputable journal, are eligible for membership. The social side of the club, busy women that they are, has not been overlooked. The annual banquet is always admirably arranged, well conducted and a thoroughly enjoyable event. Also, noted newspaper women visiting the Garden City, are prone to find themselves the honored guests of this band of brainy women. From the organization in 1885, through the re-organization of 1886, up to her death, Mary Allen West, of the *Union Signal*, stood at the helm.

*Olio Club.*—Organized May, 1892. Location, Athenæum bldg. A woman's club for discussion of topics of interest, either literary, historical or current events.

*Palette Club.*—A society composed exclusively of women artists; was organized in 1880; has now a membership of over sixty; gives annual exhibitions at the Art Institute; social and business meetings at the club room, No. 33 Chickering Hall bldg. The club was recently incorporated. It is considered the strongest and largest club of women artists in the United States.

*Society for the Promotion of Physical Culture and Correct Dress.*—Fostered by the Women's Club, and holds its meetings in the rooms of that club in the Athenæum building. These meetings occur on the first Friday of each month at 2:30 P. M. The object of the society is "mutual help towards learning the highest standards of physical development, and mutual counsel towards realizing these standards in practical life." The membership now numbers over two hundred.

*West End Women's Club.*—A large organization of West side ladies. Club allied to confederation of Women's clubs. No stated place of meeting.

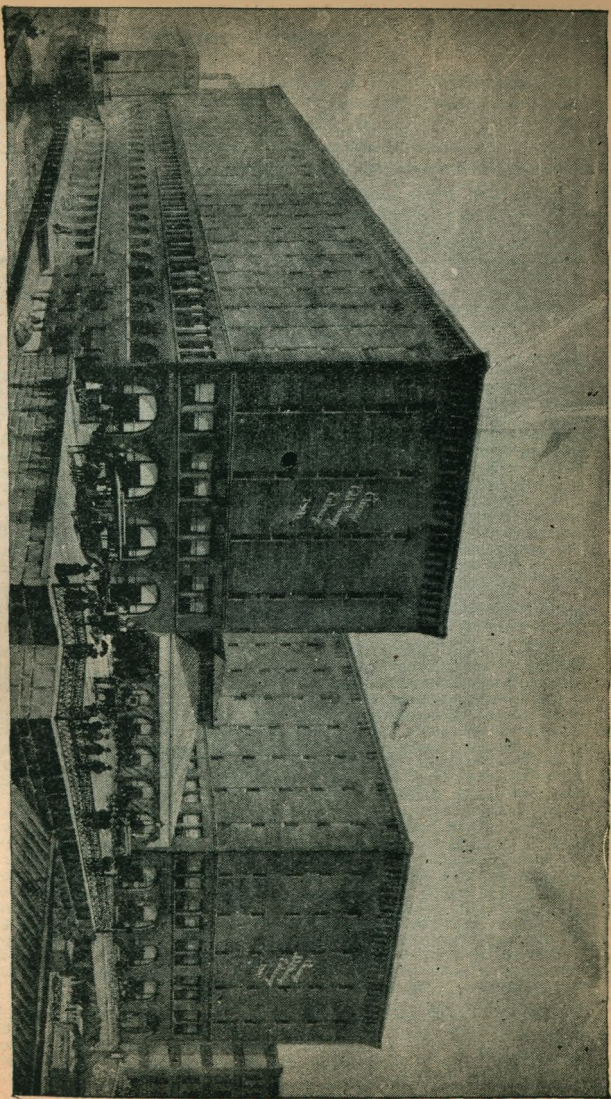
*Women's Club of Evanston.*—Organized in 1889. One of the largest of the many Women's clubs which forms the federation of the United States. The membership was limited to 125 until the fall of 1891, but now the membership is unlimited. The club is divided into committees, each having charge of some special branch of work; each committee holding meetings as often as desired. The club as a whole holds fortnightly meetings.

*Women's Suffrage Club.*—Meets in the club-room of the Sherman house on the evening of the third Tuesday of each month. Organized for the purpose of advocating and agitating equal political rights.

#### COMMERCIAL EXCHANGES.

The commercial exchanges, associations and boards of Chicago are numerous and powerful. Although the largest, the association known as





[Engraved for The Standard Guide Company.]  
PRODUCE COLD STORAGE EXCHANGE.  
[See "Western Industry,".]

the Board of Trade (which, in reality and properly, should be called the Grain and Produce Exchange) is by no means the only important one. There are various interests of magnitude not represented on the floor of the Board of Trade, which are handled by other exchanges. The different exchanges and associations are as follows:

*Board of Trade.*—Location, Jackson foot of La Salle sts. [See "Guide" and "Buildings," also "Appendix."] The Chicago Board of Trade is a world renowned commercial organization. It exercises a wider and more potential influence over the welfare of mankind than any other institution of its kind in existence, for it practically regulates the traffic in breadstuffs the world over. Its transactions are of far more importance to humanity in general than are those of the Exchange of London, the Bourse of Paris, or the Stock Exchange of New York. The volume of business transacted on the floor of the Chicago Board of Trade annually is amazing; the fortunes made and lost within the walls of the great building every year astonish the world. The membership of the Board of Trade is about 2,000—nearly all young men, full of the genuine Chicago spirit of enterprise, pluck and perseverance. Notwithstanding the severe criticisms to which the methods of the Board have been subjected from time to time, the commercial honesty and personal integrity of the members are recognized everywhere. On the Board of Trade there is a code of moral ethics which can not be violated with impunity. The member who is not known to be commercially honorable, or whose word has once been broken, or who has been detected in a disreputable transaction, loses caste among his fellows and is shunned for all time. Men lose fortunes here because they risk them, not in a game of chance, but in a trial of judgment. The Board of Trade building is one of the architectural monuments of Chicago. [See "Board of Trade Building."] The grain and produce business of Chicago is transacted on the Board of Trade. The transactions of the Board of Trade are given in the "Appendix" to this volume.

*Builders and Traders Exchange.*—An organization of builders and dealers in builders' materials. Location 12-14 and 16, No. 159 La Salle st.

*Chicago Real Estate Board.*—One of the most important and prominent of Chicago's commercial organizations. Organized in 1887. Comprises the leading and responsible real estate dealers of the city. Located in the Real Estate Board building, Randolph and Dearborn sts. The board rooms are made a general headquarters and depository for information pertaining to real estate interests. A carefully arranged record of transfers, council proceedings and enactments of the county board are kept for reference, as well as maps, plats, etc., thereby furnishing facilities for members for learning facts without going to various public offices. Besides its function as a conservator of the public weal, the board exerts beneficial influence in matters bearing more directly upon the interests of property owners and agents. A valuation committee of the board is established whose duty is to value property on request for a small compensation by comparison with the service rendered. Valuations are made without bias for trust companies, investors, mortgagers, and for condemnation or damage purposes, by persons thoroughly competent to make them. As showing the high estimate upon the services of this committee, it is only necessary to say they were called upon to value \$4,001,888.60 worth of real estate in 1892. One of the greatest results of this organization, however, is the prevention of fraud on the part of dishonest and irresponsible real estate dealers, and the creation of a high-toned sentiment among real estate men. No man of a blemished commercial character can become or remain a member.

*Chicago Stock Exchange.*—Location, Stock Exchange bldg., N. E. Cor. Monroe and Dearborn sts. Calls at 10:30 A. M. and 2:15 P. M., on stocks and bonds. As Chicago ranks as the second city in the United States, the volume of business transacted on the Stock Exchange is only second to that transacted on Wall st.

*Fruit Buyers' Association.*—An organization composed of the wholesale fruit dealers of Chicago. Meets at Produce Exchange, 144 S. Water st. The object of the association is to regulate the sale of California fruit, from ten to twenty car loads of which arrive daily, representing in value from \$10,000 to \$20,000. These fruits are disposed of at auction in two rooms. The rule laid down by the association is that each room shall begin the sale of fruits at 9:30 in the morning on alternate days, and if the room whose turn it is to commence at 9:30 is not ready, the buyers shall proceed to the other room, when the sale is to commence. When one room has begun a sale, the other must not start in until the first is finished. One object of this rule is to have the sales concluded by noon, instead of late in the afternoon, as formerly. Another object is to keep out an objectionable element that crowded the room. The fee for members is \$25.

*Fruit and Vegetable Dealers' Association.*—Meets in produce exchange, 144 S. Water st. Conducted on lines similar to the Fruit Buyers' Association, but operations extend to all kinds of fruit and vegetables.

*Lumbermen's Association of Chicago.*—This association was formed about April, 1891, from the three existing associations of Lumber dealers—the Lumbermen's Exchange, Chicago Lumber Yard Dealers' Association, and the Lumbermen's Association of Chicago. The new association may be said to be the successor of the Lumbermen's Exchange, the oldest of the associations, incorporated March 31, 1869. The object of the Exchange is to advance the commercial character, and promote the general lumber interests of the City of Chicago and the Northwest, to inculcate just and equitable principles in trade, establish and maintain uniformity in the commercial usages of the city, acquire, preserve and disseminate valuable business information, and avoid and adjust, as far as practicable, the controversies and misunderstandings which are apt to arise between individuals engaged in trade when they have no acknowledged rules to guide them. Any person, firm or company, interested or engaged in the lumber trade, approved by the board of directors, may become a member of the association by signing the rules and regulations and paying the annual dues. Ex-members of the Exchange on retiring from business, may, by vote of the board of directors, be allowed the privileges of the Exchange rooms without fees. The Exchange is located at 618 Chamber of Commerce Building.

*Produce Exchange.*—Located at 144 S. Water st. The exchange in which trading is done in vegetables, fruit, poultry, butter and eggs, milk, and produce generally of this character. The heavier produce, such as grain, lard, pork, etc., is handled by the Board of Trade.

*Open Board of Trade.*—Location, opposite Board of Trade, on Pacific ave. A regularly organized exchange. Transactions similar to those of the Board of Trade. The latter, however, establishes prices.

*Tattersalls'—Horse Exchange.*—Location, Dearborn st., extending from Sixteenth to Seventeenth sts. Length, 365 feet; width, 152 feet; height, 75 feet. A great exhibition hall occupies the center of the structure. It can be made to seat 10,000 persons. The hall is 279 feet long, 149 feet wide and has a speed ring measuring 252 yards around. The entrance gate is located at the Sixteenth st. front. There are splendid offices, toilet rooms, etc., all handsomely decorated. On the second floor of the Sixteenth st. front are located the club rooms, ladies parlor, etc. A library of reference books with relation to horseflesh is provided. The building cost \$175,000. [See "Chicago Horse Show," also, "Tattersalls' Club."]

*Other Exchanges.*—AMERICAN LIVE STOCK ASSOCIATION, organized May, 1888. CHICAGO COAL EXCHANGE, 635, 225 Dearborn; CHICAGO ANTHRACITE COAL ASSOCIATION, 203, 225 Dearborn; CHICAGO FLOUR AND FEED DEALERS' ASSOCIATION, 907 Royal Insurance Building; CHICAGO LIVE STOCK EXCHANGE, Union Stock Yards; CHICAGO MILK EXCHANGE, meets Fridays, 144 S. Water; CLEARING HOUSE, Open Board Building, 18-24 Pacific ave.; COMMERCIAL EXCHANGE, (Wholesale Grocers), 11-34 Wabash ave.; GRAVEL ROOFERS' EXCHANGE, 99,



159 La Salle; INSTITUTE OF BUILDING ARTS, 63-65 Washington; NATIONAL ASSOCIATION OF LUMBER DEALERS, 35-92 La Salle; NATIONAL BUTTER, CHEESE AND EGG ASSOCIATION, 144 S. Water; NATIONAL PRODUCERS' AND SHIPPERS, ASSOCIATION meets monthly, 144 S. Water; UNION STOCK YARD AND TRANSIT COMPANY, S. Halsted, Cor. Thirty-ninth.

### COUNTY GOVERNMENT.

The city of Chicago is situated in the county of Cook, or Cook county, as it is commonly expressed. The county derives its name from a Congressman named Cook, who represented Peoria county (from which this county was taken), about the time the county of Cook was created by the state legislature. The city of Chicago covers a great portion of the county, has most of its wealth within its limits and pays most of its taxes. The question of uniting city and county under one government, for convenience and economy's sake, is one of growing interest and importance. The affairs of the county are conducted by a board of commissioners. The tax levy of the county amounts to about \$2,125,000 annually. The sources of expense which this tax is called upon to meet are as follows:

Salaries and election expenses .....	\$624,521.00
Supplies, repairs, etc.....	619,500.00
Interest and principal on d.....	219,000.00
Miscellaneous purposes.....	190,575.00
Contingent fund.....	67,475.25
Building purposes.....	400,000.00
<b>Total.....</b>	<b>\$2,121,071.25</b>

The estimated receipts from county officers, over and above the salaries to be paid out of these receipts, are about as follows:

County Treasurer .....	\$265,000
Recorder.....	225,000
County Clerk.....	175,000
Clerk Probate Court.....	80,000
Clerk Criminal Court.....	2,000
Clerk Circuit Court.....	90,000
Clerk Superior Court.....	70,000
Sheriff.....	25,000
<b>Total.....</b>	<b>\$932,000</b>

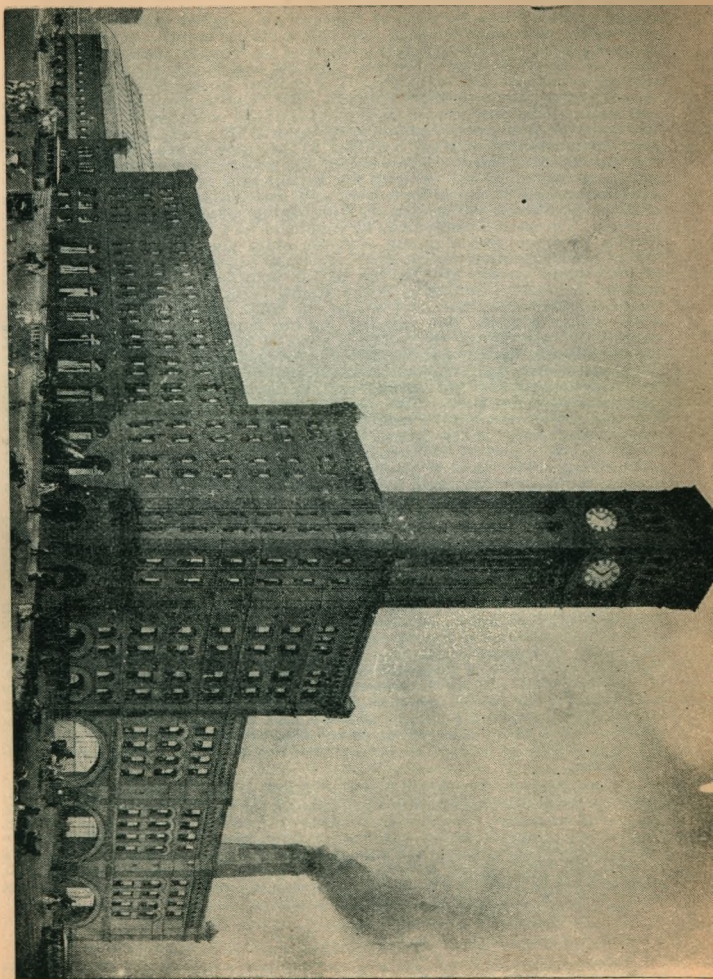
These receipts are in the nature of fees, court revenues, etc., and the total expended is as follows:

Jurors and witness fees, etc.....	\$150,000
Judges County and Probate Courts.....	17,000
Judges Circuit and Superior Courts.....	63,000
County Treasurer.....	183,972
Recorder.....	173,830
County Clerk.....	147,522
Clerk Circuit Court.....	46,956
Clerk Superior Court.....	37,000
Clerk Probate Court.....	48,320
<b>Total.....</b>	<b>\$867,600</b>

Although the surplus is never large there is seldom a deficit in the county finances.

**COST OF CONDUCTING COUNTY INSTITUTIONS.**—The cost of conducting the county hospital for 1892, was \$192,756. The pay-roll contained 141 employes, besides training school nurses in twelve wards. The salary list was esti-





[Engraved for The Standard Guide Company.]

GRAND CENTRAL STATION, HARRISON ST. & FIFTH AVE.

mated at \$62,756, and the amount required for supplies and repairs was put at \$130,000. The salaries range from \$166 to \$15 per month. It cost \$255,580 to run the office of general superintendent of the county institutions at Dunning, of which \$240,000 were for supplies and \$15,580 for the salary list, including twenty-nine employes. The general superintendent gets \$208 a month and the stenographers \$25 each. The regular pay-roll of the Insane Asylum includes forty-two names outside of the attendants. The estimate provided for eighty-four regular attendants at \$30 a month each, and seventeen extra attendants, when required, at the same figure. The total salary list was \$55,257. The poorhouse salary list provides for sixty-five employes at an expense of \$23,397. In both the asylum and the poorhouse there is a graduated scale of wages for nurses and attendants, reaching a maximum of \$25 for poorhouse nurses and of \$30 for asylum attendants, after six months' service. The sheriff's office has 177 employes at a cost of \$196,740. The chief deputy receives \$208 a month and the chief clerk and jailer \$166 each. Twenty-four deputies, at \$150, and five county deputies at \$125 a month, draw \$41,700, while twenty-five bailiffs of the Criminal Court and thirty-eight bailiffs of the other courts, at \$100 a month each, receive \$75,000; by additional help allowed by the court brings the total salary list of the sheriff's office up to \$219,340. The supplies for the court-house, jail and criminal court bldg. cost \$60,000. The office of clerk of the criminal court cost \$2,000 for supplies and repairs and \$29,750 for salaries of twenty-two men. The salary list of the county agent's office is \$25,000, and the amount needed for repairs and supplies, \$90,000. The coroner's salary list is made \$19,000, and the supply and repair account \$1,000. The county board salary list is fixed at \$33,251. For the county comptroller's office the salary list is \$12,720, and supplies for comptroller and county board, \$8,000. The office of superintendent of public service cost \$11,230 in salaries and \$4,000 for supplies, repairs and advertising. The state's attorney's office salary list is \$22,400, divided among the state's attorney, five assistants and a stenographer. The sum of \$5,000 is provided for supplies. The salary list of the county attorney's office is placed at \$6,160, and the supply and repair account at \$10,000. For the county superintendent of schools' office \$4,100 is allowed for salaries and \$1,500 for repairs. The normal school salary list is put at \$25,000 and supplies and repairs, \$11,000. For county physician and detention hospital \$7,580 is expected to be needed in salaries and \$7,000 in supplies and repairs.

*Cook County Court House.*—Occupies the entire east half of block, bounded by Washington, Dearborn, La Salle and Clark sts., in the center of the business district of the South side, the west half being occupied by the City Hall. This magnificent pile was erected in 1876-77 at a cost of about \$3,000,000, and is one of the handsomest public buildings in the county. It is at present four stories in height, and two additional stories are to be added during the present year, at a cost of \$275,000. [See "Guide."] In this building are located the county, probate, and various circuit and superior courts, and all the county offices, except that of the state's (or prosecuting) attorney, which is located in the criminal court bldg., North side. [See "Buildings."]

*County Board.*—The board has the direction and control of all county officers, collects through the county treasurer the revenues of the county, and appropriates money for the maintenance of the courts, jail, insane asylum, poorhouse, county hospital, court-house bldg., sheriff's office, county clerk's office, coroner's office, etc., and has general supervision of county highways, bridges, etc. The county board is entirely independent of the city council, although the jurisdiction of the latter extends over a large portion of the county, included within the corporate limits.

*County Hospital.*—[See "Hospitals."]

*County Insane.*—[See "Appendix."]

*County Insane Asylum.*—Located at Dunning, a suburb of Chicago. Take train at Union depot, Canal and Adams sts. This institution is a large and costly structure, surrounded by spacious grounds, far enough removed from the city to make the location a quiet and healthful one. Numerous

additions in the way of cottage wards have been made to relieve the overcrowded condition of the main building. The current expenses average: salaries, \$44,111.68; supplies, repairs, etc., \$112,006.87. During 1891 516 were admitted, 238 discharged; 364 were transferred to state hospitals for the insane; 127 died. The daily average under treatment in 1891 was 983. In his annual report for 1890 the superintendent of the institution made the following remarkable and cheerful statement regarding the insane and the prospects of their recovery: "I would here call attention to a fact, and that is where those that are insane are placed under proper treatment in well arranged hospitals within the first three months of the inception of the disease the chances for recovery are about as good as from any serious bodily ailment. The average of cures when this class of disease is thus treated will range as high as 60, 65 and even 70 in 100."

*County Jail.*—Situated in the rear of the Criminal Court building, Michigan st., between Clark st. and Dearborn ave., North side. Entrance from Michigan st. Visitors admitted by permission of the sheriff. The jail, like the Criminal Court building, has long since ceased to meet the demands made upon it by the extraordinary growth of the city, and the consequent and natural increase in the number of criminals. It is an old-fashioned prison, built after the manner of the jails constructed in the early years of the present century. It lacks every modern improvement, and will, doubtless, soon be replaced by a much larger and a better structure. The jail is connected with the criminal court building by a "bridge of sighs," over which the culprits pass for trial and after conviction. Aside from this entrance, which is never used except by deputy sheriffs and jailers in discharge of their duties, there is but one entrance, and that is up a narrow flight of steps leading from the open court between the two buildings. At the head of these steps is a double iron gate, where stands the outer turnkey. If he admits you, you find yourself in the jail office. On one side, as you face the prison entrance, is the head jailer's room; on the other, the office of the jail clerk. Before going farther, you must have a permit. If you secure it, you are admitted into the "Cage," an iron-bound arrangement covered with several thicknesses of wire netting, through the meshes of which you can hardly poke your finger. If you wish to see a prisoner, he is called, and you must talk to him through this netting. Here it was that the "Tiger Anarchist" Lingg received from his sweetheart the dynamite cartridge which he exploded in his mouth, killing himself, the day before that set for his execution. As you look straight in front of you, with your back to the jailer's door, you will see the cell in which the suicide occurred. It is on the ground floor. Along the same line of cells the anarchists were confined. Just above, on the next balcony, is "Murderers' Row," from which a number of unfortunates have gone forth during the past twenty years to find the gallows waiting for them on the other side of the cell building. The cell balconies, just as you see them before you, four in number, run all around this interior building. At the northeast corner of the cell building, the gallows is always erected, and here the anarchists were hanged. [See "Haymarket Massacre."] There is nothing of interest to be seen inside the jail, unless you have a morbid desire to witness the pale, hopeless faces of the prisoners. There are four departments: Men's, women's, boys' and debtors'.

*County Poor House.*—Located at Dunning, a suburb of Chicago. Take train at Union depot, Canal and Adams sts. This institution is not remarkable in any sense, save as the home of the most wretched class of paupers of the county. It was conducted at an expense of \$23,397 for salaries, and \$86,119.79 for supplies, repairs, etc., last year. The second item also includes expenses of the County Poor Farm.

*Coroner's Statistics.*—[See "Appendix."]

*Detention Hospital for the Insane.*—New building, Cor. Wood and Polk sts., West side. Take Ogden ave. cable line. The accommodations for those awaiting action of the court on their sanity are much improved here.



*Judiciary of Cook County.*—There is one County, one Probate and eighteen judges of the Superior and Circuit Courts. [For cost of same see "Expenses of Cook County."]

*Marriage License.*—[See "Appendix."]

*Morgue.*—The morgue is really a county institution, but it will be found classified under "City, or Municipal Affairs."

*Taxable Valuation of Cook County Property.*—The total valuation of all the taxable property in Cook county is \$282,676,167. The total real estate valuation aggregates \$223,859,166; personal property, \$48,795,740; railroad property, \$15,021,261.

## DRAINAGE AND SHIP CANAL.

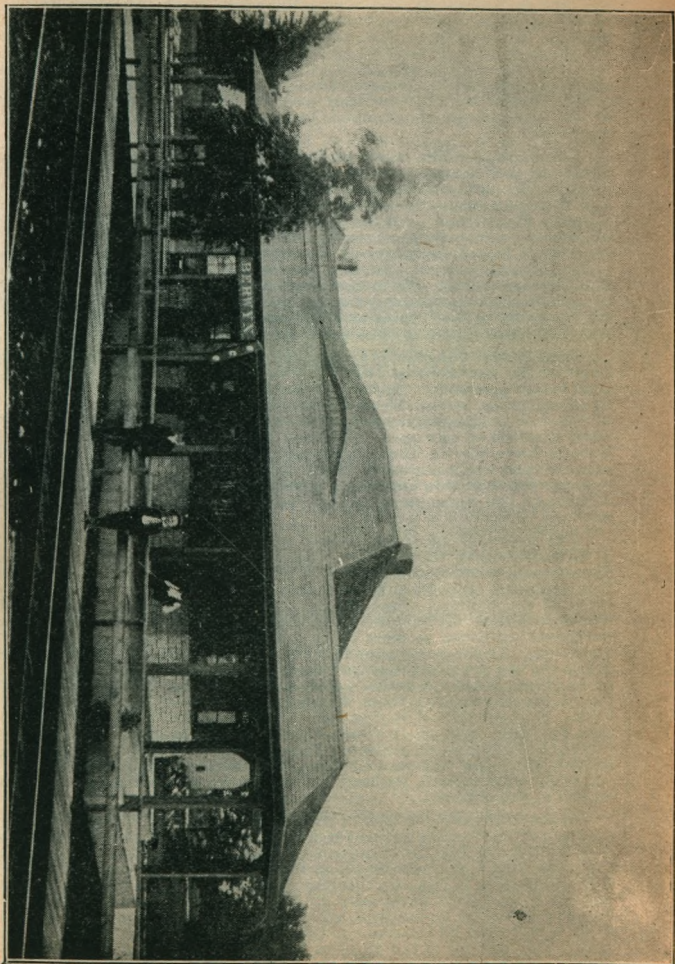
The question of drainage is one that has received the most earnest attention of the people of Chicago during recent years. It involved so much of momentous importance that the State of Illinois placed it in the hands of a Drainage Commission, with powers equal to those exercised by county or municipal governments. These powers embrace the borrowing of money upon the credit of the people owning property in the district to be affected by the carrying out of the scheme, the condemnation of land, the digging of canals, the construction of dams, dykes, locks, docks, etc., etc., and the general management of the drainage system of the district known as the Desplaines Water Shed. It would require a volume in itself to give a proper review of the drainage question. The chief features only can be treated of here:

*Changing the Water Flow.*—In the remote past the overflow of the waters of Lake Superior and Lake Michigan ran through the Mississippi south to the Gulf of Mexico, instead of as now—northeast through the Gulf of St. Lawrence to the Atlantic. At the same time Lake Erie was emptying into the Atlantic through Lake Ontario and the St. Lawrence; not by the Niagara, but by the Dundas valley, a channel not far from the line of the present Welland canal. Then, at some epoch unknown and for some cause unguessed, the Detroit strait and the Niagara strait were opened, Lake Michigan slowly fell about thirty feet, and its outlet (now "the Divide," at Summit, close to city limits, twelve miles southwest of the Court-house) gradually filled up with mixed deposit; so that to-day the dry bed of "Mud Lake" is the sole remaining representative of the once great southward waterway. Within a few years, long before the close of the nineteenth century, the old order of things must be re-established and mighty Michigan once more find its waters flowing southward. The hand of man will compel it again to turn in its bed, and lie with it head to the north and its foot to the south as of old.

*Cost of the Undertaking.*—To accomplish the ends desired will cost the Sanitary District (practically the city of Chicago) about \$20,000,000.

*Disposing of Chicago Sewage.*—The one great object of this ship canal is to dispose of Chicago sewage. When the population was small, the city was drained by the Chicago river and the lake. Years ago it became apparent that a change would have to be made in this respect. The course of the Chicago river is naturally into Lake Michigan, but pumping works were erected at Bridgeport, in the southwestern part of the city, which lift an average of 40,000 cubic feet per minute into the Illinois and Michigan canal, causing, under ordinary conditions, a perceptible current away from the lake. The water thus pumped into the canal flows south into the Illinois river and thence to the Mississippi. Pumping works at Fullerton ave., on the north branch of the Chicago river, force water from the lake into that stream, diluting its contents, and furnishing the head needed for a flow toward the Bridgeport pumps. This means of disposing of the city's sewage





[Engraved for The Standard Guide Company.]

SUBURB OF BERWYNN—RAILWAY STATION.

[See "Outlying Chicago."]

is wholly inadequate to its needs, and the pollution of the water supply of the city is constantly menaced. Measures have therefore been taken to construct a large gravity channel as an outlet for the sewage of Chicago into the Illinois river. The Chicago Sanitary District has been formed by act of legislature of the State of Illinois: nine trustees are elected to supervise the construction of a channel; a corps of engineers and an army of laborers are at work upon a channel which will answer the double purpose of disposing of the city's sewage and establishing a navigable waterway for the interchange of commerce between Lake Michigan and the Mississippi river.

*The Channel.*—The work in hand contemplates a channel from Lake Michigan at Chicago to Joliet, a distance something like forty miles. The route of this channel is practically the same as that pursued by the Illinois and Michigan canal, the Chicago & Alton railroad and the Atchison, Topeka & Santa Fe railroad. All the lines mentioned are in the valley of the Desplaines river from Summit west of Chicago. The drainage channel itself, southward from Summit for more or less of a distance, will run in the bed of the Desplaines river. In fact, the channel and the river will become one and the same thing. From the west arm of the south fork of the south branch on the Chicago river the channel will run westward to Summit, taking the route of the Illinois and Michigan canal and absorbing that waterway. At Summit the Desplaines river valley is reached.

*Dimensions, Capacity, etc.*—The law provides that the drainage channel shall be 200 feet wide at the top of the water, 180 feet wide at the bottom, with 18 feet of water. The flow of the water is to be at the minimum rate of three miles an hour. These dimensions were determined upon not for the purpose of producing a navigable waterway but in order to provide sufficient dilution of sewage. Extended experiments in this country and in Europe have shown that 20,000 cubic feet of water a minute is the least amount that will adequately dilute the sewage of 100,000 of population. It is supposed that this amount of water mixed with the outfall of the sewers will make the water going down the channel inoffensive to the smell and perhaps fit for fish to live in.

*The Future Work of the Channel.*—Estimating the population of Chicago at 3,000,000 within thirty years from the time of the passage of the law, the dimensions of the channel were made to provide for a flow of 600,000 cubic feet a minute, or 20,000 cubic feet for each 100,000 inhabitants. The proportions of the channel—that is to say, the relation of its width to its depth—was determined not because of sanitary requirements, but because a channel about ten times as wide as it is deep is the most economical in its construction. At the same time it is the most useful for commercial purposes. While the law provided that the dimensions of the channel ultimately should be as given, it did not make it obligatory upon the Chicago sanitary district to cut the channel at those dimensions except where it was through the rock. That portion of it through soft earth might be of any dimensions so that the flow through it would be at the rate of 20,000 cubic feet a minute for each 100,000 of population. This smaller cut in the soft earth was permitted upon the assumption that the channel could be enlarged as the population increased, without disturbing the flow of the water or the navigation of the channel.

*Right to Reverse the River's Flow.*—The right of Chicago to reverse the Chicago river from its natural tendency to flow into the lake and make it flow southward into the Illinois river is only derived through permission of the interested communities along that river and its confluent. Without that permission it has absolutely no right to empty its offensive matter in a watercourse. This permission of the people of the valley is given to the people of Chicago because of an express understanding that it will send down along with its sewage enough pure water to dilute it to inoffensiveness. The amount of the dilution has been agreed upon by both parties. Unless this requirement is met the people of the valley may go into court and restrain the Chicagoans from polluting their streams by emptying

sewage into them. It is acceded that only 300,000 cubic feet can be drawn through the south branch of the Chicago river. The remainder of the required 600,000 cubic feet will have to be drawn from Lake Michigan through some other channel. Where this channel or feeder will be made is not definitely settled, but it will have to be across at some point south of the west arm of the south fork. A diagonal channel across the town of Hyde Park tapping the lake not far north of the mouth of the Calumet river is spoken of with favor.

*Source of Pollution.*—At Summit the top of the water in the Desplaines river is about ten feet above the waters of Lake Michigan. Upon the Chicago side the river bank is extremely low, and when the Desplaines river is raised by storm waters, it overflows and finds its way through Mud lake, and the Ogden ditch into the west branch of the south branch, and thence into Lake Michigan. These floods are of immense volume, and sweeping out into the lake carry the sewage of Chicago with them. It is to these flood waters of the Desplaines river that the pollution of the water supply is principally due. The water that comes down the Desplaines comes from a watershed extending northward from fifty to one hundred miles. Very little of this surplus is accumulated south of Evanston. It is suggested, as a part of the general plan of drainage in the Chicago district, that a cut be made from the Desplaines river somewhere south of Evanston to Lake Michigan. Such a cut would divert the waters of the river to the lake and prevent their overflowing the Ogden dam at Summit and sweeping through the Chicago river, out into the lake, carrying the pollution of the sewers with them.

*Operations Under Way.*—Operations are now well under way upon the great drainage canal, and what a few years ago seemed to many only an evanescent theory is now rapidly becoming an assured reality.

#### EDUCATION—ACADEMIC AND COLLEGIATE.

The educational institutions of Chicago and its suburbs rank among the best in the United States. The Northwestern University and the University of Chicago may now be numbered among the greatest colleges of the world, with the advantages of youth and modern ideas on their side. These institutions have brought about the establishment of many minor colleges as well as great preparatory schools. The various universities, colleges, academies, seminaries, etc., are mentioned below in their alphabetical order.

*Allen's Academy.*—Located in Hyde Park, Chicago. A high class preparatory school for boys. Only pupils of good moral character are desired, and each application for admission must bear the favorable endorsement of one or more of the directors or visitors, or satisfactory references to parents of pupils who have been or are now members of the school. The average age of pupils entering the first class of the academic department is about twelve years. Terms per annum: Preparatory department, \$100; academic department, first, second and middle classes, \$200; academic department, junior and senior classes, \$250; resident pupils, \$560; for day pupils, payable semi-annually in advance, October 1st and February 1st; for resident pupils, \$300 at entrance September 18th, and \$260 February 1st.

*Chicago Athenæum.*—“*The People's College.*”—Location, 18 to 26 Van Buren st. Occupies an elegant and spacious structure erected for its use in 1890. The new building was occupied in March, 1891. Value of the property about \$100,000. Edward I. Galvin, superintendent in charge. The officers and directors embrace many of the leading and most public spirited of Chicago's citizens. Such men as Henry Booth, Franklin H. Head, Lyman J. Gage, Edw. B. Butler, Hugh A. White, Joseph Sears, Ferd. W. Peck, Chas. J. Singer, Wm. R. Page, A. C. Bartlett, J. J. P. Odell, Alex. H. Revell, John Wilkinson, Harry G. Selfridge, H. H. Kohlsaat, and Gilbert B. Shaw have been its officers and most constant and liberal friends. This noble institu-

tion was organized in October, 1871. The benefits that it has bestowed upon this city can not be overestimated. Open daily throughout the year, and five evenings a week for nine months of the year, with an able corps of thirty-three teachers and a large list of studies—all elective—young men and women may enter at any time, without examination, and receive the desired instruction at moderate cost. Here everything is done by the superintendent and teachers, not only to aid the pupils in the special branches that they have chosen, but to stimulate a love for learning. To this end a well-chosen circulating library of good English literature is maintained, containing books of reference in the arts and sciences, and an open reading-room with the daily and weekly papers, magazines and reviews. During the fall and winter lectures on popular science, literature and applied art are given. In the same building an assembly hall has been provided, which will give perfect facilities for such instructive lectures. Valuable apparatus has been provided for more thorough instruction in physics, also interesting specimens in zoology. A special course of lectures on electricity has been given and a new department in "Electric Mechanics" organized. Many a worthy young mechanic or citizen has secured, through the Athenæum evening classes, such thorough instruction in mathematics and drawing as to gain promotion in his trade, as an intelligent and practical foreman or a master-builder. While the greater importance of this "People's College" is attached to the fundamental branches, whose utility is everywhere acknowledged, valuable service is also rendered to young women who desire to qualify themselves for stenographers or teachers in the public schools, or to pass the examination for still higher grades, by giving them able instructions in advanced mathematics, physics and natural sciences. Here also young men may receive special instructions in science, the classics and French, German or Spanish, to enable them to enter any college in the land. The new "Athenæum Building" is a substantial and commanding edifice constructed of pressed brick and stone. Special attention has been given to securing abundant light and good ventilation, not only by means of numerous broad windows, but through two large light wells down through the entire building.

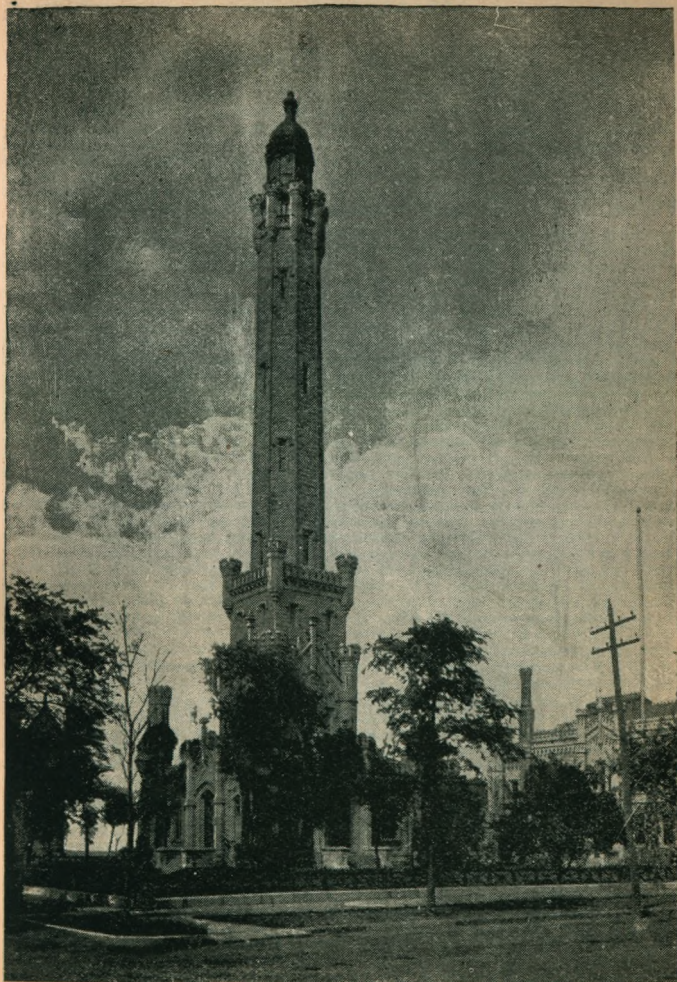
*De La Salle Institute.*—Opened for the reception of pupils September 7, 1891. Located N. E. Cor. Wabash ave. and Thirty-fifth st. In charge of the Roman Catholic Order of Christian Brothers. Pupils of all creeds are admitted. The ground plan of the building is quadrangular in outline and has a total frontage of 259 feet. The building is constructed of Bedford stone and is five stories in height. The entrance is on Wabash ave. The ground floor is apportioned into play-rooms and halls for gymnastic exercises. The first, second and third floors are devoted to recitation halls, classrooms and the like, and the fifth floor constitutes the grand entertainment hall. The curriculum of studies comprises commercial, scientific, classical and academic courses, with all the branches that usually belong to these departments in the best American high schools.

*Hyde Park Conservatory.*—A high-class musical and dramatic art school; location, Fifty-third st. and Lake ave. (Hyde Park). The courses of study generally followed in first-class conservatories are observed here. Instruction on all modern musical instruments is given, as well as in elocution and stage business.

*Institute of Building Arts.*—Location, 63 and 65 Washington st., H. W. Perce, manager. Owned and conducted by the Illinois chapter of the American Institute of Architects. This institute was established for the purpose of centralizing information relating to building, and congregating in permanent exposition all materials, appliances or inventions of a practical or ornamental character. The institute is free to the visiting public, who are welcome to all its advantages of information, and to the inspection of the numerous exhibits it contains.

*Josephinum, The.*—Situated at Oakley ave. and Le Moyne st., in the north-western section of the city. The course of study admits of the ordinary academic branches, also a thorough course in practical housekeeping. The





[Engraved for The Standard Guide Company.]

NORTH SIDE WATER TOWER.

[See "Water Works.]"

Josephinum is a beautiful structure and is surrounded by a broad expanse of prairie. The building and grounds cost \$100,000. There are accommodations for about seventy-five boarders and two hundred day pupils.

*Kenwood Institute for Young Ladies.*—Location, 5000 and 5001 Lake ave. Mrs. Helen E. Starrett and Miss Annie E. Butts, principals. Has kindergarten, primary and collegiate departments. A high class educational institution. An accredited preparatory school for many of the leading western universities, as well as for Vassar and Wellesley colleges. Pupils are especially prepared for the quarterly examinations of the University of Chicago. The school year is divided into four quarters of 9½ weeks each.

*Lake Forest University.*—Located at Lake Forest, a suburb of Chicago, situated on the Milwaukee division of the Chicago & North-Western railway, twenty-eight miles from the city, on the north shore of Lake Michigan. Take train at Wells Street depot, Wells and Kinzie sts., North side. The Academy is one of the finest classical schools in the west, and its graduates are fitted for Harvard and Yale as well as for the home college. Its courses, classical and scientific, cover four years. Three new buildings, a dormitory, a cottage, and Reid Hall, a building for recitation rooms and laboratories, were added in 1893. The Ferry Hall Seminary, in a building, which with its thorough equipment, has cost \$115,000, furnishes an education for young women who do not care to attend college, graduating them as Bachelor of Letters with two years work in addition to the ordinary preparatory course. Especial attention is given to physical culture. A gymnasium has been fitted up with every variety of mechanical appliances for physical training. A competent instructor is in charge and all are required to take gymnastic exercise. In short, at Ferry Hall the pupils can have all the advantages of a home and of a first-class seminary. The Durand Art Building recently finished is a handsome red sandstone structure for an art gallery, auditorium and recitation rooms. The cost was \$60,000 and it was given by Mr. and Mrs. H. C. Durand of Lake Forest. Among other liberal benefactors of the institution the following names are specially worthy of mention, Hon. C. B. Farwell, the late Gov. Wm. Bross, the estate of C. H. McCormick, D. K. Pearson and Jacob Beldler, Esq. The university has in use for school purposes twelve buildings at Lake Forest, valued at \$410,000, on sixty-five acres of inalienable parks worth \$85,000. It owns in addition forty acres of salable town lots worth \$25,000. The interest bearing endowment funds amount to \$500,000, in addition to which there is \$65,000 in scholarship and lectureship funds. The college faculty numbers fifteen, that of the academy seven and that of Ferry Hall sixteen.

*Lewis Institute.*—The late Allen C. Lewis left a bequest in the nature of a fund to be used in the establishment of a polytechnic school which he desired to have ripen into one of the highest order. The trustees of the estate procured property on W. Van Buren st., cornering on Morgan st. and also adjacent thereto running through to Congress st., costing the estate about \$100,000. During the past year, owing to the death of Henry F. Lewis and the resignation of James M. Adsit, it became necessary to appoint two trustees as successors thereof, and the Hon. John A. Roche and Mr. George M. Bogue have been duly appointed their successors. The trustees had plans drawn for the erection of a building on said premises to cost, when completed, about \$270,000, the plan therefor having been drawn by Henry Ives Cobb, architect. The trustees had also received bids for the proposed building and were on the eve of letting the contracts therefor, when they learned that what is known as the Metropolitan Elevated Railway Company had secured the right of way, which would enable them to condemn a part of the property above named, and which would, as it was believed by the trustees, almost destroy the usefulness of the property for the purposes of a school, and especially in view of the fact that the part nearest the elevated road was designed to be used for reading, lecture and other prominent rooms of the building. This has necessitated a delay in the work and the necessity of probably procuring a new site. And for the reasons above given the trustees are now unable to say how soon they can proceed with their work, but shall use their best endeavor to do so during 1893.

*Northwestern Oratorical League.*—The leading universities of the Northwest have combined to form the Northwestern Oratorical League, providing for an annual contest, to be held at each college in rotation the first Friday in May. These colleges are the Northwestern University of Evanston; Michigan University, of Ann Arbor; Oberlin, Ohio, and Wisconsin State University, of Madison, Wis. An executive committee, consisting of president, secretary and treasurer of the league, has charge of the business details. They also are empowered to select the six judges of contest, three of whom grade composition and thoughts, and three judge the delivery. In addition to specifying an impartial selection of judges, each college association may remove two on protest. The prizes are \$100 and \$50 each.

*Northwestern University.*—An institution under the control of the Methodist Episcopal church, but entirely unsectarian in its government and administration, was chartered January 28, 1851. The seat of the college of liberal arts, the academic department, and the college of music, oratory and theology is at Evanston, a city of 17,000 inhabitants, twelve miles north of Chicago, on the shore of Lake Michigan. Take Northwestern train (Milwaukee division) at Wells st. depot, Wells and Kinzie sts., or Chicago, Milwaukee & St. Paul train (Evanston division) at Union depot, Adams and Canal sts. Trains run at brief intervals during the day. Visitors may in the course of a morning or afternoon make a trip to Evanston, giving abundant opportunity for an inspection of the grounds and buildings of the university. The most noteworthy of the buildings of the Evanston departments of the university are the following: University Hall, Science Hall, the Gymnasium, Heck Hall, Memorial Hall, the new Dormitory, the Swedish Seminary, the Dearborn Observatory. These buildings are all on the campus of the university. A short distance west of the campus are the following buildings: Women's College, College cottage, and the Norwegian-Danish Theological Seminary. The colleges of medicine, law, pharmacy, and dentistry are located in Chicago, in proximity to the hospitals and the courts of law. The first president of the University was Rev. Dr. Clark T. Hinman. The complete list of presidents up to date is as follows: 1853-1856, Rev. C. T. Hinman, D.D.; 1856-1860, Rev. R. S. Foster, D.D., now Bishop Foster; 1869-1872, Rev. E. O. Haven, D.D.; 1872-1881, Rev. C. H. Fowler, D.D., now Bishop Fowler; 1881-1890, Rev. Joseph Cummings, D.D.; Henry Wade Rogers, LL. D., the present incumbent, was elected to the presidency in the summer of 1890.

*COLLEGE OF LIBERAL ARTS.*—The College of Liberal Arts is the center of the entire university system. The regular days of examination for admission to the College of Liberal Arts are the Monday next before commencement and the Tuesday next before the opening of the college year. The first regular examination for the year is held in June, and the second in September. Candidates may be examined and admitted at other times; they are advised, however, to enter at the beginning of the year. Candidates for admission should be at least sixteen years of age and must present testimonials of good moral character.

*WOMAN'S COLLEGE.*—Northwestern University is a co-educational institution. In 1873 the trustees of the university purchased the grounds, buildings and apparatus of the "Evanston College for Ladies," for the purpose of combining and making available all the special means and advantages of both institutions for the college education of women. Young women are admitted to all the undergraduate departments and to all the professional schools, with the single exception of the College of Medicine. The Woman's College, a large brick structure, completely equipped, is located on ground of its own, about three minutes' walk from the University campus, in Evanston. To accommodate the many young ladies who desire to secure an education at a cost somewhat less than the regular rates, the "College Cottage," a brick building, near the Woman's College, has been erected. The young ladies in this building have charge of a large share of the domestic arrangements, and expenses are thereby greatly reduced.

*PREPARATORY SCHOOL.*—Owing to the lack of good secondary schools the university found it necessary many years ago to establish its own prepara-



tory department. In this school the advanced grade of scholarship which the university seeks to maintain may be begun under the direct supervision of the authorities of the university. The graduates of this department pass, in general, to the freshman class of the College of Liberal Arts, but many here complete their preparations for eastern colleges. The applicant should be at least thirteen years of age, and must have such proficiency as to be able in one term to complete geography, and in two terms to complete arithmetic and English grammar.

**GARRETT BIBLICAL INSTITUTE.**—The Garrett Biblical Institute, the theological department of the university, has been in operation since 1856. It is open to all young men from any evangelical church who are proper persons to study in preparation for the Christian ministry. In connection with the theological school there is a Norwegian-Danish department.

**SWEDISH THEOLOGICAL SEMINARY.**—The Swedish Theological Seminary was established in 1882 and is the only school of its kind under the patronage of the Methodist Episcopal church. From this school preachers are sent out to nearly every state in the union.

**SCHOOL OF ORATORY.**—Students from other colleges, while preparing for various oratorical contests, frequently come to Northwestern for special training in this school. A high standard of oratory is maintained at the Northwestern and the prize speaking at commencement brings together a great audience. The College of Oratory offers a two years' course of study and gives to its graduates a certificate of graduation.

**CONSERVATORY OF MUSIC.**—The Conservatory of Music has for some time been one of the prominent departments of the university. It affords facilities for a thorough and systematic education in the theory and practice of music. Pupils in music are advised to pursue at the same time some studies in one of the literary departments of the university. Four courses of study are offered, each occupying four years.

**ASTRONOMICAL DEPARTMENT.**—The astronomical department of the university is located at Evanston. [See "Arts and Sciences."]

**THE MEDICAL SCHOOL.**—The Northwestern University Medical School, formerly known as the Chicago Medical College, is located in Chicago, adjoining the Mercy Hospital. The course of study is graded; it extends over three years, and leads to the degree of doctor of medicine. Students who begin their medical studies in this college are required to take three full courses of lectures.

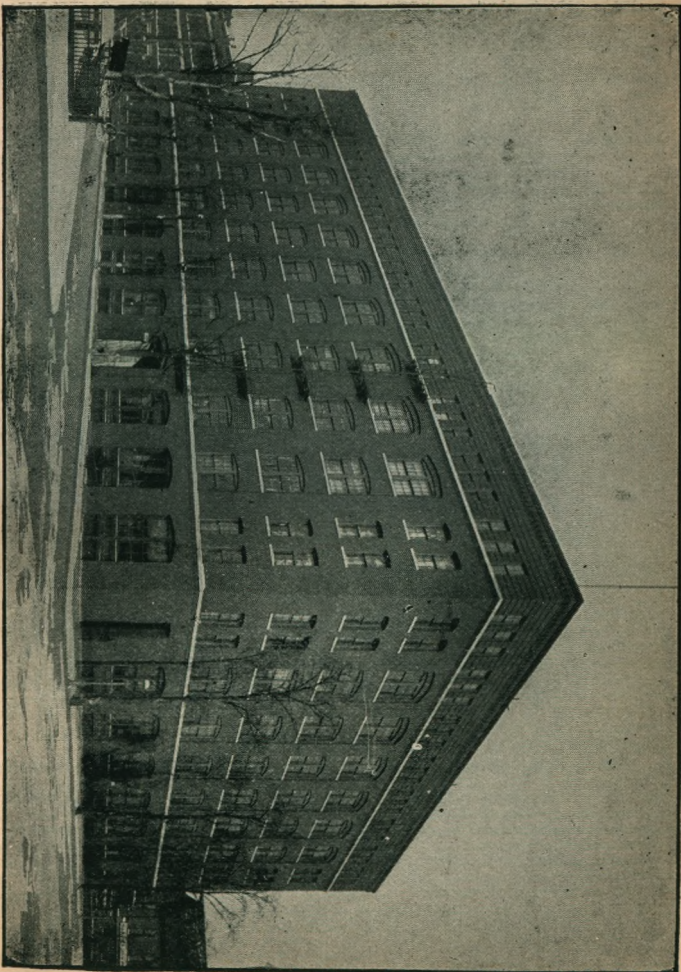
**SCHOOL OF PHARMACY.**—The School of Pharmacy, located at the corner of Lake and Dearborn sts., Chicago, is one of the most numerous attended schools of pharmacy in the country. This college being especially designed for the education of druggists, the requirements for entrance are such as will admit the great majority of drug clerks, apprentices and persons preparing for the drug business. Thus a good common public school education is sufficient; but no person under eighteen years of age will be admitted. [See "Education—Medical."]

**COLLEGE OF DENTAL AND OVAL SURGERY.**—The college of dental and oval surgery is one of the most recently established departments of the university. The faculty numbers thirty-three professors and instructors. The requirements for admission are the same as those of the Chicago Medical College. The course of study is graded and comprises three consecutive annual courses of lectures and clinical teaching. A fourth year is provided for those who desire to continue their studies and take the M.D. degree.

**THE LAW SCHOOL.**—The Law School is located at 40 Dearborn st., Chicago. The course of study covers two years. Students entering the junior class are expected to have at least a good common school education. A knowledge of Latin is desirable, but is not required. No discrimination on account of sex or color.

**NEW LIBRARY BUILDING.**—Orrington Lunt, of Evanston, donated \$50,000 to the Northwestern University for the erection of a new library building.





[Engraved for The Standard Guide Company ]  
F. H. HILL CO., WASHINGTON BLVD. AND MORGAN ST.

[See "Western Industry." ]

The library is located on the campus amid the other university buildings. The library contains 30,000 volumes. Each of the professional schools of the university has its special library, supplementing the general library of the College of Liberal Arts. This general library contains a large number of books for general reading and reference, and for use in the several departments of study. It is unusually complete in the departments of Greek and Latin literature. Every author is represented by the best editions from the earliest date. In the related subjects of archæology, criticism and history, the library is correspondingly full, so that in the special field of classical philology it ranks with the best in America. In modern literature it is well supplied with standard works in German, French, Spanish and Italian. There is also a valuable selection of books illustrating history, the sciences and fine arts. There is a reading room in connection with the library open morning and afternoon, supplied with a good collection of reviews and other periodicals. Every student is entitled to its privileges. [See "Libraries."]

*St. Ignatius College.*—Located at 413 W. Twelfth st., adjoining the Jesuit Church. Take W. Twelfth st. or Blue Island ave. car. The college was erected in 1869 for the higher education of the Catholic youth of Chicago and vicinity. It is conducted by Fathers of the Society of Jesus. A charter was granted to the institution by the legislature of the State of Illinois, June 30, 1870, with power to confer the usual degrees in the various faculties of a university. The studies pursued in the college comprise the doctrines and evidences of the Catholic religion, logic, metaphysics, ethics, astronomy, natural philosophy, chemistry, mathematics, rhetoric, composition, elocution, history, geography, book-keeping, commercial law, arithmetic, the Latin, Greek, English, German and French languages and literature. The college is provided with suitable chemical and philosophical apparatus, and possesses a most valuable museum. The library numbers about 16,000 volumes. There are also select libraries for the use of the students. The collegiate year is divided into two terms—the first beginning on the first Monday of September, the second on the first Monday of February. Students, however, are received at any time during the year.

*St. Xavier's Academy.*—Located at the Cor. of Wabash ave. and Twenty-ninth st. Conducted by the Sisters of Mercy. First opened in 1846, and is consequently one of the oldest, as it is one of the best educational institutions of the city. Take State st. cable line. The building is a large and handsome edifice of brick with stone trimmings. Hot and cold baths are connected with the various departments, and the arrangement of the structure generally is well adapted to the purposes for which it is dedicated. The discipline of this academy is mild, yet conducted with such uniformity as to secure order and regularity, and the young ladies entrusted to the care of the sisters leave their charge cultivated intellectually, strengthened and fortified morally, and with habits fixed, which secures them good physical as well as mental health. The scholastic year is divided into two sessions of five months each, the first session commencing on the first of September; the second on the first of February.

*University of Chicago.*—Location, between Ellis and Lexington aves. and Fifty-seventh st. and Midway Plaisance. Take Cottage Grove ave. cable line, South side elevated railway, or Illinois Central railway. This university gives promise of becoming, at an early day, the richest as well as the greatest seat of learning in the United States. The old institution of that name, after a struggle for existence for nearly thirty years, succumbed to financial difficulties in 1886, and suspended its educational work. So profound, however, was the conviction that Chicago was the ideal location for a great institution of learning, that efforts began to be made almost immediately looking to the establishment of a new university. It was soon found that John D. Rockefeller was interested in the project. In 1888 the Baptists of the United States organized the American Baptist Educational Society, and elected Fred. T. Gates its corresponding secretary. Mr. Gates soon became persuaded that the first great work for the new society to undertake was the establishment of a new university in Chicago. He and Mr. Rocke-

feller entered into correspondence, and to their conferences with each other Chicago owes its university. In May, 1889, the Education Society resolved to undertake the raising of \$1,000,000 to found a well equipped college in this city, and Mr. Rockefeller at once made a subscription of \$600,000, conditioned on the subscription being increased to a full \$1,000,000 within one year. T. W. Goodspeed was associated with Mr. Gates in the effort to raise the \$400,000 required by this condition. Not only was this done within the time specified, but \$150,000 more than was required was secured.

**THE GREAT DONATIONS.**—Marshall Field gave a site of a block and a half valued at \$125,000, but now worth much more than that sum. To this gift from Mr. Field there has since been added two and a half blocks, making the present site four blocks. The intersecting streets have been vacated by the city council so that the site consists of a solid block 802 by 1,261 feet, or nearly twenty-four acres. Washington Park lies four blocks west and Jackson Park seven blocks east. The site fronts south on the Plaisance which is itself a park connecting Washington and Jackson. These magnificent parks are the pleasure grounds of the students, affording facilities for all kinds of outdoor games and exercises. Immediately after the organization of the board of trustees, Prof. Wm. Rainey Harper, of Yale University, was elected president of the university. It was the conviction of Dr. Harper that the institution should from the outset be in fact as well as in name a true university. With this view Mr. Rockefeller and Mr. Gates heartily agreed, and on the day of Dr. Harper's election to the presidency he read to the board a new subscription from Mr. Rockefeller for one million dollars. This great sum was given for the express purpose of making the new institution a true university. It required the establishment of a great graduate department, the transferring of the Morgan Park Theological Seminary to the new site as the divinity school of the university, and the establishment of a well equipped academy in the buildings of the seminary at Morgan Park. In the spring of 1891 the executors and trustees of the estate of Wm. B. Ogden, the first mayor of Chicago, designated seventy per cent. of the bequest under Mr. Ogden's will for benevolent purposes to the new university. In making the designation they expressed the hope that the university would receive about \$500,000 from the estate. With this sum the trustees are to establish "The Ogden Scientific School of the University of Chicago," for advanced graduate scientific instruction. Although there is a contest over the will, the board is confident that the full amount indicated above will finally be realized from the estate for the scientific school.

**THE ROCKEFELLER GIFTS.**—Mr. Rockefeller's gifts up to this time, had been princely, and it was not supposed, by the public, at least, that he would make further donations. But in April, 1892 it was announced that he had contributed another million dollars. Upon receipt of this intelligence, Marshall Field announced that he would give \$100,000 toward a building fund of \$1,000,000 to be raised within ninety days. Before the time expired the \$900,000 in addition to Mr. Field's gift were raised.

**THE YERKES GIFT.**—The next surprise for the public came from Mr. Charles T. Yerkes, the street car millionaire [see "Yerkes Telescope," under heading "Arts and Sciences,"] who contributed \$500,000 for the construction of an astronomical observatory for the university. Following this magnificent gift came a donation of \$250,000, from Mrs. Reynolds, widow of a celebrated Mississippi river steamboat owner, known the country over as "Diamond Joe." This sum was to be put into a memorial building for her late husband, to be erected on the campus. And about Christmas time, 1892, Mr. Rockefeller donated an additional \$1,000,000, making \$3,600,000 in all from this generous citizen of the republic. Many smaller contributions have been made.

**LIST OF BEQUESTS, ETC.**—The list of bequests and donations, as near as it can be given, up to the spring of 1893, is as follows: John D. Rockefeller, \$3,600,000; Ogden estate, \$500,000; C. T. Yerkes, \$500,000; Divinity school original funds, \$500,000; Marshall Field, \$300,000; Mrs. Reynolds, \$250,000; Sidney A. Kent, \$180,000; T. B. Cobb, \$150,000; Martin A. Ryerson, \$250,000;



George C. Walker, \$100,000; Mrs. N. S. Foster, \$50,000; Mrs. Mary Beecher, \$50,000; Mrs. Henrietta Snell, \$50,000; Major H. A. Rust, \$50,000; Mrs. E. G. Kelley, \$50,000; F. E. Hinckley, \$50,000; George C. Walker (trustee), \$30,000; Standard Club, \$25,000; E. Nelson Blake, \$25,000; Mrs. Martin Ryerson, \$10,000; John A. Reichelt, \$10,000; C. C. Bowen, \$10,000. The last gift of \$1,000,000 placed the university third among the rich colleges of the country, leaving Leland Stanford out. The new California school's endowment is called \$20,000,000, but that is only a price set upon California lands by Californians. In riches the universities rank about this way: Harvard, \$12,000,000; Columbia, \$10,000,000; University of Chicago, \$7,000,000; Cornell, \$6,000,000; John Hopkins, \$4,500,000.

**GATHERING THE FACULTY.**—In the meantime President Harper was busily engaged in securing the services of the ablest teachers in every branch of higher education. With the means at his disposal he was able to offer inducements which could not very well be disregarded. The salaries offered drew the ablest and most distinguished professors from such colleges and universities as Brown, Cornell, Yale, Harvard, Clark and the several state universities.

**BUILDINGS OF THE UNIVERSITY.**—Not all of the great buildings are as yet (1893) completed, but those that have been erected are worthy of this institution. Cobb Lecture Hall and the adjoining dormitory are the only permanent buildings completed. Of the lecture hall, no one who has seen it can say too much in honest praise. Mr. Cobb with such deftness and imagination as only a master architect possesses, has contrived a structure that might be 800 years old from its placid gray and the general tone of subdued age it wears. Professor Lawrence who had lately come from Cambridge, was fascinated by Cobb Hall. Of the other buildings, Kent Chemical Laboratory, Foster Hall, Kelley Hall, Beecher Hall, Woman's Hall, Snell Hall and the Walker Museum [see "Arts and Sciences"] will be completed before the close of the present summer (1893). In the mean time a temporary building for the general library and the gymnasium has been put up, the Kenwood observatory is in use for the classes in astronomy, a building at Fifty-fifth and Lexington ave., is used by the departments of biology, physics, chemistry and geology and two apartment buildings, "The Beatrice" and "The Drexel," have been leased for dormitories.

**THE FIRST QUARTER.**—The first quarter of the University of Chicago showed an attendance of 766 students. Of these 150 were "preps." The remainder were divided as follows: Graduate department, 160; Divinity school, 181; Undergraduate departments, 275; Total, exclusive of preparing students, 616.

**LIBRARY OF THE UNIVERSITY.**—The university has 350,000 volumes, in round numbers. [See "Libraries."]

**NEW DEPARTURE IN EDUCATION.**—The new institution marks a new departure in educational methods. 1. It continues in operation the year round. There will be four quarters of twelve weeks each, with a vacation of one week between the end of one quarter and the beginning of the next. Each quarter is divided into two terms of six weeks each. 2. All courses of instruction are classified as majors and minors, the major requiring from ten to twelve hours of class-room work each week, the minor four to six hours. Each student takes, as a rule, one major and one minor study at a time. 3. Professors and students may take their vacations in any quarter, or may take any two terms for their vacations, one in one part of the year and the other in another part, or, if able, may work the entire year. A teacher who teaches three full years of forty-eight weeks each, will be entitled to a full year's vacation on full pay. A student by working the year round may complete the full college course in three years. 4. A student may enter at the beginning of any quarter or any term. All students are admitted on examination, and may enter any stage of the course for which they are prepared. These arrangements are proving equally attractive to professors and students, and seem to promise great advantages to both. The university has in hand and in sight assets amounting to about \$3,000,-





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[See "Western Industry."]

000, above two-thirds of which will be in the form of a permanent endowment fund. It is now appealing to the citizens of Chicago for \$1,000,000 as a building fund. It is also confidently believed that the endowments will be so increased as to insure for Chicago one of the great universities of the world.

**A NON-SECTARIAN INSTITUTION.**—Although the university was conceived and founded by Baptists, it has not been their purpose to make it a Baptist university. It is not managed or known as a sectarian institution.

**COMBINING TWO UNIVERSITIES.**—It is very probable that Lake Forest University [see "Lake Forest University,"] will become an adjunct to the University of Chicago, by consolidation, at an early day.

**FOR BOTH SEXES.**—Women have equal rights and privileges with men in every department of the university.

**PREPARATORY SCHOOL.**—The University of Chicago has located its preparatory school at Morgan Park. It has absorbed the Baptist Theological School, the Illinois Military Academy and the Chicago Female College. It has already five commodious buildings and will spend \$150,000 in making additional improvements.

*University School.*—New building, located at Dearborn ave. and Elm st., North side. Take N. State st. or N. Clark st. cars. The building is four stories, 50 by 90 feet, of the Gothic order, and cost \$100,000. The exterior is plain and simple, of brown stone up to eight feet in height, above which the walls rise in terra cotta and red pressed brick. The ornamentation is in terra cotta and brown stone. The University School prepares boys for colleges, universities or scientific schools.

*University of Illinois.*—Located at Champaign. Supported by the State of Illinois. An educational institution of a high order, though not ranking with other state universities. Many improvements have been made. A new hall of natural history, a chapel, a museum, etc., are to be provided for by the legislature. The institution is in charge of trustees appointed by the governor.

#### EDUCATION—BUSINESS COLLEGES.

There are a number of business colleges in Chicago, the most prominent being Bryant & Stratton's, Metropolitan Business College, West Side Business College, Central Business College and Union Business College.

*Union Business College.*—Location, 51, 53, 55 Dearborn st., E. D. Clifford, principal. A popular educational institution for the training of young men and women in business methods. Open throughout the year for daily lessons. Evening sessions held from September to June. There are shorthand, telegraph, bookkeeping, English and penmanship departments. In the shorthand department, shorthand, spelling, typewriting, punctuation and general office work is taught, the Remington being the machine used. In the telegraph department, telegraphy, spelling, typewriting and abbreviating are taught. This is pronounced the largest and best equipped telegraph school in the business; fully supplied with implements of the very best make with relay key and switch board. The teacher in this department is an expert operator. In the bookkeeping department, bookkeeping, penmanship, arithmetic and commercial law are taught. In the English department, reading, arithmetic, writing, grammar, spelling and history are taught. The penmanship is plain, easy flowing handwriting. Tuition fees: for regular courses, per month, \$12; per term of three months, \$30; per term of six months, \$55. Evening courses, per month, \$5; per term of eight months, \$32. The principal of this college, Mr. E. D. Clifford, received his training in one of the greatest business colleges of the country. The Union Business College stands high with the merchants of the city, and graduates secure positions in mercantile establishments easily.

#### EDUCATION—LAW.

The great universities and colleges have absorbed the leading law schools of Chicago.

*Chicago College of Law.*—Branch of the Lake Forest University. Location, 78 La Salle st. [See "Lake Forest University."]

*Union College of Law.*—Branch of the Northwestern University. Location, 40 Dearborn st. [See "Northwestern University."]

#### EDUCATION—MEDICAL.

The Medical colleges of Chicago are numerous and many of them rank among the greatest in the country. The medical departments of the Northwestern University are, as a rule, referred to in connection with that institution. Following are the leading medical institutes:

*Bennett Medical College.*—Location, Cor. Ada and Fulton sts. Also a hospital. Contains lecture rooms, etc.

*Chicago College of Pharmacy.*—Location, 465 State st. A college for general instruction in pharmacy.

*Chicago Homœopathic Medical College.*—Location, Cor. Wood and York sts., opposite County Hospital. A three-story building, provided with ample amphitheatre, four clinic rooms, two large dissecting rooms, etc. A college of high standing.

*Chicago Medical College.*—[See "Northwestern University."]

*Chicago Pharmaceutical College.*—Location, Dearborn between Twenty-fourth and Twenty-fifth sts. An extension of the Northwestern University. [See "Northwestern University."] This is one of the newest and handsomest colleges in the city. Its cost was \$100,000. It is five stories high, the first story being of Bedford stone and the other four of brick and terra cotta.

*Chicago Polyclinic.*—[See "Charities."]

*Chicago Veterinary College.*—Location, 2537 State st. A veterinary school of high standing. Has twelve teachers.

*College of Dental and Oval Surgery.*—[See "Northwestern University."]

*College of Dental Surgery, The Chicago.*—The Chicago College of Dental Surgery, dental department of Lake Forest University, is located at the N. E. Cor. Michigan ave., and Randolph st., Chicago. The college building occupies the three upper floors which are easily reached by two elevators. The top floor contains the lecture room, chemical and senior mechanical laboratories, faculty room, college museum and dissecting room. The floor below is devoted entirely to the Infirmary which in all of its appointments, students' lockers, waiting room, etc., is the most complete in the dental world. The lowest floor furnishes space for the college gymnasium and laboratories of the under class men. In the present location the college began its three year course of study. The course of instruction of the college embraces physiology, histology, oval surgery, materia medica, therapeutics, anatomy, operative dentistry, chemistry, dental pathology and dental technics.

*College of Physicians and Surgeons, The.*—This institution is located at 813 W. Harrison st., at the Cor. of Honore st., and faces the County hospital. The buildings cover an area of 107 feet by 100 feet, and they are six stories high. The college has a hospital under its exclusive management on the Cor. of Lincoln and Congress sts., only one block away. The faculty is composed of thirty professors, and about the same number of clinical teachers, laboratory demonstrators and assistants. The course of study in this institution covers four years, and the highest preliminary examination is maintained for admission.

*Hahnemann Medical College.*—Location, 2813 Cottage Grove ave. The college was housed in a magnificent new structure in 1893. This building is the largest and best-equipped homœopathic school in America. It is five stories high, built of Bedford granite. It contains two amphitheatres fitted

in marble, a recitation room, reading room and two chemical laboratories. The entire structure cost \$40,000.

*Illinois College of Pharmacy.*—Location, S. W. Cor. Lake and Dearborn sts. [See "Northwestern University."]

*National Homœopathic College.*—Organized in 1892 by a number of physicians interested in the new German-American Homœopathic College. The latter has existed only in name. It was founded by Dr. J. Malok, who was the treasurer. Some dispute having arisen, it was determined to found a new college, and the faculty of the German-American became members of the faculty of the new institution.

*Northwestern University Woman's Medical School.*—The Northwestern University Woman's Medical School, formerly Woman's Medical College of Chicago, is located at 333-339 S. Lincoln st., opposite Cook County Hospital. The school was organized in 1870, with the late Wm. H. Byford, M. D., as its president, a position which he held until his death, three years ago. At the time of his death Dr. Chas. Warrington Earle, as senior professor, was elected president. The first course of lectures was delivered in a hospital on N. State st. but the college soon found quarters at Nos. 1 and 3 N. Clark st., only to be driven out in a few weeks by the memorable fire of 1871. Lectures were soon resumed at 341 W. Adams st., and a little later the school moved to 598 Adams st., and thence to Paulina st., corner of Adams, where an indifferent stable was converted into a comfortable medical college. After seven years of wandering and continuous changes, the college took possession of its present quarters, which have from time to time been enlarged and improved and fine laboratories added until now the institution has a property valued at \$60,000 and a constantly increasing attendance of students. During the years 1891 and 1892, the Woman's Medical College became a part of the Northwestern University and assumed the name, Northwestern University Woman's Medical School. This union with the university makes the former graduates alumni of the university and gives all its students access to the extensive physiological, pathological and bacteriological laboratories of the university.

*Pasteur Institute.*—This institute has been very successful in Chicago. In a report issued by Dr. A. Lagoria, in 1892, the information was given that 252 persons had applied to the Institute for treatment. The treatment, however, was not given to 1.3 applicants, as not reasonable evidence was produced to demonstrate that the animals which inflicted the bites were rabid. Only 104 received treatment.

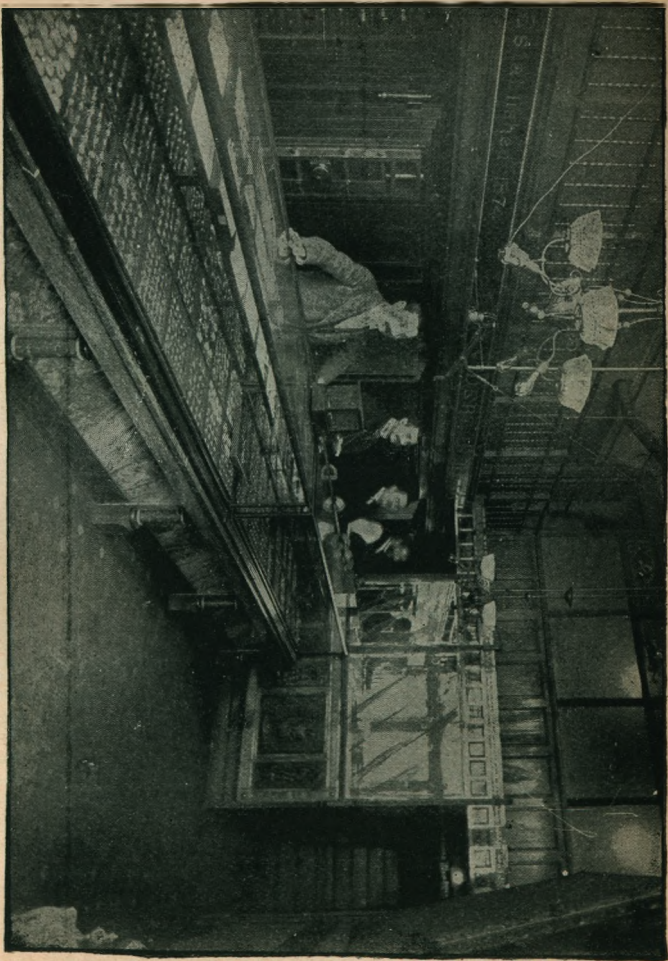
*Rush Medical College.*—Location, Cor. Wood and W. Harrison sts., opposite main entrance to County Hospital. A handsome three-story structure containing lecture rooms, etc. Being contiguous to the County, the Presbyterian and other hospitals, opportunities are afforded for clinics. The Rush Medical College is one of the oldest in the West. Its faculty is large and representative.

## EDUCATION—MUSICAL.

For many years Chicago has been granted the distinction, even by older cities of this country, of being a center for musical education. The conservatories of music in existence here rank among the best in the country. Among the leading colleges of music are the following:

*American Conservatory of Music.*—The American Conservatory is generally recognized as one of the leading schools of music in the West. It is located in Chickering Hall, Cor. Wabash ave. and Jackson st. The faculty numbers forty members, each one standing high in his or her profession, and the course of study is not only comprehensive and thorough but also practical and progressive. A normal department for the training of teachers and a pupils' orchestra are prominent features. John J. Hattstaedt, one of the best known and most successful musical educators, is the director. The





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admirable catalogue published annually by the institution will give full particulars.

*Balatka School of Musical Art.*—Located in Kimball Hall. Director, Hans Balatka.

*Blaisdell-Preisch Conservatory of Music.*—Established 1892. Location, Cor. State and Jackson sts. For musical and dramatic instruction.

*Chicago College of Vocal and Instrumental Art.*—Location, Kimball Hall. Director, A. H. Ruff. A large staff of assistants is employed.

*Chicago Conservatory.*—Location, 9th floor of Auditorium bldg. Director, Prof. Samuel Kayser. A large force of instructors in the musical and dramatic arts is employed. Students are fitted for the amateur or professional stage.

*Chicago Musical College.*—Location, Central Music Hall. One of the oldest and most widely celebrated musical conservatories in the United States. Director, F. Ziegfeld. A large and competent staff of instructors is employed. This institute has pupils from all parts of the country.

*National Conservatory of Music.*—Location, 113 Adams st.

*Tourjee Conservatory of Music.*—Location, 241 243 State st. Mr. Homer Tourjee, director of Tourjee Conservatory of Music of Chicago, is the son of Dr. Eben Tourjee, founder and originator of the largest musical institution in the world, the New England Conservatory of Boston. Mr. Tourjee having been associated with his father in his great work for several years, is therefore particularly adapted and fitted, by nature and training, to perpetuate the great work of his father, and to give to the public some of the results and fruits of his labor. The Tourjee Conservatory of Chicago is at once taking a prominent place among the leading and best organized schools in the country. Founded on a liberal basis, with a faculty comprising many musicians of note and educators of large experience, the Tourjee Conservatory of music through young in its present history, has evidently spread its reputation far and wide, a well organized and thoroughly equipped institution, known for its thoroughness and unsurpassed advantages. The school has already enjoyed among its patronage, pupils from Oregon, South Dakota, Wyoming, Nebraska, Arkansas and San Francisco, which certainly argues most favorably for the success of this worthy institution.

*Other Musical Colleges.*—There are musical departments in all the universities, colleges and academies of Chicago.

## EDUCATION—PUBLIC.

Public education in the United States is held to be one of the highest responsibilities of government. The public schools are supported by state endowments and by direct taxation. Outside of the district of Columbia, the territories and the Indian reservations, the Federal government exercises no jurisdiction or supervision over educational matters. The laws relating to education vary in the several states, but their general aim—the free education of the masses—is the same. In the state of Illinois there are, aside from the state department of public instruction, village, township, municipal and county school boards. The public schools of Chicago are in charge of a "Board of Education," vacancies in which are filled by the mayor, as they occur from time to time. Women are eligible to appointment. Something about public education in the state of Illinois, will be of value and interest to the visitor, before the subject of public education in Chicago is taken up.

*County School Statistics.*—The report of the county superintendent of schools for the year 1892, contains the following statistical information: The number of schoolhouses in 1892 is 427, of which 230 are in the city; the num-

ber of high schools, 16, of which 12 are in the city; the number of graded schools, 299, of which 230 are in the city. This shows an increase of 18 schools. There are 268 male and 3,495 female teachers in the county, 50 men and 85 women being engaged in the county schools. The school census shows 588,362 children in the county under 21 years of age and 359,350 between the ages of 6 and 21. In the public schools are enrolled 175,128 pupils, of whom 157,743 live in the city. In the private schools of the city are 67,288 pupils and in those of the county 3,497. The average daily attendance in both city and county schools was 123,657. This is 70 per cent of the total enrollment. The average number of days each pupil attended school was 141.21. The total number of teachers examined by the county superintendent was 877 and the number of certificates issued 422. The total expenditures on county public schools were \$311,569.12.

*Illinois School Statistics.*—From the report of the state superintendent of public institutions for the year 1891 and 1892, it appears that in Illinois in the year ending June 30, 1892, there were 927,234 males under the age of 21 years. This is 48,029 more than contained in the report of 1890. The females under 21 years in 1892 were 911,555, or 46,716 more than 1890. The number of males and of females of school age—between the age of 6 and 21 years—is 618,543 and 603,289, or, respectively, 28,542 and 29,850 more than in 1890.

**AVERAGE DAILY ATTENDANCE.**—The average daily attendance in these schools was 574,738, an increase of 4 per cent on the attendance of 1890. In 1892 the children in daily attendance was 71.1 per cent of the number enrolled. In 1890 this percentage was 69.2. The average number of days that each pupil enrolled attended school in 1892 was 110.3; in 1890, 107.5. Total days of attendance in 1892 was: Graded schools, 58,715,779; in ungraded schools, 30,598,623; in both, 89,314,402. In 1890 it was: Graded schools, 52,802,236; ungraded schools, 30,851,107; in both, 83,656,370.

**COST OF EDUCATION, ETC.**—The total amount paid teachers in the public schools was \$7,963,101.46, and the total expenditures of the districts for the schools was \$12,968,860.86. The total value of the public school buildings and sites, libraries, and apparatus is \$30,580,362.65. The cost of tuition for each person of school age is \$6.52; for enrollment, \$9.84; for average daily attendance, \$19.33. The total cost of schooling for persons of school age is \$10.88 per pupil; for enrollment, \$16.42; for average daily attendance, \$23.08. The cost per pupil for tuition is a little higher than in 1890; but, owing to the increased expenditure for buildings and improvements, the total cost of schooling per pupil has been raised since 1890.

**ENROLLMENT IN GRADED SCHOOLS.**—The enrollment in graded schools in 1892 is reported as 219,305 for males and 225,569 for females, or an increase of 21,295 for the former and 2,420 for the latter in two years. In ungraded schools the enrollment of males is 191,853 and of females 172,725. This is a decrease of 7,327 for males and of 6,255 for females since 1890. The total enrollment of pupils in public schools is 809,452, an increase of 31,132 in two years.

**PRIVATE SCHOOL ATTENDANCE.**—Nine hundred and fifty-five private schools report an attendance of 90,444 pupils, of which 44,353 are males. There are 1,033 male and 1,834 female teachers in these schools.

**SCHOOL DISTRICTS.**—There are 11,578 school districts, 12,372 school-houses and 1,666 graded schools, including 234 high schools in the state. The average number of months the schools were in session was 7.4, or 155 days.

**SCHOOL LIBRARIES.**—One thousand nine hundred and eighteen districts report libraries containing 322,482 books.

*Chicago Public School System.*—The investment of public funds in education in Chicago, from the opening of the public schools to date, is, in round figures, about \$60,000,000.

**ABUSES.**—The visitor will hear much of abuses in the nature of "fads," which have crept into the common schools. The "fads" are the study of the German language, singing, sewing, physical culture, etc., etc. These branches of study, however, have their supporters. The common or public

schools of Chicago aim to cover all branches of lower education, general and technical.

**ATTENDANCE, TEACHERS, ETC.**—The total enrollment for 1892 was 152,005; male, 74,366; female, 77,639; number of teachers, 3,420; pupils attending department high schools, 5,463; grammar, 34,056; primary, 99,328; total attendance, 138,847; seats owned by city, 135,613; in rented buildings, 9,776; total tardiness for eleven months, 56,801; pupils studying vocal music, 137,280; drawing, 116,802; German, 35,020.

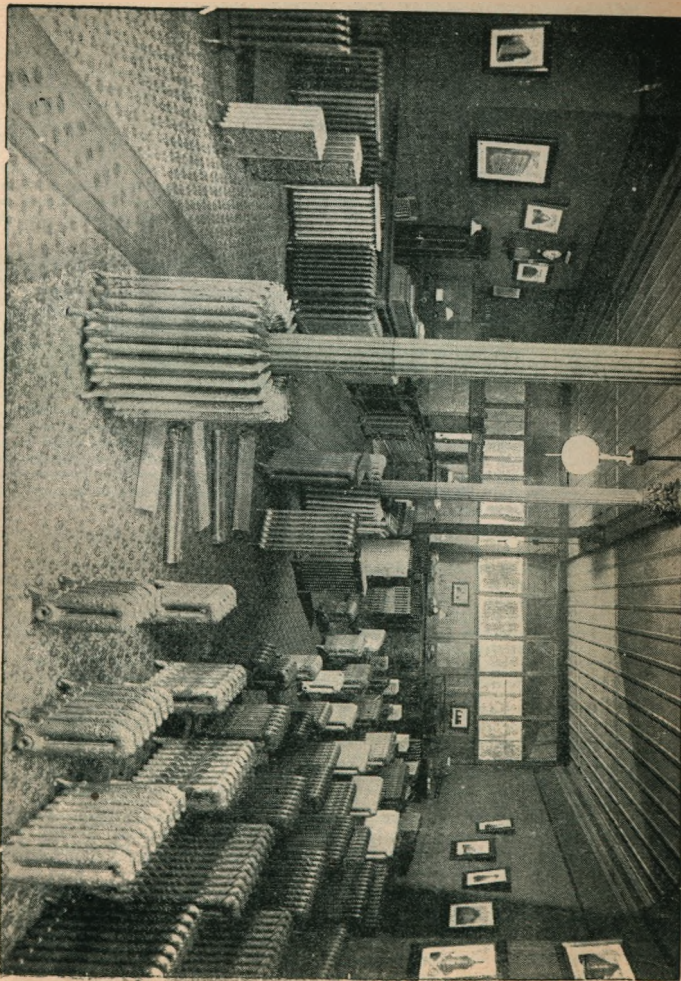
**COMPULSORY EDUCATION.**—There is a compulsory education law in force in this state, the provisions of which would require too much space to set forth. In effect, however, it provides that all children between the ages of seven and fourteen years shall be in some school for at least sixteen weeks of each year. It does not insist upon attendance at public schools. They may be public, private, or parochial, but the law flatly states that all children who are able must be at school somewhere for the time specified. Reasonable exceptions are made, of course, and are observed at the discretion of the truant agents. The process of picking up a child from the streets and placing him in school is called by the agents "an investigation."

**COOK COUNTY NORMAL SCHOOL.**—Situated on Stewart ave., near Sixty-seventh st. Post-office address, Englewood, Cook county. Take train at Van Buren st. depot, Van Buren and Sherman sts. An institution for the higher education of public school graduate desirous of becoming teachers. A gymnasium, 67x108 feet in size, has been added to the normal school. Its cost was \$26,000. A running track, eight feet wide and 270 feet to the lap, is suspended from the trusses ten feet above the floor line. The building is approached by a commodious porch, twelve feet by forty-four feet, and entered by a vestibule, seven feet by twenty-one feet, with seven by ten feet offices to the right and left. From each corner projects a one-story annex, twenty-two by twenty-six feet. These are fitted up for boys' and girls' dressing-rooms, lavatories, etc. The walls, inside and outside, are faced with Chicago hydraulic pressed bricks with Bedford stone trimmings for the exterior. The woodwork is Georgia yellow pine with natural wood finish.

**COST OF PUBLIC SCHOOL SYSTEM.**—The cost of the public school system of Chicago for 1892, aggregated \$5,996,084, as follows: For salaries of superintendents and teachers in the primary and grammar grades, exclusive of teachers of special studies, \$2,230,325; less estimated revenue of school fund, (\$480,000), \$1,750,325; tuition of pupils at Cook County Normal School, \$7,500; evening schools, \$110,000; school libraries, \$2,500; supplementary reading, \$20,000; rebinding books, \$1,000; text books for indigent pupils, \$5,000; maps, charts, globes, etc., \$2,500; payments toward pianos, \$1,500; expenses Columbian Exposition, \$10,000; sundries, \$750; salaries, office employes, attorney, and school agent, \$45,000; salaries, engineers and janitors, \$255,000; school supplies, chalk, etc., \$50,000; school-house supplies, \$15,000; fuel, \$110,000; printing proceedings, etc., \$12,000; supplies for sewing for 40,000 pupils, \$5,000; material for manual training, \$1,500; school sites, \$200,000; new buildings, \$1,765,000; permanent improvements, \$100,000; general repairs, \$200,000; heating apparatus, \$100,000; apparatus and furniture, \$50,000; rentals of branches, \$45,000; special assessments, \$40,000; incidentals, \$45,000; legal expenses, \$250; support of high schools other than manual training, \$272,500; support of English high and manual training, \$50,000; drawing—salaries and supplies, \$35,000; music—salaries and supplies, \$30,000; German—salaries and supplies, \$170,000; physical culture, \$28,000; compulsory education, \$25,000; school census, \$15,000; due contracts, less balance of appropriation '91, \$145,036—\$165,616; payment of bonds, interest, and orders, \$80,500. Total, \$5,821,411. Loss in collection and costs, \$174,413. Total estimate, '92, \$5,996,084.

**MANUAL TRAINING IN THE PUBLIC SCHOOLS.**—The Chicago English High and Manual Training School, for instruction in the mechanical arts, was opened in August, 1890, and occupies the large public school building on W.





[Engraved for the Standard Guide Company.]

SALESROOM, THE AMERICAN RADIATOR CO., 111-113 LAKE ST.

[See "Western Industry," 17]

Monroe st., near Halsted st. This school is under the direction of the city board of education. In grade the manual training school ranks with the high schools, and no student is admitted until he has passed through the grammar grade. Promotion cards entitling the holder to be admitted to the ordinary high school will admit him also to the polytechnic school. A full term, three years' course, has been laid down, and when the student has completed this he is graduated with honors and a diploma, the same as if he had gone through the high school. Blacksmith forges are placed in the basement, and all the machinery is located on that floor also. The first floor is given up to the wood-working trades, while the upper floors are utilized by the classes in English, mathematics and the natural sciences. There is a course in commercial law and practical book-keeping, and every effort is made to send each student away with a sufficient knowledge both of business and the trades to help him in almost any line of work which it may be his lot to follow.

**NUMBER OF SCHOOL BUILDINGS.**—There are at this time (summer of 1893) about 330 public school buildings within the corporate limits of Chicago. Many of these buildings are very handsome; the great majority of them are costly structures. The average cost per building during recent years has been about \$75,000; in a few instances it has exceeded \$100,000.

**NUMBER OF SCHOOL ROOMS.**—The total number of school rooms in 1892 was 2,716. This number, however, is greatly increased in 1893 by the number of new school buildings erected and opened.

**ORGANIZATION.**—The public schools of Chicago are conducted under the supervision of a board of education, which consists of male and female members, appointed by the mayor, and who are about equally divided politically. The executive department is in charge of a superintendent, eight assistant superintendents, a supervisor and assistant supervisor of evening schools, a clerk, an attorney, school agent, business manager, chief engineer, auditor and numerous assistants.

**PHYSICAL CULTURE.**—In 1886 the board extended the physical culture classes to all the grammar schools in the city, and eight special teachers were appointed to assist Prof. Suder. In January, 1889, the system was introduced into all the primary departments of the city, and four teachers were added to the physical culture staff. In the following May, exercises were commenced in the North, South and West division high schools. In the primary schools the pupils are exercised in calisthenics only. These exercises consist of simple muscular movements of the arm and foot, arm and trunk, and marching and breathing exercises. The arrangement is such that all parts of the body are brought into play during the lesson. In the grammar schools smooth wooden wands, an inch in diameter and three feet long, and wooden dumb-bells, shelled, having a combined weight of one pound, and eleven inches long, are used as an aid to the physical training of the scholars. Wand and dumb-bell exercises are practiced once a week in all the grammar schools, and once a week the pupils are put through calisthenic exercises. It is in the North, South and West division high schools that physical culture is most practiced.

**PUBLIC DEAF MUTE SCHOOLS.**—There are four public schools for the education of deaf mutes in Chicago, as follows: Scammon Branch School bldg., W. Monroe, near S. Halsted; 250 Twenty-first st.; 102 Fullerton ave., and 153 Evergreen ave. Free tuition.

**PUBLIC KINDERGARTENS.**—The public kindergartens of the city are as follows: Eleanor Reid, 2541 Calumet ave.; Halsted Street, 784 S. Halsted; Railroad Chapel, 3825 Dearborn; Armour, Thirty-third and Dearborn; Bethesda, 406 S. Clark; Marie Chapel, Wentworth ave. and Bushnell; Tabernacle, Morgan and Indiana; Plymouth, 3027 Butler; German, Locke and Bonaparte; Lincoln Park, Garfield ave. and Mohawk; Talcott, 109 W. Adams; St. Paul's, Thirtieth and Prairie ave.; Chicago Avenue Kindergarten, Chicago ave., Cor. La Salle ave.; Lincoln Street, Ambrose, Cor. Liu-

coln; Home for the Friendless, Twentieth and Wabash ave.; Alumnæ Kindergarten, Sixty-fifth and Champlain ave. These kindergartens are conducted by the Chicago Free Kindergarten Association, and are not under control of the Board of Education.

**PUBLIC NIGHT SCHOOLS.**—Public night schools are open in Chicago every winter. They usually open about the first of October and close about the first of April. These schools are free to boys and girls who cannot attend the day schools. The course of study is similar in most respects to that followed in the day schools.

**SALARIES.**—The salaries of superintendents, principals and teachers in the public schools if given in detail would make a long list. Some of the principal salaries paid as well as examples in the case of teachers, will be sufficient for the information of the visitor. The salaries given are from the estimates of 1893: Superintendent of public schools (chief officer), \$7,500; assistant superintendent, during first two years of service, \$3,500; after two years service, \$4,000; supervisor of evening schools, \$165 per month; assistant \$150 per month; supervisor of German schools, \$3,000; assistant, \$2,200 per annum; supervisor of singing in grammar schools, \$2,800; special teachers of German, \$1,800 and \$1,600; supervisor of singing in primary schools, \$2,500; teachers of singing from \$1,200 to \$1,600; supervisor of drawing, \$2,500; assistants and teachers of drawing from \$1,200 to \$1,600; supervisor of physical culture, \$2,200; assistants and teachers from \$900 to \$1,200; supervisor of deaf mute school, \$1,500; assistants and teachers from \$550 to \$1,100. Principals of grammar schools are divided into eight groups, and their salaries range from \$1,200 to \$2,500; principals of primary schools receive from \$1,000 to \$1,800. Assistants to principals receive \$1,100 each. Teachers in grammar and primary schools receive from \$525 to \$1,000, the salary being regulated by the size of schools, length of service, capacity, etc. Substitute teachers receive \$4 per day. Cadets, or candidates for positions as teachers who hold partial certificate of qualification, after regular service for two months, receive 75 cents per day; after a service of six months \$1.25 per day. This wages is paid for actual service. After six months they are eligible to positions as teachers, and are in the line of promotion.

**SCHOOL FOR BLIND CHILDREN.**—The sum of \$50,000 has been appropriated by the board of education for the purpose of building and equipping a mental and manual training school for blind children. The state supports a school for the blind, but it is under the control of the board of charities. It is thought that the blind should not be subjected to the stigma of receiving pauper assistance any more than those blessed with sight. It is proposed simply to make this a public school, where sightless children will be received on the same terms extended to all others without being compelled to suffer any humiliation whatever.

**TEACHERS.**—Nearly all the superintendents, supervisors, assistants and principals (particularly in the grammar schools) are male; the teachers as a rule are female. Married women are not eligible. The female teachers are not compensated as well as the male, for the same work. Neither are the teachers compensated proportionately with principals, supervisors, etc. These inequalities give rise to frequent discussions. It is also a question whether females are successful as teachers of boys.

## EDUCATION—TECHNICAL TRAINING.

Polytechnic education has within the last ten years received the attention of Chicago people interested in the training of the youth of both sexes. Various training schools have been established here during that time. The Public Manual Training School is treated under the head of "Public Education." It might be considered wise for certain reasons, to classify the training schools mentioned below under at least two separate headings,



but for the convenience of the reader this is not done. Without doubt the distinguishing characteristics and objects of the schools referred to will be understood by the intelligent reader.

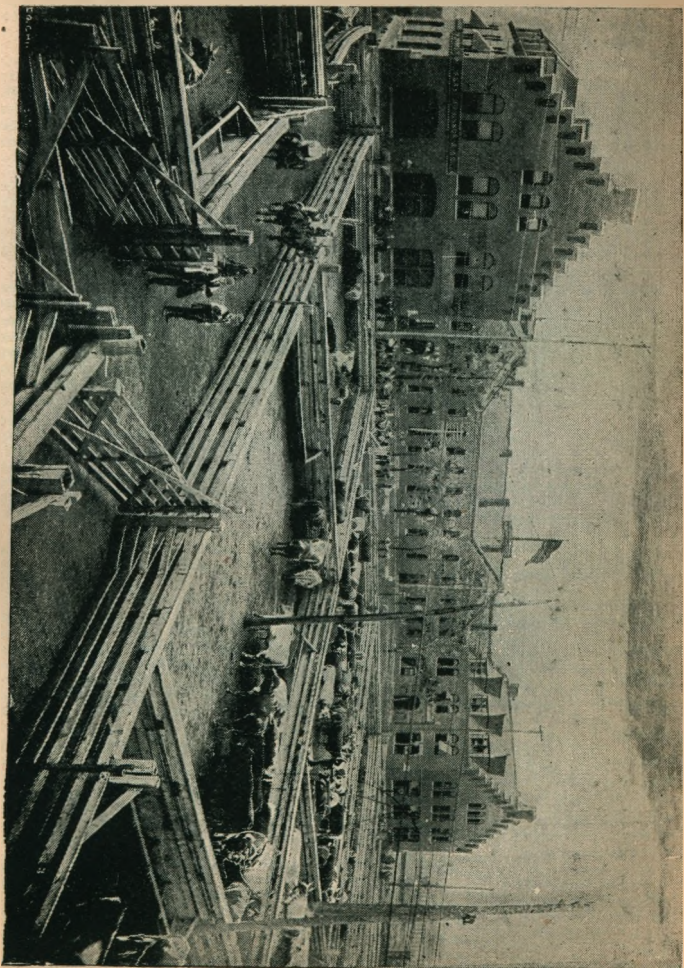
*Armour Institute—Training School.*—Location, Thirty-third st., near Armour Mission. [See "Armour Mission," under head of charities, also "Buildings."] When Mr. Armour built the Armour flats it was with the intention that they would support the Armour Mission. There are 196 of these flats, and the revenue obtained from them is about \$75,000 a year, only \$25,000 of which is necessary to support the mission. For months Mr. Armour thought over ideas for the benevolent expenditure of the other \$50,000. He purchased from the city the piece of property upon which the Manual Training Institute now stands and to the support of this institution and the mission he made the endowment, the value of which, taken as a whole, in money, is put at \$1,700,000. The Armour Institute, aside from the size, the beauty of its design, and the costliness of its fittings, is of unusual interest, because of the exceptional care with which the design of each part has been adapted to its special use. Mr. Armour had for his architects Messrs. Patton & Fisher.

**DESCRIPTION OF BUILDING.**—The building, which is 175x65 feet, with the entrance in the middle of the long side, is divided by heavy fire walls into three portions of nearly equal size. The north pavilion and the front part of the middle are devoted to the literary and scientific departments. The south pavilion is used for manual training. The workshops in this building are finished to look like workshops, except that, as compared with an ordinary workshop, they are like the parlor of a palace compared to that of a cottage. South of the main building and adjoining it is a one-story wing containing the boilers and engines. This portion is absolutely fire proof, and without question, the handsomest and most costly engine-room in Chicago. There are two large Corliss engines, one to run the machinery and the other to run the electric light plant of the building. There are dynamos in the rear part of the engine-room of sufficient capacity to furnish the 1,500 lights for this building and also to supply the other buildings, if desired. It is a part of the course of instruction to teach the students the practical operation of steam engines, pumps, and electrical appliances, and for this reason all such machinery is placed where it will be open to inspection. An alcove, 12x25 feet in size, opening from the engine-room, contains all the pumps and tanks for the steam heating and power, which, as well as the engines, are visible from the street through the large plate-glass windows. The floor of the engine-room is on a level with the basement, and a doorway admits directly into the blacksmith shop, 36x54 feet. This is filled with forges and other appliances for working metal. Back of the blacksmith shop is the ventilating apparatus. At the right and left of the main entrance are the reception room and superintendent's office.

**LIBRARY.**—To the right is the great library, 54x60 feet, fifteen feet in height, magnificently lighted on three sides. The bookcases furnish shelves for 25,000 volumes, and yet leave one-half of the area available for readers. Retracing and passing to the southern end of the hall is the entrance to the machine shop, which is the same size as the library. The floor of this room is of hard maple. The walls are faced with white enameled brick and the ceiling is of Georgia pine, the timbers being exposed and varnished. On the second floor, over the machinery shop, is a room the same size for wood-work machinery. On the other portions of this floor are the mechanical and physical laboratories, with lecture and class rooms. On the third floor at the south end is a hand-work shop similar to the wood-working shop. In the center of the building on the east front are two class-rooms. The whole of the north pavilion on this floor is devoted to mechanical drawing. There are lavatories on the first, second, and third floors and also special toilet-rooms for the use of the instructors.

**GIRLS' DEPARTMENT.**—The whole of the fourth floor is devoted to the girls' department. It is divided in similar manner to the floors below, the south end being devoted to manual employments, such as cooking and dressmak-





[Engraved for The Standard Guide Company.]

UNION STOCK YARDS—LOOKING TOWARD THE EXCHANGE.

[See "Union Stock Yards."]

ing. The other portion of the floor is divided into recitation, lecture, drawing rooms, etc. The girls are carried up to this floor by the elevator, and, as all their working-rooms and class-rooms are on this floor and toilet-rooms provided on the same level, there is no climbing of stairs for them.

**GYMNASIUM.**—The whole of the south pavilion on the fifth floor is devoted to a gymnasium, which is fitted up with the most approved apparatus. The north pavilion on the fifth floor is arranged so that it can be used either as a drill-hall or a museum. The most extraordinary precautions have been taken to prevent the noise from the gymnasium and drill-hall being heard in the stories below.

**EXTERIOR.**—The exterior of the building is Romanesque in style and from the size and dignity of its design has an imposing effect. The basement and first story are built of brown sandstone, the upper portion of red pressed brick and terra cotta. The whole is crowned by a steep slate roof, which rises to a height of 126 feet. The cost of the building, exclusive of furniture, was over \$200,000.

**OBJECT OF THE INSTITUTE.**—The chief object of the institute is the extension and improvement of industrial education. It is the desire of Mr. Armour, however, that the plan of organization should provide liberal means of culture for the masses by lectures, evening classes, library, and museum. The course of instruction embraces mathematics, physics, chemistry, mechanics, free hand, mechanical and architectural drawing, wood work, iron work, fundamental principles of machine construction and of the steam engine, elementary economics, and physical training. The department of domestic economy offers a liberal course of instruction and training for girls and young women in everything pertaining to the management of the household. A three years' course in the department of mechanical arts aims to fit young men for a business or an industrial career. The technical department embraces the special courses which are intended to prepare young men and women for practical pursuits which have more or less connection with art, science and business. The instruction is comprehensive and thorough.

**DEPARTMENTS.**—The work of the institute is arranged under these general divisions: Art department, scientific department, department of mechanical arts, department of domestic economy, technical department, business department, department of physical training, normal department, department of lectures and evening classes, library and reading room, museum. Other departments will be added as the need for them becomes apparent. Independent of the regular courses students have the option of taking such courses as they please. The following courses are offered as soon as the equipments can be completed: Applied electricity, machine construction, mechanical drawing, photography, house decoration, wood carving, cookery, millinery, dressmaking. The department of physical training affords superior opportunities for the physical culture of girls and young women. Lectures are provided for, to which the public is freely admitted. The library and reading-rooms are of the finest. A feature of the library department is reading circles for pursuing select courses of reading. Each circle has its conductor, who prepares the syllabus, directs the course of reading, and meets the members at stated intervals for the discussion of the topics involved. In short the Armour Institute is at the head of all educational agencies of its kind.

**PRESENTED TO CHICAGO.**—The intelligence that Mr. Phillip D. Armour had decided to present the Institute, which, fully equipped, cost \$300,000, together with an endowment of \$1,400,000, was made in the fall of 1892. While it gave rise to the greatest public satisfaction, it caused but little surprise, as Mr. Armour's public spirit, generosity and philanthropy had been long since displayed in other ways, and were generally recognized. The Armour mission and the Armour Institute constitute a monument to the great heart of this Chicago merchant millionaire that will not crumble in centuries to come. But Mr. Armour's private exceed his public benevo-

lences. There is no record of them from which the compiler of this volume may transcribe facts.

*Baptist Missionary Training School.*—Located at 2411 Indiana ave. Take Indiana ave. car on Wabash ave. cable line. The first school established in this country devoted to the training of women for missionary work. Carried on under the auspices of the Women's Baptist Home Mission Society. This society itself is exceptional, being the first organization of the kind composed wholly of women and conducting its work independently of any other organization. Its existence is the result of a pressing demand from all parts of the country for a specific line of missionary work among women and children which can be done only by women. The first missionaries were sent to the Negroes and Indians, but the work has been gradually enlarged until it numbers its missionaries not only among Indians and Negroes, but immigrants from Asia and Europe; notably, Chinese, Germans, Danes, Swedes, Norwegians and Bohemians; also among Jews, Mormons, Mexicans and non-Christian Americans, especially in the new West. The school as a whole is conducted under the direction of the executive board of the Women's Baptist Home Mission Society. This body lays out the curriculum, appoints the preceptress and matron, engages lecturers and teachers, and solicits funds for the support of the institution. Students taking the course in the school are not thereby bound to enter the service of the Women's Baptist Home Mission Society, but are at liberty to enter any avenue of Christian work open to them, and for which they are best fitted.

*Chicago Kitchen Garden Association.*—Principal quarters, Huron st. school, after school hours. Branches on Clybourn and Wentworth aves. Purposes of the association, the establishment and support of schools where children of the poor can receive instruction in housework and simple cooking. Girls over ten years of age are admitted to the classes. Pupils begin with the kitchen garden and are next promoted to practice with real rooms and real furniture, and finally, when they are proficient in kitchen garden work, are placed in the cooking garden, where they are taught simple cooking and every-day economics. The association was started in 1883. At the Wentworth ave. school the regular attendance has been sixty-seven children in the kitchen garden department and thirty-six in the cooking garden. At the Clybourn ave. school three kitchen garden classes meet, with an aggregate attendance of 166 pupils. The regular attendance upon them numbers seventy-eight.

*Chicago Industrial School for Girls.*—Location, Indiana ave. and Forty-ninth st. This is in reality a girls branch of St. Mary's boys' school at Feehanville. [See "St. Marys Training School."] It receives from the county \$10 a month per capita for all inmates legally committed, and in addition, the county is compelled to clothe every girl received. Of course, the inmates generally are of the homeless or incorrigible class, but it does not follow that they are necessarily beyond reform, nor, in many cases, in need of it.

*Chicago Manual Training School.*—Located at Michigan ave. and Twelfth st. Take Wabash ave. cable line. Founded by the Commercial club of Chicago, and its history dates from the regular monthly meeting of that club held March 25, 1882, at which time the necessary funds were subscribed, and a committee appointed to propose a plan for the organization of the school. The Chicago Manual Training Association was incorporated under the laws of the State of Illinois, April 19, 1883, and the control of the school was vested in a board of trustees, nine in number, elected by the association. The lot on which the building stands was purchased March 28, 1883; the corner-stone was laid with appropriate ceremonies September 24, 1883, and the regular school exercises began February 4, 1884. The junior class, only, was organized at that time, and consisted of seventy-two pupils, all that could be accommodated. The dedicatory exercises were held June 19, 1884. The middle class was organized September 1, 1884; the senior class September 7, 1885. The first class was graduated June 24, 1886. In September, 1886, the capacity of the school was increased, and a junior class numbering ninety-six was admitted. The object of the school is clearly stated

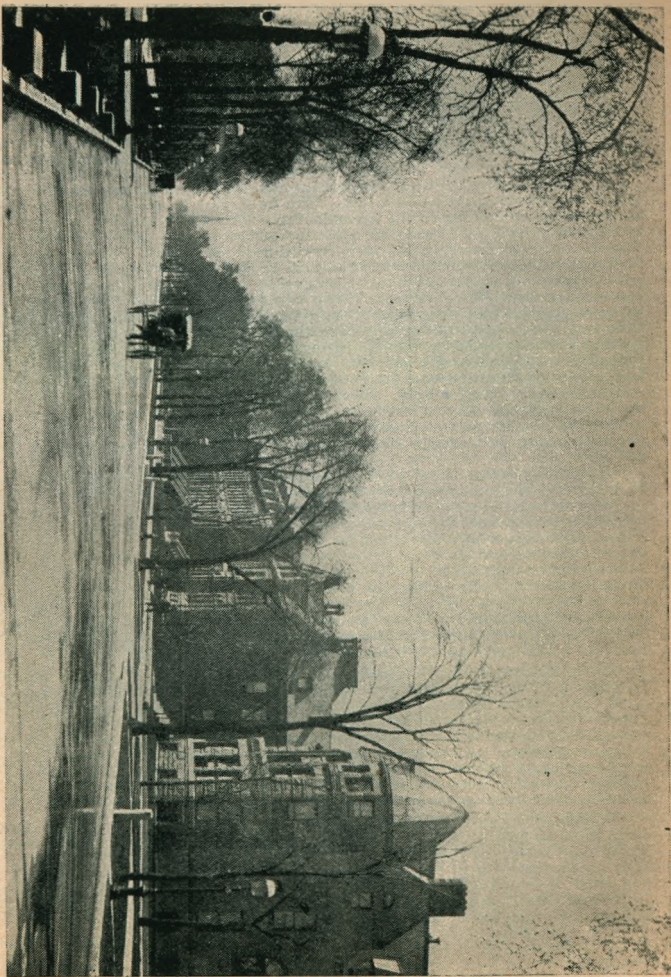


in the articles of incorporation as follows: "Instruction and practice in the use of tools, with such instruction as may be deemed necessary in mathematics, drawing and English branches of a high school course. The tool instruction includes carpentry, wood-turning, pattern-making, iron chipping and filing, forge work, brazing and soldering, the use of machine shop tools, and such other instruction of a similar character as may be deemed advisable to add to the foregoing from time to time, it being the intention to divide the working hours of the students, as nearly as possible equally between manual and mental exercises. Candidates for admission to the junior year must be at least fourteen years of age, and must pass a satisfactory examination in reading, spelling, writing, geography, English composition, arithmetic, and history of the United States. Boys who have completed a grammar school course should have no difficulty in passing the examination for admission. A certificate of the completion of the first year's course in a reputable high school is accepted in lieu of examination. No boy will be admitted without a certificate of good moral character from some responsible person, and no pupil will be retained who is an impediment to the progress, or an injury to the morals, of his class-mates. The school year is divided into two terms of twenty weeks each, and begins on the first Monday of September. Tuition, payable by the term, is as follows: Junior year, per term, \$40; per year, \$80. Middle year, per term, \$50; per year \$100. Senior year, per term, \$60; per year \$120.

*Chicago Watchmakers' Institute, The.*—Location, fifteenth floor Masonic Temple, State and Randolph sts., above all noise, dust and smoke, giving a grand view of the city and lake, with pure air to breathe. This institute is personally conducted by its founder, Mr. G. D. Parsons, who, in his capacity of superintendent of various departments in the leading American watch factories, has instructed over 2,000 persons in every operation connected with the making, repairing and adjusting of every class of watches. A further experience of ten years at the bench in the jewelry store and doing "work for the trade" has enabled him to anticipate and provide for every need of the workman who desires to be abreast of the times and a success in his calling. This is practically a training school for watchmakers, while it has departments which care for the training of students in all the allied lines of work. Its department of optics, for instance, is in charge of W. S. Fowler, M.D., of the well known optician firm of E. S. and W. S. Fowler, a firm which THE STANDARD GUIDE has frequently indorsed. As an oculist and optician Dr. Fowler ranks among the highest in the country. The department of engraving is in charge of Mr. T. H. Wicks as designer and instructor. Mr. Wicks, in addition to practical instruction upon every detail of the engraver's art, as applied to jewelry work, will lecture upon the "Elements of Design" and "Workshop Economy," and all subjects relating to the working of gold and silver, etc. The horological department is under the personal charge of the principal and director, Mr. G. D. Parsons, who gives his undivided attention to teaching these branches. In this department, pupils are taught the elements of theory and drawing, how to calculate the sizes of wheels and pinions, and how to make them from the raw material. The institute is equipped for the thorough training of those who seek to become proficient in the delicate arts connected with the watchmaker's trade. Students may enter any day of the year. Full information to those interested will be mailed free on application.

*Girls' Industrial School.*—Located on Evanston ave., near the lake shore, [South] Evanston. A training school for street-waifs and incorrigibles. The county pays \$10 a month, per capita, for every girl legally committed, and in addition is compelled to clothe every girl received. The school is housed in the old Soldiers' Home, which has been somewhat improved. The grounds surrounding it are extensive. This property is on the market. The Hyde Park Auxiliary Society of the Illinois Industrial School for girls has in contemplation the erection of a cottage to be known by the name of the society, and in which it will support a small number of young girls. The present quarters of the school at [South] Evanston are not considered suitable and the board of lady managers is taking steps to dispose of it. With the pro-





[Engraved for The Standard Guide Company.]  
LOOKING SOUTH ON ASHLAND BOULEVARD

[See "Parks." ]

ceeds and additional aid from the state, suitable buildings will be erected on a forty-acre tract owned by the board at Park Ridge. It is on this tract the Hyde Park Auxiliary society intends erecting a cottage.

*Illinois School of Agriculture and Manual Training School for Boys.*—Located on Glenwood farm, near Norwood Park, a suburb of Chicago. The farm, which was the gift of Mr. Milton George, consists of 300 acres, and is about a mile west of Glenwood station. It is a beautiful body of land, with a rolling surface dotted with an occasional cluster of trees. A sparkling stream of clear fresh water cuts through the center of the farm. This school derives a revenue of \$12,500 from the county. According to its contract with the county it can only receive pay for 110 boys, no matter how many more than this number may be actually committed to the institution within a year. The amount allowed is \$8 per month per boy, and only partially provides for maintenance and tuition. The deficiency is made up by the charitable people belonging to the association. This institution was chartered in February, 1887, and since the opening of the school about 500 dependent boys have been placed in its care by order of the court. These boys have been trained for lives of usefulness and industry, and in many cases have been furnished with comfortable homes in the country. The ages of the boys range from 5 to 15 years. Those of the latter age or thereabout, after being taught awhile in the school are given homes in the West, mostly among farmers. The object of the school is the education and manual training of waifs and incorrigibles. The buildings, eight in number, are situated in a semicircle, with the main building and an annex dining-hall in the center. In the rear of the former is a two-story building, containing the gymnasium and manual training school. Here are on exhibition specimens of the boys' handiwork, consisting of brackets, papers, knives, sand scrapers, carvings, modelings in plaster, and drawings. On the left of the main building is the school. A new dormitory, the gift of an unknown friend, has recently been added.

*Naval Academy.*—Projected. Location, the lake front, running from Fifty-first to Fifty-third sts., about twelve acres. The idea of the projectors is the erection and establishment of an academy which will at once serve the purpose of one of the most elegant yachting clubs in the world and of a naval academy, where the youth of the city will be given an opportunity of receiving a good general education together with a thorough schooling in the art of navigation. When turned out from the academy as having learned all that it can teach, the young pupil will be competent to go to any port in the world and ship as navigator aboard any vessel that sails either on salt or fresh water. The "Yacht Club," is the name of the corporation which has this enterprise in charge, but it is hoped that the University of Chicago will finally take this naval school under its control.

*State Reformatory for Incorrigible Boys.*—Location, Pontiac, on the Chicago & Alton Railroad. An institution where refractory and wayward boys are received from all parts of the State, as sentenced from the courts. A new building costing \$110,000 has recently been provided for. Boys are compelled to learn useful trades besides receiving thorough drill in common school branches. In every way possible its reformatory character is made prominent and the idea of punishment kept in the background. Idle, incorrigible boys sent there for a term of years leave with new ideas of self-respect and certain means of gaining their livelihoods honestly.

*St. Mary's Training School.*—Located at Feehanville, twenty-five miles from the city hall. Take Chicago & Northern Pacific Ry. The St. Mary's Training School, established in 1882, has for its object the intellectual and industrial training of wayward and homeless boys. It was founded by the Most Reverend P. A. Feehan, Archbishop of Chicago, and placed by him under the immediate charge of the Christian Brothers. At present the school possesses 440 acres of farming and timber land, two three-story brick buildings used for class rooms and dormitories, a large circular building containing kitchen and refectories, chaplain's residence, chapel building, workshops, barns, stables, etc. The average number of boys in the school is 300. In general each boy remains until a good home is secured for him

or he is reclaimed by his relatives. The school department consists of five graded classes, each class being well supplied with all the necessary appliances for imparting to the pupils an ordinary grammar school education. As the majority of the boys of this institution, will necessarily be compelled to earn their living by manual labor, careful measures have been taken to introduce suitable trades, and to give the boys every opportunity of becoming familiar with work on the farm. This is best accomplished by the alternate system of one-half day's schooling and one-half day's exercise in manual labor; the one-half day's schooling is supplemented by an hour's study in the study hall in preparation of lessons, and an hour's instruction in vocal and instrumental music.

#### EDUCATION—THEOLOGICAL COLLEGES.

*Chicago Theological Seminary.*—Situated on Union Park and Ashland blvd., in the West division of the city. The Chicago Theological Seminary was organized on the 27th of September, 1854, by delegates from the Congregational churches in Michigan, Indiana, Illinois, Iowa, Wisconsin and Missouri, was incorporated by the State of Illinois on the 15th of February, 1855, and began its work on the 6th of October, 1858. It has been from the first under the control of the churches of the Northwest, which, through the Triennial Convention, elect the directors. In this manner the seminary is kept in close relation with the churches of its constituency. Besides the usual instruction, such as is found in all first-class theological seminaries, this institution established in 1892 a choir of Christian sociology and practical Christianity. The foreign departments, established to meet manifest and growing needs, were opened as follows: the German in 1882, the Danon-Norwegian in 1881, and the Swedish in 1885. The German department is in close connection with the German Seminary, at Crete, Neb., and receives students from it year by year. The Swedish department has the approval of many of the Swedish churches of this country, both among those which are independent and those which belong to the "Forbundet." The Danon-Norwegian department has no ecclesiastical connections. It originated in the suggestion of a banker in Chicago, a Norwegian by birth, who has rendered it pecuniary aid. Fisk Hall, erected in 1889-90, was opened for occupancy in 1891. Keyes Hall contains, in addition to three lecture rooms, nineteen suits of rooms providing accommodations for thirty-eight students. Carpenter Hall, besides Carpenter Chapel, and two lecture rooms contains nineteen suites of rooms for thirty-eight students. The rooms of these two buildings are furnished throughout with all needed furniture. The Hammond Library contains 11,000 volumes, and is increased by the addition of all valuable theological works as they appear. [See "Libraries."]

*McCormick Theological Seminary.*—Located on North Halsted st. between Belden and Fullerton aves., North side; take Lincoln ave. cars, North side cable line. This widely known and successful school of sacred learning, organized by the Presbyterian Church for the distinct purpose of training young men to preach the Gospel, was permanently established at Chicago in the year 1859, in consideration mainly of a donation of \$1,000,000, made to the General Assembly of that year by the late Cyrus H. McCormick, on condition of Chicago's being chosen as the location. At the date of the gift, this ground was valued at \$1,000 per acre. Now it is probably worth fifteen or twenty times as much. The first building on the grounds, now known as the "Ewing Hall," was erected in 1863, and contains thirty-five rooms for students, a reading room and a refectory. The second building was erected in 1875, containing chapel, library and two lecture rooms. The third, McCormick Hall, was erected in 1884, containing fifty-one suites of rooms for students, a parlor and a faculty office. The fourth public building, Fowler Hall, was erected in 1887, and contains sixty-one suites of rooms for students, and two lecture rooms. Besides these, five houses for professors have been erected since 1882. This fine group of educational buildings, all of brick and stone, and all artistically arranged on a spacious campus of grass plots, trees and graveled walks, constitutes an attractive feature to the eye of the visitor, and makes the seminary an ornament to the city. Both in its out-



ward adornments and in the completeness of all its internal arrangements, this seminary is probably not excelled by any similar institution in our country. These four public edifices, including the five residences of the professors, represent an outlay of \$315,000, of which \$285,000 were contributed by Mr. Cyrus H. McCormick and his family. But in addition to this large outlay on buildings, Mr. McCormick, prior to his death, which occurred in 1884, had also, in addition to his original gift, contributed to the endowment funds of the seminary the sum of \$75,000. And after his death, his son, Cyrus H. McCormick, Jr., and Mrs. McCormick followed up these great gifts, in 1885, with the further munificent donation of \$100,000. In consideration of a liberality so long continued and so unusual, the board of directors and the board of trustees of the seminary took concurrent action in 1886, asking the general assembly to so amend the constitution of the seminary as to change the name of the institution from its old title of "Theological Seminary of the Northwest" to that of "The McCormick Theological Seminary of the Presbyterian Church." This measure, adopted by a unanimous vote in the two seminary boards, was also adopted in the general assembly of 1886 by a vote almost unanimous.

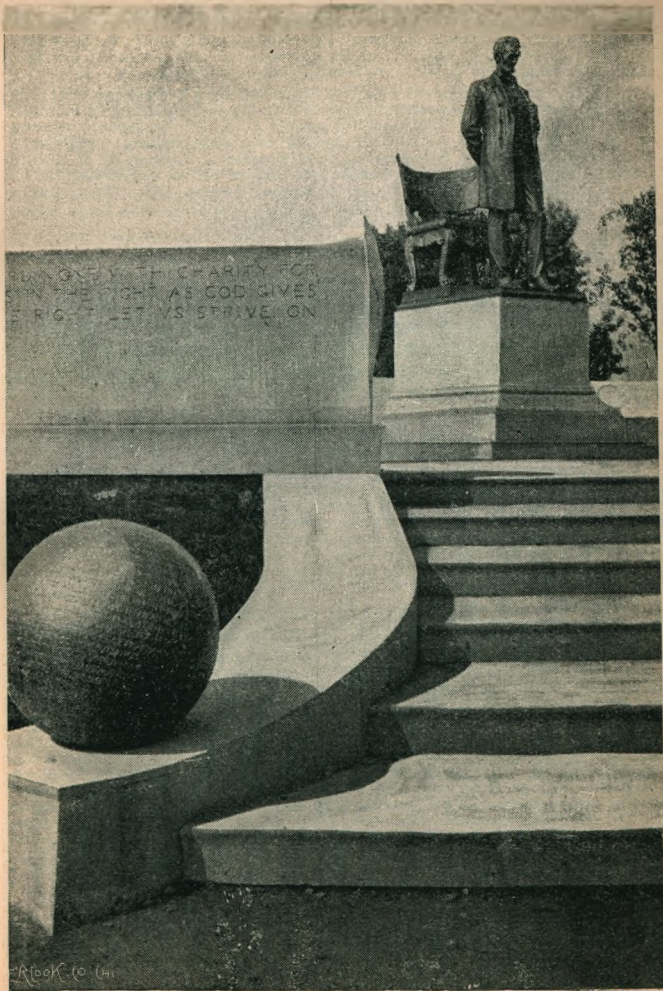
**LIBRARY.**—The library of the seminary contains about 15,000 volumes, mostly of standard theological works. The present faculty consists of eight instructors, all of whom, except one, have been elected to their chairs since 1880; and the large increase of students is no doubt largely due to the new life and vigor which they have infused into their work. This seminary charges students no fee whatever—tuition, use of library and of furnished rooms being entirely free. Convenient day board may be obtained at from \$3.00 to \$3.50 per week. Washing 60 cents per dozen. The charge to each student for steam heat is \$12, and for gas \$4. Deserving students, whose circumstances require it, receive aid to a limited extent from the scholarships of the seminary, and from special funds contributed for this purpose.

*Western Theological Seminary.*—Located at 1113 Washington blvd.; take W. Madison st. cable line to California ave.; founded by the late Dr. Tolman Wheeler, of Chicago, as an Episcopal theological seminary. Dr. Wheeler built and equipped two buildings and partially endowed the institution. There is also ground room for additional structures, and accommodations could be provided for one hundred students. The buildings are situated on Washington blvd., the principal avenue of the West side, about four miles from the lake and in the vicinity of Garfield Park. The main building contains the chapel, refectory, library, lecture rooms and apartments for resident instructors. A second building contains accommodations for about thirty students. Both buildings are heated by steam, and are furnished with the best modern equipments for their respective purposes. The aim of this seminary is, in the words of the charter, "the education of fit persons in the Catholic faith, in its purity and integrity, as taught in the holy scriptures, held by the Primitive Church, summed up in the creeds, and affirmed by the undisputed general councils." While, therefore, its principal work is the preparation of candidates for holy orders, nevertheless, any fit persons, clergymen or laymen, and whether looking forward to the sacred ministry or not, are received as students or admitted to attendance upon the lecture courses of the seminary, under proper conditions. It is intended to afford every opportunity and assistance to theological students in preparing themselves for the examinations required by the canons of the church for admission to holy orders, and in fitting themselves for the priestly life and work.

#### FEDERAL REPRESENTATION.

The civil authorities and functions of the Federal government are represented in Chicago by the United States courts—circuit (Walter Q. Gresham, judge) and district, (Peter S. Grosscup, judge), and their officers, including the U. S. district attorney, U. S. marshal and U. S. commissioners.





[Engraved for The Standard Guide Company.]  
STATUE OF LINCOLN BY ST. GAUDENS,  
[See Page 316 and "Parks."]

*U. S. Courts.*—The United States courts in Chicago are practically three in number—The circuit (Walter Q. Gresham, judge), the district (Peter S. Grosscup, judge), and the U. S. circuit court of appeals (or U. S. Appellate court, as it is sometimes called), of the Seventh circuit (John M. Harlan, Walter Q. Gresham and William A. Woods, judges).

*U. S. Officers in Chicago.*—The United States officers in Chicago are: The postmaster, post-office inspector; collector of customs, collector of internal revenue; U. S. appraiser, U. S. pension agent; U. S. sub-treasurer; special agent of the U. S. treasury; U. S. inspector of steam vessels; surgeon of U. S. Marine Hospital, U. S. marshal, U. S. district attorney, U. S. signal officer and the U. S. lighthouse inspector. All of these, excepting the U. S. appraiser who is to be found in the Appraiser's bldg. [see "Appraiser's Building"], and the U. S. signal officer, tower of Auditorium, have headquarters in the custom house and post-office bldg.

## FIRE DEPARTMENT.

The fire department of Chicago is generally acknowledged to be the best equipped and most efficient in the United States, which means that it is the best equipped and most efficient in the world, for the firemen of this country are called upon to be prepared for and to meet emergencies which do not rise in the cities of Europe. [For statistical matter with reference to fires, etc., see "Appendix."]

*Central Alarm Office.*—Basement floor of City Hall. Here all alarms are received and sent out. An interesting place to visit. [See "Guide."] No public alarms are sounded in Chicago.

*Equipment and Force.*—The fire department of Chicago consists of 970 men and officers, 72 steam fire engines, 22 chemical fire engines, 99 hose carts, 23 hook and ladders trucks, 1 water tower, 3 fire boats (for river and harbor service, and for work along the river sides on buildings, warehouses, lumber yards, etc., adjacent), 99 apparatus stations, 421 horses, and an extensive and well equipped repair shop. As an auxiliary to the department there are 1,935 stations, provided with necessary instruments and several thousand miles of wire by which alarm of fire may be communicated.

*Headquarters and Organization.*—The headquarters of the Chicago Fire Department are located in the City Hall. [See "Guide."] The organization consists of a fire marshal and chief of brigade, a first and second assistant, a department secretary, a fire inspector and 13 chiefs of battalions. Each engine and hook and ladder company is commanded by a captain and lieutenant, and the officers and men of the 99 apparatus stations are divided into 13 battalions.

*Insurance Patrol.*—Established in 1871, by the underwriters of the city for the protection of property, merchandise, etc., and the recovery of salvage from the interior of burning buildings. There are five Fire Patrol stations as follows: No. 1, 176 Monroe st., 16 men; No. 2, 210 Peoria st., West side, 10 men; No. 3, Dearborn and Twenty-third sts., 7 men; No. 4, Forty-third st. and Center ave., 6 men; No. 5, 60 Whiting st., 7 men. Patrol Station No. 1 is located on Monroe st. between La Salle st. and Fifth ave., and is the most accessible to visitors. The horses and men are trained to perfection and the operation of responding to an alarm is one of the most interesting things to be seen in Chicago. The patrol service, or salvage corps, are generally first at a fire, employing fast horses and light equipment, and they save a vast amount of property annually.

*Location of Stations.*—The engine houses near the center of the city and within easy access of visitors, are located as follows: No. 1, 271 Fifth ave., wholesale district; No. 10, 82 Pacific ave., near Board of Trade and Van Buren st. depot; No. 13, 19 Dearborn st., near bridge; No. 32, foot of Monroe st.; No. 37 (river fire boat), foot of La Salle st.; No. 40, 83 South Franklin st., near Telephone building. The visitor, should an alarm happen

to be signaled, will be interested in the perfect training and discipline exhibited by men and horses.

*Pension Fund.*—Firemen are retired on half-pay after continuous service of 20 years, the fund for this purpose being established and maintained by percentage of certain municipal revenues. The firemen also have a Benevolent Society which cares for disabled members, and the widows and orphans of members. It is in a prosperous condition.

#### FLATS OR APARTMENT HOUSES.

Among the structures that will demand the attention of visitors and command their admiration, are the many beautiful flat, or apartment houses, which have been erected here during recent years. Some of these are veritable palaces. They cannot be classified as hotels, nor yet among commercial structures. These buildings are divided into flats, or apartments, and rented usually unfurnished. Heat, light, janitor and elevator service is furnished and included in the rent. Following are the leading flat or apartment houses. A few are described in detail so as to give the reader a general idea of the character of these buildings:

*Armour Flats.*—Location, Dearborn and Thirty-third sts. Erected by Mr. P. D. Armour. The revenue derived from these flats go to the support of the Armour Mission and the Armour Institute. [See "Armour Mission" and "Armour Institute."] ]

*Belvedere Flats.*—Location, 3100 Cottage Grove ave. One of the numerous handsome apartment or flat buildings.

*Calumet Flats.*—Location, 248 Erie st. (North side). A modern apartment house.

*Cambridge Flats.*—Location, Thirty-ninth st. and Ellis ave. A beautiful apartment house.

*Carlton Flats.*—Location, 63 Eighteenth st. A handsome structure conducted on the apartment plan.

*Dakota Flats.*—Location, 3025 Prairie ave. An elegant apartment building.

*Groveland Apartment Building.*—Location, S. W. Cor. Groveland ave. and Thirty-first st. It covers a lot 100x110 feet and is one of the finest buildings of its kind in the city. It was planned by Edbrooke & Burnham, and was built for P. J. Sorg, Frank H. Ray, and Dennis, Netling & Co. The building represents an outlay of not far from \$335,000. The two street fronts are of stone, the first floor being of granite and the upper floors of pink Kasota stone. Nine tiers of bays run up through the three street and alley fronts and are connected by iron balconies. The building is eight stories high and contains fifty-six suites of five, six and seven rooms each. The halls are floored with tile and mosaic and lined with marble. A cafe in the basement is connected by elevators with a roof garden on the top of the building.

*Hotel de Lincoln.*—Location, 60-62 Wisconsin st. A beautiful hotel and apartment structure.

*Hotel Vendome.*—Location, 780 N. Park ave. A handsome private hotel and apartment building.

*Houghton Flats.*—Location, 584 Dearborn ave. An elegant building.

*Ingleside Flats.*—Location, 1-5 Park ave.

*Ivanhoe Flats.*—Location, Thirteenth st. and Cottage Grove ave. A modern apartment building.

*Kenilworth Flats.*—Location, Thirty-sixth st., N. W. Cor. Ellis ave.

*Lincoln Park Palace Apartment House.*—Location, Diversey blvd., north of Lincoln Park. There are two large main entrances, one facing south on

Diversey blvd., the other a ladies' entrance on North Park ave. Large halls open into an office, 35x62 feet, which affords a convenient space to the right for the ladies' reception room, and a large space to the left for the office proper and reading rooms. There are nine floors and a roof garden. Georgia marble and white oak are used in finishing the basement. Aesthetic to a degree are the finishings of the other floors. They are as follows: The first floor in mahogany and onyx; second, antique oak and Tennessee marble; third, sycamore and Maryland marble; fourth, cypress and light Tennessee marble; fifth, Georgia pine and serpentine; sixth, bird's-eye maple and Italian marble; seventh, birch and Sienna marble; eighth, cherry and African marble. Each floor has six large apartments of six, seven and eight rooms. Solid jasper was used in the construction of the building. One pleasing feature of the architecture is twelve large bays, also of jasper, 100 feet high. This is said to be the finest structure of the kind ever erected in this city.

*Ontario Flats.*—Location, N. State st., S. W. Cor. Ontario. One of the first of the great apartment buildings erected here, and one of the most magnificent.

*Plaza Apartment Building.*—Location, N. E. Cor. N. Clark st., and North ave. Faces 100 feet on North ave., opposite Lincoln Park, and 225 feet on N. Clark st. Cost, \$500,000. The house is eight stories high, built entire, all around, of salmon-colored pressed brick, terra cotta to match, and plate glass. It contains 140 apartments of from two to eight rooms, each apartment being equipped with a gas range, porcelain bath tubs, ice box and every other modern convenience. The machinery and boilers are placed in an additional building in the rear, 50x100 feet in size. The establishment is under the charge of a manager and a corps of clerks. The main entrance on the first floor is of the finest marble and very spacious, having a large public reception room and an office where some one is in charge night and day. There are two passenger elevators and one freight lift.

*Potomac Apartment House.*—Location, the S. W. Cor. of Michigan ave. and Thirtieth st. One of the handsomest apartment structures in the city. Ground dimensions 123x100 feet, 8 stories in height; contains 40 flats. Cost of the building, \$250,000. It is constructed of brick with stone and terra cotta trimmings. Completed January 1, 1893.

*Prairie Flats.*—Location, 3031 Prairie ave. An elegantly finished apartment house.

*Roslyn Place Apartment House.*—Location, Roslyn Place, fronting Lincoln Park. Seven stories high, finished in marble; beautiful interior, with modern improvements. Cost \$200,000. A novel feature in connection with the building is a mineral spring fitted up in an attractive manner.

#### FOUNTAINS, MONUMENTS, STATUES.

It has only been within the past ten years that the beautifying of the city with fountains, monuments and statuary has engaged the attention of wealthy citizens. Now scarcely a month passes but that some provision, either by donation or bequest, is made for a useful or ornamental work of art. Some of the works mentioned below are only in a projected stage at the present writing, but there are many others that will be ready for public inspection before the close of 1893.

*Anarchist Monument.*—Erected at Waldheim, the burial place of the Anarchists executed for complicity in the Haymarket bomb throwing. [See "Cemeteries" and "Haymarket Massacre."] Take train via Chicago & Northern Pacific. The design accepted was drawn by a young German-American of this city. The artist caught his inspiration from Freiligrath's song, "Revolution," the spirit of which his creation embodies. A shaft of marble arises to the height of sixteen feet. On its sides are the portraits of the five Anarchists with appropriate inscriptions, one of which contains





[Engraved for The Standard Guide Company.]  
THE JOHN M. SMYTH BUILDING, W. MADISON ST.  
[See "Guide" and "Buildings."]

the last words of Spies before he was executed: "Our silence will be more powerful than the voices you strangle to-day." At the base of the shaft are two bronze figures, life-size, symbolical of revolution and the revolutionist. One is that of a young woman of the people bending over the prostrate form of the dying revolutionist and placing upon his brow the laurel wreath of victory.

*Andersen Bust.*—Location, the Anderson School, Lincoln and West Division sts. In memory of Hans Christian Andersen. It is placed on the main floor of the school building.

*Armstrong Bust.*—Location N. W. Cor. of the Post-office building. Erected by the post-office employes in honor of George B. Armstrong, founder of the railway mail service.

*Cronin Monument.*—Location, Calvary cemetery. Erected in memory of Dr. Cronin, the victim of a brutal conspiracy. The Cronin murder was a celebrated case and attracted world wide attention because of the national and political complexion of the circumstances surrounding it.

*Daniel O'Connell Statue.*—To be erected by the Daniel O'Connell association. Site not chosen.

*Douglas Monument.*—Location, the lake front, foot of Thirty-fifth st. A graceful shaft rising above the mausoleum in which rest the remains of the statesman Stephen A. Douglas, surmounted by a life-size statue. The figure of Douglas faces the east. Erected by the citizens of Chicago in memory of the "Little Giant."

*Drake Fountain.*—Location, North side of Washington, between La Salle and Clark sts., between the City Hall and Court House. The fountain is a handsome one, 19 by 19 feet. It terminates in an octagonal spire and a carved finial. From molded bases on the platform rise graceful flying buttresses, each in a single stone, extending to and connecting with the upper section of the die. On the front of the platform stands a polished pedestal with molded cap and base. Upon the pedestal stands the bronze statue of Christopher Columbus, who is represented at the age of about fifty, when he had in mind and purpose the great voyage of discovery which was the desire of his life. He is bareheaded and wears a belted blouse with long hose and low shoes. Appropriately referring to this period of his life, he holds in his left hand a globe, from which his gaze has apparently wandered in vision to lands beyond the sea. His right hand, holding a pair of dividers, rests on his hip. The pose is graceful and pleasing, and is perhaps the best work of the celebrated sculptor, R. M. Park, of Chicago, formerly of Florence, Italy. It was cast at Rome, Italy. This fountain was presented to the city of Chicago by Mr. John B. Drake.

*Drexel Fountain.*—Location, intersection of Drexel blvd. and Drexel ave. Washington park. Take Cottage Grove ave. cable line. Presented to the park by the Misses Drexel of Philadelphia in memory of their father, after whom the boulevard is named. It is a beautiful design in bronze.

*Drinking Fountains.*—Numerous drinking fountains are to be found throughout the city; the street corner fire-plugs being utilized in a novel manner for this purpose. These fountains were constructed rather for service than adornment. In the summer season they are well patronized by all classes.

*Ellsworth Monument.*—In honor of Col. Ellsworth, killed at Alexandria, Va., at the opening of the rebellion. [See "Ellsworth Zouaves."] To be erected by popular subscription. It will take the form of a public drinking fountain. There will be a heroic figure of Colonel Ellsworth, with subordinate groupings of other officers that were closely identified with him. For a location it is expected that a central down-town site will be chosen instead of one of the parks. The Chicago Zouaves have the project in hand.

*Farragut Monument, Lincoln Park.*—The local G. A. R. Posts are engaged in devising means for the erection of a monument to Admiral Farragut, in Lincoln Park.

*Finch Monument.*—Erected by the Good Templars to John B. Finch, in Rose Hill Cemetery. The statue, which is a beautiful piece of bronze work, stands on a handsome granite pedestal. John B. Finch was a temperance speaker of great persuasiveness, with a peculiar charm of manner and a wonderful stock of anecdote, which rendered him very successful on the platform. He was born in Chenango county, New York, March 17, 1852. He received a good education, and, when a lad, became identified with the Good Templar movement. In 1877 he went to Nebraska and took a leading part in the red-ribbon movement, which resulted in more than 100,000 persons signing the pledge. He was successful in healing the breach that existed between the Good Templars of England and the United States. The last years of his life were spent at Evanston. At the time of his death he was chairman of the prohibition national committee. He died of heart failure, which overtook him while on a visit to Boston, October 3, 1887. His remains were brought to Evanston and interred in the Rose Hill Cemetery.

*Fort Dearborn Memorial Statue.*—Location, Eighteenth st. and Calumet ave., the spot where the celebrated massacre of Fort Dearborn culminated. Presented to the city by George M. Pullman, Esq. Designed by Carl Rolf Smith, a Danish sculptor. It is a striking group of historical figures. The base is 8 feet by 4 feet 7 inches, the pedestal is 10 feet high, and the group is 9 feet higher. The sculptor shows in the front of the group Black Partridge, the Pottawattomie chief, saving Mrs. Helm from death by the tomahawk in the hands of one of his own tribe. It was a law among the Indians that a captor had a right to do as he liked with the prizes he took in battle, and Black Partridge claimed his right to the possession of Mrs. Helm, with whose family he had been on friendly terms. He is shown in the group with one arm about the waist of his prize and the other thrust forward to ward off the blow the other savage is about to deal. At the back of the group Dr. Van Voorhees, the post surgeon of Fort Dearborn, is meeting his death at the hands of an Indian who has thrown him down and is thrusting a spear through his breast. History does not state the exact manner in which the surgeon was killed, but the introduction of a spear is undoubtedly an anachronism. The sixth figure is that of a crying child seated on the ground, which recalls the fact that twelve children were tomahawked on that day. Kicking Bear, the hostile Sioux, who was a prisoner at Fort Sheridan in 1892, posed for the figure of Black Partridge, and Short Bull served as a model for the other figures. The subject of the front bas-relief is a general view of the battle of Chicago. That on the rear depicts the evacuation of Fort Dearborn, Capt. Wells, who had come to support Capt. Heald, the commander of the fort, leading the way with his Miami warriors, followed by the settlers and garrison, while near by is a band of Pottawattomies, who were supposed to be friendly, but proved to be enemies. On the sides are shown the death of Capt. Wells and Black Partridge returning his medal, which had been given him for his friendliness by the United States Government, to Capt. Heald and Capt. Wells. The figures comprising the group are well modeled, and, although they are all shown in action, it is arrested action, and the arrangement of lines gives sufficient repose to the masses to make the group thoroughly statuesque, almost architectural.

*Grant Statue, Galena.*—Mr. H. H. Kohlsaatt, of this city, presented the citizens of Galena with a statue of Gen. U. S. Grant, which was unveiled in the presence of a distinguished gathering on January 3, 1891, little Pauline Kohlsaatt, daughter of the donor, removing the covering. The oration was delivered by Chauncey Depew, of New York. The statue is of bronze, and represents the old commander standing in a characteristic attitude, with one hand thrust carelessly in his trousers' pocket and the other resting lightly in his vest. It stands on a handsome base in Grant Park. Trains for Galena, General Grant's old home, may be taken at the Northwestern depot, Wells and Kinzie sts.

*Grant Statue, Lincoln Park.*—Situated on the North Shore drive, Lincoln Park. Take the N. Clark st. or Wells st. cable line. A magnificent monument to the memory of the great general of the Civil War. The sculptor

was Louis T. Rebisso, an exile from his native land for the part he took in striving to establish a republic in Italy. The general is in full uniform, mounted and in the attitude of critical inspection. Grasping a field-glass in his right hand, he rests it in an easy and wholly unstudied manner upon his right thigh, as after having taken a careful survey of the field. The pose of the human figure suggests a concentration of thought, and the confidence begot of self-reliance. Apparently he is observing the execution of an order in some movements of the troops. Both horse and rider are in a state of vigilant yet firm repose. With the single exception of President Lincoln's no face and figure are more familiar to the American people than General Grant's. The statue measures eighteen feet three inches in height from the bottom of the plinth to the highest point. It is the largest bronze casting ever attempted in this country.

*Hans Christian Andersen Monument.*—This monument is in the hands of a society of the great story teller's countrymen.

*Hirsch Monument.*—Erected by Sinai Congregation in honor of the late Dr. Samuel Hirsch, at Rose Hill Cemetery. The monument is a plain marble shaft.

*Humboldt Statue.*—Location, Humboldt Park. [See "Park System."] Erected by German-American citizens of Chicago in honor of Alexander Von Humboldt, traveler, philosopher and naturalist. It is a beautiful work of art, representing the subject standing at full height in an easy conversational attitude.

*Indian Group, Lincoln Park.*—Located near zoological gardens, Representing a group of Pottowatomie Indians, the brave shading his eyes with his hand, as if on the look-out. This beautiful monument was presented to the park by the late Martin Ryerson, Sr.

*Knickerbocker Monument.*—Location, South Park. Erected to the memory of Judge Joshua Knickerbocker by his brother, John J. Knickerbocker Leonard Volk sculptor.

*Kosciusko Monument.*—Projected by the Kosciusko Monument Association, which proposes to erect a \$25,000 statue to the Polish patriot at Humboldt Park.

*La Salle Monument, Lincoln Park.*—A handsome statue of the great French explorer, presented to the park by Judge Lambert Tree. It is located near the zoological gardens.

*Lincoln Monument, Lincoln Park.*—Located at the head of Dearborn ave. One of the finest works of art in existence. Designed by St. Gaudens from a bequest of the late Eli Bates, amounting to \$50,000. The great president is represented in a standing attitude, his hand resting on a chair. He is about to speak. The statue is such a life-like portrait that it seems as though the real Lincoln were there. It has been highly praised by the most critical of critics.

*Logan Statue.*—Location unsettled. To be erected to the memory of the late General and Senator, John A. Logan. Soon after the death of General Logan, in 1887, the Illinois legislature passed an act appropriating \$50,000 for a monument of John A. Logan and for the appointment of commissioners therefor. The monument was to be erected "at such a point in the City of Chicago or elsewhere in the State of Illinois as may be selected by his widow," and the commissioners were authorized and empowered to receive proposals and to contract for the completion of such monument and to receive subscriptions therefor. It was further provided, that if the place selected for the monument should be a public park, the commissioners in charge of such park should be "authorized, empowered, and directed to place the monument upon a site so selected by said widow, and to provide that such monument shall be made the permanent resting place of the remains of said John A. Logan and of his widow after her death."

*Mulligan Monument.*—Location, Calvary Cemetery. [See "Cemeteries."] Erected in honor of the gallant Col. Mulligan, the "hero of Lexington." It is a handsome piece of work.





[Engraved for The Standard Guide Company.]  
THE INDIAN GROUP, LINCOLN PARK. 3  
[See Page 316 and "Parks."]

*Ogden Statue.*—The projected statue to the late William B. Ogden, first mayor of Chicago, will be erected on the Lincoln Park front, just south of the intersection of N. Clark and Wells sts. This intersection is to be known hereafter as Ogden pl. The heirs of the Ogden estate are to provide the statue. No definite plans had been agreed upon up to this writing.

*Police Monument.*—Location, Eastern end of Haymarket Square, at the intersection of Randolph and Desplaines sts. The statue is that of a policeman, taken from life, with baton uplifted as if giving utterance to the words which are cut in the pedestal—"In the Name of the People of Illinois I Command Peace." The monument was erected by the people of Chicago to commemorate the heroic conduct of the policemen of Chicago on the night of the anarchist bomb-throwing in Haymarket Square. [See "Haymarket Massacre."]

*Rosenberg Fountain.*—Location, Lake Front Park, foot of Van Buren st., where a plot of ground 75 feet square was granted for the purpose. Cost of fountain defrayed by bequest of \$10,000 in the will of the late Joseph Rosenberg, of San Francisco. The statue which surmounts the fountain is a bronze figure of the goddess, Hebe. The figure is of exceptionally graceful outline and is nude, save for a little clinging drapery that falls from the left arm across the form. The pose is easy and natural, the right arm being raised. The lifted hand holds a vase or water pitcher—a symbol, as it were, of the purpose of the structure. A star-decked crown rests upon the head. The base is essentially Grecian, like the surmounting figure. The style is strictly Doric. A circular sub-base, 15 feet 9 inches in diameter and 10 inches high, supports the basin of the fountain. From the rim of this basin rise six columns 6 feet 6 inches high: on these rests, as the sub-base of the statue, a full, finely wrought entablature, the whole structure making a unique pedestal for the figure. The stone work is rich-colored Bovenia granite, the same as is used in the Drake fountain. The entire height of the fountain pedestal to the base of the statue is 14 feet, 8½ inches, and the height of the figure is 11 feet. The fountain proper rises between the Doric columns and overflows through six pipes, or channels, arranged between the pillars, the water falling freely into the basin, but within easy reach of those wishing to drink. The space beneath the statue is lighted by electricity.

*Schiller Monument;* Lincoln Park—Located at the end of the beautiful floral ave., near the park lake. A magnificent statue of the poet, presented by the German citizens of Chicago.

*Shakespeare Statue,* Lincoln Park.—Location, near the Indian group. Erected from a fund left by Mr. Samuel Johnson. O. W. Partridge, sculptor. Mr. Partridge has made a careful study of the death-mask of the great dramatist, consulted many able Shakesperian students, and spent some time at Stratford-on-Avon in order to prepare himself for the work of reconstructing the portrait. The conception of Mr. Partridge is not the haughty actor or the solemn philosopher, pondering on the frailty of humanity, but the smiling poet and observer of mankind. The pose of the figure is graceful, and the costume and accessories in keeping. The chair on which the figure is seated has a suggestion of heaviness about it, but this is undoubtedly made necessary by the weight which it must support.

*Sheridan Statue.*—To be erected to the memory of Gen. P. H. Sheridan at Union Park, West side, at the personal cost of Mr. Charles T. Yerkes. No expense, it is understood, will be spared in making this one of the handsomest monuments of the city and in producing the most accurate likeness of "Little Phil" in existence.

*Shield's Statue.*—Designed by Leonard Volk. Location at present unknown. In honor of the great Irishman, a general in two wars and a U. S. Senator from three states of the American Union. The statue is of heroic size, a little more than seven feet in height, representing Gen. Shields standing erect, in a graceful attitude, with the head slightly elevated and bending slightly to the right. He is attired in the uniform he wore in the Mexican War, with the rank of Brigadier-General, the right hand resting in a military sash and the left covering the hilt of a sword resting on the

ground. The position is thoroughly military in appearance, is dignified and attractive. It portrays Shields in his 73d year. It will be cast in bronze.

*Soldiers' Monument.*—Located at Rose Hill Cemetery. [See "Cemeteries."] A graceful shaft surmounted with the figure of a private soldier of the United States. In commemoration of the volunteers who fell in the war of the rebellion.

*Talcott Fountain.*—Located in Garfield Park, West side. Take Madison st. cable line. Erected by Mrs. Mancel Talcott in memory of her husband. This and other fountains in the several parks are cared for by the Chicago Humane Society.

*Victor Hugo Monument.*—Location, Lincoln Park. Not yet erected.

*Von Linne Statue, Lincoln Park.*—Erected to the memory of Carl von Linne, or Lineaus as the world calls him, an illustrious native of Sweden. The statue is of bronze, of heroic size, on a white marble pedestal, and it overlooks the little common near the foot of Fullerton ave. The spot is one of the prettiest in the park. The monument is encircled with fine trees and it looks south over a fine expanse of landscape. It cost the Linnæan Monument Association which built it \$22,000, and is one of the handsomest monuments in the West. The statue was unveiled May 23d, 1891.

*Wentworth Monument.*—Location, Rose Hill cemetery. [See "Cemeteries."] A plain column, 30 feet in height, marking the burial place of the late "Long" John Wentworth, a notable character in Chicago for many years, and an ex-mayor and member of Congress. The monument was erected before his death by Mr. Wentworth.

*William, Prince of Orange, Statue.*—To be erected by the Netherlanders of Chicago, who have formed themselves into an organization called "William the Silent Company."

*Yerkes Fountain, The.*—Among the great attractions for the visitor is the magnificent electric fountain at Lincoln Park, which was presented to the people of Chicago by Mr. C. T. Yerkes, president of the North and West Side street railway companies. This fountain cost in the neighborhood of \$50,000, and is the finest of its kind in existence. It is in operation about two hours every pleasant evening during the summer months, and presents an enchanting spectacle to the hundreds of thousands of people who flock to see it. It is as if the colors of a hundred rainbows were concentrated here into one beautiful fountain of prismatic light. Its ever-changing glories compel the coldest of observers to give expression to wonder, amazement and delight. Take N. Clark st. cable line about 7 p. m., during the summer evenings, for main entrance to Lincoln Park and N. Clark st., and walk directly east toward the lake shore.

## HOSPITALS.

The hospitals of Chicago are numerous, the system under which they are conducted, as a rule, is liberal, their management is admirable, and their charity is Catholic in its scope. The visitor or stranger in this city if stricken down by accident or disease need not fear but that he will be cared for with the same solicitude and tenderness that he would find at his own home, no matter what his nativity or his creed may be, or whether he be rich or penniless. The hospitals of Chicago never close their doors upon the stranger. Public, private, Protestant, Roman Catholic and Jewish institutions alike are open to men, women and children in distress, without question, and, when there is a necessity for it, without price. There are thirty-five patrol wagons in the police service, every one of which is equipped as an ambulance, and is used as such in case of emergency. One or more of these may be summoned to the scene of an accident, or to the relief of a stricken person, within the space of ten minutes from almost any given

point in the city. In addition to the patrol ambulance service, there are regular ambulances, built especially with a view to the comfort of afflicted or injured persons. To Miss Ada C. Sweet belongs the honor of originating the regular ambulance service in this city. Those who need medical attendance and medicine, and find themselves unable to meet the cost of the same, will be provided for at the various dispensaries mentioned under head of "charities." Under the same heading also is given a full list of the hospitals of the city. Here it is only necessary to notice the leading institutions.

**INEBRIATE ASYLUMS.**—The institutions of the city which receive and treat patients suffering from alcoholism are: Alexian Brothers' hospital, 539-569 N. Market st. (take N. Market st. car); Dr. Chas. W. Earle's private sanitarium, 533 Washington blvd. (take Madison st. cable line); Martha Washington Home (for females exclusively), Graceland and Western aves., Cuyler station, near Ravenswood (take train at Wells and Kinzie sts.); Mercy Hospital, conducted by the Sisters of Mercy, Calumet ave. and Twenty-sixth st. (take Cottage Grove ave. cable line); St. Joseph's Hospital, conducted by the Sisters of Charity, Garfield ave. and Burling st., near N. Halsted st. (take Garfield ave. or N. Halsted st. car), and the Washingtonian Home, W. Madison st. and Ogden ave. (take Madison st. cable line). Of these institutions, hospital treatment only is afforded by all excepting the Martha Washington and Washingtonian Homes. The latter are reformatory institutions, and, when their rules are strictly enforced, do not accept patients merely for physical treatment. There are several "Bi-Chloride of Gold" and other so-called cures for alcoholism in operation here, none of which can be recommended. These are merely imitations of the Keeley cure. The parent Keeley Institute is located at Dwight, 72 miles southwest of Chicago on the Chicago & Alton railroad. [See "Keeley Institute."]

*Alexian Brothers' Hospital.*—Located at 539 to 569 N. Market st. Take N. Market st. car. Conducted by the order of Cellites or Alexian Brothers. A Roman Catholic hospital which admits all creeds and classes. The buildings are large and handsome.

*Augustana Hospital.*—Located at 151 Lincoln ave. Take Lincoln ave. cable line. Conducted by the Swedish Evangelical Lutheran Churches.

*Baptist Hospital, The Chicago.*—Located at Nos. 32 and 34 Center st., N. E. Cor. Racine ave. Take Clybourn ave. cable or trailer on Lincoln ave. cable. Incorporated, January 26, 1892. Present hospital opened July, 1892. It has 36 rooms and a capacity for 60 beds. One of the youngest but one of the most promising of Chicagos' great charities.

*Bennett Hospital.*—Located at the Cor. of Ada and Fulton sts. Take Lake st. car.

*Chicago Emergency Hospital.*—Located at 192 E. Superior st. Take N. Clark st. cable line. Conducted under the auspices of an association of Christian ladies. Its object is to care for persons suddenly stricken, and who can not be removed to the regular hospitals without risk of life.

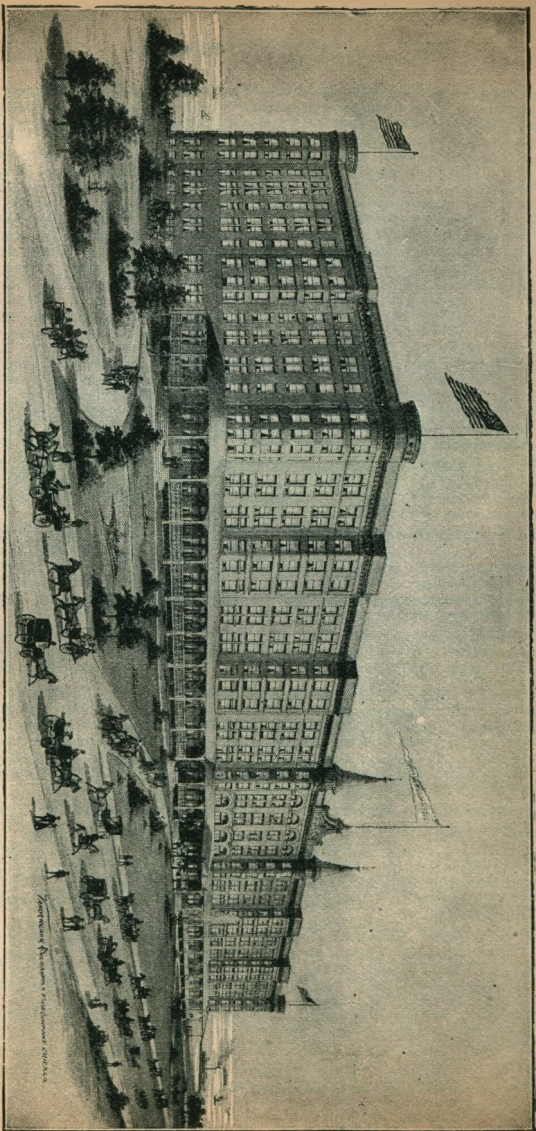
*Chicago Homeopathic Hospital.*—Located at the Cor. of South Wood and York sts. Take Ogden ave. or W. Taylor st. car.

*Chicago Floating Hospital.*—Located at North Pier, Lincoln Park. Take N. Clark st. cable line. Open only during July and August. [See "Chicago Daily News Fresh Air Fund," under head of "Charities."]

*Chicago Hospital for Women and Children.*—Located at the N. W. Cor. of W. Adams and Paulina sts., West side. Take Madison st. or Ogden ave. cable cars. This is one of the handsomest charity structures in the city. The entire force within its walls, except the engineer, fireman and janitor, are women. Expenses met from contributions, and from receipts from paying patients. Six attending physicians; fifteen of the leading physicians of the city are on the consulting staff.

*Cook County Hospital.*—Situating between Wood, Harrison, Lincoln and Polk sts., West side. Take Ogden ave., Taylor st. or Van Buren st. car. One





*Frederick A. Schuchman's Studio, Chicago.*

[Engraved for the Standard Guide Company.]  
CHICAGO BEACH HOTEL.  
[See Page 326.]

of the largest public hospitals in the world. It is conducted under the management of a warden appointed by the county commissioners. The visitor will be much interested by a walk through the spacious wards and corridors of this immense institution. The hospital was established in 1865, though it did not begin its work until January, 1866. Previous to that time the city had been accustomed to board its sick at Mercy Hospital. The new buildings, which were not all erected at the same time, consist now of a long administration building of imposing appearance, and a pavilion of four wards, and a wing of three wards on each side of it, with generous spaces between all these buildings, conducing greatly, not only to their appearance, but to the light, ventilation and comfort of the wards. They are situated on a lot containing twelve acres of ground. The hospital always contains 500 patients and 200 physicians, nurses and employes. The kitchen has in connection an ice house holding forty tons of ice. The wards are fourteen in number, and of these, three are male medical, five are male surgical, one is female medical and two female surgical, in addition to one obstetrical ward and one ward for children. The pavilion wards are very large, being 120 feet long by thirty in width. The wing wards are 46 by 15 feet in size and contain about thirty beds. Every ward has in connection with it a bathroom, a nurse-room, a linen-room, a kitchen and dining-room. The surgical wards have also operating rooms. The beds are all of iron, with woven wire springs. The floors of the wards are of Georgia pine, and the floors of the corridors are paved with tiles.

*German Hospital.*—Located at 754-756 Larrabee st., North side. Take Lincoln ave. street car. This is one of the leading though not the largest hospitals in the city, and is supported by donations and an association of citizens mostly of German birth and descent.

*Hahnemann Hospital.*—Located at 2813-2815 Groveland ave. Take Cottage Grove ave. cable line. This hospital is established for the homœopathic treatment of medical and surgical diseases. It is a private institution and wholly under control of its board of trustees and medical staff. It is open for the reception of patients at all times during the year and takes all classes except contagious diseases.

*Ingraham Free Hospital for the Poor.*— Provided for by bequest of the late Granville S. Ingraham. The fund in 1893 amounts to \$250,000. This will probably be increased before work upon hospital construction is begun.

*Linnæu Hospital.*—Formerly known as "The Maternity Hospital." Located at 1619 Diversey ave. It is now a public hospital. The idea of the projectors of the new institution is to make of it a place where the poor of any nationality can be treated for all diseases. The building is a five-story structure and it has accommodations for thirty-four patients. Formerly only those who needed the advice and attention of a midwife were admitted, but the plans have now been changed.

*Maurice Porter Memorial Free Hospital.*—Located at 606 Fullerton ave.

*Mercy Hospital.*—Located on Twenty-sixth st. and Calumet ave. Take Cottage Grove ave. cable line to twenty sixth st. Conducted by the Sisters of Mercy. Medical and surgical attendance by the faculty of the Chicago Medical College, which is located on the hospital grounds. The oldest and one of the largest of existing hospitals. This splendid institution was organized in 1851.

*Michael Reese Hospital.*—Located at Twenty-ninth st. and Groveland ave. Take Illinois Central train to Twenty-first st., or Cottage Grove ave. cable line. This is one of the most praiseworthy institutions in the city, and is conducted under the auspices of the United Hebrew Charities, which also has under its charge and protection a training school for nurses, a dispensary, a library, an employment bureau, a relief society, a cemetery and numerous auxiliary charities.

*National Temperance Hospital.*—Located at 3411 Cottage Grove ave. Take Cottage Grove ave. cable line. Conducted under the auspices of the National Woman's Christian Temperance Union.

*Presbyterian Hospital of the City of Chicago.*—Location, Congress st., Hermitage ave. and Wood st. The Ogden ave., Van Buren st., Harrison and Washington, and Harrison and Adams st. cars pass within a block of the hospital. While this institution is nominally Presbyterian, nevertheless it is conducted for the purpose of "affording surgical and for medical aid and nursing to sick and desirable persons of every creed and nationality and color; and provides them, while inmates of the hospital, with the ministrations of the Gospel agreeably to the doctrine and forms of the Presbyterian Church." The hospital building proper is the largest and most handsome private structure of its kind in the city. Exclusive of employes, it has a capacity for 175 patients. The Maternity building contains fifteen beds, and the Convalescent Home, twenty beds. All of these departments are under one general management. A special ward for consumptives is now in operation here. This is the only home for friendless and helpless consumptives in the city. The hospital has twenty-nine permanently endowed beds, and thirty-one annual free beds.

*Provident Hospital.*—Located at 2900 Dearborn st. Take State st. cable line. Established by colored people. The staff consists of ten physicians, white and colored. It is intended for the poor of African descent, but there is no distinction on account of race or color. Those who can afford it, pay; those who can not pay are treated without money and without price.

*Railway Brotherhood Hospital.*—Under the auspices of the Railway Brotherhood Hospital Association. Located at No. 78 N. Ada st. Take W. Randolph car or Madison st. cable line. Conducted by the engineers, firemen, conductors, brakemen, switchmen, operators and street railway conductors and drivers. Branch hospital, 6301 Wentworth ave.

*St. Elizabeth's Hospital.*—Located at Davis and Le Moyne sts. Conducted by the Poor Hand Maids of Jesus Christ.

*St. Joseph's Hospital.*—Located on Garfield ave. and Burling st., near N. Halsted st., North side. Take Garfield ave. or N. Halsted st. car. Conducted by the Sisters of Charity. The hospital is fitted with all the latest improvements for ventilation, heating, etc., and has accommodations for 300 patients in wards and private rooms. Of the latter there are fifty, tastefully decorated, thoroughly comfortable, with the most approved furnishings and abundantly supplied with light and air. The wards are also models of neatness and comfort, and so carefully have the interests of the sick been provided for that open fireplaces have been placed in each ward. The building is heated by steam. The schedule of prices is so arranged that all classes of patients can be accommodated and avail themselves, at reasonable rates, of the superior advantages of the hospital.

*St. Luke's Free Hospital.*—Located at 1430-1434 Indiana ave. Founded by the Rev. Clinton Locke, rector of Grace (Episcopal) Church in 1864. Take Indiana ave. car, Wabash ave. cable line. The early history of this great hospital was full of disappointment and disaster. It had attained a healthful position when the great fire swept it out of existence. Donations then came from all quarters, and frequent gifts and bequests have been contributed toward the erection of the present buildings. The running expenses are now over \$11,000 per annum. The Johnston Memorial building attached was erected in 1890. The hospital turns nobody from its door. It is well managed and has a staff of the ablest physicians and surgeons in the city. A training school for nurses is conducted in connection with it. Its officers are among the wealthiest citizens.

*St. Vincent's Infant Asylum and Maternity Hospital.*—Located at 191 La Salle ave. Take Clark or Wells st. cable lines. Conducted by the Sisters of Charity. This institution is for the care of infants and children under five years of age, who can be reclaimed by parents or friends at any time, unless they abandon them or desire to give them up for adoption. The building is capable of accommodating two hundred children. Arrangements can also be made to have infants wet-nursed. A portion of the building is fitted up as a lying-in department which is entirely private. Patients can be accommodated according to their means. In the wards the terms range from \$6



to \$8, and in the private rooms from \$10 to \$20 per week, according to the room selected.

*United States Marine Hospital.*—This government building is located at Lake View, about five miles north of the harbor, and is accessible by the Evanston and Alexandre ave. extension of the North Clark st. cable line of cars, and by the C. M. & St. P. R. R., Evanston Division, to Buena Park station. It was opened for patients November 17, 1873. The hospital is built of stone, and is 310 feet long; it has a basement, and is three stories high, consisting of a center portion, with attached wings. It is an imposing building, with a general appearance of plainness and stability, and a total capacity for 150 patients.

*Wesley Hospital.*—Located at 355-357 E. Ohio st., North side; take N. Clark st. cable line or North State st. car; this is the Methodist Episcopal hospital of the city. This charity, though in its infancy, is meeting with very generous support, particularly from members of the Methodist Church. The Chicago Training School for nurses is in charge of the nursing department. More room and better facilities will be added from time to time. The interest on \$5,000 endows a free bed, and contributions are welcomed from all charitable people.

*Woman's Hospital.*—Located at Rhodes ave. and Thirty-second st., South side; take Cottage Grove ave. cable line; chartered November 16, 1882. This corporation is a continuance of "The Woman's Hospital of the State of Illinois," and is perpetual. It is specially devoted to the treatment of the diseases and accidents peculiar to women, irrespective of creed, color, or condition in life; to the clinical instruction of students of medicine; to the practical training of nurses.

## HOTELS.

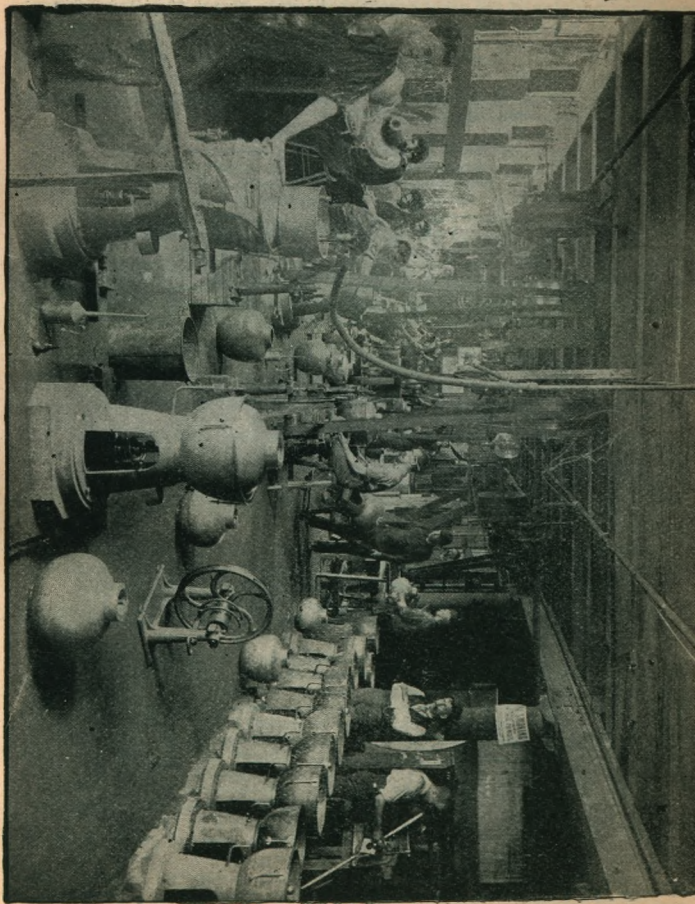
There are about two thousand hotels of all classes in Chicago. To publish a directory of them would be at the expense of too much space. It is estimated that there is hotel accommodation here for 500,000 people. This is exclusive of lodging and boarding houses. The great commercial hotels for transients are nearly all located in the heart of the business center. The family hotels are removed to the extent of a street car ride from the railroad depots, retail stores, etc. The hotels of Chicago are admitted to be the finest in the world. The leading hotel structures are described under the heading, "Buildings." Only the more prominent houses are noticed here.

*Atlantic Hotel.*—Located on the corner of Van Buren and Sherman sts., opposite the Van Buren st. depot, and in the Board of Trade center. A hotel which, although not making any great pretensions as to style, has been patronized during the past twenty years by thousands of the better class of western merchants, commercial travelers and tourists. It is most conveniently situated. Rates \$2.00 per day. Cummings Bros., proprietors.

*Auditorium Hotel.*—Situated on Michigan ave. and Congress st. Occupies entire eastern half of the great Auditorium structure. It is under the management of the Auditorium Hotel company, J. H. Breslin, of New York, president; R. H. Southgate, vice-president and manager. The building which it occupies is the grandest on the continent and was prepared to meet the requirements of a great high-class hotel, without regard to labor or expense. Every one of the 400 guest rooms is finely furnished, while many are beautifully decorated. The banquet hall is without a peer on the continent. The rotunda of the hotel is in itself worth a visit from strangers; supported by massive marble columns and decorated in the highest style of art, with mosaic flooring, rich carvings and costly fittings, it is the grandest hotel office in the world.

*Auditorium Hotel Annex or Congress Hotel.*—Located directly opposite the Auditorium Hotel, on the corner of Congress st. and Michigan ave. A mag-





[Engraved for The Standard Guide Company.]

SEPARATOR, FINISHING AND TESTING ROOM, DAVIS & RANKIN BUILDING  
AND MFG. CO., CHICAGO, ILL.

nificent structure connected by tunnel beneath Congress st. with Auditorium Hotel. Rooms only. [See "Guide" and "Buildings."]

*Briggs House.*—Located on Randolph st. and Fifth ave., one of the oldest and most popular of the great hotels of the city. Rates, \$2 and upward.

*Burke's European Hotel.*—Located on the south side of Madison between La Salle and Clark sts., in the heart of the business center. This is a first-class house in every particular, and is conducted to meet the demands of the traveling public.

*Carolina Hotel.*—Located N. W. Cor. Rush and Indiana sts. Seven stories. Cost, \$200,000. A high class family hotel.

*Chicago Beach Hotel.*—Location, foot of Fifty-first st., overlooking Lake Michigan. Warren F. Leland, manager. This beautiful structure has 450 rooms, with 175 bath rooms attached. It is located on the lake beach, only four blocks from the site of the World's Columbian Exposition (Jackson Park); fifteen minutes ride to the heart of the city, via Illinois Central R. R., with trains running every five minutes. It is furnished throughout in solid mahogany. Rates (American) \$5.00 per day. The building presents a handsome exterior; the design being in conformity with the established architecture of first-class summer-resort hotels. It has charming grounds.

*Clifton House.*—Located on Monroe st. and Wabash ave., convenient to the retail center, railroad depots, street car terminals, etc. A family and commercial hotel combined. Rates, \$2.50 to \$3 per day. Woodcock & Loring, proprietors.

*Columbian Central Hotel.*—Located on Sixty-second st. one block west of the central gate of the Columbian Exposition, at Stony Island ave. and Sixty-second st., is one of the most substantial and most convenient hotels in the World's Fair district, convenient to all matters of interest to the Exposition visitor, within a few hundred feet of all lines of local travel between the center of the city and the World's Fair, and yet retired in a pleasant grove of native oaks, upon a street finished with asphalt pavement and serving as one of the greatest pedestrian routes to the main portion of the Exposition. The hotel is conducted on the European plan, having in connection the "Columbian Central Cafe," and has nearly three hundred well finished rooms. Rates \$1 per day and upwards. C. E. Dorn & Co., proprietors.

*Commercial Hotel.*—Located on the Cor. of Lake and Dearborn sts., a hotel for the accommodation of country merchants and unpretentious visitors. Well managed and respectable. Rates \$2 per day and upwards.

*Continental Hotel.*—Located on Wabash ave. and Madison st., in the business center. Very popular with country shoppers and merchant buyers. Rates moderate.

*Exhibitors' Union Hotels.*—Location, Stony Island ave., between Seventy-first and Seventy-third sts. Constructed as World's Fair hotels, to be converted into apartment houses at the close of the exposition. Ten buildings, at a cost of \$25,000 each, are thrown into one. Each building is 94x115 feet, three stories high. The structures constitute the hotels of the Exhibitors' Union. The rooms of the various structures are retained by some firm exhibiting at the fair or outside firm or society. Under this system the Union becomes the headquarters of the business interests centering in or attracted by the exposition. The ten buildings contain over 1,000 rooms.

*Gault House.*—Located on west Madison and Clinton sts. The leading hotel of the West side. Very convenient to Union depot. This is one of the oldest hotels in the city. It is managed admirably and is popular with travelers and families. Rates \$2 and upwards.

*Gore's Hotel.*—Located at 266-274 S. Clark st. Conducted on the American and European plans. A splendid building, handsomely furnished and centrally located.

*Grand Pacific Hotel.*—Located on La Salle, Jackson and Clark sts. The Jackson st. front almost faces the Board of Trade. The Clark st. front

faces the general post-office. The La Salle st. front faces some of the immense office buildings in the Board of Trade center. The main entrances are on La Salle and Clark sts. The ladies' entrance is on Jackson st. The Grand Pacific is convenient to every railroad office in the city, the majority of which are clustered within a distance of a block; it is within five minutes' walk of every principal bank, the insurance district, the great wholesale district, the retail store section, and is no more than half a block from every large grain and commission house in Chicago.

*Great Northern Hotel.*—Located on Dearborn, between Jackson and Quincy sts. The first hotel constructed on the modern steel frame principle. [See "Buildings."] A magnificent structure; elegantly furnished. Everything first-class.

*Hotel Brevoort.*—Located on the north side of Madison, between La Salle and Clark sts. This is one of the best known hotels in the city. Recently greatly enlarged. It is popular with travelers and merchant-buyers, being situated close to the wholesale and retail districts. Exclusively European.

*Hotel Drexel.*—Located at 3956 Drexel blvd. (entrance to Washington Park). A family hotel of high standing. Its situation is healthful and beautiful.

*Hotel Endeavor.*—Located near World's Fair grounds. Four stories high, covering an area of 200x170 feet. Constructed after the manner of World's Fair buildings. Assembly hall accommodates 1,500 people. Capacity of hotel 2,000 per day. Terms to members of association, \$1 per day.

*Hotel Grace.*—Located on Clark and Jackson sts., opposite the post-office. Conducted on the European plan. A splendidly furnished high-class house.

*Hotel Thompson.*—Formerly the Fuller Block, on the west side of Dearborn st. just south of Madison st; refitted and furnished as a World's Fair Hotel.

*Hotel Wellington.*—Located on Wabash ave. and Jackson st. This hotel is magnificently arranged, decorated and furnished in the highest style of art. It is conducted on the European plan, for the very highest class of patrons, those who are willing to pay for the best of everything. The rates at this hotel vary from \$2 per day upward. Suites with baths from \$3.50 upward. On the parlor floor great attention is paid to fine private party and banquet rooms.

*Hotel Woodruff.*—Located on Wabash ave. and Twenty-first st. This is a first-class and almost an exclusive family hotel. It is beautifully situated and well managed. The hotel has 100 rooms. Rates \$3 to \$4 per day.

*Hyde Park Hotel.*—Located at Lake ave. and Fifty-first st. An elegant family hotel, convenient to the South parks. One of the largest hotels in the city.

*King Alfonso Hotel.*—Located on Sixty-third st. at the terminus of the Elevated Railway at the World's Fair grounds. An hotel on the European plan, to accommodate the traveling public and especially World's Fair visitors, for whom none other is more desirably located. It stands about two hundred feet from the Fair grounds and about one block from two principal entrances. A first-class restaurant is in connection with this house. Rates, \$1 to \$2 per day for lodgings. Can accommodate 300 people. C. E. Dorn & Co., proprietors.

*Lakota Hotel.*—Location, Thirtieth st. Cor. Michigan ave. A beautiful structure, ten stories high. Cost \$750,000. [Under the heading "Buildings," the building of this hotel is referred to as the "Dakota," which is a mistake. The proper name is "Lakota."]

*Leland Hotel.*—Location, Cor. Michigan blvd. and Jackson st., Lake front, facing the site of a portion of the World's Columbian Exposition. For many years this was known as the Gardner House. Its location is charming, on one of the finest boulevards in the city, overlooking the majestic Lake Michigan and yet being within easy access of the entire business section, the railroad depots, street car terminals, retail stores, theatres,

etc. The Leland has superior accommodations for families and gentlemen, with a table of peculiar excellence.

*Lexington Hotel.*—Location, Twenty-second st. and Michigan ave. One of the most elegant semi-private family hotels in the world. [For full description see "Buildings."]

*Marquette Hotel.*—Location, N. W. Cor. Adams and Dearborn sts. [See "Honore Block," "Guide."]

*McCoy's European Hotel.*—Location, Cor. Clark and Van Buren Sts. A first-class hotel conducted on the European plan.

*Montreal, The.*—Located on Madison ave., between Sixty-second and Sixty-third sts. An elegant four-story brick and stone structure, fronting toward the World's Fair, which is only two blocks distant. The Madison ave. station of the Alley L railway, and the Woodlawn station of the Illinois Central R. R., and two lines of electric street cars, are all within a few hundred feet, making this, in point of convenience, one of the best locations for World's Fair visitors. Rates from \$1 per day upward. European plan; accommodations for 400 guests. C. E. Dorn & Co., proprietors.

*Mosher Hotel.*—Location, N. W. Cor. Twenty-eighth st. and Wabash ave. A beautiful private hotel; building cost \$250,000. Elegantly furnished.

*Palmer House.*—Located on the S. E. Cor. State and Monroe sts., in the heart of the city, with a frontage on State st., Monroe st. and Wabash ave. Main entrance on State st.; ladies' entrance on Monroe st. The building occupies about one-half of the entire block. It covers an area of 76,550 square feet; is nine stories in height, has 708 rooms and accommodates usually from 1,000 to 2,400 guests. The grand rotunda of the hotel is 64 feet wide, 106 feet long and 36 feet in height. The dining room is one of the most elegant in Chicago. The parlors and waiting rooms are superbly furnished. The entire furnishings and fittings of the house are of the first order. The Palmer House is conducted on the European plan. The charges are regulated entirely by the accommodations required.

*Richelieu Hotel.*—Located on Michigan ave. blvd., between Jackson and Van Buren sts. A hotel conducted upon the European plan and is strictly first-class in every respect; has a large patronage from European travelers. It is elegantly furnished and has more the appearance of an elegant home than a hotel.

*Saratoga Hotel.*—Located at 155, 157, 159 and 161 Dearborn st., in the heart of the business section, This hotel is conducted on the "European plan," that is, guests pay only for rooms they occupy and such meals as they may require, or may take their meals elsewhere. Rates 75 cents per day and upward.

*Schiller Hotel.*—Front of Schiller theatre, Randolph, near Clark st. Beautifully fitted up; rooms in tower.

*Sherman House.*—Located at the N. W. Cor. Clark and Randolph sts., opposite the north entrance to the Court House. This is a land mark and one of the historic structures of the city, marking as it does a site which has been familiar to Chicagoans from the earliest settlement of the place. It is a first-class hotel, strictly fire-proof, well managed, and conducted with a view of making its guests comfortable at any expense.

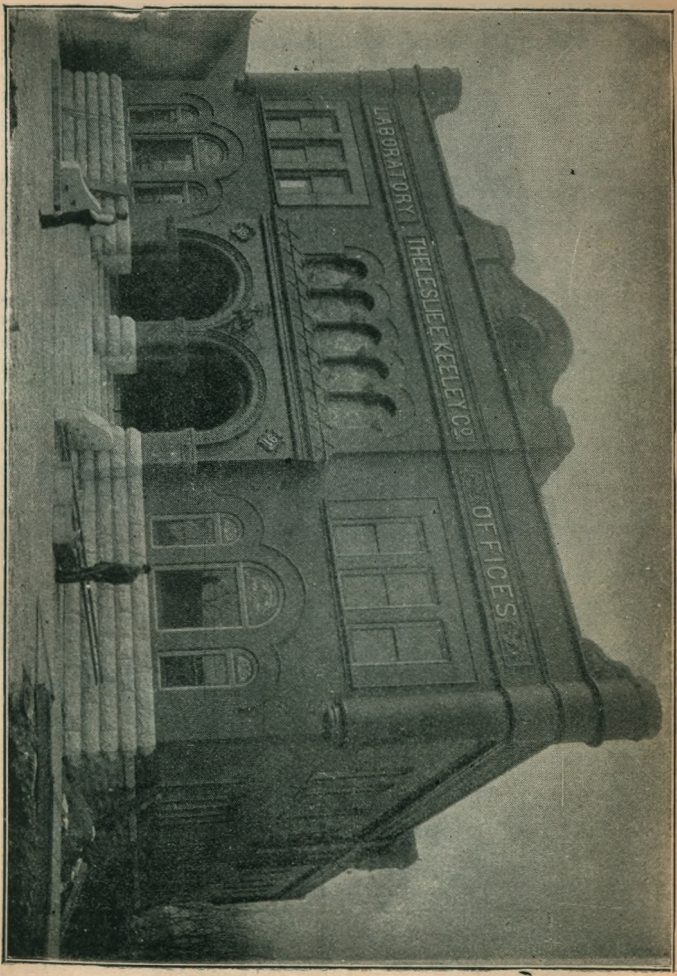
*Southern Hotel.*—Located on Wabash ave. and Twenty-second st. A first class family hotel, well furnished and equipped.

*Tremont House.*—This is one of the first hotels rebuilt after the '71 fire, and is considered one of the very best. Location, Cor. Dearborn and Lake.

*Victoria Hotel.*—Location, Michigan ave. and Van Buren st., overlooking the beautiful lake front. A first-class hotel, thoroughly equipped with all modern improvements. Two hundred and sixty guest chambers.

*Virginia Hotel.*—Located at 78 Rush st., North side. One of the largest and most beautiful private and family hotels in the world. The building is





[Engraved for The Standard Guide Company.]

KEELEY INSTITUTE AT DWIGHT—LABORATORY AND OFFICE.

[See "Keeley Institute." ]

a splendid specimen of modern hotel architecture. This is a high-class house in every sense.

*Western Reserve Hotel.*—Located on Wharton ave., between Sixty-third and Sixty-fourth sts., six blocks west of the main portion of the World's Fair and three blocks south of the Midway Plaisance portion. A handsome three-story brick structure, new and modern, delightfully located on high ridge ground and in a quiet retired neighborhood, within short walking distance of the World's Fair and all local lines of transportation, conducted on the European plan to meet the demands of World's Fair visitors. Rates \$1 per day. C. E. Dorn & Co., proprietors.

*World's Fair Hotels.*—Immense and numerous hotels are to be found in the vicinity of the World's Fair. These are operated for the most part on the association plan, although transients are accommodated, the average rates being \$2 per day for rooms. Only a few of these are mentioned here.

### KEELEY INSTITUTE, THE.

Location of parent house, Dwight, Ill., seventy-two miles southwest of Chicago. The Chicago & Alton railroad—including the entire system from Chicago, St. Louis and Kansas City—reach Dwight. Pullman sleepers on all through trains. Chair cars free. The Alton company and employes pay special attention to patients destined for Dwight, and will see to their safety and comfort. The Indiana, Illinois and Iowa railroad, better known as the "3 I's," connects Knox, Ind., with Streator, Ill., and forms a direct east and west route to Dwight. This stands alone among the institutions of Illinois. It is something so original, so novel, so unique, that the compiler has found it impossible to place it under any established classification. It must be treated in relief. It is not a hospital. It is not an asylum. It is not a sanitarium. It is not a reformatory. It is all of these in one, and yet it differs from them in so many essential points that it must not be considered as of their class, nor in connection with them.

*DR. KEELEY'S DISCOVERY.*—The discovery of a new principle in medical science, made by Leslie E. Keeley, M.D., L.L.D., a physician and surgeon of Dwight, Ill., began to attract attention about the year 1880. Dr. Keeley was a modest, studious practitioner, who for many years of his life had entertained and nurtured a belief that the victims of habits which required or demanded the constant or periodical use of alcohol or drugs, were, as a matter of fact, diseased, and that the disease was not incurable. He had been a surgeon in the United States Army during the war of the rebellion, and had every opportunity while in this service of investigating and noting, by comparison and analogy, the action of drug and alcoholic poisons upon the human system. To his mind it became clear as day that the slave to morphine or to whisky was poisoned. What had been a mere habit at the outset became a confirmed disease. To his mind it was equally clear that if the poison could be wholly eliminated from the tissue cells of the human system, and the nervous system restored to its normal or natural condition, the craving for morphine or whisky would cease. The question was, What remedy should be employed that could be safely used under all the varying conditions of these habitues? What combinations would best meet the indications presented by this vast army needing medical treatment? It was not a question of remedies, for the drugs and poisons known to scientists and the medical profession were familiar in name and action. The best years of Dr. Keeley's life were devoted to producing a combined remedy, not only antidoting and eliminating these poisons, but also possessing reconstructive nerve tonic properties, so that these poison-impressed tissue cells would be restored to their normal condition, rendering them so stable that in the future there would be no necessity or desire for a renewal of the

poison. With the Chloride of Gold and Sodium as a basis, he formulated the Double Chloride of Gold remedies, which, after a test of fourteen years, have proven not only specific in the cure of inebriety, morphinism, etc., etc., but also to be absolutely free from danger to either life or health. And this is his discovery. He is not, therefore, the mere compounder of a patent medicine. He is a discoverer of a new principle in medical science, and as such should rank with Harvey, Jenner, Koch and Pasteur. His discovery would have been a useless one had he not turned it to practical account. His knowledge of chemistry and pharmacy taught him how best to utilize his discovery. He must not only destroy the poison lurking in the minute tissue cells, but he must build up the enfranchised human system, and hence the antidote and ellminent are combined in connection with a powerful tonic. The whole constitutes what has come to be familiarly known to the public as the Double Chloride of Gold remedy. All things must have names, particularly if they are to be protected by letters patent or copyright. In commerce, at least, the name of a thing is as important as the thing itself, if it is to be distinguished as an entity. The name "Double Chloride of Gold" may mean anything or it may mean nothing so far as the remedy is concerned. It is simply a distinguishing title, as quinine, or sulphonal, or potassium, or rose-water, are distinguishing titles given to them so that when we want any one of them we may know what to ask for. Dr. Keeley's discovery has been kept a secret. It will probably always remain a secret in the keeping of the corporation which owns it. And it is right that it should be kept hidden from the world. If it were a mere patent medicine, a mere mixture of roots and herbs, or of drugs, and the exact proportions to be used could be given, it might perhaps be made public with safety, as the recipes for cholera-morbus or cough remedies are made public. But it is something entirely different. It is the discovery of a secret, which, if exposed, would surely result, not only in doing incalculable mischief in the hands of ignorant or unscrupulous persons, but in destroying the influence and good name of a remedy that has already cured over one hundred thousand victims of the morphine, opium and liquor habits.

**FRAUDULENT IMITATIONS.**—As an evidence of the fact that the secret of Dr. Keeley's discovery, if made public, would result in harm, it is only necessary to point out how such a trifling thing as the adoption of a name for an association of gentlemen, graduates of the Keeley Institute, resulted in giving to unscrupulous quacks and medical confidence men the opportunity of imposing upon the public. In the spring of 1891, the patients then at Dwight undertook to organize themselves into a club for social and benevolent purposes. The question of giving the club a name arose, and it was thought best that the name should be such as would identify the organization closely with Dr. Keeley's remedies. The patients then at Dwight, were as a rule, cultured and scholarly gentlemen, most of whom possessed an ear for euphony. When it was proposed to call it the "Double Chloride of Gold Club" the title grated harshly upon their ears. One of the gentlemen suggested as an improvement, the title "Bi-Chloride of Gold Club," and this term was thoughtlessly adopted. The club grew rapidly and spread into other cities and into other states. It became a famous organization. In a little while the title of the club became confused with the name of Dr. Keeley's "Double Chloride of Gold" remedies. The term "Double Chloride of Gold" was protected by letters patent. The term "Bi-Chloride of Gold" was not. The quacks, charlatans and unscrupulous speculators in human misery caught upon the term "Bi-Chloride of Gold," and soon "Bi-Chloride of Gold Institutes" began to appear in every section of the country. The very fact that this name was selected proved these institutes to be frauds and the men who were responsible for them to be quacks, for there is no such thing as "Bi-Chloride of Gold." It is a chemical impossibility. Many Americans, as well as foreign physicians of standing, who were unacquainted with the facts, also became confused in their minds with regard to the name given by Dr. Keeley to his remedies, and the result was that various medical societies, at home and abroad, denounced Dr. Keeley because he had given to his remedies a name which meant nothing. This false impression was

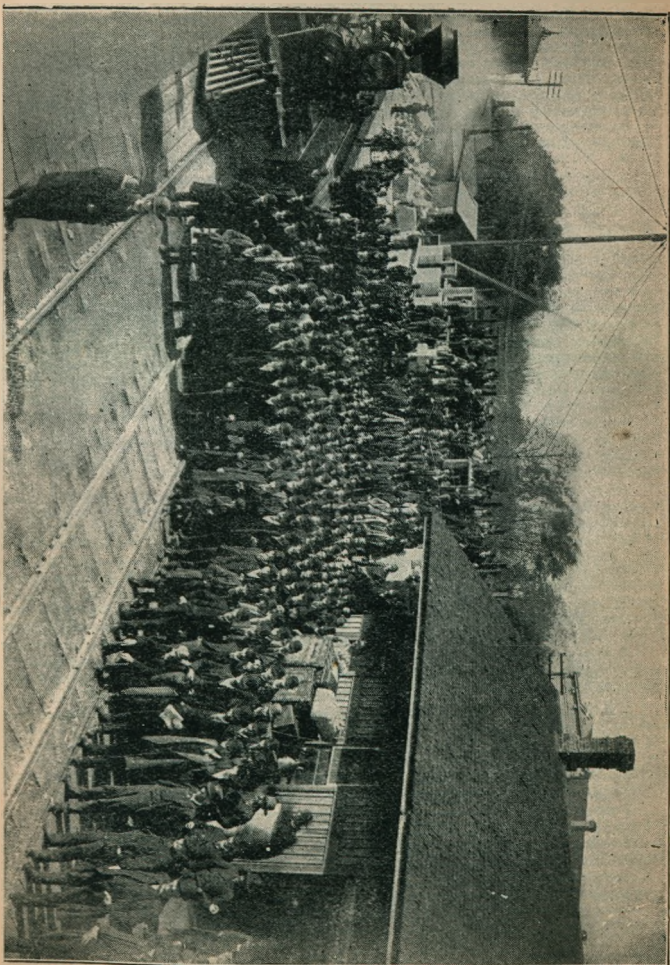
soon removed by simple statements of the circumstances on the part of Dr. Keeley and of Dr. Keeley's disciples and friends. But the fraudulent "Bi-Chloride of Gold" Institutes continued to exist and to increase. The compiler of this work assumes the responsibility here of making the assertion that any concern in existence calling itself a "Bi-Chloride of Gold" Institute is a humbug, and that those who are at the head of it are knowingly imposing upon the credulity of the public. There is not and never has been any such thing as "Bi-Chloride of Gold." Dr. Keeley's "Double Chloride of Gold" remedies are prepared exclusively in the laboratory at Dwight, Illinois, and are only administered at Dwight and in the authorized branch Keeley institutes, which are to be found in every state and territory of the Union, and in many foreign countries. And the compiler takes occasion here to warn not only the American public, but all strangers who may visit the United States during the present year, against these fraudulent institutions. *There is but one known cure for drunkenness or the morphine or opium habits. That cure is the result of Dr. Leslie E. Keeley's discovery, and is the property of the Leslie E. Keeley Company, of Dwight, Illinois.*

*The Remedies.*—The Keeley remedies are all compounded on the same principle—the destruction of poison in the blood and the rebuilding of the diseased or shattered nervous system—but they vary in special properties as well as in strength, so that those remedies prepared for the morphine or opium habituate are different from those administered to the drunkard. The sufferer from neurasthenia or nerve exhaustion is treated with a remedy which differs in essential particulars from all the others—a magnificent tonic known as gold neurotine, two bottles of which, it has been demonstrated, are equal, in restorative power, to three months in the mountains or a summer at the seaside.

*Bequeathed from Sire to Son.*—From Opie P. Reed, journalist, novelist and wit: "For many years Dr. Keeley was a general practitioner at Dwight, and was the first regularly-engaged railroad surgeon in the United States, having been tendered the position by the Chicago & Alton twenty years ago. He grew up with the idea that drunkenness was a disease and that it could be cured; indeed, this idea was an inheritance. His grandfather, an Irish gentleman and a fine physician, held the same belief, and spent much of his life in the study of the subject, but without discovering a sure remedy. Years afterwards his son, also a physician, continued the investigation, but, after a long life, died without having made the discovery which his father had so earnestly sought. The present Dr. Keeley experimented for many years in the East where he was born, and in the West at Dwight; indeed, during the war, while he was surgeon in the Union army, he kept up his birth-seated habit of studying drunkenness and its possible cure. One night about fourteen years ago the student walked forth from his laboratory. Dwight was asleep; the late trains had passed; a quiet joy filled the student's heart. Why? He was satisfied that the long-sought remedy had been found. A strong test was not long wanting. Shortly afterward Dr. Keeley was summoned to attend an old man who had attempted to commit suicide. He was the village drunkard. The doctor saved his life and then applied his discovery. The old man lived many years, but never took another drink of liquor."

*Diseases Treated.*—While by far the great majority of patients at Dwight and its branches are treated for alcoholism or drunkenness, great numbers of victims of narcotics, such as opium, morphine, chloral, etc., and tobacco, may also be found there, as well as sufferers from nervous diseases not superinduced by the use of alcohol, drugs or tobacco. The success achieved by Dr. Keeley in his treatment of drunkenness has to a great extent overshadowed his equally successful treatment of those addicted to other and more pernicious habits. This is naturally so for the reason that the disease of alcoholism is so much more widespread and so much more prominent in the eyes of the public. Dr. Keeley looks upon the cigarette habit as being the most pernicious he has to deal with. Because of the apparent innocence of the habit it works a more complete ruin than any of the others to the nervous system of its victims. It is the only habit he is





[Engraved for The Standard Guide Company.]

KEELEY INSTITUTE AT DWIGHT—WAITING FOR THE TRAIN.

[See "Keeley Institute."]

occasionally led to denounce positively as a vice. There are issued by The Leslie E. Keeley Company a number of valuable pamphlets treating of the morphine and opium habit, in all its various phases and degrees, of the tobacco habit, the cigarette habit, and of neurasthenia, or nerve exhaustion, with information of vast importance to sufferers. These will be sent free to any person applying for them at The Keeley Institute, Dwight, or at any of its branches, or they will be furnished together with any other information desired by any graduate of any of The Keeley Institutes, every one of whom considers himself an agent of the Company to the extent of spreading the light of Dr. Keeley's discoveries so that all mankind may be benefited by it. No letter is ever left unanswered at The Keeley Institute, and no question is considered too troublesome to be answered by the staff of physicians in charge.

*What the Treatment Does.*—There is no claim by Dr. Keeley or any of his patients, present or past, that his treatment will prevent drinking. It will not drag a man out of a saloon by the heels. In many cases there is a positive distaste for liquor. In others there is not. All that is claimed is that the taste for alcohol is destroyed. The craving is gone. If, without any craving, a man desires to contract the habit again, *he can do so*, although in the majority of cases repeated trials are necessary before the stomach will retain a drink of whisky. The man is placed where he was before he learned to drink. If he disregards the lesson of the past, and if the sorrow and misery of his years of drunkenness have made no impression upon him, he can again become a drunkard, but he can never again be enrolled among the list of Dr. Keeley's patients, for there is no use of curing a man who will not profit by experience. In the case of 95 per cent. of the persons who leave Dwight, the cure is permanent. The other 5 per cent. is made up chiefly, if not exclusively, of fools who cannot be taught, and of very young men who have not suffered enough to learn the lesson that they cannot play with fire without being burned.

*Government Recognition.*—The United States Government recognizes the Keeley Treatment and has authorized the use of the Keeley remedies in twenty-eight National and State Soldiers' and Sailors' Homes. The Board of Managers of these institutes is composed as follows: The President of the United States, the Chief Justice, the Secretary of War—*ex-officio*; Gen. William B. Franklin, president of the board; Gen. William J. Sewell, first vice-president; Gen. John C. Black, second vice-president; Gen. Martin T. McMahon, secretary; Col. John L. Mitchell, Maj. Edmund Morrill, Gen. George Bonebrake, Gen. Alfred L. Pearson, Gen. James Barnett, Gen. Francis Fessenden and Gen. George W. Steele.

*Information for the Interested.*—The Leslie E. Keeley Company has prepared the following necessary information for those who are interested in the Double Chloride of Gold remedies. It should be read carefully:

We are called upon in hundreds of letters, which daily come to this office, to answer questions regarding our treatment, methods, general expenses and usual time necessary for a complete and thorough cure of the liquor habit; and finding it impossible to spare time for each letter in detail, we embody the necessary information in this general letter to meet such inquiries and thus insure more prompt knowledge on the subject.

FIRST, Dr. Keeley has been in this SPECIAL department of medicine fourteen years, during which time he has saved more fathers, sons, husbands and brothers, than have all other means to the same end since the beginning of the century.

SECOND, we are constantly crowded with patients from every state and territory in the Union, here for a cure of the Liquor disease, who come and go with unvarying regularity every THREE TO FOUR WEEKS. They are from every walk in life, from the capitalist to the mechanic. We have no sanitarium buildings, no behind "stone walls" or "iron bars" for patients. Our system does not require them. Patients coming to Dwight go to good, comfortable hotels or boarding houses, take their remedy there EVERY TWO HOURS while awake, and report at the general office FOUR TIMES DAILY, AT

STATED INTERVALS, FOR AUXILIARY TREATMENT—this as a part of their exercise.

THIRD, the time here is three to four weeks, and in that time Dr. Keeley will do more for a liquor habitue than can be done for him elsewhere on the face of the globe in as many years—he will give him a cure—a cure that will come to him like a benediction from God, without aid or effort on his part, and come to stay. Dr. Keeley does not hesitate to give every liquor habitue coming here all the liquor necessary until he drops it of his own volition, which is usually in from 36 to 48 hours after commencing TREATMENT. He then drops it, never to take it up again while life lasts, as never again is it a necessity or a temptation.

We have but one price to all comers, namely, \$25.00 a week for REMEDY and TREATMENT; board is extra, and costs from \$5 to \$21 per week, according to inclination and purse.

In all Remedy sent out for HOME TREATMENT we embody a limited amount of the SUPPORT SOLUTION heretofore mentioned as AUXILIARY TREATMENT in the menstrum of the Remedy. In this manner we try to give as nearly as possible Treatment identical with that at Dwight.

We are always anxious to make a cure in every case to which the Remedy is sent, and to do this we urge constant and accurate REPORTS sent in every THIRD day. These reports are answered by a personal letter of advice and instruction, and through this method we take charge of each case from beginning to finish, and thus protect the Cure. We always enclose a Report-blank to those desiring HOME TREATMENT. This, filled out accurately, enables us to gold-grade Remedy to meet, as nearly as possible, the conditions so given, and to secure best results.

We counsel no liquor given in HOME TREATMENT unless to absolutely support and sustain. Then only in small quantities and at long intervals. When the Remedy takes full hold upon the system the patient will not want liquor.

The price of the Remedy for home treatment is \$9 per pair, and being liquid must be sent by express. Cash with the order will save return express charges, otherwise shipments are made C. O. D.

*The Ladies' Home.*—For the exclusive comfort and convenience of lady patients a commodious residence has been built and equipped with all modern improvements, including steam heat, electric lights, baths, etc. Here ladies can enjoy home seclusion and privacy, free from any unpleasant associations, with the institute treatment conducted under the special care of attending physicians.

*Keeley Institute, Parent House.*—Located at Dwight, Ill. This institute is under the immediate supervision of Leslie E. Keeley, M. D., L. L. D., discoverer of the Keeley remedies. This is the center from which all branch institutes derive their authority, receive their supplies and obtain their medical directors. Connected with the present institute is the laboratory of the company, in charge of Prof. John R. Oughton, and the business department of the company in charge of Major Curtis J. Judd. The medical department is in charge of Dr. J. E. Blaine, who ranks as chief of staff. His assistants are all regularly-graduated physicians and men of high standing in the profession, some of them being specialists of established reputation. The attendance of patients here is always much larger than at any of the branches, frequently reaching upward of 1,000, although the treatment received is precisely the same at all Keeley institutes. All physicians placed in charge of branches receive their training here. They are not permitted to administer the remedies until they shall have first thoroughly familiarized themselves with the peculiar methods pursued under Dr. Keeley's system, with the use of the needle and with the various phases of the different diseases arising from the use of alcohol and narcotics. The buildings which compose The Keeley Institute, at Dwight, consist of a beautiful structure, known as the "Laboratory," in which the general accounting rooms and offices of the physicians are located; the treatment hall; the Livingston

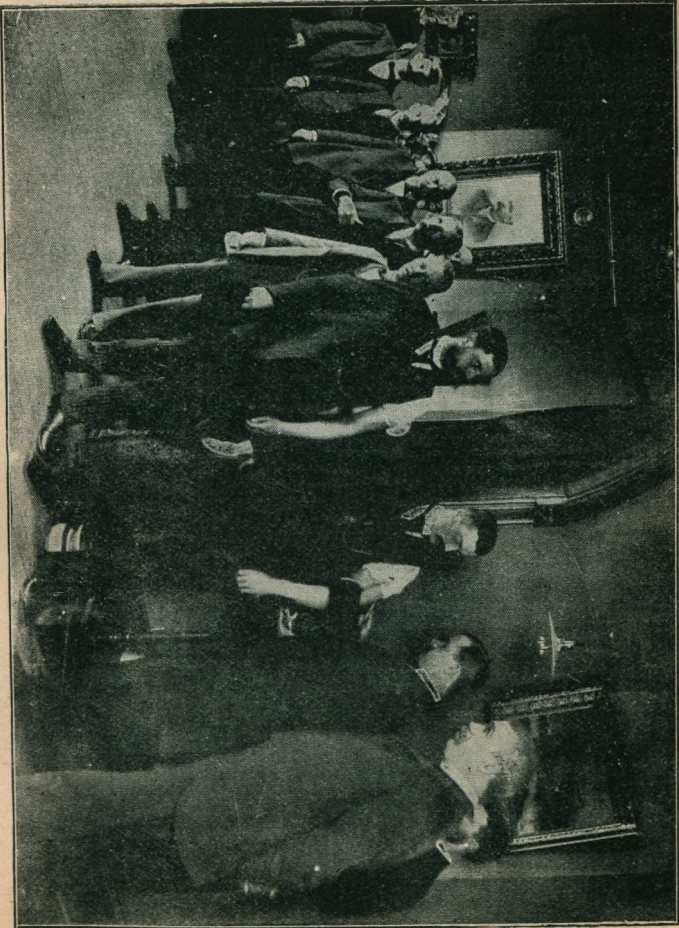
hotel; a sanitarium for women; a home for attendants, where bad cases are first lodged; The Keeley League Club apartments, and various buildings scattered throughout the village. The Livingston occupies the site of Dr. Keeley's old office, where he toiled along for over twelve years, unrecognized by his profession, and almost unknown to the world. The laboratory building contains the following departments: Laboratory for the dispensing of the general line of medicines used in this treatment; offices for the clerical purposes necessary for so large a business; also for the use of the lady stenographers, of which they have to employ at present fifteen, besides bookkeepers, clerks, etc. The Treatment hall is removed from this structure, and convenient to the club rooms, where patients lounge and amuse themselves. Here, at the proper hours [see Rules and Regulations], the patients form into lines for treatment. An illustration of the method pursued is given in this work. This shows Dr. Keeley in the foreground, noting the condition of patients as they pass from the hands of the operating physicians. The four daily hypodermic injections are given in the left arm, a slit being made in the shirt sleeves of the patients, as a rule, although many prefer to roll the sleeve up to the shoulder. At each operating table there are two physicians, one to use the needle, the other to see that patients are provided with remedies for minor indispositions. The former observes closely the pupils of the eyes of every patient as he approaches, and regulates the injection accordingly. A third physician stands in the rear of these (in the position of Dr. Keeley as shown in the engraving) who takes each patient by the wrist after treatment, as he passes out, to note the temperature of the body, condition of skin, dilation of pupil, etc., and also enquires regarding the general health of the subject. One line is usually reserved for new patients, and the physician who is detailed to attend to the duty last named, in this line, also supplies the liquor required in two ounce or four ounce bottles as the case may be. No patient is refused whisky. Just so long as he desires it, it is freely given. He usually declines it thirty-six hours after the treatment has begun.

*Leslie E. Keeley Company, The.*—The Leslie E. Keeley Company, of Dwight, Ill., is a corporate body. It was organized under the laws of this state for the manufacture and sale of the Leslie E. Keeley remedies for the cure of the alcohol, opium, morphine, tobacco and similar habits, and for the treatment of nervous diseases generally. Leslie E. Keeley, M. D., LL. D., the discoverer of the Double Chloride of Gold cure, is president; Prof. John R. Oughton, the chemist of the Institute, is vice-president; Major Curtis J. Judd, the business manager of the Institute, is secretary and treasurer. It is understood that the entire capital stock of the company is controlled by these three men. Messrs. Oughton and Judd became interested in the Keeley discoveries long before the Double Chloride of Gold remedies had achieved a reputation, and remained steadfast in their faith, although it appeared many times that the discoveries made by Dr. Keeley would never obtain the recognition which they deserved, and which they are now receiving throughout the world.

*Keeley Institute—Branches.*—A large number of important branches of The Keeley Institute have been established. These are scattered throughout the country. In the near future it is likely that one or more branch institutions will be found in every state in the Union, in Canada and in the different countries of Europe. The list of the authorized state agencies operating under the name and title of "The Keeley Institute," now numbers eighty-six with three in Europe. These comprise the only genuine representatives for the treatment of patients with the Dr. Leslie E. Keeley Double Chloride of Gold remedies.

*No Restraint.*—From a lecture delivered in Chicago, before The Keeley League club by Maj. Curtis J. Judd: "The old method of treatment doctors had come to believe in, and of course it was difficult to argue with them and to bring them to see matters as he did. The argument against Dr. Keeley was that he could not do what he claimed because it never had been done. Dr. Keeley contended that he could effect a cure of the liquor and opium





[Engraved for The Standard Guide Company.]  
KEELEY INSTITUTE AT DWIGHT—TAKING THE HYPODERMIC TREATMENT.  
[See "Keeley Institute;"]

habits by treating them as diseases. He would use no force in the matter whatever, but whoever came under his treatment should be simply a resident of the village he was in, and have all the liberty that he had where he came from. They should be merely temporary residents of Dwight. Dr. Keeley claimed that the voluntary assent of the patient to be under his treatment distinguished the mind sufficiently; that under no consideration did he consider the disease of inebriety, even to the extent of delirium tremens, a case for confinement; and he never has done it. That is one of the strongest features in his treatment—that a necessity does not exist for confinement in any case. I can not remember of a single case of delirium tremens where the patient himself was vicious. You may read the medical books and hear people talk of public and private asylums, and you will hear of nothing but viciousness on the part of inebriates. That is what surprises me. Dr. Keeley's theory was that you made these cases vicious by confinement, by forcing them to do what in their own judgment was wrong. By employing coercion, as Dr. Keeley terms it, you are creating what you try to cure, a species of madness or insanity. That is the exterior treatment of inebriety. It is carried out to-day identically as Dr. Keeley laid his plans ten years ago. He is carrying out what he has studied and made a life-work for the last twenty-five years."

*Rules and Regulations.*—The following are the rules and regulations governing the course of treatment at Dwight. In effect these laws govern the treatment at all branch institutes:

**FIRST.** No patient accepted for a less period than the full course of treatment. All patients are required to register and arrange all financial matters with the treasurer on arrival. Borrowing or loaning money between patients is positively prohibited.

**SECOND.** Strict regularity must be observed in the use of remedy every two hours during the day, and promptness at the office for hypodermic treatment four times daily, viz.: 8 o'clock a. m., 12 o'clock noon, 5 o'clock p. m., 7:30 o'clock p. m. If for any good reason patients are unable to attend office treatment, physicians will visit their residence.

**THIRD.** The remedy for internal use is compounded to meet the individual requirements, and all exchanging or loaning between patients is interdicted.

**FOURTH.** The use of tobacco in any form is prohibited for fifteen minutes before and fifteen minutes after office treatment.

**FIFTH.** Cigarette smoking and gambling will be punished by dismissal.

**SIXTH.** Baths are prescribed at least twice each week.

**SEVENTH.** Patients are requested to preserve silence in the office, while in line or when through office treatment.

**EIGHTH.** Gentlemanly deportment is expected from all, and profanity, lewd conversation, boisterous conduct on the street, at hotels or boarding houses, will be severely reprimanded, and if persisted in will be visited by prompt expulsion.

**NINTH.** Strangers visiting Dwight, as well as the residents, must not be annoyed in any manner; and graduates should be permitted to take their departure without unnecessary demonstration.

**TENTH.** Statements will be furnished from the office at close of treatment, and all are requested to present complete board accounts in ample time for adjustment. All changes in boarding locations should be promptly reported to the office.

**ELEVENTH.** Every patient accepting treatment at Dwight must comply with these rules in every particular.

Rules are not made to be broken at Dwight. Once made their observance is imperative. No patient, no matter who he may be, or what influence there is behind him, can break a rule with impunity. If it is deemed best for the good of his associates, he is expelled summarily. Dwight, like opportunity, only knocks once at a man's door. If he fails to profit by his experience there he can never return. This is an absolute rule. Dr. Keeley expects

every man who visits Dwight for treatment to be, above everything else, a gentleman. His condition, his clothing, his nativity, his creed, are not noticed, but his conduct is watched closely. If he does not behave himself, once sobered, like a man, he is invited to leave, and can never return.

*Inebriety a Disease.*—From a lecture delivered at Chicago by Dr. Leslie E. Keeley, under the auspices of the Press Club: "I do not claim that society is yet ready to accept the conclusion that confirmed inebriates are morally irresponsible, but society is now obliged to accept the fact that confirmed inebriety is a disease. The evidences of this fact comprise all the evidence there is of the existence of any disease. There is poison as a cause. There are symptoms and signs of disease. These facts have long been known, but there is now the additional evidence which is confirmatory that the disease of inebriety is curable by medicine. The moral factor of inebriety has always stood in the way of recognition by the public that inebriety is a disease. The alcoholized patient, or culprit, or prisoner, is held responsible morally because he buys the poison voluntarily, and takes it himself, which brings into the case the factor of vice viewed from the standpoint of law and morality. Setting aside this factor, there is no difference in general terms between drunkenness or alcoholism and typhoid fever or insanity—and, in fact, when we continue the analysis of the features of likeness, there is no difference. The germ diseases as typhoid fever, consumption, scarlet fever and diphtheria are caused by germ poisons, and it was formerly the custom to call these diseases "providential" or visitations from God, the reason being that the cause was unknown. Now, however, that the cause is known we learn that the public and individuals are as responsible morally for the existence of the poisons as they are for the existence of alcohol. A man who refuses to be vaccinated or refuses this protection to his family is responsible if small-pox is the consequence. Communities which neglect sanitation and have a death rate of ten or twenty above the minimum rate per 1,000 are responsible for the consequent sickness and death. An individual who uses water that he knows, or should know, may be contaminated and gets typhoid fever therefrom is morally as responsible as the man who drinks alcohol until he becomes a drunkard. From these facts, then, I can see no difference in a general sense between the disease of inebriety and typhoid fever or other diseases. They are all, every one, caused by poisons which produce the disease, and individuals and communities are equally responsible from the moral standpoint for all diseases that are preventible. Inebriety also bears the same relation to cure and prevention that other diseases do. All diseases, including inebriety, should be prevented rather than cured, but this world, while truly seeking the art of preventing all diseases has not yet reached the goal. The foundation of this disease, with its manifestations of periodical inebriety, consists in a characteristic variation of the tissue cells of the brain, which can be caused by nothing else than alcohol. This variation of cells is partly lost or cured naturally during the rhythmic interval of sobriety, but for the reason that force underlies this manifestation and that all force is physically rhythmic, this condition returns again: that is, the manifestation of inebriety again returns and again recedes, and that is what makes the habitual drunkard. Dwight is called the 'court of last resort of God's unfortunates,' and I think justly so. I will take any liquor habitue there, soddened and saturated by twenty years of alcoholic debauch, sober him in two hours, cut short his worst spree in four hours, take him from inebriety to perfect sobriety without nervous shock or distress, and leave him anti-pathetic to alcoholic stimulants of every sort and kind inside of three days, and, in the meantime, will give him all the liquor he asks for; this, with the confident assurance that he will drop it of his own volition in from thirty-six to forty-eight hours. Never again will he want or desire it, though he should live a hundred years, and if he goes back to liquor he will do so, not because of want or desire, but simply with intention to resume his old habits. The sobering up process at Dwight is a small matter, though one much dreaded by the inebriate at home. I take him from the inebriety to perfect sobriety much as a ship is lifted from the water to the



dry-docks without strain. The formulæ for the cure of inebriety and opium habit, which I have discovered after years of experimental work, has never yet been published and never will be, for general use. I am aware that alleged analyses of my formulæ are published in the newspapers. I pronounce them unqualifiedly false. I rest easy upon the matter of analysis, otherwise I would not send my remedy broadcast over the world to whoever calls for it. It would take a river of it to make a quantitative or qualitative analysis, or, in other words, an analysis in fact. To give to the general public the formulæ from which my remedy is compounded would be to simply destroy its efficacy as a cure. The remedy is not a proprietary one, similar to the many others known as patent medicines upon the market in drug stores. It is a complete system which must be closely watched from beginning to finish, and from which no detail can be omitted without endangering its success."

*Daily Life at Dwight.*—It is a quiet life at Dwight, but not a dull one. There is no chance for dullness and stagnation where so many newspaper men, politicians, lawyers, war veterans, and city men of affairs are gathered. People find out each other here, and when a man is found out he is expected to turn in and do his best for the general amusement or the public good. Nearly every candidate for the Double Chloride of Gold course goes to Dwight with the desire and intention of keeping his visit a secret, and many make elaborate preparations at home for carrying out the fiction of a visit to the springs or a trip to the seaside. But it amounts to nothing. They meet old acquaintances who have come on the same errand; they are recognized by friends on passing trains, or gossipy people who are writing home send lists of distinguished inebriates who are their companions. The secret always comes out. But the strange part of the story is that after the first week no one wants to hide the fact that he has passed through Dr. Keeley's hands. He is proud of it, and he exults in the idea that he will be able to tell his friends that the chains have fallen from his wrists and that he is free. "I am going home next week," said a happy patient, "to let my wife get acquainted with me. We have been married twelve years and she has never known her husband!" Such sunshine as this has fallen upon thousands of households that once were desolate, but now are filled with happiness. This will explain why so many who came with reluctance and with doubt are glad to hear from the doctor's lips that they must stay another week, and even then leave Dwight with reluctance. This is why strong men break down in tears when they come to say good-by. They have formed acquaintanceships which are different from any they made before and which are the blossom and fruit of a common knowledge of sorrow and a common bitter experience. The friendships made in Dwight are unlike any that come up in the ordinary business of life, and will be apt to outlast most others. The badge of The Keeley League club is likely also to be the longest worn of any such ornaments. All the members have promised to wear it at all times, not only as a shield and reminder, but also as a pleasant memorial of their days at Dwight and the friends they made there. As the day of their departure draws near patients who wonder why they were side-tracked at an unknown village see the wisdom of the plan that brought them to Dwight. In a large city or at a watering place the work they have been doing for themselves would have been doubled by the temptations and distractions that presented themselves. In the little village, whose peaceful homes are shaded by the cottonwood and maple, and whose every open door welcomes the stranger, the work of rest, peace, and regular habits proceeds apace. To the jaded brain the song of the thrush and the call of the robin come with new meaning as the man finds the years that were once worse than wasted dropping from him, and that the vigor of early manhood with its hopes and ambitions, is returning. This is the work of restoration and reconstruction that is claimed for Dr. Keeley and Dwight, and to which 100,000 saved men stand ready to bear witness. The work and the place are adapted to each other perfectly. The great and good physician who has given the best years of his life to the rescue of the drunkard comes before the world fitly framed in by the pretty little village of Dwight, where his





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[Engraved for The Standard Guide Company.]  
THE SKANDINAVEN BUILDING, 183-187 N. PEORIA ST.  
[See Page 396.]

work began, and from which he has sent out a perpetual stream of sunshine on innumerable homes. There, where men who had lost all hope heard from his lips the first promise of a cure, there they will look back to see him always, as they last saw him, with a smile of trust upon his lips. And the last thing they forget in life will be Dr. Keeley and the work he did for them at Dwight.

*Character of the Patients.*—There may be found undergoing treatment at Dwight representatives of every class of society except that known as "the bum element." If a man is a "bum" when he reaches Dwight, and is not so naturally, the odor of the pot-house and the barrel-house very speedily leaves him, and he finds that unless he quickly changes his manners his associates will prove neither social nor tolerant. If he is a "bum" naturally, the chances are that he will not stay his full time out. There is another class equally obnoxious and its representatives are received with even less consideration. This is the "snob element." The man who comes to Dwight with the idea that he will find there no person who by any possibility can be considered as good as he, is very quickly disenchanted with himself. At first he holds himself aloof from the rest, save when it is necessary for him to get into line for treatment. By degrees he discovers that the men in front of him and the men behind him occupy positions in the world far superior to that held by him. His snobbishness, if he be not naturally a snob, soon disappears. If he be a snob naturally he is not likely to stay his full time out, either. There may be found in the lines at Dwight representatives of every rank in life. Professional men are there in large numbers. Physicians, lawyers, ministers of the gospel, authors, journalists, poets, wits, judges from the bench, members of congress, members of the various state legislatures, civil engineers, architects and men of this character are scattered plentifully through the lines, as well as bankers, merchants, contractors, railroad officials, board of trade brokers, first-class artisans and mechanics and men of that character. It is impossible for the newcomer to form any idea of the class of men he is brought into contact with. By slow degrees he becomes acquainted and finds to his surprise that he has been walking shoulder to shoulder, perhaps, with men whose names are familiar to the American public, and who occupy high places in the esteem of their fellow-citizens.

*Hotel and Boarding House Accommodation.*—Hotel accommodation for transient, or regular guests, may be obtained at Dwight by the day or week. The Livingston, owned by The Leslie E. Keeley company, is the leading hotel of the village, and is conducted in first-class style. Rates, \$2 per day and upward, according to character of accommodation and room required. Other hotels convenient to the Institute are, The Mazon, Cornell House, Ketcham House, Scott House, Columbia and Pennsylvania House. Rates at any of the last named, board by the week, \$6 and \$10. Board by the week generally in Dwight, including bed, \$7. Patients are directed to boarding houses by The Leslie E. Keeley company. Many large boarding houses have recently been erected.

*Departures and Arrivals.*—Train time is always looked forward to at Dwight, sometimes with pleasure and sometimes with sorrow. Pleasant ties are broken every day. The departing graduate, while looking forward with pleasure to meeting his friends once more, leaves his associates with regret. He is generally given a hearty farewell. New arrivals are immediately taken in hands by attendants of the Institute, who are always in waiting at the station. [See illustration.] No matter what the condition of the arrival may be no remarks are made about the man as he passes through the crowd. Under no circumstances is good taste offended.

*Newspapers.*—The *Star and Herald* of Dwight is the leading newspaper. It is a weekly and well edited and a large amount of space is devoted to the club affairs and other information of interest to patients and graduates. It is customary for graduates upon leaving to subscribe for the *Star and Herald* that they may be kept acquainted with the movements of their associates and other matters connected with the Institute. *The Banner of Gold*, a

weekly newspaper devoted to the interests of Keeley graduates, and a publication of high literary merit, is issued from Chicago. [See "Banner of Gold," under head of "Newspapers."] *The Golden News*, a bright and interesting weekly devoted to the spread of "Keeleyism" is published in New York. *The Keeleyite*, a monthly journal of much merit, is published at Cleveland. All of these publications have wide circulation and are read and preserved in the homes of the best families in the United States.

*Sympathy.*—No class of invalids are so ready to receive sympathy as those recovering from the effects of a debauch, and none appreciate it more. The first thing the patient learns at Dwight is that every one of the hundreds who march in line with him is, like himself, a being struggling to escape from the slavery of drink. He soon discovers also that every one of the attending physicians is a Dwight graduate, and that many of the employes of the Institute have been cured by Dr. Keeley of the same disease that has brought him here. This establishes what the French call an *entente cordiale* at once. The bond of sympathy grows stronger daily. His story is not new. He does not feel embarrassed. He visits the club and is received with open arms by its members. There is no chaffing or vulgar "guying." He is surprised at first to find so many gentlemen at Dwight. Later on he is more surprised if he finds any one among his associates who is not a gentleman. There is an *esprit de corps* among the physicians and the patients, and the seven, eight or ten hundred men live together in perfect peace and harmony.

*Taking the Remedy.*—The remedy is taken every two hours. Patients usually carry two two-ounce bottles. One of these contains a portion of the remedy taken from the bottle supplied by the Institute which is too bulky to carry around conveniently. The other is used as a "graduate," into which is measured a teaspoonful of the medicine. The bottle is then filled with water. This constitutes a dose and the dose is taken when due, no matter where the patient may happen to be at the time. The stranger in Dwight will be surprised to see patients during the progress of a club meeting, or a church service, or on the street, or at a social gathering, raising these two-ounce bottles to their mouths and swallowing their medicine, apparently oblivious to the fact that they are in company, or utterly careless of it. They are at Dwight for this purpose. It is the first thing to be considered. They take their medicine regularly, no matter where they are. This is necessary to their cure.

*Pocket Money.*—Patients at Dwight are not supposed to carry any great amount of money with them. Whatever amounts they may bring are expected to be deposited with The Keeley Institute, where a credit is given, and upon which the patient may draw, from time to time, within certain limitations. Necessary articles may be procured from the stores in the village by patients upon giving an order on the Keeley Company. Lending money is positively prohibited. The occasions when an attempt is made to borrow, however, are very rare.

*Harry Lawrence's.*—The patient at Dwight has scarcely arrived before he registers at "Harry Lawrence's." The proprietor is a genial, whole-souled Missourian. He hails from a town called Slater, which he pronounces "Sla-taw," with a true Missouri dialect. This is the great butter-milk repository of Dwight. Butter-milk, by the way, is a favorite beverage in the village, and barrels of it are consumed daily by the patients.

*Keeley League.*—This is the name adopted by the local, state and national organizations composed of graduates of Keeley Institutes. The organization was born in Dwight in the spring of 1891, and christened the "Bi-chloride of Gold Club." [See "Fraudulent Institutions."] Other clubs were established in various parts of the country and the result was the organization in November, 1891, of the "Bi-chloride of Gold Club of the World." At a convention held in Dwight in February, 1892, the name of the national organization was changed to "The Associated Bi-chloride of Gold Clubs." Impostors in the meantime had made extensive use of the term "Bi-chloride of Gold," a title invented by the original organizers of the

association, and a national convention held at Dwight in September, 1892, which was attended by over six hundred delegates, representing clubs scattered throughout the union, decided to change the name to "The Keeley League," the title which it now bears. The national organization is controlled by a president, vice-president, secretary and treasurer and a board of directors. The local clubs are called "Auxiliary Leagues." Connected with the Keeley League is a "Womens' Auxiliary," with national and local organizations. The Keeley League is one of the most remarkable organizations in existence. At the present writing (1893) it has a membership of about 10,000. It is composed of gentlemen of high standing in every community, many of whom are men of national reputation, as physicians, ministers, lawyers, journalists, merchants, capitalists, etc., etc. Its growth has been marvelous. The object of the league is the propagation of the doctrine that the liquor and drug habits are curable diseases, and are readily cured by the use of Dr. Keeley's remedies; the protection of these remedies and of the public against the fraudulent claims of spurious "discoverers" and catch-penny "Bi-chloride of Gold" institutes; the assistance of unfortunates to obtain the benefits of the Keeley remedies; and the fraternization of the graduates of the Keeley Institutes for mutual assistance and the general good of mankind.

#### LAKE EXCURSIONS.

Excursions by water are frequent during the summer months. Regular trips are made between Chicago and ports on the Wisconsin and Michigan shores. Steamers leave daily for Milwaukee, Wis., and St. Joseph, Mich., via Goodrich and Graham & Morton lines. [See "Amusements."]

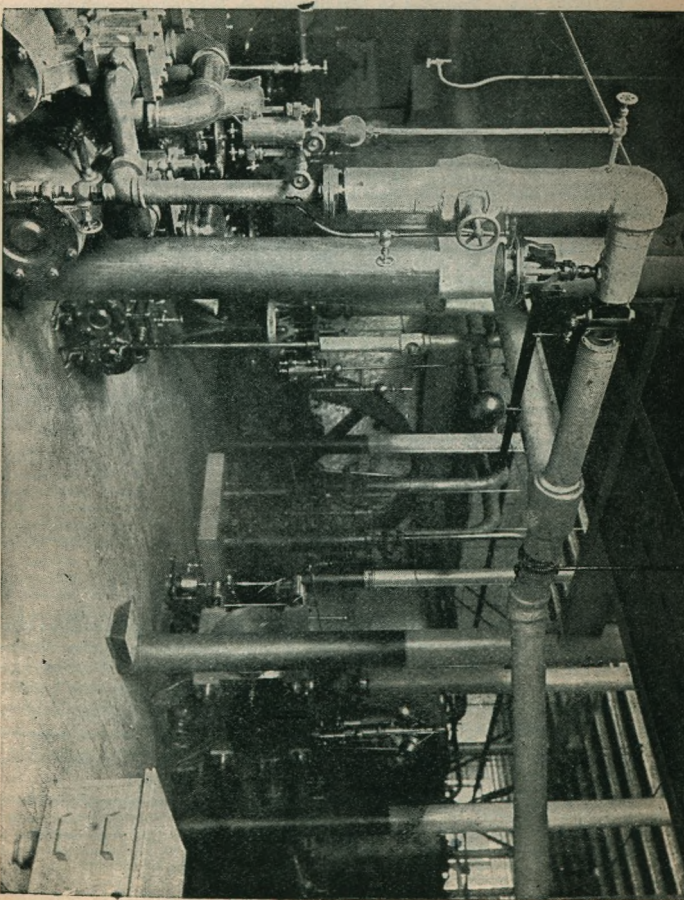
**ELEGANT STEAMERS.**—The steamers engaged in passenger traffic between Chicago and all points on the chain of great lakes are now of the finest and safest construction. Most of them are provided with all modern improvements, and the saloons of some of them are sumptuously furnished.

**SHORT TRIPS.**—Among the pleasant short trips made by lake steamers are those to Jackson Park (World's Fair grounds); to Lincoln Park, to Evanston; to the different water work cribs; to points along the north and south shore and to points in Wisconsin and Michigan.

**LONG TRIPS.**—Long trips may be taken to all points on Lakes Huron, Erie, Ontario and Superior. A beautiful summer excursion is that which takes the seeker after pleasure by water via the canals to the St. Lawrence down that beautiful stream by the Thousand Islands, and the towns and cities which line its banks. The trip, however, is generally taken, part way, by rail. Excursions into what is known as the Lake Superior country, where fishing and hunting grounds abound, are of frequent occurrence through the summer. The straits of Macinac and the picturesque country of northern Michigan attract thousands of people from this city every season.

*Graham & Morton Transportation Co.*—Dock foot of Wabash ave. Steamers leave for St. Joseph and Benton Harbor daily, at 9:30 A. M. and 11:30 P. M., arriving at St. Joseph at 1:30 P. M. and 3 A. M. 10 A. M. Sundays only, arriving at 2 P. M. Single fare \$1. Meals extra. Berths extra on City of Chicago. Daily excursions from Chicago, returning same day, \$1. Sunday excursions on the City of Chicago \$1.50. Close connections are made at St. Joseph and Benton Harbor with the Chicago & West Michigan Ry. for points north and east, including all points on the Detroit, Lansing & Northern Ry.; with the Cincinnati, Wabash & Michigan and Vandalia Systems for points south and east. Also with the steamer May Graham for Berrien Springs and other points on the picturesque St. Joseph river. This company does not guarantee to run on the above time, but reserves the right to vary therefrom without notice. J. H. Graham, president; J. S. Morton, secretary and treasurer; G. S. Whitslar, general passenger agent. This company owns the magnificent steel side-wheel steamer City of Chicago and the new steamer *Chicora*,





[Engraved for The Standard Guide Company.]  
ENGINE ROOM SHOWING REFRIGERATING MACHINERY OF THE WESTERN  
REFRIGERATING CO.

The trip to St. Joseph and Benton Harbor is a delightful one. On the Michigan side of the lake there are many attractive and healthful summer resorts.

*Goodrich Line.*—Founded in 1856 by Capt. A. E. Goodrich, and ten years later incorporated under the laws of Wisconsin. Docks foot of Michigan ave. The steamers of the Goodrich Transportation Company ply between Chicago and all ports on Lake Michigan and Green Bay, forming regular lines during the navigation season as follows: Racine and Milwaukee, daily morning and evening lines; Sheboygan and Manitowoc, daily evening line; Sturgeon Bay and Menominee, daily evening line; Grand Haven and Muskegon, daily evening line; Green Bay and Manistique, semi-weekly. The latest additions to the fleet are the steamships "City of Racine," "Indiana," "Atlanta," and the steel twin screw steamship "Virginia." The "Muskegon" is a steamer of 900 tons, the "Chicago," "Menominee" and the "City of Ludington," 1,000 tons each; the "Atlanta," "City of Racine" and "Indiana," 1,200 tons each; and the "Virginia," the queen of the fleet, 2,500 tons.

*Lake Michigan & Lake Superior Transportation Co.*—Dock at Rush st. bridge. The Lake Michigan & Lake Superior Transportation Company, incorporated under the laws of the state of Illinois, in 1879, is the successor of the old pioneer lines, established some thirty-six years ago, and is now the only line operating freight and passenger steamers between Chicago and Duluth, the head of Lake Superior. The summer months, beginning with about June 15th until about September 15th, are principally devoted to its passenger business, which, during the past few years, has grown to such enormous proportions, partially owing to the famous northern Michigan summer resorts, which are reached four times each week, that this company put into service in 1893 one of the largest and most elegantly appointed steamships that ever floated on American waters. Whatever human foresight could secure or human ingenuity devise was brought forth to make this steamship a model in fresh water navigation. This steamship was put into commission on the Chicago-Mackinac-Soo route, including East shore ports. The other passenger steamers of this line are retained on the old routes between Chicago and Duluth. During the spring and fall months this company devotes its entire attention to the freight business, contracting not only for freight to local points in their route, but is making great strides in the direction of through freight to points in the great Northwest as far as the Pacific coast.

#### LIBRARIES—FREE.

There are some great libraries in Chicago, but the libraries of the present are only a faint picture of what they will be in the near future. At least three great public libraries, that will compare with any in the world, have been, or are about to be, established. The Public Library is already acknowledged to be one of the greatest book-distributing institutions in the world. The Newberry Library is destined to become a great receptacle of works of reference. The Crerar Library will be a mammoth semi-public book circulating medium.

**THE LIBRARIES OF CHICAGO.**—There are in Chicago eighteen public or semi-public libraries, to which visitors have access. These libraries contain (1893) over one million volumes. The books in the minor libraries of the city number 500,000 more. The libraries available to the reading or student public of Chicago, contain 1,355,000 volumes. Following is a list of the principal collections: Chicago University, 400,000; Public Library, 171,000; Newberry, 84,500; Law Institute, 25,000; Western Theological Seminary, 6,000; McCormick Theological, 10,000; Morgan Park, 50,000; Northwestern University, 43,000; Hammond Theological, 7,000; Armour Mission, 3,000; St. Ignatius' College, 15,000; Union Catholic, 3,000; Chicago Historical, 5,000;

Scientific Society, 5,000; Athenæum, 5,000; Cobb's, 15,000; Ravenswood, 3,000; Pullman, 5,000; Miscellaneous (estimated), 500,000. Total, 1,355,500.

*Academy of Science Library.*—Location, the Academy of Science bldg., Lincoln Park. [See "Arts and Sciences."] This gathering of books was made in the interest of modern science, and includes some 5,000 standard works on paleontology, archæology, geology, evolution, and advanced science generally. The collection is extensive and of great value. The neglect which the society suffered for many years alone prevented it from having a much larger and more valuable collection. The society is again on a prosperous footing, however.

*Armour Institute Library.*—Located in the Armour Institute. [See "Armour Institute," under heading "Buildings," and also under heading "Education—Technical."] This library will be thrown open before the close of 1893. It will be a library of scientific and technical works, for the instruction of students at the institute and for the use of those who are interested in scientific or mechanical knowledge. In short, it will be a polytechnic library. A splendid public reading room is attached.

*Armour Mission Library.*—Location, the Armour Mission, Thirty-third and Butterfield sts. [See "Armour Mission."] The mission has a special feature in its library, which does but little resemble the great storehouses of literature usually known by the name. The 3,000 books here were not chosen for the enlightenment or pastime of the erudite or accomplished. They were selected to meet the needs and fit the mental digestion of the people whom the mission is intended to benefit. So the Armour mission library consists of selected light literature, good fiction, standard novels, poetry, history, and few classics. Books in German, Swedish, Norwegian, Italian and French are to be found here, because many of the beneficiaries of the mission can read only in these tongues. A specialty has been made of children's books, for the use of the hundred or more little ones taught and cared for each day through the magnificent charity of the Armours.

*Chicago Athenæum Library.*—Located in the Athenæum building, Van Buren st., near Michigan ave. [See "Education—Academic and Collegiate."] This institution, popularly known as "The People's College," possesses a judiciously selected library of about 5,000 volumes. This library, being intended for the general reader, embraces a larger proportion of modern works than some of the more pretentious establishments.

*Chicago Branch of the I. T. and M. Society Library.*—The library of the Chicago Branch of the International Tract and Missionary Society is located at 26 and 28 College place.

*Club Libraries.*—Nearly all of the leading gentlemen's and literary clubs of the city have accumulated or are building up valuable libraries. These are all closed to the general public, however. Only a few of them are referred to here. [See "Clubs."]

*Cobb's Library.*—Cobb's library is the nearest approach we have in Chicago to Mudie's in London, and it is quite as complete in its way as the swell English circulating library. Cobb's library comprises about 15,000 volumes, mostly modern. Cobb's library was created to supply the demand for new books, magazines and general literature which the public library could not grant.

*Electric Club Library.*—A collection of works of great value in possession of the Electric Club of this city. [See "Clubs—Gentlemens."]

*Evanston Public Library.*—Located in the City of Evanston, a suburb of Chicago, twelve miles from the city hall. Contains a fine collection of works of reference, and of the standard lines of fiction, poetry, history, travel, etc. It is supported by taxation and is growing rapidly.

*Hammond Library.*—Location, Ashland and Warren aves., West side. The collection belongs to the Chicago Theological Seminary. The library building is a very handsome one. [See "Chicago Theological Seminary."] Although but a few years in process of formation, the management of the

seminary has accumulated a splendid lot of books, numbering about 10,000, and especially well adapted to the requirements of the great western training-school for Congregational ministers and missionaries. The library is rich in works relating to the ancient world and possesses one of the rarest and best works on Egypt. Many books in oriental languages and dialects are in the Hammond, and the linguistic range of its works is very wide. The library was named after the late Mr. Hammond, who bequeathed several thousand dollars for its foundation.

*Historical Society Library.*—One of the most interesting of Chicago's libraries is that of the Historical Society at 142 Dearborn ave. As its name implies the general character of the books in this institution are historical. The definition is further limited by the title, "Chicago," because the especial object of the society is the preservation of historical documents relating to Chicago. As a matter of fact the collection includes books, pamphlets and documents of value as showing the history of Illinois and the great West as well as Chicago. Some of the documents printed and manuscripts preserved by the Historical society are the only ones of their kind in existence. A handsome and substantial new building now shelters this valuable collection. [See "Buildings," also "Chicago Historical Society."]

*Hyde Park Lyceum.*—Located at 136 Fifty-third st., former town of Hyde Park. This is a library and reading room, to which visitors are invited.

*Illinois Tract Society Library.*—Located at 26-28 College pl. This library and reading room is conducted by the Second Adventists.

*John Crerar Library, The.*—This library, which at no very remote period will be one of the grandest in Chicago, does not exist at present, but is provided for in the fiftieth clause of the will of the late John Crerar, a wealthy merchant of Chicago (who died in 1890). The bequest at the time of Mr. Crerar's death amounted to \$3,000,000. This amount is much larger now. The library is to be situated on the South side, probably on Michigan ave., facing the Lake Front park.

*Labor Library.*—Location, 121 Fifth ave. Opened early in 1893. For the use of working people of both sexes. The library is free and is conducted under the auspices of the Building Trades Council; a pleasant reading room is attached. There should be large subscriptions in money and books to this library.

*Law Institute Library.*—Located in spacious rooms on the fourth floor of the rotunda, between the city hall and county building. On the double tiers of shelf-cases are piled in orderly ranks 25,000 or more books, each one of which is of practical use to the legal practitioner of to-day. Ranking third among the great law libraries of the United States is the splendid collection of legal books owned by the Chicago Law Institute, and known as the Chicago Law Library. Excelling it in point of number of volumes are only the Congressional Library and the New York Bar Library. The former surpasses any similar library in this country.

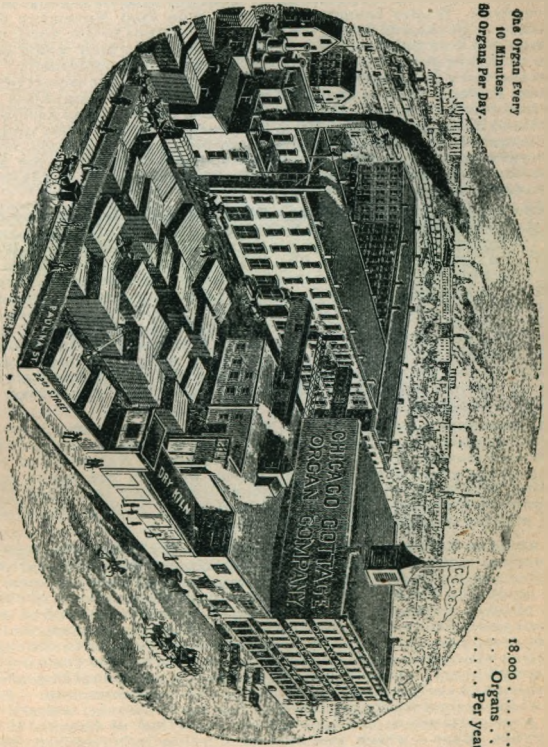
*Lincoln St. M. E. Free Library.*—Located at South Lincoln and Ambrose sts.

*McCormick, Theological Seminary Library.*—Location, North Halsted st. and Belden ave. [See "McCormick Theological Seminary."] The library adjunct to this seminary contains 10,000 volumes, selected with great care and comprising very many valuable books. The library is especially rich in works on philosophy, religious history, and polemics. Presbyterian literature in all its phases is plentiful at the McCormick library, but all branches of erudition as well as general literature are fully represented.

*Morgan Park Theological Seminary Library.*—Now in possession of the University of Chicago. Larger than the celebrated Lenox library in New York is the fine, well-selected library of 40,000 volumes and 10,000 pamphlets, formerly owned by the Morgan Park Theological Seminary. The Morgan Park collection really includes four libraries, which have been acquired by gift or purchase. These comprise the library originally owned by the old Chicago University and including 7,000 volumes, the Ide library of 4,000 books, the Hengstenberg collection of 20,000 volumes, and the Bible Union library



One Organ Every  
10 Minutes.  
80 Organs Per Day.



18,000 . . . . .  
Organs . . . . .  
Per year.

[Engraved for The Standard Guide Company.]  
THE CONOVER PIANO CO.—VIEW OF WORKS.  
[See "Western Industry."]

of 9,000 volumes. All these were merged in the Morgan Park library, which in its turn has been absorbed bodily by the University library. [See "University of Chicago Library."]

*Newberry Library.*—Although in the outset of its career, the Newberry library is already great. In the number of books on its shelves, the value and importance of the collection thus far made, the general quality of the books, and the rarity of many of the editions represented, the Newberry in its present condition surpasses many libraries famous among book lovers and readers. Walter Loomis Newberry, who died November 6, 1868, bequeathed more than \$2,000,000 for the establishment in the North division of Chicago of a free public library worthy of the city which would be a monument to future generations of his public spirit and generosity. For some years the work progressed slowly. In January, 1888, the report of Librarian William F. Poole showed that 6,457 volumes and 4,907 pamphlets had been acquired for the library. By January, 1891, the list was swelled to 60,614 books and 23,958 pamphlets. Up to the present writing these numbers have been largely increased. The library now occupies a spacious, comfortable temporary building at State and Oak sts., while waiting for the completion of the superb permanent building on the Ogden block on N. Clark st., near Washington square.

**NEWBERRY LIBRARY BUILDING.**—The entire block bounded by Clark and Oak sts., Dearborn ave., and Walton place, is the site of the permanent building. It fronts south on Walton place; and directly opposite is Washington square, an open public park. The building is three hundred feet long and sixty feet wide, and one of the most attractive architectural structures in the city. It has the capacity for storing and using a million volumes. The block measures about 67,000 feet, and only a portion of it will be covered by the first structure. The three other fronts will be built upon in the future when the growth of the library requires larger accommodations. The location known as the "Ogden block," formerly contained one large wooden mansion house, which after the great fire of 1871 was pointed out to visitors as being the only building on the North side which was saved from the general conflagration.

**A REFERENCE LIBRARY.**—The Newberry Library circulates no books, and is only used as a reference library, as is the Astor Library of New York, the British Museum of London, the Bibliotheque Nationale of Paris, and nearly all the great libraries of the world. Readers use books only in the building, where the most ample accommodations are furnished. The library is open from 9 o'clock a. m. to 5 p. m., and from 7 to 10 p. m. for the use of those wishing to consult its reference books.

**AMERICAN REFERENCE BOOKS.**—The Newberry Library is especially rich in Americana, the medical reference department, rare musical works, and valuable manuscripts. The medical department comprises some 17,000 volumes, including the best known works in all departments of the science. Many of these books were those which had been accumulated by the various medical associations in their futile attempts to organize a medical reference library commensurate with the needs of the profession in Chicago. This collection which was extensive and comprehensive, was turned over to the Newberry library, where it is in charge of a special superintendent. The department of early American history is also very complete. It includes most of the known works produced by the early colonial writers. Many of these were obtained at the sale of the collection of Charles H. Guild of Somerville, Mass., which was sold by auction in November, 1887. Many others were purchased from Henry Probasco of Cincinnati, and at the sale of the library of the late S. L. M. Barlow of New York.

**RARE BINDINGS.**—In the matter of specimens of rare bindings the Newberry library was fortunate enough to secure the entire Probasco collection. The earliest style is a specimen from designs of Maioli, 1549, and the work of sixty-five other eminent art-binders shows the progress made in book-binding from the sixteenth century down to the present time. Of rare editions of the bible there are eighty-three in the library. One was printed

at Venice in 1476 and another at Venice in 1480 on vellum and illuminated throughout. Only one other copy on vellum was printed, which is in the Bibliotheque Nationale at Paris.

**MUSICAL WORKS.**—A special feature has been made of the musical department of the library. There are works by all the famous writers on the science of music, including the original scores of many great operas, oratorios, masses, and other compositions. Of Shakespeare there are the first, second, third, and fourth folios, 1623, 1632, 1685.

**A VALUABLE CONTRIBUTION.**—G. P. A. Healy, the artist, in 1892 donated his interesting collection of pictures to the Newberry Library. These are all portraits of celebrated people, painted by Mr. Healy. The following is the list: Abraham Lincoln, Chester A. Arthur, Ulysses S. Grant, Vice Admiral David D. Porter, Charles I., king of Roumania; Elizabeth I., queen of Roumania; Princess of Roumania (in a carved frame made at Bucharest and presented by King Charles to Mr. Healy); Ezra B. McCagg, G. P. A. Healy, James G. Blaine, General P. H. Sheridan, Orestes Augustus Brownson, LL.D., D.D., John Lathrop Motley, D.C.L., LL.D., Joel T. Hart, the sculptor; Rev. John McClosky, D.D., archbishop and cardinal; Father Isaac Thomas Hickey, Colonel Thorne, Nathan Appleton, of Boston; Rev. J. J. Duggan, D.D., former bishop of Chicago; John Walter, editor and proprietor of the *London Times*; Lord Lyons, English ambassador at Washington; Count Ferdinand de Lesseps, M. Adolphe Thiers, late president of France; Study of head of Guizot, the historian; Samuel G. Ward, of Baring Bros. & Co., London; General Charles R. Fox, son of the famous Lady Holland; Princess of Oldenburg, niece of the duke of Nassau, painted at Rome in 1872; Miss Tyson of Baltimore; Miss Crawford, second daughter of Thomas Crawford, the sculptor; Baroness de Pierre, lady of honor to Empress Eugenie and daughter of Colonel Thorne; Mrs. Potter Palmer; head of a Capri girl, painted at Capri, 1870; Miss Bryan, of Elmhurst, daughter of Thomas B. Bryan; Miss Mary Anderson, as Parthenia; General P. G. T. Beauregard, painted at Charleston, S. C., a fortnight before he opened fire on Fort Sumter, 1861; Abbe Franz Litz, Mrs. Arthur, Chicago; Margaret Armstrong, Henry W. Stanley, Jules Simon, French minister in President McMahon's cabinet; Earl of Lytton (Owen Meredith); Due de Aunale, third son of Mr. Healy's friend and patron, Louis Phillipe; George Picot, French philanthropist.

**Newspaper Libraries.**—Some of the libraries contained in the great newspaper offices of the city are remarkable collections, not alone because of their immense size, but because of their value for reference purposes. They are built upon the encyclopedia plan; that is, they are intended to be libraries containing every possible character of information in a condensed and convenient form, for ready reference. In addition to valuable collections of reference books, they contain indexed newspaper files, the indexes alone being of priceless value, and indexed scrap-books, compiled at a great outlay of time and money. They are particularly rich in biographical and descriptive matter. Some of these libraries contain the biographies of every person who has appeared prominently, either in local or national affairs, during the past half century. Better still, for newspaper purposes, the antecedents of living men of prominence are preserved, and every act of a statesman's or a criminal's life may be traced rapidly upon occasion. These libraries also contain descriptions of the great buildings of the country, to be used in case of fire; maps, engravings, etc., and scarcely a day or a night passes that reference to these archives does not become a necessity. Among the best of these libraries are those collected by *The Tribune*, *The Daily News*, *The Journal*, *The Herald*, *The Times*, *The Inter-Ocean* and *The Staats Zeitung*. They are in charge of regular librarians, selected from the staffs of the newspapers.

**Northwestern University Library.**—Location, the Northwestern University, Evanston, Ill., a suburb of Chicago. [See Northwestern University."] Most valuable is this splendid library, which has grown from 4,000 volumes, in 1870, to 30,000 volumes and 8,000 pamphlets, and is still being increased.

Here, too, as in the Chicago University, Germany has been the source whence the great collection of books was drawn. The chief portion of the Northwestern's library consists of 20,000 volumes which constituted the collection made by Dr. John Schultze, of Berlin, at one time Prussian minister of public instruction. This collection was purchased and given to the university by the late Mr. Greenleaf, and was one of the most important donations made to the institution. The range of departments in the library is as wide as the divisions of instruction in the university. Theology, medicine and law each has a complete and valuable special library devoted to it, aside from the general library, which consists of about 25,000 volumes. A magnificent building, the gift of Mr. Orrington Lunt, of Evanston, now shelters this valuable collection.

*Press Club Library.*—A large collection of reference and miscellaneous works, accessible to members only. [See "Press Club of Chicago."]

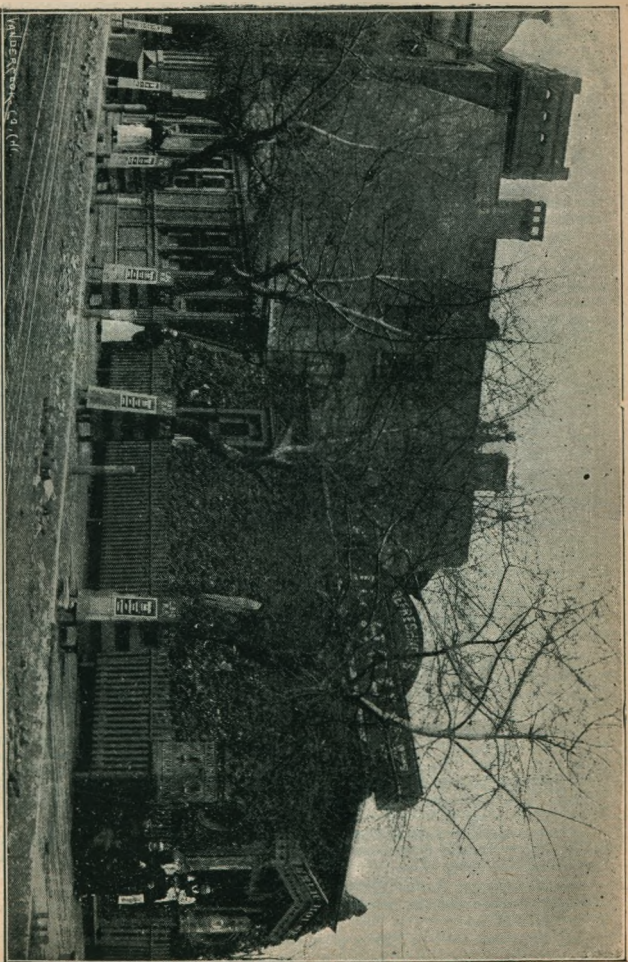
*Public Library.*—The Public Library sprang into existence from the ashes of the great fire, and since then its growth has been as marvelous almost as the growth of the city. Temporary location, top floor of the City Hall. Permanent location, Michigan ave., between Washington and Randolph sts. [See "Buildings" for description of the new home of this library.] From no other public library in the world are so many books issued annually to the people for use at home. The total number of volumes in the library May 31, 1892, was 177,178, a net increase of 10,703 over the number reported the previous year. The entire number of volumes entered in the accession catalogue was 14,694, of which 12,890 were bought, 784 were donated and 1,020 were received from the several reading rooms. The accessions of pamphlets numbered 1,643. There were deducted during the year from the total number of volumes in the library the following items: Books worn out and condemned, 3,559; books lost and paid for, 285; books unaccounted for in the annual inventory of 1890, 114; books not recovered from delinquent borrowers in 1891, 33. The amount expended for books was \$15,785.44. The aggregate circulation of books and periodicals in all departments of the library was 2,115,386, of which 1,014,331 volumes were issued for home use. Compared with the circulation of the preceding year these figures show an increase of 193,990 in the number of volumes circulated, and of 248,032 in the number of periodicals issued in the reading rooms. The circulating department was open for the delivery of books 307 days. The daily average circulation for home use was 3,309 volumes against 3,095 for the previous year. The amount received for fines from delinquents was \$5,943.31.

*BRANCH STATIONS.*—There are now in operation twenty-eight delivery stations, four additional stations having been established during 1892. The total circulation through these stations was 407,790 volumes, an increase of 112,910 over the preceding year. By means of the delivery stations the benefits of the library are extended to a large number of people living at a distance from the main library. The crowded condition of the rooms in the circulating department is also relieved and the library is enabled to give better and quicker service to its patrons.

*REFERENCE DEPARTMENT.*—In the reference department 110,962 readers consulted 328,101 volumes, an increase of 11,998 in the number of readers and of only 482 in the number of volumes consulted. The collection of American, English, French and German patent reports in the library has been increased by the addition of the latest volumes issued, making the set complete. Some of the best American and English works on the laws of patents have also been purchased. The number of visitors to this department was 6,671; the number of volumes consulted, 19,341. This does not, however, represent the entire use made of the books, as readers are allowed direct access to many of them on the shelves and accurate statistics cannot be kept.

*READING ROOM.*—The whole number of visitors to the reading-room in the main library was 560,760, to whom 548,920 periodicals were issued. The average Sunday and holiday attendance was 760. The number of serials





[Engraved for The Standard Guide Company.1  
THE RELIC HOUSE, NEAR LINCOLN PARK.  
[See "Amusements" and "Fire Relics."]]

on file was increased from 662 to 704 during the year. The amount expended for newspapers and periodicals for all the reading-rooms was \$3,411.

**BRANCH READING-ROOMS.**—There are in operation five branch reading-rooms, one additional room having been established during the year. Each of these rooms, in addition to a selection of the best periodicals and newspapers, has been supplied with a collection of books for reference. The aggregate attendance during the year was 134,914; the issue of periodicals, 151,997; and of books, 48,906. The average Sunday and holiday attendance was 89.

**LIBRARY CARDS.**—The number of persons holding two-year cards, which entitle them to draw books for home reading is 48,228, an increase of 4,479 over the number reported last year. The total registration of the year was 24,413. Under the regulation enabling persons to obtain library cards at the delivery stations without calling in person at the main library 9,092 cards were issued.

**MISCELLANEOUS INFORMATION.**—There are employed in the service of the library ninety-one persons, including evening attendants, substitutes, janitors, etc. The amount expended for salaries was \$57,717.09. There were sent to six binderies with which the library had contracts, 15,901 volumes. There were repaired in the library by the attendants, 20,068 volumes. The amount expended for binding was \$7,079.85. The annual inventory showed 232 volumes unaccounted for. Of the 134 volumes reported missing the previous year thirty-seven were found.

**FOR ALL NATIONS.**—The library is polyglot as to the books and attendants. On the shelves are works in English, German, French, Spanish, Italian, Swedish, Norwegian, Danish, Dutch, Portuguese, Latin, Greek, Hebrew, Sanskrit, Russian, and Cherokee. Not quite this variety of tongues is represented among the gentlemen and ladies in Chicago of the library and its branches, but a person would have to speak some outlandish and rare language indeed if he could not find an answer in his own tongue at the library desk. This arrangement is necessary because of the cosmopolitan character of Chicago's population.

**COMPOSITION OF THE LIBRARY.**—While the object of the library has been to meet the popular demand for books, there has been accumulated a collection of valuable scientific, philosophical, and classical works for which the general public has no use and, indeed, of which it has no knowledge. The idea of late years has been to make the library a "university of the people," as some one called it. Therefore, while fiction—and much of it of the cheaper and less useful kind—forms the great bulk of the books taken by the public, there is an increasing call for the better class of literature.

**Public Institute Libraries.**—All of the public institutions of Chicago, the jail, the hospitals, the charitable institutions, etc., etc., contain libraries. These are composed of volumes mainly contributed by philanthropic societies and individuals.

**Pullman Public Library.**—Located in the wonderful industrial town of Pullman, Chicago. It contains 5,000 volumes. A splendid reading room is attached. [See "Pullman."] The library was founded for general use and therefore the books in it are such as the thousands of Pullman employes would be likely to want. The range of subjects is extensive and the selection of authors judicious.

**Ravenswood Public Library.**—Located at Ravenswood, within the city limits. The library contains over 4,000 volumes and is housed in a substantial brick building.

**South Chicago Public Library.**—Located in the Bowen building, South Chicago, within the city limits. A very handsome collection of works for general reading.

**St. Ignatius College Library.**—Location, St. Ignatius College, W. Twelfth st. [See "St. Ignatius College."] This college is conducted by priests of the Society of Jesus (Jesuit Fathers). The library contains 15,000 volumes and

5,000 pamphlets, including many valuable books sent to the college from the older institutions of the order in Europe. The Greek and Latin classics are represented by some very rare editions, not surpassed even by the gems in the Chicago University collection. Ancient and modern, sacred and profane history are departments to which especial attention has been paid. There are some valuable sets of the patriotic writings, including the wonderfully executed illuminated manuscripts of the middle ages.

*Sunday School Libraries.*—Hardly without exception every Sunday school in Chicago and vicinity is furnished with a library. Many of these contain valuable works, aside from the usual libraries for children's reading.

*Union Catholic Library.*—Located at 94 Dearborn st. Conducted by the Catholic Library Association; founded in 1868. Present membership 350, number of volumes 2,500. The library rooms are fitted up comfortably. There is seating capacity for almost 400 persons. The association is constantly adding to the number of volumes on the shelves of its library. Open from 12 M. to 6 P. M. Sundays from 3 to 6 P. M.

*Union League Club Library.*—One of the largest private collections of general and reference books in the city. Accessible to members only. [See "Clubs—Gentlemen's."]

*University of Chicago Library.*—Properly speaking this should be first on the list, and the alphabetical arrangement of this work alone brings it near the bottom. [See "University of Chicago."] This superb aggregation of books numbers 280,000 volumes and 120,000 pamphlets and dissertations, among them some of the rarest and costliest specimens of the printer's art, and choicest works of the sages, poets, and savants of all ages. The purchase of this library by President Harper of the university from S. Calvary & Co. of Berlin in November, 1892, was an event which attracted universal attention. The purchase price was between \$500,000 and \$600,000, and the transaction was the largest book deal ever made. The location of this library here will give the West 200,000 valuable books which it has not had heretofore, and it will give the university at once a library richer in certain great departments than any other in the country, and favorably comparable as a whole with any university library in America. In this collection, among other treasures, there are three original letters of Raphael, 1,600 volumes of paleography which are very rare, 65,000 volumes of Greek and Roman archaeological works, 65,000 volumes of Greek and Latin classics, the richest in existence, embracing all the best editions since the beginning of printing, and 4,000 volumes of general linguistic writings, among them the valuable works of Lepsius. Then there are 4,000 volumes of Greek and Latin authors of modern times, 3,500 volumes of modern linguistics, 2,500 volumes of history, including 220 volumes of acts of parliament complete from the beginning, 5,000 works on mathematics, philosophy, and astronomy, and 1,000 illustrated works on art. Many of the books in this library can not be found in either the Royal library at Berlin nor the British Museum. Some of the manuscripts are of great value. Such, for instance, is that of La Freri Canina, said to be worth \$8,000. Altogether the collection is unique in America and not surpassed in the world.

*Western Theological Seminary Library.*—Location, 1113 Washington blvd. [See "Western Theological Seminary."] It comprises some 6,000 books and several thousand pamphlets, including all the standard works on history, theology, metaphysics, and the classics. Although comparatively a young institution the Western seminary has succeeded in getting together a library that would be creditable to an older establishment. It is proposed to increase the number of the books as rapidly as possible.

*Y. M. C. A. Libraries.*—The Y. M. C. A. of Chicago and its branches, as well as of the suburban towns, is provided with valuable libraries. The library of the central Y. M. C. A. building, La Salle near Madison st., [see "Buildings."] is one of the finest of its kind in the country. Connected with it are reading rooms, which make it a favorite resort for young and old of studious habits. [See "Christian Organizations."]

## LIFE-SAVING STATIONS.

*Chicago Life-Saving Station.*—North west corner of the harbor, upon Illinois Central railroad land. It occupies 40x75 feet. Plans are formed which will shortly give Chicago the finest life-saving station in the world. A perfect life-saving station is in operation at Jackson Park (World's Fair).

*Evanston Life-Saving Station.*—Located on the lake shore of the suburb of Evanston, on the Northwestern University grounds. The crew is composed of students of the university. The average age of the members of the crew is twenty-two years, but they are all sturdy, muscular, well-formed and fearless young men. The Evanston life-saving station has long been recognized by the naval board as one of the finest, best-drilled stations in the country. It has an enviable record, having saved and assisted to shore over two hundred and forty-five human beings.

## LIGHTHOUSES.

*Chicago Light.*—Chicago light is located on the inner pier, north side of Chicago river; was established in 1859; is a third order fixed white light, in a black skeleton iron tower; visible sixteen miles. This is the principal one of seven lights maintained by the government as aids to navigation near the mouth of the Chicago river. This city is in the ninth light-house district. The eleventh district formerly embraced the three great lakes—Michigan, Huron, and up to the national line of Superior. The ninth is a division of the eleventh district. It includes all aids to navigation on Lake Michigan, Green Bay and tributary waters lying west of a line drawn across the Straits of Mackinac at the narrowest part east of McGulpin's Point light station.

*Crib and Breakwater Lights.*—There are two lights on the old breakwater, both established in 1876; one of these, the south light, is a fifth order light, and the north is a lens lantern. At the new breakwater there are three lights, tubular lanterns, tended by two laborers. The light on the old north pier is a sixth order light, and has a fog bell struck by machinery. Calumet light, at South Chicago, is on the outer end of the pier north of Calumet river, eleven miles southeast of Chicago breakwater. It is a fourth order light, red, thirty-three feet above lake level, and is visible about twelve miles. It was established in 1873. A beacon light is established at the old crib. This light-house is provided and maintained by the city of Chicago.

*Grosse Point Light.*—The best light and light-house near Chicago is that at Grosse Point, just north of Evanston. It was established in 1873, and as it now stands complete has cost the Government more than \$100,000, in addition to the expense of maintenance. Grosse Point light is a second order, fixed white coast light, varied by a red flash every three minutes, the regularity of the flashes being controlled by clock-work. The "lantern" is a prismatic lens, equaling in power 163 candles. The tower, from the water's level to the center of the lens, is 120 feet, being built of brick and having ninety-nine piles placed beneath the stone foundation.

## MILITARY.

In Chicago are located the headquarters of the military division of the Missouri. The Department of the Missouri embraces the states of Michigan, Wisconsin, Indiana, Illinois, Missouri, Kansas and Arkansas, and Oklahoma and Indian territories. A major general of the U. S. Army is in command. He is provided with a full staff and complete headquarters. Headquarters, Pullman building.





[Engraved for The Standard Guide Company.]  
THE CONOVER PIANO CO.—OFFICE AND SALESROOM.  
[See "Western Industry."]

**FT. SHERIDAN.**—A United States military post, situated on the Milwaukee Division of the Chicago & Northwestern railroad, twenty-five miles or about one hour's ride from the city. Take train at Wells st. depot, Wells and Kinzie sts., North side. The situation of the fort, on the north shore of Lake Michigan, is very beautiful. During the labor troubles of 1887, and the riots and disturbances of that year, the attention of the government was called to the necessity of establishing a military post near Chicago, from which a sufficient force might be summoned, in case of emergency, to assist in maintenance of order, or in quelling unusual disturbances. The result of the movement in Chicago was the purchase, by voluntary subscription, of a magnificent tract of land, situated twenty-five miles north of the Court House, quickly accessible by railroads, and comprising 500 acres. The immediate proximity of Lake Michigan, as well as the topographical features of this tract, made it specially available for the permanent abode of a considerable military force. This land was made a free gift to the National Government on condition that a permanent military post be established on it. The Government accepted this proposition, and a provisional camp was almost immediately erected, and two companies of the Sixth Infantry were stationed there. Since then, numerous permanent buildings, officers' quarters, barracks, guard house, mess houses, stables, etc., have been erected.

**ILLINOIS NATIONAL GUARD.**—There are two regiments of the Illinois National Guard—the 1st and 2nd—in Chicago. The headquarters of the 1st brigade (State militia) are also located here (Pullman bldg.).

*First Regiment I. N. G.*—Organized in August, 1874. At the first meeting held in behalf of the undertaking forty-eight men enrolled themselves. In January, 1875, having grown into seven companies, the regiment took quarters on Lake st., adopted its uniform—the same it wears to-day—and received its equipment of arms from Springfield. In February of that year the regiment was assembled and bivouacked in the armory during the Relief and Aid Society riotous demonstration. On May 13th it made its first public appearance, with 520 men in line. Since that day its popularity has never waned. In 1877, during the railroad riots, the regiment twice dispersed mobs at the point of the bayonet without firing a shot. In 1878 the 1st removed to its armory on Jackson st. During the riots of November, 1886, at the Union Stock Yards and other points in the city the regiment was called into service to quell disorder. Since then its history has been one of peace and continued prosperity. The enrollment at present is 650 men. Upon the rolls of the regiment is no small number of names which have won renown on bloody fields. The 1st regiment, with its membership drawn from the best young manhood of Chicago, with its enterprise and its success, is a credit to the city and deserves the good words and support of citizens. Its colors are not emblazoned with the record of battles won and campaigns endured. Scarcely any military body of the world to-day in its personnel can boast of much service. When duty has called, the 1st has been ready and has responded. The possibilities of military usefulness the regiment can claim, the elements of good citizenship, patriotism, soldiery training need but circumstances demanding action to make for it a record of heroism.

**ARMORY.**—Located at the N. W. Cor. Sixteenth st. and Michigan ave. Take Wabash ave. cable line. First occupied by the Regiment, Sept. 17, 1891, in celebration of the seventh anniversary of the completion of the Regimental organization. It is perhaps the most massive structure in Chicago. Heavy stone work rises on each of the four sides to the height of thirty-five feet, and is unbroken save by the warlike sally port, through which an army might march in company front. This great doorway is in feeling with the strength and beauty of the whole. An arch in form, it spreads at the base forty feet and supports a keystone thirty-five feet above the sidewalk. The massive oak and steel portcullis, suggesting memories of a mediæval fortress, rests back of the embrasures in the thickness of the walls, protected by firing slots on both sides. Above the stonework the walls are built into battlements, and four turrets at the corners. Consonant with

the design of the armory the windows are narrow and strengthened by steel and iron, being but well-guarded ports for riflemen. An enflaming fire can be directed throughout the force of each of the four sides of the structure, and a force entering the armory for refuge need fear nothing smaller than heavy artillery. The space covered by the building, one hundred and sixty-four by one hundred and seventy-four feet, gave room for a very large drill hall on the first floor. It is surrounded by galleries for visitors and contains the stairways reaching to the second floor, where are the quarters of the field and staff, with separate and well arranged apartments for the colonel, lieutenant-colonel, adjutant and their orderlies, for the majors, quartermasters and orderlies, the surgeons and orderlies and the chaplain. Opening on the wide gallery are the company quarters and above the squad drill rooms. There is also a banquet hall, thirty by fifty feet, at the west end of the building, and on the third floor quarters for non-commissioned officers and orderlies attached to special service, a veterans' room, a gymnasium and a drum corps' room. Everything is in brick, stone, heavy dark oak and iron. The armory, which is the best building of the kind in the United States, was built largely by subscription, is cared for by a board of trustees.

**BATTERY D, FIRST ARTILLERY.**—Armory located on Michigan ave., north of Exposition building.

*Second Regiment, I. N. G.*—This regiment was organized in 1875. Armories located at Washington blvd. and Curtis st., and 135 Michigan ave. This regiment was originally composed of ten companies, and its first colonel was James Quirk. A few years later, owing to the reduction of the militia by the legislature, the Second was consolidated with the Sixth battalion and the colonelcy was contested by the commandants of the respective organizations, Col. Quirk, of the old Second, and Col. W. H. Thompson, of the Sixth, and, after a spirited campaign, the honor fell to Col. Thompson. The regiment, under Col. Thompson, had varying fortunes. In 1881 he resigned and Col. Harris A. Wheeler was elected to the command. From this important point in its history the success of the regiment dates. Col. Wheeler may well be called the "Father of the Second." He revived its drooping spirits, new recruits were brought in and the personnel of the command improved; but the work of bringing order out of chaos was tremendous, and only the old-timers of the Second can appreciate the value and amount of work that was done by "the grand old man." Hampered by a miserable barracks, the regiment had dwindled down in numbers, and, poorly uniformed, it is a wonder that it lived at all. But the men and officers were made of the right stuff, and the small glimmer of hope that had led them on burst into the flame of realization and success. The first important work of Col. Wheeler was the establishment of the regiment in its present home at Washington blvd. and Curtis st., where the command, after its wanderings, found a permanent abiding place. The regiment is thoroughly equipped, having both fatigue and regulation dress uniforms. It is the largest command in the West and is in every sense of the word a first-class national guard organization.

**SECOND REGIMENT BAND.**—This splendid organization numbers ninety pieces, including field music (the drum, fife and bugle corps). Band-master Fred Weldon is the moving spirit, and the high artistic standing of the band is due to his efforts and ability.

*Cavalry Troop A.*—Only troop of cavalry belonging to Illinois National Guard. Organized June 3, 1891. Headquarters 135 Michigan ave., numbers 63 men. Each man in this company owns his own horse.

*Other Military Organizations.*—It is estimated that there are 50,000 thoroughly drilled men in Chicago, outside of the regular organizations, who, in an emergency would be qualified to take the field as trained soldiers.

**CHICAGO HUSSARS.**—A military organization that has made remarkable progress. A few years ago the company was practically unknown, but by the judicious management of its officers it now appears before the people as one of the finest private military organizations in the country. After con-

sidering many offers of ground for the erection of their new armory, Edwin L. Brand, commander of the company, purchased a site on Thirty-fifth st., near Cottage Grove ave. The lot is 100x230 feet, which space is entirely covered by the buildings. The club house is the finest of its kind in the world, and is a combination of a club house, armory, riding school and stables. In addition to the regular drills there are riding classes formed. The members are taught the regular methods of military riding, saber exercise, and fencing by a corps of competent instructors.

**CHICAGO ZOUAVES.**—The leading Zouave company of the country, having met and defeated all the other crack Zouave companies in the United States in competitive prize drills. This company was first organized as company I of the old Second Regiment by Capt. Thos. J. Ford, Dec. 3d, 1877. Their last parade as a company of the Second occurring on Decoration day of 1881, immediately after which time they disbanded and reorganized under the above name, making their first appearance in their handsome new uniforms on Decoration day, 1882. It was prophesied then that Chicago had a company of Zouaves that would in the near future fill the vacancy caused by the disappearance of the once noted Ellsworth Zouaves. The armory is located on Centre ave., between Jackson and Van Buren sts. Composed of rough Bedford sand-stone and pressed brick; three stories in height, 72x115 feet in dimensions and in modern style of architecture. The interior finish throughout is of Georgia pine. The ground and buildings cost \$25,000. The completion of this armory provided the Zouaves with a home for the first time since their organization. From 1878 to 1882, when Company "I" of the old Second Infantry, they were quartered with that regiment, but after becoming an independent organization, they possessed no quarters which they could call their own. They were stationed for a long time at battery D.

**EVANSTON ZOUAVES.**—A military organization of the suburb of Evanston, composed of young boys of good families, their age running from 13 to 17 years. It is an independent, self-supporting military company. Organized in 1886 as the "Evanston Cadets," and were connected with the junior gymnasium class of the Young Men's Christian Association, Upton's tactics was their text-book, and they were thoroughly instructed in the regulation manual of arms and school of the company. Their first public appearance was made in Chicago in the fall of '87, when they participated in the great Cleveland street parade as proteges of the Chicago Zouaves. The Zouaves muster about thirty-six strong. The company's armory is in Lyon's hall on Davis st., and it holds regular weekly drills on Wednesday nights.

**HIBERNIAN RIFLES.**—A perfectly equipped and drilled company, composed of young Irish-Americans.

**GARIBALDI GUARDS.**—An Italian military organization.

**GERMAN VETERANS.**—An organization composed of German-Americans, who have served in the armies of their native land.

**CLAN-NA-GAEL GUARDS.**—A splendidly drilled military organization connected with the Clan-Na-Gael society.

**COOK'S CHICAGO LANCERS.**—Comprising two companies.

**ELLSWORTH'S CHICAGO ZOUAVES.**—The famous Ellsworth Zouaves of Chicago were the successors of the National Guard Cadets, organized in 1856, when on the point of dissolution, Col. Ellsworth re-organized the company (May, 1858) under the name of United States Zouave Cadets. In 1860 the Zouaves, who came to be known as Ellsworth's, made a tour of the country, and were pronounced the finest military company in the country. The Zouaves went out of existence shortly after the outbreak of the rebellion, when its members became scattered. Ellsworth was killed on May 24, 1861, by J. W. Jackson, the proprietor of the Marshall House at Alexandria, Va. There is now in existence a military company in Chicago bearing the same name.

**SCOTTISH GUARDS.**—Among the military companies organized in connection with the World's Columbian Exposition is one composed of Scotch men, principally Highlanders. The full quota of 100 men appear in line, every one of whom is six feet or over in height. The tartan of the Stuarts





[Engraved for The Standard Guide Company.]  
LOOKING SOUTH ON LA SALLE FROM RANDOLPH ST,  
[See "Guide."]

is the uniform selected, because it does not represent any particular Scottish clan. The color is a bright scarlet interspersed with fine lines of dark blue and green, forming large checks. The jacket is of black velvet with lace and trimmings of silver. Silver buckles are also worn. Hand-knit plaid hose are a part of the uniform, and these, together with the plaids, are imported. The claymore, or two-edged broadsword with the basket handle, has also been imported as a part of the equipment of the company. The idea was to clothe and equip this company in imitation, as nearly as possible, of the Scottish clans existing at the time of the Stuarts.

**VETERAN SOCIETIES.**—Chicago Association of Union Ex-Prisoners of War.—Meets third Mondays at Grand Pacific. Chicago Board of Trade Battery Memorial Association.—Meets at Armory, 1st Cavalry Regiment. Chicago Mercantile Battery Veteran Association.—Meets at 4 Lake st. Chicago Union Veteran Club.—Meets second Mondays at Grand Pacific. Danish Veteran Society.—Meets second and fourth Fridays at 432 Milwaukee ave. Eighty-second Illinois Veteran Society.—Meets first Sundays at Staats Zeitung bldg. Mexican War Veterans.—Meets fourth Sundays at Grand Pacific Hotel. McClellan Veteran Club.—Room 14, 40 Dearborn st.; open daily. Nineteenth Illinois Veteran Club.—Meets second Sundays, 2:30 p.m., at 104 Randolph st., second floor. Taylor's Battery Veteran Association.—Meets at call of secretary. Twenty-fourth Illinois Veteran Society.—Meets first Sundays at 2 p.m., 171 N. Clark st. Veteran Union League.—304 Dearborn st., rooms third floor; open daily; regular meetings first Wednesdays.

#### MISCELLANEOUS INFORMATION.

*Abattoirs.*—Greatest in the world. Union Stock Yards; take S. Halsted or S. State st. car or C., R. I. & P. trains. [See "Union Stock Yards."]

*Abstracts of Titles.*—The compilations and abridged evidences of ownership of land peculiar to the State of Illinois with the encumbrances, liens, clouds or defects in the titles to real estate as these appear of record, are commonly known as "Abstracts of Title" in the western states. The first to enter into the business of making abstracts of title in Chicago was James H. Rees, who, as far back as 1836, was "Surveyor of the town of Chicago." He inaugurated the present system about the year 1849 in conjunction with Edward A. Rucker, an attorney-at-law, whose brother, Henry L., was an alderman of that day. The firm of Rees & Rucker was changed to Reese & Chase in 1852; Mr. Reese taking into partnership Mr. Samuel B. Chase, the "working clerk" of the old firm, who soon after associated himself with his brothers, Horace G. and Charles C. Chase. They carried on the business, Mr. Rees retiring from the concern, under the name of Chase Bros. up to the time of the great fire of 1871. A new set of "tract indices," as these books are now called, were opened by Hasbrook Davis and J. Mason Parker, in 1852. They made but few abstracts, however, as they soon sold their books to Thomas B. Bryan, who again sold a half interest to John Borden. Bryan & Borden leased their books to Wm. W. Page, John G. Shortall and Henry H. Handy, but subsequently, in 1856, sold them to Geenebaum & Guthman, who continued the business under their name until the books were finally sold to John G. Shortall and John N. Staples, who made abstracts under the firm name of John G. Shortall & Co. until Mr. Shortall associated himself with Louis D. Hoard, the then ex-recorder of Cook county, when the firm became Shortall & Hoard, which continued up to within about a month of the fire, when the books were leased to Henry H. Handy and Francis Padeloup. Another set of books had in the meantime been started by Fernando Jones & Co., which firm made abstracts until it changed to Jones & Sellers, with Mr. Alfred H. Sellers as active manager until the fire. There were also a number of persons engaged in making abstracts before the fire who neither owned tract books nor used those belonging to other firms, but who worked from the general indices in the public offices. One of the most reliable experts of this class was A. F. C. Mueller, who made many abstracts and who afterward associated himself with Uriah R. Hawley, a lawyer (whilom clerk of the

Court of Common Pleas, now the Superior Court), under the name of Mueller & Hawley. Their work was all done by themselves personally and enjoyed full confidence although they made all their searches directly from the records by means of the general public indices of that day. Mr. Mueller made no abstracts after the fire. Mr. Hawley died many years ago while filling a very responsible position in the Chicago post office. A. D. Wilmanns, for a number of years, up to about the close of the war, made abstracts by means of the public indices until he obtained privileges from Chase Bros. for the use of their books. He afterward became associated with Francis Padeloup. Wilmanns & Padeloup continued for some years, using the books of Shortall & Hoard up to September 1, 1871, when Mr. Padeloup withdrew and formed a partnership with Henry H. Handy, as Handy & Padeloup, who secured a lease of the books of Shortall & Hoard; which lease, however, was allowed to be abrogated by the great fire. All of these parties made abstracts which are to this day current in the market. There were, before the fire, a few other persons, employes of the recorder's office, who made abstracts of title in their overtime from the records direct. William H. Haase, who called himself a conveyancer, and Charles Drandroff, employed in the real estate department of the banking house of F. A. Hoffman, and later a firm, Alexander Dixon & Co., made some few abstracts, which, however, in their day failed to inspire confidence among professional examiners or the public. The great fire of 1871 played havoc with the business of abstract making. All the records were destroyed and the sets of indices owned by the private firms, but only partly saved, were the only salvation. Each of the firms at first endeavored to continue business on their own account. Neither of them, however, had saved enough of their private books, and so it became a necessity to form a combination to make up a full set. The public generally, unaware of the true condition of things at the time, made quite a stir against what many at first believed to be a mere trick to form a dangerous monopoly, but the pool of books was made and they were then leased to Handy, Simmons & Co., over whose signature abstracts were then issued. The successors of this firm afterward became Handy & Co., who have since merged in "The Title Guarantee and Trust Co.," which now controls all the ante-fire abstract books in the county. Immediately after the fire A. D. Wilmanns at first re-associated himself with Francis Padeloup, doing business with him until the latter's death, shortly after the fire, when he associated himself with Henry Thielcke, an ante-fire clerk of Chase Bros., laying out a set of indices from October 9, 1871, onward. The firm of Wilmanns & Thielcke continued to make abstracts until the summer of 1875, when their set of books was sold to the county and placed in the recorder's office, where they have remained ever since, and where abstracts are now made from them by the recorder under special enactments by the legislature. In the winter of 1872-3 Mr. Chas. G. Haddock, Mr. E. D. Coxe and Mr. Frank H. Vallette began work upon a new set of books from the fire down. They soon after commenced making abstracts under the firm name of Haddock, Coxe & Co., which has since been changed to Haddock, Vallette & Rickords, Mr. Coxe having disposed of his interest to Mr. George E. Rickords. This firm has been since changed and its business is now carried on under the name of Haddock, Vallette & Rickords Co. After the transfer of the books of Wilmanns & Thielcke to the county, C. C. Gilmore, a most competent abstractor, and one Pollock for a year or more made abstracts as Gilmore, Pollock & Co., using the books of the county. C. C. Gilmore had also previously made quite a number of abstracts over his own signature from these books while they were still owned by Wilmanns & Thielcke. In 1878 Otto Peltzer, the compiler and publisher of "Peltzer's Atlas of Chicago," whose professional work as a draughtsman had been entirely in connection with the land titles and records of the county and city in various positions since 1853, and who had just then resigned his position of deputy recorder and superintendent of the abstract department of the county, embarked in the abstract business for himself in conjunction with a number of experts formerly employed by the recorder. He first entered into a contract with Haddock, Coxe & Co., for access to their books, which he used for six years, after which time he



made use of the county's indices. In connection with his business as general abstract maker, Mr. Peltzer also included the examining of titles for purchasers, issuing written "Opinions of Title," and as the patronage in this line and the confidence reposed in these "opinions" increased so rapidly in time, he has devoted himself exclusively to this class of work since about 1888, making but few abstracts since then. The latest abstract concern is "The Cook County Abstract Company," which commenced operations in May, 1888. It is now known as the "Chicago Title & Trust Co." This concludes the entire list of regularly established persons and firms engaged in abstract making in this city before and since the fire of 1871.

*Ambulances.*—Ambulances may be called from the patrol boxes located throughout the city at street intersections, or by telephones 51 (Harrison st. Police Station), 194 (Reporter's Room Police Department), 340 (Mayor's office), 358 (Superintendent of Police), 447 (Department of Health), 371 (Chicago ave. Police Station), 4168 (Desplaines st. Police Station), 237 (Twenty-second st. Police Station), 83 (Maxwell st. Police Station), 797 (Halsted st. Police Station). Any policeman or employe of the city or private citizen will call ambulance or police patrol when necessity arises.

*Anarchy in Chicago.*—For the benefit of foreign visitors and strangers generally it may be well enough to say that anarchy in Chicago received its death-blow on the 11th day of November, 1887, when four of the leading anarchists of the city were executed at the county jail. The monster has not shown its teeth here since. There has been no riot in Chicago since May 4, 1886.

*Baggage.*—Baggage checks are given by agents of Parmelee to passengers arriving on all trains. Single trunks are delivered to hotels or transferred to other railroad depots or delivered at private residences within a circuit of five miles of the city's center at 25 cents. Each additional trunk, 25 cents. Rates to outlying points are slightly increased. [See "Part I."]

*Banks Worth Visiting.*—All of the national and state and many of the private banking houses are worthy of a visit from strangers. Some of them are magnificently fitted. The great banking houses are located in the business center and may be visited between the hours of 10 a. m. and 4 p. m. daily, except on Saturdays during the summer months when they close at 1 p. m.

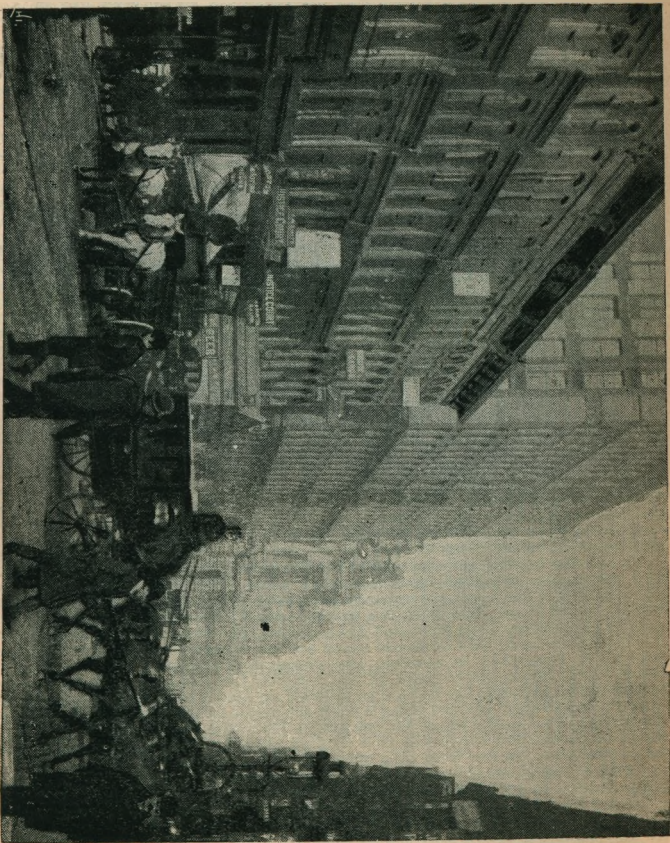
*Baths.*—Public bath-houses are located along the lake shore. Natatoriums are located on W. Madison st. near Loomis and on N. Clark st. north of Washington pl. A great natatorium is also in operation at the World's Fair grounds, Midway Plaisance. Swimming baths may be had at the Chicago Athenæum. Turkish, Russian and plain bathing may be had at all of the leading hotels and in numerous bath-houses located throughout the city.

*Beer and Breweries.*—There are forty-six breweries within the city of Chicago, but large supplies of beer are received from Milwaukee and other points. The output of Chicago breweries is about 3,000,000 barrels per annum. The capital employed is about \$12,000,000. There are about 2,500 persons employed in the breweries. The product is valued at about \$12,000,000 per annum. The consumption of beer in Chicago is almost equal to the output. Beer gardens are located throughout the city. Some of the most attractive are located at Lincoln Park, North side. Concerts are given in these gardens. The North side Turner hall is a favorite Sunday afternoon resort. Excellent music is furnished.

*Bird's Eye Views.*—Bird's eye views of Chicago may be had from the roof garden of the Masonic Temple (25 cts.), the tower of the Auditorium (25 cts.), or the tower of the Board of trade (free). Many towers at this writing are planned or in course of erection to be located in the vicinity of the World's Fair and at other points throughout the city. Splendid views of the city on clear days may be obtained from the upper stories of the great office buildings in the center of the city.

*Board of Trade Corners.*—The vicinity of the Board of Trade, Jackson st., foot of La Salle st. and Pacific ave., presents an animated scene daily. Curbstone trading is indulged in when the regular board is closed.





[Engraved for The Standard Guide Company ]  
LOOKING NORTH ON CLARK FROM MADISON ST.

[See "Guide." ]

*Board of Trade Gallery.*—Board of Trade bldg., foot of La Salle st., in business center. Open daily during trading hours; best time for a visit between 10 a. m. and noon, and between 1 and 2 p. m.

*Board of Trade, Open.*—Pacific ave., opposite Board of Trade. An interesting place for male visitors during trading hours, or between 10 a. m. and 12 noon, and between 1 p. m. and 3 p. m. daily. Operations sometimes very heavy and excitement during a fluctuating market great.

*Boating and Yachting.*—Lake Michigan is not altogether safe for amateur boatmen or sailors. Sudden squalls result in frequent disasters. Under the guidance of professional boatmen and sailors, however, sailing may be indulged in safely. Amateurs will do well to confine their boating to the park lakes. Calumet Lake is an attractive sheet of water. There are numerous beautiful lakes within six hours of Chicago. These are located principally in southern Wisconsin on the lines of the Chicago, Milwaukee & St. Paul and the Wisconsin Central railways. [See "Clubs—Athletics," etc.]

*Bucket Shops.*—Bucket shops are to be found in the neighborhood of the Board of Trade district. These are houses where grain and produce are made the excuse for wagers. The stranger may visit them to satisfy his curiosity.

*Building and Loan Associations.*—The building and loan associations of Cook county, which have complied with the state law regarding the returns of annual reports to the state auditor, have assets footing up the enormous sum of \$35,338,000. Of the 232 organizations which made report twenty-six are located outside of the city proper. There have been very few failures on the part of building and loan associations to carry out the purposes for which they are organized; and still fewer evidences of dishonesty or extravagance in their management. As a rule they have made large returns to their stockholders, while they have accomplished wonders in the way of building homes for the industrious. Some of these associations have paid immense dividends.

*Chicago Edison Power Houses.*—North side station located on the Newberry Library grounds, in the rear of the library, on Oak st., between Dearborn ave. and Clark st. The power house is of large dimensions, extending fifteen feet below ground and as many feet above. This power house is intended to supply the entire North division of the city with electric illumination, heat and power. The cost of this improvement was \$500,000. The area served extends from the northern limit of Lincoln Park to Ohio st., on the south, and from Wells st. to the lake. What is known as low tension current of 110 volts is used. This is said to be perfectly harmless, as it takes 500 volts to kill a healthy person. Only incandescent lights are furnished. Light and power are obtained from the same wire. The light costs one cent a burning hour for each sixteen-candle power lamp, less a cash discount based on and increasing with the amount used. Electric fans may be run also in connection with light and heat. Among the novelties connected with the introduction of this immense plant are mentioned electric curry-combs, which are furnished to stables, and shampoo brushes to barber shops; revolving brushes can be used in the kitchen for cleaning purposes; flat-irons can be kept always heated to be used in the laundries. Hundreds of other labor-saving devices come within the scope of the plans of the Edison company. The main plant is located at Harrison st., at the river. This plant furnishes the South side in a similar manner. A similar system will be in operation on the West side before the close of 1893.

*China Town.*—That portion of S. Clark st. south of Van Buren for about three blocks, is nick-named "China Town" because of the great number of Celestials to be found there. Many stores are conducted by the Chinese and some of the Chinamen are said to be wealthy.

*Chrysanthemum Show.*—Under the auspices of the Chrysanthemum Society; held annually in November, usually at one of the largest halls or military armories. Handsome prizes are given for the best exhibits.

*City Charter.*—A movement looking to a revision of the city charter, so as to provide for two houses of the city council, instead of one, as now, is being fostered by the real estate board.

*City Express and Baggage Telephones.*—Blakeslee's, 106-110 Western ave, (West 886); Brink's, 88 Washington (Main 1764); Brink's, 132-138 W. Monroe (Main 3712); Converse's, 564 W. Madison (West 578); Hebard, 330 Winchester ave. (West 283); Jones' 2221 Gottage Grove ave. (South 416); Merchants', 90 Jackson (Main 335); Merchants' Parcel Delivery, 27 Quincy (Main 454); Merchants' Parcel Delivery, 146 Pacific ave. (Main 2562).

"*Crib,*" *The.*—The original crib is situated about two miles out in Lake Michigan, almost directly east of the foot of Chicago ave. All of the cribs in Lake Michigan may be reached by excursion steamers; fare, 25 cents for round trip. The tunnel which is supplied with water through this crib is to be extended two miles farther out in the lake. [See "Water Works."]

*Detective Agencies.*—The leading detective agencies are: Bonfield Detective Agency, 120, 122, and 124 La Salle st.; Mooney & Boland Detective Agency, La Salle and Monroe sts.; Pinkerton's National Detective Agency, 199-201 Fifth ave.; Thiel's Detective Service, 218 The Temple.

*Distance of Chicago from other Principal Cities.*—Chicago is distant from Montreal, Canada, 842 miles, time, 29 hours; from Portland, Me., 1,255 miles, time, 40 hours; from Boston, 1,150 miles, time, 32 hours; from New York, 911 miles, time, 26 hours; from Philadelphia, 822 miles, time, 24 hours; from Baltimore, 854 miles, time, 27 hours; from Washington, 811 miles, time 26 hours; from New Orleans, 915 miles, time, 36 hours; from the City of Mexico, 2,600 miles, time, 5 days; from San Francisco, 2,450 miles, time, 3½ days; from Vancouver, B. C., 2,350 miles, time, 4½ days. The time between Queenstown, Ireland, and New York is now made by the average ocean steamer in less than seven days. The time from Queenstown to Chicago would therefore be about 8½ days; from Dublin, Ireland, 9 days; from Belfast, Ireland, 9½ days; from Liverpool, England, 9 days; from London, England, 9½ days; from Edinburg, Scotland, 10 days; from Glasgow, Scotland (via Liverpool and Queenstown), 10 days; from Havre (direct), 9 days; from Paris (via Havre), 19 days; from Bremen (via Southampton), 9 days; from Berlin (via Bremen or Hamburg), 11 days, (via Calais, Dover, Liverpool and Queenstown), 10 days; from Vienna (via Bremen), 11 days; from Rome (via Marseilles, Bologna, Liverpool and Queenstown), 15; from Madrid, via Lisbon, direct, 12 days, (via rail to Havre, and via Havre by steamship direct), 16 days, (via Liverpool and Queenstown), 15 days; from St. Petersburg (via Havre, Bremen or Hamburg), about 16 days.

*Dry Docks.*—There are many great dry docks in Chicago. Ship building companies are located on the Calumet river. Some of the largest steel and wooden vessels plying the lakes are turned out at these ship yards.

*Elevation of Railroad Tracks.*—A vigorous movement looking to the elevation of all the railroad lines entering Chicago is being fostered by the real estate board. It is probable that within a very few years the Torrance elevated station on State st. will be ready to receive nearly all the lines entering the city from the south.

*Elgin National Watch Company.*—Located at Elgin, Ill., 42 miles from the city. This is one of the most extensive as well as the most interesting industries carried on in Chicago or vicinity. Some idea of its character may be obtained from the fact that three thousand hands are employed in the works; and that a daily average of 1,800 watch movements are turned out running in value from \$4 to \$90.

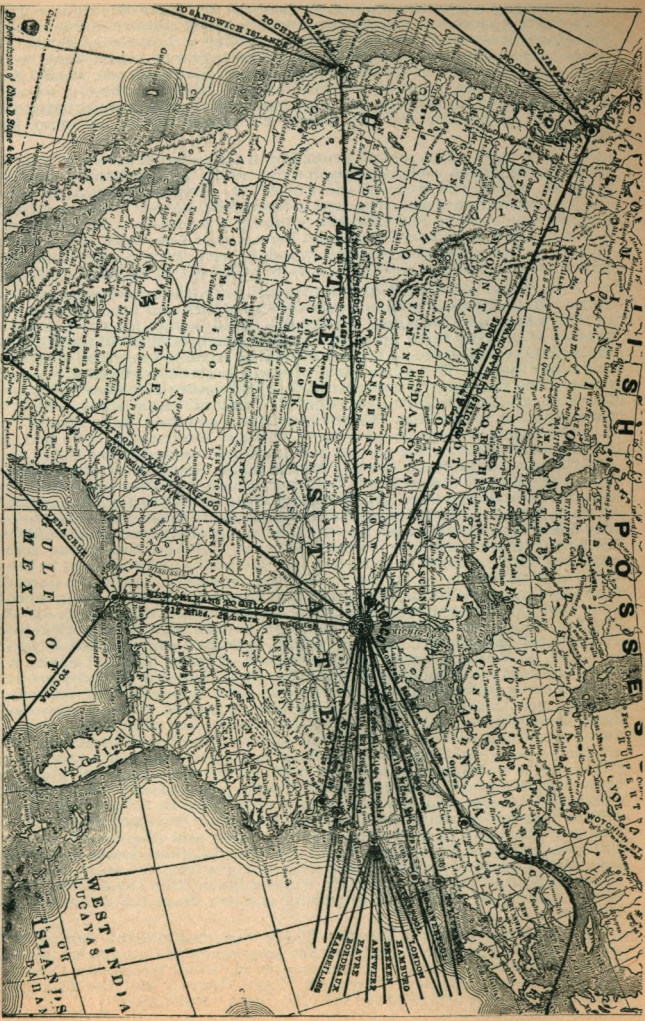
*Express Companies, Location and Telephones.*—Adams Express Co., 187 Dearborn st., (Main 157); American Express Co., 76 Monroe st., (Main 522); American Express Co., branch office 1206 Milwaukee ave., (West 579); American Express Co., branch office 992 W. Madison (West 327); American Express Co., barn, Clinton and Sebor, (Main 3955); American Express Co., branch office 846 Root st., (Yards 772); American Express Co., branch office 295 35th st. (Oakland 129); National Express Co., main office, 138-140 Adams st., (Main 5133); Northern Pacific Express Co., main office, 138-140 Adams st., (Main 5133); Northern Pacific Express Co., 5th ave. and Harrison st., (Main 1081); Pacific Express Co., 89 Washington st., (Main 2023); United States



Express Co., 89 Washington st., (Main 2023); United States Express Co. V. President and General Manager, 205 87 Washington, (Main 3970); United States Express Co., branch 227 La Salle st., (Main 1288); United States Express Co., branch 876 W. Madison, (West 591); United States Express Co., 239 31st., (South 177); Wells Fargo & Co., 156 Dearborn st., (Main 2662).

*Fire of 1871.*—The fire of 1871 broke out on Sunday night, October 8th. There had been on the previous evening an extensive conflagration in the West Division, involving a heavy loss of property in the lumber district. The firemen had worked upon the blaze for many hours, finally succeeding in subduing it. The department, however, was pretty well exhausted when an alarm was sounded at 9 o'clock on the following Sunday evening. The fire was caused by the upsetting of a little lamp, in a stable, in the vicinity of De Koven and Jefferson sts., west of the river and south of Van Buren st.; whether the lamp was kicked over by a cow belonging to a Mrs. O'Leary is a question that has never been satisfactorily settled. The fire first crossed the river at Van Buren st., and soon enveloped the old gas works on Adams st., where the Moody & Saukey Tabernacle afterward stood, and where stately wholesale houses now tower toward the sky. From that moment the business section of the city was doomed, for the wind blew a perfect gale and every moment added to the heat and fury of the conflagration, which marched steadily on, devouring granite blocks with the same ease as it destroyed wooden shanties. About one o'clock in the morning it had reached and wiped out the Chamber of Commerce building; shortly afterward it had swallowed up the Court House, whose bell tolled to the last minute. Then in one column, it pursued its furious course eastward, laying Hooley's Opera house, the *Times* building, Crosby's fine opera house and many other noble structures in ashes. Then it moved toward the northeast, and then attacked the wholesale district at the foot of Randolph st., carrying away the Central Depot, the ruins of which are still standing. Then it formed a junction with another branch of the main column after the latter had demolished the Sherman house, the Tremont house and other magnificent buildings in its path. Then there was a general onslaught upon the city's center from the left column which laid low all the buildings lying west of La Salle st., including the Oriental and the Mercantile buildings, the Union bank, the Merchants' Insurance building, where Gen. Sheridan had his headquarters, the Western Union Telegraph office, and the solid and magnificent blocks of commercial houses that lined La Salle st. in those days. By morning there was not one stone upon another in this great business center. The right column of the fire is described as having started from a point near the intersection of Van Buren st. and the river, where some wooden buildings were ignited by brands from the West side. This column had the advantage of a large area of wooden buildings, say Colbert and Chamberlin, "on which to ration and arm itself for its march of destruction." It gutted the Michigan Southern depot and the Grand Pacific hotel, and destroyed other handsome structures in the vicinity. Passing along the Post-office, the Bigelow house, the Honore block, McVicker's new theatre, the *Tribune* building, Booksellers' row, Potter Palmer's store, occupied by Field & Leiter, and all the smaller or less conspicuous structures on the road, it branched off and destroyed the handsome residences and churches on Wabash ave., and was finally stayed in its southward course at Congress st. The fire crossed over to the North division about half-past three in the morning, and among the first buildings to go down was the engine-house of the water works, which, foolishly, had been roofed with pine shingles. The fire was carried here by burning brands which must have traveled a mile and a half in advance of the conflagration. "This was the system," say Colbert and Chamberlin, "by which the North side was destroyed: Blazing brands and scorching heat sent ahead to kindle many scattering fires, and the grand general conflagration following up and finishing up." The North side was left a mass of blackened ruins by morning. Only at the lake and the northern limits of the city was the fire stayed. The district burnt over was bounded on the north by Fullerton ave., on the west by Halsted st. to Chicago ave., and from that point south on Clinton st.,





[Engraved for the Standard Guide Company.]

RELATIVE POSITION OF CHICAGO WITH REGARD TO OTHER PRINCIPAL CITIES.

[See "Distance of Chicago from other principal cities," Page 367.]

on the south by Twelfth st., and on the east by Lake Michigan. The total area burned over was nearly three and a third square miles; number of buildings destroyed, 17,450; persons rendered homeless, 98,500; persons killed, about 200; loss, not including depreciation of real estate or loss of business, estimated at \$190,000,000; recovered by insurance, \$44,000,000. One year after the fire many of the best business blocks in the city were rebuilt; five years after the fire the city was handsomer and more prosperous than ever; ten years after the fire nearly all traces of the calamity had disappeared.

*Fire of 1874.*—The second great fire in Chicago occurred on July 14, 1874. This conflagration swept over a district south of Twelfth st. and east of State st., which had escaped the fire of '71. Although eighteen blocks or sixty acres were burned over, and although 600 houses were destroyed and the loss was close to \$4,000,000, the calamity was never as deeply regretted as it would have been had the district been a safe one near the heart of the city. The houses were nearly all wooden, and were a continual menace. This district was soon rebuilt in a more substantial manner.

*Fire Relics.*—The most interesting and ornamental monument of the fire is the "Relic House," well known to North-siders and Lincoln Park visitors. In 1872, when the "leavings" of the fire could be had for the asking or the trouble of picking them up, a man named Rettig conceived the idea of building a small cottage out of such material as a melted mixture of stone, iron and other metals. The queer structure was built at North Park ave. and Center st. Ten years ago it was removed to its present site near the junction of Clark st. and North Park ave. (take N. Clark st. cable line), Philip Vinter becoming the proprietor. Four years afterward the "Relic House" passed into the hands of its present owner, William Lindemann, who has added a refreshment parlor to the saloon and made quite a rustic spot out of the relic. The Chicago Historical Society has a large collection of fire relics, some from the ruins of the society's building, which was then near the corner of Ontario st. and Dearborn ave., but most of the relics are donations from Maria G. Carr, Mrs. E. E. Atwater, and various business firms who were burned out. The Historical Society also has the key to the vault-door in the office of the assistant treasurer of the United States, at Chicago, which was destroyed, together with \$1,500,000 in currency and the books and vouchers in the office. The key was presented by Henry H. Nash, cashier. Large oil paintings of General Grant, J. Young Scammon and Miss Sneed (the woman who, Napoleon thought, was the most beautiful in the world), which were saved from the fire, adorn the walls of the society's rooms. Mrs. Carr's collection is a curious one, among the burned, melted, scorched and twisted things being a bunch of forks, a mass of type, bunch of tacks, pack of cards, a lot of knitting-needles, a spool of thread from Field, Leiter & Co.'s dry goods house at Madison and Franklin sts; hooks and eyes, a package of buttons, three jews-harps, thimbles, marbles, a bundle of melted glass, a piece of glass from Bowen Bros., Lake st.; an old-fashioned clay pipe, china doll's head, three crucibles, a door bell, pen-knives, one being found under the site of a pulpit; a package of glass beads from Schweitzer & Beer's store, a bundle of screws, a walking cane without head or ferrule; necks of glass bottles from Jasper's place, and a package of slate pencils from the Western News company's place. In Mrs. Atwater's collection is a lump of black stuff which was coffee once upon a time, labeled, "Browned too Much;" remnants of the stock of a toy house, china dolls and playthings, a bundle of hairpins, scissors, rosaries without the crucifix, glass beads, and a jet necklace well preserved; a box of charred biscuits from the ruins of Dr. Rice's church; a lot of stained and plain window glass from various city churches, and a variety of blackened cups and saucers from the ruins of crockery houses.

*Fishing and Summer Resorts.*—There are magnificent fishing grounds and beautiful summer resorts within easy reach of Chicago by the Chicago & North-Western, Chicago, Milwaukee & St. Paul, Wisconsin Central, and Chicago, Great Western Railways. Lake Geneva and the Fox Lake district are within a few hours of the city. [See "Railroads."]

*Foreign Coin, Value of, in United States Money.*—The United States Government in 1893 declared the following statement of the value of foreign coin in United States money as official. Foreign visitors in Chicago may exchange their national coin at any of the leading banking houses or money brokers' offices at a small cost for exchange.

<i>Country.</i>	<i>Standard.</i>	<i>Monetary Unit.</i>	<i>Value in terms of U. S. gold dollar.</i>
ARGENTINE REPUBLIC.....	Gold and Silver.	Peso .....	\$0.96.5
AUSTRIA-HUNGARY.....		Crown .....	20.3
BELGIUM.....	Gold and Silver.	Franc .....	19.3
BOLIVIA.....	Silver.....	Boliviano.....	61.3
BRAZIL.....	Gold.....	Milreis.....	54.6
BRITISH POSSESSIONS, N. A. (except NEWFOUNDLAND).....	Gold.....	Dollar.....	1.00
CENTRAL AMERICAN STATES— COSTA RICA, GUATEMALA, HON- DURAS, NICARAGUA, SALVADOR.....	Silver.....	Peso.....	61.3
CHILE.....	Gold and Silver.	Peso.....	91.2
		Tael—	
		( Shanghai.....	90.6
CHINA.....	Silver.....	Haikwan.....	1.01
		( customs)	
COLOMBIA.....	Silver.....	Peso.....	61.3
CUBA.....	Gold and Silver.	Peso.....	92.6
DENMARK.....	Gold.....	Crown.....	26.8
ECUADOR.....	Silver.....	Sucre.....	61.3
		Pound (100	
EGYPT.....	Gold.....	piastres)....	4.94.3
FINLAND.....	Gold.....	Mark.....	19.3
FRANCE.....	Gold and Silver.	Franc.....	19.3
GERMAN EMPIRE.....	Gold.....	Mark.....	23.8
GREAT BRITAIN.....	Gold.....	Pound Sterling	4.86.6½
GREECE.....	Gold and Silver.	Drachma.....	19.3
HAYTI.....	Gold and Silver.	Gourde.....	96.5
INDIA.....	Silver.....	Rupee.....	29.2
ITALY.....	Gold and Silver.	Lira.....	19.3
JAPAN.....	Gold and Silver.	Yen. } Gold..	99.7
		} Silver.	66.1
LIBERIA.....	Gold.....	Dollar.....	1.00
MEXICO.....	Silver.....	Dollar.....	66.6
NETHERLANDS.....	Gold and Silver.	Florin.....	40.2
NEWFOUNDLAND.....	Gold.....	Dollar.....	1.01.4
NORWAY.....	Gold.....	Crown.....	26.8
PERU.....	Silver.....	Sol.....	61.2
PORTUGAL.....	Gold.....	Milreis.....	77.2
RUSSIA.....	Gold and Silver.	Ruble } Gold.	49.1
		} Gold.	
SPAIN.....	Gold and Silver.	Peseta.....	19.3
SWEDEN.....	Gold.....	Crown.....	26.8
SWITZERLAND.....	Gold and Silver.	Franc.....	19.3
TRIPOLI.....	Silver.....	Mahbub of 20	
		piastres.....	55.3
TURKEY.....	Gold.....	Piastre.....	4.4
VENEZUELA.....	Gold and Silver.	Bolivar.....	19.3



*Foreign Consuls in Chicago.*—ARGENTINE REPUBLIC, 83 Jackson st.; AUSTRO-HUNGARIAN, 78 and 80 Fifth ave.; BELGIUM, 167 Dearborn st.; DENMARK, 209 Fremont st.; FRANCE, 70 La Salle st.; GERMAN EMPIRE, Borden block, Randolph, N. W. Cor. Dearborn st.; GREAT BRITAIN, 72 Dearborn st.; ITALY, 110 La Salle st.; MEXICO, 126 Washington st.; NETHERLANDS, 85 Washington st.; RUSSIA, 70 La Salle st.; SWEDEN AND NORWAY, 153 Randolph st.; SWITZERLAND, 167 Washington st.; TURKEY, 167 Dearborn st.

*Fort Dearborn.*—The site of old Fort Dearborn is now covered by the wholesale grocery house of William M. Hoyt & Co., 1 to 9 River st. On a slab placed in the wall of the building this fact is commemorated. The old fort itself has long since disappeared.

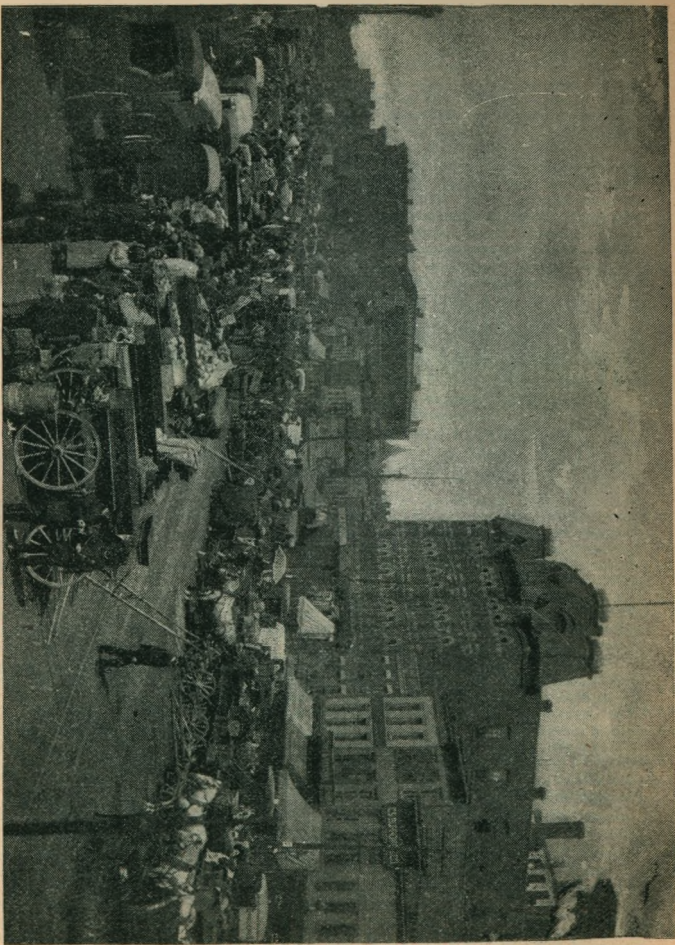
*Fulton St. Market.*—The greatest wholesale meat market in the world; located on Fulton st., between Green and Peoria sts., West side. Take West Lake st. cars to Green st., and walk north to Fulton. This is one of the most interesting sights in the city, and the foreigner or American visitor will be repaid by a visit to it. Here may be seen the manner in which meats are distributed to the retail dealers of Chicago and vicinity. The cleanliness, the neatness and the perfect business management of the great exchange will command attention and admiration.

*Generous Chicagoans.*—Among the Chicagoans who have contributed vast sums toward charitable and educational institutions are: Phillip D. Armour, Walter L. Newberry (deceased), John Crerar (deceased), Marshall Field, D. K. Pearson, George M. Pullman, Cyrus McCormick, Sr. (deceased), Cyrus McCormick, Jr., Thomas B. Bryan, N. K. Fairbank, Sidney A. Kent, George M. Bogue, Charles L. Hutcheson, Charles J. Hull (deceased), Eii Bates, (deceased), H. H. Kohlsaatt, Matthew Laffin, William Bross (deceased), John V. Farwell, Chas. B. Farwell, Daniel A. Jones, Charles T. Yerkes, C. K. Billings, W. H. Ryder, Charles Schwab, Martin Ryerson (deceased), Martin Ryerson, Jr., George A. Walker, William B. Ogden (deceased). Many of the above have contributed amounts running into the millions, some amounts touching the hundreds of thousands. The list of those who have contributed to charitable institutions amounts from \$5,000 to \$50,000 would be too long for publication here.

*Goose Island.*—Located on the north branch of the Chicago river, covered with immense manufactories, lumber yards, etc., and surrounded by docks. It is becoming one of the most valuable centers in Chicago. An effort has been made to change the name from Goose to Ogden Island, but this was defeated and the historic appellation retained. It derives its name from its shape which resembles the body of a goose. [See "Guide."]

*Grain Elevators.*—The greatest grain elevators in the world are to be found here, and they are more numerous than in any other city on earth. A few figures in relation to one of them will serve as a description of all. A grain elevator of the first-class costs about \$500,000. 12,000,000 feet of lumber is consumed in its construction: the outside brick wall is 16 inches thick; a fire wall two feet thick usually divides the building in the middle, the height is about 155 feet; length 155 feet. As a protection against fire, iron ladders run this entire height and on all floors there are push buttons communicating with annunciators in the engine room, and in the latter department there is also a fire pump with a capacity equaling that of four steam fire engines. Two hundred barrels of water, each accompanied by a couple of iron pails, are scattered all over different floors, and twenty-two chemical fire extinguishers are placed at convenient places through-out the structure; forty-five fire plugs to each of which is attached one thousand feet of two and one-half inch rubber hose, together with fourteen fire alarm boxes about complete the precautinal measures for combating fires. The superintendent and chief engineer are located at opposite extremities of the bulky framework, the one in a separate brick office building with an instrument within reach, by which he is enabled to converse with the heads of departments, and the other in a large two-story fire-proof brick building. Once every week a fire drill is ordered, the time of turning in an alarm for which is known only to the watchmen in charge. When the alarm is sounded,





[Engraved for The Standard Guide Company.]

THE HAYMARKET SQUARE.

[See "Haymarket Square" and "Massacre."]

every man takes his place, but no water is thrown. It requires 100 employes to run a grain elevator. To move the ponderous machinery, a one thousand horse-power compound Corliss engine is required, making 56 revolutions per minute, without varying one revolution in a day's run. This engine cost \$50,000. The chimney of the elevator has a fourteen foot base and a height of 154 feet. The visitor will be interested in the process of handling grain. One visit to a grain elevator will do more toward giving the stranger an intelligent idea of the methods employed than columns of description. The grain elevators are located along the river sides and railroad tracks principally. They may be visited at any time.

*Great Clocks of the City.*—In the old days before the building was destroyed everybody's time was regulated by the Court house bell, and it is said that for some time after the fire there were no two watches or clocks in town that agreed. It is only within the last few years that public time pieces have appeared. People down town in the vicinity of the custom house consult the clock in the Board of Trade tower and the custom house clock. The largest clock in the city is that in the tower of the new Grand Central Depot, Harrison st. and Fifth ave. There are also great clocks at the North-Western and Rock Island. The Central Music Hall has a fine clock, so has the *Inter-Ocean* building, the Toby Furniture company building, McAvoy's Brewery, the North Division railroad office, and the Jesuit church on Twelfth st. The Manasse chronometer in the *Tribune* building is consulted more than any in the city, but there are innumerable clocks regulated by electricity throughout the city now. These are operated from the Western Union telegraph office.

*Harbor.*—The harbor of Chicago is in charge of the United States Government and is an inclosure of 270 acres, with connecting slips along the lake shore covering 185 acres, making a total of 455 acres. This harbor is not complete and is entirely independent of the river harbor. The Government piers, so called, extend along the lake front and may be visited on little excursion steamers and yachts from the foot of Van Buren st.

*Haymarket Massacre.*—Night of May 4, 1886. Take W. Randolph street car and alight at the Police Monument. The title is a misnomer. The tragedy recalled to mind by the name in reality occurred on Desplaines st. between the Haymarket and the alley which runs east from Desplaines st., south of Crane Brothers' manufacturing establishment. The wagon from which the anarchist speakers addressed the mob stood directly in front of Crane Brothers' steps, about eight feet north of this alley. The bomb was thrown from the mouth of the alley, and exploded between the second and third companies of policemen, as the six companies were halting close to the wagon.

*Haymarket Square.*—That portion of W. Randolph st. between Desplaines and Halsted sts., West side. Take Randolph st. cars. Near the east end of the square for many years stood the West Side Market house, a part of which was occupied as a police station. The square is now entirely open, the police monument which stands at the intersection of Randolph and Desplaines sts. being the only obstruction in the broad thoroughfare. To the north of the monument, on Desplaines st., the bomb was thrown on the night of May 4, 1886. [See "Haymarket Massacre."]

*Hell Gate Crossing.*—By far the most dangerous street intersection in Chicago is at Randolph and La Salle, where all cars of the North and West side cable system pass, two of the tracks curving around corners and the ringing of bells by the gripmen making a din bewildering to pedestrians.

*Horse Market.*—Take train at Van Buren st. depot, Van Buren and Sherman sts., State st. cable with transfer to Thirty-fifth st., or S. Halsted st. car line. There is no more interesting feature of the Union Stock Yards than the horse market. At the head of Exchange ave., the main thoroughfare leading into the yards, a row of brick stables extends to the left along the west side of a blind alley. The narrow way is thronged with a motley crowd of cattle-buyers, horsemen, speculators and spectators. The scene resembles very much that around the public square in some Western town.

Stable-men, wearing hickory shirts and faded trousers, are leading bunches of horses out of the barns and down Exchange ave. to the railroad tracks. The horses wear their tails done up in red flannel and a tag marked "sold" flutters from their halters. The Horso Exchange has grown to be one of the main factors in the business at the yards. It was first established in 1806, in which year there were 1,553 horses received and but 162 shipped. [See "Appendix."]

*Inter-state Exposition.*—Occupied an immense building on the Lake Front, from 1875 to 1892, when the structure was torn down to make room for the permanent Art Gallery. Expositions were given annually which attracted thousands of strangers, and for a time were quite popular with residents. Fat stock shows, etc., were also held here. Some of the greatest political conventions ever assembled in this country were held here. The building in its later days became an eye-sore to the public.

*Jail Diet.*—The sheriff of Cook county is allowed 25 cents per diem for the dieting of all prisoners in the county jail.

*Lager Beer Riot.*—Occurred on April 21, 1855, during the administration of Mayor Levi D. Boone. Brought about by an attempt of the "Native American" or "Know Nothing" party to enforce the liquor, Sunday and other laws obnoxious to the foreign element. The mayor, in attempting to close the saloons on Sunday, had arrested a large number of saloon keepers for defying his authority by keeping open. While their cases were being heard in the old court house, a mob came over from the North side and was met by the police on Clark st., between Randolph and Lake sts. Here a collision took place. Only one man, a German rioter, was killed, but a large number were wounded. The rioters, although defeated, in reality were victorious, for the obnoxious laws fell into desuetude.

*Lemont Stone Quarries.*—When the county of Cook built the "old original Court House," in 1851 and '52, it was decided by the people and the wise rulers of the county that there was no suitable stone material in the vicinity of Chicago for the purposes of permanent building. After looking the country over it was decided that Lockport, N.Y., furnished the most desirable and conveniently accessible material, and the stone for this building and the wall around it was actually transported over 500 miles. But the building growth of Chicago was not to be retarded for the want of durable and accessible cheap building material, and certain of her enterprising citizens who had been connected, or were familiar with the construction of the Illinois & Michigan canal, notably among whom being A. S. Sherman and H. M. Singer, concluded to open up the deposits of stone at Lemont, which the cutting through of the canal had developed. From these small beginnings has grown up one of the largest, most important and prosperous industries of the city. These quarries have not only contributed largely to the material growth of the city by furnishing an accessible building stone for all purposes, from the foundation stone to the roof coping, besides flagging, curbing and rubble stone for sidewalk and street improvement, but coarser material for riprap, from which the government, the Illinois Central railroad, and all other breakwater works in this vicinity have drawn their supplies. A corporation known as "The Western Stone Co." now controls the output of these great quarries.

*Little Hell.*—At the time of the great fire the region west of Larrabee st. was almost unoccupied as far down as the river, and when the relief work began this tract was suggested as a good place for the building of houses for the people whose property had been destroyed. So a lot of small cottages and one long, low building with a room for each family in it were erected. The long, low building was called "The Barracks." It stood on the west side of Crosby st., just across from the gas works, and it was the center of all the glorious doings that made "Little Hell" historical. The citizens of the "Hell" were comfortably fixed for social enjoyment. Their food and lodgings, and much of their clothing, came from the Relief and Aid Society. Work was plenty and labor was high. They found themselves each week with a surplus on hand and nothing to do with it, unless they devote it to



the pleasures of the cup that cheers. It was thus that "Little Hell" began. The police found it out first. Every night a patrolman would come in for help from the station to subdue a riot. When an old officer was to be punished, or a new one tried, he was sent to "Little Hell." Sometimes he lasted a week. If he was particularly tough and courageous, and if he had a hard head, he survived perhaps a month. Then he usually went to the hospital to furnish an interesting case of compound fracture or concussion of the brain to the clinics. "Little Hell" was a "terror district" for several years after the fire and many a bloody murder was committed within its precincts. But most of the desperate characters who infested the district have been killed or sent to the penitentiary or driven out of the city. The houses in "Little Hell" are even giving way to new brick structures, but there are frequent relics of the old "relief cottages" to be seen in the famous tract.

*Lodging Houses.*—Lodging houses are numerous. Beds may be secured at from 10 cents to 50 cents per night. These are usually to be found in the lower sections of the city. There are some lodging houses of good character, but the majority of them are patronized by a rough and depraved class of people.

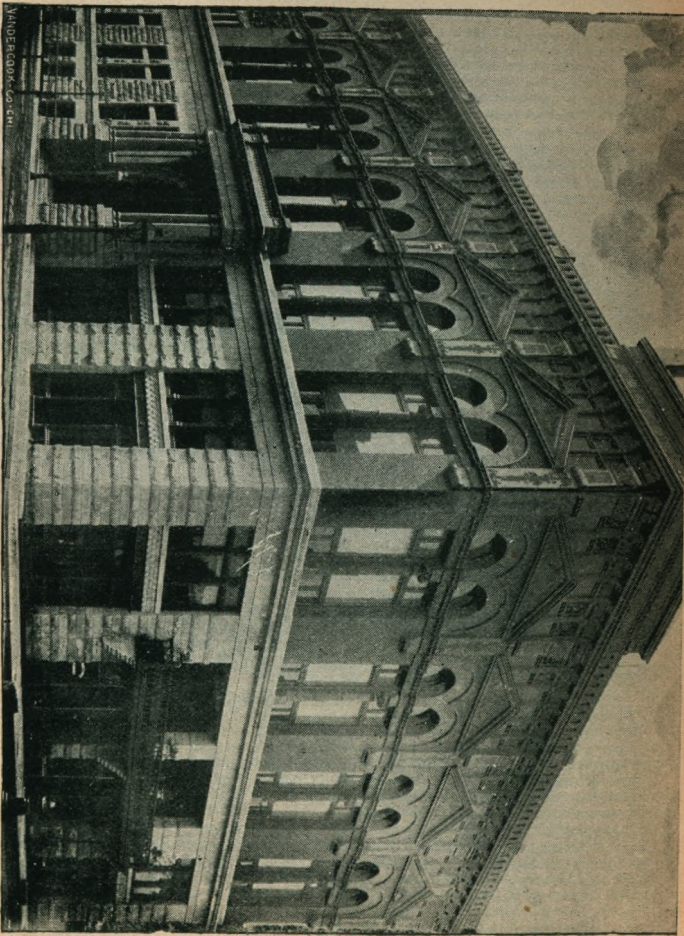
*Lost Property.*—Inquire at any police station or at Central Station, City Hall, Cor. Washington and La Salle sts.

*Lumber Business of Chicago.*—The lumber trade of Chicago is greater than that of any other city in the world. The figures used in estimating it run away up into the billions. The water frontage used for unloading lumber needs to be computed by miles. The cars used to move the Chicago supply are numbered by thousands. The men engaged in the work would make an army. There are about ten miles of water frontage in Chicago devoted to the lumber business. This frontage is principally on slips, and is mostly located on the south branch of the Chicago river. There is, however, a great deal of lumber handled on the lake front. To these large lumber districts must be added the many small yards scattered about the city. Michigan furnishes about 70 per cent of the lumber supply, which comes to the lake. The other 30 per cent comes from almost everywhere. California furnishes the redwood. This is principally valuable for its durability when exposed to moisture in tanks, etc. Yellow pine comes from the south. Its principal use is for inside finishing. Poplar comes almost altogether from Indiana and the South; oak from the middle states; walnut from the South, from Indiana, and a little from other localities.

*Lumber District.*—Situated in the southwestern part of the city, from five and a half to seven miles from the City Hall, along the south branch of the Chicago river. It may be reached by Canalport ave., Blue Island ave. or S. Halsted st. cars. It extends from the south branch west beyond Western ave. and practically occupies all of the southern part of the territory covered by Western ave., Oakley ave., Leavitt st., Hoyne ave., Robey st., Lincoln st., Honore st., Wood st., Paulina st., Ashland ave., Charlton st. and Loomis st. Here the visitor will find mile after mile of lumber yards laid out into streets and alleys, where thousands of men are constantly employed in "shoving" the boards as they are received from vessels in the river, or in loading them on to long lines of freight cars. Here, too, are to be seen some of the greatest sash, door, blind and planing mills in the world. The lumber district is a district all to itself. Foreign labor of all kinds is employed here, but the Bohemians and Poles are in the majority. In the lumber season it is interesting to watch the unloading of vessels, to see how rapidly a cargo is discharged, and to notice with what skill the boards are piled in the yards. A number of serious riots have occurred from time to time in the "lumber district," the result of labor strikes. Of late, however, the laborers have quieted down. Building associations have grown up among them; many own their own homes and the conservatism which everywhere follows the possession of property is felt here.

*Market Squares.*—There have been no public market houses in Chicago for a number of years, but back in the early days of the city one stood in





[Engraved for The Standard Guide Company.]  
GERMANIA MAENNERCHOR CLUB HOUSE.

[See "Clubs." ]

each of the three divisions. The South side market was on State st., between Randolph and S. Water sts.; the West side market was on Haymarket square, and the North side market was on Michigan st., where the Criminal Court building and jail now stand. The Haymarket massacre occurred near the site of the West side market. Mayor Wentworth piled all the overhanging signs, which he tore down during his second administration, on the South side site, and Stephen A. Douglass was mobbed on the North side site. Police stations were located in each of these market houses, and the upper floors were used as town or public halls.

*Marriages.*—There are now over 17,000 marriage licenses issued in Chicago annually. These licenses are procured at the court house, county clerk's office. Civil interference with marriage only extends to the license, which must be procured from the county clerk. The marriage may be solemnized either by a justice of the peace (magistrate) or by a minister of the gospel. [See "Appendix."]

*Mayors of Chicago.*—Following is a list of the mayors of Chicago from the incorporation of the city to the present time: William B. Ogden, Buckner S. Morris, Benjamin W. Raymond, Alexander Loyd, Francis C. Sherman, Augustus Garrett, Alson S. Sherman, John Putnam Chapin, James Curtiss, James H. Wordworth, Walter S. Gurnee, Charles M. Gray, Isaac L. Milliken, Levi D. Boone, Thomas Dyer, John Wentworth, John C. Haines, Julian S. Rumsay, John B. Rice, Roswell B. Mason, Joseph Medill, Harvey D. Colvin, Monroe Heath, Carter H. Harrison, John A. Roche, DeWitt C. Gregier, Hempstead Wasburne.

*Milk Supply of Chicago.*—Chicago's dairy farm is a large one, extending away into the southern edge of Wisconsin, and west and south a distance of more than one hundred miles. The milk is collected daily from individual farmers and rapidly forwarded to the city on fast express trains, many of which are engaged solely in this business, making the long distance named in three hours, arriving here in early morning. The milk is carried in cans of eight gallons each, and about 12,000 cans arrive daily at the several depots, chiefly on the West side. The 100,000 gallons of milk received every morning represent a wholesale price of 14 cents per gallon, or a daily milk bill of \$14,000, making a yearly total of rather more than \$5,000,000. Of course the sum finally paid by 1,200,000 consumers at the retail price asked is much larger than the above—perhaps double. Taking an average daily yield, two gallons for each cow, it will be seen that in order to keep the city supplied 50,000 cows are on duty each day.

*Municipal Telephones.*—340, Mayor's Office; 280, Law Department; 194, Reporters' Room; 358, Superintendent of Police; 447, Department of Health; 1,993, Building Department; 423, City Clerk; 1,994, Collector's Office; 2,977, Comptroller's Office; 4,505, Corporation Counsel; 1,933, Public Works; 2,600, Treasurer; 880, Water Office. All "Main."

*Natural Gas.*—Natural gas is now supplied to Chicago consumers. It is furnished by the Economic Gas Company, which pipes it from Indiana. The gas belt from which the supply is taken extends from Marion on the north to the Ohio river on the south, from Indianapolis on the west to Richmond on the east. It has the shape of an ellipse with a maximum length of 175 miles, a breadth of seventy miles, and a total area of 7,500,000 acres. As the gas is odorless its escape from pipes or burners is not easily detected. It has caused many explosions, involving loss of life and property, since its introduction into this city.

*Newspaper Telephones.*—1,475, City Press Association of Chicago (General Press Bureau); 120, Chicago Press Club; 1,498, Abendpost; 1,457, Daily News; 539, Evening Journal; 1,397, Evening Post; 893, Globe; 1,322, Herald; 944, Mail; 1,462, Times; 104, Tribune; 714, Freie Presse; 1,331, Staats Zeitung; 1,905, Inter-Ocean. All "Main."

*National Political Conventions in Chicago.*—The geographical position of Chicago, her accessibility by direct rail from all parts of the United States, her great newspapers which collect and disseminate the news of the day in a manner that is not approached elsewhere; her wonderful telegraphic facil-

ties; her immense hotels and her incomparable accommodation for extraordinary gatherings have contributed toward making her the convention city of the nation. Some of the most important conventions of the great political parties have been held here. Abraham Lincoln was nominated in Chicago in 1860. The place in which the convention was held was a structure erected for the purpose, called the "Wigwam." It was built by voluntary subscriptions, and consisted of an immense audience room, arranged like an amphitheatre, the roof of which was supported by numerous upright posts. The wigwam stood on Market st. near Washington st. Gen. George B. McClellan was nominated here for the presidency in 1864; Gen. U. S. Grant (in Crosby's Opera House) in 1868; Gen. Garfield (in the Exposition building) in 1880; James G. Blaine and Grover Cleveland (in the Exposition building) in 1884, and Benjamin Harrison (in the Auditorium) in 1888. Grover Cleveland (in the wigwam, lake front, foot of Washington st.) 1892. The wigwam in 1892 was a great wooden structure, put up for the temporary use of the Democratic National Convention of that year.

*News and Book Stands.*—Aside from the innumerable news and book stands which may be found in every neighborhood, there are a few which the visitor desirous of finding the latest things in current literature should not fail to visit: CURRY'S—Under Central Music Hall on State, near Randolph, and on north side of Madison, west of La Salle st. MACDONALD'S.—North side of Washington, near State st. POST OFFICE NEWS STAND.—Opposite Post Office, on Adams st., near Dearborn st. These places are supplied with the latest weekly, monthly and quarterly magazines, foreign and American illustrated papers; late novels, etc., etc. The leading book stands are those of CARSON, PIRIE, SCOTT & Co., State and Washington sts.; THAYER & JACKSON, Stationery Co., 245 and 247 State st.; SIEGEL, COOPER & Co., State, Van Buren and Congress sts.; F. H. REVELL & Co., Madison, near La Salle st.; A. C. McCLURG & Co., Wabash ave. and Madison st.; THE FAIR, Dearborn Adams and State sts.; FRANKS, State near Madison; JAMES H. WALKER & Co., Wabash ave. and Adams st.; THE WESTERN BOOK AND STATIONERY Co. conduct the book departments of Carson, Pirie, Scott & Co., and "The Fair." It is one of the largest book concerns in the United States. Books may also be found for sale at THE LEADER, State and Adams sts., and other dry goods and general merchandise establishments.

*Ogden Residence.*—Fronting Washington Square, North side, stood for nearly a half a century the residence of the Ogden family, a stately frame mansion. It was the only building on the North side which escaped destruction in the conflagration of 1871. It was torn down to make room for the Newberry library building. The grand old trees which surrounded it have not been disturbed, except where the architectural requirements of the new building made it absolutely necessary. [See "Newberry Library."]

*Old University.*—The old University of Chicago occupied a beautiful site on Cottage Grove ave., between Thirty-third and Thirty-fifth sts. It was founded by the late Stephen A. Douglas. The buildings have been torn down. [See "University of Chicago."]

*Omnibuses.*—Parmelee's omnibuses meet every train. Agents sell transfer tickets to other depots and to hotels at 25 cents. Tickets may be procured on trains before reaching Chicago, and baggage checked for transfer at the same time.

*Outdoor Sports.*—There are three race tracks and one professional base ball park. Race meetings are held almost continually throughout the year with the exception of the mid-winter months. Professional base ball games are announced through the press during the summer season. Amateur base ball games are played in the parks and on private grounds throughout the city. Cricket games are frequent. Lawn tennis courts for the public are provided by the park commissioners in all of the parks. Bicycle road racing is indulged in on the principal boulevards and drives.

*Palace Coach.*—A novel four-wheeled cab may be seen on the streets. The body is four feet four inches in width and six feet in length. It seats six persons.



*People's Institute.*—Located on Van Buren st. between Leavitt st. and Oakley ave; opened December 18, 1892. Conducted on the university extension plan. Popular lectures, music, etc. Lectures by prominent citizens, university professors, ministers of the gospel, etc., on stated evenings; concerts and other entertainments afternoons. On Saturdays the institute is devoted to children and youth for oratory, declamations, debates, drills in music, stereoptical illustrations and lectures on national topics. Sunday afternoon meetings open for all denominations. Labor organizations, patriotic and philanthropical societies have the use of the hall on certain occasions. Principal object of the institute, the education of those who are unable to take advantage of the higher schools and universities. Admission free at all times.

*Population of American Cities.*—The population of the principal cities of the United States, according to the census of 1890, was as follows: New York, 1,513,501; Chicago, 1,098,576; Philadelphia, 1,044,894; Brooklyn, 804,377; St. Louis, 460,357; Boston, 446,507; Baltimore, 433,639; San Francisco, 297,990; Cincinnati, 296,309; Cleveland, 261,546; Buffalo, 255,543; New Orleans, 241,995; Pittsburgh, 238,473; Washington, 228,160; Detroit, 207,791; Milwaukee, 203,979; Newark, 182,020; Louisville, 185,756; Minneapolis, 164,780; Jersey City, 163,987; Rochester, 135,302; Omaha, 134,742; St. Paul, 133,156; Providence, 132,043; Denver, 126,186; Indianapolis, 125,000; Kansas City, 105,000; Allegheny City, 104,967; Scranton, 95,000; Albany, 93,523; New Haven, 85,981; Worcester, 82,133; Richmond, 80,300; Patterson, 78,300; Memphis, 75,360.

*Population of Foreign Cities.*—The population of the great cities of foreign countries is as follows, with the census years: London (1889), 4,351,738; Paris (1886), 2,344,550; Berlin (1885), 1,315,287; Vienna (1889), 1,350,000; Tokio (1887), 1,165,048; St. Petersburg (1888), 978,309; Constantinople (1885), 873,565.

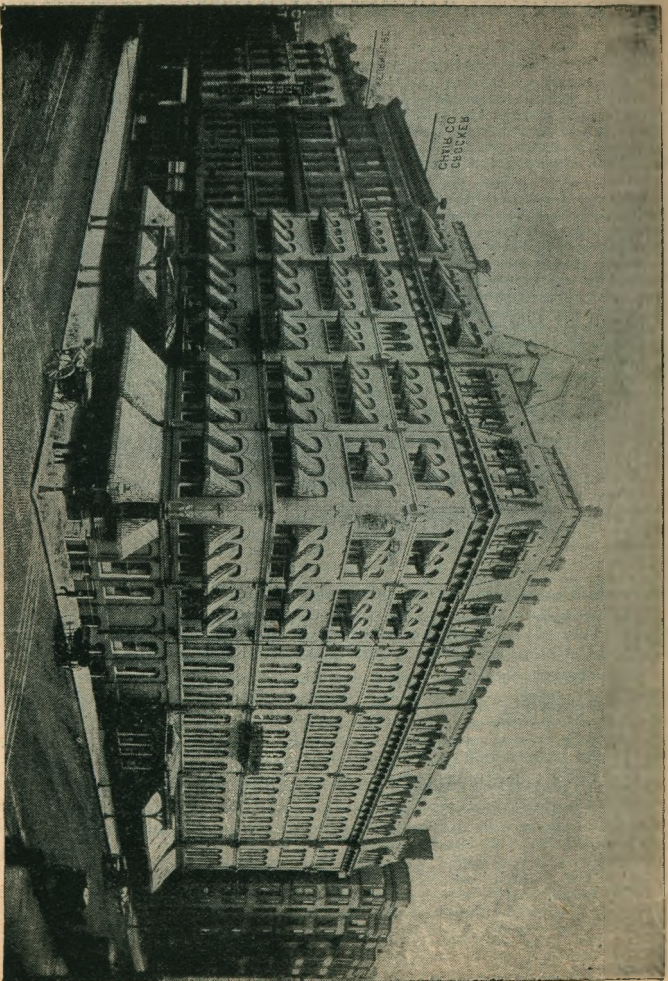
*Pulaski Hall.*—Location, 796 to 800 S. Ashland Ave., center of the Polish colony of Chicago. Building cost \$50,000. The front is made of brown terra cotta and is ornamented by a large bust of the Polish hero who fell at Savannah during the American revolution—Casimir Pulaski. The building contains a large auditorium, capable of seating 1,600 persons, and eleven meeting-rooms, a reading-room, a dining-room and a large and well equipped gymnasium. It is the intention of the directors of the association to erect in the near future a large building on adjoining lots for school and library purposes.

*Relic House.*—Located at 900 N. Clark st., just north of Lincoln Park. Take N. Clark st. cable car. William Lindemann, proprietor. One of the most interesting attractions of Chicago for the visitor. The building is constructed of material taken from the great Chicago fire of 1871. It is filled with relics and souvenirs of that terrible calamity, and one can spend an hour here very pleasantly. Refreshments of all kinds are served by polite waiters. It is but a short walk from any part of Lincoln Park.

*Revenge Circular.*—The following is the full text of the circular issued by the anarchists of Chicago, after the suppression by the police of the riot on "the Black Road." It was written by Adolph Spies, afterward executed for his part in the Haymarket massacre:

"Revenge! Workingmen to arms! Your masters sent out their bloodhounds, the police. They killed six of your brothers at McCormicks this afternoon. They killed the poor wretches because they had the courage to disobey the supreme will of your bosses; they killed them because they dared to ask for the shortening of the hours of toil; they killed them to show you, free American citizens, that you must be satisfied and contented with whatever your bosses condescend to allow you, or you will get killed. You have for years suffered unmeasurable iniquities; you have worked yourselves to death; you have endured the pangs of want and hunger; your children you have sacrificed to the factory lords—in fact you have been miserable and obedient slaves all these years. Why? To satisfy the insatiable greed, to fill the coffers of your lazy, thieving masters. When you ask them now to lessen the burden they send their bloodhounds out to shoot





[Engraved for The Standard Guide Company.]  
WABASH AVE. AND JACKSON ST — WELLINGTON HOTEL.

[See "Hotels," 77]

you—kill you. If you are men, if you are the sons of your grandsires who have shed their blood to free you, then you will rise in your might, Hercules, and destroy the hideous monster that seeks to destroy you. To arms! We call you to arms!

YOUR BROTHERS."

*Riot of '77.*—Outgrowth of the great railroad strike throughout the entire eastern portion of the United States, particularly in Pennsylvania. Principal scenes of trouble in Chicago: S. Halsted st. from viaduct to the Union Stock Yards; railroad tracks at Sixteenth st.; W. Twelfth st. Turner Hall and the entire southwestern portion of the city. The riot threatened serious consequences for some days, but was finally quelled by the arrival of United States troops from the plains.

*"Rookery."*—After the great fire of 1871 the municipality erected for temporary use a two-story brick building on the half block bounded by La Salle, Adams and Quincy sts., and the alley between La Salle and Clark sts. and called it the city hall. It was also occupied by the courts. The structure was put up in great haste and without regard to architectural beauty. It is stated that pigeons used to flock to the building, induced thither by a glass roof which surmounted a disused water tank which occupied the center of the structure and by the oats which fell from the feed-bags which the fire marshals used for their horses on the Quincy st. side. The story goes that one day a gentleman marched into Mayor Medill's office to complain of the pigeon nuisance and spoke of the building as a "rookery." Whether this was the real origin of the term or not, the newspaper reporters got into the habit of calling the building the "rookery," and it was generally understood that they alluded to the dilapidated condition of the structure, which from the day it was finished began to fall to pieces. At any rate the name clung to it as long as the building stood, and when the present magnificent structure took its place its owners decided to retain it. [See "Rookery Building."]

*Saloons in Chicago.*—The number of saloons (public houses) in Chicago is a trifle less than 7,000.

*Sheridan Road.*—A beautiful driveway that skirts the North shore, between Lincoln Park and Fort Sheridan. This drive was projected as a common roadway, but the probable work in future improvements as the country along the North shore develops, is practically immeasurable. The drive is at present about twenty-four miles in length, ranging in quality from first-class asphalt pavement to a plain country road.

*Sky-Scrapers.*—A name given to the high office buildings of Chicago. An effort to keep the height below 160 feet is being made and ordinances regulating the height of buildings generally are in the hands of the City Council.

*S. Halsted St. Bridge.*—Erected over the river on S. Halsted st. This is a novel draw-bridge. It is lifted into the air on piers to a height of 140 feet, or five feet higher than the famous Brooklyn bridge. At this height the masts of the highest sailing vessels do not reach it. The bridge is raised on the elevator principle, because the river is narrow and there is no room for a central pier upon which the ordinary bridge swings.

*Telephones.*—Telephones may be found in the various branch offices of the Chicago Telephone company, in nearly all drug stores and in all hotels and public places. The charge for messages is usually ten cents. The central telephone office is located in the Telephone bldg., Washington and Franklin sts., near mouth of tunnel.

*Telegraph Service.*—The Western Union Telegraph (main) office is located in the Phenix building, Clark and Jackson sts. There are branch offices in nearly all the leading hotels and in drug stores, etc., throughout the city. The Postal Telegraph (main) office is located at 12 Pacific ave. Branch offices of this company are likewise located at convenient points, throughout the city. The main office of the American District Telegraph are located at 501 Pullman building; it has numerous branches. The B. & O. Telegraph office is at 70 Board of Trade; Chicago & Milwaukee Telegraph company, 7 Exchange place; General Fire Alarm Telegraph company, 118 La Salle st.;

Gold and Stock Telegraph company, 239 La Salle st. Messengers may be called by any public telephone, or by signal boxes, found in all public places.

*Theatre Trains.*—Theatre trains for the accommodation of suburban residents leave the city nightly, except Sundays, as follows: Chicago, Burlington & Quincy, 11:30; Lake Shore & Michigan Southern, 11:30; Chicago, Milwaukee & St. Paul, Evanston division, 11:25; Chicago & North-Western, Milwaukee division, 11:00 and 11:30; Chicago & North-Western, Galena division, 11:00 and 11:30; Chicago & North-Western, Wisconsin division, 11:30; Chicago, Rock Island & Pacific, 11:30; Chicago & Alton, 11:20; Chicago & Eastern Illinois, 11:15; Santa Fe, 11:30; Pittsburg, Fort Wayne & Chicago, 11:30; Wisconsin Central, 11:25; Illinois Central, 11:00, 11:30, 12:00.

*Tides in the Lake.*—There has been for years considerable doubt regarding the probability of tides in the great inland lakes of the United States. Able arguments have been made from time to time to sustain the theory that there is a tide in Lake Michigan although it may be imperceptible at times. An opportunity for testing this fact clearly has arisen since the construction of lagoons in Jackson Park, the site of the World's Columbian Exposition. A singular phenomenon may be witnessed in these lagoons by those who take the trouble to watch closely the movements of the water. There is a regular ebb and flow. The only theory advanced by cynics to account for it so far is that the ebb and flow are caused by the winds, but this does not satisfactorily explain it. The ebb and flow prevail at times when there is not a breath of air stirring; and on other occasions the ebb and flow may go on at irregular intervals, although the wind had not changed its direction in the meantime. Soundings have been made frequently of the depth of the water in front of the main entrance to the Transportation Building and it is found to vary more than a foot; the current setting toward the lake sometimes acquires a velocity of six miles an hour. While this does not settle the question of tidal action in the lake, it leaves it open at least to a very interesting inquiry on the part of scientists.

*Willard Hall.*—Located in The Temple, La Salle and Monroe sts. Noonday prayer meetings daily. This is the center of the gospel temperance work and takes the place of Farwell Hall. [Described in "Part 1."]

#### NEWSPAPERS.

Chicago's daily newspapers, weeklies and periodicals find readers among the 30,000,000 people who are dependent upon this city as a central distributing point. The circulations attained by Chicago newspapers, daily and weekly, are, therefore, very large. In point of ability, the Chicago daily newspapers rank with those of any other city in the United States. They expend more money for news than, perhaps, the newspapers of any other city in the world. The quantity of newspapers mailed annually by the publishers at the Chicago postoffice equals the amount mailed at Boston, Cincinnati, New Orleans, Buffalo and Baltimore combined, or at St. Louis, Cincinnati, San Francisco, New Orleans and Baltimore combined, and also at Philadelphia, New Orleans, Baltimore and Cincinnati combined, or in the entire thirteen Southern states, with St. Louis, combined, amounting to 20,000,000 pounds of serial matter. The newspapers of Chicago have contributed wonderfully to the growth, to the prosperity and to the fame of the city. To her great dailies is Chicago particularly indebted for the intelligent and wide-spread publicity, as well as the celebrity, she has obtained at home and abroad. The following are the leading publications:

*Abendpost.*—Location of publication office, 203 Fifth ave.; the Abendpost Company, proprietors. The *Abendpost* is a German daily, published at one cent per copy. Its first number appeared on September 2, 1889. The pub-



lishers were Fritz Glogauer and Wm. Kaufmann, the former being editor and manager, the latter residing in Cleveland, O. From its original modest office, at 92 Fifth ave., the paper had to be removed only five months later to more spacious quarters at 181 Washington st., and in March, 1892, to 203 Fifth ave., where it occupies the whole five-story building. When the *Abendpost* was seven months old the circulation had grown so large that it became necessary to order two Goss printing presses, with a combined capacity of 48,000 four or six-page papers per hour. On December 29, 1890, the *Abendpost* was transferred to the *Abendpost* Company, with a capital stock of \$100,000. Fritz Glogauer was elected president and treasurer; Julius Goldzier, secretary. The *Abendpost* is entirely independent in politics and appeals to no class or faction. It was successful from the start, and had reached a bona fide circulation of 35,000 on January 1, 1892. More than nine-tenths of the subscribers, at the time stated, resided in the city of Chicago. The *Abendpost* opens its books to all advertisers who wish to ascertain its circulation. It ascribes the greater part of its financial success to this method of business.

*Arbeiter Zeitung*.—Location of publication office, 28-30 Market st. A German daily of socialistic proclivities. August Spies, hanged for complicity in the Haymarket bomb-throwing, was editor of this newspaper at the time of his arrest. A. R. Parsons, also executed, was one of its contributors. It was then the open organ of the anarchistic movement. It still espouses anarchistic doctrines, but not quite so openly as in other days. It is published by the Chicago Arbeiter Publication Company, and has quite an extensive circulation at home and abroad.

*Chicagske Listy*.—*Chicagske Listy* is the largest daily newspaper published in the Bohemian language in the United States. This paper and the weekly "Amerika" are published by the "Bohemian Printing and Publishing Co.," at 372 W. Eighteenth st., Chicago, Anthony Kozel, president and manager; Chas. Vesley, vice-president; Joseph Rus, secretary, and Joseph Babka, treasurer. The *Chicagske Listy* is in its tenth year and the paper is mostly circulated in Chicago and suburbs, although it has a large circulation in all the great American cities. The weekly "Amerika" has a large circulation in almost every state of the Union, especially in all the western states.

*Daily Sun, The Chicago*.—Harvey L. Goodall, publisher and proprietor, Union Stock Yards, Chicago, Ill., now entering its twenty-fourth year, has a larger circulation in the southern portion of the city and in the recently annexed southern territory than any other paper published in Cook county. While giving all domestic and foreign news in a concise form it pays special attention to local matters, and on that account its home circulation exceeds 17,000 copies. Subscription price 6 cents a week, or \$3 a year. *The Sun* takes high rank as a Chicago advertising medium.

*Dispatch, The Chicago*.—Location, Fifth ave. between Washington and Madison sts. A daily evening newspaper founded and published by Joseph R. Dunlop in 1892. *The Dispatch* is independent in politics, and is a bright and newsy evening journal.

*Drovers Journal, The Chicago*.—With daily, weekly and semi-weekly editions. Harvey L. Goodall, publisher and proprietor, Union Stock Yards, Chicago, Ill. *The Drovers Journal* is the most extensively circulated paper of its kind in the United States, and in all matters relating to the live stock interests of the country is everywhere recognized as standard authority. As an advertising medium for those who would address the farmers and stockmen of the West, Southwest and Northwest it claims to stand without a decent pretense of rivalry. Aggregate weekly circulation of the three editions, 232,100 copies. Subscription price: Daily, \$4.00; semi-weekly, \$2.00; weekly, \$1.50.

*Mail*.—Location of publication office, 120 Fifth ave. The Mail Co., incorporated, publisher; Charles D. Almy, managing editor; Frank D. Biggs, business manager. A one-cent evening newspaper. The *Mail* had its origin in the *Chicago Press*, founded in 1882, by F. O. Bennett; Mr. John J.



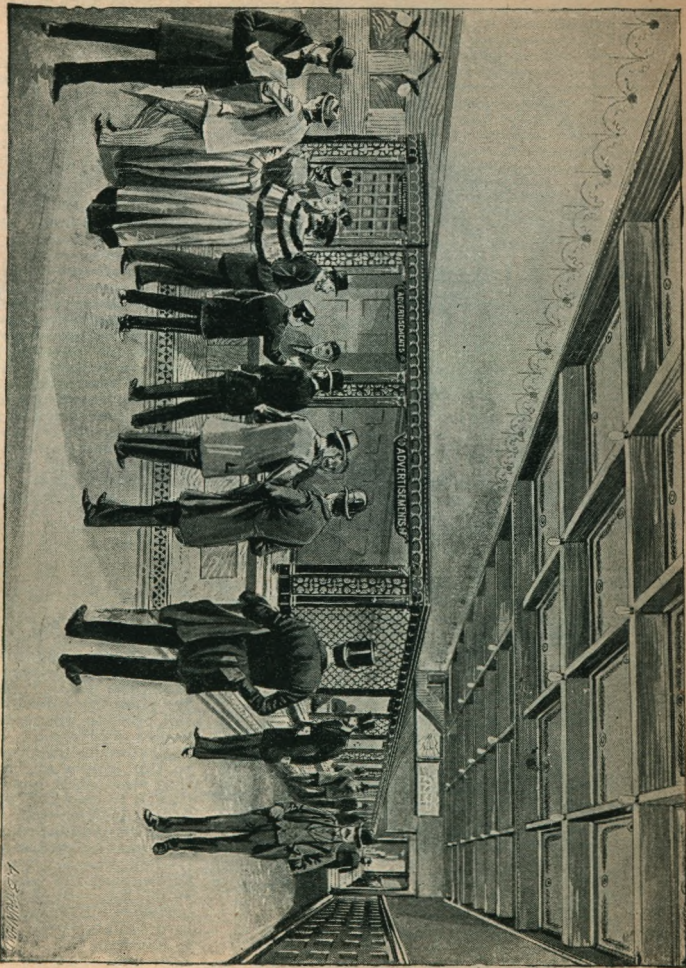
Curran being associated in its management. The *Press* passed into the hands of Messrs. Stevens & Dillingham, who changed its name to the *Evening Mail*. In 1885 the *Evening Mail* was purchased by the Hatton-Snowden Company, who again changed its title to the *Chicago Mail*. In 1887 it was purchased by the Chicago Mail Company, James J. West being the principal stockholder, and upon the purchase by the latter of the *Chicago Times* its publication office was removed to the Times building, from which it was issued until it passed under the management and control of Joseph R. Dunlop, in December, 1891. In September of the following year, Mr. Dunlop retired from the publication, his interest being acquired by a new incorporated company. Originally it was a democratic paper; under the management of the Hatton-Snowden Company and James J. West, it was republican. It is at present an independent republican publication.

*Daily Globe*.—Location of publication office, 118 Fifth ave. Incorporated as Daily Globe Publishing Company. The *Daily Globe* was founded in 1887 by Horace A. Hurlbut, Andrew Matteson, Gen. Walter C. Newberry, Adlai T. Ewing, Chas. R. Dennett and other influential members of the *Times* staff under the late Wilbur F. Storey. The *Daily Globe* continued under this proprietorship until 1890, when it came into the possession of its present editor and publisher, Mr. Harry Wilkinson, who owns the controlling stock. It is a pronounced democratic newspaper. It is edited with ability, and under the present management has grown steadily in circulation. There are daily and Sunday editions printed every morning in the year.

*Daily National Hotel Reporter, The*.—Established in Chicago in 1871, and is older by several years than any other paper devoted to the hotel interests. It is an eight-page daily, and contains, in addition to the arrivals at the leading hotels of Chicago, much information of value to hotel-keepers, travelers, merchants and business men generally. The office of the paper, together with the Travelers and Tourists' Exchange, a bureau of information concerning hotels, winter and summer resorts in the United States, is located at No. 7 Monroe st., Chicago. The editor and manager is F. W. Rice.

*Daily News*.—Location of publication office, 123 Fifth ave. Founded December 26, 1875. An independent newspaper, having three editions daily, issued at noon, 3 and 5 o'clock p. m. The Chicago Daily News Company, proprietors. Victor F. Lawson, editor and publisher. Circulation, daily, 180,000 copies. The founders of the *Chicago Daily News* were Melville E. Stone, Percy R. Meggy and William E. Dougherty. Mr. Dougherty's connection with the enterprise was very brief. Mr. Meggy retired within a year after the founding of the paper. Mr. Lawson became practically the sole proprietor of the *Daily News* upon the retirement of Mr. Meggy, Mr. Stone becoming its editor. The latter, however, after a time became a part owner. His connection with the paper was severed in 1888. Mr. Lawson, from the first year of the existence of the *Daily News*, had been its publisher—in other words, its financial and business manager—and the almost phenomenal growth of the newspaper as a property, is largely due to the intelligent direction he has given its business affairs. The *Daily News* at first occupied simply a corner of the present counting room for its business office and a small room in the top of the building for the accommodation of its editorial and composition departments. Originally it had a double cylinder Hoe press, with a capacity of 3,000 per hour. This gave place early in the history of the paper to a four cylinder Hoe, of a capacity (afterward doubled by stereotyping) of about 6,000 per hour. In size it was a four-page paper of about nine by twelve inches to the page, and made up after the style of the New York newspaper of the same name. It was issued at noon, 3 p. m. and 5 p. m., daily, and contained merely the gist of the news—local, domestic and foreign—without any pretension to amplification. Its editorial was paragraphic, and aimed to compress ideas and opinions into the smallest possible space, in conformity with the general design of the news department, which was to present facts stripped of all surplus verbiage. The price of the paper was one cent, as it is now, and as pennies were not in general circulation the *Daily News* was confronted with the double task

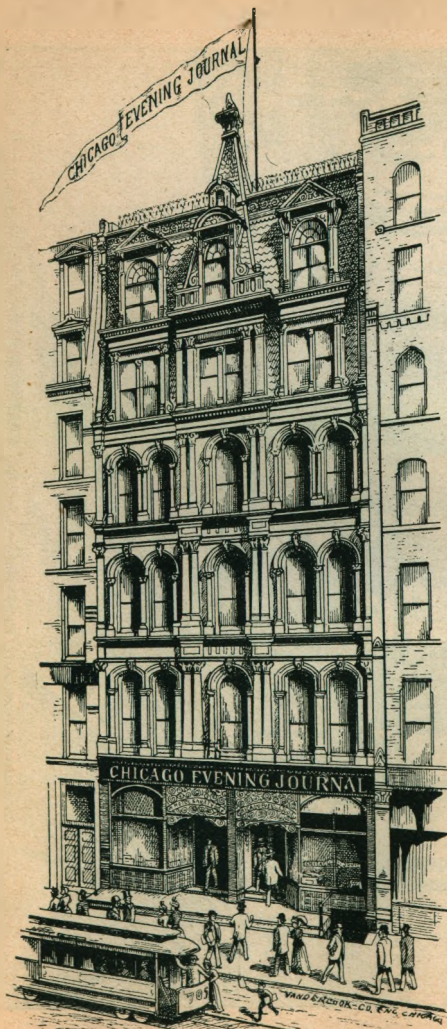
“Nearly everybody who reads the English language in, around or about Chicago, reads The CHICAGO DAILY NEWS.”—*From The Post Office Review.*



[Engraved for The Standard Guide Company.]  
THE DAILY NEWS COUNTING ROOM.

[See "Newspapers." ]





EVENING JOURNAL BUILDING.—See Evening Journal.

of introducing and popularizing the smallest unit of American coin. Mr. Stone was an editor of remarkable ability and energy, and every line in the paper was made to sparkle under his direction, yet the enterprise failed to meet with popular support, and at least twice during the first six months of its existence the *Daily News* was on the eve of being abandoned as a failure. In the summer of 1877 the great railroad riots occurred, and the *Daily News*, taking advantage of the opportunity, issued hourly editions, giving the very latest news, perhaps in a line, perhaps in a sentence, concerning the progress of the labor uprising in Chicago, and at other points of disturbance. This was while the paper was still using a four-cylinder press. The press hummed from early morning until late at night, utterly failing, however, to meet the demand. Over 77,000 copies of the *Daily News* were struck off in a single day during these troublous times, two-thirds of which were printed on one side only, it being impossible, in printer's parlance, to "turn the paper." After the riots the circulation fell back to about 25,000 copies daily, but the paper had become known to the people and from that time on it has continued to prosper, making such remarkable progress in circulation and influence as to have attracted general attention throughout the country. In 1877 the *Daily News* absorbed the *Evening Post*, into which, three years previously, the *Evening Mail* had been merged, thus securing the Associated Press franchise.



In 1881 the publication of the morning edition, styled *The Morning News*, was begun, for which the Associated Press franchise was secured in 1882. The name of *The Morning News* was changed to *The Chicago News Record* in 1892. It is now an independent publication, but under the management of Mr. Lawson. (Office, 181 Madison st.) The circulation of *The Daily News* averages 180,000 copies daily; of *The Chicago News Record*, 96,000 copies daily (Spring of 1893). *The Daily News* employed perhaps thirty persons in all capacities in 1877. To-day there are 365 people regularly and exclusively at work in making it, while by its sale thousands of men, women and children are wholly or partly supported. *The Daily News* has now an equipment of six Hoe quadruple inserting presses, equivalent to twenty-four of the ordinary single machines, and having a capacity of 240,000 eight-page papers per hour. Admission to the press room is sometimes granted visitors on application at the counting room. [See "Buildings."]

*Evening Journal*.—Located at 161 Dearborn st. This is the oldest daily newspaper in Chicago, having been started in 1844. Richard L. Wilson was the first editor of the *Journal*, and before the end of the first year of its existence was its sole proprietor. Chas. L. Wilson, a younger brother, purchased an interest in the paper in 1849, and upon the death of the former in 1856 became the *Journal's* owner and publisher. Chas. L. Wilson continued to publish the *Journal* until his death in 1878, soon after which the property passed into the control of John R. Wilson, a nephew of Richard L. and Chas. L., who is still the publisher and principal owner. In 1857 Andrew Shuman became managing editor of the *Journal*, and remained in editorial control until 1888. Fortunately the files of the *Journal* were saved from the great fire in 1871, and they contain a complete record of Chicago's wonderful development from a frontier village to its present proud eminence among the world's great cities. The paper is now owned by the Evening Journal company, of which John R. Wilson is president and publisher.

*Evening Post, The*.—Publication office, 164 and 166 Washington st. The Chicago Evening Post Company, proprietors, James W. Scott, president; C. McAuliff, managing editor; A. F. Portman, business manager. *The Evening Post* issued its first number on Tuesday, April 29, 1890, from temporary quarters at 128 and 130 Fifth ave. It came into the world a complete newspaper of eight pages, and at once assumed a place and clientele of its own. In January, 1891, it moved into its entirely new and commodious quarters, The Evening Post building, 164 and 166 Washington st., a handsome, modern structure, especially constructed by and for *The Evening Post*. The building has a frontage of 40 feet on Washington street, and extends 175 feet back to Calhoun place having light on three sides and from a roomy court. The counting room and publication office occupy the ground floor, and the editorial rooms the upper floors. In the basement are six Scott presses, each with a capacity of 15,000 an hour. Each department is equipped with the most modern devices for speed, accuracy and convenience. *The Evening Post* is independent in politics, as in all other things. It is pre-eminently a newspaper. Direct wires connect its office with Washington, New York, Springfield and other news centers, and carry day by day a larger telegraph service than was ever before attempted by any afternoon paper. *The Evening Post* is especially, aside from its news features, noted for the fullness and accuracy of its commercial and financial reports, its intelligence of society and women, its art, musical and theatrical features, its sporting intelligence and for its wealth of literary and miscellaneous matter. Its numerous illustrations are easily among the best printed in the daily papers of the world. They find a handsome setting in the typographical beauties of the paper's well printed pages. In spite of a continually increasing pressure upon its columns by advertisers, *The Evening Post* has refused to exceed its limit of eight pages. In that space it finds room to give a daily summary of the affairs of the world, in form at once complete and readable. The appreciation of Chicago people for such service is attested by the growing circulation of *The Evening Post*, which, within a year of its birth, exceeded that of any other paper in Chicago, with the possible exception of two, and which has been rapidly increasing ever since. [See "Sunday Post."]

THE LEADING  
Afternoon Newspaper

OF CHICAGO,

THE  
EVENING  
POST

8 PAGES—2 CENTS.

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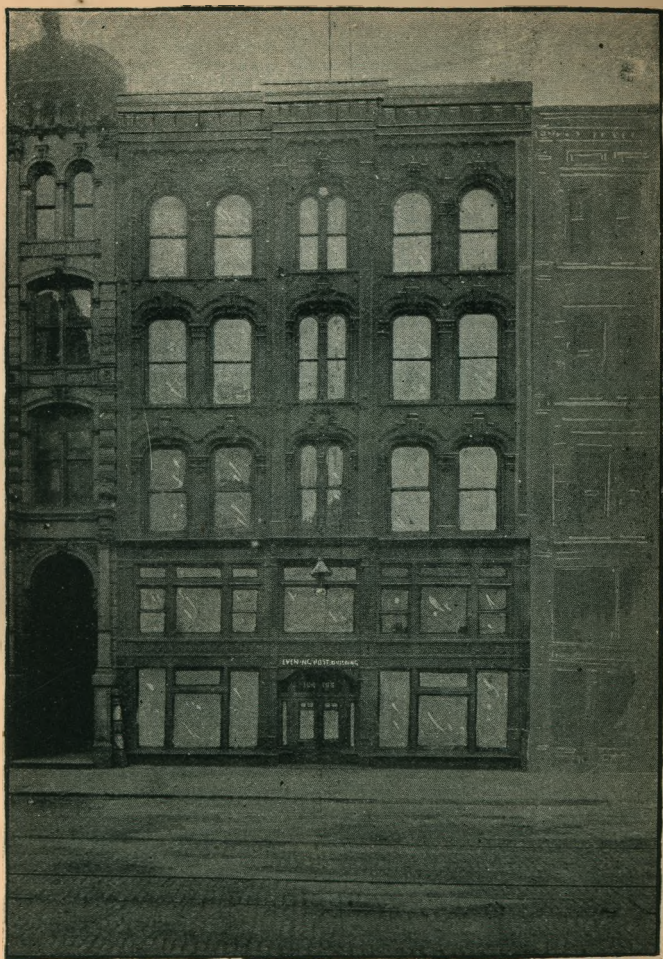
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POST

ALL THE NEWS CONDENSED.

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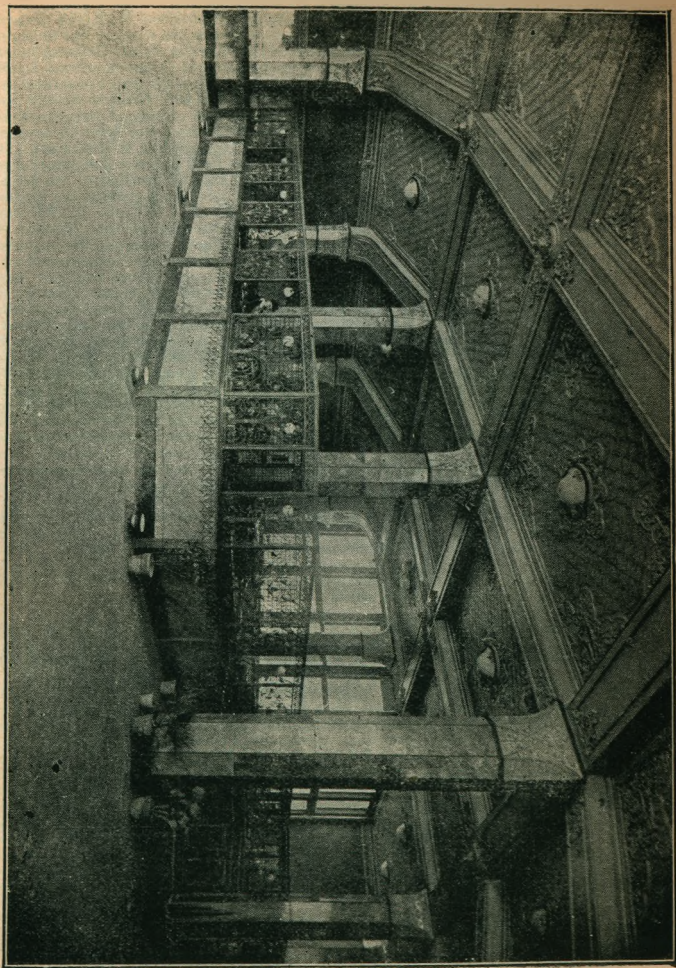
[Engraved for The Standard Guide Company.]  
THE EVENING POST BUILDING, WASHINGTON ST., NEAR FIFTH AVE.  
[See "Newspapers."]

*Freie Presse*.—Location of publication office, 90 and 94 Fifth ave. Richard Michaelis, editor. The *Freie Presse* was established in 1871 by Richard Michaelis. In politics it is independent republican, and has been so since its existence. Its columns teem with the latest and best local and telegraphic news from all parts of the world, and one of the features especially interesting to the Germans is the large amount of choice and select items of news from all parts of Germany. In addition to daily editions, it also publishes a newsy and interesting weekly edition, and also a Sunday edition, under the name of *Daheim*, an excellent German Sunday newspaper. It is equipped with a large staff of competent editors and reporters.

*Herald*.—Location of publication office, the Herald building, 154, 156 and 158 Washington st., near La Salle st. James W. Scott, publisher. A morning independent, democratic newspaper, published every day in the week. Founded in the spring of 1881, by a stock company, of which James W. Scott was the head. In its earlier years it was an exponent of the idea that a small newspaper containing all of the news in condensed form was best adapted for public convenience and taste, but its greatest success has been achieved since it entered the field occupied by the older journals and vied with them in the magnitude of its daily editions and in the elaborate presentation of news of every description. In 1883, John R. Walsh purchased and still retains a controlling interest in the *Herald*, which is now the most extensively circulated morning paper in the West, with an advertising patronage that is second to none. The *Herald* has erected a magnificent building for its exclusive use and has supplied it with everything in the way of machinery and other appliances that go to make a first-class newspaper plant. It is printed on ten perfecting presses of the best pattern, having a capacity of more than 100,000 copies an hour. Its news service is remarkably comprehensive and complete. In addition to a large local staff it has correspondents in every county seat throughout the Northwest, and in every city of importance in the entire country. It also maintains branch offices in New York, Washington, Milwaukee and Springfield. The *Herald* was the first Chicago newspaper to use illustrations extensively. It now employs several artists and maintains its own engraving plant, where all of its cuts are manufactured by the zinc-etching process. In politics, while the *Herald* has not been bound to party, it has been a consistent supporter of the national democratic organization in its demands for the abolition of the protective tariff. The executive staff of the *Herald* is as follows: Publisher, James W. Scott; managing editor, H. W. Seymour; night editor, Fred. Nye; city editor, S. P. Browne; business manager, Robert Ansley. [See "Buildings."]

*Illinois Staats Zeitung*.—Location of publication office, N. E. Cor. Washington st. and Fifth ave. Founded in the spring of 1848. A daily morning newspaper printed in the German language. The Staats Zeitung Company, proprietors. William Rapp, editor; Washington Hering, managing editor. The founder of the *Illinois Staats Zeitung* was Robert Hoeffgen, who invested in the enterprise \$200. Mr. Hoeffgen was assisted by an apprentice, who received seventy-five cents per week. In those days it was incumbent upon the proprietor of a newspaper, not only to direct the general management, but to do nearly, if not all, the work. At first the newspaper appeared as a weekly. The editor and proprietor collected advertisements and solicited subscriptions, set his own type, ran his own presses, and, having completed his paper indoors, started out on the street with his entire edition under his arm and distributed the same to his subscribers. In the fall of 1848 Dr. Hellmuth, then being the editor, the *Illinois Staats Zeitung* was the only German newspaper in the United States to discover in the Buffalo platform the principles upon which afterward was founded the republican party. The county of Cook gave Van Buren a majority of 1,200, no little credit of which was due to the *Illinois Staats Zeitung* for its stanch and unswerving advocacy of the principles laid down in that campaign. After the presidential election Arnold Voss was the editor. He was succeeded in 1849 by Herman Kriege, and in 1850 Dr. Hellmuth again assumed the editorial management. Under his charge the paper appeared twice a week





[Engraved for The Standard Guide Company.]

COUNTING ROOM OF THE CHICAGO HERALD.

[See "Buildings" and "Newspapers," 7]

until 1851, when George Schneider became connected with the paper, and changed it into a daily, with seventy subscribers, its weekly list being only a little over 200. In 1853 the circulation of the *Illinois Staats Zeitung* increased to over 500, which necessitated the employment of three carriers. In 1854 the number of subscribers had increased to 800. George Hill Gaertner was at this time associated with George Schneider. As the *Illinois Staats Zeitung* was the first German newspaper to discover the cardinal principles of the republican party in the Buffalo platform, so it was the first to oppose the Nebraska bill and to begin the determined opposition to Douglas. It was mainly instrumental in leading the Germans into the republican party, and in 1856 was using its utmost endeavors in behalf of Fremont. In that ever memorable campaign between Lincoln and Douglas, in 1858, no paper did more for the success of Mr. Lincoln than did the *Illinois Staats Zeitung*. From this time on began to develop the influence of the *Illinois Staats Zeitung*, which has been ever felt in the common council, the legislature, but especially in political campaigns in Cook county, for more than once has it been opposed by the entire Anglo-American press, but yet has carried the day. In 1861 William Rapp became the editor of the *Illinois Staats Zeitung*. In the same year Mr. Lorenz Brentano bought out Mr. Hoeffgen's interest and assumed the editorial management. In the fall of that year Mr. George Schneider sold his interest to Mr. A. C. Hesing. Messrs. Brentano and Hesing were associated together until 1867, when Mr. A. C. Hesing purchased Mr. Brentano's interest. In this year Mr. Herman Raster assumed the editorial management, which position he filled until his death in July, 1890. The great fire of 1871 claimed the *Illinois Staats Zeitung* as one of its victims. Its loss was total, yet it was among the first of the Chicago dailies to appear, and that, too, within forty-eight hours after the fire had ceased. Preparations were soon made for permanent quarters. On the 10th of March, 1873, its present magnificent structure was completed and occupied. The cost of the same, with machinery, presses, etc., amounted to nearly \$300,000. The *Illinois Staats Zeitung* of to-day is, among the German newspapers, second only to the *New York Staats Zeitung* in wealth and circulation, while in ability, in power and influence it is not equaled, much less surpassed, by any German newspaper of the United States. The combined circulation of the editions of the *Illinois Staats Zeitung* amounts to over 97,000, being larger than that of any German newspaper published west of the Alleghany mountains.

*Inter-Ocean, The.*—Location of publication office, N. W. Cor. Madison and Dearborn sts. The Inter-Ocean Publishing Company, proprietors. William Penn Nixon, editor. H. H. Kohlsaatz, publisher. In 1861 the late James W. Shehan founded the *Morning Post*. In 1865 the *Post* franchise was purchased by the Republican Company, at the head of which was Charles A. Dana, at present editor of the *New York Sun*. Previous to the great fire of 1871 the *Republican* was conducted by Joseph B. McCullagh, at present editor of the *St. Louis Globe-Democrat*. After the great fire of 1871 there was little left of the *Republican* except its franchise, which was purchased by the late J. Young Scammon, then a banker, and one of the leading citizens of Chicago, who, on March 25, 1872, founded *The Inter-Ocean*. The republicanism of the initial number of the *Inter-Ocean* was of the most stalwart order, the proprietor indicating the spirit of the paper in the crisp declaration, "Independent in nothing; republican in everything." Mr. Scammon went into the enterprise with characteristic zeal and energy, and calling to his assistance a number of practical and experienced men, soon made *The Inter-Ocean* a political power, not only in the city and State, but throughout the Northwest. Its radical republicanism and devotion to the party it professed to represent were made so manifest during the presidential campaign of 1872, that it at once secured an influence in the party not equaled by many journals of long standing. The erratic course of other journals claiming to be republican also contributed much to the success of the new venture, and the circulation of the paper increased rapidly. Mr. Scammon continued to be the sole proprietor of *The Inter-Ocean* until the spring of 1873, when Frank W. Palmer, of Des Moines, Iowa, bought a large interest and became

# AN INVITATION

— FROM —

# THE CHICAGO HERALD

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## VISITORS

AND RESIDENTS ARE INVARIABLY INTERESTED IN SEEING JUST HOW A GREAT NEWSPAPER IS MADE, AND EVERY FACILITY IS CORDIALLY GIVEN THEM BY THE "HERALD." . .

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## VISITORS

ARE WELCOME AT ANY HOUR OF THE DAY OR NIGHT, AND AS THERE IS NEITHER LOCK NOR KEY TO THE BUILDING, IT NEVER IS CLOSED.

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## THE VISITORS' GALLERY

OVERLOOKS THE TEN GREAT PRESSES ON WHICH IS PRINTED THAT GREATEST OF TWO-CENT METROPOLITAN NEWSPAPERS. . . . .

THE CHICAGO HERALD.

editor-in-chief. Under his management the paper prospered until the panic of 1873 prostrated the affairs of the country and caused the financial embarrassment of Mr. Scammon, the principal proprietor. In the fall of 1875 the corporation, under pressure of a large indebtedness, was compelled to sell the paper to a new organization. The transfer brought *The Inter-Ocean* under the control of William Penn Nixon, who had been for some years the business manager. Notwithstanding the great depression of the times, the paper was put on a firm footing by the infusion of new capital, the introduction of new machinery, and entered upon a new era of prosperity. Through all its vicissitudes *The Inter-Ocean* maintained its political integrity. The weekly *Inter-Ocean* has a circulation varying from 90,000 to 140,000 copies. The average daily and Sunday circulation for the months of November and December, 1892, was 60,333. Postage on *The Inter-Ocean* for the year 1892 was \$31,337.38. *The Inter Ocean* is printed on perfecting presses of the Walter Scott patterns and was the first paper in the country to use a folder attached to a perfecting press, printing, folding, cutting and pasting the paper by the continuous action of the machinery. Until May 1, 1880, *The Inter-Ocean* was published at 119 Lake st. The establishment was then moved to more commodious and convenient quarters at 85 Madison st. In 1890 *The Inter-Ocean* moved into its present handsome structure. The new building is arranged to meet the requirements of every department of a great metropolitan paper.

*News Record, The Chicago*.—Publication office, 181 Madison st. An expansive one-cent morning newspaper (daily, except Sunday). Formerly *The Morning News*—morning edition of the *Daily News*. Present title announced in 1892. Victor F. Lawson, publisher. Circulation averages 96,000 copies (Spring of 1893). [See "*Daily News*."]

*Skandinaven, The*.—Location of publication office, the Skandinaven bldg., 183, 185 and 187 N. Peoria st, West side. Take Milwaukee ave. cable line, or Indiana st. horse car to Peoria. John Anderson Company, publishers. John Anderson, president; Franklin S. Anderson, secretary; L. J. Lee, treasurer; Franklin S. Anderson, business manager; Nicolay Grevstad, editor-in-chief. Founded in 1866 by John Anderson and Knud Langland. Present issues: *Daily Skandinaven*, four to sixteen pages; *Sunday Skandinaven*, sixteen pages; *Weekly Skandinaven*, sixteen pages; *Bi-Weekly Skandinaven* (European edition), no advertisements, ten columns quarto; monthly, *The Husbibliothek* ("Home Library"), a high-class literary and family periodical; forty-two pages. The *Skandinaven* was, at its birth, a four-page weekly paper. It remained a weekly until the week of the great fire of 1871, and a daily issue was commenced which has been continued without interruption to the present time. Its earliest editor, Mr. Knud Langland (now deceased), was one of the ablest Scandinavian journalists of his times and did much toward popularizing the paper and extending its influence and usefulness. He, however, remained a partner of Mr. Anderson but a short time, and the work of building up the property and placing it upon the solid basis which it occupies to-day devolved entirely upon the latter. *The Skandinaven* passed through all the trials and troubles incident to the establishment of a newspaper, but, though in a small way at the beginning, made steady gains, and early in the seventies began to command credit, respect and circulation. To-day it has a larger circulation than any other paper printed in the Scandinavian language in this country. Mr. Anderson, the head of the establishment, was brought to Chicago by his parents in 1845. Learning the printing business, he became connected with the *Chicago Tribune* and set type for that paper when it was a very small and humble sheet. He is, therefore, a practical newspaper man, and his knowledge of the art of printing extended at an early age beyond the newspaper composing room. The result of this has been the building up of a job printing establishment in connection with the *Skandinaven* which in many ways ranks above some of the most pretentious in the country. The *Skandinaven* job department, for instance, will accept English copy, and turn it out in Scandinavian (which means Norwegian, Danish or Swedish), German, French, Spanish, Italian, Bohemian or Polish type. All matter is



translated (except, perhaps, high class books) in its composing room. The work thus produced includes commercial pamphlets, catalogues, circulars, etc. From this department, also, is issued, in Norwegian a large number of original works and reprints. The John Anderson Company publishes about fifty new books annually. Popular American and foreign works are either translated entire or adapted for Scandinavian readers. In addition to this, the house is the largest importer of Scandinavian books in the United States. The bindery is in itself one of the most important departments, and very handsome editions are produced in paper, cloth and more expensive covers. The practical knowledge of Mr. Anderson has been felt in the press room as well. The entire basement of the building (with the exception of a portion given over to the storage of paper, which the firm purchases in large quantities, being one of the heaviest consumers in the city) is occupied with machinery of the latest pattern and most modern devices. The facilities of the concern for turning out large jobs are not inferior to any in the city. Mr. Anderson's ideas have naturally made themselves felt upon the editorial course of the *Skandinaven* and its allied publications. He was an abolitionist and free soiler in his young manhood, and when it was a crime to oppose the slave element. He has always been a staunch republican. He believes in clean journalism and clean politics, and the moral tone of the *Skandinaven* has always been maintained at the highest. There are in the northwest to-day fully 4,250,000 Scandinavians. As a rule they are educated, thrifty, economical and progressive people. While many cling to the cities, and occupy positions of honor among the commercial classes of Chicago, St. Paul, Minneapolis, Milwaukee, Madison, Eau Claire, Omaha, Fargo and other cities in the West, the great majority have agricultural tastes, and some of the finest farms in the Northwest are owned and operated by them. To these people the daily or weekly editions of the *Skandinaven* bring the news. From the *Skandinaven* they obtain the drift of current opinion, while it keeps them acquainted with the world's doings in every department of human activity. *The Husbibliothek* monthly brings them literary contributions, and discusses matters of interest to the householder, the farmer, the housewife and the young people. Naturally they go to the *Skandinaven* Printing House also for the more permanent character of reading matter, and hence the large book trade of the company. People who want to talk to the Scandinavians of the great Northwest, talk to them through one or the other of the editions of the *Skandinaven*, and the advertising patronage enjoyed by the company is very extensive and profitable. Nicolay Grevstad, the editor-in-chief, who, with five assistants, conducts the literary, news and general departments of these publications, was for years chief editor of one of the leading dailies in Christiania, Norway. He is not only a ripe, but a versatile scholar, and his pen commands the English, Scandinavian, German and French languages with equal facility. His work has given tone to the pages of the *Skandinaven*. He is a tireless worker. No English journalist can conceive the daily task which confronts the editor of a great Scandinavian newspaper in this country. Everything must be translated that is not originally written in Norwegian. Everything must be considered also. Everything must be adapted to the taste of the Scandinavian reader as well. The shears and paste-pot play a very unimportant part in the day's labor. Mr. Grevstad and his assistants are at their desks early and late, and the wonder is that they ever find time to devote to other and pleasanter literary labor. Mr. Frank Anderson, the business manager, took a three-term course at the Madison University and commenced as an apprentice in the establishment, going through all the departments and attaining a proficiency in the business. The *Skandinaven* Building is a structure 60x118, three stories and basement, of modern design and substantial construction.

*Sunday Post, The Chicago.*—On Sunday, December 4, 1892, the Chicago Evening Post Company began the publication of the *Chicago Sunday Post*, a condensed Sunday paper of 16 pages. This publication, though less than half the size of its contemporaries, and sold at the same price—5 cents—at once assumed an equal place with them in popular estimation. *The Chicago*

*Sunday Post* affords a complete summary of the news, and in addition comprehensive reviews of society, art, letters and the more important movements in the world of thought. Among its contributors are many of the leaders of the religious and literary world. A few advertisements are printed, but they are not allowed to encroach upon the requirements of a high-class Sunday paper.

*Times*.—Location of publication office, N. W. Cor. Washington st. and Fifth ave. The Chicago Times Company, proprietors. Founded in 1854 as a democratic party paper—more especially as a personal and political organ of Senator Douglas. It was continued with varied fortunes and by different owners as a democratic paper, representing the different factions of the party, until 1861, when it was purchased by Wilbur F. Storey. During the whole period of its existence, until this purchase, it probably had never been legitimately sustained for a single week, having relied upon party contributions for sustenance. Not having been in any true sense a newspaper, it had not acquired more than a meager circulation, and its advertising patronage was of small account. When purchased by Mr. Storey it had been for some time conducted at a loss of hundreds of dollars per week, its last owner having been Mr. Cyrus H. McCormick, and it was not until the lapse of some months that Mr. Storey was enabled to bring it to the condition of a remunerative newspaper. During Mr. Storey's management it became one of the leading independent democratic newspapers of the country. It bolted the democratic party in the famous Greeley campaign, and though leaning strongly to that party always, during Mr. Storey's lifetime it occupied a position of independence which frequently embarrassed the democratic managers, national, state and local. In 1879 Wilbur F. Storey's health began to give way, and from that time until his death, in 1884, the newspaper which he had so ably managed sank gradually into a condition of mediocrity. Upon his death the property was placed in the hands of a receiver, and for over three years, or until the winter of 1887, it lost heavily in circulation and business, the ownership of the property being involved in law suits between the widow and heirs at law of Mr. Storey. On the 24th of December, 1887, the Chicago *Times* newspaper, appurtenances and building passed into the control of James J. West, who organized the Chicago Times Company, which ultimately became the proprietor and publisher of the paper. From that time on new life was infused into the *Times* newspaper, and it began to assume something of its old-time vigor. The price being reduced, at first from five to three cents, and afterward to two cents, its circulation grew rapidly, and its advertising patronage increased. In the summer of 1889 litigation arose among the stockholders, which resulted in the sale of the paper, in September, 1891, to Mr. H. J. Huiscamp, who sold it the following October to "The Newspaper Company," a close corporation, with Hon. Carter H. Harrison as general manager and editor. In his salutatory to the public the new editor pledged that "the *Times* would be a first-class newspaper, democratic in principles, but not a slave to party; that it would be no man's organ and would have no hobbies to ride and no axes to grind." The paper is now free from all former complications, owes no debts, has abundant financial backing, and bids fair to attain to its former prosperity. In 1892 the price of the *Times* was reduced to one cent (except on Sundays) which added greatly to its circulation. The force of Mr. Harrison's personality is evident in every edition of the paper. The make-up has been greatly improved. It is plain that there is a better spirit in the office than at any time since Mr. James J. West was in control, and that men are at the heads of departments who understand the wants of the public and know something of the means employed to meet them. Mr. Harrison was four times elected mayor of Chicago. He is a man of culture and of experience in the ways of life, at home and abroad.

*Tribune*.—Location of publication office, S. E. Cor. Madison and Dearborn sts. The Chicago Tribune Company, proprietors. Joseph Medill, editor-in-chief; Robert W. Patterson, general manager. The *Chicago Tribune* is a daily newspaper, with every equipment necessary to the successful conduct of a great journal. It has the advantages of age and experience, and

the means to present to the public the fullest and most reliable information of events transpiring in the world. Its building, erected after the great fire of 1871, on the site of the former structure, was planned and completed for the home of a great newspaper. There is no facility lacking. Its presses, manufactured to order, combine the very latest improvements, and have the speed necessary to supply any demand that may arise. In every department where mechanics are important, the *Tribune* is unsurpassed. In its arrangements for the collection of news the *Chicago Tribune* acknowledges no superior in its profession. Its correspondents, many of whom have a national reputation for their intimate knowledge of, and prominence in, political and social affairs, are under instruction to deliver to the *Tribune*, up to the latest hour in every morning of the year, impartial and full reports of every event, regardless of expense. Its financial reports are relied upon by bankers, capitalists and operators; its record of occurrences at home makes it a family daily; its political and literary features are among the ablest and most discriminating in the country. The history of a great newspaper, like the *Chicago Tribune*, is of interest, not only in its own country, but to the people of the world who will be in Chicago on business or for pleasure, and to whom the *Tribune*, through the editor of this work, extends a welcome invitation to make an inspection of its building and the operations necessary to the making up a complete record of the daily "map of life." The first number of the *Chicago Tribune* was issued on the 10th of June, 1847, in the third story of a building on the corner of Lake and La Salle sts. One room was sufficient for its humble beginnings. Its founders were James Kelly, John E. Wheeler, Joseph K. C. Forrest and Thomas A. Stewart. The history of the paper from that time until 1854 is one of trials. The town of Chicago was in its swaddling clothes; people were poor; facilities for gathering news were few and oftentimes there were none at all. In 1854 two important events in the history of the *Tribune* had occurred. One was the issuing of a tri-weekly, the other the publication of Associated Press dispatches, which association the *Tribune* assisted in organizing, and of which it remains a member. Up to this time several changes had taken place in the proprietary interests and management of the *Tribune*. It was about this time that Mr. Joseph Medill, now editor-in-chief and principal owner, came to Chicago from Cleveland, Ohio, and purchased an interest in the *Tribune*. In 1855 he became managing editor and business manager, and organized a staff. It was at this time that the *Chicago Tribune* commenced to assume the features of a metropolitan daily newspaper. The old press, previously operated by hand, was removed to make room for a steam-power press. From that day until the present the standing question in the *Tribune* office has been: "How can we get more presses, and faster, to reach the daily increasing circulation?" In 1858 the *Tribune* absorbed the *Democratic Press* of this city, and for a while the paper was issued as the *Press and Tribune*. In 1860 the name of the paper was restored, and in 1861, under an act of the legislature, The Tribune Company was incorporated, with a capital of \$200,000, the principal stockholders being J. L. Scripps, William Bross, Charles H. Ray, Joseph Medill and Alfred Cowles. Mr. Medill became editor-in-chief in 1874, and has had the controlling interest since. It is under his administration that the paper has reached its present extraordinary success. In 1871 occurred the fire which forms one of the pages of the world's history. On the night of the 8th of October in that year, one-half of the *Tribune* had been printed. [This was before the present system of printing an entire paper at once was known.] The facts, incidents and other data of the fire had been written and sent to the composing room. But before the hour of going to press the flames had reached the *Tribune* building and driven out every occupant. It was soon in ruins, but two days later the *Tribune* reappeared. The greatness of the *Tribune* was thus shown in its resources. Its home was in ashes Monday night. On the following Wednesday it had reappeared. Mr. Medill procured a temporary building on Canal st., near Randolph, and the paper was issued from there Wednesday morning, with a very full account of the greatest fire in the history of conflagrations. In exactly one year from that date the *Tribune* had completed its present building and moved into it. It required something more

than money to accomplish these wonders. This something the *Tribune* still retains, and it is that which has caused the daily circulation to travel upward from 2,240 in 1855, to more than 95,000 in 1892, and which has made it one of the greatest advertising mediums in the whole country. It is not necessary to enlarge upon the history of the *Tribune*. The project of the World's Columbian Exposition was in part one of the suggestions of its editor, and to its completeness he has contributed most valuable service and counsel.

#### NEWSPAPERS—WEEKLY AND OTHER PUBLICATIONS.

Among the weekly publications of Chicago there are many which rank with the best in the country. These, together with other publications of a general character, are mentioned below:

*Advance*.—Published by the Advance Publishing Company, 125 Franklin st., is the representative of the Congregational denomination for the Interior and West. Its first number was published in 1867. The Rev. W. W. Patton, D. D., afterward president of Howard University, was its first editor, and the material interests were looked after by a syndicate composed of some prominent Congregational laymen of Chicago. This regime was succeeded a few years later by an editorial management conducted by General Chas. H. Howard and Rev. DeWitt Talmage, of New York. The firm of C. H. Howard & Co. were the publishers. In 1882 the Advance Publishing Company was organized and Rev. Robert West was elected editor and business manager, which position he held until his death. Upon the death of Mr. West the management was assumed by the present government: Mr. H. S. Harrison, editor and manager; with Rev. Dr. Simeon Gilbert and Rev. J. A. Adams on the editorial staff.

*Banner of Gold, The*.—Published at 298 Dearborn st. A weekly paper of sixteen pages, illustrated by the best artists, printed upon heavy super-calendared paper. It is edited by Colonel N. A. Reed, Jr., and Charles Eugene Banks, both old and well-known newspaper men. Among its leading contributors are Opie Read, Stanley Waterloo, John J. Flinn, Dr. Leslie E. Keeley, Martha Howe Davidson, LeRoy Armstrong, John McGovern and other popular writers. While the *Banner of Gold* is the representative of the Keeley leagues, the Francis Murphy "Blue Ribbon" clubs, and the Woman's Auxiliary Keeley leagues, and gives much space to their interests, it occupies a wide literary and artistic field. It takes a high moral stand upon all questions of public interest. It advocates all measures for uplifting humanity, and in every respect is a family newspaper of superior excellence. The subscription price is \$2 per annum, in advance.

*Belford's Magazine*.—A high-class monthly, formerly published from New York, has made Chicago its home. It numbers among its contributors the ablest writers of the country.

*Brainard's Musical World*.—Location of publication office, 145-147 Wabash ave. The S. Brainard's Sons Company, publishers. A valuable magazine for people of musical taste and culture and for professionals. Numbers among its contributors some of the best writers on musical subjects in the country. Subscription price, \$1.50 per annum.

*Brickmaker, The*.—Location of publication office, suite 210 to 260 Monon block, 320 to 326 Dearborn st. The *Brickmaker* was founded by Charles T. Davis, under whose proprietorship it still remains. The *Brickmaker* at first occupied small offices in the National Life building, at 161 La Salle st., at which place the publication of the paper was continued until May 1, 1892, when removal was made to its present elaborate offices which cover the entire second floor of the Monon building, being probably the finest newspaper offices of any trade paper publication in the United States. The *Brickmaker* is a semi-monthly publication and has been a money-maker for its advertisers as well as its publisher from its initial number. The first issue of the paper was over twenty thousand copies and the returns to the



advertisers were so satisfactory and so prompt that the foundation of the fortune of the paper was thus laid from the beginning. The paper is edited by Mr. Charles T. Davis who is the author of "A Practical Treatise on the Manufacture of Bricks, Tiles and Terra-cotta." This work passed through two editions, over 8,000 copies of the book having been sold at \$5 per copy. This work is now out of print but its place is being supplied by "Davis' Encyclopedia of the Clay Manufacturing Industries," a work now nearly through the press and containing over 800 pages quarto size and about 1,400 engravings. This is one of the most exhaustive works ever undertaken in the interest of any manufacturing industry and has involved an outlay on the part of the publisher of the *Brickmaker* of over \$30,000. Mr. Davis was also one of the associate editors of the American Supplement to the Encyclopedia Britannica, and he is given credit in the VI Vol. of the Century Dictionary for valuable assistance rendered in the compilation of that great work. Mr. Davis is a graduate of the University of Heidelberg where he paid especial attention to all matters pertaining to chemistry and its application to the industrial arts. Hence it is that, in addition to being the best recognized authority in the world on clays and their uses, he is also the author of "Davis' Manufacture of Leather," "Davis' Manufacture of Paper," and a large number of other scientific works in which the chemistry of applied arts is exhaustively treated. Mr. Davis' works are to be found in all the great libraries of the world and are the accepted standards in all the industries of which he has treated. It was the focusing of this vast amount of practical information within the pages of the *Brickmaker* which made its reading matter so valuable and which elevated the paper to the highest grade of any class publication issued in the United States.

*Carpentry and Building*.—A monthly journal on architecture, decorating, contracting, construction and heating. Published first of each month by David Williams, New York. Western office, 59 Dearborn st., Chicago. J. K. Hanes, Manager.

*Chicago Dramatic Journal*.—The *Chicago Dramatic Journal*, is the successor of the *Chicago Theatrical and Sporting Journal*, which was established by Adams & Corbitt in June, 1882. On October 1st, 1892, the *Chicago Dramatic News*, a branch of the *New York Dramatic News*, suspended publication and the *Journal* took up the circulation, thus incorporating the subscription lists of both papers into the one. The *Dramatic Journal* stands to-day at the head of publications of its class, and is a credit to its publishers and the city that gave it birth. Mr. Eugene Hunt, proprietor. Location, Chicago Opera House block,

*Chicago Eagle, The*.—Established in 1889 as an independent political newspaper. It is devoted exclusively to politics, and is extensively read, not only in Chicago, but throughout Illinois and the Northwest. It has a regular weekly circulation of over 22,000, and has been a financial success from the start. Henry F. Donovan is the proprietor and editor. The *Eagle* enjoys an advertising patronage second to no weekly in Chicago. It is very popular with all people taking an interest in politics. Price (subscription), \$2 per year.

*Citizen, The*.—A weekly newspaper devoted to American and Irish interests, was established by Hon. John F. Finerty on Saturday, Jan. 14, 1882, and has consequently entered on its eleventh year. In politics it is independent, and, although friendly to the Catholic idea, it is entirely a secular paper. It believes in the union of all races and creeds for the common good; believes also in a stalwart foreign policy for America; is a protectionist in principle, and an unswerving advocate of the independence of Ireland. It has a large constituency throughout the Union and Canada, but particularly in the Northwestern states.

*Credit Company, The*.—Offices in the Pontiac building. This company has achieved such marked and deserved recognition throughout the United States and Canada, by reason of the efficient character of its publications, as to become of special interest to bankers, commercial houses, attorneys,

or any one doing business through correspondents. Its annual bank directory, "The Bankers and Attorneys' Register," is generally recognized as a model of arrangement, compilation and authenticity, not only bearing the indorsement of the United States treasury department, but also the stamp of patronage from every city, north, south, east and west. In addition to its adoption as a bank directory of the most recent and authentic compilations, it also lies upon the counters of business houses for ready reference in the issuance of drafts or other correspondence with banks, or for the purpose of claims, giving a system of guaranteed collections, embracing carefully selected attorneys in every city and town. The Bankers and Attorneys' Register is supplemented by the *Credit Review*, a monthly review of the financial and business world, an epitome of the experience and opinions of leaders in finance, commerce, and trade generally. The circulation of these publications is not confined to any one section, but is as general as is the distribution of trade and commerce throughout the United States and Canada. When one considers the ever-changing condition of banks, their officers, capitalization and profits, their organization in both new and old territory, some approximate idea may be had of the enormous mails, correspondence and reports necessary for the successful and accurate compilation of these works, to date of each issue; not to speak of the machinery of publication, and afterwards of the selection and equipment of reliable agents who shall distribute, renewing with regular patronage, and introducing with new, throughout the land.

*Economist, The.*—Location of publication office, 59 Dearborn st. Clinton B. Evans, editor. A weekly financial, commercial and real estate newspaper, with intermediate issues whenever any great event in its field demands. It is the only newspaper in Chicago making a specialty of the money and security markets, grain and provisions and real estate, and has had an exceptionally successful career. It is the authority on the subjects of which it treats, and has a large circulation in Chicago and elsewhere. The bankers, brokers, capitalists, real estate owners and dealers, intelligent merchants and students of finance in Chicago are, almost without exception, among its readers, and it has a good and rapidly growing circulation at other points in this country, as well as in London, England, whose financiers look to it for a considerable part of their information on such American business affairs as they are interested in. *The Economist* employing recognized experts for its various classes of work, and spending money freely, is pretty sure to get the best there is in the line of news and comment. The financial and commercial interests of Chicago are growing so rapidly that an abundance of capital and enterprise are required to keep a newspaper abreast of the times. The Economist Publishing Company, which owns the *Economist*, seems to possess both of these requisites in abundance. *The Economist* publishes weekly a leading article entitled "The Business Situation," which sets forth the condition of business affairs the world over; a complete descriptive and statistical department under the head of "Grain and Provisions;" several columns on "Money and Securities in Chicago," with full and accurate quotations; a review of the New York stock market; and an elaborate presentation of the real estate news of Chicago and vicinity, often taking up ten pages or more. In addition, there are articles each week on important economic subjects written by the most capable experts. A valuable annual number is issued January 1. *The Economist*, although started as recently as October, 1888, has reached a very high position among American publications.

*Exposition Graphic, The.*—A quarterly edition of the weekly *Graphic* devoted to the World's Columbian Exposition. Fifty-six pages. Printed in English, German, French and Spanish. *The Exposition Graphic* is conducted upon a broad and comprehensive knowledge of the benefits and material advantages to accrue to the United States and to the nations of the world from the great international peace congress; and its efforts in exploiting the magnificence of the enterprise abroad and at home is doing much to increase the interest in the great undertaking. The numbers of *The Exposition Graphic* will undoubtedly form the most complete and admirable his-

tory of the inception, progress and unparalleled success of the Columbian Exposition that will be printed, its artistic excellence surpassing anything before seen in America. The Graphic Company, publishers. Office, Dearborn and Harrison sts., Chicago.

*Farm Tools*.—Established by the Farm Tools Pub. Co., Oct. 28, 1891. Ben. R. Hyman, editor; Wm. Pullen, business manager. Devoted exclusively to the interest of the dealers in farm implements and vehicles. Succeeded Dec. 3, 1892, by Farm Tools Co., of which above editor and manager are members, in connection with Emanuel Loeb, publisher.

*Farmers Review, The*.—Publication office, suite 1102 and 1103 Owings building; Messrs. Hannibal H. Chandler & Co., proprietors; established in 1878. It is published every Wednesday, and presents to its readers a large amount of practical information in the smallest possible space. Its market reports are full; its departments of agricultural, horticultural, stock, dairy, poultry and apiary, contain articles of a practical nature from the best writers, while the household department will be found full of original and selected matter, interesting to adults and instructive to the young. It has full reports of all fairs, stock shows, conventions, etc., and has a regular organized corps of crop correspondents. The editorial department is under the charge of Mr. A. S. Alexander, a gentleman of long practical acquaintance with the needs and requirements of farmers, and a clever and forcible writer.

*Figaro*.—Publication office, Pontiac bldg, 358 Dearborn st.; a society and literary paper which has attained great popularity and a large circulation among the *elite* of the city. W. G. F. Dailey, proprietor.

*Furniture*.—Among the many trade journals that have done so much toward making Chicago world-famous as a city of manufactures and trade, few, if any, have risen more rapidly than *Furniture*, published by Furniture Company, C. M. White and G. W. Harvey, publishers and proprietors. The publication offices are at suite 1007 Pontiac bldg. Subscription price, \$2 a year. This journal was started in a small job office on the West side in March, 1889. The publishers had little capital, but, being practical printers and journalists of several years' experience, they had unbounded faith in Chicago, present and future, and their labors were rewarded with success from the start. *Furniture* has made its way to the front rank among journals of its class, and is read in every state in the Union; is bright, clean, handsomely illustrated, and contains an average of about sixty-eight pages of advertisements, illustrations and reading matter. C. M. White, editor; Geo. W. Harvey, business manager.

*German-American Miller, The*.—This is the only German-American representative of the trade named published in this country. It was founded in 1877, and for ten years thereafter was printed entirely in the German language. The paper presents the milling news from both Germany and America, and reaches the German milling trade in all parts of Europe and North and South America. At present it appears with parallel columns, German and English, which latter feature has proven very successful. Eugene A. Sittig & Son, proprietors; publication office, Lake and Clark sts.

*Graphic, The*.—An illustrated weekly newspaper. Twenty-four pages. The only illustrated weekly in the West maintaining the highest standard of literary and artistic excellence, and the only one in Chicago having a national circulation and influence. The *Graphic* was the first illustrated weekly newspaper to receive cordial support from the citizens of Chicago, and to be recognized throughout the West as an exponent of illustrated journalism second to no other publication of its class in the country. Chicago is realizing its destiny of becoming the art and literary center of America, and the *Graphic* is an admirable indication of the remarkable progress being made in this direction. The growth of this enterprising journal, in circulation, has been of the most gratifying nature, and though the youngest of the great illustrated weeklies, it must at an early day receive universal recognition as the foremost periodical of the country. The ablest

writers and most skillful artists contribute to its pages. G. F. Engelhard, editor and general manager. The Graphic Company, publishers. Issued every Saturday. Offices, Dearborn and Harrison sts., Chicago,

*Inland Architect and News Record.*—Now in its eleventh year of continuous publication, is among the handsomest technical publications of America. It has not only a national reputation for the excellence of its articles and artistic illustrations, but an European as well, as evidenced by the frequency that its progressive ideas and thoughts are reproduced by leading foreign architectural journals. Aside from its strictly technical matter, its pages contain a complete record of the proceedings of the several architectural and building organizations of the country, and further, is a perfect repository of all the best there is in structural material. In a word, this beautiful journal always contains matter and engravings of interest to laymen as well as architects and builders, which accounts for its large circulation, extending all over the United States, in the Canadas, Mexico, South America, Australia, Great Britain, and in the states of continental Europe. Publication office, *Tribune* bldg.

*Inland Printer, The.*—This magazine, which is known in every country where printing is done, and which occupies a unique position in the field of technical and artistic journalism, has its home at 212 and 214 Monroe st., Chicago. It is the recognized standard authority on all matters pertaining to the graphic arts, and is the only journal in its field which has applied for and obtained space in the World's Columbian Exposition. The beauty of its typography and the excellence of its technical matter render it a journal appreciated no less by the general reader than by the members of the typographical art.

*Interior, The.*—One of the oldest of the religious weeklies of Chicago, and one of the best. Founded in 1868. If it has any unique position in Western journalism, it may be denominated as that of the leading religious weekly of Chicago and the West. It certainly is that from the standpoint of circulation and influence. Its proprietors are the estate of the late Cyrus Hall McCormick and W. C. Gray, Ph. D., the latter being senior editor. Publication office, 69 Dearborn st.

*Iron Age, The.*—A weekly review of the hardware, iron, machinery and metal trades, published every Thursday by David Williams, New York. Western business and editorial office, 59 Dearborn st., Chicago. J. K. Hanes, manager; George W. Cope, associate editor.

*Legal Adviser, The.*—Founded, A. D. 1861, by the late Hon. E. M. Haines. In 1867 it was chartered as a corporation, by special act, approved March 1, of that year, the charter declaring this weekly paper "the proper medium for the publication of all legal notices required to be published in the County of Cook." The paper was under the editorial direction of Mr. Haines until his death in April, 1889, when it passed under the control of F. C. Haines, who is now president of the company. The *Legal Adviser* is the oldest law periodical in the republic, excepting one (*The Legal Intelligencer*, of Philadelphia). The monthly edition is especially devoted to information on affairs of local self government, and has a very wide circulation throughout Illinois, Iowa, Wisconsin, Michigan, and generally where township organization prevails. Andre Matteson, editor.

*Lumber Trade Journal.*—Established as a 16-page quarto, in 1881, by S. D. Morgan. Was purchased in 1887 by an incorporated company with a capital of \$12,000, of which George W. Hotchkiss, for many years secretary of the Lumbermen's Exchange of Chicago, and the acknowledged lumber statistician of the United States, was made president and took editorial charge, while Walter C. Wright, who had several years previously succeeded Mr. Morgan as secretary of the National Association of Lumber Dealers, assumed the business management. By the untiring efforts of these gentlemen the *Lumber Trade Journal* has entered the front rank of class journalism, and from a 16-page issue has increased to 56 pages, with a circulation of 5,000, and has become the recognized authority in all branches of the lumber traffic of the nation,



*Metal Worker, The.*—A weekly journal of the stove, tin, plumbing, roofing, cornice, furnace and heating trades, published every Saturday by David Williams, New York. Western business and editorial office, 59 Dearborn st., Chicago. J. K. Hanes, manager; George W. Cope, associate editor.

*Music.*—An illustrated magazine, of the size and general style of the Popular Science Monthly; contains about 120 pages octavo, in every number. Among its contributors are the leading musicians and musical writers of the whole country. It is the first magazine of its class in the world. Started in November, 1891, its success has been very encouraging. It is edited and published by the well known musical writer, W. S. B. Mathews, at 240 Wabash ave.

*National Builder, The.*—Now in its sixteenth volume, is a monthly publication devoted to building and kindred interests. Edited by Geo. O. Garnsey, architect. Each issue contains one or more complete sets of plans of dwellings, business or public buildings, with color plates and detail drawings. An invaluable journal for architects, builders, students and others interested in building. An excellent advertising medium for all dealers in building materials. Subscription price, \$3 per year prepaid. Single copies containing plans, 25 cts.

*Nederlander, De.*—Location, 412 Blue Island ave. Proprietors and publishers, E. De Jonge, C. H. Workman, L. Holstein. Henri U. Masman, editor. Only Holland newspaper in Illinois. Published every Friday. Republican in politics.

*Norden.*—A weekly political newspaper, in the Danish-Norwegian language, was established twenty years ago by Mr. I. T. Relling. During the first ten years Mr. H. Hande was managing editor. When he resigned the position the paper had a circulation of over 10,000, scattered all through the Northwest. Mr. Hande was succeeded as editor by Prof. Th. Bothne who had charge for two years, when Mr. Hande resumed the editorship and continued it until his death, in 1887. He was succeeded by Mr. P. O. Stromme, who, in the summer of 1888, changed the policy of the paper, making it democratic. As a consequence many of the old subscribers dropped off, but they were quickly replaced by new ones. In the fall of '89 a daily edition was established under the name *Dagbladet*. This was issued every afternoon until in July, 1891, when it was discontinued. In August, 1890, Mr. Relling sold *Norden* and the daily edition *Dagbladet* to Norden Publishing Co., Mr. Relling continuing as manager until his death, in February, 1891. *Norden* is now published by the company, whose president is Mr. P. O. Stensland, the banker. The paper is 16 pages of 5 columns, is democratic in politics and has a wide circulation, especially in Illinois, Wisconsin and Minnesota. It also circulates in all other states in which there are Norwegians and Danes, and in Norway and Denmark, the Sandwich Islands and Iceland, and a few copies are sent to South Africa and Madagascar. Since March 12, 1892, Norden Publishing Co. has, every Saturday, published a special city edition of *Norden* called *Chicago Norden*. This paper is 20 pages of 5 columns, containing reading matter of more local interest to Chicago readers than the country-edition *Norden*, and has as a consequence been met with great favor by the Norwegians and Danes in Chicago, among whom it is now a leading paper in all local matters.

*Northwestern Christian Advocate.*—Provision was made for the publication of the *Northwestern Christian Advocate* in Chicago by the General Conference of the Methodist Episcopal Church in 1852. Issue was begun with January, 1853. Rev. J. V. Watson was the first editor and was succeeded by Rev. Thomas M. Eddy (1856 1868), J. M. Reid (1868 1872) and Rev. Arthur Edwards the present incumbent (1872—). It is an official organ of the M. E. Church and has for its immediate patronizing territory Michigan, Iowa, Wisconsin, Minnesota, the Dakotas and part of Colorado, Nebraska and Indiana.

*Northwestern Lumberman, The.*—Established in 1873 by W. B. Judson, its present proprietor. It was first issued as the *Michigan Lumberman*, at Muskegon, Mich., but removed to Chicago, and the first number of the

*Northwestern* was issued here in February, 1874. It was changed to a weekly in 1876 and is now the largest journal of its class in the country. It is devoted entirely to the lumber trade and is particularly distinguished as a trade news paper. It contains from 20 to 24 pages of reading matter weekly, and nearly every issue is illustrated. It contains market reports from all important markets in the United States and Canada, and makes a feature of publishing annually tabulated statements of pine lumber and shingle production throughout the Northwestern states. Subscription price, \$4 a year.

*Occident, The.*—Location of publication office, Lake and La Salle sts., (Marine building). The *Occident* was called into life by Julius Silver-smith and M. Hofmann in the year 1874—October 1st of that year. It is now in its twenty-first volume and has attained a wide circulation in this country and abroad, and wherever English is spoken. It is an eight-page journal in the interest of the Jews, science, art and general news, etc.—forty-eight columns, thirteen ems pica wide and twenty inches in length. It has always espoused republican principles. Its annual subscription price is \$3. The *Occident* is edited by some of the most eminent authors, and is the advocate for the most radical reforms in all religious creeds. It is published by the Occident Publishing Co., since its inception. Julius Silver-smith, M. A., is the editor-in-chief and also manager.

*Orange Judd Farmer.*—Location of publication office, 358 Dearborn st. The *St. Paul Farmer* was started at St. Paul, Minn., in 1886. In the summer of 1888 it was purchased and moved to Chicago, re-named the *Orange Judd Farmer*, and has since been published here under that title by the Orange Judd Farmer Co., of which the late Orange Judd was president and treasurer, and James S. Judd, secretary and business manager. The latter succeeded, upon the death of his father, to the presidency. The paper is devoted to agriculture and the home, having different departments, with special editors, for all the different phases of farm and home life. It is issued weekly, 16 pages, size 11x16; subscription price is \$1, and circulation 40,000 copies weekly.

*Prairie Farmer, The.*—Established at Chicago in 1841. Circulation 35,000. A journal for the farm, orchard and fireside. Edited by Jonathan Periam. Issued weekly by the Prairie Farmer Publishing Company at 166-168 Adams st., Rand-McNally building.

*Presto, The.*—Is a weekly journal devoted to music in all its departments—as a manufacturing industry and an art. It is published in the Como block, 323-325 Dearborn st., where its business offices, editorial and composing rooms are located. It was established in 1884 by Mr. Frank D. Abbott, its present chief editor and business manager, as a weekly journal, soon afterward becoming a semi-monthly, and in April, 1891, resuming its weekly issue. Thanks to the energy and wise business policy of Mr. Abbott, who is by reason of his wide experience as a musician and musical writer, eminently fitted to conduct such an enterprise, the *Presto* has become a power in musical journalism inferior to none in the territory which it covers. Its columns are filled with bright, racy matter, even the most prosaic trade news being presented in an attractive form. At its offices visitors and friends are always assured of a warm welcome, while a glance at its pages will convince the reader that energy, enterprise and ability are the chief factors in its conduct.

*Railway Age, The.*—The *Railway Age* is a consolidation of the *Railway Age* and *Northwestern Railroader*. The *Railway Age* was established in Chicago in 1876, by Messrs. E. H. Talbott and H. R. Hobart. The *Northwestern Railroader* was established in Minneapolis in 1887 by H. P. Robinson, the place of its publication being transferred in 1888 to St. Paul, Minn. The respective papers remained in charge of the gentlemen named until September, 1891, at which date the founder of the *Northwestern Railroader* purchased the *Railway Age* from Messrs. Talbott & Hobart and consolidated the two papers into the present publication, which is published at 1112-15 Monadnock blk., Cor. Jackson and Dearborn sts., Chicago. The editors of

the paper now are H. P. Robinson, H. R. Hobart and W. D. Crosman. The officers of the company are H. P. Robinson, president; H. R. Hobart, vice-president; H. M. Wilson, secretary and treasurer. The paper is published weekly, on Fridays, the subscription price being \$4 a year.

*Saturday Evening Herald.*—The *Saturday Evening Herald*, the recognized organ of polite society, and authority upon all matters of a social nature, was founded in 1875 by George M. McConnel, Lyman B. Glover and John M. Dandy. In 1880 Messrs. Glover and Dandy purchased the interest of Major McConnel, and the firm was known as Glover & Dandy until 1884, when a stock company was formed, Judge E. R. Paige becoming a stockholder. In 1886 John M. Dandy purchased the interest of Mr. Glover, assuming the editorial and business management of the paper. In the eighteen years of its existence the *Saturday Evening Herald* has gained a wide and influential circulation among the best families of this city and the towns tributary, and is to-day probably the most favorably known literary, dramatic, musical and society journal in the West. The publishers have aimed to provide for their constituency a clean, wholesome and readable paper, free from sensationalism and the offensive features peculiar to many so-called society journals, and the high esteem in which the *Saturday Evening Herald* is held to-day by the public and the press is the most conclusive evidence of its success in its chosen field. The offices of the *Herald* are located in the Grand Opera House, No. 89 Clark st.

*Standard, The.*—The *Standard* is the organ of the Baptist denomination in the West. It was established in 1853. It is one of the oldest papers published in Chicago. It circulates most widely in the states lying nearest to the city of its publication and in the Northwest, although its readers are to be found in every state of the Union and almost every country in the world. It is recognized as an authority among the Baptists whose membership in its field reaches nearly three hundred thousand. It reports fully and accurately all important events which fall within its province. It is not only the organ of the denomination but as well a paper for the home and the family. The *Standard* numbers among its numerous contributors some of the best known men in the Baptist churches and those writers for young people whose reputation is assured. Goodman & Dickerson are the publishers and proprietors of The *Standard*, the firm consisting of Edward Goodman, E. R. Dickerson and J. S. Dickerson. Rev. Justin A. Smith, D.D., is the editor. It is published weekly, terms \$2.00 per year. Its offices are at 69 Dearborn st. in the McCormick block, S. E. Cor. Dearborn and Eandolph st.

*Union Signal.*—The organ of the World's and National Woman's Christian Temperance Union is a weekly temperance and literary journal. The editorial corps consists of Miss Frances E. Willard, Margaret A. Sudduth and Mrs. Harriet M. Kells, with Lady Henry Somerset as contributing editor. Some of the ablest writers of the day are among its contributors. It is published by the Woman's Temperance Publishing Association, The Temple, Mrs. F. H. Rastall, business manager.

*Universalist, The.*—Published at 69 Dearborn st., rooms 40 and 41, by the Western branch of the Universalist Publishing House, Boston, is one of the oldest religious newspapers in the city. It is a consolidation of the *Star in the West*, Cincinnati, established 1827, and the *New Covenant*, of Chicago, established under the name of *The Better Covenant* in 1842, at Rockford and St. Charles, and shortly after removed to Chicago. The *Universalist* under its present name, is in its tenth annual volume. It is the organ of the church which it represents, signified in its name, for the interior and western states. It is a large eight-page paper, and is published every Saturday, as above, at \$2.50 per annum. Rev. J. S. Cantwell, D.D., is the editor, assisted by regular contributors in the several states.

#### OUTLYING CHICAGO.

Both for the sake of convenience and in order to avoid confusion in their arrangement the outlying communities of Chicago, whether they might

be properly classed as districts of the city proper, as environs, sub-urban villages or independent towns, will be treated under this heading. It would be impossible to separate or to classify them under separate headings without trying the patience of the reader, who, above everything else, is seeking ready information, stripped of all unnecessary form. There must, however, be a few exceptions to this rule. Some of the annexed villages, towns and cities have been so closely identified with the city itself for years past that it would be out of the question to speak of them as distinctive communities now.

**CITY AND ENVIRONS.**—For the benefit of the visitor it may be as well to state here that Chicago, like London, is in part "The City" and in part the districts, environs, suburbs, towns and cities which, since its settlement, have grown up around it, and which from time to time have become annexed. Like London, the parent community will probably always, in the future, be known as "The City," while the annexed districts will continue to bear their distinctive names, as do Cheapside, Piccadilly, Whitechapel, and other well known sections of the British metropolis. Hyde Park will always be Hyde Park; Bridgeport will always be Bridgeport; Lake View will always be Lake View, and so on, notwithstanding the fact that as distinctive communities they have completely lost their title to consideration.

**COUNTRY HOMES.**—The great majority of the business and professional people of the city who desire, first of all, homes of their own, find that the suburbs offer them advantages in this respect which could not be obtained in the city. It is a constant source of satisfaction to the suburban resident of moderate means that he can surround himself with comforts denied the city resident of large means. With rapid and comfortable transit; with recent and almost marvelous improvements in the sewerage, water and illuminating systems; with educational facilities equal and in many respects superior to those which may be had in the city; with religious and social advantages of a character to satisfy the most exacting demands of a moral and refined people; the suburbs have grown at a most remarkable rate, both in number and in beauty. The stranger, bent upon carrying away an intelligent idea of Chicago and her surroundings, should not miss the opportunity while here of visiting the suburbs and charming resorts in this vicinity.

**Railway Lines and Depots.**—The facilities for transit afforded by the various railway lines centering in Chicago are complete and admirable. The following lines care for the suburban traffic:

**ATCHISON, TOPEKA & SANTA FE.**—Central depot Polk st. and Third ave. Take State st. cable line or Dearborn st. horse car line.

**BALTIMORE & OHIO.**—Central depot Harrison st. and Fifth ave. Only a short walk from the business center.

**CHICAGO & ERIE.**—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

**CHICAGO & ALTON.**—Central depot Canal and Adams st., West side. Take cars going west on Adams, Van Buren or Madison sts. Only a short walk from business center.

**CHICAGO & EASTERN ILLINOIS.**—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

**CHICAGO & GRAND TRUNK.**—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car line.

**CHICAGO & NORTHERN PACIFIC.**—Central depot Fifth ave. and Harrison st. Take Van Buren st. cars going west from State or south from Madison sts., or Harrison st. line.

**CHICAGO & NORTH-WESTERN.**—Central depot, Wells and Kinzie sts., North side. Take Dearborn, State or Wells st. car going north. Only a short walk from business center.



**CHICAGO, BURLINGTON & QUINCY.**—Central depot Canal and Adams sts., West side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

**CHICAGO, MILWAUKEE & ST. PAUL.**—Central depot Canal and Adams sts., West side. Take Adams, Van Buren or Madison street car going west. Only a short walk from business center.

**CHICAGO, ROCK ISLAND & PACIFIC.**—Central depot Van Buren and Sherman sts. Take cars on Clark st. or Fifth ave. going south. Only a short walk from business center.

**CHICAGO, ST. LOUIS & PITTSBURG.**—Central depot Canal and Adams sts., West side. Take Adams, Van Buren or Madison st. car going west. Only a short walk from business center.

**CHICAGO, ST. PAUL & KANSAS CITY.**—Central depot Harrison st. and Fifth ave. Take Van Buren st. car going west from State or south from Madison st., or Harrison st., line.

**CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS ("Big 4").**—Central depot foot of Lake st. Only a short walk from business center.

**ILLINOIS CENTRAL.**—Central depot foot of Twelfth st. Only a short walk from business center

**LAKE SHORE & MICHIGAN SOUTHERN.**—Central depot Van Buren and Sherman sts. Take cars on Clark st., or Fifth ave., going south. Only a short walk from business center.

**LOUISVILLE, NEW ALBANY & CHICAGO ("Monon Route").**—Central depot Polk st., and Third ave. Take State st. cable or Dearborn st. car line.

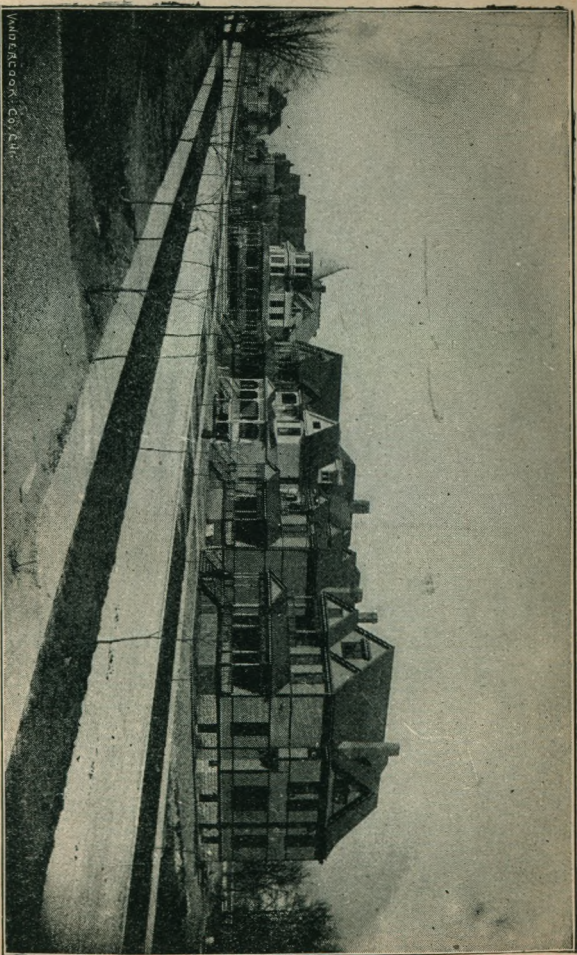
**MICHIGAN CENTRAL.**—Central depot foot of Lake st. Only a short walk from business center.

**PITTSBURG, FORT WAYNE & CHICAGO.**—Central depot Canal and Adams sts., West side. Take Adams, Van Buren or Madison st. car going west. Only a short walk from business center.

**WABASH.**—Central depot Polk st. and Third ave. Take State st. cable or Dearborn st. horse car.

*Suburbs of Chicago.*—Following is an alphabetical list of the suburbs of Chicago, distance from City Hall, and railroads by which they may be reached: ALPINE, W. St. L. & P., 26 miles; ALTENHEIM, C. & N. P., 10½ miles; ANTIOCH, C. & N. P., 54 miles; ARGYLE PARK, Evanston Div. C., M. & St. P., 5½ miles; ARLINGTON HEIGHTS, Wisconsin Div. C. & N. W., 22½ miles; AUBURN PARK, C., R. I. & P. and C. & E. I., 9 miles; AURORA, C., B. & Q., C. & I., C. N. and W., 39 miles; AUSTIN, Galena Div. C. & N. W., 5½ miles; BARRINGTON, Wisconsin Div. C. & N. W., 31½ miles; BATAVIA, Galena Div. C. & N. W., 36 miles; BAYER, C., St. L. & P.; BENSONVILLE, C., M. & St. P., 16 miles; BENTON, Milwaukee Div. C. & N. W., 40 miles; BERWYN, C., B. & Q. and I. C., 9½ miles; BIRCHWOOD, Evanston Div. C., M. & St. P., adjoining Rogers Park; BLOOM, ("Chicago Heights,") C. & E. I., 27½ miles; BLUE ISLAND, C., R. I. & P., 16 miles; BRAINARD, part of South Englewood; BREMEN, C., R. I. & P., 23½ miles; BRIGHTON PARK, C., St. L. & P., and C. & A., 7½ miles; BRISBANE, W. St. L. & P., 35 miles; BUENA PARK, Evanston Div. C. M. & St. P., within city limits; BURLINGTON, C. & N. P., 72½ miles; BURLINGTON HEIGHTS, C., B. & Q., 20½ miles; CALVARY, C. & N. W. and C. M. & St. P., 10 miles; CAMP McDONALD, C. & N. P., 25½ miles; CAMP LAKE, C. & N. P., 60 miles; CANFIELD, Wisconsin Div. C. & N. W., 11½ miles; CARY, Wisconsin Div. C. & N. W., 34 miles; CHELTENHAM, I. C., 12 miles; CHICAGO HEIGHTS, C. & E. I., 27½ miles; CHICAGO LAWN, C. & G. T., 10 miles; CLARENDON HILLS, C., B. & Q., 20 miles; CLIFTON, C. & G. T., 18 miles; CLINTONVILLE, Galena Div. C. & N. W., 39 miles; CLYDE, C., B. & Q., 10 miles; COLEHOURL, L. S. & M. S., 13 miles; CONLEY'S, W. St. L. & P., 19 miles; CORTLAND, Galena Div. C. & N. W., 55¼ miles; CRAWFORD, C., B. & Q., 7 miles; CRETE, C. & E. I., 31 miles; CROWN POINT, C., St. L. & P., 41 miles; CRYSTAL LAKE, Wisconsin Div. C. & N. W., 43 miles; CUMMINGS, N. Y., C. & St. L., and C. & E., 15 miles; CUTLER, Milwaukee Div. C. & N. W., adjoins Ravens-

wood; DALTON, L. N. A. & C. 16½ miles; DAUPHIN PARK, I. C., M. C. & C. R. I. & P. south of Jackson Park; DEERING, Milwaukee Div. C. & N. W., 3 miles; DE KALB, Galena Div. C. & N. W., 58½ miles; DESPLAINES, Wisconsin Div. C. & N. W., 16½ miles; DESPLAINES, C. & N. P., 22½ miles; DOLTON, C. & E. I., and C., St. L. & P., 21½ miles; DOWNER'S GROVE, C., B. & Q., 23 miles; DYER, L. N. A. & C., 28¼ miles; EAST GROVE, C., B. & Q., 21½ miles; EAST ROSELAND, I. C., 12¾ miles; EDGEWATER, Evanston Div. C., M. & St. P., 7½ miles; EDISON PARK, Wisconsin Div. C. & N., W. 12 miles; EGGLESTON, C. R. I. & P., within the city (see Auburn Park); ELBOURN, Galena Div. C. & N. W., 44 miles; ELGIN, Galena Div. C. & N. W., 42 miles; ELMHURST, Galena Div. C. & N. W., 15 miles; ELSDON, C. & G. T., 9 miles; ENGLEWOOD, C., R. I. & P., and C. & E. I., within the city; ENGLEWOOD HEIGHTS, C., R. I. & P., within the city; ENGLEWOOD ON THE HILL, C., St. L. & P., within the city; EOLA, C., B. & Q., 35 miles; EVANSTON, Milwaukee Div. C. & N. W., and Evanston Div. C., M. & St. P., 12 miles; EVERGREEN PARK, C. & G. T., 14½ miles; FAIRVIEW PARK, C. St. L. & P., 15½ miles; FEEHANVILLE, C., & N. P., (see St. Mary's Industrial School); FERNWOOD, C., & E. I., 12 miles; FOREST HILL, C. St. L. & P., 12½ miles; FOREST HOME, C. & N. P., 10½ miles; FORT SHERIDAN, Milwaukee Div. C. & N. W., 24½ miles; FOX LAKE, C. & N. W. and C. & N. P., 51 miles; FRANKLIN PARK, W. C. and C. M. & St. P.; GENEVA, Galena Div. C. & N. W., 35½ miles; GLENCOE, Milwaukee Div. C. & N. W., 19 miles; GLEN ELLYN, Galena Div. C. & N. W., 23 miles; GLENWOOD, C. & E. I., 3½ miles; GOODENOW, C. & E. I., 34 miles; GRAND CROSSING, I. C., 9¾ miles; GRAYLAND, C., M. & St. P., 8 miles; GRAY'S LAKE, C. & N. P., 45½ miles; GREENWOOD, C., St. L. & P., 22¼ miles; GREGG, C. B. & Q., 20¾ miles; GRIFFITH, M. C., G. T. and C. & E.; GROSSDALE, C., B. & Q., 12 miles; GROSS PARK, Milwaukee Div. C. & N. W., 4½ miles; GURNEE, C., M. & St. P., 38 miles; HAMMOND, M. C. C. & W. I., C. B. L. Monon, N. Y. C. & St. L., C. & A. & Panhandle, Indiana, southeast of Chicago; HARLEM, C. & N. P. [see "Street Car Excursions"]; HARVEY, I. C., Big Four & G. T., 2 miles south of city limits; HAWTHORNE, C., B. & Q., 6 miles; HEGEWISCH, M. C., P. F. W. & C., C. & E. Monon, C. & W. I., etc., within the southern limits of the city; HESSVILLE, N. Y., C. & St. L., 22½ miles; HIGHLANDS, C., B. & Q., 17½ miles; HIGHLAND PARK, Milwaukee Div. C. & N. W., 23 miles; HIGH RIDGE, Milwaukee Div. C. & N. W., 8¼ miles; HINSDALE, C., B. & Q., 17 miles; HYDE PARK, 53rd st., I. C., within the city limits; IRVING PARK, Wisconsin Div. C. & N. W., 6½ miles; ITASKA, C., M. & St. P., 21 miles; JEFFERSON PARK, Wisconsin Div. C. & N. W., 9 miles; JOLIET, C. & A., C., R. I. & P., A. F., & S. F., M. C., C., M. & St. P. & C., B. & Q., 39 miles; KENILWORTH, Milwaukee Div. C. & N. W., 15 miles; KENOSHA, Milwaukee Div. C. & N. W., 51¼ miles; KENSINGTON, C. & E. I. & I. C., 15 miles; KENWOOD, 43rd st., I. C., part of Hyde Park; LACTON, C., B. & Q., 23 miles; LA FOX, Galena Div. C. & N. W., 40 miles; LA GRANGE, C., B. & Q., 14 miles; LA VERGNE, C., B. & Q., 10½ miles; LAKE, M. C., 35 miles; LAKE BLUFF, Milwaukee Div. C. & N. W., 30¼ miles; LAKE FOREST, Milwaukee Div. C. & N. W., 28½ miles; LAKE SIDE, Milwaukee Div. C. & N. W., 17½ miles; LAKE VILLA, C. & N. P., 51½ miles; LEMONT, C. & A., 25½ miles; LIBERTYVILLE, C., M. & St. P., 32 miles; LINDEN PARK, Galena Div. C. & N. W., 6½ miles; LISLE, C., B. & Q., 26 miles; LOCKPORT, C. & A. and C., S. Fe., 37 miles; LOMBARD, Galena Div. C. & N. W., 20 miles; MADISON PARK, 50th st., I. C., 6 miles; MANDEL, C. & N. P., 6 miles; MANHATTAN, W. St. L. & P., 40 miles; MAPLE PARK, Galena Div. C. & N. W., 50 ½ miles; MAPLEWOOD, Wisconsin Div. C. & N. W., 4½ miles; MARLEY, W., St. L. & P., 30 miles; MATTESON, I. C., 28½ miles; MAYNARD, C., St. L. & P., 32 miles; MAYWOOD, Galena Div. C. & N. W., 10 miles; McCAFFREY, C. & G. T., 11 miles; MELROSE, Galena Div. C. & N. W., 10¼ miles; MILLERS, L. S. & M. S., 30 miles; MOKENA, C., R. I. & P., 30 miles; MONEE, I. C., 34¼ miles; MONT CLARE, C., M. & St. P., 10 miles; MONTROSE, C. & N. W., 7½ miles; MORELAND, Galena Div. C. & N. W., 6 miles; MORGAN PARK, C., R. I. & P. & B. & O., 13 miles; MORTON PARK, C., B. & Q., 6½ miles; MOUNT FOREST, C. & A., 16½ miles; MOUNT GREENWOOD, C. & G. T., 16½ miles; MOUNT PROSPECT, Wisconsin Div. C. & N. W., 20 miles; NAPERVILLE, C., B. & Q., 30 miles; NEW LENOX, C., R. I. & P., 34 miles; NORMAL PARK, C. & E. I. and C., R. I. & P., 7 miles; NORTH EVANSTON, part of Evanston, Milwaukee Div. C. & N. W., 13



Walden Co., Ill.

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SUBURB OF AUBURN PARK, WRIGHT, NORTH OF SEVENTY-SEVENTH ST.

[See "Outlying Chicago."]

miles: NORWOOD, Wisconsin Div. C. & N. W., 10½ miles; OAK GLEN, C., M. & St. P., 17 miles; OAKLAND, 39th st., I. C., 5 miles; OAK LAWN, W., St. L. & P., 14 miles; OAK PARK, Galena Div., C. & N. W., 8½ miles; OAKWOODS, I. C., 9¼ miles; ORCHARD PLACE, C. & N. P., 20½ miles; ORLAND, W., St. L. & P., 23 miles; PALATINE, Wisconsin Div. C. & N. W., 27 miles; PARK RIDGE, Wisconsin Div. C. & N. W., 13½ miles; PARK SIDE, 70th st., I. C., 8½ miles; PINE, L. S. & M. S., 22½ miles; PRAIRIE VIEW, C. & N. P., 24½ miles; PROSPECT PARK, Galena Div. C. & N. W., 22½ miles; PULLMAN, 11th st., I. C., 13¾ miles [see "Pullman."]; RACINE, Milwaukee Div. C. & N. W., 68 miles; RAVENSWOOD, Milwaukee Div. C. & N. W., 5 miles, within the limits; RAVINIA, Milwaukee Div. C. & N. W., 21½ miles; REDESDALE, C. & G. T., 40 miles; RHODES, C. & N. P., 13½ miles; RICHTON, I. C., 29½ miles; RIDGELAND, Galena Div. C. & N. W., 8 miles; RIVERDALE, C., St. L. & P. and C. & E. I., 20 miles; RIVER FOREST, Galena Div. C. & N. W. and W. C., 9 miles; RIVER PARK, C. & N. P., 15½ miles; RIVERSIDE, C., B. & Q., 12½ miles; ROCKEFELLER, C. & N. P., 40½ miles; ROMEO, C. & S. Fe., 41½ miles; ROSELAND, I. C. and C. & E. I., adjoins Pullman; SHERMAN, C. & G. T., 13½ miles; SILVER LAKE, C. & N. P., 61½ miles; SOUTH CHICAGO, I. C. and C. R. I. & P. and B. & O., 12 miles, within city limits; SOUTH ENGLEWOOD, 83rd st., C., R. I. & P., within city limits; SOUTH EVANSTON, Milwaukee Div. C. & N. W. and Evanston Div. C., M. & St. P., 11 miles, part of Evanston; SOUTH LAWN, I. C. and C. & G. T., 23½ miles; SOUTH LYNNE, C., St. L. & P., 11 miles; SPRING BLUFF, Milwaukee Division C. & N. W., 45 miles; STONE WOOD, I. C., 24 miles; STOUGH, C., B. & Q., 19½ miles; SUMMERDALE, Milwaukee Division C. & N. W., 6½ miles; SUMMIT, C., A. & St. L., 12 miles; SYCAMORE, Galena Div. C. & N. W., 60 miles; THATCHER'S PARK, C. & N. P., 12½ miles; THORNTON, C. & E. I., 22½ miles; TOLLESTON, B. & O., L. S. & M. S., M. C., and P. & F. W., 25 miles; TRACY, C., R. I. & P., 13 miles; TREMONT, C., St. L. & P., 9½ miles; TREVOR, C. & N. P., 59 miles; TURNER, Galena Div. C. & N. W.; UPWOOD, C., St. L. & P., 15 miles; WARRINGTON, C., M. & St. P., 37 miles; WASHINGTON HEIGHTS, C., St. L. & P., 16 miles; WAUKEGAN, Milwaukee Div. C. & N. W., 35½ miles; WAUKESHA, C. & N. W., and C., M. & St. P., 104½ miles; WAYNE, Galena Div. C. & N. W., 35 miles; WENTWORTH, C. & S. Fe., 16½ miles; WEST RIDGE, adjoining Evanston; WEST ROSELAND, C. & E. I., 12 miles; WESTERN SPRINGS, C., B. & Q., 17 miles; WHEATON, Galena Div. C. & N. W., 25 miles; WHEELING, C. & N. P., 29½ miles; WHITING, adjoining South Chicago, B. & O., L. S. & M. S.; WILD WOOD, (128th st.) I. C., 16½ miles; WILLOW SPRINGS, C. & S. Fe. and C. & A., 17½ miles; WILMETTE, Milwaukee Div. C. & N. W., 14 miles; WINDSOR PARK, I. C., within city limits; WINFIELD, Galena Div. C. & N. W., 27 miles; WINNETKA, Milwaukee Div. C. & N. W., 18 miles; WOODLAWN, I. C., 8½ miles; within city limits: WORTH, W., St. L. & P., 17 miles. Some of the more important suburbs are referred to below:

*Auburn Park.*—Situated on the C., R. I. & P. railroad, nine miles from the City Hall, and accessible by the C. & E. I. railroad. One of the most beautiful of the southern suburbs of Chicago. This charming place is but a few years old, and has a population of over 5,000, composed almost wholly of the best class of business and professional people. Messrs. Eggleston, Mallette & Brownell, one of the largest and most responsible real estate firms in Chicago, purchased the site of Auburn Park from the original owners, laid it out and put in improvements costing over \$500,000 before a lot was offered for sale. The streets were all macadamized, stone sidewalks built throughout, and a double system of sewerage put in. Pipes were laid eight and ten feet below the ground and connected with the city system. Other pipes were laid for surface drainage. They were so constructed as to be automatically flushed, thus absolutely preventing an accumulation of sewer gas.

*Aurora.*—Situated on the C., B. & Q. railroad (three divisions), C. & I., C. & N. W., and E. J. & E. railroads, 39 miles from the City Hall. This beautiful and prosperous town is located on the Fox river. Here are to be found the extensive shops of the C., B. & Q. railroad, and many other important industries. The town is laid out handsomely; it has numerous fine buildings, stores, hotels, railroad depots, opera house, public halls, churches, etc., and is, from a business and a social point of view, one of the most inviting of





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A BERWYN RESIDENCE.

[See "Berwyn." ]

Illinois towns. From a population of 11,873 in 1880, it grew to 19,634 in 1890. Although so far removed from the city, many Chicago people reside in Aurora.

*Austin.*—Situated on the Galena division of the C. & N. W. railroad,  $6\frac{1}{2}$  miles from the City Hall. Austin is one of the nearest of Chicago's suburbs, and one of the most delightful. It has grown from a little hamlet of 900 people to a town of 6,000 within a few years, and gives promise of becoming a most important point in the near future.

*Berwyn.*—Situated on the Chicago, Burlington & Quincy railroad, nine and a half miles from the City Hall. The Wisconsin division of the Illinois Central railroad, and the proposed line of the Ogden Avenue elevated road also run by the property. This site was partially subdivided about twenty years ago, streets graded and trees planted, when the panic of '73 stopped all further improvements. Not a house or even a depot had been erected. The property then lay idle until the summer of 1890, when Wilber J. Andrews and Charles E. Piper purchased 106 acres, laid out a town site, built a \$5,000 depot and christened the place "Berwyn." Since then several brick store buildings, a beautiful stone church building and about two hundred residences, costing from \$2,500 to \$10,000., have been erected, and over ten miles of streets macadamized. A post-office and express office have also been established. Messrs. Andrews & Piper subsequently made purchases of 40, 65 and 22 acres adjoining the original subdivision, which have been subdivided as additions to Berwyn. They have also built another depot at Riverside Avenue. The total street frontage now owned or controlled by them is about twelve miles. No building costing less than \$1,500 is permitted in Berwyn, most of the residences costing from \$2,500 to \$6,000. Saloons are prohibited and a uniform building line established for the entire suburb. These restrictions are attracting to Berwyn a very desirable class of residents. A sewerage system is now nearly completed. An artesian well has been sunk by the town trustees and furnishes a splendid supply of pure water. Streets and private residences are lighted by electricity. Berwyn's beautiful trees and the uniformly excellent character of its residences are the points which first impress a visitor.

*Brookdale.*—Situated at Seventieth st., on the I. C. R. R., and is 7 miles from the Court House. This suburb was founded in 1886 by S. E. Gross. A handsome depot costing \$4,000 was erected and the best of improvements put in so as to secure a high class of residences. It is now almost completely built up with fine residences of various and pleasing architecture. It is located about three minutes walk from the World's Fair Grounds. For further information, prices, terms, etc., on property, enquire of S. E. Gross, S. E. Cor. Dearborn and Randolph sts., Chicago.

*Calumet Heights.*—Was founded by S. E. Gross, and embraces 150 acres of high table land between Ninety-first st. on the north, Ninety-fifth st. on the south, Juniata ave. on the east and Jeffrey ave. on the west; one-half mile west of South Chicago and  $10\frac{1}{4}$  miles southeast of the Court House and City Hall. From the business center of the city it is reached by the Illinois Central, the P., Ft. W. & C., and L. S. & M. S. railroads, also by the Cottage Grove ave. cable, transferring at Seventy-first st. to the Calumet Electric railroad which runs through the property on Ninety-third st. In topography Calumet Heights is the Kenwood of South Chicago being covered with a beautiful grove of grand old oak trees. It is the most picturesque residence district in all the Calumet region. There is little that nature has left for the hands of man to do in increasing the beauty of this favored spot, but what can be done, has or is being rapidly pushed to completion; streets graded, side-walks and crossings laid, trees felled and plants planted there and all underbrush cut out. It will be the residence district of the elite of South Chicago who naturally desire the very best property to be had and its proximity to South Chicago insures it ample police and fire protection, city water, electric lights, gas, etc. Many handsome residences have been erected by the prosperous merchants of South Chicago. For further information, prices, terms, etc., on property, inquire of S. E. Gross, S. E. Cor. Dearborn and Randolph sts., Chicago.

*Dauphin Park.*—Founded and owned by S. E. Gross; embraces the 400 acres of land lying between Eighty-seventh st. on the north, Ninety-third st. on the south, the Illinois Central R. R. on the east, and S. Park ave. on the west. It is 10 miles south of the City Hall and 2½ miles from the World's Fair site. From the business center of the city it is reached by the I. C. R. R. in about 28 minutes; also by the Cottage Grove ave. cable, transferring at Seventy-first st. to the Calumet Electric R. R., which runs through Dauphin Park on Cottage Grove ave. Pullman is five minutes' ride from Dauphin Park, via the I. C. R. R., and ten minutes' ride via the Calumet Electric R. R. South Chicago, the world's greatest manufacturing center, is reached in about twelve minutes, via the Calumet Electric R. R. The World's Fair grounds are reached via the I. C. R. R. in about five minutes, and via the Calumet Electric R. R. in about fifteen minutes. Besides the above exceptionally fine transportation facilities, the proposed route of the South Side Elevated road to South Chicago is along the north line of Eighty-seventh st., the northern boundary of Dauphin Park, and the proposed route to Pullman will carry the elevated road past Dauphin Park on the west to Pullman. As the city continues to grow southward the South side cable lines are extending their tracks and it can, of course, be but a very short time until they will also compete with the above means of transportation to the business center of the city by extending their State st. line south until Dauphin Park is reached. Beyond all doubt Dauphin Park enjoys the very finest transportation facilities of any residence property on the South side. Much money has been spent in improving and beautifying the property. Fine shade trees have been planted in front of all lots; broad, uniform sidewalks have been laid on all streets and crossings; all streets have been boulevarded. Along the I. C. R. R., and between Dauphin ave., there has been laid out a beautiful park and Dauphin Park enjoys the distinction of being the only suburb on the I. C. R. R. having its own park front. In the center of this park, at Ninetieth st., the I. C. R. R. has erected a handsome depot at a cost of \$4,000. Through Dauphin Park, on Cottage Grove ave., runs the very large Hyde Park water main, with connections to fire-plugs. Branch mains will be run in all blocks at the city's expense as soon as required by the development of the place. The city has recently ordered main sewers in Eighty-seventh, Ninetieth, Ninety-first and Ninety-third sts., in which all lateral sewers will run, furnishing excellent drainage for the property. This property was subdivided by S. E. Gross, with the intention of making it an ideal residence district for people who desired comfortable and healthy homes, away from the dust, dirt and turmoil of the city. With this end in view, building restrictions have been incorporated into contracts and other restrictions and limitations placed in the deeds which permit of only high grade improvements being made. About 100 beautiful villas and houses ranging in cost from \$1,000 to \$10,000 have now been completed and are occupied. It is confidently predicted that Dauphin Park will have a population of 10,000 people within five years. For further information, prices, terms, etc., on property, inquire of S. E. Gross, S. E. Cor. Dearborn and Randolph sts., Chicago.

*Downer's Grove.*—Situated on the C., B. & Q. railroad about 23 miles from the City Hall. Population, 1,500. Downer's Grove is in the southeast corner of Du Page county and but a few miles from the dividing line of Cook county.

*Dunning.*—Situated on a branch of the C., M. & St. Paul Ry., just within the city limits of Chicago, 9½ miles from the City Hall, and 60 feet above the lake. Irving Park Boulevard, on which the Jefferson Street Railway Co. is to build an electric railway, passes through this place.

*Edgewater.*—Situated on the Evanston Div. of the C., M. & St. P. railroad, 7½ miles from the City Hall, on the north shore of Lake Michigan, and within driving distance from the business center. Edgewater is one of the prettiest suburbs in the country. Its situation is charming. Commencing at the shore of the lake the land rises by a gentle and almost imperceptible slope till it reaches an elevation of from ten to twenty-five feet above the lake. It is the most complete for its size in the country. When the improvements were completed, one hundred houses were erected, costing from \$5,000 to \$16,000,



exclusive of the lot. The architecture is varied and pleasing, Queen Anne and Colonial style being frequently used. The material used is brick, stone and wood. An effort was made to avoid building any two houses alike, and hence a pleasing variety and contrast was obtained.

*Eggleston.*—One of the most prominent suburbs in close proximity to Chicago; generally mentioned in connection with Auburn Park, another beautiful environ. The accessibility of Eggleston and Auburn Park is well known. Its main transit line is the Rock Island railroad, over which trains run the distance in from twenty to thirty minutes. The convenience afforded suburban travelers on this road are second only to that obtained by the patrons of the Illinois Central line. The Rock Island depot is nearer the business center of the city than is that of any other road. It is particularly convenient for board of trade men, and, if for no other reason, their number should be well represented among the residents of Eggleston and Auburn Park. Besides the Rock Island road these twin suburbs have the C. & E. I. railway close at hand. The Chicago City Railway Company run their Wentworth Ave. car line through both Eggleston and Auburn Parks as far south as 79th st. and west to Halsted st. No one can view the rich beauties of Eggleston and Auburn Park property without becoming more or less enthusiastic, according to his power of appreciation. Unquestionably, it is the handsomest and best improved residence district in Cook county. It is difficult to imagine how intelligent and well-to-do home builders can be persuaded to locate on crudely improved and treeless prairie ground, when the high ridge, naturally wooded and thoroughly improved property of Eggleston and Auburn Park is so near at hand, and can be had at the low prices it is now quoted at. About four years of time have been consumed, and over one-half million dollars have been expended in bringing that suburb up to its present high standard. Had not the location been possessed of great natural advantages and beauty to commence with, even this large expenditure of time and money could not have made it what it now is—could not have given it its present enviable position in the public estimation. Messrs. Eggleston, Mallette & Brownell, the three gentlemen who pushed forward this great undertaking with so great success, are justly entitled to much praise, for the work done by them has been of incalculable benefit to Chicago. It has influenced other improvers to take more pride in their work, and to act more conscientiously in their dealings with their customers. The progress made by these three gentlemen is extremely interesting, and the result of their combined efforts and capital have far exceeded their own and their friends' expectations. Recognizing the value of such a location, they bought the ground on which Eggleston now stands and commenced to improve it. Well understanding that no locality can be uniformly improved unless under the sole control of a single person or a syndicate, Eggleston, Mallette & Brownell also bought Auburn Park. Then they immediately commenced to carry out their avowed plan of making their two purchases as attractive a subdivision as labor and abundant means could produce. That they have accomplished their object, none can gainsay. Briefly stated, this property extends from Seventy-first street to Seventy-ninth, and is bounded on the east by State street, and has Wallace avenue for a western boundary, being one mile by one-half mile in size. It is the first rise of any consequence back from the lake, and is so well elevated as to allow of laying the pipes of its complete sewer system eight and ten feet below the surface of the ground. A large and natural growth of oak trees are everywhere seen, besides which tall and beautiful elms border either side of the walks. The owners of this property, Messrs. Eggleston, Mallette & Brownell, have offices on the second floor of the Tacoma bldg., and on the sixth floor of the Royal Insurance bldg. [See "Auburn Park, Map and Illustrations."]

*Elgin.*—Situated on the Galena div. of the C. & N. W. railway, and on the C., M. & St. P. railway, forty-two miles from the City Hall. A beautiful and prosperous town. Immense dairy interests are centered here. The Elgin National Watch factory and several other large industrial institutions are located here. Population, 1890, 17,429.

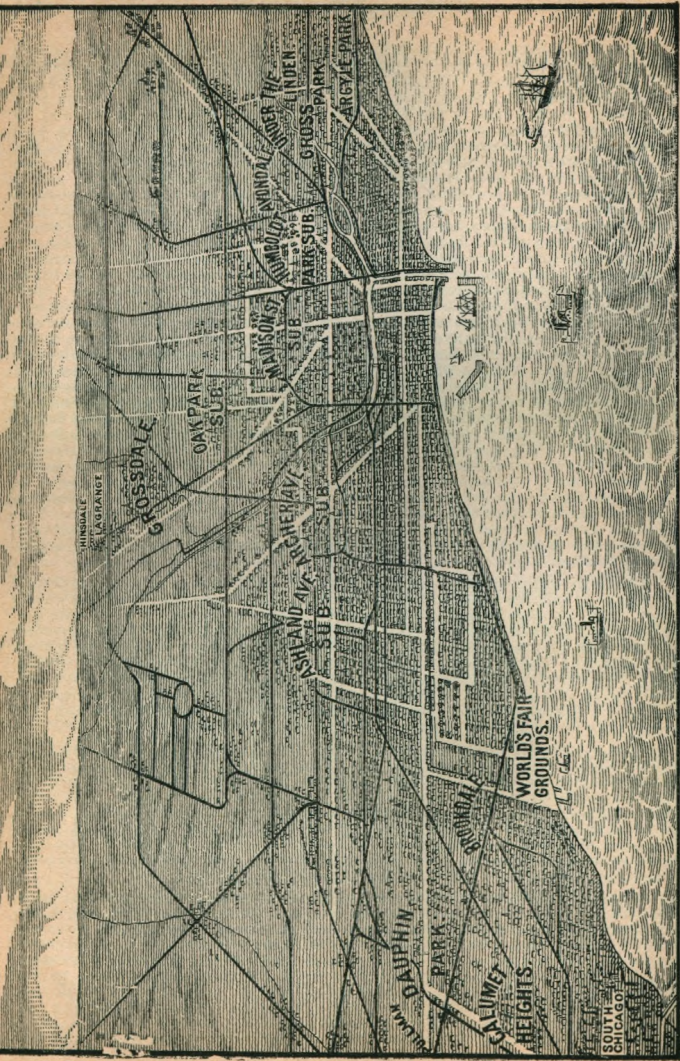


*Evanston*.—Situating on the Milwaukee div. of the C. & N. W. railway and on the Evanston div. of the C., M. & St. P. railroad, twelve miles from the City Hall, on the north shore of Lake Michigan. Take train at Wells st. depot, Wells and Kinzie sts., North side, or at Union depot, Canal and Adams sts., West side. Now a city of the third class, the municipality embracing in addition to Evanston proper the former villages of North Evanston and South Evanston. Evanston is the most celebrated and in many respects the most attractive of Chicago's suburbs, by reason of its beautiful and accessible situation, its educational institutions, its churches, its high social advantages and the cultured character of its inhabitants. A great many of the residents of Evanston are people distinguished in the literary world, and not a few of them enjoy an international reputation. The visitor should not fail to spend a few days in this charming suburb and its vicinity. A drive through the principal streets of Evanston will reveal the attractions of the place. On every side and continually the eye is greeted with a sight of beautiful lawns, tasteful flower-gardens and ornamental mounds. They form a pretty foreground for the elegant residences that are almost always built at a goodly distance from the street. The architecture of the town is pleasingly varied and uniformly tasteful. In few places can one see so many homes that indicate refinement and wealth. The mansion and not the cottage is the rule. A thing that has added greatly to the attraction possessed by Evanston is the exclusion of the sale of liquor within the four mile limit. The possibility of rearing a family beyond the baleful influence of the saloon has caused many to settle within its borders. The contest over the liquor traffic forms a notable epoch in the history of the town. Evanston has a beautiful City Hall, complete water works, and many of the advantages of a city. [See "Northwestern University," "Suburban Clubs," "Astronomical Observatories."] Evanston has three weekly newspapers. The *Index* is the oldest, and a carefully edited news and literary paper. The *Press* is a representative of the democratic element, and is bright and newsy. The *Epitome* is the youngest, but an enterprising publication. The latter is published at South Evanston and is largely representative of the interests of that section.

*Fox Lake*.—One of the most charming summer resorts in the vicinity of Chicago. It may be reached either by the C. & N. W. or the C. & N. P. railroad. The distance from Chicago is about fifty-one miles. Fox is but one of the many lakes in the vicinity. There is good fishing here. Small steamers ply between points on the lakes. The banks are dotted with pretty villas. Thousands of Chicagoans make their summer homes in the vicinity of Fox Lake. The visitor, desiring a day of recreation, could not find a more perfect spot in this country. Trains leave frequently for the stations contiguous to the lakes of Lake county. There are many sporting, fishing and social club houses on Fox Lake. [See "Clubs—Athletic, Sporting," etc.]

*Glen Ellyn*.—Situating on the Galena Div. of the C. & N. W. railway, twenty-three miles from the City Hall. The location is most charming. The property upon which this suburb has been established is in Du Page county, and lies north and east of the beautiful village of Prospect Park. High and heavily wooded hills almost encircle a sloping valley, near the center of which is the tract of 130 acres to be reserved for a park. In the center of this park are the mineral springs. The springs are five in number. The flow from these springs varies from 50 to 150 gallons a minute each, and the combined flow per minute from the five is about 500 gallons.

*Grossdale*.—Is just one mile west of Riverside and 12 miles distant from the City Hall, where the land attains an elevation of 43 feet above Lake Michigan. The surroundings being very beautiful and picturesque. Grossdale was founded and is owned by S. E. Gross, and was subdivided, improved and residence and business lots first offered for sale Saturday, June 15, 1889. The first day's sale was the most successful known to the real estate men of Chicago, 285 lots being sold at private sales to actual bona fide customers, within one and one-half hours. Since the opening day about 5,000 lots have been sold. The phenomenal success of this piece of property can be readily understood when it has been inspected. Its com-



[Engraved for The Standard Guide Company.]  
**VIEW SHOWING LOCATION OF S. E. GROSS' PRINCIPAL SUBURBS.**  
[See "Outlying Chicago"]

# S. E. GROSS

# REAL ESTATE AND LOANS

CITY BUILDER AND PROMOTER.

---

*16 Thriving Towns and Cities Established, 40,000 Lots Sold and 7,000 Houses Built and Sold by me in the Past 12 Years.*

## OWNER OF 150 SELECT SUB-DIVISIONS

CONTAINING

25,000 Lots, Prices from \$100 to \$2,500.

500 Houses, Prices from \$1,000 to \$5,000.

25 Store Buildings, Prices from \$5,000 to \$15,000.

*ALL FOR SALE ON EASY MONTHLY PAYMENTS.*

---

AMONG MY FAMOUS CITY SUB-DIVISIONS AND SUBURBAN TOWNS  
ARE

Grossdale, Dauphin Park, Calumet Heights, Ashland Avenue Sub-divisions, Gross Park, Unter den Linden, Argyle Park, Avondale Sub-divisions, Humboldt Park Sub-divisions, Villa Ridge, Madison Street Sub-divisions, Oak Park Sub-divisions, Archer Avenue Sub-divisions and Brookdale.

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## MANUFACTURING SITES FOR SALE.

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# S. E. GROSS,

S. E. COR. DEARBORN AND RANDOLPH STS.  
CHICAGO.

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*40,000 LOTS SOLD, 7,000 HOUSES BUILT AND SOLD, AND 16 THRIVING CITIES AND TOWNS LOCATED DURING THE PAST 12 YEARS.*

manding position affords a beautiful panoramic view of one of nature's most picturesque districts. High, green, rolling table land, surrounded north, south, east and west by heavy groves of fine old timber, bounded on the east and drained by a branch of the Des Plaines river, Grossdale, indeed, offers the most handsome and thoroughly beautiful home sites. The improvements that have been made are such that will add greatly, not only to the value of the property, but to the natural beauty as well. The C. B. & Q. R. R., now famous for the completeness and elegance of its suburban service and for its many handsome suburbs, affords unexcelled transportation facilities to and from the city. Thirty trains daily, including dinner and theatre trains make the run from Grossdale to the Union Depot, corner Canal and Adams sts., in 25 minutes. Besides these 30 trains there are 15 through trains making but one stop between the Union depot and Grossdale. These trains make the run to Grossdale in 18 to 20 minutes. An additional line of track has been laid to accommodate a number of additional suburban trains, made necessary by the rapidly increasing traffic. In addition to the exceptional facilities afforded by the C. B. & Q. R. R., an elevated or electric road is expected to be built on Ogden ave. Opposite the depot at Grossdale and parallel to the railroad, a large park filled with blooming flowers, plants and shrubs has been laid out for the benefit and pleasure of property owners. A commodious theatre hall and store building has been completed at a cost of over \$10,000. A grand boulevard, lighted by street lamps, has been completed from Ogden ave., through the entire length of the property reaching a distance of two and one-half miles. Through the entire length of this boulevard, a large main sewer has been built and Grossdale now enjoys perfect drainage. To further increase the beauty of this city to which he has given his name and which he desires to see build up into a substantial, thrifty city—a veritable monument of honor to his name, ability and generosity, Mr. Gross has placed building restrictions on all lots so as to secure the erection of only a fine class of improvements and no business buildings will be permitted to be erected in exclusively residence blocks. As soon as a sufficient number of people reside at Grossdale it can be incorporated under the state law as a village or city and can construct water works, gas works and electric light plants. Over 8,000 fine thrifty elm, ash and maple trees have been planted in Grossdale. These taken in connection with the natural forest surrounding, has earned for Grossdale the name "The Park City." For further information, prices, terms, etc., on property inquire of S. E. Gross, S. E. Cor. Dearborn & Randolph sts., Chicago.

[Samuel E. Gross, the prominent real estate promoter of this city, with main office at S. E. Cor. Dearborn and Randolph sts., is a native of the Keystone State, having been born at the mansion farm, Dauphin, Dauphin Co., Pa., November 11, 1843. The eldest son of John C. and Elizabeth (Eberly) Gross. The family settled in this country previous to 1726. Young Gross received his early education in the public schools. In 1861 (when about 17 years of age) he enlisted in the Forty-first Illinois Infantry Regiment, and accompanied his regiment to Missouri, but shortly afterward, at the request of his parents, and on account of his youth (being under the prescribed age of enlistment) was mustered out of service. Subsequently he attended Mt. Carroll Academy, and ultimately (in 1862) Whitehall Academy, Cumberland County, Pa. In June, 1863, he again enlisted and was commissioned First Lieutenant in Company D, Twentieth Regiment Pennsylvania Cavalry, and on February 1, 1864, he was promoted to the rank of captain (his great grandfather, John Gross was a captain in the Revolutionary war) of Company K, Twentieth Pennsylvania Cavalry, engaged in the battles of Piedmont, Lynchburg, Ashby's Gap, Winchester, etc. He was mustered out of service at Cloud's Hill, Va., July 13, 1865, locating in this city in September following. In the autumn of 1866, he graduated from the Union Law College at Chicago, and was shortly afterward admitted to practice by the Supreme Court. About this period he made some real estate purchases and in 1867 built quite a number of houses. In 1868-69 he took an active part in the location and establishment of the park and boulevard





VIRGIN SOIL.

PLACING THE  
COMMON STAKES

PUTTING IN WATER PIPES

PLOWING FIELDS



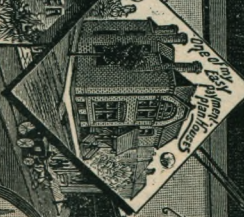
SUMMER  
HOME BUILDING



PERSPECTIVE

Scenes Illustrating  
**S. E. GROSS**  
ENTERPRISES  
LOCATING TOWNS, & CITIES,  
SUBDIVIDING LANDS INTO LOTS,  
AND BUILDING HOUSES.  
16 TOWNS, & CITIES LOCATED.  
40,000 LOTS SOLD.  
2,000 HOUSES BUILT & SOLD.  
THE LAST YEARS.

TOWNS.  
THE HOME  
COMPLETED



A YEAR'S GROWTH



**S. E. GROSS** S. E. (or Dearborn & Randolph Sts.)  
CHICAGO.

system of this city. In 1880, he laid out several subdivisions, southwest of the city limits. Two years later he laid out Gross Park now a city of over 2,000 inhabitants and in the following year (1883) built and sold over 300 houses. In 1884-85 he built and sold over 2,000 houses in different parts of the city. In the spring of 1886 he located the present suburban town of Brookdale and a year later founded the thriving suburban towns of Calumet Heights and Dauphin Park and also much improved and developed a tract of forty acres, corner Ashland ave. and Forty-seventh st., and upon which he built a number of handsome and commodious houses. In 1888 "Under the Linden" was established. In this year he also built up and developed a large territory in the vicinity of Humboldt Park, in addition building over 200 houses in the neighborhood of Archer ave. and Thirty-fifth st. In the following year he located and built the suburban town of "Grossdale" on the C., B. & Q. R. R. one mile west of Riverside, without a doubt the finest suburban city on this railroad, possessing as it does a \$5,000 brick and stone depot, a theatre and store building costing over \$15,000, a large number of villa residences and ornamental streets, lined with immense elm trees, a grand boulevard eighty feet wide and over  $1\frac{1}{4}$  miles long, improved with brick sewers and macadamized roads, while having in addition a handsomely laid out park, ornamented with over 25,000 flowering plants and shrubs, with all the latest improvements of a thorough and ornamental description. Over 800 lots were sold during the first thirty days the property was in the market. During the past ten years Mr. Gross has sold over 40,000 lots, while he has built and sold over 7,000 houses, and located and built sixteen towns and cities. He is the proprietor of and controls the sale of over 150 subdivisions, additions and suburban towns, located in all divisions of the city and containing in the whole 24,000 lots. He is thus undoubtedly the greatest real estate promoter in this country. The first to inaugurate the "easy payment" system (in this city), in connection with real estate, the success of same has been remarkable, while the confidence placed in him is such that he is enabled to sell out a city subdivision or suburban town in as many months as others would require years to accomplish. He is a director of the Chemical National Bank, and is a member of the Chicago, Union, Marquette, Iroquois, Washington Park clubs, and also of the Art Institute and Humane Society. He has traveled extensively, not only in this country, but in Europe also, and while he has often been offered large inducements to duplicate his building and real estate enterprises in London, Rome, Naples and Mexico, he prefers confining his interests to this country. In the spring of 1889 he was nominated by the United Workmen's societies of this city as their candidate for mayor; his time, however, being so fully occupied, he declined this honor. In January, 1874, Mr. Gross was married to Miss Emily Brown (of English parentage), and possesses a beautiful residence on the Lake Shore Drive, Cor. Division st. The architect of his own fortunes, there are few who are more prominent in this city, and few more esteemed and respected than he.]

*Gross Park.*—Situated on the Milwaukee div. of the C. and N. W. railway, about  $4\frac{1}{2}$  miles from the City Hall. This suburb was founded in 1883 by S. E. Gross. The growth of this suburb is best illustrated by the fact, that when the property was first subdivided the nearest means of transportation were the Lincoln ave. cable cars which run to Wrightwood ave., over a mile distant from the property, and there were not over a dozen houses north of Wrightwood ave. To-day there are over 1,000 houses in Gross Park. The city is entirely built up for two miles beyond; a line of street cars extends through Gross Park on Belmont ave. and Roscoe blvd. There is now a station of the Chicago and North-Western railroad on the property. The park has been beautifully improved and Gross Park has all metropolitan improvements, including city water and gas, sewer, paved streets, etc., also substantial stores, beautiful residences, churches, schools, etc. For further information, prices, terms, etc., on property, inquire of S. E. Gross, S. E. Cor. Dearborn and Randolph sts., Chicago.

*Hammond.*—Hammond is a suburb of Chicago, in the state of Indiana, situated almost at the present head of the navigable waters of the Calumet

river, and accessible by the M. C., the C. & W. I., the C. B. L., the L., N. A. & C., the N. Y., C. & St. L. ("Nickel Plate"), the C. & E. and the P., C. & St. L. ("Panhandle") railroads. Take trains at Union depot, Canal and Adams sts., Van Buren st. depot, Van Buren and Sherman sts., Central depot, foot of Lake st., or Dearborn station, Polk st. and Third ave. Hammond is one of the greatest manufacturing suburbs in the vicinity of Chicago. Great industries of every character are to be found there.

*Harvey.*—Situated two miles south of the southern city limits, at the junction of the I. C., Big Four and G. T. railroads. Take the I. C. train at foot of Randolph or Van Buren sts.; or take train at Dearborn station, Third ave. and Polk st. Harvey, though one of the youngest, is one of the most important of Chicago's manufacturing suburbs, Harvey, founded August, 1890, now has a population of nearly 6,000. Sixty trains a day connect it with the heart of the city. It has excellent drainage facilities, being from twenty-one to twenty-eight feet above the Calumet river. The town has costly and beautiful improvements and many immense manufactories.

*Hinsdale.*—Situated on the C., B. & Q. railroad, seventeen miles from the City Hall. The town was founded about twenty years ago. Abundant shade trees and shrubbery adorn the residence grounds and line the streets. The avenues are lined with maple, elm, ash and other forest trees, while adjoining the drives surrounding it are groves of native oak, elm and walnut, interspersed with ferns. Country roads lead in every direction and furnish tempting drives.

*Irving Park.*—Situated on the Wisconsin div. of the C. & N. W. railway, 6½ miles from the city. The village was platted and laid out when Chicago was young, and only such sites as possessed great natural beauty and advantages were chosen for suburban residences. Irving Park has a population of about 4,000 people. There are some beautiful residences in the suburb. [See "Irving Club."]

*Jefferson Park.*—Situated on the Wisconsin div. of the C. & N. W. railway, nine miles from the City Hall, and is forty feet above the level of Lake Michigan. This is the oldest place in the twenty-seventh ward of Chicago, and was first known as Plank Road station, it then being the first stopping place on the C. & N. W. railway after leaving Wells street depot. It is the business center of the northwestern section of the city and is a rapidly growing and very attractive suburb. Contracts have been signed for the building of the Metropolitan Elevated Railway along Milwaukee ave. through this place and the Jefferson street railway company has applied for a franchise for an electric railway to it. A very attractive feature is the beautiful park surrounding the large public school buildings here.

*Joliet.*—Situated on the main line of the C., A. & St. L., and the C., R. I. & P. railroads, thirty-nine miles southwest of the city. It is also reached by the A., T. & S. Fe, the M. C., the E., J. & E., the C., M. & St. P. and the C., B. & Q. railroads, all of which contribute largely to the traffic of the city. The place has grown in population from 11,000 in 1880 to 33,000 in 1893. This does not include the prosperous suburbs, which are in reality a part of the city, which would swell the population to at least 50,000. Joliet is directly connected with 110,000 miles of railway. This city also has the Illinois and Michigan canal, which is being enlarged to a ship canal, connecting the Mississippi with the lakes. It has great iron and steel industries. Lying in close proximity to the city of Joliet are the stone quarries, covering on the surface over 1,000 acres of ground and extending to an average depth of twenty-six feet. The wire industry has assumed gigantic proportions, nine firms being engaged in it. Among the prominent buildings are the Young Men's Christian Association building, which cost \$40,000, and includes a grand gymnasium and library hall; the Richards Street Methodist church, which cost \$30,000; the Christ Episcopal church, which cost \$35,000, and the grand Masonic temple, whose corner-stone was laid June 12, 1890. At Joliet is located the Northern Illinois penitentiary.

*Kenosha.*—Situated on the Milwaukee Div. of the C. & N. W. railway 5½ miles from the City Hall. A celebrated summer resort. There are med



ical springs, fine hotels, handsome private houses, beautiful grounds and, in season, thousands of pleasure and health seekers to be found here. Population, 8,000.

*La Grange.*—Situated on the C., B. & Q. railroad, 14 miles from the City Hall, and 6 miles from the city limits, is the largest suburban town on the line between Chicago and Aurora, having over 5,000 inhabitants. There are two stations in the village, one on Fifth, and the other on Stone ave. The railroad service is of the best, the distance from the Union depot being but 27 minutes, with 42 passenger trains a day, which stop at La Grange. This most important feature of being nearer the City Hall in point of time than most of the aristocratic residence districts within the city has been one of the principal elements in the development of La Grange. The town has large water works and electric light systems, and every house is fully supplied with all city conveniences. Lying as it does, 66 feet above lake datum, every portion of the village is given a most healthful and sanitary location, which has been rendered the more secure by the completion at great expense of an unusually fine drainage and sewerage system. Unlike most suburban towns, La Grange has a large commercial interest. There are a number of fine business blocks and well-stocked stores of all kinds. So sharp is competition in all lines of business, that the people of La Grange are enabled to buy goods at Chicago prices. This, together with the fact that there is a large farming community to supply, makes business in La Grange lively and flourishing. Added to all this La Grange is, as its inhabitants love to call it, the "garden spot of Cook county." It is, as it were, an oasis in the prairie. Double rows of shade trees lining either side of the streets, and almost hiding the houses from view, are its greatest beauty and attraction. Evergreen hedges and artistic shrubbery abound, lending beauty and effect. La Grange is far-famed for the wealth of its stately elms and graceful maples, which make its drives and walks the artist's joy. The social features of La Grange, its cultivated society and the fraternal and enterprising spirit of its citizens, and the active support given the six prosperous churches (which include all the principal denominations) together with the exceptional educational advantages furnished through its high schools and graded grammar schools offering every opportunity to the young, are great inducements to those seeking ideal homes. The architectural designs of the houses are pleasing and varied. Many of the houses give evidence of wealth, and the majority bespeak for their owners comfortable circumstances. La Grange Park is beautifully situated near the village on the banks of the Des Plaines river, and should be visited by all desiring pretty scenery and recreation in a beautiful dell.

*Lake Bluff.*—Situated on the Milwaukee div. of the C. & N. W. railway, 30¼ miles from the City Hall. This place is conducted after the manner of Chautauqua. During the summer there are frequent gatherings of religious, temperance and literary people on the beautiful heights which overlook Lake Michigan. There are splendid hotel accommodations here.

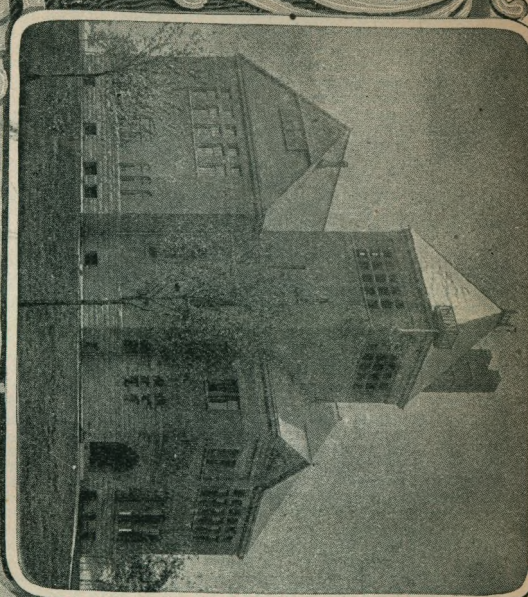
*Lake Forest.*—Situated on the Milwaukee div. of the C. & N. W. railway, 28½ miles from the City Hall, on the north shore of Lake Michigan. A beautiful residence suburb. The summer home of many wealthy people. Here is located the Lake Forest University. [See "Education."]

*Lake Villa.*—Situated on the C. & N. P. railroad, 51½ miles from the City Hall. Here is located a magnificent summer resort hotel, erected by Mr. E. J. Lehman, of this city. It is the point at which many of the Fox Lake pleasure-seekers stop, or leave the road for the beautiful lakes in this vicinity.

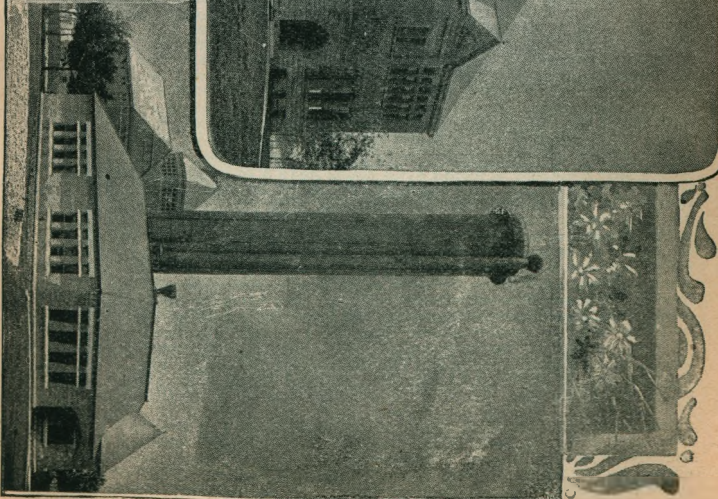
*Lemont.*—Situated on the C., A. & St. L. railroad, 25½ miles from the City Hall. Immense building stone quarries are operated here. The greater part of the building stone used in Chicago immediately after the fire of '71, came from these quarries.

*Maywood.*—Situated on the Galena div. of the C. & N. W. railway, 10 miles from the City Hall. Maywood is the chief village of the township of Proviso, and is quite a manufacturing town. The Desplaines river flows along its





LA GRANGE  
HIGH SCHOOL,  
ELECTRIC LIGHT AND  
WATER WORKS.



[See "La Grange, Outlying Chicago."]

entire eastern boundary and the town site is twenty-five feet above the level of the river and seventy feet above the level of the lake. It has splendid educational and social advantages.

*Morgan Park.*—Morgan Park is a suburb of 2,500 inhabitants, including many representative business men of Chicago. It is thirteen miles from the Court House, and is just outside the city limits, which form its northern and eastern boundaries. By being outside the city, it controls its own improvements, keeps out the saloons, and escapes city taxes. Situated upon the highest part of the famous Blue Island Ridge, which is in marked contrast to the surrounding level land, it has an elevation of one hundred feet above Lake Michigan, and commands a view of the whole surrounding country. On account of the elevation, the broken character of the land, and the profusion of shade trees, it has natural beauties unsurpassed by any land in Cook county. While Morgan Park is essentially a residence suburb, it is the geographical center of the great industrial region of Calumet and Worth, which comprises South Chicago, Pullman, West Pullman, Harvey, Bloom, Wireton Park, Chicago Ridge and many other manufacturing districts. Morgan Park is therefore not only available to the men engaged in commercial pursuits in the business portion of Chicago, but is the natural residence locality for the whole of this great industrial region, which is probably developing more rapidly than any other manufacturing and industrial community in the world. A notable feature of Morgan Park in its educational institutions. The University of Chicago, has located its preparatory school at this point. It has absorbed the Baptist Theological School, the Illinois Military Academy and the Chicago Female College. It has already five commodious buildings and will spend \$150,000 in making additional improvements. The university is richly endowed, and expects, within a few years, to rival the oldest and best universities in the East. In addition to the colleges there are excellent public schools, and a handsome public library well stocked with choice books. Morgan Park is fitted for administering to the moral and spiritual as well as the intellectual needs of the community. There are already four churches, namely: Baptist, Methodist, Episcopal and Congregational. The Presbyterians are now building a handsome pressed brick and stone church at a cost of \$5,000. Saloons are prohibited in Morgan Park by law, and the advantages of a temperance community are apparent to all. The children of the village, and the students of the colleges are not subjected to the evil influences to be found in every place where saloons abound. The water and sewer systems are excellent. All the dwellings are supplied with water from two artesian wells which have a capacity far in excess of the present demands. The sanitary conditions are unexcelled. The elevation of the land affords perfect drainage, with no possibility of malarial diseases incident to flat localities and imperfect sewerage. The railroad accommodations are good and are improving each year. The new Chicago Central road, which has just been completed, belongs to the Northern Pacific system, and is a double-track suburban road of the first order. The Rock Island road, which now runs thirty-five trains a day through Morgan Park, will improve its service 100 per cent this summer on account of the removal of its freight yards outside the city. Owing to the limited amount of track room the road has been obliged to restrict its suburban service. But the removal of the freight yards outside the city will withdraw most of the freight traffic and leave the tracks free for passenger service, so that the number of suburban trains will be doubled as soon as the transfer yards are completed. Through a combination of the Baltimore & Ohio, Chicago Central and Rock Island railroads, Morgan Park will have a direct connection with the World's Fair grounds during the Exposition. In addition there are three projected electric roads, which will connect Morgan Park with the surrounding suburbs. It is also extremely probable that the South side elevated road will be extended through Morgan Park to Blue Island. Morgan Park has passed the experimental stage, and has entered upon an era of prosperous growth. During the last year many fine residences and several business blocks were built, among the latter being a three-story

store and flat building, which cost \$40,000. Over ten miles of street improvements, comprising water, sewer and macadam, are being put in the streets of the village. These improvements will complete the paving and drainage systems of Morgan Park, and will form the most perfect system of street improvements in any suburb of Chicago. The prices of property are low. They have kept pace with the growth and development of the suburb, but have not been inflated by any unhealthy boom. The rapid advance will come this year, owing to the large number of buildings completed last season and the greater number to be built this year, the extensive street improvements, the opening of the new colleges, the completion of the new railroad and the improvement in the service of the Rock Island road.

*Naperville.*—Situated on the C., B. & Q. railway, 30 miles from the City Hall. This was the nearest settlement to Chicago in 1830. Mr. Stephen Scott, afterward a banker of the place, settled there in that year. During the following two years a number of families arrived by way of the lakes, passing through Chicago. Among them was a Mr. Naper, for whom the town was named. At that time a number of immigrants viewed the site of Chicago with disfavor, and really believed that Naperville would grow to be the more important place of the two. Mr. H. W. Knickerbocker settled in the village in 1833. The place did not grow as was expected but it has been for many years the center of a settlement of sturdy yeomen, and among its citizens are many of the pioneers of Illinois. It is now a beautiful suburb of Chicago; has a number of handsome mansions, charming grounds and other attractions.

*Oak Park.*—Situated on the Galena div. C. & N. W. railway, 8½ miles from the City Hall. One of the most beautiful suburbs lying to the west. There are many elegant houses and handsome churches here. The avenues of the village are shaded by trees and the lawns present a delightful appearance in the summer.

*Pullman.*—(One Hundred and Eleventh st.)—Situated on the I. C. railroad, 13¼ miles from the City Hall. [See "Pullman."]

*Racine.*—Situated on the Milwaukee div. of the C. & N. W. railway, 68 miles from the City Hall. A large and prosperous town. Manufactures of various kinds are carried on here. The town is beautifully located on the north shore of Lake Michigan. Population, 1890, 21,022.

*Ravenswood.*—Situated on the Milwaukee div. of the C. & N. W. railway, 5 miles from the City Hall. Its contiguity to the city makes it a very desirable residence suburb for Chicago people whose business demands their close attention. Annexation to Chicago did wonders for Ravenswood. Since that eventful time the town has been given nearly all its modern improvements. Every street has been macadamized and presents a broad, pleasant and shady thoroughfare.

*River Forest.*—Situated on the Galena div. of the C. & N. W. and W. C. railways, beside the Des Plaines river, 9 miles west of the City Hall; founded about 1855. In 1860 the first school house was erected and Miss Frances Willard was made teacher. In 1889, the town attracted the attention of home-seekers and since then it has grown rapidly. Population, 1893, about 1,500. The location is a beautiful and healthful one, eighty feet above the lake. It is literally a town built in a forest.

*Riverside.*—Situated on the C., B. & Q. railroad, and beside the Desplaines river, 12½ miles from the City Hall. This is one of the most charming of Chicago's suburbs. Many prominent and wealthy citizens of Chicago reside there.

*South Englewood.*—Situated on the C., R. I. & P. and the Eastern Illinois railroads, between Eighty-third and Ninety-second sts., north and south, and Stewart ave. and Robey st., east and west. The location of the town has had much to do with its rapid growth. It is practically a part of the city proper, its center being the junction of Ashland ave. and Halsted st. Immense improvements have been made during recent years. It is well



paved, sewered and lighted, and has many elegant homes and business houses, schools and churches.

*South Evanston.*—Situating on the Milwaukee div. of the C. & N. W. railway and on the Evanston div. of the C., M. & St. P. railway, eleven miles from the City Hall, on the north shore of Lake Michigan. There are two stations, "Calvary," the station for the principal Roman Catholic Cemetery of the city, and South Evanston proper. Now a part of the city of Evanston but rather tired of the connection and anxious to become annexed to Chicago. One of the prettiest of the suburbs. Unlike Evanston, South Evanston has no "institutions," the only public building in the place being the Old Soldiers' Home, now used as a girls' industrial school. [See "Training Schools."] It is purely a village of homes. South Evanston has a mile frontage on the lake, just where the shore makes a graceful bend toward the town. Situated thus it affords an unobstructed view from any point. The topography of the country is such as to afford an excellent town site. Commencing at the lake shore the land rises gradually and gracefully till it reaches an elevation of twenty-five feet at Chicago ave. From Chicago ave. to Ridge ave. is another rise of twenty-five feet. In 1888 the population of South Evanston was in the neighborhood of 1,500. In 1893 it is nearly 5,000. The late Gen. Julius White was the founder of South Evanston. It has been growing, at times slowly, but always steadily and substantially since 1880, and it now ranks among the most popular suburbs on the North-Western system. The streets are well paved, and public improvements are constantly under way. There are four handsome churches here—Methodist, Episcopalian, Presbyterian and German Catholic—and two large public school buildings. Sheridan Road runs through the entire length of the town, and ample provision has been made for a beautiful park on the lake shore. Nearly all the streets are eighty feet wide and the alleys twenty. The lots are fifty feet front by from 175 to 200 feet deep.

*Washington Heights.*—Situating on the C., St. L. & P. railroad ("The Panhandle,") 16 miles from the City Hall. Washington Heights has been recently annexed to Chicago. This suburb is situated just north and a little east of Morgan Park, so close that the skirts of the two villages meet. The admirable shipping facilities have begun to attract manufacturing interests. The town is not lacking in churches and social features. The social element is dominated by the Tracy club, which has an elegant building.

*Waukegan.*—Situating on the Milwaukee div. of the C. & N. W. railway, 35½ miles from the City Hall. This is a large town. Many professional and business people of Chicago reside here. There are some beautiful grounds and private residences in Waukegan and vicinity.

*Waukesha.*—Situating on the C. & N. W., C., M. & St. P. and W. C. railroads, 106 miles from Chicago. One of the most fashionable and beautiful summer resorts in the west. The health-giving Waukesha mineral waters may be had here in abundance. The town is splendidly located and is provided with handsome hotels.

*Whiting, Indiana.*—This is one of the most important manufacturing suburbs in the vicinity of Chicago. Situated almost directly adjoining South Chicago, and the lines of the Baltimore & Ohio, Lake Shore & Michigan Southern and the Pennsylvania railway systems, and served by the Calumet Terminal road. These unusual facilities for bringing in raw material and shipping out the manufactured products with cheap fuel, would build up alone a great manufacturing town. Lying on the lake shore with a natural harbor, only the building of piers is needed to unload the traffic of the lakes on her docks and add cheap water freights to her unsurpassed railroad connections. Situated almost directly adjoining South Chicago, it will, for all practical purposes, soon be a part of this great city and participating in its advantages. Already Whiting is the chief supply point of fuel oil, the Standard Oil Co. having erected here their most extensive works, and the largest refinery in the world. The stills of this mammoth concern have a daily capacity of 25,000 barrels of oil. Those who have carefully watched the progress of the times are fully aware that fuel oil is rapidly superseding



coal as well as natural gas. The smoke nuisance is the greatest objection to coal, while the uncertainty of natural gas wells have sadly depreciated its value as a desirable and reliable fuel. With the use of oil as a fuel, one of the greatest and most far-reaching reforms of the times was inaugurated a few years ago. Investigation and experiments soon showed that oil was cheaper, cleaner, more reliable than coal, besides producing better results. Several thousand men are employed by the Standard Oil Co. alone, while other great manufactories demand an army of skilled and unskilled workmen. All the plans for the future of Whiting have been made with the view of its becoming a great manufacturing center.

*Wilmette*.—Situated on the Milwaukee div. of the C. & N. W. railway, fourteen miles from the City Hall, on the north shore of Lake Michigan. The town was called after one of the earliest French settlers, a man named Ouilmette, and the manner in which the name is spelled now is entirely in deference to its English pronunciation. After having a sort of Rip Van Winkle existence for years it has suddenly become a popular suburban home.

*Winnetka*.—Situated on the Milwaukee div. of the C. & N. W. railway, eighteen miles northeast of the City Hall, on the north shore of Lake Michigan. The place had not grown as rapidly as many of its neighbors up to 1888, but since then there has been great activity in property, and several handsome improvements have been made. Like Lake Forest, the site is a bluff commanding a view of the lake along the entire extent of the town. The almost unbroken forest of elm, oak, maple, hickory and other variety of trees is still there.

#### PARK SYSTEM.

The park system of Chicago was designed and is conducted upon an elaborate scale. In its entirety the area covered by the different parks and public squares within the city limits embraces 1,974.61 acres. This is exclusive of the ground covered by park boulevards. The Park System proper is divided into three divisions, each division being under the control of park commissioners, appointed by the governor of the state, upon recommendation of the judges of the courts of Cook county. Thus we have three boards: The South Park Commissioners, the West Park Commissioners, the North Park Commissioners. The parks under the supervision of these commissioners are maintained by direct tax upon the respective divisions of the city. Under control of the city government are a number of small parks, squares and "places," which are maintained at the expense of the city treasury. [See "Area of Parks and Public Squares."] The parks of Chicago form, with the boulevards as their connecting links [see map], a chain around the city, both ends of which are anchored in Lake Michigan. For the visitor, all the parks are within convenient reach. Cable lines or street cars will carry you to any of them at the uniform rate of five cents. Trains on the Illinois Central will take you to Jackson Park (World's Fair Grounds) and return for twenty cents. The great parks are grouped as follows:

**SOUTH SIDE.**—Jackson Park—Take Illinois Central train foot Randolph, Van Buren, Sixteenth, Twenty-second, Twenty-seventh or Thirty-first streets, or Cottage Grove avenue cable line. Washington Park—Take State street or Cottage Grove avenue cable line, the former for Grand boulevard, the latter for Drexel boulevard entrance. Park phaetons convey visitors around Washington and Jackson parks, touching or stopping at all points of interest, for 25 cents per adult passenger: 15 cents for children.

**WEST SIDE.**—Douglas Park—Take W. Twelfth st. or Ogden ave. cars. Garfield Park—Take W. Madison st. cable or W. Lake st. cars. Humboldt Park—Take Milwaukee ave. cable line or W. North ave. cars.

**NORTH SIDE.**—Lincoln Park—Take N. Clark or Wells st. cable line to main entrance; take N. State st. cars to Lake Shore Drive entrance. Persons desiring to take other conveyances can make their selection from the hackney cabs, hansoms, coupes, etc., found at downtown stands. [See "Hack and Cab Rates."] Carriage arrangements may be made by telephone with the various livery stables, by the hour or by the day.

**AREA OF PARKS AND PUBLIC SQUARES.**—Following are the parks and public squares of the city, belonging to the municipality or under control of the State Boards of Park Commissioners, with their area in acres:

	ACRES.		ACRES.
Aldine Square.....	1.44	Jefferson Park (Jefferson)...	5.00
Campbell Park.....	.05	Lake Front Park.....	41.00
Congress Park.....	.07	Lincoln Park.....	250.00
Dearborn Park.....	1.43	Logan Square.....	4.25
Douglas Park.....	179.79	Midway Plaisance.....	80.00
Douglas Monument Square..	2.02	Oak Park.....	0.25
Ellis Park.....	3.38	Sheet's Park.....	1.00
Gage Park.....	20.00	Union Park.....	14.03
Garfield Park.....	185.87	Union Square.....	.05
Groveland Park.....	3.4	Vernon Park.....	4.00
Holstein Park.....	2.3	Washington Park.....	371.00
Humboldt Park.....	200.62	Washington Square.....	2.25
Jackson Park.....	586.00	Wicker Park.....	4.00
Jefferson Park (city).....	5.5	Woodlawn.....	3.86
<b>Total.....</b>			<b>1,974.61</b>

**CONSERVATORIES.**—Winter visitors will find the conservatories of the different parks, among the most attractive sights in the city. These conservatories are open during all seasons, and are in charge of a skillful corps of gardeners chosen by the several park boards. The great parks have all handsome conservatories, but perhaps those of Lincoln, Washington, Garfield, Douglas and Humboldt will attract the most attention. The conservatories, palm and propagating houses at the parks named are not only beautiful crystal palaces, but they are filled with the choicest plants, flowers and foliage from all parts of the globe.

**SOUTH PARKS.**—Washington Park, Jackson Park and Midway Plaisance (the two latter forming the site of the World's Columbian Exposition) are familiarly and collectively known as "The South Parks." The cost to the city of the grounds which they cover was \$3,208,000. An additional \$4,000,000 was spent in laying out and beautifying the grounds previous to the World's Fair.

**WEST PARKS.**—The West side parks are the Garfield, Douglas and Humboldt. Improvements costing over \$1,500,000 were made in these parks in 1892-93.

**FOUNTAINS, MONUMENTS, ETC.**—For a description of the fountains, monuments, ornamental work, etc., see divisions of this work under headings "Arts and Sciences," "Fountains, Monuments," etc., and "Amusements."

**ZOOLOGICAL GARDENS.**—There are zoological gardens at Washington Park, but on a small scale. The zoological gardens of Lincoln Park are among the best in the world. Live animals, birds, etc., from every country and clime may be seen here, free of charge.

**CITY PARKS.**—There are a number of small but very pretty parks scattered throughout the city, not under the control of the State Park Commis-

sioner. These are maintained at the expense of the municipal government. Many of them, as a matter of fact, are of far more importance to the neighborhoods in which they are situated than the larger and more pretentious ones. Among these are the following: On the South side, *Lake Park*, known more familiarly as the Lake Front; bounded by Lake Michigan on the east, Michigan ave. blvd. on the west, Randolph st. on the north and Park pl. on the south. The area of the park proper is forty-one acres. The Art Institute occupies a portion of this park. This is all made ground, having been recovered from the lake by filling in with the debris of the great fire *Grove-land* and *Woodlawn* parks adjoin each other on Cottage Grove ave., near Thirty-third st; take Cottage Grove ave. car. These parks were a gift from the Hon. Stephen A. Douglas. *Douglas Monument Square*; area, 2.02 acres; situated on the lake shore, between Thirty-fourth and Thirty-fifth sts., and close to the two parks last mentioned. Take Illinois Central train to Thirty-fifth st. Here stands the mausoleum and monument to Stephen A. Douglas [see "Douglas Monument"], a pretty little square from which a splendid view of Lake Michigan may be obtained. *Ellis Park*; area, 3.38 acres; situated four miles south of the Court House, between Vincennes and Cottage Grove aves., at Thirty-seventh st. *Aldine Square*; area, 1.44 acres; situated at Thirty-seventh st. and Vincennes ave., which is surrounded by beautiful private residences; and a number of other smaller squares and parks farther to the south. West side: *Jefferson Park*; area, 5.5 acres; situated between Adams st. on the south, Monroe st. on the north, Throop st. on the east and Loomis st. on the west. Take Adams st. car to Center ave. or Madison st. cable line to Throop st. *Vernon Park*; area, 4 acres; situated between Gilpin pl. on the south, Macalister pl. on the north, Center ave. on the east, and Loomis st. on the west. Two miles from the Court House. Take Adams st. or West Taylor st. cars. *Wicker Park*; area, 4 acres; situated in the triangle between Park, N. Robey and Fowler sts., three miles northwest from the Court House. Take Milwaukee ave. cable line. North side: *Washington Square*; area, 2.25 acres; situated between N. Clark st., Dearborn ave., Lafayette pl. and Washington pl. This is a popular resort for North siders who do not care to go as far as Lincoln Park, and for children. There are other parks and squares not mentioned here, such as *Campbell* and *Congress* parks, on the West side, and *Dearborn* park on the South side. The former has no attractions for the visitor. The latter is the site of the new Public Library bldg. Its area is 1.43 acres, and it is situated on Michigan ave., facing east, between Dearborn and Washington sts., opposite the north end of the Lake Front.

*Ashland Boulevard.*—From W. Lake st. to W. Twelfth st., or, rather, from Union Park south to the boulevard extension of W. Twelfth st., which makes the connection with Douglas Park. The finest residence street of the West division. Elegant mansions rise on either side, from Monroe st. south. There are also some handsome church edifices on the boulevard, among them the Union Park Congregational, opposite Union Park; the Third Presbyterian, between Madison and Monroe; the Fourth Baptist, near the intersection of Ashland and Ogden aves., and the Epiphany Episcopalian, at the S. E. Cor. Adams st. The boulevard is a fashionable drive. It is paved with asphaltum, and is the most perfect roadway in the city. This boulevard connects Washington with Twelfth, thus completing a circular drive which includes Douglas, Garfield and Union Parks.

*Central Boulevard.*—Connects Garfield with Humboldt Park; one and a half miles in length; average width, 250 feet. Leaves Garfield Park at W. Kinzie st., runs north to Central Park ave., east along Indiana st. to Sacramento Square, north to Augusta st. and Humboldt Park.

*Douglas Boulevard.*—Running from the west side of Douglas Park, at Albany ave., west seven-eighths of a mile, then north seven-eighths of a mile, to Garfield Park.

*Douglas Park.*—Area, 179.79 acres; situated four miles southwest of the Court House; bounded on the north by W. Twelfth st., on the south by W. Nineteenth st., on the east by California ave. and on the west by Albany

ave. Douglas Park is beautifully laid out, well wooded and admirably situated. Some of the avenues through this park are not surpassed by any in the city. The lake covers an area of seventeen acres. There is a handsome boat-house and refectory here. Douglas Park also has a medicinal artesian well with properties similar to those at Garfield and Humboldt Parks. The conservatories and propagating houses are among the largest of the system.

*Drexel Boulevard.*—The eastern entrance to Washington Park commences at Oakwood boulevard and the junction of Cottage Grove ave. and Thirty-ninth st. It is a double driveway, 200 feet wide for its entire length, running south to Drexel ave. and southwest from that point to the park. Through the center is a wide strip of sward, covered here and there with beautiful shrubs, rose bushes and mounds. Upon the latter, which are interspersed with flower-beds of beautiful design, appear, during the summer season, unique figures wrought from flowers and foliage, and which attract thousands of sightseers annually. At the intersection of Drexel ave. is a magnificent bronze fountain, presented by the Misses Drexel of Philadelphia, in memory of their father, after whom the boulevard was named.

*Gage Park.*—Area, 20 acres; situated at the junction of Western ave. and Garfield boulevard.

*Garfield Boulevard.*—The first link in the chain which is intended to connect the South Park with the West Park system; 200 feet wide; extends along Fifty-fifth st. from Washington Park to Gage Park, a distance of about four miles, in a direct westerly course.

*Garfield Park.*—Area 185.87 acres, situated four miles directly west of the Court House; bounded by Madison st. on the south, Lake st. on the north, and running a mile and a half west from the head of Washington boulevard. This was formerly known as Central Park. The name was changed in memory of President Garfield. The lake in the center of the park covers an area of 17 acres. The park is extremely picturesque, the drives and promenades being laid out in the most enchanting manner. The boathouse is one of the finest to be seen in the park system. There is a handsome fountain here, the gift of Mrs. Mancel Talcott, and an artesian well which furnishes half the city with medicinal mineral water. It is 2,200 feet deep, and discharges at the rate of 150 gallons per minute. The water is recommended for anæmia, diseases of the stomach and kidneys, and rheumatic disorders. A magnificent museum of natural history is located here.

*Grand Boulevard.*—The western entrance to Washington Park; 198 feet in width; beginning at Thirty-fifth street and entering the park at its north-western angle. Is bordered by a double colonade of elms and strips of sward. The road-bed is perfect for driving. On the western side a strip is reserved for equestrians. Toward the southern end another strip is reserved for speeding fast horses. It is one of the most fashionable drives in the city. Following up the avenue connecting with Grand boulevard you are carried past the "Retreat" and on to the Washington Park race-track. By keeping on the same course you may return by the flower-beds and back via Drexel boulevard.

*Humboldt Boulevard.*—Humboldt boulevard as designed will be one of the most beautiful of the system. Wrightwood avenue will probably be taken to fill the gap between Lincoln Park and the north branch of the Chicago river. The boulevard proper will be 250 feet wide; Logan square 400 by 800 feet; Palmer place 4,000 by 1,750; total length of drive, three miles.

*Humboldt Park.*—Area, 200.62 acres; situated four miles northwest from the Court House; bounded on the north by W. North avenue; on the south by Augusta street; on the east by North California avenue, and on the west by N. Kedzie avenue. This is one of the prettiest of the West Side parks. It is laid out beautifully, has a charming lake, splendid avenues; is clothed in superb foliage, and in the summer season makes a magnificent display of flowers. Its conservatory is conducted admirably.



*Jackson Park*.—Area, 586 acres; about eight miles from the Court House; bounded by Lake Michigan on the east; Stoney Island ave. on the west; Fifty-sixth st. on the north, and Sixty-seventh st. on the south. [Site of World's Columbian Exposition.]

*Jackson Boulevard*.—West Jackson st. from Halsted st. to Garfield Park.

*Lake Shore Drive*.—This is the grandest boulevard drive in Chicago. Beginning at the North side Water Works on Pine st. it skirts the lake to the northern extremities of Lincoln Park, where it connects with Sheridan Road, which is nearly completed for 25 miles along the north shore. Before reaching the park some of the most magnificent mansions in the city are passed on the left. On the right is a fringe of sward, dotted with flower-beds and covered with beautiful foliage in the summer months. The lake beats against an embankment to the right, and frequently the spray is dashed across the flower-beds when the sea is high. Reaching the park you pass through beautiful avenues until you strike the drive again. Here vast improvements, costing over \$300,000, were made from 1891 to 1893. The great breakwater is one of the features of this drive. The breakwater proper rests on piles driven thirty-five feet into the sand. On this foundation granite blocks are laid and securely cemented. Back of this starts the paved beach, forty feet in width, slanting at an angle of about twenty degrees until it meets the granolithic promenade. This promenade is the most attractive feature of the improvement. Imagine a twenty-foot promenade, smooth as glass, three miles in length, with Lake Michigan vainly striving to scale the paved beach to the east of it, and a grand boulevard lined with carriages to the west of it; a promenade commanding on one side a magnificent view of the lake, and on the other a perspective of Lincoln Park with all its natural and acquired beauties. There is nothing rigid in the lines of the promenade or boulevard. Without detracting from the attractiveness of the sweeping crescent described by the sea-wall at Jackson Park, it must be said that the sinuous curves marking the contour of the Lincoln Park beach, promenade, boulevard and canal, are more artistic and pleasing.

*Lincoln Park*.—Area, 250 acres, two and a half miles in width by one and a half miles in length; bounded by Lake Michigan on the east, Clark st. on the west, North ave. on the south and Diversey st. on the north. The southern portion was formerly a cemetery. The tomb of the Couch family remains; all others were long since removed. First board of commissioners appointed in 1869, since which time it has been under state supervision. There is embraced within this small piece of territory perhaps more attractions than can be found in any park of the country. Where nature left off art began, and the two have contributed toward making Lincoln Park the most charming in the city. The visitor will be delighted with the undulating character of the ground, the gracefully winding and curving avenues which stretch out in every direction; the beautiful lakes, the handsome bridges, the splendid foliage, the magnificent statuary, the gorgeous banks, beds and avenues of choicest flowers, the rare and wonderful shrubbery, the pretty little dells, knolls and nooks that lie half concealed beneath the noble trees, and last, though not least, with the zoological collection which has contributed in no small degree toward making Lincoln Park famous. Here we find the Grant monument, facing Lake Michigan on the Lake Shore Drive. Here, also, is the Lincoln statue, by St. Gaudens, facing the main entrance, a splendid likeness of the great president, and pronounced one of the finest pieces of sculpture in the world. This statue cost \$50,000 and was presented, together with a drinking fountain, by the late Eli Bates. Here, also, are the "Indian Group" in bronze, presented by the late Martin Ryerson; the La Salle monument, presented by Lambert Tree, and the Schiller monument, presented by German residents of Chicago. [See "Fountains, Monuments," etc.] An entire day may be spent pleasantly by the visitor in Lincoln Park. The great conservatories, flower beds and zoological collection can hardly be seen in less time. There is a comfortable refectory in the boat-house on the main lake. Boats may be rented at 25 cents an hour.

*Michigan Avenue Boulevard.*—Michigan ave., from Jackson st. on the north to Thirty-fifth st. on the south, a distance of three and a quarter miles. It is 100 feet wide from curb to curb, and skirts the Lake Front Park,

*Midway Plaisance.*—Area, eighty acres; a woodland drive connecting Washington with Jackson Park. [Site of portion of the World's Columbian Exposition.]

*Oakwood Boulevard.*—Connects Drexel and Grand blvds.; 100 feet wide and half a mile long. It enters Grand blvd. at Thirty-ninth st., and touches Drexel blvd. at its intersection with Cottage Grove ave.

*Ogden Boulevard.*—Running southwest from the junction of W. Twelfth st. boulevard and Oakley ave. Connects Ashland and W. Twelfth st. boulevards with Douglas Park.

*Thirty-Fifth Street Boulevard.*—The connecting link between Grand and Michigan ave. boulevards; sixty-six feet wide and one-third of a mile in length.

*Union Park.*—Area, 14.3 acres; situated one and three-quarter miles directly west of the Court House; bounded by Warren ave. on the south, Lake st. on the north, Ogden ave. on the east and Ashland ave. on the west. The lake has recently been enlarged and rebudded; many unsightly mounds have been cut away, and every year will add to its attractiveness in the future. The portion of the park, through which Washington blvd. passes, is laid out in flower beds. This is one of the most popular West side breathing places in the summer, and on Sundays it is usually crowded.

*Washington Boulevard.*—The continuation of W. Washington st., west from Halsted st. to Garfield Park, and the driveway from the center of the city to the parks and boulevards of the West Park system. Passes through Union Park, a beautiful square.

*Washington Park.*—Area, 371 acres; situated about one and a quarter miles west of Lake Michigan and about six and a half miles southeast of the Court House; bounded on the east by Kankakee ave., on the west by Cottage Grove ave., on the north by Fifty-first st. and on the south by Sixtieth st. The finest of Chicago's parks. It lacks many of the advantages which are enjoyed by Lincoln and Jackson Parks, the contiguity of the lake being of itself one of the greatest charms of the two last named. South Park has statelier trees, grander avenues, more sweeping perspectives, more charming drives than any other park in the city. It has the famous "Meadow," a stretch of velvety sward that covers 100 acres and the "Mere," with its thirteen acres of water, picturesquely sparkling behind long lines of ancient oaks and elms, and bathing the emerald banks of the mounds and knolls which almost conceal it from the view of the passing visitor. It has also its great conservatory and its splendid stables, which cover 325x200 feet, and through which you will be driven if you take a park phaeton. It has its delightful refectory, known as the "Retreat," where refreshments are served for man and beast, but its flower gardens are its greatest boast, and here the visitor will pause the longest, for the angle in front of the flower house is probably the most seductive spot Chicago has to offer the lover of the beautiful in nature. Here you will find during the months between May and November, the best exhibition of the landscape gardening art in the world. Flowers and foliage are made to do, in the hands of the gardener, what the brush and palette accomplish for the artist. The designs are changed annually, and are always original, always interesting and always lovely. An entire day can be very pleasantly spent in Washington Park.

*West Twelfth Street Boulevard.*—West from Ashland ave. to Oakley ave., where it connects with Ogden blvd., which runs in a southwesterly direction to Douglas Park. This boulevard is planted with a double row of trees and parked through the center, street cars and traffic teams taking the roadways on either side.

*Western Avenue Boulevard.*—A zig-zag blvd. connecting Douglas Park with Western ave.

**POLICE DEPARTMENT.**

The police department of Chicago is under the official control of the mayor and is conducted by a superintendent, an assistant superintendent, a secretary, with rank of captain; a chief inspector, four division inspectors, sixteen captains, fifty-two lieutenants, fifty-six patrol sergeants and eighty-six desk sergeants. The entire force in 1893 amounted to about 2,500 men. The territory covered by this force is 181.70 square miles. The work of the police is supplemented by park policemen, detective patrol service, the Columbian guard at the World's Fair, and by thousands of private watchmen. Electricity plays an important part also in the police management of the city. All important mercantile and banking houses, and numerous private residences, are provided with various "burglar-alarm" devices, connected either with the principal detective agencies or the American District Telegraph offices, while the watchmen of banks and business houses are closely checked by automatic clocks which record their movements every ten, fifteen, thirty or sixty minutes through the night. The patrol box and patrol wagon system of the police department is a great preventive of crime. A dozen or a hundred policemen may be called to any given point within the city at any time of the day or night by the mere turning of a key in one of these patrol boxes. The response is almost instantaneous. In this respect the police are as efficient as the fire department.

*Bureau of Identification.*—This bureau has become a valuable adjunct of the detective department. It contains the pictures of more than 12,000 criminals, many of them the most noted criminals in the country. The Bertillion system of measurements was adopted by the department some years ago, and is conducted by George M. Porteous, whose knowledge of the system was acquired under the instructions of M. Bertillion, the father of the system at Paris, France. The bureau now contains the measurements of about 4,000 criminals.

*"Central Detail."*—This old, familiar title, as applied to those policemen who do patrol duty during the daytime in the central part of the city, at bridges, railroad depots, street crossings, etc., has been abolished. The central detail police are now attached to the "First Precinct, First District, First Division." This precinct patrols that portion of the South division of the city lying north of the center of Van Buren st. It contains the greater portion of the wholesale, mercantile and banking interests of the city, and has an area of about one square mile of territory, containing about 40,000 inhabitants. The command at present includes the following officers: 1 captain, 3 lieutenants, 3 patrol sergeants, 3 desk sergeants, 164 patrolmen on permanent post duty, 57 patrolmen on patrol duty, 2 patrolmen in plain dress, 4 patrolmen detailed in signal service, 3 patrolmen detailed as vehicle inspectors, 1 patrolmen detailed on licenses. Total, 241.

*Detective Department.*—The detective department and bureau of identification (Rogues' Gallery) is under the control of the chief inspector with headquarters at the City Hall. The force consists of 1 chief inspector, 1 captain, 1 detective sergeant and 50 detective sergeants. They are not uniformed. Under the present organization the department has become very effective and has done some fine detective work for which they have been highly complimented.

*Headquarters.*—The headquarters of the police department are located in the City Hall.

*Police Matrons.*—There are twenty-five matrons each receiving \$630 per annum. They are employed at the principal precinct stations to care for females and children arrested. An advisory board is organized composed

of ladies selected by the different women's organizations in the city, whose duty it is to investigate and report to the general superintendent the manner in which these matrons perform their duty, and to recommend such improvements as they deem proper.

*Patrol System.*—The patrol wagon system, which is worked to perfection in this city, had its origin in Chicago. From the patrol boxes located at convenient corners, or by telephone from any point, place of business or residence, a patrol wagon containing from four to eight police officers may be summoned at any hour of the day or night. The response is quick, surprisingly so to strangers, who are always interested in its operation. The telephone and telegraph are constantly employed in connection with the police system of Chicago, and some arrests of dangerous and notorious characters have been made within recent months by the operations of this system that could not have been accomplished under the old methods. The patrol service is also an ambulance corps, and renders valuable assistance in rescuing the injured in accidents, or in carrying to hospitals those who are suddenly stricken with illness. Besides the patrol wagons there are two regular ambulances connected with the department, and others are to be added. The number of patrol wagons in the service is thirty-five.

*Policemen's Benevolent Association.*—A prosperous association which cares for disabled and the families of deceased members. About one-half of the force is included in the membership. Policemen are also entitled to pensions under certain conditions, and to retirement at half-pay after twenty years of continuous service.

#### POST-OFFICE.

The limits of jurisdiction of the postmaster of the Chicago Post-office covers less than one-third of the area of the city proper, the outlying post-offices being entirely distinctive, and having postmasters of their own. [See "Outlying Chicago Post-offices."] The central or general office is located on the block bounded by Adams, Jackson, Clark and Dearborn sts. [See "Buildings."] An army of men are employed and the business transacted is immense. [For statistical matter in relation to post-office, [see "Appendix."] The Chicago post-office and its branches are in charge of a postmaster of the first-class. There are within the corporate limits besides about sixty outlying post-offices, each in charge of postmasters who are independent of the main office. These, however, must not be confused with branches. [See "Guide—First day."]

*Branch Offices.*—The city branch post-offices, or sub-stations, are located as follows: North Division Station, 355 and 359 N. Clark, N. W. Cor. Oak; North-west Station, 517 Milwaukee ave.; West Division Station, W. Washington, Cor. S. Halsted; West Madison Street Station, 981 W. Madison; Southwest Station, 543 Blue Island ave.; South Division Station, 3217 State; Cottage Grove Station, 3704 Cottage Grove ave.; Stock Yard Station, S. Halsted, Cor. 42d; Lake View Station, 1353 Diversey ave.; Humboldt Park Station, 1576 Milwaukee ave.; Hyde Park Station, 142 Fifty-third. Sub-Postal Stations: Twenty-second Street Station, 86 Twenty-second; Ogden Avenue Station, 324 Ogden ave.

*Closing of Foreign Mails.*—Foreign visitors will be guided by the following rules for the closing of mails: Mails for Great Britain and Ireland dispatched in closed bags as follows: Sundays, Mondays and Thursdays via New York, close 4 P. M. For Denmark, Norway and Sweden, dispatched in closed bags, Sundays, Mondays and Thursdays close 4 P. M. For Germany, dispatched in closed bags, Mondays and Thursdays. For China, Japan, New Zealand, Australia, Sandwich Islands, Fiji Islands, Samoa, and special addressed matter for Siam, close daily at 2 P. M. sent to San Francisco for dispatch in closed bags from that office. Note: Mails for countries not



named above close daily 4 P. M. and are sent to New York for dispatch in the closed bags from that office. For Canada, Province Ontario and Quebec, close 7 A. M. and 8 P. M. daily except Sunday; Sunday 5 P. M. Hamilton (city), Ontario, Toronto (city), Ontario, special dispatch close daily at 2:30 P. M. Quebec, London special dispatch close daily at 10 A. M. Mail for above points close Sundays 5 P. M. For Nova Scotia, New Brunswick, Prince Edward's Island and Newfoundland close daily at 8:15 A. M. and 7 and 8 P. M. For British Columbia and Manitoba, close daily at 2 A. M. Foreign postage tables will be found in the public lobbies of the main and branch offices. For Mexico, close daily at 8:15 A. M. and 8 P. M.

*International Money Order System.*—Orders can be obtained upon any money-order office in Great Britain and Ireland, Germany, Austria, Belgium, Holland, Denmark, Sweden, Norway, Switzerland, Italy, Canada, France, Algeria, Japan, Portugal, The Hawaiian Kingdom, Jamaica, New Zealand, New South Wales, Hungary, Egypt, and Hong Kong, India and Tasmania, Queensland, Cape Colony, The Windward Islands and the Leeward Islands for any sum not exceeding \$50 in United States currency. No single order issued for more than \$50. Parties desiring to remit larger sums must obtain additional money orders. There is no limit to the number of orders in the International money order system. The fees for all International money orders, are on orders not exceeding \$10—10 cents; over \$10 and not exceeding \$20—20 cents; \$20 and not exceeding \$30—30 cents; \$30 and not exceeding \$40—40 cents; \$40 and not exceeding \$50—50 cents.

*Mail Matter of the Second Class.*—This class embraces newspapers and other periodical publications, issued not less than four times a year, from a known office of publication, and bearing a date of issue, and which have no cloth, leather, or other substantial binding. Such publications must have a legitimate list of subscribers, and must not be designed primarily for advertising purposes, or for free circulation. The rate of postage on second-class matter, when sent from the office of publication (including sample copies), or when sent from a news agent to actual subscribers, or to other news agents, is one cent per pound, or fraction thereof; but if sent by any other than the publisher, or a news agent, is one cent for each four ounces, or fraction thereof.

*Mail Matter of the Third Class.*—This class embraces transient newspapers and periodicals, books (printed), photographs, circulars, proof-sheets, and corrected proof-sheets and manuscript copy accompanying the same, and all matter of the same general character, as above enumerated. The rate of postage is one cent for each two ounces or fractional part thereof, except on transient newspapers and periodicals of the second-class, which will be one cent for each four ounces, or fraction thereof.

*Mail Matter of the Fourth Class.*—This class embraces labels, patterns, playing cards, addressed tags, paper sacks, wrapping paper, and blotting pads, with or without printed advertisements thereon, bill heads, letter heads, envelopes, plain or printed addresses thereon, ornamented paper and all other matter of the same general character. This class also includes merchandise and samples of merchandise, models, samples of ores, metals, minerals, seeds, etc., and any other matter not included in the first, second or third classes, and which is not in its form or nature liable to damage the contents of the mail bag, or harm the person. Postage rate thereon, one cent for each ounce, or fraction thereof.

*Postal Notes.*—Postal notes for sums not exceeding \$4.99 will be issued on payment of a fee of three cents each. These notes are made payable to bearer at any money order office in the United States which the purchaser may designate.

*Rates of Postage.*—The letter rate of postage is two cents for each ounce, or fraction thereof, throughout the United States and Dominion of Canada. The postage on letters dropped in the office for delivery in the city is two cents per ounce. All letters must be fully prepaid by stamps.

*Registry Department.*—Letters can be registered to all parts of the United States upon payment of a fee of eight cents in addition to the regular postage.

*Salaries of Officers.*—Postmaster, \$6,000 per annum; assistant postmaster, \$3,000; the superintendent of the city delivery, \$2,700; the superintendent of mails, \$2,700; the superintendent of the money order department, \$2,400; the superintendent of the registry department, \$2,400; the cashier, \$2,600; the accountant, \$1,700 per annum; clerks, from \$800 to \$1,200, according to length of service; carriers, from \$600 to \$1,000, according to length of service.

*United States Money Order System.*—The fees for money orders are: On orders not exceeding \$5—5 cents; over \$5 and not exceeding \$10—8 cents; over \$10 and not exceeding \$15—10 cents; over \$15 and not exceeding \$30—15 cents; over \$30 and not exceeding \$40—20 cents; over \$40 and not exceeding \$50—25 cents; over \$50 and not exceeding \$60—30 cents; over \$60 and not exceeding \$70—35 cents; over \$70 and not exceeding \$80—40 cents; over \$80 and not exceeding \$100—15 cents; no fraction of cents to be introduced in the order. No single order issued for more than \$100. Parties desiring to remit larger sums must obtain additional money orders. No applicant, however, can obtain in one day more than three orders payable at the same office and to the same payee.

#### PULLMAN, GUIDE TO.

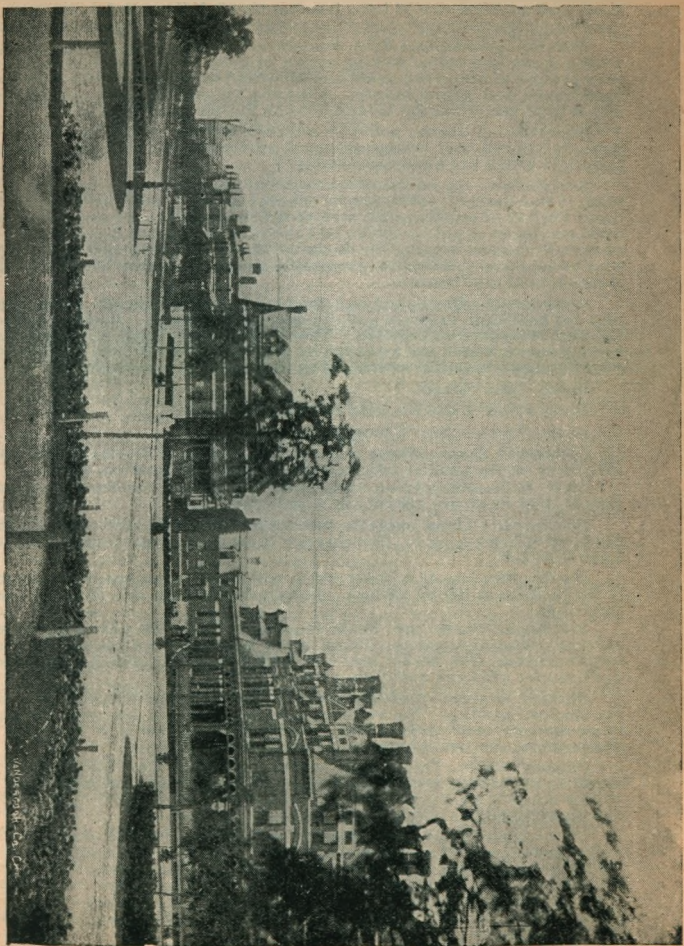
Pullman to-day represents the most advanced and improved example of city construction which the world has seen, and it is carefully studied for its suggestive value by men of science, artists, capitalists, economists and students of social science throughout the world. The town of Pullman is unquestionably one of the greatest attractions Chicago has to offer her visitors. It is situated on the west shore of Lake Calumet, fourteen miles south of the Court House. The extreme length of the town is about two miles in a north and south direction, and it is half a mile in average width. The surface of streets around the Arcade is about nine feet above the level of the lake, permitting good basements for buildings. The land rises to the north and west, and the surface at the foundry is fifteen feet above the lake level. All improvements in the way of drainage, paving, sewerage, gas and water preceded the population, or were put in when the houses were built. Pullman has a population of 11,702 (September, 1892), and 6,324 operatives are employed in all the industries here, and their average earnings are \$2 a day, or over \$600 a year each. These earnings averaged \$610.73 in the Pullman industries for the fiscal year ending July 31, 1891. In no other place are all workmen so well provided for as here. The following are facts of interest given in alphabetical order:

*Arcade.*—This structure, 250x164 feet in size, contains, on the first floor, all the stores of the place, the bank and post-office. The second story is used for offices, the library and theater, and the third for lodge rooms.

*Arcade Theatre.*—Accommodates 1,000; furnished with all modern conveniences. A good play or concert is given here once a week, and at prices about one-half of those charged in central Chicago. The drop curtain is the finest painting of the sort in the West.

*Art.*—The town and shops were built under the supervision of artists and architects, and it is the only town in the world built artistically and scientifically in every part. Artists are employed in the decoration of cars inside and outside, and a large force is engaged in carving.

*Allen Paper Car Wheel Works.*—These works have a capacity for building 12,000 wheels a year. The Allen paper car wheel consists of a steel tire,



W. H. W. Co. C.

[Engraved for The Standard Guide Company.]  
THE BOULEVARD, PULLMAN.

[See "Pullman."]

an iron hub, and a hard paper center, or core, four inches thick, protected on either side by boiler plates, and all accurately bolted together with an inner and an outer row of bolts passing through the metal and paper. It is used under sleeping cars and other costly cars and it will run 500,000 miles.

*Athletic Association.*—This association consists of 150 members, and within it are ball clubs, rowing crews, cricket clubs, etc., and they have a play-ground of about ten acres and an island of five acres with boat houses, race tracks and grand stands. Annually for several years, on Decoration day, a road race from the Leland hotel to Pullman has been held.

*Accidents.*—A liberal policy is adopted toward workmen who are accidentally injured, and, when necessary, provision is made for them in Chicago hospitals which are easily accessible.

*Architecture.*—In selecting the architectural style to be followed at Pullman, it was deemed necessary to choose one that could be adapted to the great variety of buildings devoted to different uses. In general terms the style employed might be designated the round arched or Romanesque, without the Byzantine details, for the great shops and principal buildings. It may be said that the dwellings suggest a simplified modification of the Queen Anne style of architecture.

*Amusements.*—The island and the play grounds furnish every opportunity for healthful exercise and out-door amusements. Rowing upon Lake Calumet is a common pastime. There are annual games and regattas and cycling races, which are attended by amateur athletes from all parts of the country, and which are witnessed by thousands of spectators.

*Band.*—[See "Music."]

*Bank.*—[See "Pullman Loan and Savings Bank."]

*Brass Works.*—[See "Union Foundry."]

*Blacksmith Shops.*—These shops form a portion of the car works, and run 125 forges for the smaller forgings used in car construction.

*Birth Rate.*—406 children were born here during the fiscal year ending July 31, 1892, or 43 per 1,000 of the population.

*Brickyards.*—These immense brickyards have a capacity for turning out 30,000,000 of brick a year. The clay for them is dredged from the bottom of Lake Calumet.

*Blocks.*—The size of a block which will contain tenements for from fifty to 100 families is 660 by 330 feet. Twenty-five blocks are now occupied by dwellings.

*Buildings.*—There are brick tenements for 1,790 families; there are seventy frame tenements. These brick buildings contain all the modern improvements—gas, water, etc., and good basements, which in many cases are used for kitchens and dining-rooms.

*Business Houses.*—Business men rent stores in the Arcade, or stalls in the Market building. The Pullman Company has no business interest in these mercantile establishments, but merely rents rooms to business men. Pullman has the best of markets and stores of all kinds.

*Calumet River.*—This stream south of Pullman flows five times as much water as the Chicago river, and will, in the near future, furnish from forty to fifty miles of wharfage. The government is improving the river from its mouth to 200 feet in width and sixteen feet in depth.

*Cars.*—Cars of every description are made here, the shops having a capacity for turning out each week three sleepers, twelve passenger cars, 300 freight cars, and several street cars, the number depending upon the value of the cars. With the exception of glass, line, blankets, car springs, and the plushes used in upholstering, everything for the best cars is manufactured at Pullman; all marble work, glass embossing, mirror-making and electro-plating is done here.

*Calumet Manufacturing Company.*—This company makes paints which are used here, as well as for the outside market.



*Cemeteries.*—In the immediate neighborhood there are cemeteries. On the north is Oakwoods, and on the west are Mount Greenwood, Mount Olivet and Mount Hope cemeteries.

*Census.*—Enumerations of the people have been taken as shown in the following tabular statement:

## ENUMERATIONS.

DATES.	POPULATION.	DATES.	POPULATION.
January 1, 1881.....	4	July 28, 1885.....	8,603
March 1, 1881.....	57	July 1, 1886.....	8,861
June 1, 1881.....	654	October 1, 1886.....	9,013
February 1, 1882.....	2,084	October 6, 1887.....	10,081
March 1, 1883.....	4,512	July 1, 1888.....	10,560
August 15, 1883.....	5,823	July 1, 1889.....	10,610
November 20, 1883.....	6,685	July 31, 1890.....	10,680
September 30, 1884.....	8,513	September 30, 1892.....	11,702

The last census showed 6,202 men, 2,111 women and 3,389 children.

*Chicago.*—Pullman is now in the Thirty-fourth ward of Chicago, the city containing over 1,500,000 population.

*Children's Work.*—As yet, only a few children work in the factories here, probably 100 in all.

*Churches.*—Pullman has eight different church societies and a number of handsome church edifices.

*Corliss Engine.*—This beautiful engine ran the machinery at the Philadelphia Centennial Exposition. It is rated at 2,500 horse-power. Connected with it are 3,000 feet of main shafting. 89,379 feet of belting convey power to machinery in the Pullman shops. This engine weighs 700 tons.

*Columbia Screw Company.*—Here metal screws of all sorts are made, the average daily product (October, 1892), being 1,500 gross.

*Dairy Farm.*—This farm, on the Calumet river, keeps from 80 to 100 cows; the milk is all sold in Pullman and vicinity.

*Drainage.*—A system of drains and laterals takes the atmospheric water from roofs and streets into Lake Calumet. The drainage of the town is perfect, and preceded the population, it being put in simultaneously with the building of the houses.

*Dry Kilns.*—The shops have extensive dry kilns for drying the lumber used in passenger and sleeping cars.

*Drop Forge Company.*—Here are made all manner of drop forgings from steel.

*Dredging.*—A dredge is in constant use taking clay from the bottom of Lake Calumet for the brick yards, and at the same time excavating channels for the future use of shipping.

*Depots.*—There are now eight rail way depots, which render all portions of the Pullman lands easily accessible.

*Doctors.*—There are now five resident physicians, one-quarter of the average number in the United States for such a population.

*Engines.*—There are (Jan. 1, 1893,) twenty different steam engines in and around the Pullman Car Works and they are rated at about 9,500 horse-power.

*Electric Lighting.*—The paint shops of the freight car works are lighted by 101 arc lights, each of 1,600 candle-power, and about 750 incandescent lamps are used in other portions of the works. With the completion of the power house, now (Jan. 1, 1893) building, the shops, public buildings and portions of the town will be lighted by electricity.

*Electro-plating.*—Here the metal trimmings used in the cars, such as curtain rods, brackets, pumps, locks, hinges, sash trimmings, door knobs, etc., are finished and plated.

*Flats.*—[See "Buildings."]

*Freight Car Shops.*—The capacity of these shops is fifty finished cars a day, or one for every twelve minutes of working time.

*Fire Department.*—This is now under the city fire marshal.

*Fuel.*—In what might be termed the Pullman industries alone, about 50,000 tons of coal are annually consumed. All the shavings and sawdust from the shops are burned under the boilers.

*Gas Works.*—Water gas is made by the Lowe process, and is carried into every shop and house in Pullman.

*Glass.*—All the glass used in cars is prepared here, that is, etched, beveled and silvered, as required. Mirrors for Pullman cars are also made here.

*Geology.*—There is a deposit here of bowlder drift blue clay about ninety feet thick, resting upon lime rock, making the best possible foundation for buildings of every sort.

*Greenhouses.*—These are kept for furnishing the town, its parks and gardens with flowering annuals.

*Garbage.*—At present all the garbage is collected each day and buried at a distance from the town. The disposal of it by burning is under discussion.

*Hydrants.*—There are 160 fire or street hydrants, set at intervals of 300 feet on the streets.

*Halls.*—There is abundance of hall room in the place.

*Hammer Shop.*—Car axles, equalizers and other heavy forgings are made here, and a number of heavy steam-hammers are in use.

*Hennepin Canal.*—When a canal, known under this name, is made, its natural northern outlet will be the Calumet river, which flows along our southern border. The mouth of that river will eventually constitute the north end of a great water-way connecting the Gulf of Mexico with the great lakes.

*History.*—Work was begun here in May, 1880, and the first family came January 1, 1881; the second, late in March of the same year.

*Health.*—The health of the citizens here has always been good. The number of deaths for the fiscal year ending July 31, 1890, was 160, and during the year ending July 31, 1892, they were 169.

*Hospitals.*—The city hospitals are so easily reached that it has not as yet been found necessary to build such an institution here.

*Hotel.*—There is only one hotel as yet and it can accommodate about one hundred guests. It is known as Hotel Florence.

*Journals.*—*The Pullman Journal*, a weekly paper of sixteen pages, is the only newspaper published here.

*Island.*—The ground known as the Island contains five acres, and lies at the foot of One Hundred and Eleventh st. It has boat houses, grand stands, a race-course and ground especially prepared for all manner of athletic exercises. It is under the control of the Pullman Athletic Association; many regattas have been held here.

*Ice Houses.*—These houses, belonging to the Pullman company, on the southwest shore of the lake, hold 24,000 tons of ice. There are many other ice houses on the Calumet river and lake.

*Iron Machine Shop.*—This is a part of the car shops, in which all kinds of iron machine work are done.



[Engraved for The Standard Guide Company.]  
CORLISS ENGINE HOUSE AND WATER TOWER, PULLMAN, CHICAGO.  
[See "Pullman,"]

*Insurance.*—All property here is kept fully insured.

*Industries.*—The various industries now here are the car works of Pullman's Palace Car Company, the Union Foundry and Pullman Car Wheel Works, the Allen Paper Car Wheel Works, the Chicago Drop Forge and Foundry Company's Works, the Pullman Iron and Steel Works, the Pullman Laundry, the Calumet Manufacturing Company's Paint Works, the Pullman Brick Works, the Pullman Street Car Works, the works of the Illinois Terra Cotta Lumber Company, the Columbia Screw Works, and the Standard Knitting Mills.

*Lake Calumet.*—This lake is three and a half miles long by a mile and a half in width, and may eventually be made into a good harbor,

*Lake Michigan.*—This inland sea is 330 miles long by an average of sixty miles in width, and ninety miles wide at its widest part, and is 576 feet above the sea level.

*Lake Vista.*—This little artificial lake, in front of the shops, contains about three acres.

*Library.*—The Pullman Library contains 8,000 volumes and takes seventy papers and periodicals. It is a personal gift of President Pullman to his city. It is a circulating library; 20,221 books were drawn from it during the fiscal year ending July 31, 1892.

*Labor.*—[See "Workmen and Wages."]

*Land Association.*—[See "Pullman Land Association."]

*Living at Pullman.*—In close proximity to the Stock Yards and surrounded by market gardens, there is no cheaper place on the continent than Pullman in which to reside. Meats here cost less than one-half as much as they do in New York and Boston.

*Leases.*—The leases have a clause permitting the tenant to vacate a house on ten days' notice. [See "Rents."]

*Lumberyards.*—About fifty different kinds of lumber are used here, and nearly half a million dollars worth is constantly kept on hand in the yards. The yards cover about eighty acres of ground. Lumber is obtained from South America, Central America, Mexico, the East Indies, and from half the states of the Union.

*Machinery.*—There is nearly a million dollars worth of machinery, the different machines numbering about 900 in the Pullman works, in all the industries of Pullman, and it is needless to say that it is the best of its kind.

*Manufacturing.*—The total value of the finished product from all the manufactories at Pullman is now about fifteen millions of dollars a year. That of the whole country is now at the rate of ten thousand millions of dollars a year.

*Market.*—This building is 112 by 102 feet in size, and in it are the market stalls from which meat, vegetables, canned goods, fruit, fish and poultry are sold. Over the market stalls is a public hall which will accommodate an audience of 600, and over this a well appointed lodge-room.

*Municipal.*—Pullman is now in the thirty-fourth ward of Chicago.

*Music.*—Pullman has one of the best military bands in the west; it now has fifty musicians. It carried off the first prize in the state band contest at Peoria, Oct. 3, 1890; it also took eight other prizes.

*Nativity.*—The following table exhibits the types of all the workmen and shows the countries where they were born:



## NATIVITY OF WAGE-EARNERS, SEPT. 15, 1892.

Types.	Countries where born.	Number in each country.	Total of types.
America.....	United States.....	1,796	1,796
Scandinavian.....	{ Denmark .....	89	1,422
	{ Finland .....	1	
	{ Norway .....	169	
	{ Sweden.....	1,163	
German.....	{ Austria.....	66	824
	{ Bohemia.....	26	
	{ Germany.....	732	
British.....	{ Australia.....	2	796
	{ Canada.....	264	
	{ England.....	365	
	{ Scotland.....	131	
	{ Wales.....	34	
Dutch.....	Holland.....	753	753
Irish.....	Ireland.....	402	402
Latin.....	{ Belgium.....	16	170
	{ France.....	26	
	{ Italy.....	99	
	{ Spain.....	1	
	{ Switzerland.....	28	
All others.....	.....	.....	161
			6,324

*Organization.*—The Pullman Car Works have a general manager and the town a general superintendent, and under these are foremen in charge of the several departments. Every independent industry, of course, has its own superintendent.

*Play Grounds.*—[See "Island and Amusements."]

*Parks.*—The whole place is a park in itself.

*Passenger Car Shops.*—[See "Cars."] These shops have room for about 150 cars, and have capacity for turning out from ten to twelve passenger cars a week and three sleeping cars. They also repair from fifty to one hundred cars a month. These shops are admirably lighted and perfectly ventilated.

*Pavements.*—There are nearly eight miles of paved streets. The streets are all surfaced with the best of macadam.

*Police.*—A detail of two men from the Chicago force.

*Politics.*—The two political parties are about equally divided here, both having prosperous clubs.

*Pullman Cars.*—The Pullman Company now own and operate 2,239 cars (October 15, 1892), and on 125,111 miles of railroad. In his annual report made October 13, 1892, President Pullman says: The number of cars owned or controlled is 2,239, of which 1,985 are standard and 254 tourist or second-class cars. The number of passengers carried during the year was 5,279,020;

the number of miles run, 191,255,656. The total mileage of railways covered by contracts for the operation of the cars of this company is 125,111.

*Pullman City.*—[See "History."] It was begun in May, 1890, and now has about 12,000 people, with 12,000 more within a mile of its depot. [See "Industries and Census."]

*Pullman Company.*—In remarks made at the annual meeting of the Pullman Company, held October 13, 1892, President Pullman said: There has been added during the fiscal year to the company's investment in shops and plant \$155,783.50. The value of manufactured product of the car works of the company for the year was \$10,308,939.66, and of other industries, including rentals, \$1,417,403.91, making a total of \$11,726,343.57. The average number of names on the pay-rolls at Pullman, in the Pullman industries alone, for the year was 4,942, and wages paid \$2,918,997.41, making an average for each person employed of \$590.65. The total number of persons in the employ of the company in its manufacturing and operating departments is 12,809; wages paid during the year \$6,619,156.63.

*Pullman Farm.*—Three miles south of the depot are 140 acres of land, which have been drained and piped for the reception and distribution of sewage, which is pumped there from the town through a twenty inch force main. The leading crops raised are onions, celery, cabbage and potatoes.

*Pullman Iron and Steel Works.*—These works employ 250 men and turn out 100 tons of rolled iron a day. This iron is made largely from scrap.

*Pullman Land Association.*—This corporation owns over 3,200 acres of land in the Calumet region, and the Palace Car Company owns about 500 acres. The town is chiefly upon the lands of the Palace Car Company.

*Pullman Loan and Savings Bank.*—Located at Pullman, Chicago. Officers:—George M. Pullman, president; Edward F. Bryant, secretary. Organized May 7, 1883. Statement at close of business, December 31, 1892. Resources: Loans and discounts \$488,227.83; bonds and stocks \$372,850.00; due from banks and depositories \$206,386.37; real estate, furniture and fixtures, \$2,827.82; cash \$78,538.71; total \$1,148,830.73. Liabilities:—Capital \$100,000; surplus \$70,000; profit and loss \$21,136.15; dividend unpaid, \$3,000; deposits, commercial, \$378,141.04; deposit s, savings, \$576,553.54; total \$1,148,830.73. December 31, 1892, there were 2,000 savings depositors, their aggregate deposits being \$576,553.54, or \$288.26 as the average for each savings depositor.

*Rents.*—The rents of houses here range from five to fifty dollars a month, the average being fourteen dollars a month; but there are hundreds of tenements renting from six to nine dollars a month. These rents are considerably less than those for similar tenements anywhere else in Chicago.

*Railroad.*—There are thirty-five miles of railroad connected with the town and shops. This road has three locomotives and 156 cars. The road connects with the belt lines.

*Stables.*—The Pullman stables care for sixty horses, and contain the quarters of the Fire department.

*Secret Societies.*—Such societies are well represented here, there being about forty different clubs and associations in the town.

*Streets.*—There are nearly eight miles of paved streets. The width of the ordinary street is sixty-six feet, and the distance between house lines is about 100 feet. The main boulevard, or One hundred and Eleventh st., is 100 feet wide. The streets are all well drained and have good cobble-stone gutters, well provided with catch-basins; shade trees, too, are planted on either side, and there are handsome grass-plats between the sidewalks and the wagon roads.

*Sewers and Sewage.*—A system of pipes, entirely separate from the drains for surface water, and running below them, takes the sewage from houses and shops to a reservoir holding 300,000 gallons under the water tower. The sewage is pumped through a twenty inch iron force main from this reservoir as fast as received to a sewage farm three miles south of the town. The farm is irrigated with the sewage. [See "Pullman Farm."] The dwellings

are all provided with good water closets, and there are no outbuildings other than woodsheds. One million eight hundred thousand gallons of sewage a day are pumped to the farm. During 1893, the city will build some large main sewers on the northern border of the Pullman lands.

*Street Railroad.*—About four miles of street car tracks have been laid and surveys made for as much more. All kinds of street cars are built here.

*Steam Heating.*—All the shops and public buildings, such as the arcade, church, schoolhouse and market, are heated by steam, and also all the dwellings on the blvd., and those surrounding Arcade Park.

*Sidewalks.*—There are twelve miles of sidewalks, made largely of two-inch pine plank. There is some gravel walk and three blocks have brick walks.

*Social Life.*—There are abundant opportunities here for social pleasures, and a hundred local trains a day make every portion of Chicago easily accessible.

*Schools.*—There are excellent schools now under the management of the Chicago board of education. The pupils in daily attendance average about 1,000. The entire enrollment of pupils in the public schools for the school year ending June 30, 1892, was 1,235. There are now twenty-one teachers.

*Stores.*—[See "Arcade"].—The Pullman company have no interest in merchandising here; business men simply rent stores in the Arcade, and compete for business with all parts of Chicago.

*Suburbs.*—There are about 60,000 people within four miles of the Pullman Arcade, and the population is rapidly increasing.

*Suburban Trains.*—The Illinois Central railroad runs about a hundred trains a day to and from Pullman.

*Theatre.*—[See "Arcade Theatre."]

*Terra-Cotta Lumber Co.*—The company manufactures a fire-proof tiling which is largely used in the ceilings and in partitions of large buildings.

*Tenants.*—Tenants rent their dwellings from the company, and rents are payable semi-monthly. There are monthly charges for gas and water. The company takes care of the streets, parks and lawns.

*Trees.*—Shade trees border both sides of all streets. The trees are largely elms and maples.

*Union Foundry and Car Wheel Works.*—This company has a capacity for working 1,000 men and using 250 tons of melted iron a day. All car wheels and car castings are made here. All the brass finishings used in car works are now made here, and this department employs 250 men, and turns out \$350,000 worth of work a year.

*Water.*—The water used here comes from Lake Michigan, and is carried inside of all tenements. Water for the use of shop elevators and for some boilers is pumped from Lake Calumet.

*Water Tower.*—This structure is 195 feet high, and in the top is a large boiler-iron tank which holds half a million gallons. This is kept filled for use in case of fire, and only for fire use. [See "Sewers."]

*Water Works.*—The water is bought by meter measurement from the city by the company, which attends to the details of collecting its own water rates. The town has about fifteen miles of water mains.

*Watchmen.*—The shops are provided with watchmen who visit the more exposed portions of the buildings at short intervals of time, day and night, reporting to a central station by telephone. Every precaution is taken to guard against danger from fire.

*Wages.*—The wages and earnings of operatives in Pullman average about \$2 a day for every person employed. Of course some mechanics earn \$3 and \$4 a day. Men are paid twice a month, with checks on the Pullman bank. The Michigan Bureau of Labor and Statistics, during the summer of 1891, made a personal canvas of 8,838 workmen in 201 different industries in that state, and found the average annual earnings of those operatives to

be \$467.02 each, or \$143.71 less than the average annual earnings of operatives at Pullman. The average annual earnings at Pullman were \$610.73 for the same period. [See "Pullman Company."]

*Women's Work.*—As yet, few women and girls are employed—about 300 in all the industries here. Those now at work are in clerkships, in the upholstering rooms and in the Standard Knitting Mills. New industries will furnish employment for all women and girls who desire it.

*Workmen.*—No operatives anywhere work under better conditions than here, and the earnings here are larger than those of persons doing similar work elsewhere. The best and cheapest of markets, good schools, libraries and churches, with delightful dwellings and steady work at highest rates of pay, make Pullman a most desirable place for the mechanic; the best, in fact, which the world has yet offered him.

#### PULLMAN PALACE CAR COMPANY.

Main office, Pullman bldg. President, George M. Pullman. Directors, George M. Pullman, Marshall Field, J. W. Doane, Norman Williams and O. S. A. Sprague, of Chicago; Henry C. Hulbert, of New York, and Henry R. Read, of Boston.

*President Pullman's Report.*—President Pullman supplemented his annual report October 13, 1892, with the following general information: During the fiscal year ending July 31, 1892, new contracts have been made with the following railroad companies: Little Rock & Memphis Railroad Company, for a period of twenty-five years from May 2, 1892; Western New York & Pennsylvania Railroad Company, for a period of twenty-five years from May 2, 1892. The contract with the Chesapeake & Ohio Railroad Company has been extended for a period of fifteen years from January 1, 1892. There have been built during the year 80 sleeping and dining cars, costing \$1,332,906.50, or an average of \$16,661.33 per car. Work is now progressing rapidly on 415 additional sleeping, dining and parlor cars to supply the anticipated extraordinary demands of travel during the year 1893. These cars are estimated to cost \$5,500,000. The following is a summary of the financial statement of the company for the fiscal year ending July 31, 1892:

*Revenue.*—From earnings of cars \$8,061,081; from patents, \$21,751.07; from manufacturing, rentals, dividends, interest, etc., \$1,919,523.97; total \$10,002,356.04.

*Disbursements.*—Operating expenses, including maintenance of interior furnishings of cars, legal expenses, general taxes and insurance, \$3,438,862.66; proportion of net earnings paid other interests in sleeping car associations controlled and operated by this company, \$947,504.31; interest on debenture bonds, \$65,600; dividends on capital stock, \$2,300,000; total \$6,751,966.97.

*Surplus for the Year.*—Being excess of revenue over ordinary disbursements, carried to credit of income account, \$3,250,389.07. Pullman stock is now quoted at 200.

#### RAILROADS AND WHERE THEY LEAD TO.

Chicago is practically the terminal point of all the great trunk lines of railway, north, south, east and west, in the United States, the Dominion of Canada and the Republic of Mexico. Nearly all the railway systems of the continent have, either directly or by proprietary connections, sought and obtained an entrance to this city and a share in the immense traffic which centers here. Over one hundred thousand miles of railway center in Chicago at the present time. Chicago is conceded to be the greatest railway *depot* in the universe; more passengers arrive and depart; more merchan-



dise is received and shipped here daily than in any other city on the globe. [Statistical matters with reference to railroads in Illinois will be found in the Appendix.] Following are the leading lines:

*Atchison, Topeka & Santa Fe System.*—Total miles of railroad owned and controlled by the company 9,347. The system extends into and covers all principal points in the following states and territories: Illinois, Iowa, Missouri, Arkansas, Kansas, Nebraska, Oklahoma, Indian Territory, Texas, Colorado, New Mexico, Arizona, California, as well as points in the Republic of Mexico.

*Baltimore & Ohio Railroad.*—The oldest of the great trunk lines of the United States. The Baltimore & Ohio Railroad Company was chartered in Maryland, February 28, 1827, and in Virginia, March 8, 1827. In 1852 the total number of miles operated by the company was 379. This great railroad has grown with the nation, has assisted very materially in its development, and has for years been recognized as one of the most important highways across the most populous section of the republic.

**DEPOT.**—The trains of the Baltimore & Ohio Railroad Company run into the Grand Central passenger station, situated at the Cor. Harrison st. and Fifth ave.

**EQUIPMENT.**—The Baltimore & Ohio railroad is equipped in a most complete and magnificent manner, its trains being among the most elegant arriving at and departing from Chicago. It has over 28,000 cars in its freight service, over 800 in its passenger service, and 900 locomotives.

**LINE OPERATED.**—The Baltimore & Ohio Railroad Company operates at present, exclusive of the Pittsburg & Western railroad, control of which has been recently acquired, 1,243.07 miles east, and 755.7 miles west of the Ohio river, a total of 1,999.4 miles.

**PASSENGER DEPARTMENT.**—As the visitor will have to do with the passenger department of the Baltimore & Ohio railroad exclusively, it is suggested that, with reference to the engagement of special trains, special cars, the accommodation of large parties, or the mapping out of special tours, he call upon or communicate with Mr. Charles O. Scull, general passenger agent, Baltimore, Md., or with L. S. Allen, assistant general passenger agent, Rookery bldg., Chicago.

**POINTS REACHED.**—The visitor will take the Baltimore & Ohio railroad for all points in northern Indiana, northern, central and southeastern Ohio, West Virginia, western and southern Pennsylvania, Maryland, Delaware, New Jersey and New York. Take this line for Defiance, Sandusky, Columbus, Akron, Cleveland, Wheeling, Youngstown, Pittsburg, Cumberland, Washington, Annapolis, Baltimore, Wilmington, Philadelphia, Newark and New York City. Take this line for the magnificent summer resorts of Pennsylvania, West Virginia and Maryland; for the Allegheny mountain resorts; for Deer Park, Mountain Lake Park and Oakland, the most healthful, beautiful and fashionable summering places in the United States; for Berkely Springs, for Hagerstown, and for the historic battle grounds of Pennsylvania and Virginia. The Baltimore & Ohio railroad is the scenic line of the country. Its main stem and branches penetrate the loveliest districts of the Southeast, where the traveler is constantly passing from the glories of the mountain into the delights of valley scenery of unsurpassable splendor. Information concerning the beautiful summer resorts on this system will be furnished the visitor free on application at the city ticket office.

**EXPRESS TRAIN SERVICE.**—The express train service is convenient and ample. The through trains are vestibuled and heated by steam. Pullman's Palace Sleeping Cars run through without change from Chicago to New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Youngstown, Akron, Cleveland, etc.

**TICKET OFFICE.**—The ticket office of the Baltimore & Ohio Railroad Company is located at 193 Clark st.

*Chicago, Burlington & Quincy Railroad.*—One of the greatest railway systems in the world. Its operations extend over the most fertile territory on the North American continent, and its numerous arms stretching out in all directions and forming a perfect net-work of steel, connect and provide communications between the thriving villages, prosperous towns and populous cities of eight states of the American union. The total trackage of the Chicago, Burlington & Quincy and controlled lines is, in round numbers, 7,000 miles.

**GENERAL OFFICES.**—The general offices of the Chicago, Burlington & Quincy Railroad are located in the Chicago, Burlington & Quincy general office building, Adams and Franklin streets, Chicago,

**LINES OPERATED.**—The Chicago, Burlington & Quincy railroad system embraces the following lines: Chicago, Burlington & Quincy R. R.; Burlington & Missouri River R. R. in Nebraska; Hannibal & St. Joseph R. R.; Kansas City, St. Joseph & Council Bluffs R. R.; Chicago, Burlington & Northern R. R.; St. Louis, Keokuk & Northwestern R. R.; Chicago, Burlington & Kansas City R. R.; Burlington & Western R. R.; Burlington & Northwestern R. R.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department of the Chicago, Burlington & Quincy railroad exclusively, it is suggested that with reference to the engagement of special trains, special cars, accommodation of large parties, the mapping out of special routes, etc., he communicate with or call upon Mr. P. S. Eustis, General Passenger and Ticket Agent, general offices, Franklin and Adams sts., Chicago.

**POINTS REACHED.**—The visitor will take the Chicago, Burlington & Quincy railroad for all points in the West, Southwest and Northwest, in the states of Illinois, Wisconsin, Iowa, Missouri, Minnesota, Nebraska, Kansas, Colorado, Wyoming and South Dakota. Take this line for Streator, Peoria, Galesburg; for Mendota, Rockford, Galena; for Monmouth, Golden and Quincy, and for all points of interest in western Illinois; for Dubuque, Iowa; for Prairie Du Chien, La Crosse, and all points in western Wisconsin; for Winona, St. Paul, Minneapolis, and all points in southern Minnesota; for Burlington, Des Moines, Cumberland, and for all points in central Iowa; for Creston, Iowa; for Hannibal, St. Joseph, Kansas City, and all points in northern Missouri; for all points in Kansas and southern Nebraska, including Omaha, Lincoln, Atchison and Leavenworth; for Denver, Colorado; for Cheyenne, Wyoming, and for Deadwood, Hot Springs and the Black Hills country. Passengers over the "Burlington Route" are conveyed to all points in the Rocky mountains and the Pacific slope; from San Diego to San Francisco, and from San Francisco to the Puget Sound country.

**TICKET OFFICE.**—The city ticket office of the Chicago, Burlington & Quincy railroad is located at 211 Clark st., near the general post-office.

**TRAIN SERVICE.**—The train service of the Chicago, Burlington & Quincy railroad from Chicago is complete. The equipment of all trains is perfect. The time made is fast, but the tracks and road-beds of the system are maintained in such perfect condition that the very fastest traveling causes no discomfort to the traveler. The scenery along most of the lines is bright and pleasant. The lines traverse the finest country in America, and touch nearly all the prettiest villages and most prosperous towns of the great corn belt. Following is the train service, which, however, is subject to change.

*Train No. 11*, for Burlington, Council Bluffs and intermediate local points, leaves Chicago 11:30 A. M. daily; coaches, between Chicago and Ottumwa.

"*The Burlington's No. 1*," solid vestibule train for Denver, leaves Chicago at 1 P. M. daily; Pullman sleepers, reclining chair cars (seats free), and coaches, Chicago to Denver; dining car, serving all meals.

*Train No. 5*, for Council Bluffs, Omaha, Lincoln, Denver, Hot Springs, Deadwood, the Black Hills and Nebraska points, leaves Chicago at 5:50 P.



[Engraved for The Standard Guide Company.]  
GENERAL PASSENGER STATION OF THE ILLINOIS CENTRAL R. R.  
[Lake Front, Foot of 12th St.—See "Railroads."]

m., daily; Pullman sleepers, Chicago to Omaha, Omaha to Deadwood, and Oxford to Denver; reclining chair cars (seats free), Chicago to Omaha, Lincoln and Denver, and Lincoln to Deadwood; dining car, serving all meals between Chicago and Omaha.

*Train No. 3*, for Omaha, Lincoln and Denver, leaves Chicago, 10:30 p.m., daily; Pullman sleepers, Chicago to Omaha, Lincoln and Denver, Chicago to Keokuk; reclining-chair car (seats free), Chicago to Omaha, Lincoln and Denver; coaches, Chicago to Omaha; dining car, serving all meals.

*Train No. 15* the "Eli" fast-vestibuled train, for Kansas City, St. Joseph and Atchison, leaves Chicago 6:10 p.m. daily; Pullman sleepers, Chicago to Kansas City, Chicago to St. Joseph and Atchison; reclining chair cars (seats free), Chicago to Kansas City; dining car, serving all meals.

*Train No. 15*, for Quincy, Hannibal, Denison, Houston and Galveston, (via M. K. & T. R. R.) leaves Chicago 6:10 p.m., daily. Pullman sleepers between Chicago and Dallas, Sedalia and Taylor; reclining chair car (seats free), between Chicago and Quincy, Hannibal and Taylor. Dining car between Chicago and Mendota.

*Train No. 3*, for Kansas City, St. Joseph and Atchison, leaves Chicago 10:30 p.m., daily; Pullman sleepers, Chicago to Quincy; reclining chair car (seats free), Chicago to Kansas City.

*Train No. 47*, solid vestibuled train for St. Paul and Minneapolis, via La Crosse, leaves Chicago 6:15 p.m., daily; Pullman sleepers, Chicago to St. Paul and Minneapolis; coaches, Chicago to St. Paul and Minneapolis; dining car serving supper from Chicago.

*Train No. 49*, for St. Paul and Minneapolis, via La Crosse, leaves Chicago 11:20 p.m., daily except Saturday; reclining-chair car (seats free), and coaches, Chicago to St. Paul and Minneapolis.

*Train No. 9*, for Rochelle, Rockford, Mendota and Streator, leaves Chicago, 4:30 p.m., daily except Saturday; reclining chair car (seats free), between Chicago and Rockford; coaches between Chicago and Mendota, Chicago and Streator.

*Train No. 13*, Galesburg, Streator, Rochelle, Rockford and Forreston, leaves Chicago 8:40 a.m., daily, except Sunday; coaches between Chicago and Galesburg, Chicago and Streator, Chicago and Rochelle and Forreston. *Train No. 3*, for Keokuk, leaves Chicago 10:30 p.m., daily; Pullman sleeper between Chicago and Keokuk.

*Chicago Central Railroad.*—This road is now in process of construction from a connection with the Chicago & Northern Pacific railroad, at Ogden ave., south to Harvey, Illinois. The line runs parallel to Western ave. and about 600 feet west of it. The road curves in a northeasterly direction from Seventy-ninth street to its intersection with the Belt Line just west of the Panhandle road, where it turns and runs directly north and parallel to the Panhandle until it reaches the Santa Fe and Grand Trunk railroads at Forty-ninth st. At that point it crosses the Panhandle and runs east of that road parallel to it. At Thirty-ninth st. or Brighton the road crosses the Panhandle again and makes connection with the Northern Pacific system and finds its terminus in the Grand Central passenger station on Fifth ave. and Harrison st. This road will run through one of the most important resident districts of Chicago and will make accessible one of the finest tracts of land in Chicago, running as it does from Seventy-ninth street south to Blue Island through what is known as the Blue Island Ridge. It is the intention to operate over this line a most complete suburban service which will be under control of the Chicago and Northern Pacific railroad. The road is rapidly approaching completion and trains will be running between the Grand Central passenger station and Harvey December 1, 1892. Officials same as Chicago & Northern Pacific R. R.

*Chicago Great Western Railway.*—A direct line between Chicago, Dubuque, St. Paul and Minneapolis, in the northwest, and Chicago, Des Moines, St. Joseph Leavenworth and Kansas City, in the southwest, passing through the states of Illinois, Iowa, Minnesota, Missouri and Kansas,



**DEPOT.**—All trains on the Chicago Great Western arrive at and depart from the Grand Central passenger station, Harrison st. and Fifth ave., Chicago.

**EQUIPMENT.**—The Chicago Great Western railway is equipped in the most modern fashion. Its express trains are among the handsomest arriving at or departing from the city. Nearly all its passenger cars are new and many of them are magnificent in construction and furnishings.

**GENERAL OFFICES.**—The general offices of the Chicago Great Western railway are located as follows: St. Paul, Metropolitan Opera House Block; Chicago, Phoenix bldg., Jackson st. and Pacific ave.; New York, No. 47 Wall st.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department of the Chicago Great Western railway exclusively, it is suggested that with reference to the engaging of special trains, special cars, the accommodation of large parties, the mapping out of special tours, etc., he communicate with or call upon Mr. F. H. Lord, general passenger and ticket agent, Phoenix bldg., Cor. Clark and Jackson sts., Chicago, or with R. S. Hair, general Eastern passenger agent, 343 Broadway, New York City.

**POINTS REACHED.**—The Chicago Great Western railway is a direct line to Dubuque, St. Paul and Minneapolis, and to Waterloo, Cedar Falls, Marshalltown, Des Moines, St. Joseph, Leavenworth and Kansas City. Among the points covered are some of the most populous towns and cities in the West: Dubuque, Iowa, 40,000; Des Moines, Iowa, 75,000; St. Joseph, Mo., 70,000; Atchison, Kan., 20,000; Leavenworth, Kan., 40,000; Kansas City, Mo., 200,000; St. Paul, Minn., 150,000; Minneapolis, Minn., 175,000; Marshalltown, Iowa, 10,000; Cedar Falls, Iowa, 5,000; Waterloo, Iowa, 8,000; Austin, Minn., 5,000; Waverly, Iowa, 3,000; St. Charles, Ill., 2,500; Sycamore, Ill., 4,000. Other towns and villages tributary to this line swell the grand total to nearly 3,000,000 people.

**TICKET OFFICE.**—The city ticket office of the Chicago Great Western Railway is located at 250 Clark st. Here the visitor may purchase tickets to all points covered by the system, including all cities and towns in the West, Northwest and Southwest, secure sleeping-car berths, etc., and obtain all necessary information regarding the arrival and departure of trains. Here, also, printed information in relation to the points reached, time tables, etc., may be had free on application. Depot, ticket office at Grand Central Passenger Station, Harrison st. and Fifth ave.

*Chicago, Milwaukee & St. Paul Railway.*—The Chicago, Milwaukee & St. Paul railway company, as it exists to-day, was organized in 1861. The system of railways which it operates is one of the greatest in the world. Familiarly the line is known as "the St. Paul Road," and as such the visitor will be apt to hear of it frequently during his stay in Chicago and in the West. The miles of track embraced in the system number 7,094.20.

**CENTRAL TICKET OFFICE.**—The central ticket office of the Chicago, Milwaukee & St. Paul railway is located at 207 and 209 Clark St., near the general post-office.

**DEPOT.**—All trains of the Chicago, Milwaukee & St. Paul railway arrive at and depart from the magnificent union depot, Canal and Adams sts., West side, near the business center. Take Madison or Adams street car.

**EQUIPMENT, ETC.**—The equipment of the Chicago, Milwaukee & St. Paul railway company is modern and complete. Some of the handsomest vestibuled trains in the United States are run over this line.

**GENERAL OFFICES.**—The general offices of the Chicago, Milwaukee & St. Paul railway Company are located in the Rand & McNally building, south side of Adams st., between La Salle st. and Fifth ave., Chicago.

**PASSENGER DEPARTMENT.**—As the visitor will have to do with the passenger department of this railway exclusively, it is suggested that, with reference to arrangements for special cars, special trains, the accommodation

of large parties, the mapping out of special tours, etc., he call upon or communicate with Mr. George H. Heafford, general passenger and ticket agent; general offices, Rand & McNally building, on Adams, between La Salle st. and Fifth ave., Chicago.

**POINTS REACHED.**—In general the visitor will take the Chicago, Milwaukee & St. Paul railway for all points in the West, Southwest and Northwest. Its lines gridiron the states of Illinois, Missouri, Wisconsin, Iowa, Minnesota, North Dakota and South Dakota, while it makes connections at Kansas City, Omaha and St. Paul with the three great trans-continental routes of the North.

**Chicago, Rock Island & Pacific Railway.**—The title under which one of the greatest systems of railway on the continent is operated. Opened from Chicago to Joliet in 1851. The system now penetrates the states of Illinois, Iowa, Missouri, Kansas, Indian Territory, Nebraska and Colorado, and has direct connections with lines operating in all the states and territories, from the Mississippi river to the Pacific ocean. It has 236 miles in Illinois, 1,066.10 in Iowa, 286.70 in Missouri, 1,126.96 in Kansas, 140.97 in Nebraska, 376.06 in Colorado, and 106.75 in Indian Territory; total 3,339.54 miles. To this should be added 179.90 miles of second track, and 564.40 miles of side track, which would equal in all 4,083.84 miles of single track.

**DEPOT.**—All trains over the Chicago, Rock Island & Pacific railway arrive at and depart from the company's magnificent depot located on Van Buren st., between Sherman st. and Pacific ave, directly in the rear of the Board of Trade and Rialto buildings.

**GENERAL OFFICES.**—The general offices of the Chicago, Rock Island & Pacific Railway Company are located in the Van Buren st. depot, Van Buren and Sherman sts.; entrance from Van Buren st.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department of the Chicago, Rock Island & Pacific railway exclusively, it is suggested that, with reference to the engagement of special trains, special cars, the accommodation of large parties, the mapping out of special tours, etc., he call upon or communicate with John Sebastian, general ticket and passenger agent, general offices Van Buren and Sherman sts., Chicago.

**POINTS REACHED.**—In general the visitor will take the Chicago, Rock Island & Pacific railway for points in Illinois, such as Joliet, Seneca, Ottawa, La Salle, Bureau, Moline, Rock Island, and intermediate stations; for points in Iowa, such as Wilton, West Liberty, Iowa City, Marengo, Grinnell, Newton, Des Moines and Council Bluffs, and for Omaha, Neb., and via the new line through Lincoln, Neb., has direct route to Denver and foot-hill cities; also for Keokuk, Farmington, Ottumwa, Fort Dodge and all points on the Des Moines Valley division. The visitor will also take the Rock Island route for Davenport and Muscatine, Washington, Fairfield, Eldon Numa, and all other points on the south western division in Iowa; for Kansas City, Mo.; Leavenworth, Kan.; Atchison, Kan., and St. Joseph, Mo., at all of which connections may be made for every point of interest in the Missouri Valley and beyond; for Topeka, McFarland, Clay Center, Belleville, Mankato, Phillipsburg, Goodland and Denver, and all intermediate points in Kansas, Nebraska and Colorado. The visitor will also take the Rock Island route, via St. Joseph, Mo., for Troy, Sabetha, Pawnee, Beatrice, Fairbury and all points in the beautiful agricultural country lying along the Blue and Republican rivers in Kansas and Nebraska. The visitor will also take the Rock Island route, via the Kansas City, St. Joseph, Topeka and Wichita line, for Wichita, Wellington, Caldwell, El Reno, and all points in Southern Kansas and Indian Territory. The visitor will also take the Rock Island route for Minneapolis and St. Paul, and via the Northern Pacific railway for Bismarck, Helena, Portland, Seattle, Tacoma, Vancouver, Victoria and all points in the Puget Sound country. At Denver, Col., connections are made with lines running south, southwest and west, either through the plains of Arizona and New Mexico, or over the mountains of Colorado, Utah and California. The Chicago, Rock Island & Pacific railway penetrates the most interesting portion of the

western states. The scenery along the lines is always interesting and often picturesque and beautiful.

**TICKET OFFICE.**—The Central ticket office of the Chicago, Rock Island & Pacific railway is located on the S. W. Cor. Clark and Washington sts. (Chicago Opera House block), in the heart of the city.

**Chicago & Alton Railroad.**—One of the great lines of railroad extending from the city to the south and southwest. It has three great terminals—Chicago, St. Louis and Kansas City, and between these three centers of trade and population, it does an immense business annually. Its earnings from all sources during the year 1891 was \$7,590,881.18; operating expenses, \$4,458,749.80; net earnings, \$3,132,131.38.

**DEPOT.**—All trains over the Chicago & Alton railroad, arrive at, and depart from, the Grand Union Passenger Station, on Canal st. between Madison and Adams st., West side.

**TRAIN SERVICE.**—The Kansas City vestibuled limited, which leaves Chicago at 6 P. M. every evening, is a solid vestibuled train running through from Chicago to Kansas City without change, and composed of new vestibuled smoking cars, new vestibuled day cars, new vestibuled reclining chair cars (free of extra charge), new Pullman buffet vestibuled twelve-section sleeping cars, and vestibuled dining cars. Supper in dining car from Chicago 6 P. M. to Dwight, 8:12 P. M. Breakfast in dining car from Slater, 5:25 A. M., to Kansas City, 8:30 A. M. The Kansas City limited also carries a through Pullman sleeping car from Chicago to Denver, via Kansas City and the Union Pacific railway. The Kansas City night express leaves Chicago at 11:30 P. M. daily, and arrives at Kansas City at 8:20 P. M. the next evening. The Pacific Express leaves Chicago at 1:00 P. M. daily except Sunday, and arrives at Kansas City 8:00 A. M. next morning. Both of these trains carry palace reclining chair cars and palace day cars (free of extra charge), and in addition to this equipment, the Kansas City night express carries Pullman sleeping cars from Chicago to Roodhouse, at which point it arrives at 10:20 A. M. the next morning after leaving Chicago. The St. Louis Limited is the fastest train via any line between Chicago and St. Louis. The distance between the two cities is covered in exactly eight and a half hours, the Limited leaving Chicago at 11 A. M. and arriving at St. Louis 7:30 P. M. This train runs daily except Sunday. Its equipment consists of combination baggage buffet and smoking car, palace day car, palace reclining chair car (free of extra charge) and Pullman buffet parlor car. An elaborate buffet train lunch is served continuously from Chicago to St. Louis. The St. Louis day express, leaving Chicago 9 A. M. daily, has reclining chair cars and palace cars (seats free of extra charge), Chicago to St. Louis, at which point it arrives at 7:50 P. M. On Sundays this train carries a Pullman buffet parlor car from Chicago to St. Louis. St. Louis palace Express, vestibuled, leaving Chicago 9 P. M., and due in St. Louis at 7:30 A. M. next morning is a solid vestibuled train between Chicago and St. Louis, composed of palace reclining chair cars (free of extra charge), palace day cars (free of extra charge), Pullman compartment sleeping cars and Pullman buffet sleeping cars from Chicago to St. Louis. The Springfield and Chicago night express leaves Chicago 11:30 P. M. every night and arrives at Springfield, 6:35 A. M., and St. Louis 10:40 A. M. the next morning. It carries Pullman sleeping cars from Chicago to Springfield.

**GENERAL OFFICES.**—The general offices of the Chicago & Alton Railroad Company are located in the Monadnock building on the southwest corner of Dearborn and Jackson streets.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do exclusively with the passenger department of the Chicago & Alton railroad, it is suggested that with reference to the engagement of special trains, special cars, the accommodation of large parties, the mapping out of special routes, etc., he communicate with, or call upon, Mr. James Charlton, general passenger and ticket agent, Monadnock building, S. W. Cor. Dearborn and Jackson streets, Chicago.

**POINTS REACHED.**—In general the visitor will take the Chicago & Alton railroad for St. Louis and Kansas City, all intermediate points and points beyond, south, southwest and west. Take this line for Joliet, Dwight, Pontiac, Chenoa, Normal, Bloomington, Springfield, Mason City, Petersburg, Ashland, Jacksonville, Roodhouse, Pleasant Hill and points tributary in Illinois; for Louisiana, Bowling Green, Mexico, Fulton, Jefferson City, Centralia, Glasgow, Slater, Marshall Blackburn, Bates City, Glendale, Independence, Kansas City and points tributary in Missouri. Take this line for Carrollton, Jerseyville, Alton, Edwardsville, East St. Louis and all other points between Chicago and St. Louis, and for St. Louis and all points in the South and Southwest. Connections are made with every railroad and railway system operating in the South, Southwest and West, by the trains of this company, either at points along the lines or at the great Union depots of St. Louis or Kansas City. Three daily trains from Chicago to Kansas City, and four daily trains from Chicago to St. Louis. The Chicago & Alton affords a magnificent route from Chicago to Memphis, Mobile, New Orleans and all points south, via St. Louis. It is a direct line to and from Missouri, Arkansas, Texas, Kansas, Colorado, New Mexico, Mexico, Arizona, Nebraska, California, Oregon, etc. It is a favorite route to and from Kansas lands and Colorado, New Mexico and California health and pleasure resorts and the mining districts of the great West. Excursion tickets are sold via the Chicago & Alton at greatly reduced rates to Austin, Texas; Cedar Keys, Fla.; Charleston, S. C.; El Paso, Texas; Eureka Springs, Ark.; Ferdinandina, Fla.; Gainesville, Texas; Galveston, Texas; Hot Springs, Ark.; Houston, Texas; Jacksonville, Fla.; Las Vegas Hot Springs, N. M.; Mexico City, Mex.; Mobile, Ala.; New Orleans, La.; Pensacola, Fla.; San Antonio, Texas; Savannah, Ga.; Tampa, Fla.; Thomasville, Ga.; Waldo, Fla.; Los Angeles, San Francisco and all California and Oregon points; to Ogden, Salt Lake City and all the famous winter resorts in the West and South.

**TICKET OFFICES.**—The city ticket office of the Chicago & Alton railroad is located at 195 S. Clark st.; Robert Sumerville, city passenger and ticket agent. Tickets to all points on and reached via the Chicago & Alton may also be purchased from the ticket office located in the Grand Union passenger station on Canal st., between Madison and Adams sta.

*Chicago and Calumet Terminal Railway Company.*—This company was organized and constructed for the transfer of freight cars between the different railway lines, industries and elevators of Chicago and vicinity. It is at present in operation from South Chicago to a junction with the Atchison, Topeka & Santa Fe Railroad, a distance of about thirty-five miles, running through the manufacturing districts of the Calumet region, and has located along its lines some of the largest manufacturing industries in that section. It has direct connections with and crosses the following roads: The Baltimore & Ohio Railroad; Lake Shore & Michigan Southern Railway; Pittsburg, Ft. Wayne & Chicago Railway; Michigan Central Railroad; Louisville, New Albany & Chicago Railway; Chicago & Erie Railroad; New York, Chicago & St. Louis Railroad; Chicago & Eastern Illinois Railroad; Pittsburg, Cincinnati, Chicago & St. Louis Railroad; Illinois Central Railroad; Chicago, Rock Island & Pacific Railroad; Chicago & Grand Trunk Railway; Wabash Railroad; Chicago & Alton Railroad; Atchison, Topeka & Santa Fe Railroad and the Belt Railway of Chicago. Its principal stations are at South Chicago, Whiting (at which point the Standard Oil Company are located, with their extensive refineries, etc.); East Chicago, Ind.; Hammond, Ind.; Hegewisch, Ill.; Dalton, Ill.; Riverdale, Ill.; Blue Island, Ill.; Wireton Park, Ill.; Alsip, Ill.; Johnstone, Stiekney (also known as the Chicago Union Transfer Company's yards), Chappell and McCook. This road is doing much to develop the section of country through which it runs, and a large number of important manufacturing firms are negotiating for locations along its line. This system is now connected with the Chicago & Northern Pacific Railroad, which makes it a complete belt line, encircling the city, connecting with every railroad north, east, west and south. Its general offices are located in the Grand Central passenger station, corner of Harrison st. and Fifth ave., and its different officers are as follows: D. S.



Wegg, president; S. R. Ainslie, general manager; E. Shearson, auditor; Henry S. Hawley, general agent; J. W. Kendrick, chief engineer; E. R. Knowlton, superintendent.

*Chicago & Eastern Illinois Railroad.*—The Chicago and Eastern Illinois railroad, the northern link of the well-known "Evansville route," is the only double-track line from Chicago to the south. As its name indicates, it skirts the eastern frontier of Illinois as far as Danville, a few miles south of where it enters Indiana and follows the western line of that state to Terre Haute and Evansville. The region it traverses has rich agricultural districts, interspersed with thriving manufacturing centers and prosperous villages. The course of the road is almost due south, and as close to a perfect air line as the physical configuration of the country will permit.

**POINTS REACHED.**—The Chicago & Eastern Illinois railroad reaches the southern country by the most direct line, its trains running without change to Nashville, Tenn., where direct connections are made with the fast trains of the Louisville & Nashville railroad, and of the Nashville, Chattanooga & St. Louis railway. Nashville is thus put in communication with Chicago by a fifteen hours trip, this time being four hours quicker than that made by any other line. From Nashville, the Louisville & Nashville railroad takes the traveler direct to New Orleans or the Gulf Coast resorts, and both the Louisville & Nashville, and Nashville, Chattanooga & St. Louis railroads, have through cars to Jacksonville and Tampa, Fla. Florida bound travelers journeying via the Chicago & Eastern Illinois railroad reach their destination six hours quicker than by the lines of any of its competitors.

**TRAIN SERVICE.**—The Chicago & Eastern Illinois railroads fast train, the "Chicago & Nashville Limited," is vested from end to end, lighted by gas and heated by steam, and is composed of Pullman sleepers, Pullman day coaches and elegant dining cars, on which an excellent cuisine is dispensed at moderate charges. It leaves Chicago every day in the year at 4 P. M., reaching Nashville the next morning at 7:10; the "Evansville Night Express" leaves daily at 10:20 P. M. and carries through sleepers to point named. The "Evansville Day Mail" leaves daily, except Sunday, at 8 A. M., carrying passengers to all local points between Chicago and Evansville. Several additional fast trains will be added during the World's Fair.

**SUBURBAN SERVICE.**—The suburban service of the Chicago & Eastern Illinois R. R. is one of the most extensive in the city, over fifty of its trains running daily between Dearborn station and the pretty towns along its lines. Some of the finest suburban residence districts are located on the Chicago & Eastern Illinois R. R., among which are Englewood, Normal Park, Auburn Park and Roseland.

**DEPOT AND TICKET OFFICES.**—All trains of the Chicago & Eastern Illinois R. R. arrive at and depart from Dearborn station, Cor. Dearborn and Polk sts.

**TICKET OFFICES.**—Located at 204 Clark st. and in the Auditorium hotel. Tickets and sleeping car space can be purchased to any point in the South, and information of interest to travelers will be cheerfully furnished at both these offices.

**GENERAL OFFICES.**—The general offices of the Chicago & Eastern Illinois R. R. are in the First National Bank building, Cor. Dearborn and Monroe sts.

**PASSENGER DEPARTMENT.**—The passenger department occupies rooms 414, 415 and 416 of the First National Bank building. All communications concerning special cars, special trains, or the accommodation of large parties, should be addressed to Mr. Charles L. Stone, general passenger and ticket agent. Time tables, maps, illustrated guide books, etc., will be furnished upon demand.

*Chicago & Grand Trunk Railway.*—This is the connecting line between the Grand Trunk Railway system of Canada, and the systems of railway in the United States centering in Chicago. It is one of the most efficiently conducted lines on the continent, and, as forming a link between the Domi-

nion and the United States systems, one of the most important. An idea of the immense amount of business transacted by the Chicago and Grand Trunk railway may be formed from the fact that during the year 1889 its gross receipts were \$3,633,324.16; its working expenses, \$2,722,735.97, and its net revenue, \$910,588.19.

**CENTRAL DEPOT.**—Trains of the Chicago & Grand Trunk railway arrive and depart from the magnificent passenger depot, known as the Dearborn Station, foot of Dearborn st., Cor. Polk st. and Third ave.

**EQUIPMENT, ETC.**—The equipment of the Chicago & Grand Trunk railway is first-class in every respect. Magnificent trains are run at frequent intervals to all points in Michigan and Canada. Luxurious passenger and sleeping cars, elegant day coaches, dining room and buffet cars accompany all its through express trains. The tracks are steel and both the road-bed and rolling stock are maintained at the highest standard.

**GENERAL OFFICES.**—The general offices of the company are located at Detroit, Mich., and at Chicago. The latter is located at 300 to 312 Rialto building, Van Buren st., rear of the Board of Trade building, and opposite the Van Buren st. depot. The principal representatives of the company in Chicago are: Mr. Geo. B. Reeves the traffic manager; David Brown, General Freight Agent, and Mr. W. E. Davis, the general passenger and ticket agent.

**FREIGHT DEPARTMENT.**—Freight traffic of all kinds, including live stock and perishable property, is handled by the Chicago & Grand Trunk railway, between Chicago and points in Michigan, Indiana, Ohio, Pennsylvania, New York, New Jersey, the New England states and Canada; also European and other foreign traffic via the ports of New York, Philadelphia, Boston, Portland and Montreal. The following fast freight lines are operated over the C. & G. T. Ry., viz: Commercial Express Line (Erie route), Great Eastern Line (Lackawanna route), National Despatch Line (New England Line), and West Shore Line (Hoosac Tunnel route), and offer unsurpassed facilities for careful and prompt transportation without transfer en route. Information as to rates, bills of lading, etc., will be furnished at the city freight office, 25 Pacific ave. (Rialto bldg.), or offices of above fast freight lines Nos. 23, 25, 29 and 31 Pacific ave. (Rialto bldg.)

**FREIGHT STATION.**—The freight house and local freight office of the Chicago & Grand Trunk railway is located at Twelfth st. and Plymouth pl.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, accommodations for large parties, or the mapping out of special tours, he communicate with Mr. W. E. Davis, general passenger and ticket agent, Rialto bldg., Chicago.

**POINTS REACHED.**—In general the visitor will take the Chicago & Grand Trunk railway for all points in central and northeastern Michigan, for all points in the Dominion of Canada covered by the Grand Trunk railway, and for all points in the eastern part of the United States. Take this line for Valparaiso, South Bend, Battle Creek, Lansing, Durand, Flint, Detroit, Sarnia, London, Hamilton, Niagara Falls, Buffalo, Toronto, Montreal, Portland, New York and Boston. [See "Grand Trunk Railway of Canada."]

**PRINCIPAL OFFICERS.**—The principal officers of the Chicago & Grand Trunk railway are: L. J. Seargeant, president, Montreal, Que.; W. J. Spicer, general manager, Detroit, Mich.; G. B. Reeve, traffic manager, Chicago; W. E. Davis, general passenger and ticket agent, Chicago; David Brown, general freight agent, Chicago.

**TICKET OFFICE.**—The central ticket office of the Chicago & Grand Trunk railway is located at 103 S. Clark st.

**ST. CLAIR TUNNEL.**—This great international undertaking connects Canada and the United States at Port Huron, Mich., and was completed by the Grand Trunk at a cost of \$2,700,000, it adds materially to the facility of communication between the older and more important provinces of Canada and the western, southern and southwestern states. The tunnel proper is a

continuous iron tube, nineteen feet and ten inches in diameter, and 6,025 feet in length, or a trifle over one mile. The approaches, in addition to the tunnel proper, are 5,603 feet in length, making all told a little over two miles. By reason of the method of construction employed, and the material (iron) used therein, the tunnel is absolutely water-tight. Trains of Grand Trunk railway are hauled through this tunnel by coke-burning engines, especially constructed for the purpose and said to be the largest engines in the world. The entire weight of the engine and tender rests upon ten drive wheels. The weight of one of these monster engines in actual service is found to be approximately one hundred tons.

*Chicago & Northern Pacific Railroad.*—The object for which the Chicago & Northern Pacific was incorporated was to operate a belt road around Chicago for suburban traffic and to furnish an entry to the city and terminal facilities here, both passenger and freight, for such roads as might require them. [See Wisconsin Central Lines for lease of Chicago & Northern Pacific Terminal to Northern Pacific Company.] In addition to the Wisconsin Central it now furnishes such facilities to the Chicago, St. Paul & Kansas City and Baltimore & Ohio railroads, which have equal right in the Grand Central passenger station with the Wisconsin Central. Quite a number of roads are customers of this company for transfer purposes. The Chicago Central railway connects the lines of the Chicago & Northern Pacific and the Chicago & Calumet Terminal, and the company will then have a complete belt line around the city, crossing the tracks of every road entering it. In connection with the Baltimore & Ohio railroad the Chicago & Northern Pacific railroad have arranged to run suburban trains from points west of Ogden ave., to the World's Fair grounds, during the World's Fair. Neither the Wisconsin Central; Chicago, St. Paul & Kansas City nor the Baltimore & Ohio now does a suburban business, as far as the tracks of the Chicago & Northern Pacific extend. That part of the traffic the Chicago & Northern Pacific reserves for itself, and it is one of the conditions required of all lines leasing its tracks for passenger purposes that they leave this business for it. It runs thirty-six trains daily between Chicago and Conway Park, and uses practically two lines for this suburban business. One of these is the old dummy road from W. Fortieth st. to Altenheim and Waldheim cemeteries. This road has been thoroughly overhauled and a double track laid the entire distance. A good deal of confusion exists in the public mind regarding the Grand Central depot and the terminal facilities connected with it. Most people regard it as the property of the Wisconsin Central road or of the Northern Pacific, which has acquired title to the possession of that corporation. This is a mistake. All the terminals in this city and the line of road over which the Wisconsin Central trains run into the city from Altenheim really belong to a company separate and distinct from both the Wisconsin Central and the Northern Pacific, of the very existence of which many people are in ignorance. This is, no doubt, in large measure, owing to similarity of name of this company and that of the Northern Pacific. Its corporate title is the Chicago & Northern Pacific, and it was this company and not the Northern Pacific proper which recently purchased the Chicago and Calumet terminal road. Reference to the "Wisconsin Central lines" and "Northern Pacific railroad" will show the connection of these several corporations.

*OFFICERS OF THE COMPANY.*—The officers of the Chicago & Northern Pacific Railroad Company are all located in Chicago and are as follows: D. S. Wegg, president; H. S. Boutell, secretary and general solicitor; S. R. Ainslie, general manager; E. Shea, auditor; Henry S. Hawley, general agent; E. R. Knowlton, superintendent; J. W. Kendrick, chief engineer. The general offices are located in the Grand Central depot, Harrison st. and Fifth ave.

*Chicago & North-Western Railway.*—The Chicago & North-Western railway system, popularly known and advertised as The North-Western Line, embraces 7,951 miles of first-class railway traversing the great and prosperous states of Illinois, Wisconsin, northern Michigan, Iowa, Minnesota, North Dakota, South Dakota, Nebraska and Wyoming. In the year 1891

nearly 1,200 locomotives and 37,200 cars were necessary to handle the enormous traffic originating at the 2,000 stations on this great line. It takes front rank as one of the leading thoroughfares from Chicago to Council Bluffs, Omaha and Sioux City; Chicago to St. Paul and Minneapolis; Chicago to Milwaukee and Marquette; Chicago to Ashland and Duluth; Chicago to Des Moines and Sioux Falls; Chicago to Huron and Pierre; Chicago to principal cities in Nebraska, eastern Wyoming and the Black Hills. It reaches Madison, the capital of Wisconsin; St. Paul, the capital of Minnesota; Des Moines, the capital of Iowa; Lincoln, the capital of Nebraska; Pierre, the capital of South Dakota. It runs solid vestibuled trains of elegant coaches, free reclining-chair cars and palace sleeping and dining cars between Chicago and Denver and Chicago and Portland, Oreg., without change, with through sleeping cars to San Francisco, in addition to running trains from Chicago to nearly every leading city in the states above named. More than 1,000 conductors are employed to look after the comfort of the millions of passengers that travel yearly by the Northwestern Line. Its lines traverse an empire of inexhaustible resources, and the territory produces yearly millions of tons of corn, wheat, oats, lumber, iron ore, pig iron, gold, silver, lead, copper, cattle, horses, pigs, poultry, fish, broom corn, flax, beer, packed pork and beef, fresh meats, besides innumerable other products in like abundance. The surface of the territory it traverses presents nearly every feature known to the descriptive writer: prairie, mountain, farmland, woodland, mining-camps, etc., and it can show beautiful rivers and lakes and other charms of rural scenery not surpassed in any country in the world. It was the pioneer railroad westward from Chicago, and its history furnishes the most striking illustration of rapid growth and development. From the Galena & Chicago Union railway, consisting of forty-two miles, over which trains were first run in 1850, has grown what is now known as the Chicago & Northwestern railway system, one of the most prosperous in the world. It runs Pullman and Wagner vestibuled sleepers on all its through trains. It runs its own unequaled dining cars on all principal trains. Its road-bed is a standard of excellence, its bridges are of steel unsurpassed by those of any railroad in the world. Its trains connect with all of the roads east of Chicago and beyond its own terminals. Ticket agents everywhere sell tickets via the Chicago & Northwestern railway, and its own agencies can generally be found in the most important cities from the Atlantic to the Pacific coast. More than 165 trains arrive and depart from its great central passenger station in Chicago daily, its enormous passenger traffic requiring a separate passenger station, which is conveniently located at the corner of Wells and Kinzie sts.

**GENERAL OFFICES.**—The general offices of the Chicago & Northwestern Railway Company occupy a complete building, and are located at 22 Fifth ave., on the northeast corner of Fifth ave. and Lake st., about three blocks south of the Central passenger station.

**PASSENGER STATION.**—The Central passenger station of the Chicago & Northwestern railway in Chicago, is located at the corner of Wells and Kinzie sts. It is a new and magnificent structure, where every accommodation is provided for the traveling public.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department of this system more particularly, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the making of special plans for tourists he call upon or communicate with Mr. W. A. Thrall, general passenger and ticket agent; or Mr. W. B. Kniskern, assistant general passenger and ticket agent, general offices, 22 Fifth ave., Chicago.

**POINTS ON THE SYSTEM.**—In general, the visitor will take the Chicago & Northwestern Railway for all points in northern and western Illinois, Iowa, Nebraska, northern Michigan, Wisconsin, Minnesota, North Dakota, South Dakota, Montana, Idaho, Wyoming, Colorado, Utah, Nevada, Oregon, Washington and California. Frequent trains depart for Milwaukee (85 miles), the beautiful metropolis of Wisconsin; for Waukesha (102 miles), the great



northern health and summer resort; for St. Paul (409 miles) and Minneapolis (420 miles), the twin wonders of Minnesota; for Council Bluffs (488 miles); for Omaha (493 miles), the most remarkable cities of the Missouri Valley; for Denver (1,062 miles), the great central depot of the Colorado mining country, and one of the best built cities on the globe. Take the Chicago & Northwestern railway for Sioux City, Sioux Falls, Pierre, Deadwood, in the Black Hills mining country, and all points in the great wheat belt of the Dakotas; also for Cheyenne and Salt Lake City; also for Portland, Tacoma, Seattle and all points on Puget Sound. Take this line for Sacramento, San Francisco, Los Angeles, San Diego and all points in the great fruit-growing and wine-producing districts of California. In whatever direction you may travel over the Chicago & North-Western railway, you will be carried through the most beautiful country in the United States, through towns and prosperous cities, and the fast train and excellent through car service afforded by the company are such that the usual fatigues of traveling, as well as the annoyances and dangers, are reduced to a minimum. The points of interest near Chicago, reached by this line, are referred to under the head of "Outlying Chicago."

**PRINCIPAL OFFICERS.**—The principal officers of the Chicago & North-Western Railway Company are: Marvin Hughitt, president; M. L. Sykes, vice-president, treasurer and secretary; M. M. Kirkman, second vice-president; William H. Newman, third vice-president; S. O. Howe, assistant secretary; W. H. Stennett, auditor of expenditures; John W. Whitman, general manager; Sherburne Sanborn, general superintendent; John E. Blunt, chief engineer; William C. Goudy, general counsel; C. S. Darrow, attorney; H. R. McCulloch, general freight agent; William A. Thrall, general passenger and ticket agent; Charles Hayward, purchasing agent; Charles E. Simmons, land commissioner; Frank P. Crandon, tax commissioner; William Smith, superintendent motive power and machinery.

**SUMMER RESORTS.**—Some of the most charming summer resorts on the continent are situated on the lines of the Chicago & North-Western railway. Nearly all are easily accessible to visitors. The company runs trains for the special accommodation of those who wish to visit these places. Among the great health and pleasure resorts are: Waukesha, Beloit, Janesville, Madison, Fox Lake, Lake Geneva, William's Bay, Fond du Lac, Green Lake, Oshkosh, Neenah, St. Paul, Minneapolis, Lake Minnetonka, Duluth, and Dakota Hot Springs. In the vicinity of these places are to be found all that the huntsmen or fishermen could desire in the way of sport, and frequent trains with fast schedules and elegant equipment make the accommodations all that can be wished for. Yellowstone Park and Colorado and California tourist resorts, as well as all others of the great West and Northwest, are also most expeditiously and comfortably reached by the North-Western line.

**TICKET OFFICE.**—The central ticket office of the Chicago & North-Western railway is located at 206 and 208 Clark st., near the general post-office.

*Cleveland, Cincinnati, Chicago & St. Louis Railway.*—This line is familiarly and popularly known as the "Big Four Route," a name which it derives from the fact that it has for its quartette of terminals four of the largest cities in the West—Chicago, St. Louis, Cincinnati and Cleveland. It forms a part of the great Vanderbilt system of railways. The line from Cleveland to Cincinnati and St. Louis was for many years known as "The Bee Line," and the line from Chicago to Cincinnati was known as the "Big Four." The Cleveland, Columbus, Cincinnati & Indianapolis Railway Company, which may be called the parent line, was one of the earliest railroads projected or built in Ohio, being incorporated March 14, 1846.

**STATIONS.**—The Central station of the Big Four system is located at the foot of Lake and Randolph sts. The other important stations in Chicago are at Van Buren st. opposite the Auditorium, Twenty-second st., Thirty-ninth st. and at the World's Fair grounds. [See "Illinois Central Railroad Depot."]

**GENERAL PASSENGER AGENT.**—As the visitor will probably have to do with the passenger department of this line exclusively, it is suggested that

regarding all matters connected with accommodation of an extraordinary character, such as the engagement of special cars, special trains, the making provision for large parties, the mapping out of special tours, etc., he communicate with, or call upon, Mr. D. B. Martin, general passenger and ticket agent of the company, Cincinnati, O.

**TICKET OFFICE.**—The central ticket office of the Big Four system is located in Grand Pacific hotel bldg.

*Erie Lines.*—The main stem of the Erie railway system is one of the most important lines of communication between the Atlantic seaboard and the great lakes. The system embraces the New York, Lake Erie & Western railroad, 1,029.10 miles; the New York, Pennsylvania & Ohio railroad, 576.82 miles; the Chicago & Erie railroad, 269.80 miles; the Buffalo & Southwestern railroad, 66.36 miles; the Tioga railroad, 61.73 miles; and the New York, Lake Erie & Western coal and railroad, 51.54 miles; total 2,056.35 miles.

**CHICAGO CONNECTION.**—The Chicago connection of the Erie Lines, is the Chicago & Erie railroad (late Chicago & Atlantic). All passenger trains are run through without change from Chicago to the principal points covered by the Erie system.

**DEPOT.**—All trains of the Erie Lines (Chicago & Erie railroad) arrive at and depart from the magnificent passenger depot known as Dearborn Station, foot of Dearborn st., Cor. of Polk st. and Third ave. Take State st. cable cars.

**EQUIPMENT, ETC.**—The Erie Lines are equipped completely in the most modern fashion. Their trains are among the finest leaving New York or Chicago.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department of this railroad exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special routes or tours, he will call upon or communicate with Mr. D. I. Roberts, general passenger agent, New York City, or with Mr. F. W. Buskirk, assistant general passenger agent, Phenix bldg., Chicago.

**POINTS REACHED.**—In general, the visitor will take the Erie Lines for all points in the East.

**TICKET OFFICE.**—The ticket office of the Erie Lines (Chicago & Erie railroad) is located at 242 South Clark st., Grand Pacific Hotel bldg., in the business center.

*Grand Trunk Railway.*—This is one of the greatest railroad systems on the continent. Its lines are chiefly in the Dominion of Canada, but through its affiliations and connections with lines operating in the United States, the visitor taking the Grand Trunk, either coming west or going east, may reach any point in the northern tier of States, and every point of interest or importance in Canada. The immediate affiliations of the Grand Trunk in the United States are: The Chicago & Grand Trunk, and the Detroit, Grand Haven & Milwaukee; Michigan Air Line; Cincinnati, Saginaw & Mackinaw; Toledo, Saginaw & Muskegon. These lines are under the control of the Grand Trunk but operated independently.

**CHICAGO CONNECTION.**—The Chicago connection of the Grand Trunk is the Chicago & Grand Trunk Railway. [See "Chicago & Grand Trunk Railway."] The depot of the latter company is known as Dearborn Station, and is located at the foot of Dearborn st., Cor. Polk st. and Third ave.

**POINTS REACHED.**—Travelers to or from Chicago will take the Grand Trunk railway for all points of interest or importance in the Dominion of Canada, east of Lake Huron and the Detroit river. European visitors will find it a delightful trip to come to Chicago by way of Quebec, Montreal, Toronto, Niagara Falls, etc. Tickets may be purchased at any of the eastern cities for transportation in this direction. The Grand Trunk enters Chicago via the Chicago & Grand Trunk Railway. All principal points in Michigan may be reached by this line, and at Chicago connection may be

made with roads for all parts of the West, Northwest, South and Southwest. Going east take the Grand Trunk via the Chicago & Grand Trunk, for Niagara Falls, the Thousand Islands and all points of interest on the St. Lawrence, as well as in the northeastern portion of the United States, Nova Scotia, etc. Information concerning routes, etc., may be had on applying at the ticket office of the Chicago & Grand Trunk railway, 103 Clark st., Chicago, where, also, printed matter, maps, time tables, etc., may be had free on application. [See "Chicago & Grand Trunk Railway."]

*Illinois Central Railroad.*—The great and only rail artery connecting Lake Michigan with the Gulf of Mexico, one of the principal and one of the best managed railroads in the United States. The main surface steam rail route to Jackson Park (site of the World's Columbian Exposition). This road enjoys the distinction of carrying more suburban passengers than any other in the country. The history of the Illinois Central is identical with that of the State of Illinois, to the prosperity of whose people it has contributed in a very large measure. The charter under which the corporation was organized exempts the company's property from taxation in this state, but requires a payment to the state, in lieu thereof, of 7 per cent of the gross receipts of the original railroad, 705.53 miles in length, or the lines from Chicago to Cairo (364.90 miles), and from Centralia, Illinois, to Dubuque, Iowa (340.63 miles). The vast amount of money which the Illinois Central Railroad Company has turned into the state treasury very materially assisted the latter in liquidating the indebtedness contracted during the War of the Rebellion, and in meeting the regular annual expenditures of the commonwealth for educational, charitable and other purposes. The Governor of the State of Illinois is, *ex officio*, one of its directors.

**ILLINOIS CENTRAL PASSENGER STATION.**—Location, Lake Front, south of Lake Park. The station stands on Park Row near the foot of Twelfth st. The building is strictly fire-proof. The exterior design is massive yet Romanesque, the main archway being 36 feet in width. The first stories of the building are devoted entirely to public service in connection with railroad traffic. Special provision is made for the accommodation of suburban traffic, and ingress and egress can be had from the platforms and special waiting rooms without the necessity of entering the main station building. Carriages drive from Park Row into a large covered court devoted to this purpose. The passenger entrances are exceedingly generous, the short flight of steps being 20 feet in width. The principal ticket office is located on the street level. Provision is made for passengers to check their baggage and by means of subways reach the train platforms without the necessity of going upstairs into the waiting rooms which are located in the portion of the building over and above the tracks and offering an addition to the office building a structure of about 150 feet square devoted entirely to public service. Private waiting rooms for ladies and smoking room for gentlemen, large and generous restaurant accommodations, and in fact all conveniences that could in any way add to the comfort of the general public, have been provided. The rotunda or general waiting room is 100 feet in width by 150 feet in length with a large circular domed roof. It is the largest railroad waiting room in this city. Wide stairways are provided from this room connecting with all passenger platforms, and to avoid the necessity of incoming passengers having to pass through this waiting room, provision is made by well lighted and generous subways carried under the tracks, so that access can be had to both Twelfth st. and Park Row and also the covered carriage court. The first three stories on the Park Row front are constructed of dark speckled granite while the stories above are finished with buff speckled brick. The roofs are covered with glazed Spanish tile. The tower forms one of the most prominent features of the building not only as concerns its utility and adaptation as a clock tower, but also from the fact that the interior is arranged for fire-proof storage vaults for which purpose it is especially fitted. A train shed 600 feet in length by about 136 feet in width is connected just south of the station, A novel feature of the station building is a loggia or waiting room for the convenience of persons having

business with the railroad officials. A clerk in this room attends to the inquiries of strangers by means of pneumatic tubes connected with all the offices above, so that without the usual delays the transaction of ordinary business can be greatly facilitated. The cost of the building was about \$1,000,000. Other stations are provided at intervals of about four blocks along the line within the city limits.

**ENTRANCE TO CHICAGO.**—The entrance of the Illinois Central railroad into Chicago is the finest, perhaps, in the world. The road winds around the horseshoe curve of the southern shore of Lake Michigan, affording a magnificent view of the great lake. There are six tracks, two for incoming and outgoing suburban trains, two for incoming and outgoing through passenger trains, and two for incoming and outgoing freight (or goods) trains. The terminal facilities of the road are such as to make it almost impossible that blockades or accidents should result, even when all of the six tracks and numerous sidings are occupied by moving trains.

**EQUIPMENT.**—The Illinois Central railroad, including all its branches and leased lines, is equipped in the most modern manner. Its passenger cars are all first-class, and some of the finest coaches in the country are run on its main lines. Parlor and sleeping cars accompany all its express trains. Many of these are furnished luxuriously, and every effort is made to insure at once the safety and comfort of patrons.

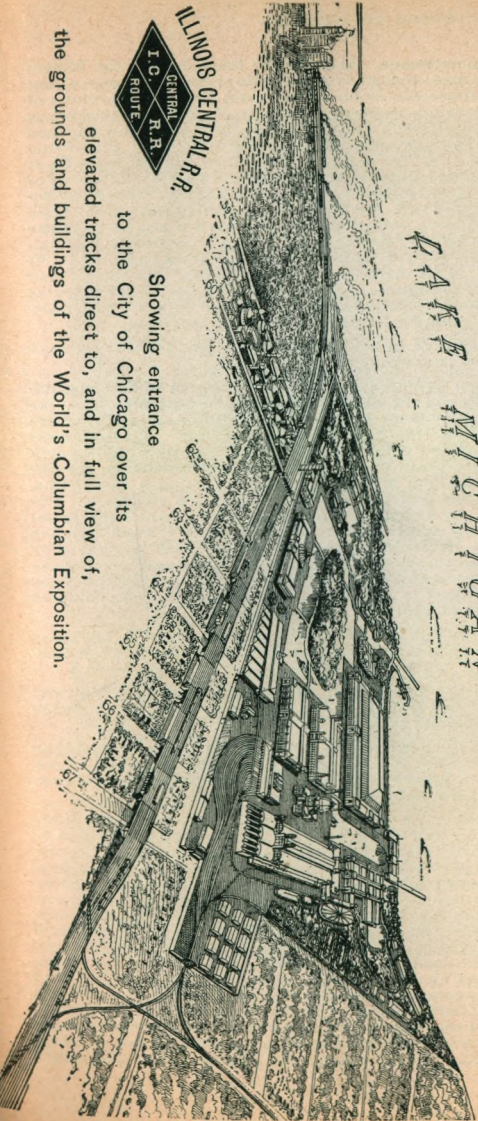
**GENERAL PASSENGER AGENT.**—As the visitor will probably have to do with the passenger department of this line exclusively, it is suggested that regarding all matters connected with accommodation of an extraordinary character, such as the engagement of special cars, special trains, the making provision for large parties, the mapping out of special tours, etc., he communicate with or call upon Mr. A. H. Hanson, general passenger agent, at the general offices of the company.

**POINTS REACHED.**—The visitor will take the Illinois Central railroad for St. Louis, Mo., 283 miles to the southwest of Chicago, and intermediate points. On this line a number of thriving and handsome villages are passed. Among them Kankakee (56 miles), where the State Asylum for the insane is located; Champaign (128 miles), one of the most prosperous of the central Illinois towns; Mattoon (172 miles), a pretty village; Effingham (198 miles), where the train leaves the main line; and Vandalia (232 miles), one of the oldest and most interesting towns in the state. At St. Louis the train crosses the great steel bridge, 1,600 feet in length, over the Mississippi river. The day train leaves Chicago at 8:35 A. M., arrives in St. Louis at 7:30 P. M., thus affording the visitor an opportunity of seeing the great Prairie State, with the numerous towns and villages between Chicago and St. Louis, by daylight. The visitor, if so inclined, may take the night train, the "Diamond Special," a most superbly equipped vestibuled train, with the finest of Pullman's compartment sleepers, leaving Chicago daily at 9 P. M., arriving at St. Louis at 7:20 A. M. The day trains as well as the night trains are luxuriously fitted up for the comfort of passengers. Besides these trains there are others which make stops at smaller or less important points. The visitor will also take the Illinois Central railroad for all points in the Southwest. A train leaving here at 2 P. M. will land the passenger at Memphis, Tenn., at 7:55 next morning, thus making the trip from the great "Corn Belt" of the North to the northern extremity of the great "Cotton Belt" of the South in seventeen hours and fifty-five minutes. At Memphis direct connection is made with the Yazoo & Mississippi Valley R. R., for Vicksburg, Natches, Baton Rouge and New Orleans. The train leaving Chicago at 8 P. M. arrives in New Orleans at 8:30 A. M. on the second day, the distance being 915 miles. The Chicago and New Orleans limited, leaving Chicago at 2 P. M., arrives in New Orleans at 7:25 P. M. the next day, only twenty-nine hours and twenty-five minutes en route. A fast mail and express train leaves Chicago at 2:15 A. M., which arrives in New Orleans at 8:30 the next morning. The trip from Chicago to New Orleans is full of interest to the traveler, who is carried by numerous interesting towns and cities, and through scenery which is as diversified as the climate





# LAKESHORE MICHIGAN



ILLINOIS CENTRAL R.R.



Showing entrance  
to the City of Chicago over its  
elevated tracks direct to, and in full view of,  
the grounds and buildings of the World's Columbian Exposition.

becomes between the two extremes. At Cairo the train crosses the Illinois Central magnificent new steel bridge over the Ohio river, which cost about \$3,000,000. The railway traverses some of the most beautiful sections of the South; passing through the states of Kentucky, Tennessee, Mississippi and Louisiana, and touching such points as Memphis, Grenada, Jackson (the capital of Mississippi), Brookhaven and the numerous plantation towns of the latter state. At New Orleans the visitor will find passenger steamers leaving at frequent intervals for the Ead's Jetties at the mouth of the Mississippi, for points in southern Florida, for Havana, Cuba, Galveston, Vera Cruz and all points on the Gulf and South American Atlantic coast. At New Orleans, also, connections are made with trains, over the Southern Pacific railway, which pass through Texas, New Mexico and California. Take the Illinois Central railroad also for Dubuque, Iowa (183 miles), and for Fort Dodge (375 miles), Sioux City, Iowa (510 miles), and Sioux Falls (547 miles). The Illinois Central railroad and its branches at their various terminals and in Chicago make connection with trains departing for all points in the United States, Canada and Mexico.

**TICKET OFFICE.**—The central ticket office of the Illinois Central railroad is located at 194 S. Clark st., near the general post office.

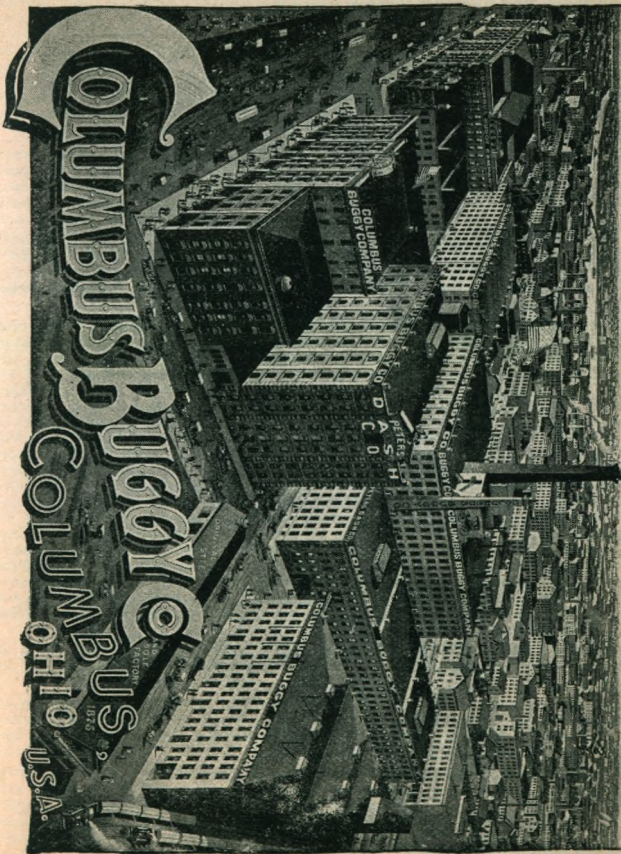
*Lake Shore & Michigan Southern Railway.*—The history of this magnificent trunk line is practically the history of railroad construction in the United States. Its inception dates back to 1833, the commencement of the railroad building period in this country, and every rail that has been added in the extension of the original road since that time has its own story to tell of the westward and onward progress of civilization, the settlement of the waste places, the birth and growth of villages and towns, the peopling of great cities and the prosperity of half a continent. The Lake Shore & Michigan Southern railway may well be called the great east and west artery of the nation, as it has done more toward infusing the blood of life into the immense stretch of territory that is washed by the great inland seas than any other force employed by man during the past century. The Lake Shore & Michigan Southern Railway Company, as it exists to-day, was organized in 1869. The road is part of and one of the most important links in the famous "Vanderbilt system."

**TICKET OFFICES.**—The city ticket office of the Lake Shore & Michigan Southern Railway Company in Chicago is located at 66 Clark st. in the business center.

**DEPOT.**—All trains of the Lake Shore & Michigan Southern Railway Company arrive at and depart from the Van Buren st. depot, Van Buren and Sherman sts., in the vicinity of the Board of Trade.

**GENERAL OFFICES.**—The general offices of the Lake Shore & Michigan Southern Railway Company are located as follows: Grand Central Depot, New York City; Cor. St. Clair and Seneca sts., Cleveland, Ohio; Van Buren st. station, Van Buren and Sherman sts., Chicago.

**TRAIN SERVICE.**—Via the Lake Shore & Michigan Southern railway there are six through trains from Chicago to the east, with through sleepers to New York and Boston. Afternoon trains from Chicago reach New York, Boston and New England points the following afternoon; the evening trains the second morning. One of the special features of the service provided by this line is the "Chicago and New York Limited" which makes the run between these two points in twenty-five hours. The train is equipped with Wagner perfected vestibules, enabling the passengers to pass to and from the different cars without exposure or danger. Among the novel features of the train should be mentioned the buffet, library and smoking car, handsomely furnished with easy chairs, couches, etc., a well stocked library of standard works, also the current literature of the day. In this car will also be found a bath room and barber shop. The latest addition is the private compartment car, the first real innovation in sleeping car service in many years, providing apartments single or en-suite, supplied with hot and cold running water, closets, etc. No other line runs similar cars. The entire



[Engraved for The Standard Guide Company.]  
COLUMBUS BUGGY CO.'S WORKS, COLUMBUS, O.

[See Page 504.]



train is lighted by gas and in the winter heated by steam. All meals are served in the dining car, which is attached at convenient hours.

*Louisville, New Albany & Chicago Railway.*—Better known as the "Monon Route," is the short line between Chicago and Indianapolis, the popular route Chicago to Cincinnati or Louisville and all points South. The train known as the "Velvet" consists of Pullman perfected safety vestibuled parlor, dining, smoking and day coaches. It is the dining car line between Chicago and the Ohio river. The "Electric" the night train, Chicago to Cincinnati, is equipped with Pullman's safety vestibuled sleepers and a compartment car, the latter innovation supplying a most attractive feature for parties and families desiring to travel together.

**EQUIPMENT.**—The equipment of all its trains are supplied with every modern design and appliance, its roadbed and bridges have been thoroughly reconstructed, placing it in the van and insuring speed, comfort and safety to its patrons. The principal officers are: Gen. Samuel Thomas, president, New York; Wm. H. McDoel, general manager; Joseph H. Craig, auditor and purchasing agent; R. M. Arnold, general freight agent; James Barker, general passenger agent; F. J. Reed, city passenger agent, 232 Clark st., Chicago, Ill. General offices, Monon block, Chicago.

**DEPOT.**—All trains leave Union depot, Dearborn station, Polk and Dearborn sts., Chicago.

*Michigan Central Railroad.*—If the Michigan Central railroad were constructed for no other purpose, and accomplished no greater end than that of affording the world an opportunity of witnessing nature's masterpiece, the Falls of Niagara, as it is revealed to travelers from the windows of its sumptuous vestibuled trains, it would not have been built in vain. Hundreds of thousands have seen the mighty cataract for the first time from Falls View station on this road, while the locomotive paused and panted in the presence of the magnificent spectacle, and hundreds of thousands will so witness it in the future, for while it may have been true in the remote past that all roads led to Rome, it is unquestionably true in the present that but one road leads directly to and by Niagara. The very name of the Michigan Central has become so closely identified with America's greatest natural attraction; that it is difficult to separate one in the mind from the other. Of the people who flock to Chicago from all portions of the globe, a very large proportion of them will be desirous of seeing Niagara Falls before they return to their native lands. Whether coming from the East or going from the West, they are advised here to take the Michigan Central route. Niagara Falls, however, is not the only point of interest on the Michigan Central, nor is the business of the road limited to the carriage of passengers to and from that wonderful waterfall.

**CENTRAL DEPOT.**—The Michigan Central terminal station is located at the foot of Lake and Randolph sts., with other stations at 22d st., 39th st. and Hyde Park.

**GENERAL OFFICES.**—The general offices of the Michigan Central are located as follows: Grand Central Depot, New York City; Central Station, foot of Third st., Detroit, Mich.; Monadnock Block, Cor. of Dearborn and Jackson sts., Chicago, Ill.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department of the road exclusively, it is suggested that, with reference to arrangements for special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., he call upon, or communicate with, Mr. O. W. Ruggles, the general passenger and ticket agent, 428 Monadnock Block, Chicago, Ill.

**POINTS ON THE ROAD.**—Whether coming from the East or going from the West, the visitor will take the Michigan Central for Niagara Falls. Five trains leave the Central station in the city daily during the summer season, for Niagara Falls and Buffalo, intermediate points and points beyond: as many leave Buffalo coming West. During the period of the Exposition the number of through and local trains will be materially increased. These



trains pass through the most interesting portion of Ontario, the richest province of the Canadian Dominion, lying between Niagara and Detroit, and through the most fertile and populous portions of the State of Michigan. Take this road for points in Northern Michigan, Niles, Kalamazoo, Battle Creek, Jackson, Ann Arbor and Detroit; for points in Canada: Windsor, Ridgetown, St. Thomas, Waterford, Hagersville, Welland, Niagara-on-the-Lake, etc. Take this road for Buffalo, N. Y., where connection is made with the New York Central & Hudson River railroad (over which its through cars run to New York and Boston), as well as with all other diverging lines of rail. Take this road for all the great health and summer resorts of Northern Michigan, including Mackinac Island, a natural park, and one of the most charming spots on the continent, where everything that can add pleasure and comfort of the tourist, in the way of hotel accommodations, etc., is to be found; for Mount Clemens and St. Clair Springs, whose baths have become famous; for Lake Cora, Ypsilanti, etc., etc. The company will furnish time tables and guide books free on application at its ticket office.

**TIME OF TRAVEL.**—The time consumed in travel over the Michigan Central between Chicago and principal Eastern points is shown in the following specimen table. The time card is for the North Shore limited train, No. 20, but calculations may be based upon the time which this train makes for other express trains.

**THE NORTH SHORE LINE, LIMITED.**

**EASTWARD.**

**WESTWARD.**

**VIA MICHIGAN CENTRAL.**

**VIA BOSTON & ALBANY.**

Lv. Chicago.....	12:20 p.m.
“ Chicago, 22nd st.....	12:28 p.m.
“ Hyde Park (stops on signal).....	12:40 p.m.
Ar. Detroit.....	7:25 p.m.
Lv. Detroit.....	7:35 p.m.
“ St. Thomas.....	10:45 p.m.
Ar. Buffalo.....	3:00 a.m.

Lv. Boston, Kneeland St. St'n (Eastern time).....	2:00 p.m.
“ Worcester.....	3:12 p.m.
“ Springfield.....	4:44 p.m.
Ar. Albany.....	7:47 p.m.

**VIA N. Y. CENTRAL & HUDSON RIVER.**

Lv. Buffalo (eastern time) ..	4:10 a.m.
Ar. Rochester.....	5:50 a.m.
“ Syracuse.....	7:50 a.m.
“ Albany.....	11:50 a.m.
“ Hudson (Catskill m't'n).....	12:45 p.m.
“ Poughkeepsie.....	1:45 p.m.
“ Garrison (West point) ..	2:28 p.m.
“ N. York. G'nd Cent. St'n.....	3:45 p.m.

Lv. New York, Grand Central Station (Eastern time).....	4:30 p.m.
“ Albany.....	7:55 p.m.
“ Syracuse.....	11:35 p.m.
Ar. Buffalo.....	3:15 a.m.

**VIA MICHIGAN CENTRAL.**

Lv. Albany.....	12:00 m.
Ar. Springfield.....	3:20 p.m.
“ Worcester.....	4:55 p.m.
Ar. Boston.....	6:05 p.m.

Lv. Buffalo (Central time)...	2:20 a.m.
“ Niagara Falls, N. Y.....	3:02 a.m.
“ St. Thomas.....	6:08 a.m.
“ Detroit.....	9:05 a.m.
“ Jackson.....	10:58 a.m.
Ar. Kensington.....	3:50 p.m.
“ Hyde Park.....	4:07 p.m.
“ Thirty-ninth st.....	4:16 p.m.
“ Twenty-second st.....	4:22 p.m.
“ Van Buren st.....	4:27 p.m.
Ar. Chicago, foot Lake st....	4:30 p.m.

Special tickets and Wagner Palace Car Co.'s tickets are required on this train. Passengers for Niagara Falls, however, will be landed at their destination at a more seasonable hour by taking a later afternoon train or a night train from Chicago. The North Shore limited train, No. 19, westbound, leaves Boston 2 p. m. daily and New York 4:30 p. m., arriving Chicago 4:30 p. m. next day. Other trains leave the Grand Central station, New York, in the morning, afternoon and at night, make the run to Chicago in twenty-six, twenty-seven, twenty-eight and thirty hours. Through trains leaving Chicago, in the morning, at noon, in the afternoon and at night, make the run eastward to New York and Boston in about the same time as the west bound trains. Numerous additional trains will be run in both directions dur-

ing the continuance of the World's Fair. At Detroit and St. Thomas, connection is made for Toronto, Ottawa, Montreal, Quebec and other Canadian points. At Suspension Bridge and Niagara Falls connection is made with the R., W. & O. railroad for the Thousand Islands and the St. Lawrence. At Suspension Bridge and at Buffalo connection is made with the great four-track New York Central & Hudson River railroad for points East; and at Buffalo also with numerous other rail lines diverging in every direction. At Herkimer connection is made with the new line traversing the great Adirondack mountain and lake region of northern New York. At Schenectady and Albany, connection is made for Saratoga Springs, Lake George and Adirondack mountain resorts. At Springfield, Mass., with Connecticut River for points north and with N. Y., N. H. & H. for points south. At Worcester, with Providence and Newport and the southern New England coast, and the White Mountains to the north.

**TICKET OFFICE.**—The city ticket office of the Michigan Central railroad is located at 67 Clark st., S. E. Cor. of Randolph st., opposite the Court House in the business center of the city.

**Northern Pacific Railroad.**—Chicago is now practically the eastern terminus of the great system of railroads owned, controlled and operated by the Northern Pacific Railroad Company. Through trans-continental trains, passenger and freight, arrive and depart from the Grand Central depot in this city. The contract entered into on April 1, 1890, between the Wisconsin Central Lines and the Northern Pacific Railroad Company, whereby the latter obtained a lease of all the lines of railroad owned and controlled by the Wisconsin Central Companies, between the cities of Chicago and St. Paul and Ashland, including the lines of railroad, real estate and terminal facilities of the Chicago & Northern Pacific Railroad Company, gave the Northern Pacific Railroad Company a complete line from Chicago to St. Paul and Duluth (its former termini), and at the same time gave to Chicago complete and uninterrupted connection with all points covered by the trans-continental system. [See "Wisconsin Central Lines."] The importance of this consolidation of interests is well understood and fully appreciated in Chicago. The Northern Pacific is one of the most perfectly managed railroad properties on the continent; it penetrates a country rich in natural resources; it is developing a territory that will be populated by millions of sturdy and prosperous people in the near future, and the advantage to be derived by Chicago from unbroken communication and direct commercial intercourse with these people can hardly be over-estimated.

**DEPOT.**—All trains of the Northern Pacific railroad arrive at and depart from the Grand Central depot, Harrison st. and Fifth ave. [See "Wisconsin Central Lines," also see illustration.]

**EQUIPMENT, ETC.**—The equipment of the Northern Pacific railroad is most extensive and complete, and is unexcelled by that of any other railroad in existence. Travelers over this magnificent system are assured here that every comfort and safeguard known in modern railroading is provided for them. The through trains leaving Chicago and St. Paul are superb in their make-up, are vestibuled, and consist of Pullman first-class and tourist sleepers, dining room and buffet cars, and first and second-class passenger coaches.

**GENERAL OFFICES.**—The general offices of the Northern Pacific Railroad Company are located at 35 Wall st., New York City, and at St. Paul, Minn. The system is operated from the St. Paul offices.

**PASSENGER DEPARTMENT.**—Those desiring information as to tickets, passenger rates, special cars, special trains, the accommodation of large parties, the mapping out of special tours, etc., should call upon or communicate with Mr. Charles S. Fee, general passenger and ticket agent, general offices Northern Pacific Railway Company, St. Paul, Minn.

**POINTS REACHED.**—In general, the visitor will take the Northern Pacific railroad for all points on the line of the Wisconsin Central railroad between Chicago and St. Paul, and for all points in the western and northwestern portions of the United States. The road either reaches direct or by connec-

tion, every point of interest or importance in Wisconsin, Minnesota, North and South Dakota, Montana, Idaho, Oregon, Washington, Nevada, California and British Columbia. It is the most direct route to the wonderful Puget Sound country, and takes in the prosperous cities of Portland, Tacoma, Seattle and Victoria. On the road, the traveler may stop off at Helena, Montana's business and banking center; Butte, the greatest mining town in the world; Spokane, the magnificent city of eastern Washington, where he will be amazed at the elegant buildings and general prosperity of the people. The Northern Pacific penetrates the famous Cœur d'Alene mining country, the wonderful forests of Oregon and Washington, and the beautiful agricultural country lying between the western slope of the Rockies and Puget Sound. West of Helena, the road winds around the peaks and crosses the grand "divide" of the Rocky Mountains, where scenery may be witnessed as rugged and picturesque as any on the continent. Take the Northern Pacific for the following principal towns in Minnesota, Dakota, Manitoba, Montana, Washington and British Columbia. St. Paul, Minneapolis, Little Falls, Duluth, West Superior, Brainerd, Wadena, Winnipeg Junction, Glyndon, Moorhead, Fargo, Grand Forks, Pembina, Winnipeg, Casselton, Valley City, Jamestown, Bismarck, Mandan, Helena, Butte, Garrison, Missoula, Hope, Spokane Falls, Sprague, Pasco Junction, Wallula Junction, Tacoma, Seattle, Portland, Victoria and Vancouver. The following is the westward train service of this railroad:

**TRAIN SERVICE.**—The "Pacific Mail" leaves Chicago at 10:45 p. m. daily; St. Paul at 4:15 p. m.; Minneapolis, 4:55 p. m. Vestibuled Pullman palace sleeping cars, Chicago to Portland, via both Wisconsin Central lines and Chicago, Milwaukee & St. Paul railway, Chicago to St. Paul; vestibuled Pullman palace sleeping car, St. Paul to Portland; Pullman tourist sleeping car, Chicago to Portland, via the Wisconsin Central; vestibuled dining car, St. Paul to Portland; free colonist sleeping cars, St. Paul to Portland; Pullman tourist sleeping car, St. Paul to Portland; Pullman palace sleeping car, Seattle and Tacoma to Portland; first and second-class coaches, St. Paul to Portland. The Pullman palace sleeping cars, via Wisconsin Central lines, run through Helena; Chicago, Milwaukee & St. Paul, through Butte. "The Minnesota and Dakota Day Express" leaves Chicago at 5:00 p. m. daily; St. Paul, 9:00 a. m., daily except Sunday; Minneapolis 9:35 a. m., via Staples. First and second-class day coaches, St. Paul and Minneapolis to Staples, Glyndon, Moorhead, Fargo and Jamestown. "The Minnesota and Dakota Night Express" leaves St. Paul at 8:00 p. m.; Minneapolis, 8:35 p. m., daily; Pullman palace sleeping car, St. Paul to Glyndon, Moorhead and Fargo; Pullman palace sleeping car, Duluth to Glyndon, Moorhead and Fargo; Pullman palace sleeping car, St. Paul to Fergus Falls and Wahpeton; Pullman palace sleeping car, St. Paul to Grand Forks, Grafton and Winnipeg. Dining car, Winnipeg Junction to Winnipeg; first and second-class coaches, St. Paul to Fergus Falls, Wahpeton, Grand Forks, Grafton, Winnipeg, Glyndon, Moorhead, Fargo, Casselton, Jamestown and intermediate points. "The Dakota Express" leaves Duluth at 4:00 p. m., daily; Pullman palace sleeping car, Duluth and West Superior to Fargo and Moorhead; first and second-class day coaches, Duluth to Staples. This train connects with No. 7 at Staples. "The Pacific Mail" leaves Duluth at 3:30 p. m., daily; first and second-class day coaches, Duluth and West Superior to Brainerd and Staples. This train connects at Staples with train No. 1 "Pacific Mail." A train on the Wisconsin division leaves Ashland at 8:30 a. m., daily, arriving at Duluth at 11:35 a. m. Through Pullman palace sleeping cars and first and second-class day coaches, Chicago to Duluth, via Wisconsin Central lines, Chicago to Ashland.

**PRINCIPAL OFFICERS.**—The principal officers of the Northern Pacific Railroad Company are: Henry Villard, chairman of the board, New York; T. F. Oakes, president, New York; J. B. Williams, vice-president, New York; C. H. Prescott, second vice-president, Tacoma, Wash.; George S. Baxter, treasurer, New York; G. H. Earl, secretary, New York; N. C. Thrall, assistant to president, St. Paul; W. S. Mellen, general manager, St.

Paul; J. M. Hannaford, general traffic manager, St. Paul; Wm. G. Pearce, assistant general manager, St. Paul; E. M. C. Kimberly, general superintendent, St. Paul; Charles S. Fee, general passenger and ticket agent, St. Paul; A. L. Craig, assistant ticket agent, St. Paul; B. N. Austin, assistant general passenger agent, St. Paul; A. D. Charlton, assistant general passenger agent, Portland, Oregon; S. L. Moore, general freight agent, St. Paul.

**TICKET OFFICE.**—The general agency of the Northern Pacific railroad is located at 210 Clark st., where tickets to all points covered by the system, sleeping berths and all necessary information regarding the arrival and departure of trains, rates of fare, etc., may be obtained. Here, also, printed matter, containing general information regarding the points covered by the system, time tables, etc., may be had free on application.

**Pennsylvania Lines.**—All trains over the Pennsylvania lines arrive at and depart from Union Station, on Canal st., between Madison and Adams sts. These lines are operated by the Pennsylvania company, "Fort Wayne Route," and the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company, "Pan Handle Route." The first mentioned route extends directly east from Chicago to Pittsburgh, Baltimore, Washington, Philadelphia and New York, with arteries reaching to Toledo, Cleveland, Ashtabula, and Erie, and is known as the Northwest System. The "Pan Handle Route," Southwest System, extends to Louisville, through Indianapolis, as well as to Cincinnati, Dayton, Springfield, Columbus, Newark, Zanesville, Wheeling and Pittsburg. The train service over both systems is very complete. Vestibule trains run solid from Chicago to New York over the "Fort Wayne Route," and vestibule Pullman sleeping and parlor cars are in service over the "Pan Handle Route" between Chicago and Indianapolis, Louisville, Cincinnati, Dayton, Springfield, Columbus. The New York and Chicago Limited, a solid vestibule train of regal splendor carrying such luxuries as a stenographer, barber, and waiting maid for ladies and children, and equipped with dining, smoking, sleeping, library and observation cars, departs from Chicago over the "Fort Wayne Route" daily at 5 p. m. for the East. This is the train on which stock reports are bulletined. The "Keystone Express" and "Columbian Express" solid vestibule trains also run over the "Fort Wayne Route." The Pennsylvania lines cover all principal cities and towns of Indiana, Ohio and Pennsylvania, and are important links in the chain of rapid transit from Chicago to the East and South.

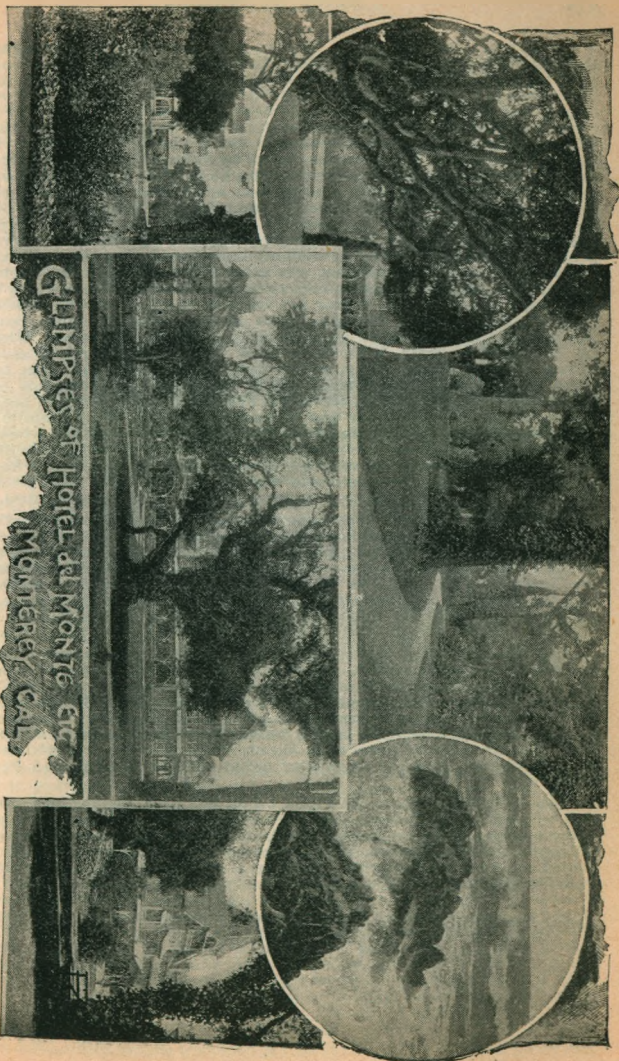
**Southern Pacific Railroad System.**—The Southern Pacific Railroad system forms a net-work of communicating lines throughout the Pacific slope, the great West and the Southwest. It comprises the Southern Pacific Railroad of California, the Southern Pacific railroad of Arizona, the Southern Pacific railroad of New Mexico, the South Pacific Coast railway, the Northern California railway, Morgan's Louisiana & Texas Railroad and steamship lines; Galveston, Harrisburgh & San Antonio railway, Louisiana Western railroad, Texas & New Orleans railroad; Gulf, Western Texas & Pacific railway; New York, Texas & Mexican railway. These are proprietary lines. The leased lines of the company comprise the Central Pacific railroad, Oregon & California railroad, California Pacific railroad.

**MILEAGE OF THE LINES.**—The total mileage of the proprietary lines of the company is 4,332.04; of the local lines, 2,129.22; making in all 6,461.26 miles operated by the company.

**TERRITORY COVERED.**—The territory covered by the proprietary and local lines of the Southern Pacific railroad includes Washington, Oregon, the entire state of California, Arizona, New Mexico, Texas, as well as Nevada, Utah, Colorado; and, by affiliated lines, the states and territories west of the Mississippi.

**POINTS REACHED.**—For the tourist in search of pleasure, recreation or health, no other system of railroads in the world offers a greater variety of inducements. California is the land of promise for thousands of tourists every year. The question "Why go to California?" is frequently heard. To the tourist who asks it, the most pointed and sensible answer is, because





**GIMPSSES OF HOTEL del MONTE, ETC.  
MONTEREY, CAL.**

[Engraved for The Standard Guide Company.]  
**SCENES ON THE SOUTHERN PACIFIC RAILWAY.**  
[See "Southern Pacific Railway."]

it will do you a world of good. Seeking after knowledge, wealth, health and the many other good things of life, is the spirit of this age, and one of the most agreeable means to their attainment is travel. But all good endeavor, like charity, if possible, should begin at home. It is not the best evidence of good purpose to attempt its fulfillment in far away places. Sir Launfal explored the whole world in search of the Holy Grail, only to return after a lifetime of wasted endeavor, broken in body and spirit, to find it lying at his own threshold. We point the moral by asking, Why go to Europe for sights and delights and benefits that can be as well had in California, not one whit lacking in quality, and at less cost? Why go to Switzerland for scenery that is surpassed in Yosemite, and equaled in many other portions of California? Why travel half around the world to climb the Alps, when the Sierras are just as magnificent? Why indulge in such extravagant praise of Lucerne and Geneva without knowing the beauties of Tahoe and Clear lakes, and the weirdness of Crater lake? Why spend a fortune and risk life taking your aches and ills to Carlsbad, Vichy, Stachelberg or Weissenberg, when so much nearer are Bartlett Springs, Harbin Springs, the Geysers, Napa Soda Springs, Paso Robles Hot Springs, Byron Hot Springs, and a score more equally famous for their cures? Why struggle so hard to scale Matterhorn and Blanc, when grand old Shasta towers equally high? Why go to Italy for climate that can be found quite as genial in California? Why boast so of European caravansaries and watering places, when Del Monte leads the world in beauty, elegance, delightful hospitality and moderate charges? Why exclaim in such amazement at the engineering feats of Pilatus at St. Gotthard, when equally difficult feats have been achieved over the Sierras and through the Siskiyou by the Southern Pacific Company? These significant questions have been all answered in the true patriotic way by the Southern Pacific Company. Know the worth, beauties and wonders of your own country first.

**THE THREE ROUTES.**—The three routes of the Southern Pacific Company will take you to any desired locality; the "Sunset," by way of New Orleans, through Texas, New Mexico, Arizona, and into the Southern portion of California. The "Ogden," by way of Ogden, through Utah, Nevada and over the Sierra Nevada; and the "Shasta," by way of Portland, through Oregon and the Siskiyou mountains into the northern part of California. These routes afford splendid opportunities for viewing the countries through which they pass, and the visitor will never regret having taken the trip.

**INFORMATION.**—For information of any and every character regarding the Southern Pacific system, the country it penetrates; the health resorts and home opportunities it offers; the cost of travel, etc., etc., call upon or address the following named officers of the Southern Pacific Company: W. G. Nelmyer, general western agent, 204 S. Clark st., Chicago Ill; E. Hawley, assistant general traffic manager, 343 Broadway, New York, N. Y.; W. C. Watson, general passenger agent, Atlantic system, New Orleans, La. T. H. Goodman, general passenger agent, Pacific system, San Francisco, California.

**Union Pacific System.**—The title which this great transcontinental highway bears is not sufficient to convey an adequate idea of its real importance to the visitor. It is not merely a railroad but an immense system of great railroads which penetrate, develop and serve almost the entire section of the United States lying west of the Missouri river. Originally a single track line from Omaha, Neb., to Ogden, Utah, merely a feeder for the Central (now the "Southern") Pacific railroad, with no outlet to the Pacific ocean, no feeders of its own, and dependent almost entirely for its revenue upon through traffic between Omaha and Ogden, it has grown to the mighty proportions of a system with its own outlet to the Pacific Coast, its own feeders branching out in every direction and covering every point of importance in the mighty West, and with more business on its hands constantly than with its wonderful facilities and most complete equipment it can easily keep up with. The Union Pacific may be numbered among the lines which Chicago claims as her own, for, by a contract arrangement with the Chicago & North-Western railway, its eastern terminus is now practically in this city. [See "Chicago

& North-Western Railway." Through trains, freight and passenger, both ways, are now run daily by the Union Pacific system between Chicago and its principal western terminal points.

**CONDITION OF THE ROAD.**—The number of miles of track now operated by the Union Pacific system is 9,093. A great part of this track is laid with the heaviest steel rails. The road-bed is maintained in the very highest condition. There is no better stretch of track in the world than that between Omaha and Ogden. Wooden have long since given place to iron and steel bridges. Trains between Omaha and Cheyenne make from sixty to seventy miles per hour with entire safety, and without the slightest inconvenience to the traveler. The remarkable speed made by trains on the Union Pacific System has attracted universal attention. Perhaps nothing that could be said would speak more plainly or more highly for the condition of the Union Pacific tracks and the care with which the system is managed than the fact that the life of a single passenger, out of the millions carried, was not lost during past years.

**DEPOT.**—All trains over the Union Pacific arrive at and depart from the Wells Street depot, Wells and Kinzie sts., North side. [See "Chicago & North-Western Railway."]

**EQUIPMENT, ETC.**—The equipment of the Union Pacific is perfect. Its machinery is all modern, the greater part of it is new and it is maintained at the highest standard.

**GENERAL OFFICES.**—The chief executive and accounting offices of the Union Pacific Railroad Company are located in the Equitable building, Boston, Mass. The general management of the road is conducted from the Union Pacific Railroad Company's building, Omaha, Neb.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do exclusively with the passenger department of the Union Pacific, it is suggested that with reference to the engagement of special cars, special trains, the accommodation of large parties, or the mapping out of special tours, he communicate with Mr. E. L. Lomax, general passenger and ticket agent, Omaha, Neb.

**POINTS REACHED.**—The Union Pacific railroad has practically four terminals on the Missouri river: Council Bluffs, Iowa; Omaha, Neb.; Leavenworth, Kansas, and Kansas City, Mo. Trains either run direct from all these cities to all points west, southwest and northwest, covered by the system, or make connection with through trains westward-bound from Omaha and Kansas City. The system extends to and covers all points of interest and importance in the states and territories of Nebraska, Kansas, Colorado, Wyoming, Utah, Idaho, Montana, Nevada, California, Oregon and Washington, and has direct connection with points in British Columbia and the Republic of Mexico.

**PRINCIPAL OFFICERS.**—The principal officers of the Union Pacific system are: S. H. H. Clark, president and general manager, Omaha, Neb.; E. F. Atkins, vice-president, Boston, Mass.; E. Dickinson, assistant general manager, Omaha, Neb.; James G. Harris, treasurer, Boston, Mass.; Alexander Millar, secretary, Boston, Mass.; J. A. Monroe, freight traffic manager, Omaha, Neb.; J. H. McConnell, superintendent of machinery and motive power, Omaha, Neb.; E. L. Lomax, general passenger and ticket agent, Omaha, Neb.; J. N. Brown, acting assistant general passenger and ticket agent, Omaha, Neb.

**SCENERY ON THE SYSTEM.**—The scenery along the several lines composing the Union Pacific system is always interesting; at times it reaches the point of indescribable grandeur and beauty. Echo Canon, Utah, on the main stem, is incomparable. The scenery around Denver and Colorado Springs is superb. Nothing can be more picturesque than the scenery along the Columbia river. The tourist is more likely to be surfeited with magnificent scenery throughout his entire journey than he is to feel the want of it. Mountain and valley, gorge and canon, highland and plain, all have their own attractions for the traveler, and the sensations created in the breast



of the lover of nature, as he gazes from a valley rich in summer verdure, upon mountain peaks capped with perpetual snows, or from the mountain top, rugged and barren where the winter blasts send a chill through his frame, on the delightful valleys which lie thousands of feet beneath him, can hardly be expressed in words.

**TICKET OFFICE.**—The central ticket office of the Union Pacific railroad in Chicago is located at 191 Clark st., near the general Post Office.

**TRAIN SERVICE.**—The through train and sleeping car service westward from Council Bluffs (Omaha) and Kansas City is as follows: "The Pacific Express" leaves Council Bluffs, 6:20 P. M.; Omaha, 6:40 P. M., daily. Day coaches without change to Ogden; Pullman palace sleeping car, Council Bluffs to Cheyenne, connecting with similar cars for Ogden, Salt Lake City, San Francisco and Los Angeles, Pullman colonist sleepers without change, Council Bluffs to San Francisco and with but one change to Portland. "The Overland Flyer" leaves Council Bluffs, 2:00 P. M., Omaha, 2:15 P. M., daily. Through sleepers, Chicago to Denver, Portland and San Francisco, via Council Bluffs, connecting at Green River with similar cars for Butte; through sleepers, Council Bluffs to Salt Lake; Pullman dining cars, Chicago to Portland via Council Bluffs; Pullman colonist sleepers, Chicago to Portland, via Council Bluffs. "The Denver Fast Mail" leaves Council Bluffs, 6:15 P. M.; Omaha, 6:30 P. M., daily. Solid train runs through from Chicago to Denver, via Council Bluffs, consisting of smoker, day coaches, free reclining chair cars, palace sleeping cars, and through dining car service; day coaches to Lincoln, Beatrice and intermediate points. "The Pacific Express" leaves Kansas City, 10:45 A. M., daily. Day coaches, free reclining chair cars, Pullman sleepers and Pullman dining cars, Chicago to Denver, via Kansas City; Pullman palace buffet sleeping cars, without change, St. Louis to Denver and Salt Lake city, via Kansas City; Pullman colonist sleepers without change to Portland, and with but one change to San Francisco. "The Western Express" leaves Kansas City, 9:20 P. M., daily. Day coaches without change to Denver; Pullman palace sleeping car without change to Denver and Cheyenne.

**Wabash Railroad Company.**—The St. Louis and Chicago line of this system, 286 miles in length has grown in favor during recent years. It passes through some of the prettiest and most prosperous towns of Illinois, including Reddick, Forrest, Gibson, Mansfield, Deatur, Taylorville, Litchfield and Edwardsville. It crosses the river at St. Louis over the magnificent steel bridge constructed by James B. Eads. The Wabash line is well managed, handsomely equipped, and has a large patronage between Chicago and St. Louis.

**Wisconsin Central Lines.**—Although forming the connecting link between the Northern Pacific railroad system and Chicago, and although operated by the latter company as lessee, the Wisconsin Central lines, familiarly but incorrectly regarded by the public as the Wisconsin Central railroad, must be referred to separately. In April, 1890, a contract lease was made by and between the Wisconsin Central Company, the Wisconsin Central Railroad Company and the Northern Pacific Railroad Company, whereby the latter company obtained a lease of all the lines of railroad owned and controlled by the Wisconsin Central lines between the cities of Chicago and St. Paul and Ashland, including the lines of railroad, real estate and terminal facilities of the Chicago & Northern Pacific Railroad Company in the city of Chicago, thus giving to the Northern Pacific Company a complete line from St. Paul to Chicago, with ample terminal facilities in the latter city. This combination of interests was deemed by the directors of the Northern Pacific of the utmost importance, as giving access to the city of Chicago by a line of its own ownership and possession, with unsurpassed terminal facilities. While the terms of the lease relieves the Wisconsin Central from operating details, it leaves the building of branches, feeders, and all extensions of and permanent improvements upon the Wisconsin Central lines, to be jointly agreed upon by the lessor and lessee, and to be actually constructed by the Wisconsin Central companies. The develop-



ment of the land grant and management of the iron properties remain in the exclusive control of the Wisconsin Central Railroad Company. The Wisconsin Central, from its inception, has been peculiarly identified with Wisconsin, its growth and progress. Almost nine-tenths of the mileage of the system is within the borders of that state, and its principal offices are located at Milwaukee.

**GRAND CENTRAL STATION.**—No visitor to Chicago can escape having pointed out to him among the greatest attractions of the city, the magnificent Grand Central station, located at the Cor. of Fifth ave. and Harrison st. It is one of the best specimens of the highest type of modern architecture to be found in the world. It is more familiarly known as the Wisconsin Central Depot than by any other name, and for that reason a description of it naturally comes here. [See "Chicago & Northern Pacific Company;" also illustration of Grand Central Station.] The depot covers an area of three and six-tenths acres. The frontage on Harrison st. is 226 feet, and on Fifth ave. 680 feet. There are fifteen stories in the tower, nine of which are used for offices, the upper four stories of these being reached by a special electrical elevator. The Seth Thomas clock is the second largest in the United States, having a dial thirteen and a half feet in diameter. The hours are struck on a five-ton bell by a hammer weighing 250 pounds. The pendulum weighs 700 pounds. This clock electrically controls all the clocks throughout the depot. The flagstaff rises nearly sixty feet above the tower.

**PASSENGER DEPARTMENT.**—As the visitor will probably have to do with the passenger department exclusively, it is suggested that with reference to arrangements for special cars, special trains, the accommodation of large parties, or the mapping out of special tours, he call upon or communicate with James C. Pond, general passenger and ticket agent, Chicago.

**POINTS REACHED.**—In general the visitor will take the Wisconsin Central for all points in the West and Northwest covered by the Northern Pacific railroad system and its connections. Take this line for Lake Villa (Fox Lake), Antioch, Burlington, Mukwonago, Waukesha, Fond du Lac, Oshkosh, Neenah, Menasha, Steven's Point, Chippewa Falls, Eau Claire, St. Paul, Minneapolis, Ashland, Hurley, Ironwood, Bessemer, West Superior and Duluth. The Wisconsin Central traverses some of the best hunting and fishing grounds in the West, and the tourist will find on this route many of the leading and most popular health and summer resorts in the country.

**TICKET OFFICE.**—The central ticket office of the Wisconsin Central lines is located at 205 Clark st., near the general Post Office.

## SOCIETIES.

The societies of Chicago may be numbered by the thousand. They include people of all classes, conditions, creeds and countries; they are representative of every aspect and phase of life, from the purely social to the purely scientific. A mere list of societies will afford the reader no information beyond their names and locations; a statement of their aims and objects would fill a volume larger than this. Location of meeting places are constantly changing, as are the names of officers. The city directory contains the most perfect list published of societies which have obtained prominence and standing—including all manner of secret organizations. The most prominent societies are: *Academy of Sciences* [see "Arts and Sciences"]; *Astronomical Society* (meets in the *Tribune* bldg.); *Aid Societies*, of all kinds, from those which are for school children to those which are for the aged and incurable; *Archæological Society*; *Associated Charities Society*; *American Sabbath Union*; *Back Lot Societies* of Evanston; *Bankers Association of Illinois* (Mr. John J. P. Odell, of the Union National Bank, president); *Bar Association* (meets in the Title and Trust bldg.); *British American Association*; *Caledonia Society*; *Canadian-American League*; *Catholic Young Men's National Union*; *Cecilian Circle*; *Chicago Exchange*

for Woman's Work (130 Wabash ave.); *Chicago Law Institute* [see "Libraries"]; *Chicago Orchestral Union*; *Childrens' Home Society*; *Citizens Improvement Society*; *Citizens' League* (for the prevention of the sale of liquors to minors and drunkards—a great organization); *Citizens' Rights Association*; *Commercial Travelers (United) Cymrodian Society*; *Decorative Art Society* (Art Institute); *Eclectic Medical and Surgical Society*; *Electrical Society*; *Electrical Workers' Union*; *Folk Lore Society* (literary); *Frog Society*; *German Society of Chicago* (a powerful and a noble organization); *Gaelic Society*; *German Mutual Benefit Association*; *Girls' Friendly Society*; *Gynecological Society* (Medical); *Historical Society*, (Dearborn ave. and Ontario st.) [see "Buildings,"]; *Horticultural Society*; *Illinois Humane Society* (Auditorium building, room 43, telephone 65, for the prevention of cruelty to children and animals); *Illinois State Board of Agriculture*; *Irish Catholic Colonization Society*; *Irish National Burial Association*; *Ladies' Social Circle* (a charitable organization); *Microscopical Society*; *Moral Educational Society*; *National Short Horn Breeders' Association*; *Naval Veterans' Association*; *New West Education Commission*; *Northwestern Association of Horse-Breeders*; *Northwestern Traveling Men's Association*; *Ogontz Association* (Pontiac building) a club for working girls; *Personal Rights League*; *Philatelic Society*; *Philosophical Society*; *Ridgeway Ornithological Club*; *Relief and Aid Societies* [see "Charities"]; *Scandinavian Literary Society* (Schiller Theatre); *Secular Union*; *Secret Societies* (every secret organization is represented); [see "City Directory"]; *Singing Societies*: [see "City Directory"]; *St. Andrews' Society*; *St. Vincent De Paul Society*. [See "Charities."] *State Council Catholic Benevolent Legion*; *State Microscopical Society* (attached to Academy of Sciences); *Society of Ethical Culture*; *Soldiers' Home Convention*; *South End Flower Mission* (a beautiful charity); *Temperance Societies* (including the Good Templars); *Sons of Temperance*, *Gospel Temperance*, *Keeley Leagues*, *Catholic Temperance organizations*, etc.); *Tract Society*; *Turners' Societies* (several with handsome turn halls); *Typothetæ* (society of master printers); *Typothetæ Mutual Benefit Association*; *Typographical Union* (composed of the vast majority of Chicago compositors); *Union Veteran Club*; *Union Veteran Legion*; *United Commercial Travelers of America*; *United Societies of Chicago*; *Veteran Union League*; *Western Amateur Press Association*; *Women's Alliance*; *Women's Exchange*; *Woman's Press Association*; *Young Men's Christian Association* [see "Christian Organizations"].

## STATE INSTITUTIONS.

A large number of public institutions in Illinois, including prisons, reformatories, hospitals, asylums, etc., are conducted under the supervision, and maintained at the expense of the state. They are as follows:

*Illinois Asylum for Feeble Minded Children.*—Located at Lincoln, 156 miles south of Chicago. Take Illinois Central or Chicago & Alton railroad. Average daily attendance of inmates about 375. Average age of inmates about fifteen years. Annual expenses about \$75,000.

*Illinois Central Hospital for the Insane.*—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number of patients about 925. Annual cost of maintenance \$150,000.

*Illinois Charitable Eye and Ear Infirmary.*—Located in Chicago, N. W. Cor. of Adams and Peoria sts.; take Adams st. car. A handsome structure. The average number of patients per annum treated for diseases of the eye is about 4,000; for the ear about 1,100. Over 50,000 patients have been treated since the opening of the institution in 1858. The expenses per annum are about \$30,000.

*Illinois Eastern Hospital for the Insane.*—Located at Kankakee, 56 miles south of Chicago. Take the Illinois Central railroad. Average number of patients about 1,500. Ordinary expenses per annum about \$250,000.

*Illinois Institution for the Education of the Blind.*—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average

number enrolled about 215, of whom about one-third are females. Annual appropriation for maintenance about \$120,000.

*Illinois Institution for the Education of the Deaf and Dumb.*—Located at Jacksonville, 215 miles south of Chicago. Take Chicago & Alton railroad. Average number of people on the rolls about 600. Ordinary expenses per annum about \$125,000.

*Illinois Northern Hospital for the Insane.*—Located at Elgin, forty-two and one-half miles from Chicago. Take Chicago & North-Western or Chicago, Milwaukee & St. Paul railroad. The number of patients averages nearly 600. The *per capita* cost of maintenance is about \$109. The buildings are large and are being constantly improved.

*Illinois Soldiers' Orphans' Home.*—Located at Normal, 124 miles southwest of Chicago. Take Chicago & Alton railroad. The average number of inmates is about 210 males and 150 females. Annual expenses, about \$50,000. This is an educational institution as well as a home for the orphans of Illinois soldiers. Every branch of English common-school education is taught.

*Illinois Soldiers' and Sailors' Home.*—Located at Quincy, 264 miles southwest of Chicago. Take Chicago, Burlington & Quincy railroad. Conducted on the cottage plan. Average number of inmates, about 750. Cost of maintenance, about \$175 *per capita*. Ordinary expenses about \$100,000 per annum.

*Illinois Southern Hospital for the Insane.*—Located at Anna, 329 miles southwest of Chicago. Take Illinois Central railroad. The average number of patients in the institution is about 675. The cost of maintenance *per capita* is \$162. The annual appropriation for maintenance and improvements is about \$125,000.

*Illinois Southern Penitentiary.*—Located at Chester, near St. Louis. Take Illinois Central railroad. Average number of prisoners, about 800. Here the convicts are employed, as at Joliet, in all trades, under the contract system. There are extensive brick yards in the prison. The prison is almost self-sustaining, the average appropriation to meet the deficit being about \$50,000.

*Illinois State Penitentiary.*—Located at Joliet, 37 miles south of Chicago. Take Chicago & Alton; Chicago, Rock Island & Pacific or Michigan Central railroad. Average number of prisoners, 1,400. The prison, through a system of convict contract labor, is almost self-sustaining. The prison itself is built after the manner of American penal institutions generally, although many of the latest improvements have been adopted in the plans of the cell buildings, work shops, etc. Visitors are admitted under certain restrictions.

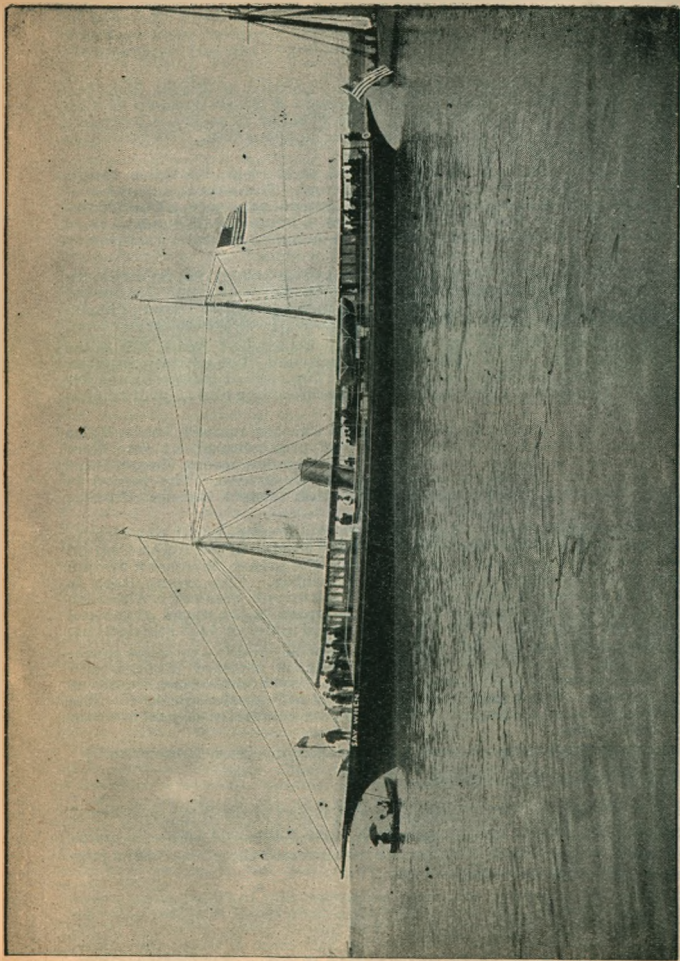
*Illinois State Reform School.*—Located at Pontiac, ninety-two miles southwest of Chicago. Take Illinois Central, Chicago & Alton or Wabash railroads. Average number of inmates, about 325. Cost of maintenance, about \$50,000 per annum. The manual training system is in operation here. The inmates are boys sent by the courts generally on complaint of parents who cannot control them.

*Illinois State University.*—Located at Champaign. [See "Education."]

#### TRIBUTARY CITIES AND TOWNS.

The following are the principal cities and towns of the West, Southwest and Northwest, tributary to Chicago, with their distances from this city, the railroad lines by which they may be reached and their respective populations according to the census of 1890:

*Cincinnati.*—The largest and most important city in Ohio; county seat of Hamilton county; extends along the river a distance of 10 miles; average width, 3 miles; area, 24 square miles. Free public library contains 137,972 volumes and 15,565 pamphlets; reached by Baltimore & Ohio; Cleveland, Cincinnati, Chicago & St. Louis and Chicago & Erie. Population (1890), 296,309.



[Engraved for The Standard Guide Company.]

PLEASURE YACHT, "SAY WHEN!"—PROPERTY OF W. J. WHITE, CLEVELAND, OHIO.

[See "Western Industry."]



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**CLEVELAND, O., U. S. A.**

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**INTRODUCED DECEMBER, 1886.**

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Number of pieces sold in 1887.....	4,799,000
Number of pieces sold in 1888.....	66,636,700
Number of pieces sold in 1889.....	97,831,000
Number of pieces sold in 1890.....	126,874,000
Number of pieces sold in 1891 .....	128,560,000
Number of pieces sold in 1892.....	136,122,490

*Cleveland.*—The county seat of Cuyahoga county, Ohio; on the southern shore of Lake Erie, 365 miles east of Chicago. A beautiful and prosperous city, with great commercial interests. One of the finest avenues in the world—Euclid—may be seen here. In Lake View Cemetery the body of the late President Garfield is interred. A monument costing \$250,000 has been erected to his memory. Reached by Lake Shore & Michigan Southern, Cleveland, Cincinnati, Chicago & St. Louis and Chicago & Erie railroads. Population (1890), 261,546. Here is located the W. J. White's chewing gum manufactory. [See "White, W. J., Chewing Gum" under heading "Western Industry, Wealth and Trade."]

*Columbus.*—Situated on the Sciota river, 116 miles northeast of Cincinnati; county seat of Franklin county, and capital of Ohio; has large coal, iron, manufacturing and general commercial interests; beautifully situated, well laid out and handsomely built; reached by Baltimore & Ohio, Cleveland, Columbus, Cincinnati & Indianapolis and Chicago, St. Louis & Pittsburg railroads. Population (1890), 90,000. Here are located the great manufacturing works of the Columbus Buggy Co. [See "Columbus Buggy Company" under heading "Western Industry, Wealth and Trade."]

*Council Bluffs.*—Situated on the left bank of the Missouri river, in Iowa, opposite Omaha, in Nebraska; on the line of the great continental railway from Chicago to San Francisco; about a mile east of Omaha. Two of the finest iron bridges in the country span the Missouri river. Reached by the Chicago & North-Western; Chicago, Rock Island & Pacific; Chicago, Burlington & Quincy and Chicago, Milwaukee & St. Paul railroads. Population (1890), 18,063.

*Des Moines.*—Capital of Iowa; county seat of Polk county; 138 miles east of Omaha; 357 miles west of Chicago; comprises an area of 8 square miles; nearly equally divided by the Des Moines river, flowing north and south; the west side being again divided by the Racoon river, which here joins the former. On the east side is erected the state capitol on an elevated site, surrounded by a 10-acre park. State library contains 30,000 volumes. Reached by Chicago & North-Western; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Chicago, St. Paul & Kansas City and Wabash railroads. Population (1890), 50,000.

*Detroit.*—Principal city of the state of Michigan; county seat of Wayne county. Detroit stretches along the Detroit river six and one-half miles, reaching back two and three-fourth miles. On the opposite shore is Windsor, Canada. Detroit is one of the most beautiful and most prosperous cities in the West. It has immense manufacturing and railroad interests. Reached by Michigan Central, Chicago & Grand Trunk, Lake Shore & Michigan Southern and Wabash railroads. Population (1890), 205,669.

*Galena.*—County seat of Jo Daviess county, Ill.; 180 miles west-north-west of Chicago. It is the commercial depot of an extensive district; owes its prosperity to the species of lead from which it takes its name, and the mines of which surround it, underlying, more or less densely, an area of over 1,500,000 acres. In 1829 the first load was conveyed overland to Chicago. Galena was for many years the home of Gen. U. S. Grant. Here he worked in his father's tannery and leather store when he offered his services to the country at the outbreak of the rebellion. His old home still stands and the citizens of Galena have erected a handsome monument to his memory. Reached by Chicago & North-Western and Illinois Central railroads. Population (1890) 6,403.

*Galesburg.*—County seat of Knox county, Ill.; 163 miles west-southwest of Chicago, at the junction of branches of the C., B. & Q. R. R., in a very fertile farming district. Knox College and Lombard College are situated here. Reached by Chicago, Burlington & Quincy railroad. Population (1890), 15,212.

*Indianapolis.*—Capital of Indiana; 194 miles southeast of Chicago; altitude, 148 feet above Lake Erie. It extends four miles in length, three miles wide. Public library contains 36,461 volumes. Marion county court house is in the heart of the city; built of Indiana limestone, interior of iron and

marble; is 150x286 feet, and 240 feet to the top of dome. Magnificent new state capitol building also here. Reached by Cleveland, Cincinnati, Chicago & St. Louis ("Big Four"); Chicago & Erie, and Louisville, New Albany & Chicago railroads. Population (1890), 125,000.

*Jackson.*—Chief city of Jackson county, Mich.; situated on the Grand river, seventy-five miles west of Detroit. Reached by Chicago & Grand Trunk and Michigan Central railroads. Population (1890), 16,105.

*Kansas City.*—Second city of the state of Missouri; situated in Jackson county, on the right bank of the Missouri river, 235 miles west by north from St. Louis; 488 miles southwest of Chicago. The river is crossed at this point by a bridge 1,387 feet long, resting on seven piers. Is a great railroad, cattle and commercial center. Was laid out in 1830, but its growth dates from 1860. Reached by Atchison, Topeka & Santa Fe; Chicago & Alton; Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Wabash & Chicago, Rock Island & Pacific railroads. Population (1860), 4,418; (1890) 105,000.

*Keokuk.*—Chief city, Lee county, Iowa, situated on the west bank of the Mississippi, in the extreme southeast corner of the state (whence its name "Gate City"). A canal nine miles long, round the lower rapids of the Mississippi, which formerly obstructed navigation, has been constructed by the United States government, at a cost of \$8,000,000. Is a port of entry, reached by the Chicago, Burlington & Quincy and Chicago, Rock Island & Pacific railroads. Population (1890), 14,075.

*Leavenworth.*—Largest city in Kansas. Situated on the bluff at the right bank of the Missouri river. In 1854 the first street was laid out; in 1861 the taxable property amounted to \$4,103,562. Two miles above the city is Fort Leavenworth. The government reservation has a river frontage of six miles; depth, one mile; reached by Atchison, Topeka & Santa Fe and Chicago, Rock Island & Pacific railroads.

*Lincoln.*—County seat of Lancaster county, and capital of Nebraska. State university, state prison, insane asylum and Home for the Friendless are all situated here; reached by the Chicago, Burlington & Quincy railroad.

*Louisville.*—The most important city in the state of Kentucky; situated on the south bank of the Ohio river, 323 miles east of south of Chicago. The city has an area of thirteen square miles, and a water front of eight miles. It is a handsomely built city, and the most northern of the southern group. The city has large steamboat, manufacturing and commercial interests. Reached by Pittsburg, Cincinnati, Chicago & St. Louis and Louisville, New Albany & Chicago ("Monon route") railroads. Population (1890), 185,756.

*Milwaukee.*—The largest city in the state of Wisconsin; situated on the shore of Lake Michigan, eighty-five miles north of Chicago. The Milwaukee and Menomonee rivers unite in the center of the business portion of the city. A bay six miles from cape to cape, and three miles broad stretches in front of the city, which commands a fine water view. The material used for building is largely the cream-colored brick made in the vicinity, from which Milwaukee is sometimes called the "Cream City." Population (1890), 204,150. Present population (estimated), 325,000. Among other things for which Milwaukee is noted are her immense breweries, which find a market for their product in every part of the world. Reached by the Chicago & North-Western; Chicago, Milwaukee & St. Paul and Wisconsin Central railroads, the time necessary being only three hours. The great fire in Milwaukee in the winter of 1892, although it laid a large portion of the city in ashes, did not in the least check the marvelous growth and prosperity of the city. Milwaukee will be visited by thousands of those who attend the World's Fair. It will repay a visit, as it is one of the most beautiful cities on the continent. [See "Guide" and "Lake Excursions," also "Water Transportation."]

**THE PLANKINTON.**—The "Cream City," as it has been named, is noted for its large number of German residents, its immense breweries and the Plankinton House. The Plankinton, a model hotel, is centrally located on Grand ave., occupying almost an entire block and contains about 450 rooms. The floor of the large office is now being relaid with marble. The reading room is very commodious and contains many handsome works of art in the way of pictures, etc. The billiard room is being refitted, and when the alterations and furnishings are completed will be very attractive. Ten fine tables of the Brunswick-Balke-Collender company's manufacture will be placed in this room. Manager Chase always keeps a sharp lookout for the comfort and entertainment of the guests, and that his efforts are successful is shown by the large list of daily arrivals at all seasons of the year. During the past three months Mr. Chase has purchased over twelve hundred choice etchings and engravings, all of which have been very tastily framed, and he is now busily engaged in having them placed in the public and guest rooms throughout the hotel. The idea is a good one and will be appreciated by the patrons of the Plankinton. This hotel is noted for its excellent cuisine, for which it deserves a great deal of praise, also for the prompt service in the dining room.

**THE HOTEL PFISTER.**—The new Milwaukee hotel, The Pfister, will be completed and ready for business about the first of April.

*Its Location.*—The hotel Pfister is located on the East side in Milwaukee, on the Cor. Wisconsin and Jefferson sts. It is within five blocks of the lake and overlooks the beautiful bay, and the fine residences and park-like grounds along the bluff to the north and east. It is eight stories in height, and from its upper floor a view of the entire city may be obtained.

*Absolutely Fire-proof.*—The Pfister is the only absolutely fire-proof hotel in the state of Wisconsin, and one of the most perfectly built hotels in the world. It has been said for it, that any room in it might be filled with the most inflammable material and set on fire, and burn out, and the occupants of the other rooms never know there was a fire, so perfectly is each room isolated by fire-proof walls, ceilings and floors.

*The Best Equipped.*—It is one of the most perfectly equipped hotels in the world. Every new device known that would add to the convenience and comfort of guests has been adopted, and it may be considered the most modern hotel, in point of equipment, in the country.

*Its Substantial Character.*—From the foundation stones to the roof the hotel is substantially made. No part of its construction was slighted. And in the equipping and furnishing of the building the same substantiality is noticeable. There is not a cheap piece of work about the structure. In the finishing and furnishing of the hotel no one part has been made superior at the expense of another.

*The Dining Hall.*—The large dining hall is on the top floor of the hotel, and from there a magnificent view of the bay and the city can be had. Not only do the guests as they sit at the table have spread before them a splendid panorama of lake and park, but they have at all times a cheerfully lighted place where, during the hottest days of summer, the cool lake breezes can reach them.

*Convenience of Location.*—From the Pfister the street railway lines of the city radiate in all directions. Whether one wishes to reach the railway stations, steamboat docks, the parks, the lake resorts, the churches or the theatres, he can take a car at the hotel door and reach there.

*The Finest.*—There are so many attractive features about the hotel and its location, that it would take more space than is available here to speak of them. Let it be sufficient to say in summing up, that The Pfister is one of the finest hotels in its construction and appointments in America, situated in the finest part of the finest city in America.

**MEYER & FINCK.**—The town-builders of Milwaukee. The firm is to Milwaukee what S. E. Gross & Co. is to Chicago. In the development of residence and manufacturing suburbs it has achieved well earned celebrity. The firm





[Engraved for The Standard Guide Company.]  
THE HOTEL PFISTER, MILWAUKEE, WISCONSIN, S. H. BROWN, MGR.

of Meyer & Finck has been identified with the inception and the growth of those flourishing suburbs, North Milwaukee, South Milwaukee and Cudahy, suburbs in which the most careful of capitalists and wage-earners have made profitable investments. There are bound to grow up around Milwaukee, as there has grown up around Chicago, suburbs which will offer not only equal but better inducements to investors than city property, for the chances and certainties of rapid growth are strongly in favor of the outlying residence and manufacturing towns. North Milwaukee is only one and one-half miles distant from the city, Cudahy three miles, and South Milwaukee six miles. The two last named have the shipping facilities of the Chicago & North-Western railway, while North Milwaukee has four great railroads which center in the city and is soon to have electric railroad facilities. No better field is open to investors at present than the industrial and residence suburbs of Milwaukee. A trip to Milwaukee may be made in about two hours. Foreign and American investors will do well to call upon Meyer & Finck, 605, 606 and 607 Pabst bldg.

*Minneapolis.*—The county seat of Hennepin county, Minn.: situated on both banks of the Mississippi, at the Falls of St. Anthony, 420 miles northwest of Chicago. The east side was settled first under the name of St. Anthony, which was incorporated as a city in 1860. The west side settlement, named Minneapolis, incorporated as a city in 1867. In 1872 both were united under the name of Minneapolis. The falls supply abundant water power for a number of flour and lumber mills. Minneapolis is one of the most beautiful and prosperous cities in the Northwest. It is magnificently laid out and built in a substantial and tasteful manner. Of later years its growth, population and commerce have been phenomenal. Reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Chicago, St. Paul & Kansas City; Chicago, St. Paul & Minneapolis and Wisconsin Central railroads. Population (1890), 164,780.

*Omaha.*—Largest city in the state of Nebraska; situated on the west bank of the Missouri river, 490 miles west of Chicago. Omaha is practically the eastern terminus of the Union Pacific railway system; here are located the largest smelting and refining works in the world. The city has immense cattle, lumber, manufacturing and commercial interests. It has grown wonderfully during recent years. Reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific and Chicago, Burlington & Quincy railroads. Population (1890), 134,742.

*Quincy.*—County seat of Adams county, Ill.; situated 125 feet above low-water mark on the east bank of the Mississippi, the extreme western point of the state. The river is crossed by a great railroad bridge. By water, Quincy is 160 miles above St. Louis; by rail, 263 miles southwest of Chicago. Reached by Chicago, Burlington & Quincy railroad. Population (1890), 31,478.

*St. Joseph.*—County seat of Buchanan county, Mo., and largest city in the northwestern part of the state; 260 miles northwest of St. Louis, 500 miles southwest of Chicago. A beautiful city on the east bank of the Missouri river, which at this point is spanned by a bridge. St. Joseph is a great wholesale center and is said to be one of the wealthiest cities in the West. The town is handsomely built. Reached by Chicago, Rock Island & Pacific; Chicago, Burlington & Quincy; Chicago, St. Paul & Kansas City and Atchison, Topeka & Santa Fe railroads. Population (1890), about 70,000.

*St. Louis.*—Chief city of Missouri; situated on the west side of the Mississippi river, twenty miles below its confluence with the Missouri; 283 miles southwest of Chicago. The extreme length, in a straight line, 17 miles; the greatest width, 6.60 miles; length of river frontage, 19.15 miles; area (including considerable territory at present suburban in character), 62¼ square miles. St. Louis is one of the handsomest cities in America and one of the most progressive. In point of population it ranks the fifth in the United States. There are two bridges across the Mississippi river at this point, one of them being a magnificent steel structure and ranking among

the greatest in the world. St. Louis has some beautiful parks and public gardens, magnificent business streets, elegant residences, fine public buildings, and is altogether a city which the visitor should not fail to see. Reached by the Chicago & Alton, Illinois Central and Wabash railroads. Population (1890), 460,357.

*St. Paul.*—Capital of Minnesota, county seat of Ramsey county, a port of entry, situated on the Mississippi river, 2,150 miles from its mouth, 10 miles below St. Anthony's Falls; 360 miles northwest of Chicago. The ground on which the city is built rises from the river in a series of terraces. Two lines of steamers ply between St. Paul and St. Louis and intermediate points, the navigable season lasts six months; reached by Chicago & North-Western; Chicago, Milwaukee & St. Paul; Wisconsin Central; Chicago, Burlington & Quincy and Chicago, St. Paul & Kansas City railroads; population (1890), 133,156.

*Springfield.*—Capital of Illinois; county seat of Sangamon county; laid out in 1822; selected as state capital in 1837; chartered as a city in 1840; 185 miles southwest of Chicago. Take Chicago & Alton, Illinois Central or Wabash train. Principal attractions: State Capitol, erected 1866-68, constructed of Joliet marble in the form of a Greek cross, with portico of granite, 385 feet long, 296 feet wide; has central dome, surmounted by a lantern, with a ball on the pinnacle, 360 feet high; contains a general and law library, geological and agricultural museums, state senate and representative halls, and state offices. Lincoln Monument, at Oak Ridge Cemetery, erected 1874, designed by Larkin G. Mead, consists of a granite obelisk, height, 98½ feet from center of spacious basement (119½ feet long, 72½ feet wide), which contains a catacomb in which is entombed the body of Abraham Lincoln, and a memorial hall. A bronze statue of Lincoln and four groups of figures in bronze, symbolizing the Army and Navy of the United States, are arranged around the base of the obelisk. Lincoln's old home-stead is also to be seen here. Reached by Chicago, Alton & St. Louis, Illinois Central and Wabash & St. Louis railroads. Population (1890), 24,852.

*Toledo.*—A prosperous and beautiful city of northern Ohio, on the extreme southwestern shore of Lake Erie. Population (1890), 81,434; present population about 90,000. Toledo is 243 miles almost directly due east from Chicago, with which it is connected by the Lake Shore & Michigan Southern, the Wabash and the Michigan Central railroads. It is a great railroad center, trunk lines entering it from the east, west and south. It has many fine hotels, beautiful business blocks and great manufactories, among the latter the great Yost Manufacturing Co. and the Gendron Iron Wheel Co. are conspicuous. [See "Western Industry, Wealth and Trade."]

*Tributary Towns.*—The following are the towns of Illinois, Indiana, Iowa, Michigan and Wisconsin, immediately tributary to Chicago, not included above, with their populations according to the census of 1890: ILLINOIS: Aurora, 19,634; Belleville, 15,360; Bloomington, 20,000; Calro, 14,000; Canton, 5,589; Champaign, 5,827; Danville, 11,528; Decatur, 16,841; Dixon, 5,149; E. St. Louis, 15,156; Elgin, 17,429; Freeport, 11,000; Galena, 6,406; Joliet, 27,407; Lincoln, 6,125; Litchfield, 5,798; Mattoon, 6,829; Moline, 11,995; Monmouth, 5,837; Ottawa, 11,500; Paris, 5,049; Peoria, 40,758; Rockford, 23,589; Rock Island 13,596; Sterling, 5,822; Streator, 6,120. INDIANA: Anderson, 10,759; Brazil, 5,902; Columbus, 6,705; Crawfordsville, 6,086; Elkhart, 11,000; Evansville, 50,674; Ft. Wayne, 35,349; Goshen, 6,027; Huntington, 7,300; Jeffersonville, 11,274; Kokomo, 8,224; Lafayette, 16,407; La Porte, 7,122; Logansport, 13,798; Madison, 8,923; Marion, 8,724; Michigan City, 10,704; Muncie, 11,339; New Albany, 21,000; Peru, 6,731; Princeton, 6,494; Richmond, 16,849; Seymour, 5,337; Shelbyville, 5,449; South Bend, 21,786; Terre Haute, 30,287; Valparaiso, 5,083; Vincennes, 8,815; Wabash, 5,196; Washington, 6,062. IOWA: Boone, 6,518; Burlington, 22,528; Cedar Rapids, 17,997; Clinton, 13,629; Creston, 9,120; Davenport, 25,161; Dubuque, 30,147; Ft. Madison, 7,906; Iowa City, 5,628; Lyons, 5,791; Marshalltown, 9,308; Muscatine, 11,432; Oskaloosa, 7,300; Ottumwa, 13,996; Sioux City, 37,862; Waterloo, 6,679. MICHIGAN: Adrian, 9,239; Alpena, 11,228; Ann Arbor 9,509; Battle Creek, 13,000; Bay City, 27,826; Big Rapids, 5,265; Cheboygan,





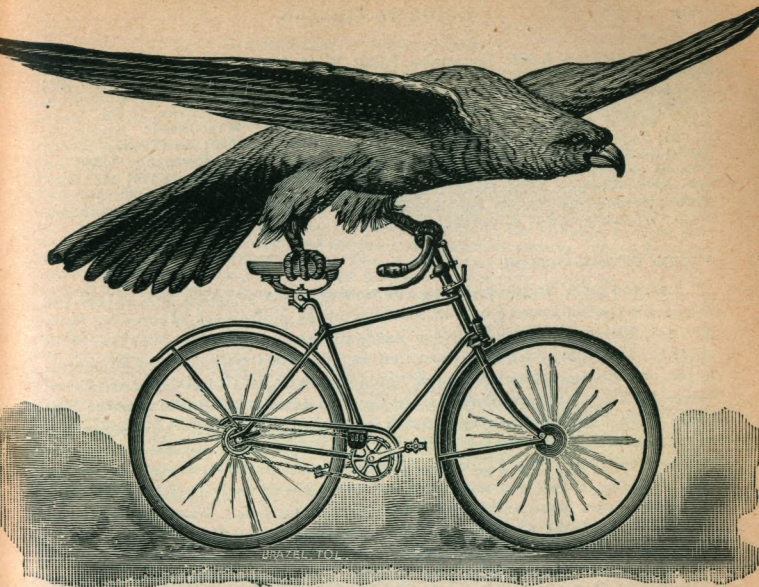
THE YOST M'FG CO.  
BICYCLE MANUFACTURERS.  
TOLEDO,  
YOST STATION.  
OHIO.

[Engraved for The Standard Guide Company.]

YOST MFG. CO., TOLEDO, OHIO.

[See "Western Industry."]





# THE FALCON

MADE BY

## THE YOST MANUFACTURING COMPANY

FALCON No. 1.	Gentlemen's Road Wheel,	\$115.00
FALCONESS.	Ladies' Road Wheel, - . . .	100.00
FALCON JR.	Boys' and Girls' Road Wheel, . . .	50.00

Fitted with Pneumatic Tires, and made of the best steel.  
 With Cushion Tires, \$5.00 less.

Every desirable feature known to the trade has been made use of in bringing out the FALCON line of wheels. They will be found the ideal wheels, combining as they do the highest grade of material and workmanship with a moderate price.  
*Write for Catalog.*

**THE YOST M'F'G CO.,**

YOST STATION, TOLEDO, OHIO.

6,244; Coldwater, 5,462; Escanaba, 8,000; Flint, 9,845; Grand Rapids, 64,147; Ishpeming, 11,184; Kalamazoo, 17,857; Lansing, 12,630; Ludington, 7,499; Manistee, 12,799; Marquette, 9,096; Menominee, 10,606; Monroe, 5,246; Muskegon, 22,688; Nagaunee, 6,061; Owosso, 6,544; Pontiac, 6,243; Pt. Huron, 13,519; Saginaw, 46,215; W. Bay City, 12,910; Ypsilanti, 6,128. WISCONSIN: Appleton, 11,825; Ashland, 16,000; Beloit, 6,276; Chippewa Falls, 8,520; Eau Claire, 17,438; Fond du Lac, 11,942; Green Bay, 8,879; Janesville, 10,631; Kenosha, 6,529; La Crosse, 25,053; Madison, 13,392; Manitowoc, 7,525; Marinette, 11,513; Menominee, 5,485; Neenah, 5,076; Oconto, 5,221; Oshkosh, 22,753; Portage, 5,130; Racine, 21,022; Sheboygan, 16,341; Stevens Point, 7,888; Watertown, 8,870; Waukesha, 7,475; Wausaw, 9,251; Superior, 13,000.

### UNION STOCK YARDS.

Located on S. Halsted st.; in the former town of Lake, now within the corporate limits, about five and one-half miles southwest of the City Hall. Take S. Halsted st. horse car for yards direct, or State st. cable line with transfer at Thirty-fifth or Forty-third st. Or take train at Van Buren st. depot, via Chicago, Rock Island & Pacific railway, at Union depot via Pittsburg and Fort Wayne railroad, or at Central depot via Illinois Central railroad. The visitor will enjoy a drive to the yards by way of Bridgeport, a great manufacturing center, or by way of Michigan blvd. to Thirty-ninth st., and thence west. The Union Stock Yards were organized and opened in 1865. The Stock Yards company at the present time own 400 acres of land—320 acres in one block and eighty acres in outlying lots. The larger tract is devoted to the stock yards; some 200 acres being devoted to yards, etc., while the balance is occupied by railroad tracks and car sidings. Before you, as you enter the main arch-way, is a town with twenty miles of streets, twenty miles of water-troughs, fifty miles of feeding-troughs and about seventy-five miles of water and drainage pipes. Besides the regular water works supply there are a number of artesian wells, having an average depth of 1,230 feet. The plant of the Union Stock Yards Company proper cost about \$4,000,000. Present capital about \$23,000,000. The plants of the various packing companies cost, it is estimated, in the neighborhood of \$10,000,000. [Statistical information concerning the immense transactions at the Stock Yards is given in the "Appendix."]

*Development of the Industry.*—The statistics referred to above will show how this great industry has been developed. The Stock Yards to-day are one of the wonders of the world. Twenty great trunk railroads, fed by hundreds of branches which stretch like a mighty octopus over the land, deliver and carry away the raw and manufactured articles which arrive at and depart from this spot. During the early morning the Western roads are busy unloading their freight of cattle, hogs and sheep, while in the afternoon the Eastern roads are equally busy taking delivery and loading up the stock that is going to Boston, New York and countless other points. At the packing houses the work goes on all day—one train following another carrying away the finished product of the butcher and packer. The Stock Yards Company own all the railroad tracks (over 150 miles in all) and do all the switching or shunting connected with the business of the yards. Every railroad company has a direct communication with the yards, either through its own tracks or by the Belt line; at any rate, they can all get there without trouble, and no delays take place. The yards can accommodate, at their fullest capacity, over 30,000 cattle, 200,000 hogs, 30,000 sheep and 4,000 horses, and while at times they are taxed to their fullest limit, yet as a rule the stock is well and carefully looked after. As the

trains come rolling in, the company takes charge of the stock; and its location, name of firm to whom consigned with description, etc., are detailed in the office of the company.

*How Live Stock is Received.*—Practically speaking, all stock is consigned to commission men, who at once take charge of it. Sometimes the cattle are left in the pens where they are placed on arrival; but, as a rule, salesmen have each certain localities in the yards and endeavor to get all their cattle located in the same place. The yards are divided into pens. The cattle pens are in divisions, thus: Division A, pen 1; or division C, pen 20; while the hog pens are located at the railroad delivery points. Sheep have a separate location for themselves. The cattle pens are of different sizes, holding from one animal up to 300 or 400 head. As a rule, local, or what are termed native, cattle come in small lots, generally one to two cars at a time; while range cattle generally come in train-loads of twelve to fifteen cars. A car-load averages about twenty cattle, weighing 1,200 pounds each, or about 21,000 pounds to the car. The hog and sheep pens are covered in. Hogs weighing 250 pounds each run about seventy head to the car; while sheep are loaded according to weight, as they differ so much in quality. One hundred fair-sized sheep generally make a load. Each pen has a water trough, while in those devoted to cattle and sheep hay-racks are also provided. The cattle pens especially are exceedingly strong, the whole structure being of wood. The floors are of the same material, as it is most suitable to the climate. Alleys, well "macadamized," intersect the yard so that every pen is easily reached, while at convenient points the weighing scales, the feed-store houses, etc., are placed. On delivery, the Stock Yards company becomes responsible to the various railroad companies for the freight and feed that are due for each shipment. In turn, the owner, through his commission men, becomes bound for payment to the Stock Yards company. As it would be impossible to collect the freight as every car comes in, a settlement of freight and feed charges is made twice a week; the commission men being obliged to put up a bond of \$10,000 to secure the amounts that may accumulate. In this way matters run very smoothly. If the owner of the cattle has no bond up, he is obliged to pay the amount due before the stock is released; but so perfect is the system that no friction of any kind occurs, and the business in this respect goes on from day to day without any trouble. Subjoined are the regulations and commissions of the market: Diseased meats are condemned. Sales, unless otherwise stated, per 100 lbs. live weight. Dead hogs, 100 lbs. and over,  $\frac{1}{2}$  c. per lb.; less than 100 lbs. of no value. Broken-ribbed and bruised cattle, docked \$5 per head. Public inspectors dock pregnant sows 40 lbs. and stags (altered boars) 80 lbs. each. Yardage—Cattle, 25c.; hogs and sheep, 8c. per head. Feed—Corn, \$1 per bushel; timothy hay, \$30; prairie hay, \$20 per ton. Commissions—Cattle, 50c. per head; calves and yearlings, \$10 per car; hogs and sheep, single decks, \$5; double decks, \$10 per car; public inspection of hogs, 15c. per car. The charges for yardage are moderate, but the price charged for feed is out of all proportion to market values, and there is continual complaint upon this latter point. Four great parties meet, as it were, in communion every day at the yards—the Stock Yard Company, with its array of employes; the owners of stock, drifting in from all points of the compass; the commission men, with their corps of clerks and assistants, and, lastly, the host of buyers who operate there.

*Buying and Selling.*—Buying and selling goes on every day except Sunday, while Saturday has come to be looked upon as a sort of settling day for the week. While, of course, cattle come in at all hours of the day, it is the object of the railroads to land them in the yards from four o'clock to eight in the morning. A very large number of the cattle come out of first hands; but the majority are consigned by dealers, who pick them up in small bunches in the country, except in the case of range cattle, which are practically consigned by the owners. The hog market opens early, and is pretty well over by ten o'clock. There are scattering sales after that hour, but the majority of the work is finished at the above mentioned time. The sheep market is confined very much to the morning also, while trading in cattle, as

a rule, opens about nine o'clock and goes on more or less up till three P. M., when the whistle blows and business is suspended for the day. When it is considered that for the five active working days of the week there are received about 10,000 cattle a day, over and above hogs and sheep, the gigantic nature of the business can be estimated; but a man needs to be actually upon the spot to judge even approximately of how business is carried on. The Stock Yards Company employ about 1,000 men; there are about 120 commission men, who must also employ about 1,000 assistants; add to this about 300 buyers, and it can well be imagined that from eight o'clock in the morning till three in the afternoon the Stock Yards present a very active scene. There are, moreover, hundreds of owners who practically become interested spectators of the work as it progresses, while every day a great crowd of sightseers put in an appearance. The office-work is mostly confined to the Exchange building, where the Stock Yards Company, the commission men, the railroad companies, the buyers, etc., have suitable offices. A substantial bank also occupies a very handsome office in the same building. As soon as the cattle are delivered to the commission men, their work begins. Hay is immediately ordered for the cattle; quantities of course vary, but as a rule, prime cattle eat about five pounds each; common cattle, seven and a half pounds, and range cattle get an allowance of ten pounds each. The water is turned into troughs, and if the cattle have been properly handled on the road, they take a good fill. Very often cattle have to be sorted and classed, and this, as a rule, is done before the water is turned into the troughs. As in other cattle markets, both at home and abroad, supply and demand regulate to a great extent the price, and when the buyer appears early on the scene it is pretty good evidence of an active market.

*Quick Work.*—In the decimal system of currency and weights, the process of buying and selling is very easy from a financial point of view. The commission man asks, say, \$1 per hundred lbs., the buyer bids \$3.80 per hundred lbs., and they eventually agree upon \$3.90 per hundred as the price, then the remainder of the work is very simple. Shortly after the terms are agreed upon, the cattle are driven to the scale and weighed. Before they are run into the weighing pen, however, they are examined either by the buyer himself or his agent, to see that there are no broken-ribbed or bruised cattle. Cattle that are severely bruised are, as a rule, thrown out and sold separately, while animals with broken ribs are docked \$5 per head as stated above. The weighing scale in general use is known as the "Fairbanks Live Stock Scale," and is an invention that has been of great value to American stockmen. These scales have a capacity to weigh 100,000 lbs., which at 2,000 lbs. to the ton, is 50 tons; but, as a rule, they seldom weigh more than 60,000 lbs at a time. By this means an immense number of cattle can be passed over one scale in a day. The weighing beam of the scale is open to the public, and, as both the buyer and the seller have access to the room in which it is placed, no disputes ever arise as to weights. An official ticket of weight is issued by an employee of the stock yards, who also superintends the weighing, and by this means all disputes are saved. After the weight has been ascertained the cattle are run off the scale, and they become the property of the buyer. The commission man takes possession of the scale ticket and hands it to his bookkeeper, who calculates the amount due, and collects immediately from the buyer. The large buyers have arrangements with the banks to cash their tickets as they are handed in, and thus all the trouble of writing cheques, etc., is saved.

*Classification of Cattle.*—The classes of cattle coming to market are pretty well defined. We have, first, the "exporters;" this includes cattle that are suitable for the eastern markets, as well as good enough to go to England. Second, the "dressed beef" steers, suitable for the dressed beef business. Third, "butcher stuff," composed of light steers and the better grade of cows. Fourth, "canners," which includes everything not good enough for butchering; and then as an extra class we have the "range" cattle, which are pretty well divided among the last three classes named. The movement of cattle is most entirely eastward. San Francisco, which is a large market, draws quite a number of cattle from California and the



adjoining states, but otherwise there is a continual movement toward the East. The movement begins at the Gulf of Mexico; the barren plains of Arizona, the sage brush valleys of Nevada and far Montana, all contribute and send forward their consignments. From those distant points the work of shipping is no easy matter. The various lines at suitable points have feeding yards, where hay is supplied at three times its value. Cattle can be run from 300 to 500 miles without feed and water, but as a rule the feeding stations are generally placed about the former distance apart. Within the last year or two "Palace" stock cars have been introduced, and by this means cattle can be run practically any distance, as they are constructed to allow the animals to be fed and watered without unloading. What are known as the "Street" cars, built on this principle, have, up to this time, been the best produced, and they are likely to maintain their lead, as they can be divided into three compartments, which to a great extent prevents bruises.

**DISPOSING OF THE RECEIPTS.**—The cattle having reached Chicago are sold as described above. Those which are brought for shipment are driven over to the shipping divisions, where they are loaded up and forwarded to their respective destinations. The dressed beef men generally allow their cattle to remain in the pens over night, and the next day after they are purchased they are driven over to the slaughter-houses. The alleys in the yards have become so crowded that during the last few years viaducts have been constructed overhead, and along those the cattle and hogs are driven to the respective packing-houses. The cattle having reached the point where they are made into dressed beef, a description of the methods by which three-fourths of the cattle sold in Chicago market reach the consumer may now be attempted. The dressed beef business in America was founded some twenty years ago. A few years later the work was taken up by the late Mr. George H. Hammond, of Detroit, who may be termed the father of this business. He was a man of fine executive ability, and he built up through his energies a magnificent trade. He died, unfortunately, just when he had reached the zenith of his powers. Other parties took up the business, and it has gradually grown (figuratively speaking) from a grain of mustard-seed to a very large tree. Mr. T. Eastman, one of the largest live-stock shippers in America, branched off into this trade; Mr. Nelson Morris, well-known to every cattle-man, both at home and abroad, also took a hand; in 1880 Mr. G. F. Swift began upon a most extensive scale; while two years later Messrs. Armour & Co. also commenced the business. We have now in Chicago four immense concerns—viz., Swift & Co., Armour & Co., Hammond & Co., and Nelson Morris & Co. These firms, along with Libby, McNeill & Libby, buy a very large proportion of the cattle coming into our markets.

**Slaughtering the Cattle.**—The cattle on reaching the slaughter-house are driven into large pens adjacent to it; thence they are driven along narrow passage-ways and are put into separate compartments by themselves. These compartments are just large enough to hold one bullock. Over them is a wooden foot-path, along which a man can walk; the animals are either shot down or felled from this point. Between the compartments and the slaughter-house is a lifting-door which slides up mechanically. A chain is passed around the horns of the animal and it is dragged into the main slaughter-house, after which the animal is properly bled. Lifting pulleys worked by steam power are provided for hoisting each carcass while being dressed, and iron runs for moving the carcasses in halves or quarters from the hanging room to the chill-rooms. All the work in the slaughtering department is done by well-trained experts, each one having a single division of labor to perform. For example, the hides are taken off the carcass by different trained experts in such careful manner as to give them a value of about one cent per pound over the common butcher's hides; the guts are thoroughly cleansed and sold for sausage casings; the contents of the entrails are converted into fertilizing substances, which are sold in the older portions of the country where the lands have been long worn by successive crops; the livers, hearts, etc., are

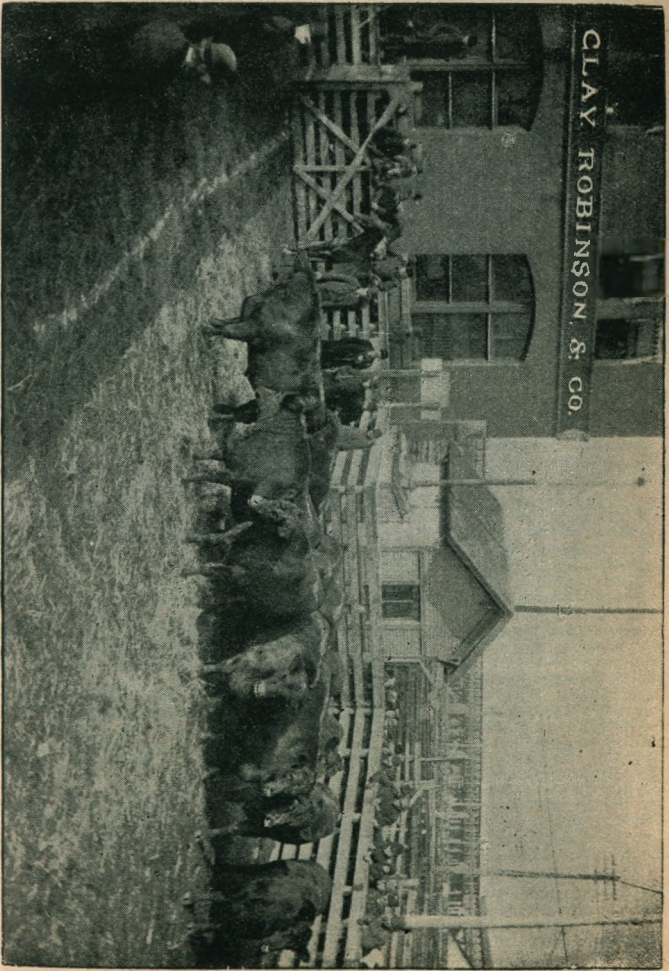
shipped with the beef to different markets, where they are sold to good advantage; the bladders are dried and sold to druggists and other parties; the stomach makes tripe; the tongues are always in demand at good prices; the horns are sold readily to the comb and knife-haft maker; the shin-bones are usually in good request for knife-handles, and backs for tooth and nail brushes; the knuckle bones are similarly prepared for making acid phosphate, and have a fair commercial value for this purpose; the blood is all utilized for different commercial purposes; the ox-tail trade is now a regular part of the traffic, as all the great hotels must have ox-tail soup at stated times; the heads, after being trimmed, are sold for glue stock; the fat taken from the inside of the bullock is made by a peculiar process into oleomargarine, which has to be sold under its proper name, and sells to fair advantage; neat'sfoot oil is made from the feet, and the hoofs are ground and go in with the fertilizing substances, so that every part of the bullock is utilized. From the main slaughtering-house, which to a stranger is a sickening sight, the carcasses are taken along the iron run ways into the refrigerators. There they cool off in a temperature of about 36° Fahr. Passing from the blood-stained floors of the butchering department to the other portions of the house, every one is struck with the remarkable cleanliness of the establishment. There is not a speck of dirt. To this point the greatest attention is paid, and the meat and other products from these houses are handled with far more care than in small slaughtering-houses in the country. From the coolers the carcasses are run out to the loading platforms, cut into quarters, and then put into refrigerator cars, which take the meat away and distribute it far and near. A trip through the big slaughtering-houses is very interesting. The wonderful dexterity of the butchers, the mechanical inventions to help the work, the methodical system employed, the extreme cleanliness, and, above all, the rapidity and silence with which everything is done, strike a stranger very forcibly, and an impartial person who visits those great meat manufacturing factories generally comes away convinced that American ingenuity in this respect "beats creation."

*Packing Companies.*—The great packing companies are as follows: Allerton Packing Co.; Anglo-American Provision Co.; Armour & Co.; Washington Butchers' Sons; Calumet Canning Co.; Chicago Packing and Provision Co.; John Cudahy; Davis Provision Co.; Decker & Murath; L. B. Dowd & Co.; Horace M. Depee; Ellsworth & Bartlett; Fairbank Canning Co.; Fowler Brothers; Garden City Packing & Preserving Co.; Henry D. Gilbert & Co.; Guthman, Leppel & Co.; G. H. Hammond & Co.; John C. Hately; G. Hunniford & Co.; Hutchinson Packing Co.; International Packing Co.; Jones & Stiles; Libby, McNeill & Libby; Thomas J. Lipton; Loss, Collins & Co.; Michener Bros. & Co.; Miller, Hendricks & Co.; Minnesota Packing & Provision Co.; Moran & Healey; John Morrell & Co.; Nelson Morris & Co.; Noonan & Hoff; North American Provision Co.; Omaha Packing Co.; John O'Malley; Simon Ffaelzer; E. K. Pond Packing Co.; Samuel Shoenman; William H. Silberhorn Co.; Swift & Co., and Underwood & Co. Not all of these concerns transact their packing business at the Union Stock Yards, but all are closely allied to the great market.

*"Big Four."*—The visitor will hear of the "Big Four" packers. These are Armour & Co., the Anglo-American Packing Co., Nelson Morris & Co., and Swift & Co.

*The Exchange.*—Just inside the entrance to the Union Stock Yards is the Exchange building, where the visitor will find the offices and counting rooms of the men who practically transact the live stock business of Chicago. These are modestly styled commission men, but they are in reality merchants, and many of them are engaged very extensively in the cattle traffic, independently of their commission business. Others of them are packers themselves and buy outright from shippers. Others purchase for packing houses owned, controlled or managed by them elsewhere. The great majority, however, buy and sell on commission.

*Clay, Robinson & Co.*—A little over six years ago the firm of Clay, Robinson & Co. came into existence. The individual partners are John Clay,



CLAY, ROBINSON & CO.

[Engraved for The Standard Guide Company.]

THE UNION STOCK YARDS, CLAY, ROBINSON & CO'S HEADQUARTERS.

[See "Union Stock Yards."]



Jr., Chas. O. Robinson and Wm. H. Forrest. It is a combination that has been successful from the first and they have gone ahead steadily increasing their business. Originally they had but the Chicago office. It was soon apparent that branches must be established at Omaha and Kansas City. At the former point they have their own office. Through it they transact a business that rivals, to a certain degree, that which passes through their hands at the great central market, of which we display a well taken cut. At the latter point they are content with agents, the Cassidy Commission Co., who are leaders in the trade there, taking care of their business at that point. They handle all classes of live stock, and they have gained their present reputation by hard work. Good sales, prompt returns, civility to buyers and customers alike, with steady perseverance, have done wonders in the past and will certainly have their effect in the future. At the Stock Yards, as at any other business point, close attention to details plays an important part, and the above firm have got their system of posting their customers down to a fine point. At the end of the past year they had 10,000 correspondents who were weekly receiving the *Live Stock Report*, a paper published by them and which has become a household word throughout the West. It is a condensation of the week's work at the yards, and every Friday evening it goes through the Chicago mails to all ends of the country. The *Report* is sent free to any shipper of stock who applies for it. Parties using it generally return the compliment by shipping the firm some stock. No shipper, breeder or feeder should be without this clever little paper, for not only does it treat of the market, but its pages are adorned with short, concise articles referring to stock matters written by the best authorities in the country. It has also been the habit of this firm to issue a Christmas souvenir. In 1892 they sent out a calendar which has never been equaled in the West. Send for it, as it is a work of art, the designs being all specially gotten up for this great work. To show the enterprise of this firm we only mention the fact that it took over seven months' work to design and prepare the above.

*Wood Brothers.*—The firm of Wood Bros., live stock commission merchants, doing business at the Union Stock Yards, Chicago, and established in the year 1867, when the live stock interest of Chicago was comparatively in its infancy. With the growth of the business here, the firm of Wood Bros. have done a constantly increasing business, and at the present time are the largest handlers of live stock on commission in Chicago. They are also doing a leading business in South Omaha. The present members of the firm are S. E. Wood, James Wood, E. A. Wood and R. Nash, each of whom have been exclusively engaged in this line for over twenty years. This firm, perhaps, has a more general business than any firm at the stock yards; in other words, they receive stock from all sections of the country tributary to the Chicago market, and make a specialty of every class, having their business so systematized that each class of stock is handled by separate and expert salesmen. By this means they have been able to give the very best results to their patrons, and by promptness, enterprise and constant attention to all the details of their business, have been enabled thus to build up their trade to its present proportions. They number among their patrons some of the largest raisers and feeders of stock in the United States, and in the year 1891 sold for one company—the Home Land & Cattle Co., of St. Louis—about 14,000 head of beef steers, and about an equal number for the same parties during 1892. All parties, whether shipping small or large quantities, will receive uniform courtesy and attention, and their interests will be carefully protected.

*Sights in Packing Town.*—When the visitor, all new to the wonders of the yards and packing town, gets inside of the main entrance his ignorance betrays him. He loiters about and exposes himself to the guide. The guide is a walking directory of the stock yards and will place his entire stock of knowledge at your disposal for twenty-five cents. He is one of the few persons who have mastered the names of all the "streets" and "avenues," for every crooked and narrow passageway between the big brick buildings is either a street or an avenue. The main thoroughfare is Packers ave. The



guide leads the visitor first to the gallery adjoining the Exchange restaurant. If he does not get a few exclamations of delight and surprise out of the visitor when they mount the gallery then he feels discouraged and loses interest in his job. This gallery overlooks the great checker-board within the squares of which there are swarms of cattle; "herds" is not the word to use, for there are too many. To the west are the packing-houses, palaces of refined butchery. From the packing-houses comes an odor, a plainly perceptible odor, which is rather disagreeable at first. This packing town odor has been unjustly criticised. It is unpleasant only on short acquaintance. To any one accustomed to it there is only a pleasant suggestion of rich, ruddy blood and long rows of tempting "sides" hung up to cool. The stock-yards atmosphere is healthful. The average weight of a packing-house employe is about a hundred and eighty pounds. The various packing-houses may be visited during working hours, and there is no attempt made to hide any department from the inquisitive eyes of the stranger. Everything is scrupulously clean. A visit to the great slaughter and packing houses increases the respect which one entertains for Chicago pork and beef.

### WATER WORKS.

The water works of Chicago are among the wonders of the city, not alone because of their magnitude, but because of the magnificent engineering features which they present to the intelligent or curious visitor. The great central pumping works of the system are as follows: Foot of Chicago ave., North side. Take N. Clark st. cable or State st. car to Chicago ave., and walk east toward the lake. These works are at the southern end of the Lake Shore drive and should be visited by all strangers. West side works, Cor. Blue Island ave. and Twenty-second st. Take Blue Island ave. car. Central pumping station, W. Harrison st., between Desplaines and Halsted sts. Take Harrison st. or S. Halsted st. cars. There are also great pumping stations on Fourteenth st., at Lake View, Hyde Park (Sixty-eighth st.) and at Washington Heights. To visit the different "cribs" situated in Lake Michigan, during the summer months, take excursion boats on the lake shore, foot of Van Buren st. The fare for round trip is 25 cents. The area of Chicago is about 181 square miles, the greater part of which is thickly populated, requiring good facilities for an abundant supply of water. This is drawn from Lake Michigan by a number of separate water works, all of which are operated upon the same plan. Owing to the perfectly level plain upon which Chicago is built, there is no natural elevation available for the establishment of reservoirs. The water, when drawn from the lake, is pumped directly into the mains against a stand-pipe head of about 100 feet.

*Description of Water Works.*—The water works system as it exists at present may be described as follows: There are five tunnels under the lake, which receive the water from the different cribs—the original five foot tunnel, supplying the North side pumping works; the seven foot tunnel supplying the West side pumping works (each two miles under the lake, the latter extending across the city); the Lake View tunnel, the Hyde Park tunnel and the new four mile tunnel. The "cribs" though differing in size and capacity are built substantially in the same manner, or after the plan of the original two-mile crib, off Lincoln park. Within the masonry of this crib is an iron cylinder nine feet in diameter, extending down thirty-one feet below the bottom of the lake, and connecting with two distinct tunnels leading to separate pumping works on shore. Water is admitted into the crib from the surface of the lake, its flow being regulated by a gate. The North side or Chicago ave. pumping works have a capacity of about 50,000,000 gallons daily. The West side or Ashland ave. works have a capacity of

about 61,000,000 gallons daily. The W. Harrison st. pumping works, which also draw from the seven foot tunnel, have a capacity of 15,000,000 gallons daily. The Fourteenth st. works have a capacity of about 50,000,000 gallons daily. These works supply the World's Fair grounds and buildings. At the present writing the capacity of the Lake View, Hyde Park and Washington Heights pumping stations cannot be exactly given, as they are undergoing many alterations. Besides, connection is not completed with the underground system of tunnels. The new four-mile tunnel has a capacity of 130,000,000 gallons daily. With the increased pumping facilities the city of Chicago may be supplied with 200,000,000 gallons of fresh water daily before the close of 1893.

*Four-Mile Tunnel and "Crib."*—The new four-mile tunnel, as has been said above, gives the city water works an additional supply of 130,000,000 gallons daily. The water supplied is absolutely free from contamination, taken as it is from a point in the lake four miles from the shore, and out of the current from the sewers of the city, or the Chicago river, during flood periods. The tunnel, considered as an engineering feat, is a great work, and it was accomplished under gigantic difficulties. Quicksands were encountered, which compelled the engineers to change the course of their burrowing under the lake. Two headings were started, one from the shore and the other from the four-mile crib, and although they both curved out of the original line 300 feet to avoid sandy soil, the two headings met two and a half miles from shore and came together with a discrepancy of but a few inches. The work was begun in July, 1888, under the administration of Mayor Roche. The total cost of the tunnel proper up to date has been \$1,100,000. To this must be added \$365,000, the cost of the crib, and the \$148,000 awarded for extras, making a total cost of \$1,625,000. The actual and immediate increase in the daily water supply was about 60,000,000 gallons. The new Fourteenth street pumps, which were started as soon as the tunnel filled with water, have a capacity of 50,000,000 gallons. At the West Side station, at Harrison and Desplaines, a new pump was started on account of the increased tunnel capacity. The tunnel is connected directly with the Harrison street pumps by a land tunnel. It furnishes sufficient water to enable the engineers to run all the pumps in the city at an increased speed. The tunnel capacity of the city is now 50,000,000 gallons above the capacity of the present pumps, and at least two new pumping stations of the largest capacity will be added. The four-mile crib is circular in form and in the center of it is a well seventy feet in diameter. This well is connected with the tunnel by a shaft ten feet in diameter. The ports through which the lake water enters the well are five feet square and six in number. The ports are thirty-six feet below the surface of the lake, and it is believed that they will be safe from obstruction by ice. The crib is supplied with a compressed air apparatus which makes it impossible for the ice to get into the ports.

*Source of Water Supply.*—The water supply of Chicago and her environs is taken from Lake Michigan, which is a part of the chain of lakes and rivers composing the basin of the St. Lawrence. To form some idea of this inexhaustible and magnificent reservoir of pure water, at the very doors of her people, it is only necessary to give a few pertinent statistics. The chief geographer of the United States geological survey gives the following data: Area of basin of St. Lawrence, 457,000 square miles, of which 330,000 belong to Canada, 127,000 to the United States. Lake Superior—area, 31,200 square miles; length, 412 miles; minimum breadth, 167 miles; maximum depth, 1,008 feet; altitude above sea level, 602 feet. Lake Huron—area, 21,000 square miles; 263 miles long, 101 broad; maximum depth, 702 feet; altitude, 581 feet. Lake St. Clair—29 miles long. Lake Erie—area, 9,960 square miles; length, 250 miles; maximum breadth, 69 miles; maximum depth, 210 feet; altitude, 573 feet; and above Lake Ontario, 326 feet. Lake Ontario—area, 7,240 square miles; length, 190 miles; breadth, 51 miles; maximum depth, 738 feet; altitude, 247 feet. Lake Michigan—area, 22,450 square miles; maximum breadth, 84 miles; length, 345 miles; maximum depth, 870 feet; altitude, 581 feet.

*Temperature of Lake Water.*—The average temperature of the water in the lake is: January, 32.0; February, 32.0; March, 35.4; April, 43.3; May, 51.9; June, 54.9; July, 65.9; August, 60.2; October, 50.6; November, 40.3; December, 37.5.

*Water Towers.*—For the benefit of those who do not understand the principles of water distribution in a great city, the following explanation is given: A tunnel from the crib in the lake is built on an incline so that the water pours into a well under the water works. In getting there it has been allowed to fall several feet below the level of the lake. When the pumping is light, of course the water rises in the well to the level of its source—the lake—but in Chicago the demand is so strong that the pumps keep the water in the well below several feet that in the lake, raising the water from a distance maybe sixteen feet below lake surface. After the pumps have thus raised the water their work is just begun. They must now force it out the mains and into the houses, just as an ordinary well pump, with the valve in the bottom of the well, instead of up near the pump handle, brings the water to the pump spout. The use of the tower is now shown. Take away a section of the masonry and there remains an upright pipe. A description of the West Side Water Works tower will serve as an illustration. There the stand-pipe is five feet in diameter and about 167 feet high. It is made of plate boiler iron about five-eighths of an inch thick, and looks like an ordinary engine boiler, except in length. When the water passes the valve in the pump it passes through the main pipe close by the base of this tower, or may pass under the tower. An opening allows the water to run out of the pipe into the tower stand-pipe. At the West side works there are four of these main pipes, all opening into the stand-pipe. Now comes the essential part, which is very simple when understood. The pumps are started, say at a pressure of forty pounds to the square inch of surface. The water is forced out along the mains and through the opening into the tower stand-pipe. That will raise the water about two and one-third feet in the stand-pipe for each pound of pressure, which is about ninety-three feet for the forty pounds. The weight of the water in the pipe represents that power, and stands there as an elastic spring or cushion, rising and falling, equalizing the pressure on the water faucets and pipes. If every one having faucets on the main should close them, the water pumped in the main would have an escape through this pipe, and the result can be imagined; the pipe wouldn't hold it very long if the pumps were not stopped. But there is an indicator, like the hands on the face of a clock, which shows just how much water is being drawn, or how much of the power is used, and the engineer regulates his pumping accordingly. After the above explanation it may be simply stated that the stand-pipe in the water tower furnishes an equalizer, so that when an engine is running at a given rate of speed or pressure, the turning on or off of a few more or less faucets by consumers may not seriously and too suddenly affect the pressure and supply.

#### WESTERN INDUSTRY, WEALTH AND TRADE.

Many of the greatest houses in the West, in the country and in the world are referred to under this heading. For the convenience of visitors, they are alphabetically arranged. The great industries of Chicago and the West will attract particular attention during the World's Columbian Exposition. Many of the houses mentioned below have magnificent exhibits at the World's Fair. This list includes well known establishments of Toledo and Cleveland.

*Advertising.*—There are several great advertising agencies in Chicago. Among the greatest is that controlled by Mr. Charles H. Fuller, offices in the McCormick block, Dearborn and Randolph sts. Mr. Fuller carries out contracts for advertising in a single or in ten thousand newspapers in this and foreign countries. His specialty, however, is high-class mediums, daily, weekly and periodical.

*Allen, Gassette & Opdyke.*—Location, 110 Dearborn st. This firm was formed by the consolidation of Norman T. Gassette & Co. with Allen, Opdyke & Allen, both established houses and favorably known to the people of Chicago. The consolidated firm does a general real estate, loan and renting business. Many of the greatest transactions of our day were conducted to successful conclusions—the building of the great Masonic Temple among them—by Norman T. Gassette & Co. The new firm has all the advantages of an established reputation, the energy of thorough Chicagoans, and the facilities which come with the consolidation of two houses, each a power in itself in the real estate and loan business.

*American Radiator Company.*—General offices, show-rooms and warehouse, 111-113 Lake st. This company is the largest of its kind in the world, its productive capacity being ample to supply all the radiators used in the world. Its goods are in use in the most important office and public buildings and finest dwellings throughout the United States, and are used to a considerable extent in other countries. It has three large sets of works, two being located at Detroit, Mich., and one at Buffalo, N. Y., their buildings covering an area of more than twenty-five acres. It has branch warehouses and show-rooms at New York, Boston, Minneapolis, St. Paul and Denver. Officers and directors are as follows: Joseph Bond, president; John B. Dyar, 1st vice-president; John B. Pierce, 2d vice-president; Clarence M. Woolley, secretary; Charles H. Hodges, treasurer; Clarence Carpenter, Edward A. Sumner, Henry Bond, Walter S. Russel, directors. The president, secretary and treasurer constitute an executive committee with headquarters at Chicago, where the entire business of the company is directed. A visit to their large show-rooms at above address will prove of great interest to visitors coming to this city.

*Andrews, A. H. & Co.*—Located at 215-221 Wabash ave., in the heart of the business center. One of the largest commercial outfitting establishments in the world. Also the leading school furnishing house of Chicago. Here may be seen every possible design in commercial office fixtures of the better class in desks and in furnishings. The show-rooms of the house are elegantly arranged. The designs in desks are in many cases novel as well as beautiful. This firm has furnished the fittings for some of the leading banking rooms of the city. The beautiful interior of the Union National Bank was designed and executed by A. H. Andrews & Co. They will furnish the fittings of the Chemical Bank of Chicago on the World's Fair grounds, which is to be located in the Administration building. It is to be the most elegantly furnished bank in America. Aside from desks and outfitting departments of this establishment, here are also to be found Andrews' celebrated folding beds, the most popular in America. The stranger is advised, by all means, to visit A. H. Andrews & Company's house before leaving the city.

*Architectural Iron Works.*—The immense demand during recent years for "Architectural Iron," brought about by the construction of what have come to be known as "Chicagoesque" buildings—the great steel-framed palaces of our business district—has developed wonderfully a peculiar character of foundry work. [See "Architecture" in introduction to this volume, also "Buildings."] Some of the greatest iron works and foundries of the country have been kept busy during recent years in meeting their demand. One of the greatest of these is the Architectural Iron Works of VIERLING, McDOWELL & Co., located at Twenty-third street and Stewart avenue, on the lines of the Pittsburgh, Fort Wayne & Chicago and Western Indiana railroads. Works cover about two acres of ground. Have substantial buildings for foundry, pattern, erecting shops and office. Over two hundred hands employed, and handle annually over twenty thousand tons of pig iron, rolled beams, etc. Take State street or Archer avenue car, or Ft. Wayne train at Union depot, or Western Indiana Railroad at Dearborn station. Robert Vierling, president; Louis Vierling, secretary and treasurer, and Alfred Grossmith, superintendent.

*Benedict, Geo. H. & Co.*—One of the largest engraving firms in the United States, located at 175-177 Clark st. Mr. Geo. H. Benedict is the sole



member of the firm (the "Co." being nominal) and who gives his entire attention to the details of the business, has had eighteen years experience in the various branches of the printing, publishing and engraving business. He is highly spoken of by the trade generally, and has an unbroken record for honesty, square dealing and success. Mr. Benedict is a native of New York. He early applied himself to a thorough acquisition of his trade in all its branches, and although still but a young man, he has gained for his establishment a most enviable reputation for the artistic beauty and general excellence of their work, as well as the prompt and reliable manner in which they execute all commissions intrusted to them. He founded his present business in 1886, and from the start became the recipient of a large, influential and wide-spread patronage.

*Calkins, T. E. Engraving Co.*—Among those who have taken the lead in artistic engraving none have been more conspicuously successful than Mr. T. E. Calkins, who began business in 1875 and now occupies commodious and eligible premises at room 24, 142 Dearborn st. The style of Calkins & Wackendorf was adopted during a short period, in the year 1888-89, when Mr. Wackendorf was connected with the firm, but from the inception to the present time, Mr. Calkins has controlled operations with skill and enterprise. He has equipped his studio with every known appliance pertaining to the art, and employs a staff of designers and engravers whose capacity is shown in the exquisite work done. In fine wood-engraving, whether portraits, views, buildings, vignettes or mechanical pictures, which is the leading specialty, the results achieved mark the highest advance of art. Mr. Calkins also executes designs for catalogue covers, lettering for business stationery, ornamental initials, etc., and promptly fills all orders for photo-engraving, zinc-etching and electrotyping in the most satisfactory manner. Mr. Calkins was born in Michigan, and came to Chicago in 1870, is a member of the Union League Club, and although a young man has earned a high place as a practical engraver, and a leader in the production of works of high art.

*Carpenter, Geo. B. & Co.*—Location, 202 and 208 S. Water st. The business of this house was established by George A. Robb, in 1840, only three years after the incorporation of Chicago as a city. In 1845 Mr. Payson was admitted to the firm, and the name was changed to Payson & Robb. Mr. Payson retired in 1850, when Mr. Gilbert Hubbard entered the firm, the style of which was then made Hubbard & Robb. After the death of Mr. Robb, in 1857, George B. Carpenter became a partner in the firm; Gilbert Hubbard & Co. succeeded, and during twenty-four years, to the time of Mr. Hubbard's death in 1881, the house advanced to its present position in the trade, and the name became a familiar one throughout the West. In January, 1882, following the death of Mr. Hubbard, the business passed into the hands of the present firm, who had been his associates for a quarter of a century, and Geo. B. Carpenter & Co. have since cared for the trade upon the same principles as characterized the management of the old house. From 1859, until the great fire of 1871, the concern occupied the large iron front building at No. 205 and 207 S. Water st., immediately opposite their present location. That was burned to the ground on the night of October 9th of that memorable year, but before the ruins were cold a tent was set up, and Gilbert Hubbard & Co. resumed business. Of course the great fire of 1871 played havoc with Geo. B. Carpenter & Co., as it did with so many of Chicago's business men. After dwelling in a tent a short time the business occupied an old grain warehouse on Market st. until 1875, when it moved to its present ample quarters; but, owing to the increase in their business, these quarters were found to be insufficient, so much so that, in 1887, they erected their present warehouse, a six-story structure with a capacity of two hundred car loads. A short description of the store—they call it a sample room as well as a warehouse—would no doubt be interesting. In the basement is a rigging room, as well as an endless stock of wire rope, cordage, waste, naval supplies, etc. On the main floor, besides counting and sales-rooms, there are cordage and ship chandlery sundries. The second floor contains the office and rubber goods, canvas and twines. The third floor,

known as the machine room, contains over forty of the latest machines for sewing canvas. The fifth floor is the sail loft, where, besides sails, the heavier canvas goods are made into various articles. In the warehouse the basement and main floors are used for cordage, the second floor for canvas, the third for twines, etc., and the fifth for lumbermen's tools. This is a brief history of the house. From small beginnings it has reached its present magnitude and is constantly winning respect as well as growing in size and strength. The public is always interested in knowing something about the men who are back of a great business, and who make it "go." And how accurately the business reflects the character of the men who are behind it—reputable business, honorable men.

*Chambers, J. B. & Co.*—The house of J. B. Chambers & Co. was established in 1857, by Mr. Jerome Bonaparte Chambers, a native of Connecticut; coming to Chicago, however, from Ithica, N. Y., where, and in Elmira, N. Y., he had resided for several years with his family. Mr. Chambers was possessed of great versatility of talent, having a fine and imposing figure, an unusually musical voice, which he could use to good effect either in "talking" on the stump or in singing popular and, especially patriotic songs, in both of which capacities he was much sought for during his residence in New York state. A man "whose word was as good as his bond," he became very successful as an auctioneer, in which business he embarked in Chicago, and laid the foundation for the fortune which he subsequently acquired. Abandoning the auction business, however, some twelve years ago, the regular retail business of their house having reached such a volume as to occupy all their time and space. As an auctioneer he was unrivaled. Mr. Chambers' motto was: "Pay as you go," and that is still followed by the firm, who buy all goods for spot cash and consequently offer to their patrons such bargains as cash purchases always afford. Mr. John A. Farwell, now manager of the house, is a son-in-law of Mr. Chambers, and was at one time comptroller of the city of Chicago. Mr. Charles E. Graves, who has grown up from boyhood with this house, and is an excellent judge of all goods in the jewelry line, does most of the buying and is considered a "diamond expert." Col. Wm. B. Keeler has been with the firm for some eighteen years as salesman, coming to Chicago from Iowa, an old friend of Mr. Chambers, and a salesman with whom it is a pleasure to deal, as his large list of customers proves. His army record presents no flaw and his patriotism has no bounds. Purchasers from this firm can always rely upon statements made as to quality of goods, as satisfaction is guaranteed.

*Chicago Cigarette Co., The.*—Location of offices and barns, 144, 146, 148, 150 and 152 South Green st. (West side). This company is chartered under the laws of Illinois, with \$100,000 capital. It purchased the original cigarette company and its patents, and is now carrying passengers from Lincoln Park to the West side via Rush, State, Adams and Monroe sts. The new company has now running and in course of construction over fifty of these beautiful vehicles, which they will run during the World's Fair, and will serve not only the Union depot, Illinois Central and Michigan Central depots, but several of the other general passenger stations. The company will charter their cigarettes to private parties of from four to twenty-two persons on very reasonable terms. Each cigarette seats twenty-two persons comfortably. The cigarettes will call for such charter parties at their hotels or residences, convey them to the World's Fair grounds via Michigan and Grand blvds., there await the pleasure of the parties, and bring them back at night, for a much smaller fare than by any other route, besides giving visitors the opportunity of viewing the magnificent boulevards of Chicago, the finest in the world. These cigarettes are also chartered for evening parties, theatre parties, etc. The cigarette is a newly patented vehicle, which, for strength, beauty and durability, cannot be equaled. The cigarettes are nicely upholstered, contain spring seats and backs covered with Wilton carpet. The interior is finished with white natural woods, ash and cherry being used for doors, window frames, etc. All trimmings are of bronze. The style and finish is in fact the most improved street car placed upon an improved running gear, consisting of steel axles and springs made from

the best oil tempered Swede steel, allowing the body of the carette to hang low, the step to the platform being about twelve inches from the ground, so that passengers can get off and on without difficulty on either side of the street. As the carettes stop at the curb, passengers thereby avoid the discomforts of muddy streets and the danger from passing vehicles, and do not need tracks to run on. By the construction above described the utmost comfort is secured; there is no jolting and swaying so common and annoying with the omnibus, and it is free from the jar of the cable or street car. Each carette is furnished with a driver and a conductor, or guide, who, for charter parties, will describe the route, take care of wraps and parcels, reserve seats, etc., so that each party can feel it has its own carriage for the trip and can come back to the city without crowding or hanging on to the strap of a street or railway car, avoiding the tremendous rush that usually occurs when going to or returning from great gatherings at certain times of the morning or evening. Arrangements will be made in advance with parties or with hotels, railroads or societies, church parties, etc., who wish transportation from depots or hotels or to the World's Fair grounds, or any part of Chicago, on very reasonable terms. Telephone, main 5338, or telegraph, address "Carette," Chicago.

*Chicago Cottage Organ Co.*—In writing briefly of the many different kinds of trade and finance in Chicago we naturally care to mention only large and representative firms in each line. Turning, for instance, to the department of pianos and organs, one readily places the extensive music house of the Chicago Cottage Organ Co. at the head of the list. This company was established in 1880 and came rapidly to the front, and now is truly a metropolitan concern in its line. Its marked success in a comparatively short space of time has, of course, been due to the energy and high class business methods which have marked the career of the firm. That Chicago has attained the first position in the United States in many lines of business is a well known fact, but few outside the piano and organ trade are aware that the World's Fair city has for some years possessed the largest reed organ factory in the world. But so it is. The plant of the Chicago Cottage Organ Co. occupies a whole block at the corner of Twenty-second and Paulina streets, and embraces three immense buildings, besides drying kilns, small buildings, lumber yards, etc. The factory has several acres of floorage and gives employment to hundreds of workmen, who turn out more than 18,000 organs per year. To dispose of these instruments require fifteen to twenty salesmen and twice as many office employes, besides the regular officers of the company. Already nearly 150,000 of the Chicago Cottage organs have been sold, and the demand is increasing each year. This surpasses all previous records in manufacturing reed organs, and shows quite conclusively that these Chicago Cottage Organs are the best in the market. No trouble, pains or expense is spared to make them so. To produce these organs requires more than one hundred different kinds of machinery—many of which are of special design and construction. In addition to manufacturing the best organs in the world the Chicago Cottage Organ Company purchased the "Conover" piano factory in New York (for cash) in January, 1892, and at once removed the same to Chicago, and are now receiving from their factory in Chicago five Conover pianos each day, thirty Conover pianos each week and 1,560 of these famous pianos the first year. This is an unparalleled success in the production of a strictly high grade piano. They also purchase and pay for more medium grade pianos direct from the manufacturers than any other firm in the United States. Their list of pianos is one of the best handled by any music house in Chicago, and embraces instruments to suit every fancy and every pocket-book. It would be impossible to add anything to its completeness. Their elegant and modern wholesale and retail warerooms are located at 215 Wabash ave., second floor, in the very heart of the music center, and one of the most fashionable thoroughfares of the great World's Fair city. It is hardly necessary to add that the commercial and financial standing of the firm is very much of the grade of a National bank. The members are well known in Chicago and New York social circles as honorable, straightforward citizens and busi-

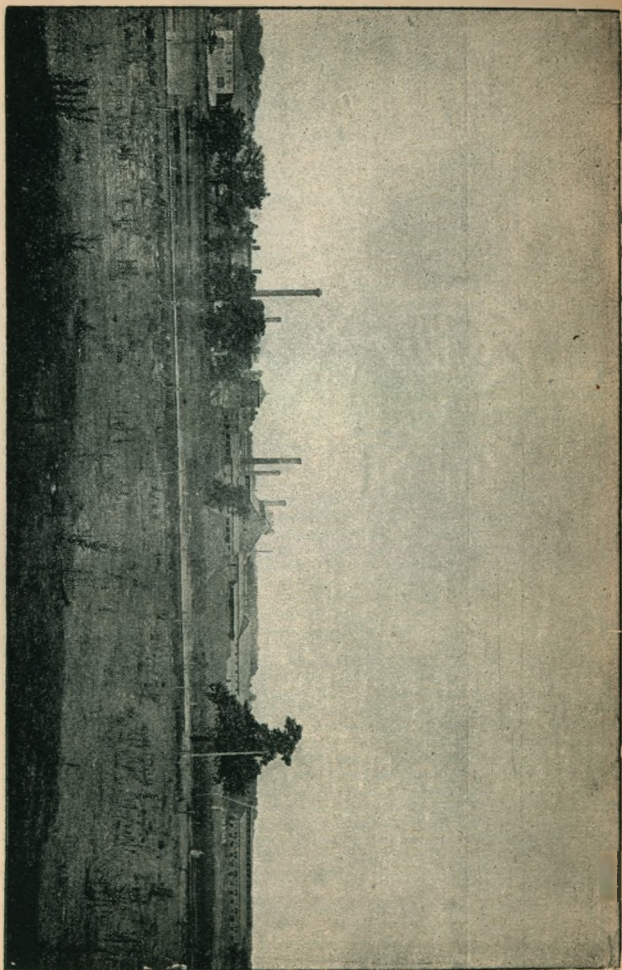
ness men. They are full of energy, ambition and enterprise, in which they have already been most liberally rewarded by their present high standing in the financial world and the good estimation of the whole community.

*Chicago Rawhide Manufacturing Company, The.*—Established in 1878, and was incorporated in March following. Its business is the manufacture of rawhide belting, lace leather, rope and other rawhide goods of all kinds. The process by which it manufactures its leather is known as the KRUEGER patent, of which the company is the sole owner. They also control a large number of other patents, necessary to the business. The company first commenced the manufacture of its goods at 38 and 40 W. Monroe st. Their goods immediately found favor in the market, and in a short time the business outgrew the space occupied at the above location. In November, 1882, it removed to its present location, 75 and 77 E. Ohio st., into a building 50x100 feet, five stories, prepared especially for their use. Two years ago an addition of two stories was made to the building. They now employ a large number of workmen, and business is constantly on the increase. All goods manufactured are of the best quality, and their reputation is known all over the world. Their trade covers the whole country, as well as many foreign countries. They have recently added the manufacture of rawhide hydraulic packing to their already extensive line of manufacture, and have been for many years making rawhide pinion and gears, that for results are unequaled by anything in the market. These pinions are noiseless, and wear better than steel. In the manufacture of their goods, nothing but the best native hides are used, and very great care is taken to produce the best goods that can be made. The present officers of the company are: W. H. Emery, president; W. H. Preble, secretary and treasurer, and A. B. Spurling, vice-president. These gentlemen are all well known, of business ability, and thoroughly understand their business. The company has the reputation of square and honest dealings in all respects, and can be relied upon as being one of our best business houses.

*Chicago and Aurora Smelting and Refining Company.*—A great and distinctly representative concern whose scope of activity embraces everything in connection with the working of lead, silver and gold ores and whose trade extends over the entire country, also into Mexico and Canada. The officers of the company are: J. B. Arnold, president; Wm. H. Van Arsdale, vice-president; H. I. Higgins, second vice-president; H. H. DeLoss, treasurer; Jno. A. Knapp, secretary; E. F. Eurich, manager. The general offices of the company are located in The Temple, 184 La Salle st. Their works, comprising three large plants, are situated at Fortieth and Clark sts., Chicago; at Aurora, Illinois, and at Leadville, Colorado. The company transacts an extensive business in the purchase of ores and bullion, also in the refining of jewelers' sweepings, gold and silver scrap, and residues containing gold or silver. They are general dealers in lead and their brands of "Aurora," "Aurora Refined" and "Chicago" are well known to consumers of this metal. They are among the largest producers of blue vitriol (sulphate of copper) in the world, their product amounting to over 1,000,000 pounds annually. The value of gold, silver, lead and blue vitriol produced by the company during the year of 1892 exceeded \$15,000,000. Their sales of fine gold and silver for use in the arts and sciences is a branch of their business which has increased enormously in the past few years, they being the only concern west of New York city who make a specialty of supplying fine gold and silver to electroplaters, jewelers, silversmiths, etc. The company has a capital of \$2,000,000 and its operations are guided by men of wide experience, thoroughly conversant with both the scientific and practical details of the business.

*Columbus Buggy Company.*—The city of Columbus has attained special prominence as a manufacturing center, and foremost among its important enterprises is that of the Columbus Buggy Company, whose reputation for high grade vehicles is unrivaled, not only in the United States, but throughout the civilized world. Theirs is the largest factory producing light business and pleasure vehicles in the world. This result has been attained by strict adherence to the policy of making only fine and perfectly reliable





[Engraved for The Standard Guide Company.]

AURORA WORKS, CHICAGO & AURORA SMELTING AND REFINING WORKS,  
AURORA, ILL.

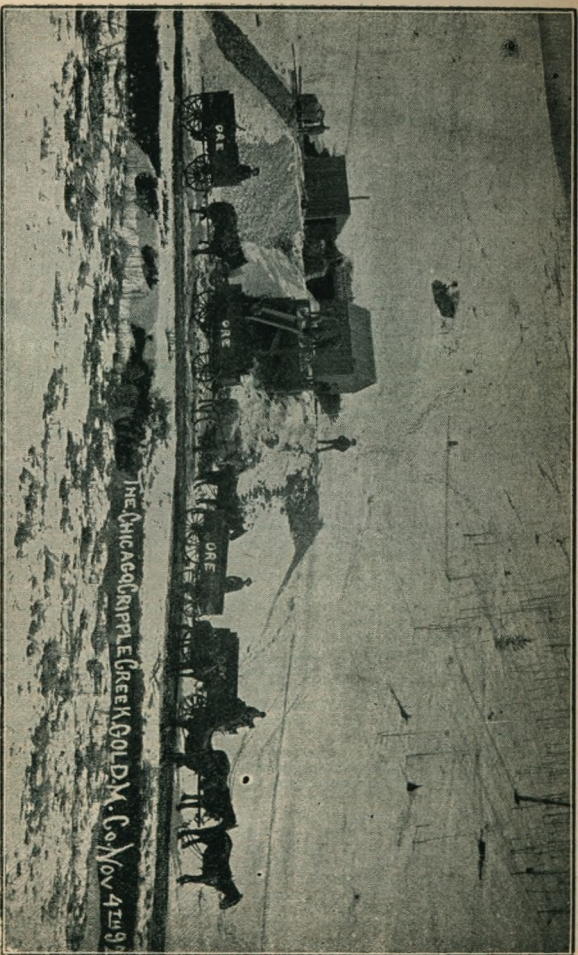
[See "Western Industry."]

vehicles, latest in style, symmetrical in proportion, commodious in size, luxurious in trimming, beautiful in painting, light in draught, durable in construction, in the production of which a vast quantity of costly and intricate machinery is used, reducing to a minimum the cost of production, by means of which these celebrated vehicles are furnished at exceedingly low prices, within the reach of all. The Columbus Buggy Company was instituted in 1875, by Geo. M. Peters, Clinton D. Firestone and Oscar G. Peters, who still own and control the business. The enterprise and progressive methods of these gentlemen have resulted in the immense business and the production of the finest line of vehicles furnished to the public at prices lower than any others can give who build work approaching theirs in quality. The Columbus Buggy Company, in order to successfully prosecute their business, have found it necessary to establish several branch houses, which are located at Chicago, Ill.; Detroit, Mich.; Kansas City, Mo.; Omaha, Neb.; Des Moines, Iowa; Minneapolis, Minn., and San Francisco, Cal.

*Cooper, H. N. & Co.*—In our mention of noteworthy firms and individuals a distinctly prominent place must be accorded to Messrs. H. N. Cooper & Co., for this firm stands in the front rank of responsible houses in the development and sale of first-class city and suburban residence property. They have taken an important part in reclaiming and improving that portion of the lake front bounded by Pearson st. on the south, Pine st. on the west, and the proposed extension of Lincoln Park and the Lake Shore drive on the north and east. They are now agents for the sale of residence lots in this tract, which, with its projected improvements, and the building restrictions which will be placed upon it, will be the finest residence property in the city. They have also large holdings in Chicago's most elegant residence suburb, La Grange. This property they are improving by building upon it elegant, modern cottages, costing from \$3,000 to \$10,000 each. Their offices are suite 1112-14, 100 Washington st., Chicago, and Fifth ave., La Grange.

*Cripple Creek Mining Co., The.*—Mining has again taken its place as one of the leading industries of the country, and capital is once more flocking to the West, looking for investments of this class. This state of affairs naturally develops more property, and during the last year Colorado has been the scene of more activity in the opening and development of its mines. All the old camps are doing a little better, and several new ones have claimed the attention of mining men. First came Creede, a noted silver camp, which developed in a short time three or four of the best silver mines in Colorado. Next came Cripple Creek, at the foot of Pike's Peak, and laid claim to the first place as a gold producer in Colorado, and from present indications it will retain this rank, not only in Colorado, but in the United States. While speaking of Cripple Creek it might be well to note that, first, it is exclusively a gold camp, very little silver being found anywhere within its region. It was only discovered in the spring of 1891 and up to November of that year it had a population of but 200. January, 1893, gives them a population of something like 15,000 people, permanent residents; a flourishing city of 5,000 people; large, magnificent hotels, business houses and electric light. Two railroads are building into the camp, one over the Midland route, which is now practically completed, and the other from Florence. This has all tended to claim the attention of investors all over the United States to the wonderful camp of Cripple Creek. Within the last twelve months it has developed something like forty shipping mines, and with the advent of the railroad this number will probably be increased to 150. It will then not only stand first place as a gold camp but first place among all mineral camps.

Some of the mines of this camp have a wonderful history. The Gold King was owned by a man who conceived the idea that he would rather be in possession of an ordinary plug horse, and consequently exchanged his claim for the horse. So far as heard from the horse has not increased very much in value, but the mine has run up to \$1,000,000. The Anaconda property was offered for \$500 when it was a bare claim; now it has a capitalization of \$5,000,000, with stock advancing every day and will probably be at par before



[Engraved for The Standard Guide Company.]

THE CHICAGO CRIPPLE CREEK GOLD MINING CO., OF CRIPPLE CREEK, COL.

[Office 416 Chamber of Commerce Bldg.—See "Western Industry." ]



long. The Chicago-Cripple Creek Gold Mining Co., whose property is probably the best located in the camp, and whose value is conceded to stand well to the front, if not first, have developed all their property within the last ten months. It is wonderful what a change can be made in that time. The last mentioned property was nothing but a bare prospect ten months ago, while now it is a magnificent mine. A large tunnel—big enough for two railroad tracks—extends into the hill something over 500 feet. Numerous large bodies of ore have been uncovered, and still they are reaching into the depth of the hill for more, with every indication of success. The officers of this company are mostly Chicago people and are men of high business standing, which fact has tended to give them an advantage over most others. Their office is at 416 Chamber of Commerce, Chicago, Ill. The Mollie Gibson mine is another property in Colorado that has given great returns on the investment, stock going from five cents a share to as high as \$12, and fifteen cents a share has been paid every month as dividends. The Bassick mine is another property with quite a history. It was discovered by Mr. Bassick eight or nine years ago, and he did not have enough money to pay the assay test, \$1, but during the year he took out a half million dollars in gold and at the end of the year sold the mine for another half million cash. The parties to whom the Bassick was sold took out a million and a half the next year, and then they got into litigation and the mine has been tied up since then until a few days ago. A syndicate, headed by Hon. Warner Miller, of New York, has now taken charge and no doubt it will prove to be equal to what it was in the past. It is noticeable that there is a greater number of conservative business men quietly taking large interests in mining property than was to be seen ten years ago. The large amount of gold taken out of California in '49 and '50 was the means of making gold at a discount for the first time, and it is asserted with many grounds for belief that the output of Cripple Creek will be the means of equalizing the values of gold and silver.

*Cronkrite & Co., B. F.*—Probably no firm in the city of Chicago have more to do with developing that section of the South side, known as northern Hyde Park, than the firm of B. F. Cronkrite & Co. They have purchased, improved and marketed for themselves, during the past four or five years, a block between Forty-second and Forty-third sts., Ellis and Lake aves., known as the Reform School property, which to-day is covered with some of the best improvements on the South side, the deal altogether aggregating hundreds of thousands of dollars; a block between Forty-third and Forty-fourth sts., St. Lawrence and Vincennes aves., known as B. F. Cronkrite & Co's. subdivision, which is likewise covered with first-class improvements, representing in land and improvements several hundred thousand dollars; a block between Seventy-sixth and Seventy-seventh sts., Stony Island and Jefferson aves., known as the Oakland subdivision, which to-day is covered with improvements. This property was handled by the firm for a syndicate, the investors receiving from this transaction 313 per cent net profits; probably the largest profit realized from any land transaction on the South side. That magnificent block of property at the entrance of Washington Park, fronting the Drexel Fountain lying between Fifty-first and Fifty-second sts., was sold and handled by this firm, and will realize the owner an enormous profit. The above are but a few samples of their transactions in Hyde Park, where they have also handled large quantities of choice frontages on the boulevards, and best residence and business streets, notably in the Forty-third st. district. Neither have they confined their operations to this district, for at Longwood, at the north end of the famous Blue Island Ridge, they have expended large amounts in street improvements and buildings in what is known as the Forest Ridge subdivision, recognized as one of the finest pieces of property in the southwestern district, and at Western Springs and La Grange they have handled hundreds of acres of the finest property on the Chicago, Burlington & Quincy R. R. They have established the Bryn Maur station midway between the above named points, where active operations are now in progress. The firm also transacts a general business in insurance, representing nine of the best insurance companies on earth from their Forty-third st. office, and through their renting department handling a larger list of bus-



ness and apartment buildings, houses, flats, etc., than any other agency. They also do a large loan business. The Drexel Building and Loan Association, which was organized by Mr. Cronkrite, and which is one of the best in the city, being located in their South Side office. In the above lines this firm holds a leading position among the real estate men of the city, and will give prompt and faithful attention to any business entrusted to them. They respectfully solicit your trade and correspondence.

*"Crown" Pianos and Organs.*—The "Crown" pianos and organs, manufactured by George P. Bent, 323 to 333 South Canal st., Chicago, have won their way into popularity rapidly and are regarded among the higher class of performers and experts as being superior instruments in tone, touch and general high quality of workmanship throughout. The factory is one of the largest among the great industries of Chicago, employing over 250 skilled mechanics and artisans. The annual production amounts to 7,000 organs and upward of 1,000 pianos, which find a ready market throughout the whole country, many of the goods going into the extreme East. Mr. Bent produces sixty-four distinct styles of the "Crown" organs and thirty-two distinct styles of pianos. Three new styles of organ cases have just been put on the market, and four new styles and scales of pianos. In the pianos the very heaviest full iron plates are used in all the various styles. The new scales are of recent design and embody all recent improvements. In the manufacture of these organs and pianos the first object sought to be attained is the very best quality of tone and touch possible to produce. The second object is to provide ornamental and tasty cases which will please the eye and which will find a ready sale to a discriminating public. The very best materials, as well as the most handsome that money will buy, are used in their construction throughout. They are built with the idea that "the best is the cheapest," and that "the best is none too good!" Mr. Bent's business was established in 1870, and its steady and constant growth is a substantial evidence that his goods meet with the approval of trade and public.

*Culver, Belden F.*—Located 59 Dearborn st., Real Estate Board building. An old established real estate agency. General real estate transactions; choice North Shore residence property a particular specialty. Mr. Culver's personal attention is given to the best interests of his clients. Strangers and residents seeking investments in Chicago or Chicago suburban realty will find it to their interests to confer with him. As to the reliability, conscientious devotion of his time and efforts to the interest of those who see fit to employ his services, one has only to refer to the leading bankers of Chicago, or to those who have done or are doing business with him.

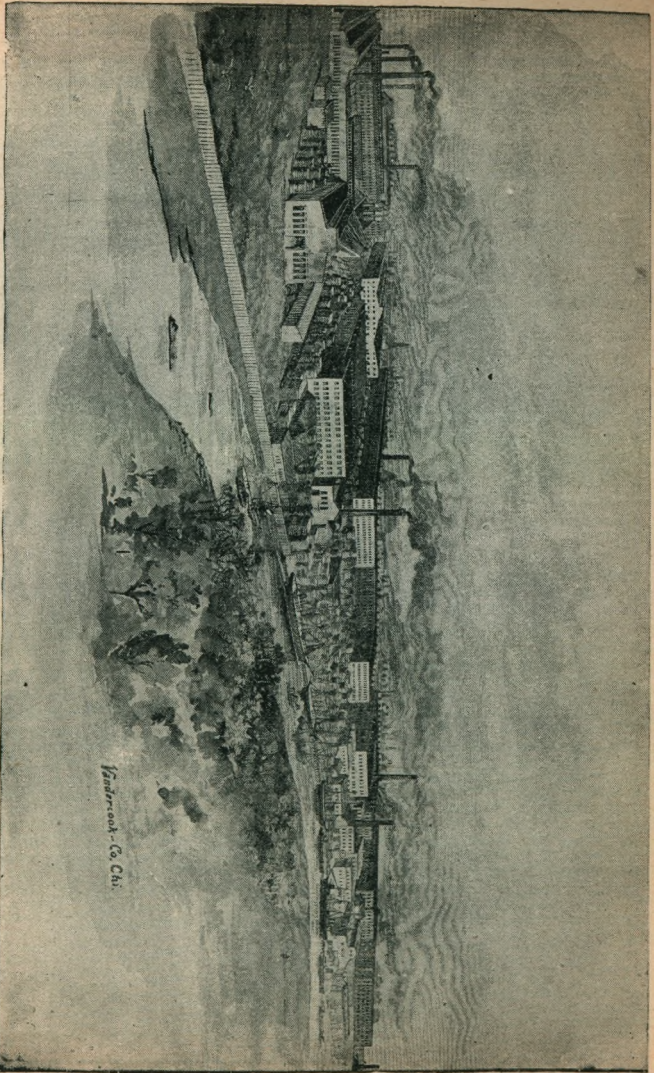
*Cummins, B. F. & Co.*—Originally incorporated as the Hill Manufacturing Co., in 1887. Location, 232 and 234 S. Clinton st. Manufacturers of check perforators and perforating ticket daters, ingenious devices for the protection of commerce against dishonesty of every description, or more particularly against that class of criminals known as "check raisers" and "forgers." In order to illustrate the necessity for such devices, it should be stated at the outset that thousands of check perforators are now in use in this country. Catalogues, price lists, etc., with reference to these ingenious and invaluable devices for the protection of business men will be sent, by making application to the B. F. Cummins Co., 232 and 234 S. Clinton st., or 83 Nassau st., New York.

*Curry, Charles.*—Reference is made in the body of this guide to the news stand conducted by Charles Curry. The stranger will find here every thing in the nature of first-class current literature, works of fiction, guide books, the illustrated weeklies, etc., that he may want. Mr. Curry's place on Madison st. near Fifth ave., as well as his magnificent store in the Central Music Hall building, are well patronized.

*Davis & Rankin Building and Manufacturing Company.*—Location of offices and warerooms 210 W. Lake st. To the city of Chicago belongs the credit of being the largest and most important dairy market in the universe and it is also entitled to the distinction of having within its limits the most

extensive establishment in the known world for the manufacture of dairy and creamery machinery, apparatus and supplies. "Stately oaks from little acorns grow," a trite saying, entirely applicable in the case we desire to present. Some fifteen years or more ago a modest office was erected in an obscure Wisconsin village to introduce a new setting can and air the co-operative notions of its projectors. From this has grown the imposing block at the corner of Peoria and Lake sts., in the World's Fair metropolis, built, owned and occupied by the Davis & Rankin Building and Manufacturing Company. The advent of the Fairlamb system in the dairy world was the beginning of a peaceful and far-reaching revolution in methods. It marks an eventful period of dairy history in the United States. With the increasing production of dairy herds, nurtured by intelligent care and greater attention to proper feeding among the intelligent dairymen of the country, the average receipts of milk at creameries kept growing gradually, and the imperative necessity of a centrifugal separator of extreme simplicity and abundant capacity was thus brought to the front. Labor and fuel representing the inevitable items of expense in the operation of a creamery, and competition being directed toward means of decreasing cost in order to insure greater profits while adding to quality of the product, the services of the machinery manufacturers were called into play to devise more serviceable and labor-saving implements. Thus the improved Alexandra Jumbo Cream Separator was called into requisition from the actual necessities of the trade; and the firm whose originators were the first to recognize the immense benefits to accrue to the dairymen from systematic concentration of uniform raw material, again planted the second mile stone on the road of dairy progress. Profit in the dairyman's work is the ultimate desideratum, and apparatus which will secure the most work and the best work at the least expense, assisting the skillful man to attain a greater degree of superiority for his products, is alone to be sought for. An active market always exists for gilt-edged goods, and efficiency in producing such, inures to the lasting benefit of milk producers and creamerymen. Proving their faith by their works, and imbued with the desire to do "everything well or not at all," the Davis & Rankin Building and Manufacturing Company has gradually added line after line, until their stately building is almost entirely filled with men and machines, and the plant covers over three acres of floor space. There exists no other firm in this or any other country, whose business covers the whole life of a butter and cheese factory, from its conception and organization to its operation; there is no other firm ranking with it, both in the magnitude of its business and the high mechanical and desirable quality of its work. To persons unfamiliar with the work of such a modern dairy and creamery supply factory, its processes are fascinating. They cannot, perhaps, understand the niceties of invention gathered about the transformation of unshapely material into fitting forms and shapes, but they can follow every piece from the casting, the log or the block, slowly going through various stages, until elaborate and perfect machines, tools and most ingenious implements are entirely finished. In such an establishment, the processes in use are marvelous; for with a display of enterprise of the truly American variety, keeping abreast of the times in everything that pertains to mechanical excellence, its management has been one of the best patrons of new inventions for the perfecting of its work, ever on the alert for the best talent and most approved machinery. The employes of the Davis & Rankin Building and Manufacturing Company number over six hundred persons (less than a dozen being women and boys), who are all skilled and proficient in their various lines. All classes of visitors to the World's Fair city will find much to interest them in this great establishment, but the thousands of persons who are interested in the dairy business—a business that American ingenuity has reduced to a science, will find it incumbent upon them to enquire into the processes which the Davis & Rankin Building and Manufacturing Co. has developed. Take W. Lake st. cars to Peoria st.

*Deering, William & Co.'s Harvesting Works.*—These immense works, a bird's eye view of which appears opposite, are situated in the northwest



*Handbook - Co. Chi.*

[Engraved for The Standard Guide Company.]

WILLIAM DEERING & COMPANY'S HARVESTING MACHINE WORKS.

[See "Western Industry."]



part of the city. They occupy fifty-one acres of ground between the east bank of the north branch of the Chicago river and Clybourn ave., from Fullerton ave., one-half mile northward. A visitor may reach the works by train on the North-Western railway to Deering station, which is only a stone's throw from the office of William Deering & Co., or by means of the Clybourn ave., cable line. The Deering Works is the largest plant in the world devoted to the manufacture of harvesting and mowing machinery and binder twine. Between 3,000 and 4,000 workmen are employed here in the manufacture of grain and grass-cutting machinery direct from the raw materials. Here the reliable line of steel harvesting machinery, which has done so much to advance the agriculture of the world, is turned out in quantities which must appear well-nigh incredible to the general mind. In the year 1892, alone, 20,000 tons of steel, 23,000 tons of pig-iron, 31,000 tons of coal, 6,000 tons of coke, were consumed in the manufacture of machinery; 10,000,000 feet of hardwood lumber, or 1,250 car loads were used in the manufacture of the few minor parts of the harvesters which are made of wood. It required 6,000,000 feet of pine lumber, 600 car-loads or twenty-four ship-loads, to crate the machines made in 1892. If the cotton duck canvas, used on the platforms and elevators of the binders made in 1892, was stretched out, it would make a strip three feet wide by 452 miles in length, or a total surface measurement of 7,364,680 square feet.

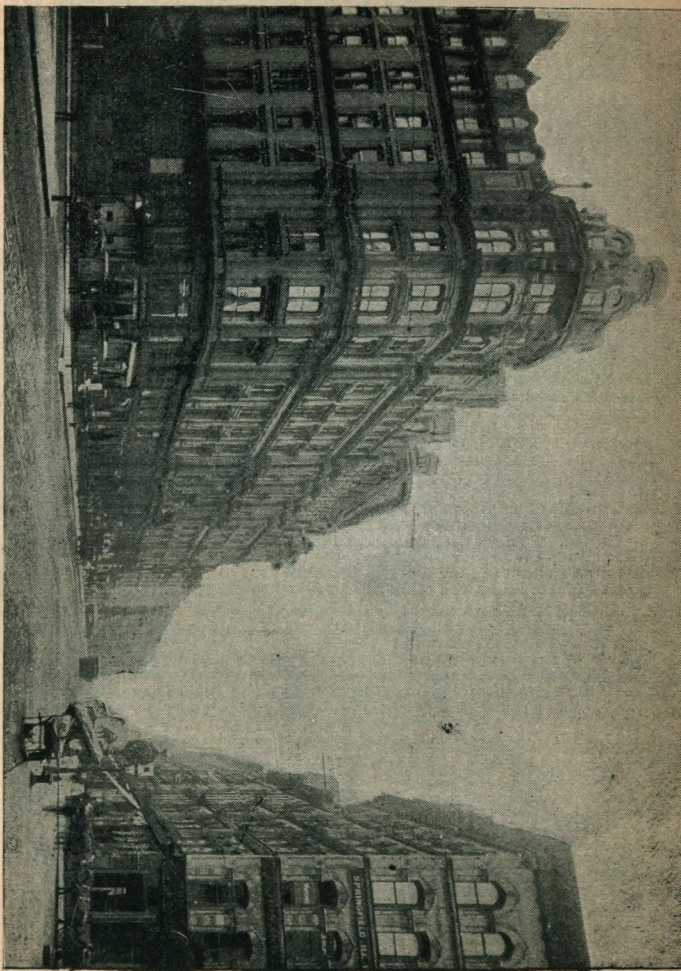
Specifically, the machines made by Wm. Deering & Co. are "The Deering Improved Steel Harvester and Binder;" "The New Deering Mower;" "Deering Giant Mower;" "Deering Junior Giant Mower," "The Deering One-horse Mower," and "The Deering Light Reaper." The present perfection of these machines is due to the tireless labor of a large corps of mechanical experts, whose time is devoted entirely to experimental work in shop and field. Some idea of the magnitude of the Deering plant can be gained when it is stated that it can turn out one complete machine for every minute of every hour of the day.

Ever since the first Deering machine was made in the little factory at Plano, many years ago, William Deering & Co. have made it their chief aim to manufacture machines that would outlast all competitors, and do perfect work while they lasted.

The firm is, and has always been, an extensive advertiser, and its peculiar method is what might be called an educational one. The millions of pounds of literature spread broadcast over the country have all *talked mechanism*. Not content with bluntly asserting the superiority of the Deering binders and mowers, William Deering & Co. have invariably explained *why* the machines made by them excelled, by giving a thorough explanation of the mechanical principles involved in every part. They went on the principle that the farmer was a careful buyer and a good deal of a mechanic. By making machines in the first place that would stand scientific study, and by explaining all their mechanical excellencies to prospective buyers in a mechanical way, William Deering & Co. have built up a business surpassing that of any competitor. The belief that the farmer was a good mechanic and a keen reasoner, led this firm to use the best materials obtainable and to follow the most approved mechanical principles, regardless of cost. Strength and capacity were two essential features kept always in mind in the manufacture of machines, and to gain these, the parts that bore the greatest strain, or received the greatest wear, were made stronger than those of competing makes. The machines, from top to bottom, were made to do work, and not merely to look well in the salesroom.

To make machines of light draft that would save the horses has, from the first, been another aim with this firm. The crusade against cruelty to horses, carried on by William Deering & Co., has brought the farmers to a point where they demand from manufacturers machines that will pull easily, and insist that in every way the life and comfort of the most faithful and necessary of man's servants be kept constantly in mind. William Deering & Co. claim that they have met this demand, and substantiate their claim with a clear explanation of the mechanical principles involved.





[Engraved for The Standard Guide Company.]

STATE STREET SOUTH FROM THE PALMER HOUSE.

[See "Guide."]

In 1856 the Marsh Brothers invented the first practical harvester. Up to that time the grain had been cut by primitive reaping machines, such as the Manny—far inferior to our present mowers—and thrown loose to the ground. The Marsh Brothers invented a machine which elevated the grain by means of canvas elevators over the main wheel to a platform to one side, where it was bound by two men who rode on the machine. William Deering's attention was called to the new invention; he at once saw its great value, and, starting with a small factory at Plano, Ill., directed his remarkable energy to the manufacture and general introduction of the new machine. The old reaper companies at first ridiculed this innovation, but as soon as the patent had expired adopted the "A" elevator frame and elevator canvasses once so heartily denounced by them. The Marsh harvester, first given to the world by William Deering, now forms the basis of every self-binding harvester made.

As the world well knows, William Deering was the manufacturer of the first twine binding harvester that ever cut and bound grain. This important event in American history took place in 1879, at the little town of Plano, Ill. This invention should be ranked, in view of its importance to civilization and American supremacy, with Fulton's steamboat or Morse's telegraph. Without the twine binder America would not have been, as it now is, the first agricultural power of the world.

The ten years following the close of the Civil war were marked by a great emigration westward. Farms multiplied, and, thanks to the Deering hand-binding harvester, crops could be cut with comparative ease and at a profit. But binding by hand was slow work and the owners of large crops could not keep up with the ripening process. Some labor-saving device for binding was a crying necessity. Such a machine was finally built by Wm. Deering in 1879, as mentioned above. Though this first knot-tying device was clumsy and complicated compared with the simple knotter now used on Deering machines, it brought about a mighty revolution in agriculture. At first, farm laborers, fearing that they should be thrown out of employment by the labor-saving device, stormed and threatened and often assaulted farmers who had the boldness to buy the machines. To-day, with a million binders in the field and wages paid to farm hands far higher than they were then, not enough farm laborers can be found to handle the immense harvests of the great West. Instead of a curse to farm labor, the binder has proved to be a mighty blessing.

In 1881, two years after he had given the world the first twine binder, Mr. Deering, realizing that the little town of Plano was not a fit place for a large manufactory, moved his factory to its present site in Chicago. In the twelve years from that date to this, his business has rapidly increased. The original Chicago plant was increased in size by successive additions from its original twenty-five acres to the present young city of fifty-one acres, built solid with rows of two, three and four-story brick structures. During the past year alone, ten acres of land and eight buildings and additions, with a floor space of many acres, have been added at a cost of \$150,000. One of these new buildings alone, an imposing structure 450 feet long, averages 100 feet in width, and is four stories in height. It is surmounted with an attractive clock-tower on its Fullerton ave. front. Over sixty acres of floor space are contained in the buildings now included in the plant. Deering locomotives shunt their hundreds of cars a day over their private switch-tracks that wind in and out among the big buildings. Nearly a half-mile of dock is busy with loading and unloading vessels of every size. Many miles of telephone wire connect the twenty-five telephones in the different departments with the main office and with each other. A fully equipped fire department is constantly in readiness to respond to fire signals which may be sounded. An electric light plant turns night into day for the busy season when it becomes necessary to employ a night shift of men. One of the notable features of the Deering plant that distinguishes it from all others is the fact that it includes departments and machinery for every step in the manufacture of farm machinery. William Deering & Co. make their machines

instead of buying the parts and putting them together. The thousands of tons of malleable and gray iron used in the manufacture of the Deering machines are made in the Deering Malleable Iron Works and the Deering Gray Iron Works, which are included in this plant. Instead of letting out their contracts for mower knives and harvester sickles where they can get them cheapest, William Deering & Co. make them themselves in their own knife and sickle works. The Deering Twine, is made at the immense Deering Twine Works, consisting of several mammoth buildings in the same plant. These departments have been equipped at a great cost, so that the various parts and supplies of the Deering machines could be made under the direct personal supervision of the firm.

Taking all together, the plant of William Deering & Co. is one of Chicago's proudest boasts. It is such colossal enterprises as these that make Chicago what it is to-day.

*Dunlap Hat, The.*—To no article of wearing apparel probably is there more importance attached by gentlemen than their hat, which may be truly characterized as being a crowning ornament. A gentleman, no matter how faultlessly he may be otherwise attired, would cut but a sorry figure in polite society were his head covering otherwise than stylish and becoming. The mission of "Dunlap" (he of "celebrated hats" notoriety) seems to have been to create that which would "top off" and give the finishing touch to the well-dressed man—and well, indeed, has he fulfilled that mission, as the immense patronage bestowed on his manufactures will attest. In a late number of the trade journal *Hatter and Furrier*, we note his spring productions are thus alluded to—"The Dunlap Spring Styles are things of beauty, and as the poet says, 'a thing of beauty is a joy forever.'"

*Dunlap Smith & Co.*, Real Estate and mortgage bankers, are situated at the N. W. Cor. Dearborn and Monroe sts., corner under First National Bank of Chicago; entrance is at 170 Dearborn st. They conduct a general real estate business comprising investments, mortgages, loans, fees, 99 year leases, renting. The firm took possession of their present quarters May 1, 1890, and greatly enlarged the scope of their business, which was originally established by Mr. Dunlap Smith in 1885. The firm is now classed as one of the leading firms of the more conservative class of real estate and mortgage banking houses in the city. Dunlap Smith & Co. have been associated with many of the largest real estate transactions of the city of Chicago. Among them the purchase of the North Waukegan Harbor and Dock Association by which that association acquired 1,400 acres of land at North Waukegan, extending four and a half miles along Lake Michigan. The sale of the Alhambra property, one of the largest single ownerships on S. State st.; the sale of the Brunswick hotel and the purchase of the North Shore syndicate. All of which have proven profitable investments to the purchasers. They have recently enlarged their mortgage banking business and have during the past year loaned hundreds of thousands of dollars for the Prudential Insurance Co., and other Eastern as well as local clients.

*Ellsworth & Jones—Iowa Farm Mortgage Loans.*—Location of offices, 521 Chamber of Commerce bldg., Chicago; First National Bank bldg., Iowa Falls, Iowa. This well established firm has had an experience of nearly a quarter of a century in placing Iowa first farm mortgages without the loss of a dollar, either principal or interest—a wonderful record, but not to be doubted when it is considered that the dealings of Ellsworth & Jones have been confined to the best paper of one of the best states in the Union. Loans are made only after careful investigation of titles and personal examination of farms upon which loans are to be placed. Investors will find the 6, 6½ and 7 per cent Iowa farm mortgage loans which this firm offers to be gilt-edged in every particular. These investments have proved themselves, by the test of a quarter of a century, to be of the highest and safest class. No state in the Union affords such a sure basis for intrinsic land security as Iowa, and her lands are rapidly increasing in value, and are equally productive, with any in the world. Iowa lands have never ceased the advance step, and in a few short years will be along side of her sister state, Illinois.



*Fowler, E. S. & W. S.*—Located at 38 Madison st. Familiarly known as Fowler's. The leading manufacturing opticians of Chicago. This house makes a specialty of scientific testing of the eye and grinding glasses to correct any defect of vision. They employ experts and solicit the most complicated cases. The stranger visiting Chicago, if troubled with any disease of the eye, will find it to his advantage to visit this establishment.

*Fraser & Chalmers.*—It is here in point to call attention to one of Chicago's industries, the works of Fraser & Chalmers. This firm has a large plant in London, England, but local interest will turn to the Twelfth st. shops by which their capacity will be increased three-fold. They will there have best facilities for shipment by seven great railroad systems, connecting directly with the coal and iron sections of the South and East, the Lake Superior copper and iron regions, and the mines of precious metals in Mexico, Montana and the West. Some fifteen large shops will be or are in process of being erected. Of these may be noticed the foundry, 400x154 feet, having also a large annex, in all to be equipped with six cupolas and 17 cranes, the largest of 25 tons lift; the pattern storage shops, 138 by 100 feet, four stories high, and fire-proof; the boiler shop, 400x133 feet, having 13 large cranes and three hydraulic riveters; a dynamo house to facilitate the most recent applications of electrical power; the machine shop 255x160 feet; erecting shop 210x100 feet and shipping department, 240x150 feet, all under one roof with a gallery 40 feet wide around the building, constituting an "Exposition" in itself. In addition to the city water supply, they will have a six-inch artesian well, nearly half a mile deep, capable of supplying 200,000 gallons daily. The comfort of employees will be considered in such arrangements as commodious bath rooms, while in the large office building will be found space for a dining hall, a kitchen, and an engineering library. Fraser & Chalmers build mining and metallurgical machinery. This is known not only throughout the civilized, but the uncivilized world as well. It is known from the diamond fields served by Kaffirs in South Africa as far away north as the mines of Alaska. Upon their warehouses and offices the sun does not set. They are at New York, London, Johannesburg in the Transvaal; Topeka, Japan; Shanghai, China; Lima, Peru; the City of Mexico, El Paso, Spokane Falls, Salt Lake City, Helena, Denver, and so we swing the earth circle back to the glory of Chicago.

*Friedman, J. & Co.*—The great house of J. Friedman & Co., which to-day is a controlling factor in western tobacco markets, began its career in a humble way. Like the new satellite of Jupiter, its birth and future prominence were merged in obscurity. Like all undertakings, it commenced in a small way, giving no hint or indication of future greatness. In the early forties, Jacob Friedman was engaged in business in Connecticut, purchasing tobacco raised in that state. In 1849, he came west and became the pioneer leaf dealer in the to-day World's Fair city. At that time the business was known as E. Frankenthal & Co., retailers in and jobbers of cigars and tobaccos; and as Friedman, Van Etta & Co., manufacturers of tobaccos. In 1870 Jacob Friedman purchased the interests of his partners. The great fire of '71 entirely destroyed his business, but with dauntless energy and an indomitable courage, although then at an advanced age, he commenced life over again. Like a phoenix arising from the flames, he built anew on the smoking ashes of the old foundations. The well earned reputation of his preceding business career enabled him to again build up a large establishment. Through the sterling virtues of mind and character he again succeeded. In 1883, he admitted into partnership Mr. Fred Hauck and his son, Monroe J. Friedman, who to-day are conducting the business. It is written that the heritage of a good name is more precious than rubies and diamonds, and so when the senior member of the firm passed unto the silent shores to join the great majority, his great name and honorable record became for his partners a priceless boon, a heritage of great worth. There has never been the slightest demarkation from the line of strict probity so sharply drawn by the founder of the house. Fairness has always been with them the paramount consideration. They have established the policy that continued merit makes a lasting name. To-day



they sell their goods in every section of these broad United States. From ocean to ocean, and from the northern lakes to the gulf, their name and fame are recognized and the merits of their goods known. They even carry coals to Newcastle, selling leaf tobacco in New York state itself, in the very tramping grounds and hitherto considered the sole property of eastern importers and packers. Thus, by an habitual manner of an honorably conducted business, which has characterized their career throughout, they have increased manifold the volume of their transactions, and it has become necessary to build additional ramifications; so that to-day they need warehouses in Orfordville, Warren, Nora, and Port Byron; while their buyers make periodical visits to Havana, to buy its choicest products. They are one of the largest importing and packing houses in the west. So marvelous and unprecedented has been their growth in the past, that it may not be too extravagant a prophecy to predict that the day will eventually come when New York houses will look upon the house of J. Friedman & Co., as a rival for all eastern patronage.

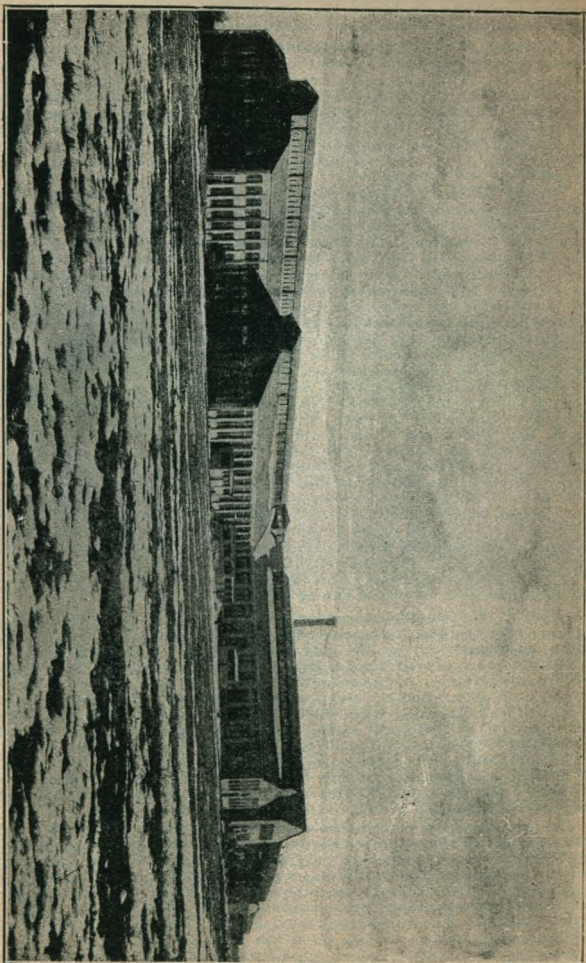
*Gendron Iron Wheel Company.*—Factory, Toledo, Ohio; branches, 107 Chambers st., New York; 62 to 70 South Canal st., Chicago; Cor. 22d st. and Scott ave., St. Louis. This is one of the most important concerns of the kind in the United States. Since it began the manufacture of safety bicycles in 1889 its reputation has been very widely extended. Up to that time a very large percentage of its patrons had been connected with the children's vehicle trade, and many of these have now very little knowledge of the real magnitude of the Gendron works. The main factory at Toledo is 220 feet front by 100 feet deep. In it 124,000 square feet are devoted exclusively to manufacturing. In the rear of this are a number of smaller buildings used for wood-drying, drop-hammering, tinning, and storing heavy raw material. On the water-front the company has a dockage where it carries on an average three million feet of hard and soft wood lumber. The company erected in 1893 another building 50x100 feet, 6 floors, giving it 30,000 square feet of space additional. It has also in Toledo a separate warehouse for storing finished goods, 30x120 feet, four floors. At New York, 107 Chambers st., it has a storage capacity of 25x160 feet, five floors. In Chicago, 62 to 70 South Canal st., it has a capacity of 100x140 feet, two floors, with track facilities in the rear. Here are carried samples of all the goods manufactured by the company, together with stock sufficient to supply the western and northwestern dealers. The company has also a large warehouse and distributing depot in St. Louis. This establishment is represented on the road by sixteen regular salaried traveling salesmen. Its pay-roll numbers on an average, over 800 employees. As an illustration of the great business transacted by the Gendron company, the following figures are given: It turned out during the year 1892, 5,500 safety bicycles, 32,000 children's carriages, 75,000 boys' velocipedes, 30,000 girls' tricycles, 90,000 iron express wagons, 30,000 toy barrows, 27,000 doll cabs, 24,000 pieces of finished reed furniture, 70,000 pieces of bamboo novelties, aggregating a total output of \$1,000,000. It required two and one-half million feet of pine lumber to box and crate these goods for shipment. This is evidence sufficient of the fact that the manufactures of this company possess superior merit. Its business is growing enormously from year to year, even in the face of the sharpest competition. Visitors to Toledo will do well to call at the central manufacturing and supply establishment of the company. The sample rooms in this city are also well worthy of a visit.

*Gillette & Taylor.*—Location, Chamber of Commerce building. This firm engages extensively in bond transactions, municipal and others, and negotiates large real estate mortgage loans. It has offices both in Chicago and London. The latter office is located at 54 Old Broad st. The house is one of the highest standing.

*Gormully & Jeffery Mfg. Co.*—Makers of the "Rambler" bicycles and the "G and J" Pneumatic Tires. R. Philip Gormully, president and treasurer; Thos. B. Jeffery, secretary and superintendent. Works located on N. Franklin and Institute place; retail salesroom at 85 Madison st.; has branch houses in New York, Boston, Washington and Coventry, Eng., also

distributing depots in the principal large European cities. Established in 1879. This concern from a small beginning now ranks as one of the leaders in its particular line, the value of their immense plant mounting well up into six figures. It is the second oldest bicycle institution in this country, was the first in the West and also the very first in America, with sufficient faith in what, less than eight years ago, seemed a very precarious industry, to erect and equip a factory specially for the manufacture of bicycles. It is also largely through its efforts that the trade has assumed the proportions of to-day, as they resisted the demand for payment of royalty, which was levied by the holder of the original license, and after a long and expensive legal fight, ending in the supreme court of the U. S., they secured a verdict on each and every point raised. The decision threw the doors open and the bicycle industry, along with the Gormully & Jeffery Co., has since gone on and flourished.

*Grant Locomotive Works.*—Located at the Cor. of Twelfth st. and Robinson ave. Take train at the Grand Central depot, Fifth ave. and Harrison st., via the Chicago & Northern Pacific railroad. Capital \$800,000. Mr. Wm. H. Fenner, Jr., is president of the company, which purchased the famous tract of land known as section 21, Cicero. The locomotive works have been erected at the S. W. Cor. Twelfth st. and Robinson ave. The capacity of the works is 250 locomotives per annum. The plant is now completed, and has already commenced to turn out engines. The works is the first locomotive manufacturing establishment west of Dunkirk, N. Y., and Pittsburg, Pa. The section is bounded upon three sides by Oak Park, Austin, Moreland, Morton Park and La Vergne, while upon the remaining side, the east, lies Chicago. The works will be a little over six miles from the Court House. The land itself is owned by the Grant Land Association, a corporation organized in connection with the locomotive works company, and the title is vested with David B. Lyman and Elbridge G. Keith, trustees. The Wisconsin Central railroad runs along the north side and the Chicago, Burlington & Quincy along the south side of the tract. Both roads will have depots at Forty-eighth st., and the company says that both will extend their tracks from the main line and enter the heart of the tract at Sixteenth st. The Twelfth st. and Ogden ave. street car line is completed to within a short distance of the purchase. One feature of this huge project deserves special notice. It is the purpose of the gentlemen at the back of this addition to make it one of the great manufacturing points of the vicinity. To aid in the accomplishment of this result a tract of sixty acres has been set apart for manufacturing enterprises. Only first-class establishments will be permitted to locate there. The great locomotive works are sure to be a sort of attraction for other and smaller enterprises, and beyond question this addition will be in a comparatively short time, the rival of the leading manufacturing centers of the country. The character of the men and the large capital at their command is a guaranty of this fact. The new addition is located upon section 21, which has formed the basis of some interesting recent litigation. It is about thirty feet above Lake Michigan. The natural drainage is as good as one could wish. To give the reader an adequate idea of the immensity of the locomotive works, it is only necessary to state the dimensions of the different buildings. These are as follows: Machine shop, 110 by 370 feet; erecting shop, 80 by 285 feet; blacksmith shop, 80 by 250 feet; hammer shop, 80 by 125 feet; boiler shop, 100 by 250 feet; wood shop, 70 by 230 feet; paint shop, 70 by 170 feet; pattern shop, 60 by 130 feet; foundry, 80 by 260 feet; core-room, 50 by 60 feet; cupalo-room, 60 by 80 feet; boiler-room, 50 by 70 feet; dynamo-room, 50 by 60 feet; office building, 45 by 130 feet. The total square feet amount to 195,260. With a mammoth manufacturing concern like this as a foundation, where is the chance to question the future of the enterprise? The importance of the Grant Locomotive Works will be thoroughly understood when the greatness of Chicago as a railway point is taken into consideration. Centering here and having their terminals in Chicago are 60,000 miles of railway. Tributary to these trunk lines and connecting with them are 35,000 miles more. This will closely identify with this great city nearly one hundred



[Engraved for The Standard Guide Company.]  
THE GRANT LOCOMOTIVE WORKS.

[See "Western Industry,"]

thousand miles of railway, and this stupendous mileage makes Chicago the greatest railway center in the world. The railway corporations having their terminals in Chicago own 12,000 locomotives.

*Gunning, R. J. & Co.*—The name of Robert J. Gunning will soon become as familiar to every visitor as it is to every resident of Chicago and other great cities. This city is the headquarters of the firm that decorates the dead walls, fences, rocks and barn-sides of the city, town and country with plain and ornamental advertisements, in letters running from six inches to six feet in height. The R. J. Gunning Co. is recognized now as one of the greatest advertising houses in the world. It has bulletins in all sections of this city, and commands an immense patronage from the leading advertisers of America and Europe.

*Henry Dibblee Company, The.*—The business of the Henry Dibblee Company is an example of what may be accomplished in special lines of artistic interior productions. No other concern in America combines the various important branches of this class of work under one roof and management. The department for fine mantels with fittings of English tiles, foreign marbles or mosaics and the metal appurtenances, are unsurpassed, if equaled, by any one. The department for special furniture (to order only) is exciting the admiration of every one investigating, and securing many valuable orders. Among the recent orders may be mentioned all the furniture for the Chicago Athletic Club, the Pennsylvania State building at the World's Fair, Chicago Club, and others. The bank and office equipment department is rapidly coming into prominence and already points to some of the most completely fitted banks and offices in the country, executed by this company. Among others, the Michigan Trust Co. Bank, Grand Rapids, Mich.; Lyon, Gary & Co., bankers, Chicago; Inman & International S. S. Co.'s office, Chicago; Kuh, Nathan & Fisher's office, Chicago; Ladies' Home Journal office, Philadelphia, and others. The ceramic, mosaic and tile department is also one of the important and interesting features of the business of this company. Some of the best examples of their productions in this department may be seen in the grand entrance hall of the Chicago Athletic club, and the entrances, rotunda, restaurant and other rooms in the new Congress hotel in this city, and many other buildings. A complete description of this business is impossible here, but a visit to the completely equipped and managed building and business of this company will well repay any one. We may add that this company now occupy entire the six-story building, 149 and 150 Michigan ave., opposite the new Art Institute.

*Hill, F. H. Co.*—The manufacture of coffins and caskets has grown to be one of the leading industries of mighty Chicago. The first "ready-made" coffin manufactured in the city was made by J. H. Boyd and F. H. Hill, under the firm name of Boyd & Hill, which company was first organized in 1866 for the purpose of manufacturing coffins and caskets. The firm continued until 1874, when Mr. Boyd withdrew and a partnership was formed by F. H. Hill and Mortimer Goff, under the style of F. H. Hill & Co. They were first located at Calhoun place, and then removed to 292 South Franklin street and erected a large brick building, which was destroyed in the great fire of 1871, and partly rebuilt and running within thirty days after the fire. In 1886, a consolidation of the firm of F. H. Hill & Co. with the Chicago branch of the Cleveland Burial Case Co. was effected, and the style of the corporation changed to that of the F. H. Hill Co.

Shortly after the reorganization it became apparent to the management that the largely increasing business would soon demand more extensive quarters for manufacturing, shipping and accounting. At that time the factory was located a block away from the office, sales-rooms and shipping department. The fact was soon developed that no adjacent property could be secured upon which to erect much needed additions to their structure, which was then teeming with men, materials and machinery. An opportunity to secure a large site on one of the popular boulevards of the city, at a comparatively low figure, presented itself just at this time, and was quickly taken advantage of in the purchase of a large block of ground at the corner of Washington boulevard and Morgan street. Preparations were at



once begun for the erection of a factory that would, in the estimation of the management, anticipate the natural increase of their already over-crowded business for the next quarter of a century at least. How far short of their increasing wants they estimated, may be surmised from the fact that the company is already in a quandary as to where they can erect more buildings.

The present structure was completed and occupied in April of the year 1889. The accompanying illustration gives but a slight conception of the beautiful and extensive proportions of the massive building. It overlooks one of the finest localities in the very heart of the magnificent city of Chicago. It is six stories and basement in height, and contains over three and one-half acres of flooring. The entire frontage on the two prominent thoroughfares is of fine red pressed brick, tastefully ornamented with cut stone, and presents an imposing appearance. The basement, thoroughly cemented and rendered fire proof, is occupied by a Corliss engine of two hundred horse-power, elevator engines, dynamos for five hundred incandescent lights, and six large dry kilns, each one of which is capable of receiving two days' supply of lumber for the factory. The first floor is occupied by offices, the shipping department, hardware and machinery; the second floor by sample rooms, bears repository, dry goods, robes and linings, and cabinet-makers; the third floor by cloth casket department and cabinet-makers; the fourth floor by stock rooms for cloth caskets; the fifth floor for finishing department and stock rooms, and the sixth floor for flowing rooms and furnishing departments. They now possess and occupy the most complete factory in the world for the manufacture in the shortest possible time, the most complete lines of goods consisting of fine silk plush, broadcloth and wood coffins and caskets, zinc and copper linings, robes and linings. From Morgan st. a wide driveway admits teams to an open court where all loading and unloading will be done entirely out of sight from the street. The heavily stocked lumber yards are located a block to the north on Morgan st. During the first year of the business of the firm of Boyd & Hill, they employed about ten hands, and their gross sales amounted to about \$15,000, while during the year 1892 about two hundred and fifty men were given constant employment, and the output reached a total of over half a million. Their large force of traveling men visit all the principal towns of the United States, carrying complete samples of hardware, robes, linings, etc. Telegraph messages are received directly into their office over special wires, by their own operators, and the office is kept open at all hours of the day and night.

Thus permanently located in the finest coffin factory in the world, equipped with all the modern machinery and manned by skilled workmen of many years' experience, and convenient to the depots of all the leading railroads of the city, the F. H. Hill Company is an institution that in itself may well defy competition.

*Illinois Steel Company.*—One of the greatest steel and iron companies in the world. Three of the plants of the company are located within the corporate limits of the city of Chicago—the North works, the South works and the Union works. One is at Milwaukee, Wis., ninety miles north of Chicago, and one is at Joliet, Ill., forty miles southwest of Chicago. All the works are connected by telegraph and telephone service with the central office in Chicago, and with each other. The works within the city are easily reached by street or steam cars, and are interesting to visitors.

*Irwin, Green & Co.*—This is one of the oldest houses in the grain commission trade in Chicago. Located at 126 to 131 Rialto bldg., adjoining the Board of Trade. D. W. Irwin and A. W. Green and C. D. Irwin compose the firm. Established by D. W. Irwin in 1854. Later it became D. W. Irwin & Co., and continued so for some years. Mr. Green has been with the house over twenty years. C. D. Irwin is a son of the senior member. The firm has ridden out all panics, has never failed, has always enjoyed the highest credit among bankers and the trade in general, and does a large receiving and shipping business, besides dealing extensively in grain and provisions and buying and selling for future delivery all commodities dealt in on the

**Board of Trade.** The firm's offices in the Rialto bldg. comprise a fine suite of rooms, are convenient to the Board and worthy of a visit from the stranger.

*Jenkins, Kreer and Company.*—One of the most widely and favorably known houses among the dry goods, commission merchants and manufacturer's agents in this market. From the formation of the house in 1880 its standing has been that of one of the most successful of its kind in the West. Originally this house was established as Klapp, Jenkins & Co., which continued as the firm title until 1885, when Mr. Kreer entered the firm and the name was changed to Jenkins, Kreer & Co. Four years later Mr. Downs was admitted as a partner. The *Chicago Dry Goods Reporter* speaking of the firm says: The extensive experience of these gentlemen will be observed by the fact that all three have been connected with the dry goods business in Chicago for upward of twenty years, Messrs. Kreer and Downs in the selling department and Mr. Jenkins in the financial department of the trade. Thus the combination is peculiarly fitted for the successful management of manufacturers' goods and the careful distribution of the same. Mr. Kreer, formerly many years in the dress goods department of Marshall Field & Co., in his efficient familiarity with dry goods, spends much time with the Eastern finishers and manufacturers whose goods this house represents. It is a recognized fact that no commission house East or West represents a larger or finer line of cotton buntings, light sheetings and cheese cloths than is shown by this house. In this department there are upward of seventy different brands, and at all times they aim to carry a full line in Chicago for the purpose of immediate delivery. They also have numerous other cotton goods, and particularly goods made by the Valley Falls Company of Rhode Island, being the sole representatives of the Oakwood staple ginghams, which are now so well known to the trade. Their market is more extensive than would appear at first sight, reaching the jobbing points of Michigan, Indiana, Ohio, Kentucky, Tennessee, Missouri, Kansas, Iowa, Minnesota, Wisconsin and the states of the Pacific slope, in addition to the Chicago market, which, in itself, is very large. It is unnecessary for the *Reporter* to testify to the high esteem in which this house is held by the trade at large, or to their unimpeached record for business integrity. They have had an abiding faith in Chicago, not only as a distributing point, but as the future home of a large constituency of selling agents and direct representatives of mills. That their judgment has been correct is amply evidenced by the large number of great Eastern concerns that are now looking in the direction of Chicago. And when this market has attained its true greatness and dignity, no small portion of the credit will be due to such houses as that which forms the subject of this sketch.

*Kaestner, Charles & Company.*—Established 1863. General machinists, founders, mill furnishers. Office and works, 241 to 249 South Jefferson st., West side. Department A—the manufacturing of special machinery for breweries, malt-houses, elevators, distilleries, starch and glucose works. Department B—the building of general and special machinery for arranging designs. Department C—grinding mills and pulverizers, for wet and dry grinding and pulverizing of any materials. Department D—painting, grinding and mixing of colors, makers of machinery and equipments. Department E—designing of and erecting manufacturing buildings. The building is six stories high, with a basement, and has a floor area of 36,000 square feet. The works contain freight and passenger elevators, are heated by steam and lighted by electricity. The power plant is the most modern. The works of Charles Kaestner & Company are deserving of a visit from the stranger. [See Illustration.]

*Kimball, W. W., Company.*—The great piano and organ factories of the W. W. Kimball Company are among the attractions of Chicago, and will interest the visitor about as much as any that can be pointed out. The buildings composing the factories are three in number, each being a counterpart of the other, five stories high, with a frontage of eighty feet and a depth of 250 feet. Together they have a floorage of over 367,000 square feet. They are located on the Chicago river, and near the junction of two rail-

roads, with a private switch leading into the premises. The grounds comprise over seven acres of land, the most of which is used as a lumber yard. The company have some 4,000,000 square feet of lumber on hand. The six large dry-houses hold 150,000 square feet. As soon as the lumber is sufficiently dried it is placed on little cars, made expressly for that purpose, and wheeled directly into the mill-room, where it is cut up into proper shapes for both pianos and organs. For this purpose the company have all the latest improved machines. The work is divided between the three factories, the organs being made in one, while the others are devoted exclusively to pianos. All the mill work however, is done in the organ factory. These factories give employment to 800 men. Each factory is divided by a thick fire-wall into three parts. The company is now shipping about 120 pianos every week, or about 6,000 per annum, and about 14,000 organs a year. Permission to visit the factories may be obtained at the Wabash avenue salesroom. The new Kimball building on Wabash ave. is one of the finest edifices for the purpose in the country. It has a frontage of eighty feet, is seven stories high, and is built of chocolate-colored brick, with brown-stone trimmings. All the walls are deadened and all the floors double, with cement filling and air-chambers between. No expense has been spared to make this one of the strongest and most durable buildings of its kind. The ware-rooms and offices occupy the first floor; Kimball Hall, with two rooms adjoining for the exhibition of Concert and Baby Grands, occupies the second floor. The hall has a seating capacity for about 600 people, but it is so arranged that the two rooms devoted to the sale of grands can be used to enlarge the hall by means of folding doors, which will double the seating capacity. The five floors above are furnished for offices and studios, front and back, for the use of musicians, teachers, artists, etc. There are upward of fifty of these rooms, the most of which are already engaged. The hall and ware-rooms are ventilated by a special system of exhaust ventilation, by means of which every particle of air can be changed every fifteen minutes. The temperature is controlled by an electric apparatus, which acts automatically and can be adjusted so as to furnish any degree of heat required. All of the elevators are run by steam or water and the building is lighted throughout by incandescent lights. The latest improvements of all kinds in every department have been used, and every detail carefully attended to in order to make this a model structure. Location of building, 243 to 253 Wabash ave., near Jackson st.

*Manz & Co.*—The engraving house of Manz & Co., 183, 185 and 187 Monroe st., is a striking example of Chicago enterprise. On the two mammoth floors, occupying over 20,000 feet of floor space, are to be witnessed the various processes of engraving in every style. This house is eminent among engraving establishments for the foresight of the management, which eagerly adds every valuable new appliance to the mechanical department; hesitates not at securing the services of the best specialists; rushes work through at Chicago speed, and, with a vigilant and sleepless eye, keeps the standard of its work up to a higher point than any other house. The wood engraving, the wax engraving and the zinc and half-tone etching departments of Manz & Co. are continually receiving accessions, either in men or machines, to keep up with the constantly increasing demand. Their field is not merely Chicago, but the North American continent. This Chicago house engraves illustrations, etc., for firms from Maine to California. The eastern states are no longer supplied solely by New York and Philadelphia, but much of their work is executed in Chicago. The firm of Manz & Co., in addition to their fame as high-class engravers in wood, wax and zinc, are perhaps more widely known by their beautiful half-tone work. In this class of engraving they successfully compete with plates produced by any firm in the world.

*Mason & Davis Co.*—Foundry, Grand Crossing, Ill.; salesroom, 72, 74 and 76 Lake st. A. C. Mason, president; F. B. Davis, vice-president; F. M. Blair, secretary and treasurer. Persons desiring the best range in the market, whether for coal, wood or gas, or for both coal and gas, are referred to this establishment, as per advertisement. See index to advertisers.

*MacDonald, Charles.*—Located at 55 Washington st. This is one of the most popular resorts for lovers of current literature and books of the latest issue. Mr. MacDonald's establishment is familiar to nearly every Chicagoan. Latest publications of every description may be found here. These include foreign as well as home publications. Mr. MacDonald's faculty for collecting popular works of fiction is well known. One may feel reasonably certain at all times to find the very latest in romances on his tables. The stranger is particularly directed to this establishment. Publications not in stock will be ordered and furnished without delay. Mr. MacDonald, who is of Scotch parentage, is still a young man, being not yet thirty-one years of age. He is a native Chicagoan and was born in the north division of the city in the year 1859. He began his business career in April, 1873, in one of the first great buildings erected after the fire of '71.

*McCormick Harvesting Machine Company.*—Cyrus H. McCormick, president; Eldridge M. Fowler, vice-president; E. K. Butler, general manager. Offices, Cor. Wabash ave. and Congress st.; works four miles southwest, on the south branch of the Chicago river, at the Cor. Blue Island ave., accessible from the business center of the city, via Blue Island ave. street car line.

That guide to Chicago would be lacking in completeness which should omit from its pages at least a cursory description of this mammoth institution; an establishment of such magnitude in itself, and of such world-wide scope in its influences, as to make it the paragon of nineteenth century business enterprise. The signal of the great success attained by this company was sounded when the click of the first McCormick reaper re-echoed from the hill-sides of old Virginia in 1831. The scale since then has ever been an ascending one, and each new year succeeds the old to find the McCormick a full giant's stride in advance of the position it occupied when the last preceding record was made up. Comparisons need not be given here to show this steady progress upward and onward, but in a general way we may speak of the McCormick works as they are to-day. Upon approaching the locality, of which they are the conspicuous center, their magnitude is at once apparent, and in wondrous contemplation we view the scene—the spacious yards; the multiplicity of substantial manufacturing buildings; the long line of warehouses; the McCormick railroad engine, plying back and forth over the miles of track within the enclosure of the works; the expanse of dock frontage, where the largest lake vessels are constantly loading and unloading their cargoes at the very doors of the works—added to this, the busy buzz and hum and whirr of fireless machinery, the clanging of steel and iron, the industrial music of a thousand hammers in a veritable "anvil chorus," the never-ending "thud, thump and thud" of the imported raw material as it is unloaded from car or steamer, and its equally continuous counterpart in acoustics, resultant from the inversion of the process, whereby the completed machines are consigned to other cars and other steamers, outward bound for other shores, carrying the McCormick to all parts of the world—to every clime whose summer sun ripens golden grain. All this it may well be imagined prepares one, before entering the works proper, to accept the truthfulness of the assertion, oft reiterated and never disputed, that the McCormick works annually produce more grain and grass-cutting machines than any other establishment in the world.

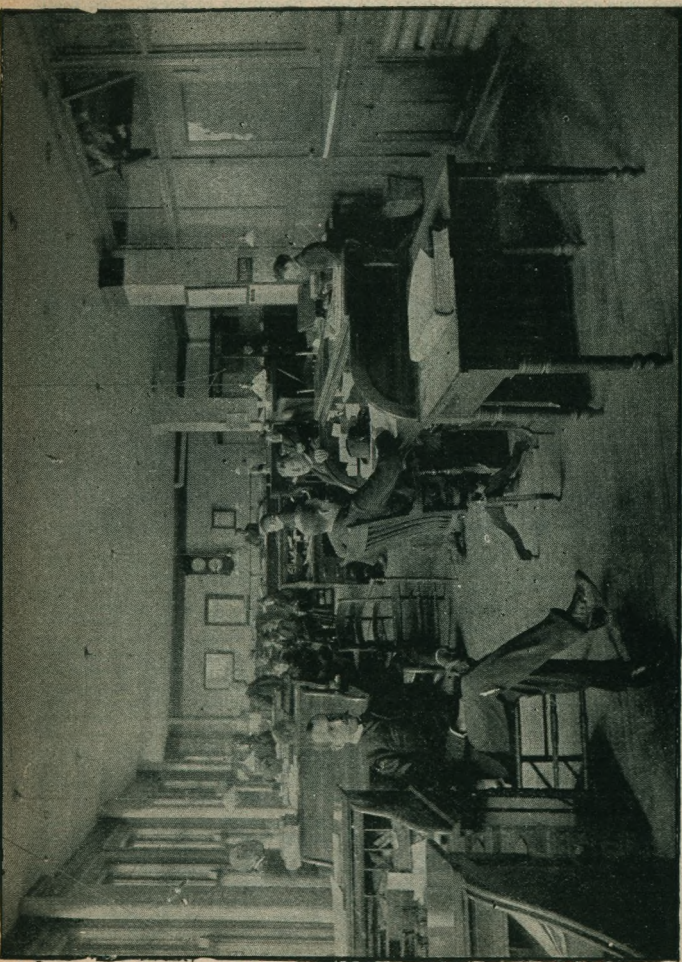
**INSPECTION OF THE WORKS.**—On a tour of inspection through the works what do we see and learn? Briefly, that the floor space utilized in the various departments aggregates more than forty acres; that 2,000 skilled mechanics are employed in moulding and fashioning the individual parts of machinery for their final splendid consolidation in the McCormick harvesters, reapers and mowers; that in the prosecution of this work there were consumed during the year ending August 1, 1892, 20,840 tons of special bar iron and steel, 2,800 tons of sheet steel and 28,009 tons of castings, besides over 10,000,000 feet of lumber used chiefly in boxing or crating machines for shipment. Very little wood, be it remembered, enters into the construction of the McCormick product; none—in fact, save that used in the tongue, and,



possibly, one or two minor parts—a portion so small that the McCormick harvesters and mowers are rightly termed “Machines of Steel.” To facilitate the handling of their enormous output the McCormick works are most admirably equipped there being covered sheds from the warehouse, from which fifty cars can be loaded and dispatched in a single day. This seems like a large number, but when it is considered that two days will suffice to manufacture these fifty carloads, that they should be loaded and shipped in one day is not a great achievement. “What!” you exclaim, “twenty-five carloads of McCormick machines *manufactured* in a single day?” It is even so; yea, more than this: for many months of the year the busy artisans of these great works succeed in turning out a complete machine during every minute of every hour of every day. The running of an establishment to this incredible capacity is possible only as the result of a system; a system, the knowledge of whose details must challenge the admiration of man. In short, so thoroughly systematized are all departments, and so felicitous are the operations of the specially-designed machinery used, that the managers are confident that in no manufacturing establishment in the world is material worked into completed forms so cheaply and so expeditiously as in the works of the McCormick Harvesting Machine Company.

**SECRETS OF SUCCESS.**—The unrivaled success of the McCormick Company and its proud position in the industrial and commercial world is such that one is involuntarily prompted to ask the secret thereof; to learn of those seemingly-hidden mysteries whereby such pre-eminence is attained. With the McCormick Company, however, these secrets, these mysteries, exist only in the seeming. There are two fundamental rules for an enviable success in legitimate business, especially that branch of business represented by the transactions of the buyer and the seller: First, the seller must have an article or a commodity which the buyer really wants, and, secondly, the buyer must be accorded uniformly fair and honorable treatment at the hands of the seller. Would the reader know how well this second requirement is observed by the McCormick Company, he is respectfully referred to the reputation that company has built in the past half century; to the hundreds of thousands of agriculturalists of all lands with whom they have had business relations. As to the conditions precedent—the production of an article which is wanted—it is not probable that it is so nearly fulfilled by any manufacturing establishment in the world as by the McCormick Company, and if we have digressed from those topics suggested by a visit to their works, we return now to speak more fully of this particular feature, with which one is most favorably impressed. We refer to the experimental department. The immediate success of the McCormick machines and their many patented improvements that appear from time to time, is due to the fact that all experimenting is done by the manufacturers, so that when a machine is placed upon the market and labeled “McCormick” the public knows that it has passed the experimental stage and will accomplish the results for which it was designed. At the McCormick works new ideas presenting the possibility of practicability are not accepted until possibility has been reduced to certainty. Entire machines are built, taken into the field and given thorough tests under all conditions. They are not foisted upon the farmers simply because they *seem* to possess merit. All doubts must first be removed; the McCormick Company is not willing that its experimenting should be done at the expense of its patrons.

**A CURIOSITY.**—One of the curiosities in the possession of the McCormick Company is a time-worn and weather-beaten specimen of the original Reaper, as invented by the late Cyrus H. McCormick, the first practical machine that ever entered a harvest field, and the admitted “type and pattern after which all others are modeled.” What volumes the storm-buffeted old landmark speaks to the grey-haired man of the middle west! Why, to watch the old McCormick Reaper was the delight of his earliest boyhood, and, standing in its august presence now, he lives over again the sunny days of life's June, the while the dear remembered faces of father and mother come back to him, and in fancy he feels the “touch of a vanished hand”—hears the “sound of a voice that is still.”



[Engraved for The Standard Guide Company.]  
OFFICE OF MEAD & COE, REAL ESTATE AGENCY, 100 WASHINGTON ST.  
[See "Western Industry" and "Title & Trust Building."]

**EXPOSITION EXHIBIT.**—So widespread is the distribution of this make of grain and grass harvesting machines that it has been well said: "The sun never sets on the McCormick," and the company's exhibit at the World's Columbian Exposition will be the Mecca of the pilgrims of every land. The display, we are assured, will be well worthy the attention it will receive.

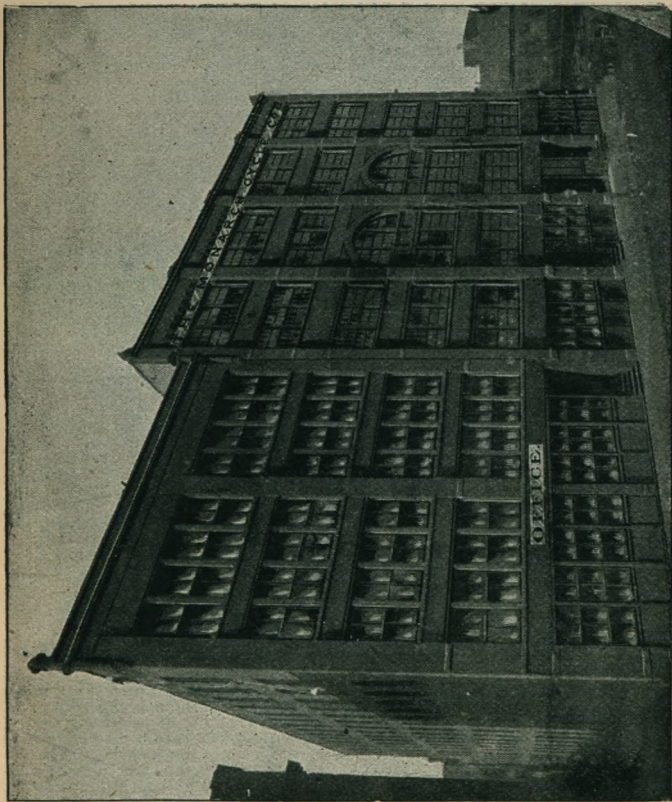
**AT THE HEAD OF ITS CLASS.**—But we must pass on. Indisputably at the head of its class, manufacturing more than one-third of the world's entire output of grain and grass-cutting machines, a detailed showing of the vast annual product of the McCormick Harvesting Machine Company, and a recapitulation of its widespread business interests, would be an undertaking beyond the scope of this volume, embracing, as it necessarily would, a compilation of facts and figures of such magnitude, of such stupendous proportions as to well nigh establish an abiding faith in the mystic magic of the genii of old, and to tear the veil of skepticism from the wildest prophecies of the seer of to-day. What has here been touched upon must be accepted only as an intimation of the actuality. To the reader, the compiler of the *GUIDE* would simply say in conclusion: "Go and see for yourself." The verdict of the world accords the palm to the McCormick and the world's verdict is always an impartial one.

**Mead & Coe.**—Real estate, loans, and investments, 100 Washington st., first established their business in January, 1867, which places them among the veterans in the real estate field, and in their long and busy career have become a very important part in the up-building of Chicago. By honest and faithful attention to all matters entrusted to their care they have built up not only a large and substantial business, but also an enviable reputation for sound, conservative judgment in all matters pertaining to its respective branches. The different department of sales, renting and loans are each in charge of an efficient manager, who devotes his entire time to his particular department, so that each transaction receives full attention in all its details. Consequently, it is not surprising that the name of the firm is connected with some of the largest transactions in the market. Devoting special attention to the care and management of property, and investments for income, they have under their charge much property belonging to their clients including some of the finest central office property in the city, such as the sixteen-story Title and Trust Building, the new Hartford building, the Royal Insurance building, in which are the general offices of the Royal Insurance Company, also the Royal Trust Company Bank of Chicago, of which Mr. Coe is the president; the Brother Jonathan building, the La Salle block, Portland block, University Club building, Briggs House hotel. The members of the firm are: Aaron B. Mead, Albert L. Coe and George W. Cobb.

**Mid-Continent Publishing Company, The.**—Of this city, well known as manufacturers of progressive school apparatus, was organized in 1889 by Edward Owings Towne, and began the publishing of books for the trade in a small way. Business grew rapidly, and in another year a school supply department was added. In the last two years the business has grown almost entirely into the manufacture of progressive school apparatus and appliances to assist in teaching by means of object lessons. As object lesson teaching is the approved latter day method, the step taken by the Mid-Continent Publishing Company was timely and far-sighted. Their high grade school supplies are being adopted by schools and colleges throughout the United States and Canada, and thinking teachers who are in search of the most advanced ideas will find them embodied in the goods manufactured by this company.

**Monarch Cycle Company.**—Few have any idea of the magnitude of the arrangements entered into by the Monarch Cycle Co., of Chicago, for the manufacture of bicycles. The works, which are situated on N. Halsted st., occupy an enormous block of seven stories, containing about 100,000 square feet. The workshops, which are very spacious and well lighted, have been especially fitted up with the latest and most improved labor-saving machinery for the manufacture of high-grade bicycles, and there are few factories in





[Engraved for The Standard Guide Company.]  
FACTORY OF THE MONARCH CYCLE CO., 42-52 N. HALSTED ST.  
[See "Western Industry."]



this country that can compare with it. The machine room, where the parts are prepared in the rough, is a spacious shop about 200 feet square, and is a perfect bee hive of industry. One must see the army of busy, skilled mechanics, as they carry on the work of cycle manufacturing here to realize the extent of the trade which this company has undertaken. Each man has his own particular work to do, and as he is held responsible for its quality there is little possibility that his task will be carelessly handled or slighted in the least; particularly as it is subjected to careful expert examination at every stage. This feature in itself is a great security to the patrons of the Monarch Cycle Co. From the machine room we pass through the various other shops, viz: the wheel room, where the wheels are painted, japanned and baked; the burnishing room, where the metals get a clean, bright face; the nickel-plating room, where handle bar, cranks and other bright parts are coppered and nicked; the assembling room, where the bicycles are finally put together and adjusted, before being handed over to the eagle-eyed inspector, whose special function it is to examine each and every machine before labeling and passing it to the shipping department. Mr. J. W. Kiser, the courteous general manager—himself an enthusiastic wheelman—and Mr. L. M. Richardson, the assistant-manager, have taken every precaution to insure that no machine leaves the works until it is submitted to the closest scrutiny. The work of cycle building is entrusted only to mechanics of tried skill and experience, and only materials of the highest grade are used in their manufacture. All that enterprise, experience and capital can produce may be expected of the Monarch Cycle Company, and we have no hesitation in predicting that the firm will always enjoy a very high reputation in the cycle-building trade. During the season of 1893 this company will build from 5,000 to 6,000 high-grade wheels. They employ at the present time nearly 300 people, and will produce seventy-five bicycles per day after February 15th.

*Northern Assurance Company of London.*—One of the most substantial of England's financial institutions is the Northern Assurance Company of London, which is transacting a general fire insurance business in this country and Canada, as well as throughout the world. This sterling company was organized in 1836, at Aberdeen, Scotland, and its management soon found it necessary to have headquarters maintained in London, as well, to properly manage the large business it rapidly acquired through its various sub-offices. Since it was founded it has paid to its policy holders in losses the enormous sum of over \$38,000,000, one-fifth of which sum has been paid to claimants in the United States. It has accumulated funds for the security of its fire policies of over \$8,000,000, with liabilities of less than \$3,000,000, leaving a surplus exceeding \$5,000,000. Its reputation for prompt and equitable settlements is thoroughly established, and with honest claimants it has never been known to quibble or introduce technicalities. Bankers and mortgagees readily accept its policies for as large insurance as the company is willing to grant, and not a few of the most conservative insist upon its policies in transactions in which they have the naming of the insurance companies. For the convenience of its patrons in the United States it has established agencies in all the cities and towns, with managing departments in the principal cities. The company, appreciating the importance of Chicago as a commercial center, has established here, not only a general office for the transaction of its large business throughout the northwestern states and territories, but a local office as well, so that its patrons in Chicago may deal direct with the company. All losses in these offices are paid, without reference, by check on their Chicago bankers. The Northwestern department is located at 226 La Salle st., and is under the management of Wm. D. Croke. The local office for city and suburban business is at 170 La Salle st., in charge of Charles Nelson Bishop, as city manager. The insuring public can have no better security than a policy in the reliable "Northern of London."

*Oakwood Springs Sanitarium, Lake Geneva, Wis.*—This sanitarium was founded in 1883 by Dr. Oscar A. King of Chicago, the distinguished professor of nervous and mental diseases in the college of physicians and surgeons.



Oakwood Springs Sanitarium.



Within the Grounds.



View of Lake Geneva.

[Engraved for The Standard Guide Company.]  
OAKWOOD SPRINGS SANITARIUM VIEWS.  
[See "Western Industry."]

Professor King is its president and superintendent. His office is at 70 State st. The Sanitarium is a model institution, constructed at a cost of \$106,000, and is situated in a fine park of sixty-three acres, overlooking the lake and village and commanding the most delightful and extensive views. The park is, in its highest point, more than fifty feet above the lake, and presents a charmingly undulating surface, possesses a lake of twenty acres, and is covered, in its entire area, by great oaks and magnificent forest trees. Its slopes, while nowhere abrupt and everywhere sufficiently gentle to permit of easy ascent, yet lead to valleys of sufficient depth to give the most delightful variety and pleasing effect to the landscape. Apartments can be taken only by patients actually under treatment. They are arranged so as to give guests all the quiet and privacy of their own homes. This sanitarium is exclusively for the treatment of diseases of the brain and nervous system. Cases admitted include nervous diseases of children, impediments of speech, nervous prostration, motor and sensory affections of the nervous system, neurasthenia from toxic agents, mild cases of mental diseases, and gynecological cases when complicated by nervous derangement. The arrangement is such as to give to each patient a room, or a suite, as may be required. These communicate with the parlors and halls, so as to afford, in all suitable cases, the utmost freedom and enjoyment of house and grounds. Or, when desirable, many of the most pleasant rooms can be entirely isolated from all others. By these plans, therefore, it is possible to permit the greatest freedom, and at the same time protect every patient in the house from annoyance by any other. Cheerfulness, comfort and safety have been the controlling ideas in the architecture. No crowding is at any time permitted, and the number under treatment is governed, at all times and entirely, by the best interests of the patients themselves. MEDICAL STAFF: Oscar A. King, M. D., president and superintendent, professor of diseases of the brain and nervous system, and of clinical medicine, College of Physicians and Surgeons, Chicago; physician-in-chief to department for nervous diseases, West Side Free Dispensary, Chicago. George A. Post, M. D., assistant superintendent. The attending physicians are Chas. Warrington Earle, M. D., president Women's Medical College, Chicago; Frank E. Waxham, professor of diseases of children, College of Physicians and Surgeons, Chicago; Henry Palmer, M. D., Janesville, Wis., surgeon-general of Wisconsin, and professor of operative and clinical surgery, College of Physicians and Surgeons, Chicago; William E. Quine, M. D., Chicago, Ill., professor of practice of medicine, College of Physicians and Surgeons, Chicago. Consulting physicians: Drs. Lyman, Brower and Jackson, of Chicago. Lake Geneva is two hours from Chicago on the Chicago & North-Western railway.

*Orcutt Co., The.*—Location 48 and 50 Wabash ave. This is one of the greatest lithographic establishments in the world. The work turned out annually is familiar to the American public. It ranges from the ordinary to the most superb grades of lithography. The Orcutt company makes a specialty of the finest grade of color work and has facilities for handling large orders promptly. The World's Fair buildings have been made a feature during the past year. The beautiful lithographs of the great department, and state and foreign buildings, bird's-eye views, etc., that have charmed the eyes of millions of people, are all from the artists, engravers and printers of this company. Some of these are splendid imitations of water colors in ten or more printings. Strangers should visit the display rooms of the Orcutt company.

*Pettibone, Mulliken & Company's Works.*—Situated on four acres of ground, occupying the block bounded by Hawthorn ave., Eastman, Dayton and Rees sts., having 450 feet front on the Chicago, Milwaukee & St. Paul railway. The buildings are of substantial character, built of brick, and cover nearly two-thirds of the property. Pettibone, Mulliken & Company are manufacturers of Strom Clamp Frogs, Channel Split Switches, Axel Automatic Switch Stands, Pilot Automatic Switch Stands, Banner Switch Stands, Mark Switch Stands, Samson Head Chairs, Tie Bars, and ordinary frogs, crossings, split switches, combination slip switches, also Alkins



Forged Steel Rail Braces, Jenne Track Jacks, Union Track Drills, Perfection Track Drills, Roller Rail Benders, and Union Counterbalance Hoists for ore docks.

All frogs, crossings, and switches are worked cold. All parts of the various appliances turned out are made to templet; are interchangeable, and are manufactured by special machinery.

The Union Counterbalance Hoist for ore docks are the latest improved appliances for raising chutes on ore docks. This hoist has been placed on several large docks in the west. The specialties manufactured, such as the Jenne Track Jack, the Roller Rail Bender, the Union and Perfection Track Drills, and the Alkins Forged Steel Rail Brace are used on nearly every railroad in the United States and many foreign roads. The Jenne Track Jack was the first friction track jack put on the market.

*Pettibone, P. F. Company.*—Located at 46 to 50 Jackson st., convenient of access alike from the wholesale, retail and manufacturing sections. This house does a large business in counting house supplies, printing and blank books. Organized in 1881 as Brown, Pettibone & Kelly, it has had a steady and substantial growth. Its business is chiefly with consumers, city and country. Its trade in county office and bank stationary supplies extends widely over the northwest. The manufacturing departments are equipped with the best modern machinery. Their patent flat-opening blank books have a wide reputation. [See cut of building.]

*Photo-Tint Engraving Company, The.*—The Photo Tint Engraving Company, of 80 Dearborn st., Chicago, derives its name from a modern process of engraving which is made direct from photographs and produces a screen or tint effect; this style of engraving is more widely known, of late, under the appellation of half-tone. While the half-tone engraving is comparatively a new process, having only been adopted for commercial use within the last three or four years, yet, in this period, it has superseded the wood and other photo processes and consequently has sprung into the first rank of the engraving world. Half-tone engravings are made on hard metal, type high and ready for the printing press; these engravings being very fine, it is necessary in order to obtain the best results to print them on enamel coated or hard calendered paper; nevertheless, owing to their popularity, the better class of newspapers are adopting them for illustrating their articles and advertisements, for, in this day of progression, the latter are not complete without an accompanying illustration. The live business man, to secure the attention of readers, finds it imperative to illustrate his advertisements. The Photo-Tint Engraving Company was especially established for the above class of work; but, at the same time, it has not been backward in gradually forcing itself into all the other branches of photo and wood engraving, and now stands the compeer of the oldest and best concerns in the country. The president and manager, Mr. D. C. Bitter, being one of the pioneers in photo-engraving in Chicago, has lost no opportunity to take advantage of all improvements and methods to produce the finest work possible, and thus enhance the engraving art.

*Pridmore, W. A.*—Real estate, loans and investments. City office, 115 Dearborn st., rooms 123 and 124; South side office Cor. Cottage Grove ave. and forty-seventh st. Pays special attention to the care and management of Chicago real estate and makes a specialty of the South side. Property sold, buildings rented, taxes paid and the general care of property for non-residents. Loans placed on first mortgages upon improved city real estate at current market rates. Mortgages for sale drawing six to seven per cent interest. South side office, in the center of the great South side, the most popular portion of Chicago. Conservative investments always on hand in the form of mortgages, business buildings and all class of income paying property. Mr. Pridmore is secretary of the Chicago and Suburban Building and Loan Association. Correspondence solicited and all information concerning Chicago realty cheerfully given. References furnished on application.

*Produce Cold Storage Exchange.*—The fire-proof warehouses of this enormous refrigerating establishment are centrally situated on the west bank



of the Chicago river, built on the intervening block between Lake and Randolph sts., thereby insuring first-class dockage and railroad facilities, and are most conveniently located for the produce houses of S. Water st., Market st. and Randolph st. The property extends over an entire block of 382 feet from West Lake st. to West Randolph st. The width of the eastern building which skirts the edge of the river and the railroad tracks is 75 feet and the western building is 85 feet wide running from W. Water st. railroad tracks to Cold Storage Place. The first section of the eastern building was finished and opened for business about four years ago, and three sections of the western building, 11 stories and basement, were completed last year. The warehouses are splendidly constructed for cold storage business, substantially built of iron and brick, and perfectly finished with fire-proofing by the Pioneer Fire-Proof Construction Company. All the walls and rooms are carefully insulated, and the entire establishment is fitted up with all modern appliances, and the latest improvements in mechanical refrigeration. The eastern section is refrigerated by Anhydrous ammonia, made on the premises by what is technically known as the absorption machine process. The western sections are operated by large duplicate De La Vergne Compressors. The operating plants of the eastern and western sections are interchangeable and are connected together by an iron conduit built under the railroad tracks. The cooling pipes running through the freezing rooms are constructed upon what is known as the direct expansion plan, superseding the unsatisfactory and old fashioned plan of cooling brine or chloride of calcium. This new system combined with an improved method of air circulation and ventilation enables the company to guarantee, with absolute certainty, a dry pure atmosphere, and by the aid of improved regulating valves, they give and maintain indefinitely, any degree of temperature required from 50° above to 20° below zero, all of these requirements being absolutely necessary to insure perfect success in the preservation of perishable products.

In addition to the complete duplicate refrigerating plant in the new power house, there is one of the largest and most complete warehouse electrical plants in Chicago. It is composed of two large Corliss engines, three Edison and Thomson-Houston dynamos, and five motors for operating the elevators, the boiler room, coal and cinder conveyors, and other machinery. Inside, every room and corridor of the establishment is splendidly equipped with incandescent lamps, and the outside platforms are fitted up with arc lights. The present storage capacity is one million cubic feet. Additional sections will shortly be erected to complete plans already laid out, making the total capacity about three million cubic feet. When completed, it will rank as the largest and most complete refrigerating enterprise in the world. The total cost of the buildings and machinery will be about two and a half million dollars. Under a careful and conservative management this corporation is doing a large and increasing business in cold storage, bonded storage, and dockage. Their mammoth warehouses contain immense quantities of butter, eggs, cheese, poultry, meats, and game, drawn from all parts of the northwestern territories; lemons, oranges and grapes are there from Messina, Florida and California; all kinds of dried fruit from southern Europe, Turkey and Persia; rice from Japan; beer, ale, stout and wines from Europe; apples from Canada and Maine, and fish from the Pacific, the Atlantic, Gulf of Mexico and the northern lakes of Canada; all going to show that the city of Chicago is fast becoming the great central distributing market of the universe. The general offices of the corporation are located in the main building, 7 to 13 W. Lake st., and the officers are: Geo. M. Moulton, president; E. G. W. Rietz, vice-president; Adolph Loeb, treasurer; W. W. Hook, general manager; Chas. M. Stratton, secretary; James McGregor, superintendent.

*Remington Typewriter.* — Wyckoff, Seamans & Benedict, proprietors; offices in all the large cities of this country, and at London and Manchester, England; Chicago office, 175 Monroe street. This typewriter is in use throughout the civilized world. Although bearing the name of "Remington," aside from the fact that in its early history the machine was taken to

the then well-known Remington firearms and sewing machine factory at Ilion, N. Y., and from there first placed in a quiet way upon the market, the name had nothing to do with its invention, and very little to do with its subsequent improvement. The *successful* invention, improvement and introduction of the Remington typewriter, and the resulting success of all other (though competing) writing machines of to-day, is due wholly to the enterprise, perseverance, business foresight and indefatigable energy of the present Remington owners, who perfected and popularized the "Remington"—W. O. Wyckoff, C. W. Seamans and H. H. Benedict—the men who have controlled its destiny, shaped it to its present perfection, and wholly popularized its use, since 1879, at which time the instrument had been scarcely heard of, and then only to be regarded with suspicion and disfavor. These three men have made the "typewriter" and "typewriting" what it is to-day, and to them more than to any other men (more, even, than to the inventors themselves, who left the machine in a very crude and impracticable shape) are due the gratitude and grateful remembrance of a world of writers whom they have so munificently served.

*Rice & Whitacre Manufacturing Company.*—Located 47 and 49 S. Canal street. Established as a firm 1880. Incorporated, 1887. Manufacture and handle engines, boilers, steam pumps, power transmitting machinery, steam and hot water heating apparatus. Among goods of their own manufacture are the "Kriebel" steam engines and the "Triumph" steam and hot water heaters. They are also agents in the West for the "Gurney" hot water heaters, and handle a large line of stationary, automatic and hoisting engines outside of those of their own manufacture, as well as steel boilers of all styles. As a part of their local business they contract for the erection of complete steam-power plants. Outside of Chicago their trade in certain lines extends to all parts of the United States, and some of their goods are sold for export. Their shops are well equipped with modern improvements and facilities, including the latest machinery, while a large force of skilled men is required to meet the demands of their constantly increasing patronage.

*Ritchie, W. C. & Co.*—Among the industries of Chicago which have grown with the growth of the city, that of paper-box making is specially worthy of notice; W. C. Ritchie & Company being the most successful in that line. This firm is the successor of Ritchie & Duck, which was formed September 1, 1866, with a capital of only \$1,600, and sales for first year of \$10,000. Immediately after the fire of 1871 they erected a temporary building at 413 W. Van Buren, and in October, 1872, they removed to 154 and 155 Michigan ave., occupying two and one-half floors, 40x150. By purchasing the property and adding two stories to the building, they managed to take care of their growing trade till the end of the year 1891, when they moved into their present quarters, built expressly for their business, at the S. W. Cor. Van Buren and Green sts., and owned by the senior member of the firm. A cut of the building is shown on another page. This establishment is undoubtedly the most complete of its kind in the United States, and has two acres floor space, fully equipped with all the improved machinery in their line, including a machine-shop for repairs. As they pay a low rent and take the entire product of a straw board mill, they are enabled to manufacture their goods with the least possible expense, and their aim is, by low prices, to increase their business so that in a few years they will need the whole building. Their success shows them to be wide-awake Chicago men.

*Sawyer-Goodman Co.*—The Sawyer-Goodman Company, 500 Lumber st. and 107 Dearborn st., is one of the largest and most widely known lumber companies in America. Its officers were pioneers in the manufacture of lumber in Michigan and Wisconsin, and it now owns large areas of pine forests in those states, and its mills are of the largest capacity and most modern construction. The distributing yards in Chicago are among the most extensive in the city, with one thousand feet of dock front and track room to load fifty cars daily. Having ample room for piling in these great yards, a stock of lumber, unsurpassed in extent, is constantly on hand, from which demands for pine lumber for every conceivable purpose can be



[Engraved for the Standard Guide Company.]

VIEW ON FOURTH FLOOR OF W. C. RITCHIE & CO'S PAPER BOX FACTORY,  
GREEN & VAN BUREN STS., CHICAGO.

[See "Western Industry," ]

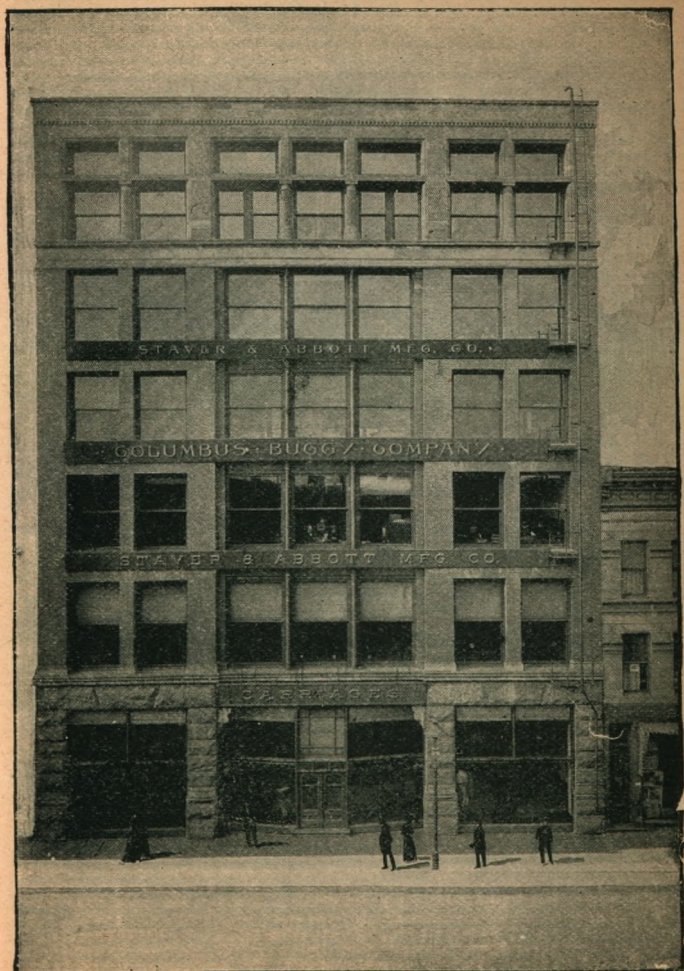


promptly filled; whether from the wholesale lumber merchant of Chicago, to supply the deficiencies of his stock, or from the lumbermen of other cities, or more especially for shipment by rail to the more remote, but no less important trade of the retail lumber dealers in all parts of the country. This company also manufactures and supplies from its mills large quantities of the stock handled by other lumbermen. The combined sales of its mills and Chicago yards have exceeded an average of 75,000,000 feet annually for many years. To the stranger in Chicago a visit to these yards and docks on the river near Twenty-second st. bridge would be very interesting, and tourists who desire to see something of this most important industry would be well repaid for a visit to the mills of the company at Marinette, Wisconsin, only one night's ride from Chicago by palace car. The president of this company is Hon. Philetus Sawyer, of Wisconsin, the well-known United States senator; the active officers in Chicago being James B. Goodman, secretary, and Wm. O. Goodman, treasurer.

*Staver & Abbott Manufacturing Co.*—This firm is the consolidation of the H. C. Staver Manufacturing Company and the Abbott Buggy Company, the present firm having been organized Nov. 1, 1890. Though comparatively a young firm they easily stand in the first ranks among the carriage builders of the country, not only in volume of business, but for the high grade and excellence of their product. Their factory, located at Auburn Park, in Chicago (Seventy-sixth and Wallace sts.) covers six acres of ground, and is one of the best equipped establishments of its kind. Large stocks of material, skilled workmen, the latest improved machinery combined with energy and experience make them leaders in their branch of the trade. Their city repository is at 381 385 Wabash ave., where they have a seven-story building, 70x165 feet. Their general offices are located here. They have a very large retail trade in the city of Chicago, and they show in this building samples of almost every known style of vehicle and of the finest grades. In this building, also, they have their harness factory, employing a large number of skilled workmen. Their specialty is fine, hand-made harness, and they produce every style from the light, graceful driving or track harness to the elaborate and showy coach harness. They particularly excel in this line of manufacture. This company employs from four to five hundred men and ship their products to every continent on the globe, having a very fine export trade with Europe, South Africa, Australia, South America and Mexico. A visitor in Chicago who may be interested in carriages or harness will feel well repaid for looking through the factory and repository of this house.

*Thayer & Jackson Stationery Co.*—Location 245 and 247 State st. The business of this well known company was established in November, 1873, under the name of Skeen & Stuart. In May, 1874, the establishment moved to 77 Madison street, opposite McVicker's theatre, which location they maintained for seventeen years, largely increasing and developing the business until they were obliged to seek larger and more commodious quarters. In March, 1891, they removed to the six story and basement building, 245 and 247 State st., near Jackson st. In 1883, the firm of Skeen & Stuart was incorporated under the name of the Skeen & Stuart Stationery Co., with Joseph C. Skeen, president, Edwin C. Stuart, vice-president, Henry E. Thayer, secretary, and Dwight Jackson, treasurer. In October, 1890, Messrs. J. C. Skeen and E. C. Stuart having retired from the business several years previously, the name of the corporation was changed to the Thayer & Jackson Stationery Co. Messrs. Thayer & Jackson have been actively identified with the business, in its vast details, since the early establishment of the firm in 1873. Their business has been uniformly successful from year to year since its organization. They have determinedly developed a large and continually increasing trade by early gaining the confidence of their patrons, and by steadily maintaining a high standard in the quality of their goods and the character of their workmanship. The house has now attained a reputation second to none other in Chicago, or, for that matter, in the country. The Thayer & Jackson Stationery Co. make a specialty of account books for bankers, manufacturers, merchants, railroads, insurance





[Engraved for The Standard Guide Company.]

POSITORY OF THE STAYER & ABBOTT MFG. CO., AND THE COLUMBUS BUGGY

[381-385 Wabash Ave.—See "Western Industry,"]

companies, etc. Largest assortment of high grade blank books. Special forms to order on short notice. Good printing is one of the favorite claims of this house, a claim that is fully justified. Everything needed for office or advertising purposes is turned out; bank and commercial work of every description is executed. In lithography, the company has unequaled facilities for the production of checks, drafts, certificates of deposit, stock certificates, bills of exchange, investment bonds, etc. Complete office outfits of stationery is furnished. In a word, the Thayer & Jackson Stationery Co. is prepared to furnish a great or small banking or mercantile house with everything required in the printing, blank book or stationery line. The company occupies the six story and basement building at the numbers given above. It is provided with freight and passenger elevators, steam-heating apparatus, electric light plant, and all modern improvements.

*Thomson & Taylor Spice Co.*—It has ever been the aim of Chicago merchants to be in the front rank in every enterprise, and so this firm, in all the various departments of their vast business, stand at the head of all establishments in their line in the known world. The building owned by this company occupies 88x130 feet on Michigan ave. and Lake st., and is eight stories in height. It is an ornament to the wholesale business district and is complete in every detail for the transaction of business in their specialties, which comprise green coffees of all grades, colors and varieties; roasted coffees in endless variety of grades and drinking quality; spices of all kinds, whole, in original packages and powdered for table use. Flavoring extracts of all grades. Fruit juices and syrups manufactured from fresh fruit. Teas of all the various grades known to the trade, and also some special blends prepared by their own experts; herbs and condiments and bakers' supplies. This firm are proprietors of the celebrated "gold band" brands of baking powder and extract, and package coffee. This firm import their own goods and merchants buying from them are sure to be as near headquarters as it is possible to get. They are always pleased to show visitors through the establishment, showing the process of manufacture of their various specialties.

*Vulcan Iron Works.*—The Vulcan Iron Works is one of the oldest established in the city, having been founded in 1852, employs about two hundred men and having a capital of \$200,000, have for many years made a specialty of the manufacture of excavating machinery and machinery for harbor improvements, such as steam dredgers, pile drivers, derricks, and for swinging draw-bridges. They also make tug boat and yacht engines,

*Western Bank Note and Engraving Company, The.*—The pioneer company in the West, was organized in 1864. The company occupies its own fire-proof building, situated at the Cor. of Michigan ave., and Madison st. The building was erected in 1891 after the most approved plans. It is eight stories high and has a frontage of 80x110 feet. The exterior of the building has a severe but rich aspect, the desire being to avoid the ornate. The building is absolutely fire-proof and beautifully finished throughout with marble corridors, red oak casings, the finest plumbing and swift elevators. The building is maintained strictly as an office building and nothing in the line of manufacturing is permitted among the tenants. The first floor is devoted to stores, the second, third and fourth to offices, and the rest of the building is used by the WESTERN BANK NOTE AND ENGRAVING COMPANY for its own purposes. The company itself does a general business in the finest grades of steel plate and lithographic engraving, doing a very large business in commercial and bank stationery, as well as in its speciality—the engraving and printing of securities. In this line the company has an international reputation and its work elicits the highest praise wherever seen. The securities executed by this company are accepted for listing on the stock exchanges of New York, London and Chicago. Their work comprises issues of bank notes, bonds, stock certificates, drafts, letter heads and anything in the line of securities, bank or commercial engraving. The officers of the company are as follows: C. C. Cheney, president; C. A. Chauman, vice-president; C. Heinemann, secretary; W. S. Gould, treasurer.

*Western Refrigerating Company. The.*—The Western Refrigerator Company was established in 1878, and incorporated in 1882. Officers: E. P. Baker, president; H. W. Griswold, secretary. This is one of the largest cold storage warehouses, or rather, group of warehouses, in the world. All perishable articles are received here for preservation through all seasons of the year. A specialty is made of the cold storage of eggs, fruit, cheese and butter. In order to illustrate the enormous business transacted in the egg storage line, and its wonderful growth, the number of cases of eggs received for storage annually during the past eight years is given. Commencing with 20,000 cases the number increased to 30,000 the following year, 51,000 the next year, 100,000 the next year, 102,000 the next year, 118,000 the next year, and 180,000 the next year, and in 1892 192,540 cases were carried. One day, May 5, 1891, 9,067 cases of eggs were received for storage. This is the strongest endorsement that could be given by the customers of these warehouses of the superiority of their system of cold storage. Warehouse "A," located at 220-222-224 and 226 Michigan st., is an elegant six-story mercantile building fitted up specially with all the requirements for cold storage. Here the offices of the company are also located. Warehouse "B" is a seven-story building located at 228 and 230 Michigan st. Warehouse "C," which contains the engine house, and is a cold storage warehouse for cheese, is another handsome six-story building, located at 231 and 233 Michigan st. Warehouse "D" is for the accommodation of fruit. This is a five-story building located at 227 and 229 Michigan st. The new warehouse, "E," containing freezing rooms for butter, is an elegant six-story building located at 235 and 237 Michigan st. Four Linde ice machines, with a refrigerating capacity of 200 tons daily, are in operation in the engine-room of the building, 231 and 233 Michigan st. It would be impossible to give the visitor an adequate idea of the quantity of butter, fruit and cheese stored by this company annually. Arrangements are complete for the addition of two more large warehouses, and to increase the refrigerating capacity 100 tons daily. Visitors are always welcome, and the company takes pleasure in showing a perfectly constructed cold storage plant.

*Western Wheel Works.*—Factory, Wells, Schiller and Sigel sts., North side, main office, 501 Wells st. The largest bicycle manufacturing establishment in America. The factories of this company contain 25,000 square feet of floor space and employ one thousand men. No less than 25,000 safety bicycles were made and sold in 1891. The facilities of the establishment have been doubled. Among the most popular bicycles manufactured here are the Blackhawk, Crescent No. 2, Escort, Crescent No. 1, Juno, Rob Roy No. 3, Rob Roy No. 2, Rob Roy No. 1. Here are also manufactured the Cinch, Combination Junior, Boy's Junior and Pet. These machines have a market in every part of the world, and owing to their popularity the export trade is constantly increasing. They are everywhere considered among the most reliable and popular. Some of the makes mentioned have been ridden by champions in prize contests throughout the country. Eastern agents, R. L. Coleman & Co., 35 Barclay st., New York.

*White, W. J., Chewing Gum Factory.*—W. J. White's chewing gum manufactory is situated in the western suburbs of the city of Cleveland at the intersection of the L. S. & M. S. and Nickel Plate Railroads. It is a large five story brick structure, 60 by 135 feet, and affords employment to 300 people. Mr. White's connection with the chewing gum business dates back to 1876 when he started with a limited capital, manufacturing at his home small quantities of paraffine gum, selling the same to retail trade, he having previously been in the confectionery business; gradually increasing and enlarging, meeting with fair success, until the fall of 1886 when he made his first batch of the now well known Yucatan chewing gum, it being the first brand of peppermint flavored gum ever placed upon the market. This at first met with but poor success, but by means of judicious advertising, great push and energy he succeeded in establishing upon a firm basis, and from the beginning of 1887 his business began to increase at a phenomenal rate, until to-day, all within seven years, from the time that he first manufactured Yucatan chewing gum, it is without doubt the largest business of

its kind in the world, and Yucatan chewing gum is now known in nearly every part of the civilized globe. Mr. White's success in this line of business is due to no element of luck whatever, but simply to good hard work, exceptional business ability, indomitable energy and faith in the ultimate success of his business. Starting without a dollar, meeting with the most strenuous opposition from wealthy firms already established in the business he has worked and pushed along, allowing nothing to interfere until he has seen his efforts crowned with a success such as perhaps has not been equaled by that of any other manufacturing business in the United States, as it is rarely ever that a man starting as he did has fixed himself so firmly in the commercial world at as early an age, being now only forty-two years of age. Mr. White is interested not alone in the chewing gum manufacturing business, but also in a large number of other business enterprises, owning and operating several large steamships, largely interested in banking, a large stockholder in numerous other manufacturing enterprises, and being the proprietor and sole owner of the Two-Minute stock farm, one of the largest and best equipped farms of its kind in the United States, and also another large farm at Spencer, Ia. Mr. White is the inventor of nearly all of the machinery which he used in the manufacture of his chewing gum, and holds patents on the same, which enables him to manufacture goods beyond all fear of competition from other large concerns.

**MR. WHITE'S YACHT.**—The steam yacht "Say When" owned by W. J. White, Cleveland, O., was originally built for Mr. Monroe of New York, and was purchased by Mr. White in 1890. She is built of mahogany, and is furnished with a Quintuple Expansion Herschoff Engine, the Roberts Safety Water Tube Boiler, a dynamo, and complete electric plant. She is 138 feet over all, 14.6 beam, and without doubt the finest yacht to be found anywhere on fresh water. She carries a crew of 11 men, can furnish sleeping accommodations for 18 persons, and more if necessary. She is luxuriously fitted up with plush and velvet, and supplied with all modern conveniences. She is also one of the fastest yachts afloat, her ordinary jogging gait being from 15 to 18 miles an hour, and she has made 26¾ miles per hour. Mr. White has made a number of alterations in her since purchasing her, and indeed she is to-day an entirely different boat from what she was when he purchased her, being fast, perfectly seaworthy, and at the same time probably the handsomest yacht that can be found on the chain of Great Lakes. [See Illustration.]

**Yost Mfg. Co., The.**—Toledo is coming to the front as a bicycle manufacturing center, no less than four large concerns being devoted to this branch of business. The Yost Mfg. Co. of this city, who are building the popular Falcon bicycles, have a large and interesting plant. Equipped with machinery of latest design, which is built with special reference to economy in manufacture, this firm has succeeded in building a high-grade wheel and placing it at a price within the reach of the masses, a feat which no other concern has heretofore successfully attempted. A visit to their works is one of the features of this charming city. Located in the western suburbs, with electric cars from the city running past their works, in close proximity to the Exposition Grounds, a scene rarely met with in an institution of this kind, is presented. Groves of maple trees and well kept lawns interspersed with beds of fragrant flowers, are encircled by an asphalt riding track. It is a favorite resort for the cyclists of this city, famous for its well paved streets and numerous wheelmen.



# PART III.

## APPENDIX.

### BANKING BUSINESS.

*Bank Clearings.*—The clearings of Chicago banks for the year 1892, by months, compared with those of 1891, were as follows:

	1892.	1891.
January.....	\$ 394,056,126	\$ 345,552,662
February.....	368,897,462	293,225,064
March.....	404,246,598	333,991,989
April.....	384,131,581	347,709,049
May.....	423,430,778	391,003,736
June.....	446,596,216	374,706,912
July.....	423,197,025	363,129,767
August.....	428,891,016	361,884,576
September.....	438,982,594	398,157,726
October.....	465,469,612	421,521,165
November.....	465,060,301	401,965,053
December.....	492,811,871	423,945,524
Totals.....	\$5,135,771,186	\$4,456,885,230

The following shows the bank clearings from 1866 to 1892 inclusive:

1866.....	\$ 453,798,648.11	1880.....	\$1,725,684,894.85
1867.....	580,727,331.43	1881.....	2,249,329,924.73
1868.....	723,292,144.91	1882.....	2,393,437,874.35
1869.....	734,664,949.91	1883.....	2,517,371,581.24
1870.....	810,676,036.28	1884.....	2,259,680,391.74
1871.....	868,936,754.64	1885.....	2,318,579,003.07
1872.....	993,060,503.47	1886.....	2,604,762,912.35
1873.....	1,047,027,828.33	1887.....	2,969,216,210.60
1874.....	1,101,347,918.41	1888.....	3,163,774,462.68
1875.....	1,212,817,207.54	1889.....	3,379,925,188.67
1876.....	1,110,093,624.37	1890.....	4,093,145,904.00
1877.....	1,044,678,475.70	1891.....	4,456,885,230.00
1878.....	967,184,093.07	1892.....	5,135,771,186.00
1879.....	1,257,756,124.31		

*Banks.*—Condition of 1892:—The condition of the Chicago National banks at three important stages during 1892 is shown in the following table:

	Opening of 1892	Middle of 1892	Close of 1892
Capital.....	\$ 33,368,680	\$ 35,577,000	\$ 35,777,000
Surplus and Profits.....	18,064,831	19,146,264	20,535,518
Deposits.....	173,748,170	212,755,525	200,030,484
Loans.....	137,711,724	162,216,811	156,935,275
Cash on Hand.....	36,148,586	42,069,925	39,024,584

*Chicago Stock Exchange.*—Transactions on the Chicago Stock Exchange for the past four years shows the growth of operations:

	1892	1891	1890	1889
Stocks (shares).....	\$ 1,175,031	\$ 710,000	\$ 1,097,663	\$ 150,100
Bonds.....	11,198,000	9,435,000	18,268,600	18,530,000

## BUILDING AND REAL ESTATE TRANSACTIONS.

*Buildings Erected in 1892.*—Nearly sixty miles of solid frontage was improved in 1892 and the records of all previous years were far outclassed. The figures for the year by divisions of the city are given as follows:

	Buildings.	Frontage.	Cost.
South Side.....	1,106	31,715	\$14,214,500
North Side.....	550	15,276	4,423,400
West Side.....	3,020	92,664	14,603,700
Hyde Park.....	3,204	85,366	22,217,600
Lake.....	2,759	60,711	6,534,000
Lake View.....	1,577	30,198	3,410,100
Total.....	12,816	315,930	\$64,403,300

There has been a steady increase in building operations, as indicated by the issue of permits since 1881.

*Building Operations Since 1881.*—The following, showing estimates of building operations since 1881, based on permits, is self-explanatory: 1881, \$13,467,000; 1882, \$15,842,000; 1883, \$17,250,000; 1884, \$20,889,000; 1885, \$19,624,000; 1886, \$21,324,000; 1887, \$19,778,000; 1888, \$20,360,000; 1889, \$25,065,000; 1890, \$47,322,000; 1891, \$55,360,000; 1892, \$65,403,000.

*Great Buildings of 1892.*—The following list includes the more important down-town buildings which were in course of erection during 1892, with architects' estimates of their cost:

Illinois Central Depot.....	\$1,000,000	Isabel Building.....	400,000
Auditorium Annex.....	1,000,000	Ludington Estate Building..	400,000
Marshall Field Building.....	800,000	Maller's Market Street Bldg..	300,000
Column Building.....	800,000	Boyce Building.....	250,000
Monadnock Addition.....	800,000	Mayer Estate Building.....	250,000
Old Colony Building.....	600,000	Teutonic Building.....	200,000
Hartford Building.....	600,000	Kultchar Building.....	175,000
Y. M. C. A. Building.....	600,000	Kedzie Building.....	100,000

*Real Estate Sales, 1892.*—The following table shows the real estate transfers during 1892 having a consideration of \$1,000 and upward:

Months.	Sales.	Consideration.
January.....	1,280	\$ 8,608,301
February.....	1,306	9,336,614
March.....	1,487	17,573,028
April.....	2,119	15,511,587
May.....	1,795	13,063,784
June.....	1,444	9,068,868
July.....	1,916	19,971,468
August.....	1,355	9,274,918
September.....	1,417	8,280,751
October.....	1,931	15,308,191
November.....	1,482	12,939,863
December.....	1,682	13,782,676
Total.....	19,283	\$153,169,019
Same 1891.....	20,800	140,338,847

*Real Estate, Recorded Transfers.*—Following are the recorded real estate transfers for four years, 1889 to 1892, inclusive:

	City.	Outside.	Aggregate.
1892.....	\$154,403,913	\$26,488,451	\$180,892,364
1891.....	145,251,467	36,270,802	181,522,269
1890.....	183,878,461	43,608,498	227,486,959
1889.....	108,107,711	25,267,238	133,374,949

1892 less than 1891.....	\$629,905
1892 less than 1890.....	\$46,594,595
1892 in excess of 1889.....	47,517,415

## CITY AND COUNTY FINANCES.

*City Finances, 1892.*—The report of the Comptroller's office showed a balance in the city treasury at the close of the year of \$2,200,000. The amount on hand at the same time in 1891 was considerably larger, owing to the sale of \$1,000,000 worth of World's Fair bonds, the proceeds of which were not entirely transferred to the credit of the World's Fair Exposition. In the year \$666,000 worth of water bonds were taken up, and a \$1,500,000 reissue was made. In the water rate office the total collections for 1892 exceeded those of the preceding year by \$265,005.97. For 1892 the total receipts were \$2,596,292.17, of which \$818,987.57 was paid in on account of meters. The figures for 1891 were: Total collections, \$2,331,286.21, of which \$736,867.99 was paid into the meter department. The increase is the largest on record. The total collections from licenses, etc., by the city collector in 1892 were \$5,000,023.14. By far the greater portion of these receipts came from saloon licenses, brewers, etc. The total receipts for the year 1891 were \$3,842,777.33, making a total increase for the year 1892 of \$1,158,145.81. During 1892 the saloon licenses passed the 7,000 mark, but, as many of the owners went out of business, it leaves the total number of existing saloons somewhat less than 7,000.

*Cook County Finances, 1893.*—The equalized value of all classes of property in Cook county is \$270,737,416, as compared to \$282,676,167 in 1892. The amount receivable from the tax levy of 75 cents on each \$100 is \$2,030,530.75, as compared with \$2,121,530.25 last year. This amount is divided as follows: Interest and principal on bonded indebtedness, \$236,300; for salaries and election expenses, \$732,688; total amount for supplies, repairs, etc., \$809,500; total amount for miscellaneous purposes, \$215,125; total amount for contingent purposes, \$36,317; total amount for building purposes, \$200,000. Total amount to be realized by taxation, \$2,030,530. The estimated receipts from the various county offices for the year are as follows: From county treasurer and ex-officio collector, \$285,000; from recorder of deeds, \$200,000; from county clerk and clerk of county court, \$175,000; from clerk of probate court, \$90,000; from clerk of criminal court, \$2,000; from clerk of circuit court, \$110,000; from clerk of superior court, \$75,000; from sheriff, \$33,000; from coroner, \$1,000. Total receipts from all sources outside of tax levy, \$991,000

## COMMERCE OF CHICAGO.

*Approximation of Total Value of Trade.*—[Estimates of *The Chicago Tribune*.] The following is an approximation to the total value of our trade during 1892:

Produce trade.....	\$ 507,000,000
Wholesale.....	574,000,000
Manufactures.....	586,300,000
Total.....	\$ 1,667,300,000

These three departments, however, overlap each other, especially the last two, as material manufactured here is sold at wholesale by the manufacturer. Following up the same plan as in former years in estimating for this doubling up there should be deducted from the above \$129,000,000. The statement then stands as follows:

Total trade 1892.....	\$1,538,000,000
Total trade 1891.....	1,459,000,000

Increase.....	\$ 79,000,000
Or 54 per cent.	

The following are *The Tribune's* totals for a series of years. The figures in the twenty-first line are for the twelve months from October 11, 1871, to

October 11, 1872, the series having been interrupted by the great fire. The totals are in gold for each year.

1892	\$1,538,000,000	1879	\$ 764,000,000
1891	1,459,000,000	1878	650,000,000
1890	1,380,000,000	1877	595,000,000
1889	1,177,000,000	1876	587,000,000
1888	1,125,000,000	1875	566,000,000
1887	1,103,000,000	1874	575,000,000
1886	997,000,000	1873	514,000,000
1885	959,000,000	1871-72	437,000,000
1884	933,000,000	1870	377,000,000
1883	1,050,000,000	1869	336,000,000
1882	1,045,000,000	1868	310,000,000
1881	1,015,000,000	1860	97,000,000
1880	900,000,000	1850	20,000,000

*Industries of Chicago.*—A summary of the leading industries of Chicago for 1892 shows: Number of firms, 3,433; capital employed, \$229,225,000; number of workers, 186,085; wages paid, \$114,338,700; value of product, \$586,335,800. The production shows a gain of \$19,323,800, or nearly 3½ per cent over the total for 1891, which was nearly 5½ per cent over the total for 1890.

*Wholesale Business of Chicago.*—Following is a statement of the wholesale and jobbing business of Chicago for 1892 as compared with 1891.

	1892.	1891.
Dry goods and carpets	\$106,300,000	\$ 98,416,000
Groceries	62,370,000	56,700,000
Lumber	43,000,000	39,000,000
Manufactured iron	20,000,000	17,000,000
Clothing	26,000,000	23,600,000
Boots and shoes	30,250,000	27,500,000
Drugs and chemicals	8,300,000	7,600,000
Crockery and glassware	6,500,000	6,000,000
Hats and caps	8,800,000	8,000,000
Millinery	7,750,000	7,000,000
Tobacco and cigars	12,650,000	11,500,000
Fresh and salt fish and oysters	6,050,000	5,500,000
Oils	5,000,000	4,500,000
Dried fruits	4,700,000	4,300,000
Building material	5,175,000	4,500,000
Furs	2,180,000	1,750,000
Carriages	2,300,000	2,000,000
Pianos, organs, and musical instruments	8,970,000	7,800,000
Music books and sheet music	720,000	625,000
Books, stationery and wall paper	25,000,000	22,000,000
Paper	30,000,000	28,000,000
Paper stock	5,000,000	5,500,000
Pig iron	23,575,000	20,500,000
Coal	30,000,000	26,000,000
Hardware and cutlery	22,000,000	19,225,000
Wooden and willow ware	3,850,000	3,500,000
Liquors	16,500,000	15,000,000
Jewelry, watches and diamonds	28,750,000	25,000,000
Leather and findings	3,000,000	2,750,000
Pig lead and copper	6,350,000	6,000,000
Iron ore	5,175,000	4,500,000
Miscellaneous	7,000,000	6,000,000
<b>Totals</b>	<b>\$574,015,000</b>	<b>\$517,166,000</b>
Total for 1890		\$426,806,000
Total for 1889		448,165,000

The increase for 1892 was about 11 per cent.



## GRAIN, PRODUCE, LIVE STOCK, ETC.

*Board of Trade, Clearings for 1892.*—Following were the clearances and balances, showing the speculative business of the Board of Trade, for 1892:

Date.	Clearings.	Balances.
January.....	\$5,008,981.25	\$1,922,446.24
February.....	4,306,538.75	1,475,823.86
March.....	6,826,849.37	2,982,947.50
April.....	6,397,897.50	2,393,557.69
May.....	6,197,545.00	2,018,275.10
June.....	8,219,169.50	2,583,090.51
July.....	4,484,628.75	1,608,593.12
August.....	5,482,440.00	1,903,899.02
September.....	5,859,702.50	1,764,509.05
October.....	6,230,763.75	2,120,308.05
November.....	4,825,675.00	1,734,692.66
December.....	5,453,801.25	2,285,786.21
Totals.....	\$ 69,295,992.62	\$24,793,928.86
Totals for 1891.....	104,083,529.67	32,430,827.57

*Breadstuffs Shipped from Chicago.*—Breadstuffs were shipped from Chicago in 1892 as follows: Barley (bushels), 1,344,779; Corn (bushels), 44,298,080; Corn Meal (barrels), 11,655; Oats (bushels), 19,692,560; Rye (bushels), 968,701; Wheat (bushels), 32,893,543; Wheat flour (barrels), 2,459,639.

*Grain, Flour and Produce.*—The following table exhibits the receipts and shipments of flour, grain, live stock and produce at Chicago for 1891 and 1892:

ARTICLES.	RECEIPTS.		SHIPMENTS.	
	1892.	1891.	1892.	1891.
Flour, brls.....	5,919,343	4,516,617	5,710,620	4,048,129
Wheat, bu.....	50,234,556	42,931,258	48,833,795	38,990,169
Corn, bu.....	78,510,385	72,770,304	66,101,220	66,578,300
Oats, bu.....	79,827,980	74,402,813	67,332,322	68,771,614
Rye, bu.....	3,633,308	9,184,198	2,775,600	7,572,991
Barley, bu.....	16,989,218	12,228,480	10,428,281	7,858,108
Grass seed, lbs.....	53,228,779	68,166,134	60,670,735	55,152,971
Flax seed, bu.....	9,473,824	11,120,138	8,802,220	9,990,798
Broom corn, lbs.....	17,711,940	20,685,354	15,139,989	15,750,529
Cured meats, lbs.....	179,965,327	266,898,958	743,859,554	751,684,862
Canned meats, cases.....	92,998	41,744	1,428,331	1,253,480
Dressed beef, lbs.....	149,496,436	105,061,775	121,234,243	877,295,885
Beef, pkgs.....	10,460	2,460	117,111	138,074
Pork, brls.....	16,934	13,970	294,781	278,553
Lard, lbs.....	68,371,502	74,021,945	398,915,558	62,109,099
Cheese, lbs.....	61,252,364	63,922,939	47,665,127	52,341,235
Butter, lbs.....	131,196,828	127,765,048	140,494,105	140,737,620
Dead hogs, No.....	5,272	9,911	53,281	122,185
Live hogs, No.....	7,731,271	8,600,805	2,898,288	2,962,514
Cattle, No.....	3,581,079	3,250,359	1,106,932	1,066,264
Sheep, No.....	2,152,900	2,153,537	481,902	688,205
Hides, lbs.....	110,082,233	110,891,894	219,711,358	198,571,824
Wool, lbs.....	28,038,364	35,049,604	44,396,698	57,180,607
Coal, tons.....	5,529,468	5,201,633	912,060	830,564
Lumber, M.....	2,263,874	2,945,408	1,060,017	965,949
Shingles, M.....	395,206	303,805	140,227	99,850
Salt, brls.....	124,372	1,345,513	644,300	795,069
Hay, tons.....	232,557	192,308	30,019	28,935

*Grain, Flour and Produce Received, 1892. Value of.*—The following are the totals for 1892 and corresponding tables for 1891:

	1892.	1891.
Flour .....	\$ 19,700,000	\$ 19,800,000
Wheat .....	36,900,000	36,000,000
Corn .....	32,900,000	39,700,000
Oats .....	24,740,000	24,240,000
Rye .....	2,467,000	7,300,000
Barley .....	8,300,000	7,400,000
Millstuffs, etc. ....	1,200,000	1,600,000
<b>Total breadstuffs. ....</b>	<b>\$ 126,207,000</b>	<b>\$ 136,040,000</b>
Butter .....	30,825,000	22,900,000
Cheese .....	5,800,000	6,040,000
Hides and pelts .....	6,100,000	6,580,000
Wool .....	6,000,000	7,375,000
Flax seed .....	9,685,000	11,900,000
Other seed .....	1,980,000	2,085,000
Broom corn .....	850,000	790,000
Salt .....	1,200,000	1,270,000
Potatoes .....	1,560,000	1,450,000
Other vegetables .....	750,000	750,000
Tallow and grease .....	1,700,000	1,730,000
Hay .....	2,300,000	2,290,000
Apples .....	1,375,000	960,000
California fruits .....	4,000,000	3,180,000
Other fruits .....	4,200,000	5,250,000
Hops .....	720,000	600,000
Eggs .....	11,625,000	7,590,000
Poultry and game .....	3,000,000	3,300,000
Live stock .....	253,838,000	239,435,000
Beef .....	9,900,000	6,600,000
Pork, barrelled .....	191,000	138,000
Lard .....	5,169,000	4,665,000
Meats (hog) .....	18,000,000	24,000,000
Dressed hogs .....	55,000,000	91,000
<b>Total .....</b>	<b>\$ 507,000,000</b>	<b>\$ 496,600,000</b>
<b>Total 1890. ....</b>	<b>\$471,385,000</b>	
<b>Total 1889. ....</b>	<b>388,000,000</b>	
<b>Total 1888. ....</b>	<b>371,000,000</b>	
<b>Total 1887. ....</b>	<b>350,000,000</b>	
<b>Total 1886. ....</b>	<b>322,000,000</b>	
<b>Total 1885. ....</b>	<b>337,000,000</b>	
<b>Total 1884. ....</b>	<b>356,000,000</b>	
<b>Total 1883. ....</b>	<b>400,000,000</b>	
<b>Total 1882. ....</b>	<b>382,000,000</b>	
<b>Total 1881. ....</b>	<b>367,000,000</b>	
<b>Total 1880. ....</b>	<b>312,000,000</b>	

*Grain Elevators, Capacity of.*—The present capacity of the grain elevators of Chicago is 30,075,000 bushels; of New York, 27,000,000; of Duluth, 21,000,000; of Buffalo, 15,000,000; of Toledo, 7,357,000; of Milwaukee, 5,430,000; of Detroit, 3,100,000; of Port Huron, 1,670,000.

*Stock Yards Transactions.*—Chicago leads the markets of the world in the volume of its live-stock transactions. The receipts of cattle for 1892 showed an increase of nearly half a million head over 1891. The following table shows the receipts and shipments for 1892:

## RECEIPTS FOR 1892.

MONTHS.	Cattle.	Calves.	Hogs.	Sheep.	Horses.
January.....	286,683	7,821	977,338	156,861	6,338
February.....	267,013	6,076	675,568	168,235	9,926
March.....	271,165	9,366	632,594	187,656	10,532
April.....	245,537	12,634	557,931	176,435	9,744
May.....	264,849	14,924	737,239	194,292	8,669
June.....	265,717	20,761	701,962	191,498	7,231
July.....	305,315	26,332	488,820	158,942	4,399
August.....	318,551	22,874	515,741	183,599	6,166
September.....	385,466	26,093	568,798	190,938	7,539
October.....	345,230	23,905	547,496	200,198	7,372
November.....	326,950	14,744	646,313	178,968	4,566
December.....	286,750	12,195	676,284	158,021	4,531
Total.....	3,569,226	197,718	7,726,080	2,145,163	87,013

## SHIPMENTS FOR 1892.

January.....	102,499	2,399	305,602	21,400	5,302
February.....	107,371	1,464	333,329	44,330	8,472
March.....	107,191	365	315,066	52,150	9,382
April.....	101,033	2,035	239,517	50,817	8,749
May.....	90,566	1,608	249,728	48,649	7,346
June.....	75,045	1,850	231,035	54,077	5,897
July.....	83,531	5,011	305,993	41,195	4,046
August.....	82,435	1,907	165,950	27,740	4,955
September.....	103,513	4,778	210,103	37,361	6,139
October.....	91,712	4,210	240,116	40,114	5,515
November.....	83,356	2,639	211,393	37,408	4,169
December.....	90,997	4,920	217,532	30,143	4,164
Total.....	1,119,250	31,396	3,925,343	485,392	74,336

It took 310,560 cars to receive the stock, while 99,600 were used in the shipments. In 1891 304,706 were used to bring the stock to the yards, and 97,499 to ship the stuff out.

## MARINE INTERESTS.

*Arrivals and Clearances of Vessels.*—The arrivals and clearances of vessels in the district of Chicago for 1892 were as follows: Arrivals, 10,411, tonnage, 5,903,387; clearances, 10,263, tonnage, 5,809,249. The arrivals and clearances of Chicago harbor exceed those of any other port in the United States by about 25 per cent. They are nearly as many as those of Baltimore, Boston and New York combined, and that they are a fraction of over 60 per cent as many as all the arrivals and clearances in Baltimore, Boston, New York, New Orleans, Philadelphia, Portland and San Francisco. Chicago has also fully 25 per cent of the entire lake-carrying trade, as compared with the total arrivals and clearances in Buffalo, Detroit, Duluth, Erie, Huron, Grand Haven, Milwaukee, Ogdensburg, Sandusky and Marquette.

*Chicago Marine Traffic Compared with Other Ports.*—The following shows the arrivals and tonnage of the principal European and American ports, for 1892, where obtainable: London, Eng., arrivals (no data), tonnage, 13,141,-

455; Liverpool, Eng., arrivals (no data), tonnage, 8,438,378; New York arrivals, 8,157; tonnage, 6,489,777; CHICAGO, arrivals, 10,469; tonnage, 5,851,698; Antwerp, arrivals, (no data), tonnage, 4,106,678; Hamburg, arrivals, (no data), tonnage, 5,202,825; Marseilles, arrivals (no data), tonnage, 3,579,889; Boston, arrivals, 3,103, tonnage, 1,464,678; Philadelphia, arrivals, 2,143, tonnage, 1,435,701; New Orleans, arrivals, 1,407, tonnage, 959,966.

*Investments in Lake Vessels.*—There are \$50,000,000 invested in lake vessels. It is estimated that the traffic of 1892 paid a profit of about eight per cent.

*Vessels Built in Chicago.*—Eight vessels, steel and wood, total tonnage, 5,585.55, value, \$549,000, were built in the port of Chicago in 1892. Three steel vessels, the Cadillac, the Maritana, and the Thomas Maythorn, were of 1,068.17, 2,429.95, and 1,972.83 tons respectively.

*Vessels Owned in the District of Chicago.*—Propellers, 63; tonnage, 20,286.00; side-wheelers, 5; tonnage, 738.57; tugs, 77; tonnage, 1,613.99; canal boats, 21; tonnage, 11,646.40; steam yachts, 36; tonnage, 236.53; sailing schooners, 128; tonnage, 38,741.69; sailing sloops, 9; tonnage, 80.75; sailing yachts, 13; tonnage, 234.96. Total vessels, 372; total tonnage, 63,579.29.

#### MISCELLANEOUS STATISTICS.

*Births.*—The number of births in Chicago in 1892 was about 27,000.

*Coroner's Inquests, 1892.*—Total number of inquests, 2,301. Following are the causes of death and the number of victims of each: Natural causes, 25; heart disease, 34; suicides, 294; drowned, 131; fall from buildings, 80; consumption, 9; exposure, 8; fall from wagon, 52; fall from scaffold, 35; apoplexy, 5; poison (accidental), 25; railroad (accidental), 397; fall from stairs, 19; elevator accidents, 39; street car accidents, 18; grip car accidents, 31; convulsions, 17; burns and scalds, 62; old age and debility, 4; asphyxiation, 48; machinery accidents, 61; homicide, 98; shot (accidental), 22; run over by wagons, 58; intemperance, 22; pneumonia, 9; falling lumber pile, 8; boiler explosion, 5; suffocation, 11; falling walls, 14; sunstroke, 12; kicked by horse, 10; struck by lightning, 3; burned in private buildings, 8; fell from derrick, 3; electric car accidents, 2; gored by bull, 1; new building accidents, 16; not ascertained, 8. The greatest number of deaths was among the laboring classes, the aggregate sum being 362. The number with no occupation reached 217. The mechanics' ranks were depleted by 148 men. Two paupers and one pickpocket are on the list. Seven policemen passed away by violence. Of the 397 victims of railroad trains thirteen were passengers and eighty-nine employes. The victims were killed as follows: Crossing streets, 93; collisions, 4; falling off train, 8; walking on track, 179; jumping off trains while in motion, 18; not ascertained, 2; elevated railroad accidents, 4. Of the total of 294 persons who committed suicide, 12 were under 20 years of age, 66 under 30, 75 under 40, 61 under 50, 41 under 60, 23 under 70, 9 under 80, and one over 80; 228 were male and 66 female; 291 were white and 3 colored; 157 were married, 82 single, 6 widows, 18 widowers, and 1 divorced.

*Fire Losses, 1892.*—The annual report of the chief of the fire department for 1892 showed that the fire losses during the year were less than those of any year since 1886. Then there were one-fourth as many fires and the population of the city was only 693,861. In 1892 there were 4,798 fires and the loss was \$1,621,141.

*Insane and Paupers of Cook County.*—It cost Cook county \$300,000 to care for the insane and paupers in 1892. The expenses of the insane asylum and poorhouse since the great fire have been as follows: 1871-72, \$69,951; 1872-73, \$118,429; 1873-74, \$163,086; 1874-75, \$139,575; 1875-76, \$189,744; 1876-77, \$194,345; 1877-78, \$142,499; 1878-79, \$122,930; 1879-80, \$125,155; 1880-81, \$147,334; 1881-82, \$162,540; 1882-3, \$149,524; 1883-4, \$153,355; 1884-5, \$205,056; 1885-6, \$240,934; 1886-7 to Jan. 1, 1888, \$226,746; 1888, \$170,302; from Jan. 1 to Sept. 1, 1889, \$94,639; 1890, \$291,596; 1891, \$395,221. In 1892 appropriations were made for the office of general superintendent of county offices at Dunning to the extent of



\$225,340. The salaries paid in the Insane Asylum were \$49,257; in the Poor-house \$22,858.

*Internal Revenue Collections.*—The internal revenue collections in Chicago for 1892 footed up \$11,006,999.74. This sum was collected as follows: From spirits—\$6,128,746, or 6,807,496 gals. at 90c per gal. Beer—\$2,628,053.35, 841,138 $\frac{3}{4}$  brls., at 7 $\frac{1}{2}$  per cent discount, \$213,085.40. Tobacco—\$523,833.47, at 6c per pound, 8,730,557 $\frac{1}{4}$  pounds. Snuff—\$17,765.55, at 6c per pound, 296,092 $\frac{1}{2}$  pounds. Cigars—\$607,979.77, at \$3 per 1,000, 202,659,930 cigars. Cigarettes—\$2,239.49, at 50c per 1,000, 4,461,000 cigarettes. Oleomargarine—\$569,666.38, at 2c per pound, or 33,483,319 pounds. Special Tax—\$423,035.29. See specified list below. Lists—\$7,689.44 penalties, fines, etc.

*Imports, Value of.*—The value of imported merchandise entered for consumption at the port of Chicago in 1892 was \$17,388,493; the duties collected thereon, \$7,490,578.91.

*Marriage Licenses.*—There were 17,068 marriage licenses issued by the county clerk during 1892. Of the applicants for licenses 25 men were between 65 and 70 years of age; 750 girls were under 18; 400 young men were under 20; the vast majority were between the ages of 21 and 30.

*Pensions Paid in Chicago.*—During 1892 nearly \$13,000,000 in pensions were paid by the government agent in Chicago. The following table shows the work done in this office: Disbursements from January 1, 1892, to January 1, 1893—Army pensions, \$11,708,774.73; navy pensions, \$678,442.20; Total \$12,387,216.93. Total number of pensions on roll close of December, 1891, 61,366; total number of pensions on roll close of December, 1892, 71,750; number of original pensions allowed during the year, 12,352; number dropped for death and other causes, 2,365; number of general law pensioners on roll December, 1891, 42,100; number of navy pensioners on roll December, 1891, 3,386; number of army, act June 27, 1890, pensioners, December, 1891, 14,916; number of army, act June 27, 1890, pensioners, December, 1892, 25,337; number of navy, act June 27, 1890, pensioners, December, 1892, 4,155; 1812 survivors, 4; 1812 widows, 239; Mexican war survivors, 943; Mexican war widows, 550. One revolutionary war widow, Sarah Dabney, Barry Ill., ninety-two years old, \$12 per month.

*Population, 1892—School Census.*—The school census for 1892 discovered the population of Chicago to be 1,438,010; of Cook county, outside Chicago, 96,633; total for city and county, 1,534,643. The following shows the population by wards and divisions, in Chicago proper. The wards are numbered from one to thirty-four: 1, 48,757; 2, 34,051; 3, 34,938; 4, 34,762; 5, 45,267; 6, 52,503; 7, 49,264; 8, 39,905; 9, 45,032; 10, 56,477; 11, 42,585; 12, 60,788; 13, 42,572; 14, 49,310; 15, 56,783; 16, 64,340; 17, 31,446; 18, 40,109; 19, 54,172; 20, 30,296; 21, 38,663; 22, 39,706; 23, 45,870; 24, 40,474; 25, 30,333; 26, 36,802; 27, 14,702; 28, 12,645; 29, 38,207; 30, 69,249; 31, 34,543; 32, 38,385; 33, 38,194; 34, 45,980; South division, 515,736; West division 645,428; North division, 276,846. Total for city, 1,438,010. The school census reveals that out of a total of 359,350 children of school age in the county, an increase in two years of 41,746, there are but 175,128 enrolled in the public schools, an increase in same period of 24,227. [See introduction to "Guide."]

*Post Office Statistics.*—The statement of the postmaster of Chicago of the business done during 1892 contained the following interesting figures: Total number of employes—Carriers, 875; substitute carriers, 111; clerks, 985; substitute clerks, 48; total, 2,019. Executive division—Statement of postal receipts for the year 1892: From sale of postage stamps, \$2,847,901.50; from sale of postal cards, \$283,548.43; from sale of envelopes, \$720,614.73; from sale of newspapers and periodicals, \$308,666.46; from sale of postage-due stamps, \$29,994.67; for box rent, \$10,365.32; from sale of waste paper, etc., \$2,044.29; total, \$4,253,135.40. Increase of 1892 over 1891, \$559,257.82; per cent of increase, 15.14. Disbursements—Domestic orders paid, 1,210,962, \$9,029,302.37; postal notes paid, 713,457, \$1,154,694.08; international money orders paid, 20,922, \$249,805.01; money orders repaid, 982, \$13,770.84; remitted to New York, \$539,000.00; incidental expenses, \$5,434.19; by balance, \$18,693.22; total, 1,951,323, \$11,010,699.71; total number of transactions, 2,168,924; percentage of increase over 1891, 13.10; average number of transactions per

day, 6,929. Mailing division—First class—Total number of letters, postal cards and sealed packages, 3,354,286 pounds, 167,714,300 pieces; total number of packages sent out of mailing division, 4,406,836; increase over 1891, 16,425,772 pieces. Mailing division—Second class—Total number, 31,324,393 pounds, 78,310,982 pieces; increase over 1891, 7,052,796 pounds. Third and fourth class—Circulars, 1,428,233 pounds, 42,847,012 pieces; books, transient newspapers, catalogues and merchandise, 9,626,690 pounds, 33,693,415 pieces; total, 45,733,602 pounds, 322,555,709 pieces. Increase over 1891, 3,498,924 pieces and 1,143,983 pounds.

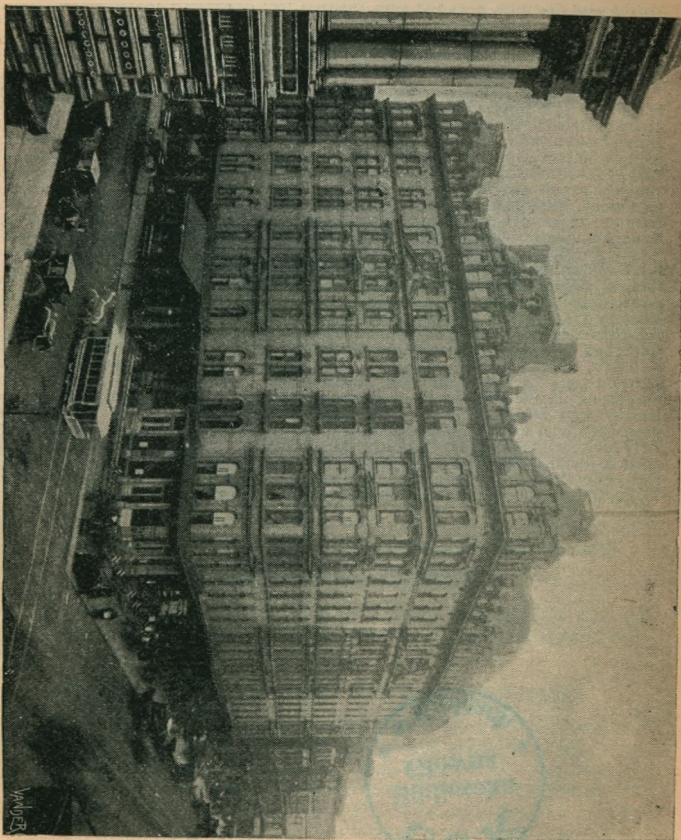
*Public Schools, Cost of.*—The estimated revenue of the public schools for 1893 was \$6,701,918.61. This amount is derived from the tax levy of \$5,300,125; cash on hand, \$816,318.64, and school revenue funds, \$585,474.97. The amount estimated in 1892 for each branch of the service was: Buildings and grounds, \$1,977,882.86; school management, \$1,765,500; janitors and supplies, \$467,000; high schools, \$263,900; evening high and manual training schools, \$35,000; compulsory education, \$20,000; annexation, \$80,500; judiciary, \$250; school census, \$10,000; music, \$25,000; drawing, \$30,000; physical culture, \$28,000; German, \$100,000. The last four items are accounted "fads" by those opposed to ornamental branches in the schools.

*Salaries of County Officers, 1892.*—County attorney, \$4,000; general superintendent at Dunning, \$2,500; warden at the county hospital, \$2,000; county agent, \$2,000; chief jury clerk, \$1,200; engineer at jail, \$1,500; engineer at Dunning, \$1,200; engineer at county building, \$1,500; engineer at county hospital, \$1,200; county physician, \$2,000; custodian county building, \$1,500; assistant county attorney, \$1,800; committee clerk, \$1,500.

*Vital Statistics.*—The close of the year 1892 showed that Chicago had been in a much more wholesome condition than in 1891. During 1892 the total deaths were 26,009, against 27,754 in 1891. During January, February, June and July the death rates showed an increase over that of corresponding months of 1891. The two former months the city was suffering from a typhoid epidemic, and during June and July excessive heat and bad drinking water combined to increase the number of deaths. During the year the number of deaths from typhoid fever were 1,479, nearly 500 less than during 1891. According to the classification arranged by the health department, the diseases make the following showing: Zymetic, 7,084; constitutional, 3,693; local, 12,519; development, 1,148; violence, 1,565. Total, 26,009. Special diseases are charged as follows: Typhoid, 1,479; diphtheria, 1,002; scarlet fever, 370; phthisis, 2,157; convulsions, 1,549; heart disease, 1,111; bronchitis, 1,287; pneumonia, 2,370; enteritis, 609; gastro-enteritis, 616; gastritis, 239; peritonitis, 411; Bright's disease, 248; nephritis, 315; old age, 424. Under the head of violence the following classification is made: Accidental, 1,242; homicide, 79; suicide, 244. For twelve months the comparative death rate has been figured. It is calculated on the basis of a population of 1,400,000, while the school census shows 1,438,010. The schedule is as follows: January, 26.68; February, 21.84; March, 20.43; April, 20.09; May, 19.35; June, 18.24; July, 24.13; August, 21.77; September, 17.00; October, 15.61; November, 15.46; December, 18.57.

## RAILROAD EARNINGS, ACCIDENTS, ETC.

*Earnings of Railroads Centering in Chicago for 1892.*—Following were the gross earnings of the principal railroads centering in Chicago for 1892, inclusive of the last reports made by each company: Atchison system, \$43,330,940; Baltimore & Ohio system, \$21,686,968; Burlington, \$33,345,223; Burlington & Northern, \$1,576,392; Chicago & Eastern Illinois, \$3,704,940; Chicago & Erie, \$2,044,280; St. Paul, \$29,200,658; Northwestern, \$27,234,653; Chicago, Peoria & St. Louis, \$1,162,983; Rock Island, \$15,789,980; Chicago Great Western, \$4,506,374; Chicago & West Michigan, \$1,783,993; Elgin, Joliet & Eastern, \$701,602; Chicago & Grand Trunk, \$3,285,604; Illinois Central, \$15,253,405; Louisville, New Albany & Chicago, \$2,928,251; Pennsylvania, \$56,889,638; Wabash, \$12,636,069; Wisconsin Central, \$5,200,900.



[Engraved for The Standard Guide Company.]

CLARK AND RANDOLPH STS.—THE SHERMAN HOUSE.

[See "Guide" and "Hotels."]

*Railroad Accidents in Illinois.*—The number of persons killed by railroad accidents in Illinois during 1892 was 720; injured 2,440. Of these 25 of the killed and 205 of the injured were passengers; 218 of the killed and 1,727 of the injured were employes; 477 of the killed and 508 of the injured were others. Couplings and uncouplings killed 45 and injured 669; falling from trains and engines, killed 42 and injured 186; overhead obstructions, killed 5 and injured 12; collisions, killed 32 and injured 171; derailments, killed 10 and injured 53; other train accidents, killed 97 and injured 116. There were killed at highway crossings 97 and injured 130; killed at stations, 70 and injured 123; killed in other ways 352 and injured 980.

*Railroads in Illinois.*—The capital of the railroads doing business in Illinois is as follows: Capital stock, \$875,359,740; funded debt, \$1,034,936,059; current liabilities, \$68,003,791; total, \$1,977,399,590. The total of capital stock, funded debt and current liabilities per mile of road is \$55,259. Fifteen operating and eleven leased or subsidiary roads paid dividends during the year 1892 of \$25,327,515.47. From the income account of the entire lines it appears that the gross earnings from operation were \$306,618,011.79; the operating expenses, \$206,049,930.79; the income from operation, \$100,568,081.02; total income from other sources, \$13,858,227.21; total income, \$114,426,308.23; expenses assignable to fixed charges, \$80,086,358.33; net income of fifty-four roads, \$36,616,701.29; net deficit of twenty-seven roads, \$2,276,751.39. The total earnings of the passenger departments in Illinois were \$21,091,833.60; of the freight departments \$52,082,468.20; total revenue and earnings from all sources, \$81,793,012.43. The number of passengers carried during the year in Illinois from whom revenue was received was 36,282,537. The amount of freight carried, earning revenue, was 59,441,336 tons. The gross operating earnings per mile of road was \$7,772.93; the expenses per mile of road \$5,128.39; and the net earnings per mile of road, \$2,644.54. The railroads of Illinois paid in taxes for 1892, \$3,357,662.96. The total number of railroad employes in Illinois for the year was 66,680, and their aggregate annual salary was \$40,072,676.88. On the entire lines of road there were 211,946 employes who were paid \$128,310,961.56. The entire lines are equipped with 7,768 locomotives and 263,348 cars of all kinds. There is quite an increase shown during the year in train brakes and automatic couplers. During the year there was consumed in Illinois 2,966,019 tons of fuel in running 72,650,657 miles, or an average of 81.65 pounds per mile.

[FOR WORLD'S FAIR INFORMATION, SEE "FLINN'S HAND BOOK OF THE WORLD'S COLUMBIAN EXPOSITION."]





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SURPLUS,	-	-	-	-	-	-	\$1,000,000

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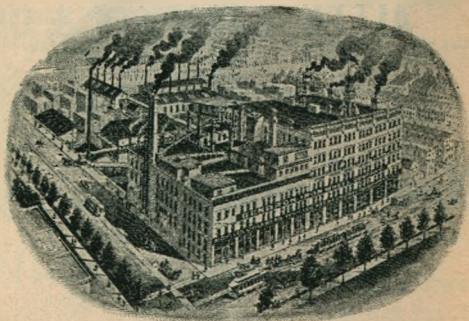
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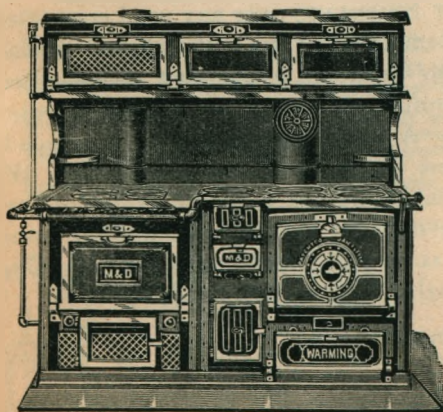
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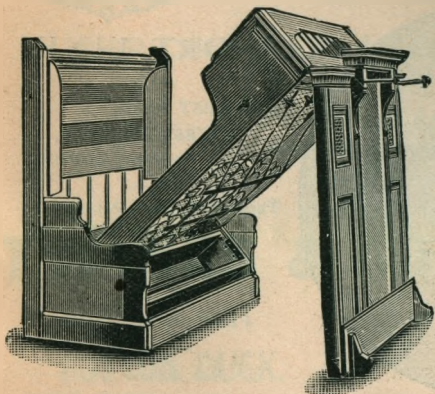
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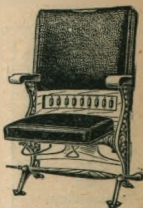
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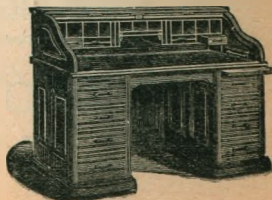
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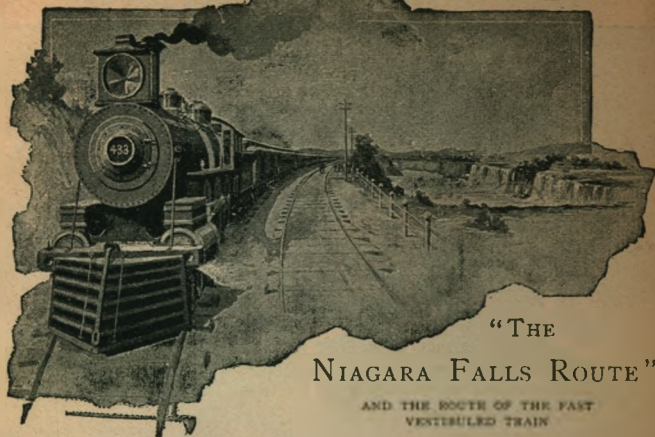
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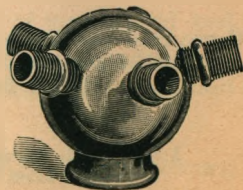
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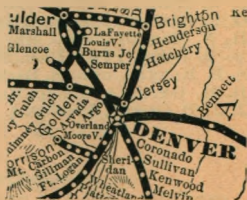
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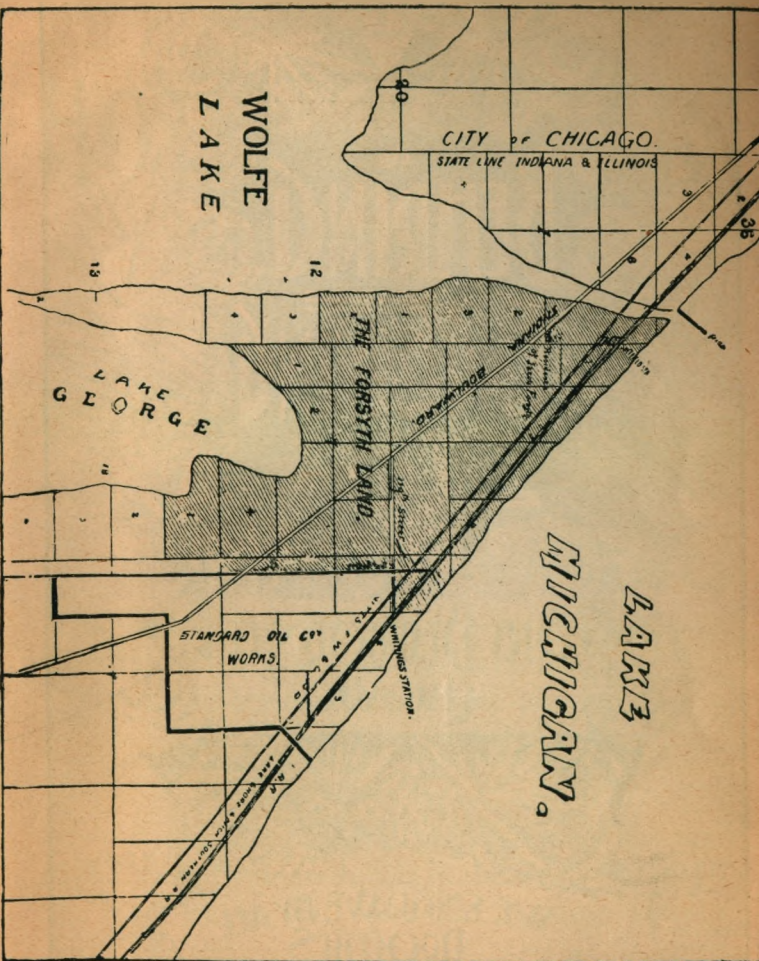
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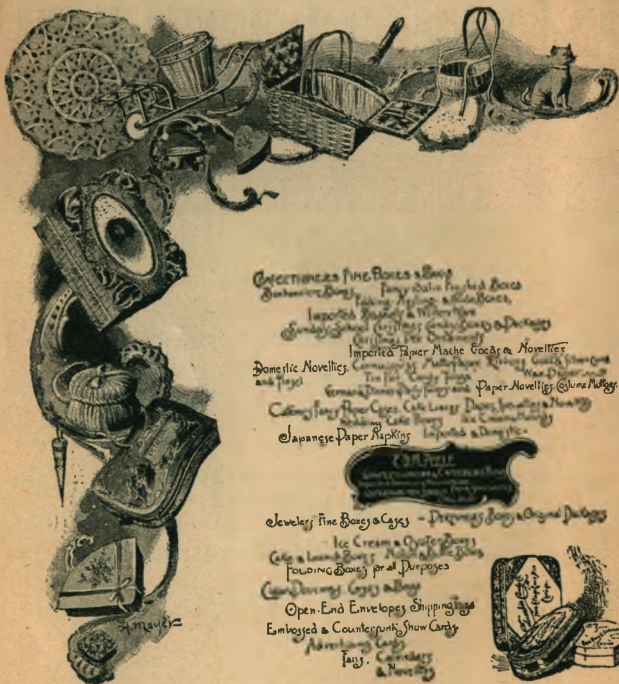
It is located on the east side of Milwaukee, within a few blocks of the lake, and commands a view of the beautiful bay, and of the entire city.

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