is vested in three directors. The paper is a twelve-page issue, and is devoted to the local news of Hyde Park, which is ably edited and presented in a piquant manner.

The Metropolitan Press Bureau had its office in the publishing office of the Herald, and their subsistence from Hyde Park dated at the discontinuance of that paper.

The South Side News was published by L. L. Vansant & Co., for circulation in Hyde Park, from 130 La Salle Street, Chicago. Daniel H. Horne furnished articles from his trenchant pen for the paper, and had to bring suit to recover the amount due him therefor. Upon judgment obtained, and execution, for $93.55, the South Side News collapsed. It suspended operations, May 1, 1875, and it had been published as empty on the third instant.

The Hyde Park Weekly Sun was one of the links in the catenary system of Sun's published by H. L. Goodall & Co., of the town of Lake. Its issuance commenced on April 24, 1875. Daniel H. Horne was the editor. It was discontinued in about four years.

Kenwood Biographical Sketches.

Edwin Fisher Bayley was born June 8, 1847, in Manlius, Oneida Co., N. Y., being the second son of Calvin and Ann Sophia (Fishier) Bayley. The father is a native of Vermont, and of early New England origin, on the paternal and maternal side. The family came West in 1842, and settled near Waupun, Wis. The father followed at intervals his old profession of teacher in academies and the higher grades of schools, among others filling the position of principal of Brockway College (now Ripon College) from 1850 to 1862. In 1854 E. F. Bayley enlisted in the 41st Wisconsin Volunteer Infantry, serving mostly in Tennessee. In the spring of 1864 he entered telegraph for that company, taking the first two years of the course there, and in 1866 entered the junior class at Amherst College and graduated there in 1868. Immediately after graduating he went to St. Louis to take the position of instructor in Washington University, entering at the same time the St. Louis Law School. He was admitted to the Bar in 1869, on examination, and graduated at the law school in 1871. In 1871 he resigned the position of instructor and entered on the practice of his profession at St. Louis. In October, 1872, he came to Chicago, where he has since resided in the practice of his profession. In 1876 Mr. Bayley married Anna Katharine, a daughter of K. P. Ober, Esq., then living at Galena, Ill., and they have two children, and have resided at Kenwood since October, 1880. Mr. and Mrs. Bayley are members of the First Presbyterian Church of Chicago, and have been residents of Hyde Park since 1872. Mr. Bayley is of the well-known Hoyt family of New England and New York. Mrs. Hoyt is a native of England—born at Newcastle-under-Lyme.

To Hamilton and Emily Bogue have been born four children, all living—Hamilton, Marion, Mabel and Lois. They were married in 1873; Arthur Hoyt, November 25, 1874, and Wayne Chatfield, March 4, 1876. Their home is 819 Greenwood Avenue, where Hamilton B. Bogue is the architect. They are members of the First Presbyterian Church of Hyde Park, of which Mr. Bayley was chosen an elder in February, 1862, and by successive elections was continued in that service until January, 1882. He is Republican in politics.

C. Walter Brown was born in 1841, in Massachusetts, of Calvin B. and Aurelia A. (Cutler) Brown, both parents being descendants of early settlers of Hampden County, Mass. His grandfather, Issachar Brown, was a soldier of the Revolution. Receiving his earlier education in Brimfield, and academic in Munson, Mr. Brown went into business with his father in a general store about three years. He came West in 1862 and was in the woolen manufacturing business for three years in Charleston, Ill. In 1866 he came to Chicago, and became a member of the firm of Bliss & Brown, in the hardware, stove and furnace line. In March, 1880, after being out of business about two years, he went into the Rock River Company, of which he has since been the secretary and Chicago manager. In 1862 Mr. Brown was married to Miss Bliss, a daughter of Almira, to whom he has had three children—Herbert C., in July, 1865, now a student at Beloit College; Fannie V., in 1877; and Walter S., in 1882. They are members of the Congregational Church, and have been residents of Hyde Park since 1872. Mr. Brown is a Republican.

Dexter Graves Brown was born in 1824 in Munson, Mass., son of Joseph and Harriet (Graves) Brown. He was a manufacturer of cotton goods, and built the first mill at Chicopee Falls, and afterward at Palmer. He died in 1868, at the age of seventy-six, D. G. Brown graduated at the age of seventeen, and clerked in the mill stores of his father for three or four years, after which he was engaged with him in building.
to California in 1849, he remained ten years, when he came to Chicago. He has since remained engaged in commission brokerage on the Board of Trade. He went to reside in Hyde Park in 1876. In 1863 Mr. Brown was married to Miss Lucy Sharpenberg, of Boston, Mass. He is a Republican in politics.

WILLIAM HENRY CHAPPELL was born in Baltimore, Md. His father, Dr. F. S. Chappell, was a manufacturing chemist of that city, and his mother, Mary (Coffin) Chappell, of Portsmouth, N. H., purchased a large tract of land in the city, which he resided on, and where he was born, at the age of eight years. In 1849, W. H. Chappell has been the owner of chemical works in St. Louis, and first came to Hyde Park in 1855. In 1854 he purchased a lot in the subdivision with a view to the establishment of similar works near the growing city of Chicago. But the factory which he then built was destroyed by fire the same year, occasioning the temporary withdrawal of his northern venture. In 1855 he returned in Chicago at his present location, the firm being Mahla & Chappell. They turn out annually large quantities of staple chemicals, both proprietors having long experience as scientific and practical chemists. Eleven acres of his original Hyde Park purchase were sold by Mr. Chappell to the Government for a marine hospital in 1867, for $22,000 (the twenty having cost him $10,000 in 1859), and this sale net has been performed on account of some trifling circumstance, the same were sold in 1853 for $125,000. One of Mr. Chappell's sons, H. W., has charge of the Chicago works as superintendent; another, W. H., of their works at that city.

JOSEPH A. DAVOL was born May 6, 1835, in Fall River, Mass., son of Benjamin D. and Alminet (Warren) Davol, and the great-great-great-grandson of Pardon Davol, one of the original pilgrims of the "Mayflower," through Nathaniel, Richard, Samuel, James,Gamaliel, Joseph and Almir. At the age of five years Mr. Davol began to learn the trade of a druggist, and in 1857 he was admitted as attorney and solicitor in England, and practiced his trade. In 1856, selling out to his partner, Mr. Davol became interested in a cotton plantation in South Carolina, and in 1860, returning to England, he purchased a membership in the Board of Trade. In 1878 he has been chiefly interested in real estate, and more especially as treasurer and secretary of the Blue Island Land & Building Company. Mr. Davol is the son of Mr. Foss Cc Co., which, upon the accession of two other partners, in 1857, became Foss, Strong & Co., which, upon the accession of two other partners, in 1857, became Foss, Strong & Co. The business had been discontinued by the withdrawal of their partners, and the new firm made no change in the old firm, and the new firm made no change in the old firm. Mr. Davol was married to Miss Florence, a daughter of Mr. Foss Cc Co., in 1877. They are the parents of two children—Dorothy and treasurer at Plymouth Academy. In 1855 he began the practice of his profession in New York City about three years. In 1853 he came to Chicago to enter the service of the Illinois Central, in which he has since resided, now filling the position of attorney and solicitor to the corporation. He is also vice-consul of Great Britain, at Chicago. Mr. and Mrs. Dunn are attendants at St. Paul's Episcopal Church of Hyde Park, where they have resided since 1876.

JOHN DUNN was born April 24, 1840, in Barnstable, England, and came to the United States in April, 1870. He was admitted to the bar in 1865, in Springfield, Mass., and was appointed hospital steward, and served until the fall of 1865. He then moved West, and went into the drug business on his own account in Toledo, Ohio, where he remained three years. After two years in Galena, Ill., he came to Chicago to take the position of chief clerk in the supply department of the Western Union Telegraph Company, of which he is now the supply agent. In 1862 Mr. Dunn married Estella, a daughter of Professor Gillett, of the University of Michigan, and of the University of Michigan. Mr. Dunn has resided in Hyde Park since 1872, where he has taken a lively interest in educational and political matters, always voting the Republican ticket.

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HISTORY OF COOK COUNTY.

ability to keep down expenses." By the Board of Trade and the Cail Board, of both of which he was a member, resolutions of regard for his high character and eloquence, free from all anguish of the respect in which he was held by his colleagues, were adopted and put on record. He was buried with religious honors, having been a member of the Congregational Church, and an old member of the Physician's Company of the city of Chicago, when he died. He was honoured in the public opinion with these words: " Martin H. Foss was truly a noble citizen, a kind husband and father, charitable without ostentation; warm in his friendships, and a man thoroughly upright; as a public servant thoroughly honest." 

HENRY JEWETT FURBER was born July 17, 1840, in Rochester, Strafford Co., N. H., son of Benjamin and Olive (Hill) Furber. He is of the fourth generation from William Furber, who settled near Portsmouth, in 1635. In 1860 his father removed to New York City, where he resided three and a half years. In May, 1859, he returned to Chicago, and became a member of the law firm of Higgins, Furber & Cothran, taking up his residence at 15 S. Dearborn St. He was married January 2, 1862, to Miss Elvira, daughter of Colonel Alexander Irving one of the first settlers of Wisconsin, a member of its territorial Legislature and a receiver of the land-office in Grayslake at his death in 1847. Mr. and Mrs. Furber have three sons—William Elbert, born March 17, 1863; Henry Jewett, Jr., born May 12, 1865; Frank Irving, born September 13, 1866. The family are attendants at St. Paul's Episcopal Church of Hyde Park.

ALEXANDER GEDES was born May 3, 1843, in Glasgow, Ayrshire, Scotland. He is not known in the history of Great Britain. In 1850 young Gwiin went to Canada, and at the age of 18 years entered in the provision business and purchased a warship. He continued in the same business and resided in New York City, where he resided for about 6 years. In 1856 he married Frances R., a daughter of Dr. Sharp, of Cullen, Scotland. They have three children—John, born November 6, 1856; Rachel Margaret, born January 23, 1858; and Eleanor Mary, born August 5, 1859. Mr. and Mrs. Gwinn are members of the Second Presbyterian Church of Chicago, and have resided in Hyde Park ever since 1860. 

JOSEPH GWINN, a lawyer, and ex-Judge, was born February 20, 1821, in Genesee County, N. Y., being a son of Calvin DeWolf, a well-known lawyer and politician. His father was a miller, of Welsh ancestry; his mother was born Anna (Ellis) DeWolf, both natives of that State. He is of the ninth generation from William DeWolf, who settled near Portsmouth, in 1635. His paternal grandfather, Capt. John, born November 6, 1876; Rachel Margaret, born January 23, 1858; and Eleanor Mary, born August 5, 1859. Mr. and Mrs. Gwinn are members of the Second Presbyterian Church of Chicago, and have resided in Hyde Park ever since 1860. 

MILTON GIFFORD KELLOGG was born in 1845, in Rosman, Jefferson Co., N. Y., son of James G. and Sarah (Gifford) Kellogg, both of English ancestry. The father was a member of the New York Legislature about 1845. Mr. G. Kellogg graduated at the University of Rochester in 1870, when he came to Chicago and entered the employ of Gray & Barton, manufacturers of telegraph instruments, with whom he rose to success. The Western Union Company, he has since remained, now filling the position of superintendent of the manufacturing department; he is also the director of the company. His father was a native of Wisconsin, and his marriage has been largely interested in telephone developments, being a director and stockholder in the Central Union Telephone Company, with headquarters in Chicago; also in the Cumberland Telephone & Telegraph Company, with headquarters in Nashville, Tenn., and in the Great Southern Telephone & Telegraph Company, with headquarters in New Orleans. In 1875 Mr. Kellogg married Miss Hetty C. Morse, originally of Massachusetts, but then a resident of Morgan County, Ill. She died September 7, 1882. A year later he married Lena M. Morse.

CHARLES HITCHCOCK was born April 4, 1852, in Hanover, Plymouth Co., Mass., and died at his home in Kenwood, Cook Co., Ill., May 6, 1881; he was descended from Luke Hitchcock, who came over from England and settled in New Haven in 1644, the intermediate members of the line being Luke, Jr., Ebenezer, Rev. Gad, Gad, Jr., M. D., and Charles, Sr. The father died November 9, 1839, and the mother, by birth Abigail H., also of early New England origin, died May 2, 1851. The public-school education of young Hitchcock having been supplemented by a partial course at Phillips' Academy, in Andover, he entered Dartmouth College in 1854, and graduated in the class of 1857. Having been admitted to the bar in the Western Union Company, he went to Washington, D. C., to fill the position of professor in an academy, which he held one year. He used his leisure time to study law, and was admitted to the bar of Illinois October 10, 1854. In 1856 he was of the law firm of Hitchcock & Goodwin, and in 1856, 1857 he was again Hitchcock & Dupre. In 1857 he was appointed the position of cashier at St. Paul's Episcopal Church of Hyde Park.

LAMBERT H. HINTON was born April 4, 1852, in Hanover, Plymouth Co., Mass., and died at his home in Kenwood, Cook Co., Ill., May 6, 1881; he was descended from Luke Hitchcock, who came over from England and settled in New Haven in 1644, the intermediate members of the line being Luke, Jr., Ebenezer, Rev. Gad, Gad, Jr., M. D., and Charles, Sr. The father died November 9, 1839, and the mother, by birth Abigail H., also of early New England origin, died May 2, 1851. The public-school education of young Hitchcock having been supplemented by a partial course at Phillips' Academy, in Andover, he entered Dartmouth College in 1854, and graduated in the class of 1857. Having been admitted to the bar in the Western Union Company, he went to Washington, D. C., to fill the position of professor in an academy, which he held one year. He used his leisure time to study law, and was admitted to the bar of Illinois October 10, 1854. In 1856 he was of the law firm of Hitchcock & Goodwin, and in 1856, 1857 he was again Hitchcock & Dupre. In 1857 he was appointed the position of cashier at St. Paul's Episcopal Church of Hyde Park.

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Mr. Kennicott, when he built his home there in 1856. The family descends from Robert Kennicott, D. D. of London, a celebrated Greek scholar, and from Benjamin Kennicott, the eminent English Hebraist. In 1832 young Kennicott came to Chicago, and in 1840 began to study medicine under his eldest brother, William A. F., who was already practicing in Chicago. In 1843 he obtained the degree of Dr. of Medicine from Rush Medical College, Chicago, but instead of practicing his profession, he became the partner of another brother, William H., in dentistry, and so remained for three years. In 1848 he removed to Milwaukee, where he continued to practice dentistry, and obtained there the art of engraving, which he had learned without a master. In 1850 he commenced the manufacture of dental instruments, and at the Ohio State Fair, in 1853, obtained the first premium from his exhibit of a complete set of dental instruments, which he sold for $350. Upon his recovery from severe illness in 1852, he left Milwaukee, and after an interval of rest and recreation settled permanently in Chicago in 1853. In that year he received from the Ohio Dental College the degree of D. D. S., for valuable contributions to dental science. Among these were those on the influence of atmospheric pressure to retain artificial teeth in the mouth, and the process of capping the exposed nerves of teeth instead of the barbarous method of klling them, before in use. In 1855, his brother, John C. Long, under the style of Eugene C. Long & Bro., opened in business in Chicago. In 1857, they removed to Brooklyn, New York, where the father was engaged in the business of a steel engraver. In 1858 he came West, and settled in Kock County, Ill. Both brothers succeeded to Belott's patent in the class of 1852, and the younger in that of 1856. On leaving college H. S. enlisted in the 8th Illinois Cavalry, and retired from military service in 1865, when he settled in Chicago, and studied law, and was admitted to the bar in 1866. Meanwhile F. S. had spent three years as a teacher in Long Island, and had studied law during his leisure hours. In 1869 he devoted his time more exclusively to the study of law, and was admitted to the bar in 1871. He returned to the West to go into partnership with his brother in Chicago. In October, 1871, he married Louise X., a daughter of Judge Smith, of Beloit, Wis., and the parents of four children—Sarah N., born in 1875; Cornelia S., in 1877; Lawrence W., in 1879; and Harold S., in 1881. Mr. and Mrs. Osbourne are members of the Episcopal Church. H. S. Osbourne is a bachelor and a Presbyterian. Both brothers are Republicans in politics and have resided together in Hyde Park since 1873.

THOMAS GOULD OTIS was born in 1851 in Montville, New London Co., Conn., being the second of seven children of Asahel and Mary Ann (Allen) Otis. In early manhood the father was a clerk in the Revolution, and the mother was a cottage spinner. In 1827 he married Emma, a daughter of Isaac Freeborn, also of North Kingston, R. I., and the parents of two sons—Gus H., born in 1829; and Edward W., in 1831. Mr. Otis engaged in mercantile pursuits, and came to Chicago in 1845. For over ten years he was engaged in the dairy business, keeping about one hundred cows, and with another dealer in that line supplied nearly all the milk then sold in Chicago. On the death of Miss Hattie McClellan in October, 1838, by whom he has had five children, two living, aged respectively nine and thirteen years, Mr. and Mrs. Long are the parents of four children—Sarah N., born in 1875; Cornelia S., in 1877; Lawrence W., in 1879; and Harold S., in 1881. Mr. and Mrs. Osbourne are members of the Episcopal Church. H. S. Osbourne is a bachelor and a Presbyterian. Both brothers are Republicans in politics and have resided together in Hyde Park since 1873.
PENNOYER LEVI SHERMAN was born in 1831 in Pom­
pey, now Lafayette, Onondago Co., N. Y., son of Bezaleel and Olive (Johnson) Sherman. His grandfather, James Sherman, an offshoot of the Schenectady manufacturing firm, and near relative, Rogers Sherman of Revolutionary fame, removed with his wife and chil­
dren from Stamford, Conn., to Pompey, N. Y. Having received a preparatory education in the academies of Homer and Pompey H. S., Mr. Sherman entered in 1851; graduated in the class of 1851. He then studied law under Daniel Gott, of Pompey, and in 1853 came to Chicago, where he entered the office of J. G. Collins & Williams. He was admitted to the bar of Illinois, October 27, 1854, and has ever since practiced his profes­sion in Chicago. In 1857 he married Louise A., daughter of Hon. John K. Dickinson, of Binghamton, N. Y., and a niece of H. W. Dickinson, United States Senator from a year from 1844 to 1850. They have five sons. John Dickinson Sher­man was born in 1859 in Chicago, and his parents removed to Ken­
wood a few months later in the same year. Receiving his early education in the district and high schools of Hyde Park, he entered Hamilton College, graduating in the class of 1881. He has since held the position of reporter on the Chicago Tribune, was editor of the South Chicago Daily Post from June to November, 1883, and is now managing editor of the Hyde Park Herald. Lucius Booth Sherman was born in 1863 in Kenwood. Receiving his early education at St. Paul's Episcopal Church of Hyde Park, where they have resided since 1871.

ALBERT GOODWILL SPALDING was born September 2, 1831 in Rochester, N. Y., son of James L. and Harriet (Goodwill) Spalding. The father died in 1839, and the mother with her children removed to Rockford in 1843. Four years later, A. G. Spalding left school and went to clerk for a grocery store in Rockford, but soon came to Chicago, going into the store of Meeker & Barker, until the spring of 1865, when he returned to Rockford, and went into the counting room of the Rockford Kepper door as bookkeeper. Having taken an active interest in the then new game of base ball since 1866, and been a successful player of the Forest City Club, he was invited to join the Boston Club in 1874, with whom he remained until 1876. In the winter of 1876-77 he visited Europe to make arrangements for the contemplated tour of that continent by his club and their competitors, the Athletics, of Philadelphia; and in 1874 accompanied both on that famous base ball tournament. He returned to Chicago in 1876 to take charge of the Chicago Club as captain and manager, of which organization he is now the president. In 1876 he formed with his brother, James Walter, the firm of A. G. Spalding & Bro., dealers in executive articles. Of late years their business has taken a much wider range, being the general headquarters in the West for all lines of sporting goods, hunting and fishing equipments, and the like. Mr. Spalding was married in 1857 to Miss E. L. Keith, of Campello, Mass., by whom he has had one child, Keith Spalding, born in 1877. With his wife, who is a member, he is a frequent attendant at the services of the Presbyterian Church. He has one daughter, a resident of Chicago, and his family reside at 5404 W. Lake Avenue.

GEORGE STEWART was born in 1824, in County Armagh, Ireland, and came to the United States in 1848. Remaining in New York two years as a clerk in an importing dry goods house, he removed to Baltimore in 1850, where he engaged in mercantile business on his own account. In 1855 he removed to Columbus, Ohio, and went into the business of pork-packing for a season. November 1, 1856, he came to Chicago, and for about four years was engaged in pork-packing, and for the last twenty-three years has been in the wholesale dry goods business. In 1865 Mr. Stewart married Sarah J. Fleming, a native of Alabama, resident of Chi­

cago, who died in 1880, leaving three children—Bessie S., born in 1866; Jennie S., in 1869; and Harvey F., in 1873. Mr. Stewart is a member of the First Presbyterian Church of Hyde Park, where he has resided since 1878. He is a Republican in politics.

JOHN PARKER TAYLER, of Kenwood, Hyde Park, Cook Co., was born in the city of Cork, Ireland, in 1835, the eldest son of the late John Taylor, paymaster of H. B. M. Ship "Wolverine." The earliest date which Mr. Taylor has knowledge of as to his an­cestry is the year 1695, in which year his great-great-great-grand­
father was Edward II. Aiken, a native of Campello, by whom he still resides. Mr. Aiken was a daughter of Joshua Rucker, and a sister of the well-known Judge H. L. Rucker, of Chicago, as well as of the scarcely less known E. A. Rucker, a prominent member of the Odd Fellows organization. Supplemental to the public school education of young Aiken in Chicago, were two terms at Griswold College, Lavenport, Iowa, which he left in 1857 to become assistant book­keeper in a grain commission house. After seven years spent in that connection, and two in a similar position in another line, he went into business on his own account in 1868 as a grain commis­sion dealer. In 1875 Mr. Aiken married Ada A. Batson, daughter of Dr. Noulen, of Madison Parish, La. They are the parents of

WILLIAM AUSTIN THRALL was born in 1835 in Sharon, Seborahie Co., N. Y., son of William and Eleanor (Hud­dlestone) Thrall. Receiving his education in the common schools and academies of the country, Mr. Thrall came to Chicago in 1854 and obtained the service of the Chicago & Ogdensburg Railroad, of which corporation he obtained, in 1856, the position of general ticket agent. In 1858 he left them to fill the place of assistant ticket agent on the Illinois Central, where he remained until January 1, 1875. He then received the appointment of general ticket agent for the Chicago and North-Western, which position he still holds. Mr. Thrall was married in 1859 to Miss Alma L. Barron, of Barron County, Wisconsin, and in 1860, and William A., Jr., in 1862. The family are attendants at St. Paul's Episcopal Church of Hyde Park, where they have resided since 1876. Mr. Thrall has been a member of Oriental Lodge since 1858, is a member of Lafayette Chapter, Apollo Comman­dery and of Oriental Consistory.

HORATIO LOOMIS WAT.
three children—Hiram E., born in 1857, Ida Josephine, born in 1859, and Charles Robert, born in 1860. In October, 1880, Mr. Aiken took up his residence in Hyde Park, Ill., and resided there until his death in 1882. Charles Martin Anderson was born March 7, 1851, in Gottenburg, Sweden, and immigrated to America in 1870. He first settled in Boston, working at his trade of painter, which he had learned in Sweden, Russia and Germany. He came to Chi-
cago in 1872 and worked in the Department of Public Works until 1875, and has since carried on the business of domes-
tical and other work. He is a Republican in politics, and a
high license.

Benjamin Franklin Aver was born April 22, 1825, in Kingston, Rockingham Co., N. H. He is descended from the earlier Avers, from John Aver, who settled in Haverhill, Mass., in 1645. After receiving an academic education in Albany, N. Y., young Aver entered Dartmouth College, where he graduated in the class of 1846. He then studied law at Cambridge, Mass., under the firm name of J. W. & W. Aver, and in 1850 was admitted to the bar of Massachusetts. In 1851 he removed to New York City, where he practiced the law for three years, during the last of which he attended the Dana Law School of Harvard, and was admitted to the bar in July, 1854. He began to practice in Manchester, N. H., whence he was elected to the Legislature in 1853, and in 1854 was appointed Prosecuting Attorney for Hillsborough. He is a Republican in politics, and a
high license.

Charles Lansing Boyd was born in 1843 in Albany, N. Y., of Jesse C. and Elsie (Noble) Boyd. His family came West in 1849 and settled in Chicago. In the year 1865 Charles went to work for his brother James, banker and broker, at Chicago. About 1868 he was admitted to the firm of James Bovd & Bros., and after the removal of James to New York City in 1865 he and Robert continued as Boyd Bros.; then Robert going to Aurora in 1867, he carried on the business as Charles L. Boyd until the fire. After that event he used the style of the Exchange Bank, and made a specialty of purchasing mutilated and charred currency, being about the only large buyer. Upon the failure of the First National Bank of Washington in 1873, Mr. Boyd organized, in co-operation with the French architect of the Pennsylvania Station, an
common schools and academy of Collamer, Ohio, and learned the trade of carpenter from his father. At the age of twenty-one he became a student of Joseph Ireland, architect, of Cleveland, Ohio. He came to Chicago in 1854, and in 1857, and continued to work with him until 1863. In 1866, he was appointed by the Governor of the State of Illinois railroad and warehouse commissioner in Chicago. In 1872, he was elected a member of the Board of County Commissioners for Cook County in 1872, and served until 1874, when he was elected a member of the Legislature, serving one term. He was appointed by the Governor to the State Board of Agriculture in 1877, and was elected a member of the Board of Directors of the Illinois 

Walter, April 26, 1870; Mary Louise, January 5, 1879; and Charles Robert, born in 1880. In October, 1880, Mr. Boyd became the manager of the Fidelity Safe Deposit Company, of Chicago, where he has since remained. In 1884 he

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was married to Miss Celia Stone, who died of consumption in 1859, leaving two children: Robert, Jr., born in 1866, and William, born in 1871. He married, in 1874, Miss Helen Pitcher, of Lewis County, N. Y., by whom he has had one child, Alexander, in 1876. He moved to Hyde Park in 1875. He joined the Masonic Order in 1855, and is a member of the Apollo Commandery. He is a Republican in politics.

ALEXANDER STUART BRADLEY, lawyer, was born at Fryeburg, Maine, in 1838. His father, Alexander R., was also a lawyer, and served for many years, until his death, as a member of the State legislature. They are descendants of Captain Samuel A. Bradley, who with his brother, Lieutenant Jonathan, was killed in battle with the Indians at Concord, N. H., about 1724. The subject of this sketch being the son of the latter.

John James Clark was born September 6, 1827, in Gloucester, Mass., and came at an early age to Hyde Park since 1840. He taught school and learned the business of heavy iron-worker at the age of sixteen, and followed it for twenty years, engaging then in a stock company, the Cape Ann Anchor Works, of which he was president and manager. In 1871 he formed a partnership with W. C. Clark and W. T. D. Peirce, dealers in groceries and provisions, flour and feed, in Hyde Park. In 1859, Mr. Clark married Elizabeth A. Gould, a native of New Hampshire and his mother of New York State. They have three children.

John Adams Cole was born December 16, 1835, in Westmoreland, N. H., of John and Elizabeth (Shaw) Cole. His family moved to Medway, Mass., in 1841, when young Cole received his early education. He spent the next few years in various kinds of work, and became a partner in the trade of his father. He removed to Chicago in 1859, and was in business there until 1862. He then went into the mercantile business, and soon became a prominent member of the firm of Harmon, Merriam & Co., wholesale grocers, Chicago, which firm was continued until 1872. Mr. Cole then removed to Hyde Park, and has been engaged in the real estate business ever since. He has never failed or compromised with his creditors.

George W. Dexter, of the firm of Harmon, Merriam & Co., wholesale grocers, Chicago, was born in Chicago November 19, 1829, where his parents located in 1827. His father was a native of New Hampshire and his mother of New York State. The subject of this sketch attended the common school until 1857, when he entered the high school, in which he remained until the breaking out of the war. In 1860 he entered the army as a private, and was in the company it has not had to pay a single judgment. A number of his ancestors on both sides. G. W. Dexter came West in 1855, taking the position of cashier in a mercantile house, and in 1869 went into the service of the Illinois Central Railroad Company, in which he has since remained, filling at present the office of assistant freight agent. Mr. Dexter has always been successful in having them set aside by the higher courts. He has been a member of the Board of Trustees of the Hyde Park and Lake, for a term of three years, and was re-elected in 1877. Mr. Dexter is a member of the Masonic Order. He is a resident of Hyde Park since 1853.
who died in 1874. The daughters are Maud and Mabel, aged re­
spectively seventeen and fifteen. Mrs. Foss is a member of the
Baptist Church, and is a Republican in politics.

GOODRICH QUIGG DOW was born in 1848 in Chester, N.
H., son of Dr. Darius A. and Mary Goodrich (Quigg) Dow.

When the Civil War broke out, the end of 1862, he entered the
army as a Private, and was appointed Postmaster, in both of
which avocations he is still engaged.

GEORGE A. EMERY, real estate dealer, was born in
Hampshire, N. H., November 2, 1831. While a mere boy he
became a pioneer to California, going around Cape Horn in 1850. He
was in active business most of the time while in California,
being a partner for several years with the Hon. F. F. Low, late
Governor of California, in the lasing business. At one time he
was treasurer for twenty-two different corporations, among which
was the Union Cape Mining Company, which at that time was the
largest mining operation ever undertaken in the State. He shipped
to the United States mint over 300,000 ounces, or about five tons
in weight, of gold dust during the last two years of his stay in Cal­
ifornia. Having been very successful, and having acquired what
he considered a competency, he retired from business in California
and returned to his old home in Maine, in 1860, where he soon
married Miss Frances Snow, his present wife. His restless
spirit would not long allow him to remain down East, and visiting
Chicago in the summer of 1867, it seemed to him that he went back East, sold out his entire homestead,

Mr. Dow settled in Hyde Park, as a drug­

store keeper, in 1869, and in 1870, he moved to the site of the
present one, Marshall Field & Co. In June, 1863, Mr. Flem­

ington on Fifty-first Street and Central Park Avenue, where he
remained until 1876. Early in 1874 Mr. Farrell erected a large brick building,

containing two stores, and in October of that year engaged in gen­
eral mercantile business. He is the second of three children of Mr. and Mrs. Dow.

F. B. Strong and Joseph Reynolds in 1879, the name
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F M. FARRELL was born in Kilkenny County, Ireland,
in 1832, and there received his education. In October, 1851, he
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Cleveland Lodge, to Washington Chapter, and to Chevalier Bay and A. F. & A. M.

WILLIAM S. GEE, physician, was born August 6, 1826, in Clinton, Mo., whence his parents, George and Nancy (Fordin) Gee, removed to Madison County, Ind., in 1838. The father is a native of New Jersey, England, who came to America about 1818, and now resides at Anderson, Ind. The mother was an American of Scotch parentage. W. S. Gee grew up on a farm, receiving the usual public instruction, supplemented by a high school course, after which he taught the common district schools for about five years. He received his professional education at Hahnemann College, graduating with high honors in the class of 1851. He was a resident physician of the Hahnemann Hospital for a time, and in the spring of 1852 settled at Hyde Park in the practice of his profession, where he has already attained a degree of success far beyond his expectations. Dr. Gee is much interested in benevolent organizations, being a member of the Royal Arcanum, and of the United Order of Honor, of the Odd Fellows, and of the American Legion of Honor, of which last he is the medical examiner for his council. December 31, 1853, Dr. Gee married Katharine Belle, a daughter of T. R. James of Hyde Park, and Marshall Field's oldest sleasmen. She is a graduate of the village high school of the class of 1853. Mr. and Mrs. Gee are members of the First Presbyterian Church of Hyde Park.

G. W. GIFFORD, wholesale glove manufacturer, Chicago, was born in Watertown, N. Y., in 1826. He moved to Chicago in 1845, and was one of the firm of Gifford & Co., wholesale hat, cap, and hat house as books. In 1857 he commenced the manufacturing business on his own account, which he has followed successfully since, notwithstanding he has burned out three different times. His wife was a Miss Emily Gifford, of New York, N. Y., whom he married in 1853. They have six children. Mrs. Gifford, although in her fifty-third year, is as nimble and active as many women at thirty. She had a son in the cholera epidemic of 1852 in the city, after but a few hours sickness. She has nursed when sick, and prepared for the last journey perhaps more than any woman in private life in Chicago.

JAMES GRAHAM HAMILTON was born in 1845 in Bremen, Cook Co., Ill., being the fourth child of William and Mary A. (Graham) Hamilton. The father, by birth a Scotchman, came to America in 1825 at the age of seventeen, and is still living near Bremen on the farm purchased by him September 3, 1855. The mother is of Scotch-Irish descent, and a native of Ireland, where she was born in 1816. February 22, 1862, young Hamilton was apprenticed to the trade of shoemaker; and followed that occupation for livelihood. He was for four years a volunteer and two years a regular soldier in the Swedish Army. Mr. Hallen immigrated to Cook County in the spring of 1849, and was located in the town of Oak Lawn, and was engaged in the lace business for a time. He moved to his present location in Hyde Park in September, where he has a large brick business establishment, and is building a factory of Quintiploie, now arriving a story and one half, which he is engaged in the lace business in that city, where he has a thoroughly familiarized himself with it. Moving to Chicago in 1879, he established himself in the business of importing lace goods, and although quite a young man he has succeeded in his business beyond precedent. He married Miss Grace Mandeville, a native of Indiana, in February, 1882. She died January 15, 1883, leaving an infant.

ZACHARIAS HALLECK, manufacturer and dealer in boots and shoes, was born in Sweden December 8, 1843, and on attaining the age of eleven years was apprenticed to the trade of shoe-maker, and followed that occupation for livelihood. He was for four years a volunteer and two years a regular soldier in the Swedish Army. Mr. Hallen immigrated to Cook County in the spring of 1849, and was located in the town of Oak Lawn, and was engaged in the lace business for a time. He moved to his present location in Hyde Park in September, where he has a large brick business establishment, and is building a factory of Quintiploie, now arriving a story and one half, which he is engaged in the lace business in that city, where he has a thoroughly familiarized himself with it. Moving to Chicago in 1879, he established himself in the business of importing lace goods, and although quite a young man he has succeeded in his business beyond precedent. He married Miss Grace Mandeville, a native of Indiana, in February, 1882. She died January 15, 1883, leaving an infant.

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John W. Hickey, editor of the Railway Age and vice-president of the Railway Age Publishing Company, Chicago, was born in Wisconsin in 1859. He became identified with the press immediately after graduating from Beloit College in 1880. He entered in the first Wisconsin Volunteer Cavalry in 1861, and served as Battalion Quartermaster until wounded near Helena, Ark., in 1862, from the effects of which he was obliged to quit active service as a soldier, but received the appointment of Provost Marshal for the Second Congressional District of Wisconsin, with office at Janesville, Wis., holding that position for four years, until the close of the war. He moved to Chicago in 1865, and for a time was connected with the city department of the Daily Tribune, was appointed city editor of the Evening Post, in 1867. He held this position two years, when he resigned to take the Western managerial position of the American Press Association, in which he continued four years. In the meantime, in 1870, he started the Evening Mail, of which he was managing editor, being also president of the Evening Mail Company. He sold out his interest in the Evening Mail Company to his family, and visited Europe in 1871, returning to Chicago, when he purchased a half-interest in the Jacksonville (Ill.) Daily Journal of which he became editor. In 1875 he returned to Chicago and became manager of the crew of the Monitor, which he managed until it became a Democratic organ. In 1876 he joined with Mr. H. H. Ball in a general commission business; and in 1872 established a real estate business, the position about which he held his interest in the sugar refinery to Dr. John M. McKenzie, and purchased the interests and property of the Blue Lick Springs Sugar Refining Company, in which he was active service as a soldier, but received the appointment of Provost Marshal for the Second Congressional District of Wisconsin, with office at Janesville, Wis., holding that position for four years, until the close of the war. He moved to Chicago in 1865, and for a time was connected with the city department of the Daily Tribune, was appointed city editor of the Evening Post, in 1867. He held this position two years, when he resigned to take the Western managerial position of the American Press Association, in which he continued four years. In the meantime, in 1870, he started the Evening Mail, of which he was managing editor, being also president of the Evening Mail Company. He sold out his interest in the Evening Mail Company to his family, and visited Europe in 1871, returning to Chicago, when he purchased a half-interest in the Jacksonville (Ill.) Daily Journal of which he became editor. In 1875 he returned to Chicago and became manager of the crew of the Monitor, which he managed until it became a Democratic organ. In 1876 he joined with Mr. H. H. Ball in a general commission business; and in 1872 established a real estate business, the position about which he held his interest in the sugar refinery to Dr. John M. McKenzie, and purchased the interests and property of the Blue Lick Springs Sugar Refining Company, in which he was activ
by whom he has one living child—Oscar L., born in July, 1874. Mr. and Mrs. Hunter attend the services of the M. E. Church, of which Mr. Hunter is a member; and they have resided in Hyde Park since 1859.

L. F. HUXTMAN, assistant engineer of the water works of the town of Lake, was born in Oskaloosa, Iowa, July 16, 1857. He was educated in his native town; afterward engaged in operating steamboats on the river in Indiana, and was for a time employed in the Chicago, Rock Island & Pacific Railroad Shops in Chicago, where he remained until appointed to his present position.

W. N. HUST, M.D., was born in Westmoreland County, Penn., in 1846, and received his education at Washington and Jefferson Literary College; graduating in 1869. After this he began to read medicine at Ottawa, Ill., with Chester Hurd, M.D. In 1872 he attended Jefferson Medical College, Philadelphia; from which he graduated, after a three years' course, in 1875. The Doctor then practiced his profession at Streator, III. In May, 1876, he came to Chicago, and has since held a position in the town of Hyde Park. The Doctor has a large and lucrative practice; he has held the position of surgeon to the C. R. I. & P. R. Co. since 1876, and is also surgeon in chief of the Accident Insurance Company of North America. He is a member of the Chicago Medical Society, and the Illinois State Medical Society.

BENJAMIN PETERS HUTCHINSON was born February 26, 1829, in Middleton, Mass., being a son of Irri and Hannah Hutchinson. In early life he had no special educational advantages, and on arriving at man's estate he first engaged in the manufacture of salt at Lynn, and later, on his arrival at Boston. In 1845, he came to Chicago, where he has remained since, engaging first in the grain business and afterward in pork-packing; to which he has added, for the last dozen years or more, a banking business, under the style of the Corn Exchange Bank. In 1872, Mr. Hutchinson married Sarah M. Ingalls, of Lynn, a member of the well-known family of that name; whose earliest New England representative was among the first settlers of that city more than two hundred and fifty years ago. Their children are Charles L., Helen M., Kate, and Williams Ingalls. Mr. Hutchinson has owned a summer residence in Hyde Park for several years, where he resides most of the year.

JOHN ALEXANDER JACKSON was born January 25, 1824, in Traboulay, Oréno Co., Vt. The father, Thomas, was Sheriff for many years, a member of the constitutional convention, and a prominent resident of that county. Young Jameson graduated at the University of Vermont in the class of 1846, and has since been honored by that institution with the degree of L.L.D. A teacher for four years in Canada, and a tutor in his line in this locality.

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HISTORY OF COOK COUNTY.
Butlin, of Hyde Park. He was elected a member of the Board of Education in 1851, and has been president of the board for the past year. In April, 1832, he was elected a Trustee for the village, and held the board since April, 1833.

WILLIAM LEWIS, violinist, was born in 1837 in Devonshire, England. He early manifested an aptitude for music, inherited from and cultivated by his father, a violoncello player of some reputation. At the age of eight, young Lewis's capabilities were so marked as to attract attention. At ten he was one of the choristers in Exeter cathedral, where he had the opportunity of studying under the leader of the leader of the choir. In 1851 he took lessons from a Mr. Womack, a violinist of no small reputation. In 1859 the family came to America, and settled in Bellevue, Huron Co., Ohio, where young Lewis besides occasional family lessons, found time to study the violin. Thence he went to Cincinnati and studied in the music house of Root & Cady, after which he took up the trade of carpenter. In 1860 he attracted the attention of C. Cady, afterward of the well-known firm of Root & Cady, of Chicago, by coming unexpectedly to his relief as a volunteer violinist at his "musical convention" in Monroe ville, Ohio. The first considerable amount earned by Mr. Lewis at a single performance was the $35 and expenses paid him, in Cleveland, in 1853, for playing at a concert given by the "Black Swan," under the management of Colonel J. H. Wood, afterward of Wood's Museum, in Chicago. Upon the death of his father in 1854, he formed with the "Continental Vocalists," a company of costumed Wingers, seven, and remained with them, while, in 1858, during a vacation of the troupe, he took lessons from Theodore Thomas in New York City. In 1862 he embarked in business in Chicago, in the prosaic grocery trade, quickly losing his small capital. He then found employment as a salesman in the music house of Root & Cady, besides attending to his professional calls as a violinist of recognized ability and a popular member of the Philharmonic Society, under the leadership of Henry L. Melchior. In 1870 he made a trip to New York, South America, etc., and was engaged as a substitute for the violinist of Root & Cady, and in 1871 was promised an interest in the firm from January 1, 1872, which was duly fulfilled. But the house lost almost everything by the fire and the ambitious attempt "to pay dollar for dollar." The panic of 1873 aggrava ted the financial difficulty, and upon the dissolution of the firm, Mr. Lewis formed with E. T. Root the firm of Root & Lewis, in the same line, and resumed his public entertainments, after a vear. He removed to Geneseo, 111., where he opened a drug store, but sold out and located in Chicago in 1865, when he again entered the drug business, soon selling out and taking a position as bookkeeper, which position he still occupies. He married Miss Carrie Howard, also a native of Circleville, Ohio, in 1863. They had three children: two are living.

CHALIE W. MERRIAM, of Harmon, Merriam & Co., wholesale grocers, Chicago, was born in Lamoille County, Vt., in 1845. He moved to Cedar Rapids, Iowa, when seventeen years of age, and remained there two years. He located in Chicago in 1866, entering the employment of the wholesale grocery house of Whitaker, Harmon & Co., the firm consisting of J. A. Whittaker, Isaac N. Harmon, Franklin McVeagh, and John Messer. In 1870 the two houses of Franklin McVeagh & Co. and Harmon, Messer & Co., were formed, from the old firm. In 1874 John Messer died, and the firm of Harmon, Merriam & Co., consisting of Isaac N. Harmon, C. W. Merr iam, Isaac S. Collins, and George W. Dexter. Mr. Merriam married Miss Alice Harmon, daughter of Mr. Isaac N. Harmon, September, 1877.

ALFRED MILLS was born near London, England, in 1854; he received a good education and was employed in the lucrative drug business. In 1872 he immigrated to Hamilton, Ontario, and a year later removed to Detroit, Mich., where he learned the trade of druggist and storekeeper. He removed to Chicago in 1877, and for several years carried on an upholdering establishment. In December, 1881, moving to this locality, where he opened business as an undertaker, having studied and perfected himself in this line of trade. The subject of this sketch is Past Chief Ranger of Court General Washington, No. 1, Almohad Commandery, No. 122, A. W. M.; Chevalier Bayard Commandery, No. 52, K. T., and Worshipful Past President of Mis tletoe Lodge, No. 142, Sons of St. George.

WILLIAM MOORE was born in Cambridge, England, of Reuben and Anna (Sheen) Moore, and came to this country in 1854. He was brought up to the fancy dry goods business and for eighteen years has been employed here as salesman in that line of trade. In 1872 he immigrated to London, England, and was employed in the wholesale millinery business. In 1872 he immigrated to Hamilton, Ontario, and a year later removed to Detroit, Mich., where he learned the trade of druggist and storekeeper. He removed to Chicago in 1877, and for several years carried on an upholdering establishment. In December, 1881, moving to this locality, where he opened business as an undertaker, having studied and perfected himself in this line of trade. The subject of this sketch is Past Chief Ranger of Court General Washington, No. 6, A. W. M.; is Noble Grand of Hyde Park Lodge, No. 722, 1st. O. F.; a member of Mystic Star Lodge, No. 752, A. W. M.; is Chicago Chapter, No. 127, R. A. M.; Chevalier Bayard Commandery, No. 52, K. T., and Worshipful Past President of Mistress Lodge, No. 142, Sons of St. George.

JAMES MORGAN came from England in 1844, at the age of sixteen, and settled at Blue Island in the fall of that year. In 1845 he commenced studying law in the offices of Mr. Henry Clay, a lawyer of Chicago. In 1850 he created the firm of Hoffman, Shaw & Co., lumber merchants, of which he is one of the partners; and commenced purchasing real estate in Chicago. In 1875 Mr. Morgan married Miss Rebecca Allison, a native of Maryland, residing in Chicago. They have one daughter; and attend St. Paul's Episcopal Church, Hyde Park; having moved from Chicago in
HISTORY OF COOK COUNTY.

1873, in which year he was elected a member of the Board of Trust­eers of Hyde Park. Mr. Morgan was twice twice a member of the South Park commission, and was chosen president of the board for two terms. He is a Republican in politics.

CHARLES LEVERETT NORTON was born August 13, 1852, in the city of New York, and is the son of Charles and Lucy Norton, a member of the Chicago Bar, and Lucy (Bond) Norton. The family came to reside in Hyde Park in 1864; and young Norton was educated in the common schools and high schools of that village. He entered the class­ical course at the University of Vermont, in the class of 1880, but discontinued one year to go into business. He became assistant­ to the comptroller of Hyde Park in October, 1875, and was himself comptroller April 1, 1885. He was a member of the First Presbyterian Church; also a member of South Park Lodge, No. 662, A. F. & A. M.; Collector of the Hyde Park Council of the Royal Arcanum; and is a Republican in politics.

JOHN MORRISON PARSALL was born October 6, 1846, in Lebanon, Ohio, of W. F. Parshall, a banker, and Henrietta (Dey) Parshall; he was educated at the common school and academy of Lebanon, and spent two years at Miami University, at Oxford, Ohio. He entered the house of Giles Bros. & Co., jewelers, at Chicago, with whom he has ever since remained; tillling since 1879 the responsible position of manager of the wholesale department. He married Miss May Lester, of Peotone, Ill., August 5, 1882; at which time they went to reside in Hyde Park.

ROBERT PAULY, florist. The business was established here in 1848, when there were four greenhouses and one prop­er­ing house. Other improvements will greatly enlarge this, the heat­ing apparatus being sufficient to warm an acre of glass. Mr. Pauly was born in Nottinghamshire, England, July 20, 1837. He was apprenticed to a florist and horticulturist, his partner, who was engaged in that business. In 1862 he came to the United States and settled in Chicago, and has since engaged as gardener in various places, has been business for himself since 1866.

DANIEL APPLETON PEIRCE was born in April, 1857, in Waterboro, York Co., Me., son of James H. and Lucy (Apple­ton) Peirce. The father was a native of the same place and a prac­tice, and died there for over forty years; his maternal grand­father, for whom he was named, served as Captain in the War of 1812. Mr. Peirce received all the educational advantages the place afforded, and which were such as to have qualified him for a teaching position in his seventeenth year. In 1875 he came West, locating in Hyde Park and opened there a small drugstore. He has been in business for himself since 1879.

GEORGE N. PHELPS, grain inspector, is a native of Dalm­orton, Berkshire Co., Mass. After leaving school he learned the trade of wood-worker and was employed in car-building shops. In March, 1874, he came to Chicago, buying milling grain in all parts of the Northwest and shipped it to the East. In 1872 he purchased property in Hyde Park, where he has since resided, becoming a member of the firm of Dodson & Peirce, dealers in groceries, provisions, flour and feed. He was married November 30, 1864, to Lizzie M. Gile, by whom he has three children, Ida, Alice, and Nellie. Other improvements will greatly enlarge this, the heating apparatus being sufficient to warm an acre of glass. Mr. Peirce was born in Nottinghamshire, England, July 20, 1837. He was apprenticed to a florist and horticulturist, his partner, who was engaged in that business. In 1862 he came to the United States and settled in Chicago, and has since engaged as gardener in various places, has been business for himself since 1866.

WILLIAM L. PIERCE was born in 1843 in Albany, N. Y., the youngest son of William H. and Elizabeth F. (Peck) Pierce. The father, now a retired lawyer, came to West in 1850 and settled in Cin­cinnati, whence he removed to Chicago in 1857. The grandfather, son. Mr. Pierce traces direct descent on the father's side from that council in December, 1882.

WILLIAM J. PIERCE was born in 1845 in Albany, N. Y., the youngest son of William H. and Elizabeth F. (Peck) Pierce. The father, now a retired lawyer, came to West in 1850 and settled in Cin­cinnati, whence he removed to Chicago in 1857. The grandfather, Rev. Dr. John Pierce, a Unitarian clergyman of Boston, was for some years State Historian of Harvard College. The mother, a member of an old Albany family, was a daughter of Captain Henry Peck, of the firm of Peck & Newton (Isaac), celebrated ship-owners of the first half of this century, and the first to run a regular line of steamers on the Hudson. Mr. Pierce traces direct descent on the father's side from Lucy, the sister of Benjamin Franklin. In 1862 he enlisted in the 134th Illinois Volunteer Infantry, serving about two years, during which time he sold out his interest in the four branches, and returned to Chicago, going into the real estate business, in which he has since served as vice-president of the Real Estate Association for 1884. Some years ago Mr. Pierce joined the Masonic Order, but the social organizations, in which he takes most interest, are those that are devoted to aquatic and held responsible for the good of the city. He is the proprietor of the hunting club. In 1867 he married Carrie L., a daughter of C. H. P. Lyman, of New York City, and formerly a well-known resident of Denver, Colo. They have three children, W. Lyman, born in 1875, William Blake and Florence Dennis, twins, born in 1882. They have resided in Hyde Park since 1882.

JOSEPH PULLMAN, assistant engine­er Hyde Park water works. He was born in Vermont in 1852. His father was a carpenter by trade of machinist as a boy, and followed it there until 1856, when he came to the United States. In 1857 he located in Chicago a short time, then moved to Toronto, where he remained a short time, after which he entered the employ of the C. B. & Q. R. R., with whom he remained twenty-four years, the last years being foreman of his department. In 1882 he took a position as engineer in the water works of the town of Lake, Cook County, where he remained until he received his present appointment.

SAMUEL PULLMAN, general foreman of the car-building department of the Chicago, Rock Island & Pacific Railroad Company, was born in England in 1830, where he learned the trade of wood­worker and was employed in car-building shops. In March, 1856, he came to New York City, subsequently going to Brantford, Canada, a half year, and then went to Chicago, with whom he has ever since remained, tillling since 1879 the responsible position of manager of the wholesale department. He was a member of the Board of Education of District No. 2, towns of Hyde Park and Lake, and re-elected in 1884 for term of six years, and as a compliment for his services the Pullman was named after him. He was, in April, 1851, elected a member of the Board of Trustees of Hyde Park, and served two years, during which time the present water works were constructed, and has been in business for himself since 1866.

WILLIAM L. PIERCE was born June 14, 1843, in Waterboro, York Co., Me., son of James H. and Lucy (Apple­ton) Peirce. The father was a native of the same place and a prac­tice, and died there for over forty years; his maternal grand­father, for whom he was named, served as Captain in the War of 1812. Mr. Peirce received all the educational advantages the place afforded, and which were such as to have qualified him for a teaching position in his seventeenth year. In 1875 he came West, locating in Hyde Park and opened there a small drugstore. He has been in business for himself since 1879.

ROBERT PALMER, florist. The business was established here in 1848, when there were four greenhouses and one prop­er­ing house. Other improvements will greatly enlarge this, the heat­ing apparatus being sufficient to warm an acre of glass. Mr. Peirce was born in Nottinghamshire, England, July 20, 1837. He was apprenticed to a florist and horticulturist, his partner, who was engaged in that business. In 1862 he came to the United States and settled in Chicago, and has since engaged as gardener in various places, has been business for himself since 1866.
and added to his purchase in 1880. Some two years later he built
a large building on the land, fitted it up handsomely, and moved
his business to this place. He has a large garden attached to his
business establishment, which he cultivates with care and is a
member of the A. F. & A. M., Wallbridge Lodge, No. 704, Wiley M.
Egan, W. W., A. M., and the Oriental Consistory; and is also
connected with the A. O. U. W. and the A. O. F.

E. T. Root was born in 1822 in Argyle, Scotland,
and immigrated to Dryden, Tompkins Co., N. Y., in 1835,
where he engaged in the lumber trade and became a leading
merchant. He married a sister of his brother, Miss Smith,
and in 1851, they moved to Chicago and established the firm of
Root & Sons, which was soon recognized as one of the
leading concerns in the city. In 1862 he took charge of the
Chicago Herald and continued to be associated with the
publication of that paper. In 1872 he was appointed to the
position of city editor of the Chicago Tribune and continued in
that position until August, 1879. He was a member of the
class of 1875, and is a member of the class of 1878, of the
University of the Lake, and has held prominent positions in the
city. He is a member of the Order of Hibernians. In April,
1875, he married Miss Mary Jane Cady, of which Mr. Robinson is the
treasurer of the city. The firm of Robinson & Minor, contractors on
Hyde Park tunnel, was formed in May, 1875, and has since
been engaged in the construction of the tunnel. Mr. Robinson is a
member of the Masons and Builders' Association of Chi-
cago.

EBENEZER TOWNER ROOT was born in Sheffield, Mass,
August 5, 1825, being the second of the three sons and eight
children of Frederick Ferdinand and Sarah (Flett) Root. He
is descended from the seventh generation from John Root of Farm-
tonge, England, who settled in Massachusetts in 1668, one of the first and most prominent
settlers of Farmington, Conn., in 1640. The intermediate names in the direct line from him to E. T. Root are—Thomas Root, of Farmington, Conn., and Nicholas Root, of Farmington, Conn.; Joseph Root, of Westfield; Colonel Azariah, of Westfield, and afterward of
Pondstock, now Sheffield, Mass.; Major Azariah, of She-
field; Frederick Ferdinand, of Sheffield until 1826, and of North Read-
ing, Mass., until his death in 1860. E. T. Root left home in 1856,
and spent three years in Buenos Ayres. Returning home in 1859
he joined his older brother, the well-known American composer,
George Fred. Root, in Boston, and devoted himself to the study of
music. From 1846 to 1849 he taught music in New York City,
and from 1849 to 1851 in Alabama, where he moved for the
benefit of his health. Returning to New York he took the position
of music agent in the music store of Hall & Sons. Leaving that firm
in 1858 he came to Chicago and established the firm of Root &
Cady, in the same line. In 1862 the firm which had from the first
taken a leading position in its line in Chicago, was re-formed by
the addition of his brother, George F. Root, and was soon recognized as one of the
leading concerns in the city. The great fire of 1872 swept away their place of business, with stock and
plates, and their fortune was destroyed. In 1873 he took charge of the Chicago Herald and
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HISTORY OF HYDE PARK.
his first instruction in sculpture and monumental art. In 1865 he became connected with the Chicago Marble Granite Manufacturing Company, having the management of the monumental depart-
ment of it. He established himself in business from Corner Romeo, N. Y., in 1853; and the father, with his immediate family, to
Kenosha, Wis., in 1857. On his mother's side, also, Mr. Talcott was of New England stock, and his grandfathers were natives of New
Hampshire. After some brief preliminary ventures in Kenosha and Milwaukee, L. A. Talcott began business in Chicago in 1851, where he has since continued in the same line, forming and domesticating in his shop a large and varied stock of goods, with the gradual growth of his business and the demand of the public, he has made a marked difference in style and proportion, as well as finish from surrounding work, may be seen in his favor. Mr. Volk has been located in his present place of business, corner of Dear-
born and Randolph streets, about eight years. In 1874 he married Miss Hattie E. Town, of Elgin, Ill., their union being blessed by four children.

JAMES WADSWORTH was born in 1825 in New Hartford, Conn. He was born in New Hampton, N. H., October 15, 1829. At the age of fifteen he commenced railroad work, which he continued during the war, at the outbreak of which he was employed on the Cincinnati & Marietta Railroad, and ran troops to different points along that road and South with but one man to assist him in the management of the train. At the close of the war he located in Chicago, where he began the wholesale and retail grocery business, and was a neighbor of both Garett and S. D. Yeaey, retired, was born in New Hampton, N. H., and has been located in his present place of business, corner of Dearborn and Randolph streets, about eight years. In 1874 he married Miss Hattie E. Town, of Elgin, Ill., their union being blessed by four children.

JACOB WAKERLI was born in Switzerland May 29, 1840, and in 1850 he removed to Chicago where the father died of cholera in 1851. In 1853, James, who had been a clerk since 1843, engaged in the wholesale grocery trade with George W. Flanders, firm of Flanders & Wadsworth, which was made one of the first Trustees at the incorporation of the Hyde Park Cemetery, which he continued until 1875. His productive property was all destroyed in the great fire of 1857, as also his store and other property, which were purchased by the United States government to carry on the care of his property, which was both extensive and productive. In 1859, he married Emily Wadsworth Whittelsey, of Farmington, Conn., also a descendant on the mother's side of the Wadsworths of Connecticut. They have had six children—Robert Strong, 1857; Grace Lucretia, 1859; Ellen Ruth, 1865; an infant; James Robert, 1869; and Alice Emily, 1870, of whom only the two last survive. They are members of the First Presbyterian Church of Hyde Park, where they have resided since 1859.

Mr. Wadsworth was the oldest in the business in this locality, and has a large trade in India and China goods in Cook County, and is a broker in real estate and loans on the same.

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Mr. Wadsworth was the oldest in the business in this locality, and has a large trade in India and China goods in Cook County, and is a broker in real estate and loans on the same.
since 1868, and was twice elected Treasurer of the village. He is a member of the Presbyterian Church, and a Republican in politics.

HENRY WILLIAM WOLSELEY was born November 3, 1849, in Ireland, son of Robert W. Wolseley, a clergyman of the Church of England, and cousin of the now celebrated General Lord Wolseley, of Egyptian fame. The maiden name of his mother was Georgina Nixon, of County Cork, Ireland. In 1869 young Wolseley left St. Peter's College, York, where he was prosecuting his studies, and went to sea; prompted by a cherished inclination for a sea-faring life and for his health. He entered the merchant marine, in that branch known as tea-clips of that day, where he rose to the position of mate, and served seven years. In 1871 he came to America, settling in Chicago, where he began the study of law in 1873 in the office of Norman C. Perkins. He was admitted to the bar of Illinois in June, 1874; and went immediately into the practice of his profession. January 15, 1880, Mr. Wolseley was married to Ella C. Williams, of Lincoln, Neb., by whom he has one daughter—Alice. Mr. and Mrs. Wolseley are members of St. Paul's Episcopal Church, of Hyde Park, where they have resided since 1880; and Mr. Wolseley is a vestryman of that Church. He has been a Mason since 1874; being Past Master of Covenant Lodge, No. 356; and a Knight Templar since 1876.

SOUTH PARK.

South Park is hardly a separate village or hamlet; its individuality is completely absorbed by that of Hyde Park—the station alone perpetuating the cognomen. This, however, is but a recent name for the station. On December 12, 1863, Charles Augustus Norton came to the vicinage of South Park. There then was a stopping-place for trains, and such stopping-place was dignified by the name of Woodpile; there the locomotive gathered ligneous food. The name was changed shortly afterward to Woodville, and then, by consent of Mr. Norton, to South Park. The first depot there was an old log building, and the ultima thule in those days was deemed to be the vicinity of South Park. It was one vast swamp. Closely contiguous to the quasi depot was an old tree that was used by the soldiers camped near there in war times as a post-office. Mr. Norton was born in Charlestown, Ohio—the town being named after his grandfather in 1826, and was a graduate of the law school of Cambridge, Mass., also from the school of the Western Reserve, Ohio. He came to Chicago in 1854, and went into the real estate business; resuming the practice of law in 1858 with James M. Hill, of Oakland, and subsequently with Paul Cornell. He married, on September 10, 1859, Miss Lucy Bond, a grand-niece of Judge Reeves, of Litchfield, Conn., the gentleman who first kept law school in America. Mrs. Norton states that the earliest residents of the vicinity of South Park were the Fassetts, Roots, Downs and Wrights. The only distinctive feature of South Park is its name, associating it with the vast system of parks described elsewhere, and the magnificent depot, costing $30,000, erected by the Illinois Central Railroad. Mr. Norton died on February 13, 1872.

THE SOUTH PARK HOTEL was built about 1874 by a Mr. Hoyt, and after a varied course of existence as a hotel, was destroyed by fire October 10, 1885. A description of the destruction is thus given in the Chicago Times of the 26th of October:

At an early hour yesterday morning the South Park Hotel, situated at the northwest corner of Fifty-first Street and Cottage Grove Avenue, in the town of Hyde Park, was burned to the ground. At 4:15 o'clock a colored cook named Williams, employed in the hotel, was aroused by his sleep from the strong smell of smoke, and, on arising discovered fire in the rear part of the building in a room usually occupied by Mrs. Chandler, the wife of the proprietor, Tom Chandler, of pugilistic notoriety. He at once aroused Chandler and then the other inmates, seven or eight in number. The building being built of wood, and well seasoned was in a few minutes a mass of flames, the inmates having time only to gather up a few articles and escape with their lives. A strong southeast wind, accompanied by blinding rain, was blowing at the time.

Two streams, with a water pressure of over one hundred pounds, were at once directed toward the burning building, one from the east and the other from the opposite direction. It was soon seen, however, that the attempt to save the building was useless, and an effort was then made to save some of the contents. Two pianos and a small amount of furniture were taken out and placed in an adjoining lot. In the meantime a large crowd, principally composed of stock-yards roughs, had gathered. Fire Marshal Crapo, of Hyde Park, seeing that his force of two men was unable to handle the stream, so great was the pressure, called for assistance from the crowd, but no response followed. A large number of hangers-on had gained admittance to the house and to the store-room and proceeded to make free use of the cigars and liquors therein. The scene was one of intense confusion on all sides, and can better be imagined than described. The building was in an hour a mass of ruins. Tom Chandler, the proprietor, stated that his loss was in the neighborhood of $15,000. The building was a two-story and attic frame structure, about one hundred and twenty-five by fifty feet, and was built in 1870. It was owned by Charles F. Miller, of Milwaukee. One of the Hyde Park firemen, named Adams, had his hands badly scorched by the flames, and Crapo himself had his neck blistered. The firemen remained at their posts, playing on the smouldering ruins, until ten o'clock.

A project is in agitation whereby a large plat of residence property near the station will be subdivided, a large number of first-class houses, with all modern improvements, erected thereupon, and this residence property thrown upon the market for sale and lease. Judicious speculation will find ample opportunity for its exhibit in this enterprise, as the locality is a favorite one for residences.

SOUTH PARK BIOGRAPHICAL SKETCHES.

JAMES FRANKLIN ALDRICH was born in 1853 in Two Rivers, Wis., of William and Anna Mary (Howard) Aldrich. The father is the well-known ex-member of Congress from the First Illinois district, who served from 1876 to 1882, and is of early New England ancestry. The mother is descended from John Howard, the English philanthropist (1726-90). They removed to Chicago in 1861, where young Aldrich received an academic education. He afterwards entered the Rensselaer Polytechnic Institute, of Troy, N. Y., where he graduated in 1877 as a civil engineer. Returning home, he went into oil manufacturing at Grand Crossing, in the Chicago Linseed Oil Company, of which he was the secretary and general manager for over four years. Since then he has been in the commission grain business, on the Board of Trade, being now the senior member of the firm of Aldrich, Norton & Co. He is a member of the Western Society of Engineers and of the Union League Club, and is a Republican in politics. November 15, 1875, Mr. Aldrich was married to Lulu M., a daughter of General T. T. Sherman, and grand-daughter of Francis C. Sherman, three times Mayor of Chicago, and builder of the Sherman House. They are the parents of three children; are members of the Episcopal Church, and have resided in Hyde Park since the fall of 1887.

JOHN IRA BENNETT was born November 27, 1831, in Osgoac County, N. Y., of Joseph and Lydia (Birdsell) Bennett, who were members of the Society of Friends. In 1845 the family settled in Knox County, Ill., but in 1846 returned and took up their residence in Delaware County. In 1852 J. I. Bennett became a pupil of Charlotte Academy where, in 1850, he became a teacher of English; as a student at Union College, he graduated in 1854. From August, 1854, to June, 1857, he was principal
of Liberty Academy at Springfield, Ill. Meanwhile he had studied law and was admitted to the bar of Tennessee in 1857. A month later he was admitted in Illinois, and began the practice of his profession at Galva, McLean County. During the Rebellion, being disabled by sickness for service in the field, he resumed the aid in his power to the support of the Governor's staff, by promoting enlistments, and otherwise. He was presidential elector on the Republican ticket in 1864. In 1865 he was elected to practice in United States courts. For two years he owned the Galva Union, and was a member of the Board of Education. He was interested in coal mines besides attending to his profession, and was the unsuccessful competitor of John Allen Drant, of Rockford, for the Bench of that circuit. In June, 1868, he removed to Chicago, taking up his residence in Hyde Park, where he was elected a Village Trustee, and chosen President in 1868 and 1870. In the latter year he was appointed a master in chancery of the United States courts in northern Illinois, which office he still holds. In 1851, at Henderson, Ky., Mr. Bennett was married to Miss Maria E. Reynolds, a native of Delaware County, N. Y.; they are the parents of seven children—Ellen, born in 1856, now Mrs. W. C. Nelson, of Hyde Park; Frank A., born in 1857, and admitted to the Bar in 1880; Fred Fuller, in 1860; Allen Lewis, in 1865; George, in 1867; John in 1870, and Will in 1872.

JAMES CLINTON CALHOUN was born in May, 1824, in West Charlton, Saratoga Co., N. Y., son of James and Marion (Boyd) Calhoun. The father was a manufacturer of woollen goods for over thirty years, and was a farmer, and a Baptist. He moved to Georgia in 1824, and lived a child, he was a schoolmaster and accountant in several stores from 1829 to 1830, he formed in the latter year a connection with the Atlantic & Great Western Railroad, which lasted seven years, and he is a member of the firm of Root & Walker, the latter afterward was an engraver with Sparling, the well-known New York artist. Chicago in 1831. In 1832 young Drant began to learn the business of an engraver with Sparling, the well-known New York artist. He was interested in coal mines besides attending to his profession, and was the unsuccessful competitor of John Allen Drant, of Rockford, for the Bench of that circuit. In June, 1868, he removed to Chicago, taking up his residence in Hyde Park, where he was elected a Village Trustee, and chosen President in 1868 and 1870. In the latter year he was appointed a master in chancery of the United States courts in northern Illinois, which office he still holds. In 1851, at Henderson, Ky., Mr. Bennett was married to Miss Maria E. Reynolds, a native of Delaware County, N. Y.; they are the parents of seven children—Ellen, born in 1856, now Mrs. W. C. Nelson, of Hyde Park; Frank A., born in 1857, and admitted to the Bar in 1880; Fred Fuller, in 1860; Allen Lewis, in 1865; George, in 1867; John in 1870, and Will in 1872.

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The amount of bonds to be issued were not to exceed $1,000,000, and the amount of tax to be levied in any one year was not to be more than $500,000. No specific property was designated as the intended location for the parks, part of the duty of the commissioners being to select the sites for improvement; but the prevalent idea was that Egandale, which had already been made a public pleasure-ground by Dr. William Bradshaw Egan, lying between Forty-seventh and Fifty-fifth streets, and east of Cottage Grove Avenue, would be selected; the bill providing that the prospective park was not to be farther north than Thirty-fifth Street, nor farther south than Sixty-third Street, and was to also be between Michigan Avenue and Lake Michigan. The bill was signed and submitted to the people at the spring town election of Hyde Park, as a special vote. The voters, through misunderstanding the sentiment of the people, and possibly chicanic, voted their ballots both affirmatively and negatively as to the park question; and the act was killed by a majority of one hundred and sixty-nine votes. This, however, only acted as an incentive to another effort, and accordingly a bill was compiled wherein the location of the parks was defined. The situation of them was decided by a committee of citizens, comprising Jonathan Young Scammon, George C. Walker, George R. Clarke, J. Irving Pearce, Joseph M. Duke, Henry H. Honore, Chauncey T. Bowen, A. Brigham, P. R. Westfall, Schuyler S. Benjamin, John Fitch and John D. Jennings. The bill was given to Mr. Bowen to take to Springfield; and by the Legislature it was passed, by a vote of fifty-eight to two in the House, and by a vote of twenty-three to one in the Senate. The act was approved February 24, 1869; the eighteenth section of such act providing that an election should be held in the towns of South Chicago, Hyde Park and Lake, on the fourth Tuesday in March next after the passage of the act, to ratify or annul said act; the act without such ratification by the popular vote being null and void. Such election was held, and resulted: For the parks and boulevards, 9,662; against the parks and boulevards, 6,935: majority, making the act a law, 2,727. The land set apart by the act for the parks and boulevards was described as follows: "Commencing at the southwest corner of Fifty-first Street and Cottage Grove Avenue, running thence south along the west side of Cottage Grove Avenue to the south line of Fifty-ninth Street; thence east along the south line of Fifty-ninth Street to the east line of Hyde Park Avenue; thence north on Hyde Park Avenue to Fifty-sixth Street; thence east along the south line of Fifty-sixth Street to Lake Michigan; thence southerly along the shore of the lake to a point due east of the center of Section twenty-four, in Township thirty-eight, Range fourteen (14: thence west through the center of said Section twenty-four to Hyde Park Avenue; thence north on the east line of Hyde Park Avenue to the north line of Sixtieth Street, so called; thence west on the north line of Sixtieth Street, so called, to Kankakee Avenue; thence north on the east line of Kankakee Avenue to Fifty-first Street; thence east to a point to the place of beginning. Also, a piece of land commencing at the southeast [amended to northeast by act of April 16, 1869] corner of Kankakee Avenue and Fifty-fifth Street, running thence west a strip two hundred feet wide adjoining the north line of Fifty-fifth Street, along said Fifty-fifth Street to the line between Ranges thirteen (13 and fourteen 14: east; thence north, east of and adjoining said line, a strip two hundred feet wide, to the Illinois & Michigan Canal. Also, a parcel of land beginning at the southwest corner of Douglas Place and Kankakee Avenue, running thence south a strip of
HISTORY OF HYDE PARK.

From whom Purchased. | Property. | Amount Paid.
--- | --- | ---
Clark and Martin. | 40 acres. | $30,000.00
Heirs of Jackson, et al. | 20 acres. | $32,400.00
Emigh and Kilmer. | 20 acres. | $76,000.00

WASHINGTON PARK.

From whom Purchased. | Property. | Amount Paid.
--- | --- | ---
Gibson. | North 15 acres. | $41,079.16
Hoffman. | 15 acres so. and adjoining. | 37,500.00
James Marks. | 12 acres. | 42,000.00
William Turner. | 5 acres. | 10,500.00
John D. Jennings. | 7½ acres. | 18,975.00
Mrs. Charles W. Cook. | 26 acres. | 171,569.66
Smith. | 22½ acres. | 45,000.00
Mrs. Bailey. | 19-½ acres. | 90,000.00
Theo. Schintz. | 5 acres. | 15,565.00
Bruno Gansel. | 11 acres. | 16,000.00
John G. Shortall. | 10 acres. | 14,000.00
Heirs of Dr. W. B. Egan. | 10 acres. | 15,000.00
L. D. Boone. | 10 acres. | 40,000.00
Heirs of J. A. Bross, et al. | 10 acres. | 20,000.00
C. H. Farewell, et al. | 10 acres. | 10,656.72
George C. Walker. | 20 acres. | 57,000.00
Martin Andrews, et al. | 40 acres. | 59,257.31
Charles Busby. | 40 acres. | 48,000.00
W. H. Borrow. | 10 acres. | 13,700.00
Hamill. | 10 acres. | 16,000.00
Sheldon. | 10 acres. | 16,000.00
Fogg. | 10 acres. | 16,000.00
W. W. McKinley. | 10 acres. | 16,500.00
Several owners. | 10 acres. | 16,000.00
Dr. Sturr. | 20 acres. | 24,000.00

SOUTH PARK.

From whom Purchased. | Property. | Amount Paid.
--- | --- | ---
Charles Anderson, et al. | North 50 acres. | $96,500.00
(Litigation.)
Bliss and Sharp. | 10 acres. | 12,000.00
William P. Grav. | 10 acres. | 20,000.00
Morton and Clement. | 15 acres. | 21,429.00
Heirs C. K. Starkweather. | 5 acres. | 6,300.00
J. D. Platt. | 10 acres. | 20,000.00
Phillips or Dunlevy tract. | P/1, south 3/4 section 15 ex. | 5 acres. | (Litigation.)
C. C. Abbott. | 10 acres. | 20,000.00
Mrs. S. D. Kimbark. | 20 acres. | 28,750.00
Levi Blackwell. | 10 acres. | 15,000.00
Judge Dunlevy. | 100 acres. | 125,000.00
Geo. M. Hambright. | 15 acres. | 10,000.00
Mrs. S. D. Kimbark. | 5 acres. | 5,000.00
Colehour. | 80 acres. | 145,000.00
10 acres (Hoyt subdivision). | 25,000.00
H. O. Stone. | 30 acres. | 21,000.00

* This plot was offered to the commissioners at private sale for $110,000, at the time litigation was commenced; but the commissioners, after consulting with such authorities upon value of land as James H. Rees, A. J. Averill, and others of like acumen, all of whom considered the price excessively high, proceeded with the litigation for condemnation, and, after three trials, were compelled to pay the sum named and the costs of the litigation.

In 1871, the two hundred and eleven acres composing the Phillips, now Dunlevy, tract could have been condemned at a valuation of about $70,000; but, by advice of counsel, an agreement was made with Mr. Phillips to purchase the land for $100 per acre, but the title proved defective, and the land is still in litigation. In 1886, this same property, of over two hundred acres, was offered to the commissioners for about $8,000 an acre; and interest added from 1872, which would augment the price to about $15,000 an acre; and the majority of the old commissioners were in favor of carrying out said agreement, but the change that took place in the board at this time prevented the fruition of the agreement, and the litigation was proceeded with; and on one hundred and eleven acres a judgment was rendered for $120,000 and accrued interest, making about $175,000.
AUGMENTED VALUES.—The twelve acres sold by James Marks, and the three acres sold by William Turner, were patented to C. W. Cook in 1839. In 1865, John R. Case, et al., conveyed the fifteen acres to H. S. Monroe, et al., consideration $4,875; in 1866, H. S. Monroe, et al., transferred the property to H. O Stone for $7,500, and this grantee in turn conveyed to James Marks, in 1867, for $10,500. In 1872, Messrs. Marks and Turner sold it for $52,500. In 1873, Charles W. Cook paid $200 for the whole southeast quarter wherein the twenty-six acres sold by Mrs. Cook are located, and in the same year sold one-half of the quarter section for $100 to George W. Merrill. In 1868, Mrs. Cook paid Thomas Foster, et al., $17,500 for seven and one-half acres in the same tract. The north fifty acres in South Park were entered—with eighty-three more acres—in 1855, by J. Smith, for $187.08. In 1857, the fifty acres was sold to Norman Rew, for $1,000. In 1854, Mary L. Watson conveyed to John R. Pollard, et al., consideration, $4,250; in 1857, Henry H. Penniman sold the plot to Samuel Penniman for $15,000. In 1868, J. D. Platt paid $10,000 for ten acres; in 1870, the commissioners paid $1,930 an acre.

Relative to the disproportionate amounts paid for the various tracts, it may be authoritatively stated that, at the time the first Park Act was passed, property in the district bounded by Forty-seventh and Fifty-first streets and Cottage Grove and Vincennes avenues, was selling for from $200 to $300 per acre, and property south of Fifty-first, and north of Sixty-third streets, for from $100 to $150 an acre. Therefore it is illusory idea to consider, that the one thousand acres of ground could have been purchased for park purposes, in their present locality, at an average of $500 per acre at that time. But the defeat of the first park bill, and the period that elapsed prior to the second bill passing, thoroughly informed the people of the prospective demand for their real estate for park purposes; and from 1867 to 1872-73, the amounts asked were simply enormous. Not alone were the exaggerated ideas of property value caused by the park necessities, but likewise by a disproportionate conception of the augmentation of prices caused by the location of the parks. In many cases, in real estate transactions, four and five times what it was before the park was actually worth was asked. The actual increase in value, however, has been enormous, as property in the vicinity of the parks that, in 1867, had been averaged at $200 per acre, now is worth from five to twenty thousand dollars per acre, according to location; some choice tracts adjoining the park being salable at much higher prices than the last quoted. But, had the first bill passed by the vote of the people, and the property been bought ere the park demand had excited individual cupidity, there is no doubt that the land would have cost less than three quarters of a million, whereas now the purchase price, with interest, costs of litigation, etc., will bring the amount to the vicinage of $6,000,000.

The present park commissioners are Barnard Callahan, John B. Sherman, Louis Wahl, John R. Walsh and Martin J. Russell. Paul Cornell, the commissioner who was on the board from its establishment, was put out by reason of a decision of the Supreme Court of Illinois. Under the act of 1881, Mr. Cornell was appointed commissioner for the third time, but the court decreed the act void and Louis Wahl was appointed in his place.

A statistical statement of the amount of land converted into parks, etc., will be found in the following table of the South Parks and Boulevards:

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Acres</th>
<th>Total Length</th>
<th>Improvements Acres</th>
<th>Miles</th>
<th>Imprinted Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jackson Park</td>
<td>586</td>
<td>8.4</td>
<td>1.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington Park</td>
<td>571</td>
<td>7.79</td>
<td>1.57</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gage Park</td>
<td>20</td>
<td>0.00</td>
<td>0.59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midway Plaisance</td>
<td>80</td>
<td>1.10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Boulevard</td>
<td>148</td>
<td>2.00</td>
<td>3.33</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drexel Boulevard</td>
<td>200</td>
<td>2.88</td>
<td>3.25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakwood Boulevard</td>
<td>100</td>
<td>0.50</td>
<td>0.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michigan Avenue Boulevard</td>
<td>32</td>
<td>3.22</td>
<td>3.22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thirty-fifth Street Boulevard</td>
<td>162</td>
<td>2.06</td>
<td>2.06</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavilion Boulevard</td>
<td>200</td>
<td>3.50</td>
<td>3.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Avenue Boulevard</td>
<td>200</td>
<td>2.51</td>
<td>2.51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fifty-seventh Street</td>
<td>100</td>
<td>0.93</td>
<td>0.93</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The following exhibit gives a general financial statement of the South Park commissioners up to December 1, 1883.*

### ASSETS

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land purchased</td>
<td>$3,308,057 05</td>
</tr>
<tr>
<td>Expenses of assessment (cost of)</td>
<td>$90,890 07</td>
</tr>
<tr>
<td>Improvement and maintenance</td>
<td>$3,222,322 30</td>
</tr>
<tr>
<td>Michigan Avenue and Thirty-sixth Street</td>
<td>162,665 26</td>
</tr>
<tr>
<td>Discount on bonds</td>
<td>3,354,876 50</td>
</tr>
<tr>
<td>Premium and expenses on bonds, exchange and negotiation</td>
<td>7,510 60</td>
</tr>
</tbody>
</table>

### LIABILITIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest account bonds</td>
<td>155,295 10</td>
</tr>
<tr>
<td>American Exchange Bank, in dispute arising from Bowen defalcation</td>
<td>4,592 04</td>
</tr>
<tr>
<td>Cash on hand</td>
<td>215,295 39</td>
</tr>
<tr>
<td>Less amount reserved for sinking fund of 1883 and balance of 1882</td>
<td>58,000 00</td>
</tr>
</tbody>
</table>

### TOTAL

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total area of Parks</td>
<td>1057</td>
</tr>
<tr>
<td>Total Length of Boulevards</td>
<td>13.57</td>
</tr>
<tr>
<td>Acre of Parks Improved</td>
<td>455</td>
</tr>
<tr>
<td>Total Length of Improved Drives</td>
<td>25.41</td>
</tr>
</tbody>
</table>

* From Report of South Park commissioners to the County Commissioners of Cook County, from December 1, 1882, until December 1, 1883.
The first thought of this club originated in the brain of Albert S. Gage, Esq., who has never faltered for a moment in his efforts to make the club a grand success. Through his instrumentality a stock company was formed with the capital stock of $150,000. With this start the club has to-day one of the finest courses in the country, if not in the world. Upon their lot has been erected a club house which cost upward of $50,000, and which far surpasses anything of its character in the world. There is nothing in America that can compare with the Washington Park Club. When the gates are opened Chicago will see the handsomest club house in the United States. In the laying out of the ground the club has had the good fortune to have the combined talents of S. S. Beman, the architect of Pullman, and X. F. Barrett, the well-known landscape gardener. These gentlemen have worked together with a view of making the buildings and landscape harmonize, and the entire plat as picturesque as possible. There will be ample drives for the club members, and a perfect track for public meetings and members' speed trials. The grand stand will be the finest in the world, being five hundred feet long, two stories high, fitted with refreshment rooms, parlors and reception rooms, the whole costing upward of $30,000, and capable of seating ten thousand people. Stables are now completed to accommodate two hundred and eighty horses, and as many more will be erected in the spring. The club-house, which will occupy a position twelve feet above the track, with a lawn sloping from it, will be completed by May 1. It will be one hundred and thirty-six feet long by ninety-seven wide, and two stories, basement and attic in height. In the basement will be the kitchen, storerooms, heating apparatus, cellar, etc., and the attic will contain the servant and lumber rooms. On the main floor will be a spacious entrance hall, club office, cafe (with serving and wine rooms off), billiard-room, a ladies' waiting-room, a parlor for the directors, a lavatory, and five private dining-rooms. Extending around the entire building on this floor is a veranda sixteen feet wide, which will be provided with chairs and other conveniences for witnessing the races. The second floor contains a grand dining-hall, seven private dining-rooms, wine and serving-rooms, a grand hall, ladies' parlor, ladies' toilet and private-room and cloak-room. A covered balcony sixteen feet wide also runs around the entire building of this story. All of the rooms and halls have fire-places specially designed for each by Mr. Beman. Upon the third floor are also some sleeping-rooms and bath-rooms, and upon the roof of the building are two open observatories, from which every part of the park and surrounding country can be seen. The grand dining-hall referred to will have an elaborate timbered ceiling, and all of the private dining-rooms will have sliding doors, so, if desired, they may be thrown together. The main entrance halls and staircases will be finished in white ash, and the rest of the structure will be treated in white pine. The main staircase will be an elaborate affair, and will be a very attractive feature of the large hall. The families of members are expected to visit the club, consequently the necessity of the strict scrutiny spoken of previously. At the present moment there are three hundred members admitted to this club. The initiation fees are $100, and the applications for membership are quite numerous. Before the gates open it is expected that there will be five hundred members. There is not a name on the rolls but what has passed the most rigid scrutiny, and a membership in the Jockey Club is virtually a guarantee of the owner's standing in society. The club has opened stakes for the various ages of thoroughbreds, and will give their inaugural meeting beginning June 28, closing July 12. Racing on alternate days. In the young classes the stakes closed October 15, with three hundred and seventy-five nominations. The entries for the general meeting close January 15, at which time fully as many more entries will probably be made. This new club will offer an opportunity to those who enjoy the better qualities of the turf sports. The thousands who have each summer gone to Saratoga and other Eastern resorts to enjoy racing will now make this city the terminus of their summer tours. The residents of Chicago who have long desired an objective point for their drives will find in this club the fulfillment of these desires. It will elevate the taste and benefit the turf. Fine turnouts will be numerous, and the sport will be dignified. Mr. J. J. E. Dewater, the late secretary, did much to further the success of the club, he being a member of the American Jockey Club of New York.


The club was organized February 8, 1853, and now owns property valued at $500,000.

Oak Woods Cemetery.—On the 12th of February, 1853, an act of incorporation was legalized, whereby Joseph B. Wells, William B. Herrick, John Evans, Norman B. Judd, William B. Egan, Ebenezer Peck, J. Young Scammon, R. K. Swift and Charles N. McKibbin were crystallized into "The Oak Woods Cemetery Association." The purpose of such corporation and the powers granted by the act can be readily inferred from the covenant; the land that they now own as a necropolis is situated between Sixty-seventh and Seventy-first streets and Cottage Grove Avenue and the right of way of the Illinois Central Railroad. The great event that has occurred at the cemetery was the unveiling of the monument to the memory of the soldiers deceased in the War of the Rebellion; on Decoration Day, May 30, 1875. The ceremonies were under the auspices and direction of the ladies of the Soldiers' Home, and Whitier and Hilliard Posts of the Grand Army of the Republic. Four companies of the First
and furnishes educational facilities at two schools. The convenient site for a village, and on November 10, 1855, the avenue school was built in 1883.* The first manu­

of raw material and the shipment of the manufactured

In 1854, two railroad trains collided at the crossing of the Illinois Central and Lake Shore & Michigan Southern railroads, on what is now Seventy-fifth Street. One result of that accident was a decree from the railroad companies that all trains should stop before reaching the crossing of the roads; and this suggested to Paul Cornell that the adjacent country would be a convenient site for a village, and on November 10, 1855, he bought a section of land there and gradually added thereto, merely paying taxes on the property and keeping improvements away—so as not to enhance the property valuation, and consequently the taxes levied thereupon—until 1871. Nine hundred and sixty acres in Sections 26 and 35, Township 14 north, Range 14 east, were platted and subdivided as

the final plat being filed on February 16, 1872; the original plat of the village ascended, with a quantity of other possessions of Mr. Cornell, in the smoke of the great fire. Cornell is four and a half miles south of the city limits, and is especially eligible for manufacturing sites; the large number of railroads centering there, over which three hundred trains run daily, render the receipt of raw material and the shipment of the manufactured article a facile process. The town has a hotel—the Grand Crossing Hotel built in 1871, by Mr. Cornell—and furnishes educational facilities at two schools. The first school, called the Cornell school, was built, in 1873, on land given by Mr. Cornell, but the extension of village boundaries and the replotting of the Cornell school necessitated the erection of another edifice. The Madison-avene school was built in 1883.* The first manufacturing establishment was erected by Mr. Cornell, in

1870-71, and was the Cornell Watch Factory. This building was erected at a cost of $70,000, and the watchmaking was successfully carried on until 1875, when the machinery, etc., was transferred to California, and in December, 1875, the Wilson Sewing Machine Company occupied the building and remained therein until 1882, when the plant was removed to Wallingford, Ct., the administration of the Wilson Sewing Machine Company having changed. In 1862, or 1864, Paul Cornell purchased the territory around, and comprising, the settlement of

GRAND CROSSING.

In 1854, two railroad trains collided at the crossing of the Illinois Central and Lake Shore & Michigan Southern railroads, on what is now Seventy-fifth street. One result of that accident was a decree from the railroad companies that all trains should stop before reaching the crossing of the roads; and this suggested to Paul Cornell that the adjacent country would be a convenient site for a village, and on November 10, 1855, he bought a section of land there and gradually added thereto, merely paying taxes on the property and keeping improvements away—so as not to enhance the property valuation, and consequently the taxes levied thereupon—until 1871. Nine hundred and sixty acres in Sections 26 and 35, Township 14 north, Range 14 east, were platted and subdivided as

CORNELL,

the final plat being filed on February 16, 1872; the original plat of the village ascended, with a quantity of other possessions of Mr. Cornell, in the smoke of the great fire. Cornell is four and a half miles south of the city limits, and is especially eligible for manufacturing sites; the large number of railroads centering there, over which three hundred trains run daily, render the receipt of raw material and the shipment of the manufactured article a facile process. The town has a hotel—the Grand Crossing Hotel built in 1871, by Mr. Cornell—and furnishes educational facilities at two schools. The first school, called the Cornell school, was built, in 1873, on land given by Mr. Cornell, but the extension of village boundaries and the replotting of the Cornell school necessitated the erection of another edifice. The Madison-avenue school was built in 1883.* The first manufacturing establishment was erected by Mr. Cornell, in

* For particulars of these schools, see "Schools" in article on Hyde Park.
1879, E. S. Parks became pastor, and in February, 1880, was elected president of Simpson Centenary College, Indianola, Iowa, and the church was supplied by E. Trevor, S. Cord, R. Shorts and T. M. Hartley until October, 1881, when B. F. Hardin became pastor. February, 1882, J. R. Welborn supplied, continuing until October, 1883, when the present pastor, W. H. Holmes, assumed charge.

The Catholic Congregation at Grand Crossing numbers about three hundred, with an attendance at the Sunday-school of some eighty scholars. Their spiritual needs are supplied by a priest who visits the village and says mass at Social Hall, but this method will shortly be abrogated, as steps are now being taken to erect a church edifice befitting the size of the congregation.

There are several secular societies which meet in the village. Among these are: Knights of Honor, No. 1,826, was instituted October 14, 1879, with fourteen charter members. The first officers elected were: A. J. Davis, dictator; C. H. Patterson, vice dictator; R. D. Kirby, assistant dictator; H. L. Pease, reporter; M. M. Barnes, financial officer; J. W. Tinsley, treasurer; J. W. Halliday, chaplain; William McDowell, guide; A. E. Hunt, guardian, and John Dutnall, sentinel. The present membership is sixty-one, and the officers are: G. H. Chapman, dictator; W. L. Gray, vice dictator; J. S. Scovel, assistant dictator; Hiram L. Pease, reporter; Julius Müller, financial officer; A. C. Kantzler, treasurer; William Gill, chaplain; E. Burns, guide; A. J. Davis, guardian; William Everett, sentinel; H. L. Pease, medical examiner; J. C. Scovel, G. G. Thomson, H. L. Pease, trustees; E. C. Scovel, sitting past dictator. There have been but two deaths in the lodge in four years, with an average of thirty-six members.

Guard Star of Hope, No. 6,847, A. O. F., was instituted in 1882. The last list of officers given in the directory was W. Van Vorst, P. C. R.; A. Ward, C. R.; E. Fletcher, S. C. R.; H. S. Kern, secretary; H. L. Pease, treasurer; W. Graham, S. W.; J. Groom, J. W.; L. H. Knapp, S. B.; R. Edmunds, J. B.

The Athletes of Grand Crossing likewise have a Turn Verein, which was organized February 21, 1878, with a membership of about forty; the officers elected the same day were: First sprecher (president), Hugo Boos; second sprecher (vice-president), H. Hackenbroch; William Seidler, secretary; H. Kettler, treasurer; Joseph Koenig, first turnwart; Fred Werdele, second turnwart, and John Wodrich, steward. The society at present has a membership of thirty-six persons, and has a complete paraphernalia of gymnastic apparatus. It also has two lots on the corner of Seventy-fifth Street and Dobson Avenue, where it intends erecting a Turn-Halle when the requisite funds shall have been subscribed. Its officers at present are: George Kuhl, president; G. Landolf, vice-president; E. Seitz, secretary, from whom these particulars were obtained; J. Wodrich, cashier; G. Hackenbroch, treasurer; Fred Hanson, first turnwart; Joseph Roedel, second turnwart, and H. Hackenbroch, steward.

There is also a West Side Draining Association that contemplates draining the locality by pumping off the surface water. Its officers are: Joseph Lawton, president; F. Patzack, vice-president; Hugo Boos, treasurer, and H. C. Robinson, secretary.

The Manufactures of Grand Crossing.—The Wilson Foundry, Williamson & Barker, proprietors, was established in 1876, at an outlay for buildings and machinery of $16,000; the number of men employed at the outset was nineteen, the augmentation of the business since increased the number to fifty-two. The amount paid out last year for freight received by the foundry was $4,320; the value of manufactured goods $55,000.

The Chicago Linseed Oil mill was erected in 1879 by William Kay, William Aldrich, J. F. Aldrich, H. T. Yarany and P. C. Hanford. The last named gentleman bought out the interests of the other partners in 1883, and now controls the manufacture alone. The capacity of the mill is stated at one thousand bushels of seed and fifty barrels of oil per diem, the latter being produced by what is known as the naphtha process of extraction. The average number of employees is fourteen.

Chapman, Green & Company's chemical works were established in 1876, having been removed from Hudson, Mich., in that year, where they had been in successful operation since 1864. The value of the annual product of the works is estimated at $150,000; an increase in their trade of over $130,000 in seven years. The estimated cost of buildings and chemical apparatus is $4,500. The members of the firm are: Dennison, W. Chapman, George W. Green, C. A. Baker and Alfred Cook. They employ from twenty-five to thirty-five workmen.

The sewing-machine furniture factory of F. Patzack, Hugo Boos and J. Routchke was established in 1868 by Patzack & Schultz. This firm dissolved in 1876, and F. Patzack removed to Grand Crossing and erected a cabinet-making shop one hundred and twenty-five feet by forty feet, three stories high; a finishing, packing and shipping shop one hundred feet by thirty feet, three stories high; a drying kiln, seventy-five feet by twenty feet, and a store-house for venders, seventy-five feet by twenty-five feet. The capital invested will aggregate $100,000, and the value of the thirty thousand pieces manufactured per annum will amount to about $300,000. The firm employ one hundred and ten hands during the busy season.

The Chicago Tack Company, Orrin L. Bassett, proprietor, established their works on September 1, 1876, at an outlay of $12,000, and the number of men employed the first year was ten, and the value of the manufactory $40,000. In the present year thirty-three hands were employed, and the sales aggregated $160,000. The charges paid to railroad companies for freight to their factory last year amounted to about $5,000. The supply of iron used is obtained principally from Sweden.

The Lyman Barbed Wire Manufacturing Company was established in April, 1879, by F. T. Sherman, E. J. Marsh, E. N. Sherman and E. S. Marsh, the members forming an incorporated company with a capital of $10,000. The building was leased from William Aldrich, and was successively used as a linseed oil mill, a furniture factory, and in October, 1880, as a barbed-wire factory, when $20,000 worth of machinery was placed in the building. The patent under which this firm manufacture was obtained by Ross Lyman, of Des Moines, Iowa, and purchased from him in 1879. The number of men employed in 1880 was twenty; in 1883, seventy-five. The product for the year ending October, 1881, was valued at $250,000; for the same period of 1883 it aggregated $600,000. The company receive and ship about ten thousand tons of wire annually, and pay $40,000 per annum freight charges. The Dominion Barbed Ware factory, at Montreal, Canada, was established by Marsh & Sherman in 1880, and sold to Cooper, Fairman & Company January 1, 1882. November, 1883, the works were shut down, but their opening...
was anticipated for an early date with new and improved machinery. The Mason & Davis foundry was built in 1881, and furnishes employment to about one hundred men. It manufactures a large variety of small castings, as well as those required for large heating and cooking stoves. The Chicago Rubber Clothing Company established their factory at Grand Crossing in July, 1882, at an expenditure of $120,000, and the works placed in charge of J. S. Redington. Thirty mechanics are employed, and the annual product of the factory estimated at one million yards of rubber cloth, worth $180,000. The total sales of rubber cloth and clothing for the year terminating July, 1883, amounted to about $300,000. The Chicago Lock Company, organized under the laws of the State in July, 1882, established their factory at Grand Crossing in August of the same year. The machinery, patterns, building, etc., cost about $150,000. The works are at present inoperative, but the management expect to open them shortly, and furnish employment to forty men. The officers of the company are: H. D. Huff, president; S. S. Calkins, treasurer, and James T. Ganson, secretary. The Grand Crossing Tack Company was incorporated August 29, 1883, with a capital of $100,000. The stock company comprises Arthur J. Bassett, Edward W. Hutchinson, and Theophila E. Bassett. The factory employs twenty-two hands, and although they have been running but about three months, they have already secured a large and increasing trade. Wilson Hose Company, No. 4.—On June 18, 1876, Wilson Hose Company, No. 4, was organized with the following members: J. Ditt, captain; W. C. Cogswell, lieutenant; J. C. Mulcahey, first assistant lieutenant; W. H. Raynor, president; D. B. Kirby, vice-president; Martin King, treasurer; Henry Ellsworth, secretary; James Dancy, steward; Sylvester Bracken, Thomas Raynor, John Bracken, Robert Shirley, Joseph Mulcahey, George Troller, R. A. Seitz and William E. Gill, privates. The name of this company has since been changed to Grand Crossing Hose Company, No. 4; their apparatus originally consisted of one hand hook and ladder truck and one hand hose cart. Their present engine house is situated at the corner of Dobson and Ash streets, and the company now has a double horse hook and ladder truck and one two-wheeled hand hose cart, with one thousand feet of rubber hose; and an auxiliary company of No. 4 has a hand hose cart and five hundred feet of rubber hose. The present members of the company are: A. Hackenbrock, captain; R. F. Boos, lieutenant; F. Hansen, first assistant; G. Hackenbrock, president; M. Wolf, vice-president; J. Mullen, treasurer; O. Hansen, cashier; Joseph Koebel, secretary; T. Schlinsky, steward; J. Wodrich, O. A. Seidler, T. Belton, William Ellfelt, Emil Seitz and H. Hackenbrock, privates.

**Grand Crossing Biographical Sketches**

A. J. BASSETT, president and treasurer of the Grand Crossing Tack Company, was born in Taunton, Mass., in 1832, and was educated in his native town. In 1857 he settled in Chicago as agent for the Taunton Tack Company, engaged in the trade of carpenter and pattern-maker, which he followed until the year 1858. He then went to California and engaged in mining. Returning to Massachusetts after an absence of about two years, he was employed in George F. Foster & Co.'s gun manufacturer, at Grand Crossing. He was next employed by General Burnside as assistant superintendent in the wood department in a gun manufacturer at New Haven, Conn., in 1862, of which he was an owner and director, running and building machines. At the end of the second year he had constructed and built on a new plan a leather, carpet and a tack machine, the same pattern of tack machine that is used to-day by the Chicago Tack Company, and from which nearly every tack machine built since has copied. With the exception of eleven months (from 1863 to 1864) during which he served in the war in the 3d Massachusetts Volunteer Infantry, Company K, he remained with the Taunton Tack Company eighteen years. In 1877 he removed to Cook County and established the Chicago Tack Company at Grand Crossing. I. C. BLEWETT, superintendent of the Western Steel Company, was born in Buffalo, N. Y., in 1814. He was educated in his native city. At the age of nineteen he engaged in sailing on a vessel in the summer, and in the winter he was employed in machine shops, being what is called a "natural mechanic." In 1870 he removed to Chicago, where he engaged in lake service, having charge of steam dredge and fleet. In 1873 he built the "Harte," an excursion steamer, and commanded her until 1880, when he sold out, and the following year took present position. Mr. Blewett is a member of the A. O. U. W. of Chicago; belongs to Select Knight of the Order.

John BORLING, of the firm of Gu-tason & Borling, contractors and builders, was born in Ostergothen, Sweden, June 30, 1845. After leaving school he was engaged in manufacturing ribs and girdles in various parts of Europe, and arrived in the United States. He first located on Long Island for a few months, then removed to Pennsylvania; from there he removed to Chicago. Shortly afterward he came to Hyde Park, where he followed the trade of carpenter some four years. Thence he removed to Grand Crossing and followed the same business until the present firm was organized. He was married in Hyde Park in 1872 to Miss Emma Skag, a native of Sweden. They have two children—John Victor and Augusta Elvira. Mr. Borling is a member of the K. of H. of Grand Crossing.

G. H. CHAPMAN, M. D., physician and surgeon, was born in Tallmadge, Summit Co., Ohio, November 10, 1850. He was educated in the schools and academy of his native town. In 1871 he settled in Hudson, Mich., where he commenced studying medicine under his father, a practicing physician. The following year he entered the Michigan University, at Ann Arbor. At the close of the course he removed to Chicago and studied under Dr. A. Reeves Jackson, at the same time attending lectures at Rush Medical College. He graduated February, 1874, then returned to Hudson and engaged in his profession. In 1877 he settled in Grand Crossing in the practice of his profession. Dr. Chapman is a member of the American Medical Association and of the K. of H.

William DENNISON, superintendent of Oak Woods Cemetery, was appointed to his present position March, 1852. He was born in South Shield, Durham County, England, and received his education in his native country. He was brought up at gardening and followed the same business in England until 1866, when he came to the United States and settled in Chicago, where for some years he followed the business of contracting stone fronts for business blocks and private residences. At first as an employee, afterward in business for himself. He subsequently engaged in general occupations until appointed to his present position.

K. P. DUNN, agent I. C. P., Ft. W. & C., L. S. and M. C. railways, also agent for American and United States Express, was appointed to this station in 1865, and has retained it uninter rupted since. He was born in Circleville, Pickaway County, Ohio, September 2, 1842. His parents moved to London, Madison County, when he was an infant. He was educated in London. After leaving school he learnt telegraphy at Peoria, Ill., in 1859, engaged in clerking in a hardware store in Henry, Ill., remaining about three years, the last year being in charge of the business. He then removed to Plymouth, Ind., where he began his railroad life as operator in the office of the P. & Ft. W. R. R. In 1863 he went to Chicago as telegraph and ticket agent of the P. & Ft. W. R. R., a position he retained until appointed to Grand Crossing. He was married in Henry County, Ill., February 2, 1863, to Miss Augusta M. Collins. They have had eight children—Mary F., George H., Walter L., Rufus P., Francis H., Robert B. Mr. Dunn is a member of the K. of H. of Grand Crossing.
MRS. A. J. FRENCH, M. D., physician and surgeon, is a native of Oneida County, New York, and moved at an early age, with her family, to St. Lawrence County and from there to Milwaukee, Wis., finally settling in Chicago in 1872. In 1876, Mrs. French entered the Halmannsen Medical College in Chicago, graduating in 1880, and then entered private practice in Hyatt City, and at the age of eighteen he entered a printing office in Grand Crossing. He was married at Blue Island, September 25, 1870, to Clara Anderson, a native of Sweden. They have three children—Frank, Matilda and Ludwig. Mr. Gustafson is a member of the Royal Arch Masons, and Eureka Chapter, Fidelia Lodge, No. 415, I. O. O. F.

EDWARD P. HANSEN, attorney at law, came to Cook County in 1845, his father, Henry Hansen, locating on a farm near Blue Island. The subject of this sketch was brought up on the farm, and at the age of eighteen he entered a printing office in Chicago, at the same time reading law in his leisure hours. In 1861 he enlisted in the 39th Illinois Volunteer Infantry; and was engaged in mercantile business in Blue Island, in which he continued until 1876. He then returned to St. Lawrence County and opened a hotel in Grand Crossing. He was married to Valparaiso, Ind., to Miss Clara Anderson, a native of Sweden. They have three children—Charles, Frank, Lewis and Harry.

GUSTAFSON & DORLING, contractors and builders. This firm was organized in 1876, and has remained in active operation since then. They built a large and increasing business, doing all the principal work in this vicinity. Among their prominent contracts may be enumerated one of thirty cottages, built in ninety days, for Mr. Jacobs, of Chicago, the Chico Line. Oil works and four blocks of other buildings, the Winnebago Life, at South Chicago. The firm was promoted to foreman. In 1878 he removed to the Pittsburgh Division of the Baltimore & Ohio Railroad, at Connellsville, Fayette Co., Pa., where he had charge of their shops until 1881. Thence he removed to Lafayetle, Ind., where he was car inspector for the latter railroad a year, after which he went to Conneaut, Ohio, and took charge of the same company's shops until he came to his present place in January, 1884. He is a member of the Royal Arch Masons, and Eureka Chapter, Fidelia Lodge, No. 415, I. O. O. F.

In 1852, when the regular study of the law. He was admitted to the Bar by the Supreme Court of Illinois, January 4, 1878, and immediately began study in the Genesee Wesleyan Seminary, and Ingham University. They have two children—William, born October 1, 1876, and Marion, born November 10, 1878.

E. W. HUTCHINSON, secretary and superintendent of the Grand Crossing Tack Company, was born in Abingdon (now known as Rockland), Mass., November 15, 1853, and was educated in his native town. At the age of fifteen he went into the tack factory of D. B. Gurney, at South Abingdon, Mass., with whom he remained until 1876, when he removed to Chicago, and followed this, with the exception of a short time he was engaged in a manufacturing establishment, until 1877, when he came to the United States navy, serving until 1861. He was engaged in a large ice-house in addition. He carries a stock of some $3,000, and is doing a large and increasing business—in fact, the leading store in town. A. C. Kantzler was born in Germany, and his parents settled in Blue Island, Cook Co., Ill., in 1856. Finishing his education, he learned the trade of butcher, afterward engaging in business in Blue Island until he removed to Grand Crossing. He was married in Grand Island, September 30, 1870, to Miss Mina Werner. They have three children—Herma, Edward and August. Mr. Kantzler is a member of the K. of H. of Grand Crossing, and the I. O. O. F. and Turn Verein of Chicago. In 1855 he was admitted to the bar, and has since held the office. He was appointed in July, 1872, and has since held the office. He was appointed to Turner Junction, Du Page Co., Ill., where he served three years, and was then appointed to a third term of service at Grand Crossing. He has had success, and has left in its train church stronger in all respects than when he assumed its pastorate. Mr. Holmes was married at Lima, N. Y., June, 1875, to Miss Melanie Goddard, a graduate of Ingham University, Le Roy, N. Y., and previous to her marriage was principal of the Art Department in the Genesee Wesleyan Seminary, and for some time teacher in Genesee State Normal School, and in University. They have two children—William, born October 1, 1876, and Marion, born November 10, 1878.

The history of the city of Grand Crossing, a western Illinois town, is a history of progress and development. Its growth has been rapid and continuous, from the time of its incorporation as a village in 1853, to the present time, when it is a thriving community of considerable size.

The first settlers in the area were pioneers who came to the region in search of new opportunities. They established farms and engaged in commerce, building a foundation for the future growth of the town.

In 1853, the village of Grand Crossing was incorporated, and its first elected officials were appointed. The town quickly grew in population and size, with the addition of new residents and businesses.

The city of Grand Crossing has a rich history, with notable figures such as MRS. A. J. FRENCH, M. D., physician and surgeon, and E. W. HUTCHINSON, secretary and superintendent of the Grand Crossing Tack Company. These individuals contributed to the growth and development of the town, leaving a lasting legacy.

Today, Grand Crossing continues to thrive, with a strong community and a bright future ahead.
drugs, etc. The business was established in 1872, and is at present carrying a stock of $3,000 to $4,000.

WILLIAM MCPHAIL, foreman of the Nickel-Plate Railroad shops, two miles south of Grand Crossing, took charge in September, 1855, having come to Cook County, Ill., in August of that year. In these shops there are 250 men employed, about eighty of whom are in the machine shops, 59 men in a repair and rebuild locomotives. Mr. McPhail was born in Scotland in 1824, and was there raised and educated. He served an apprenticeship of seven years as a machinist at Tinicum, Pa., after which he followed the trade. In 1848 he came to the United States, settling at Schenectady, N. Y., where he worked at locomotive building for some time. Removing to Fort Wayne, Ind., he was foreman of the Wabash locomotive car shops eighteen years, when he changed to the Fort Wayne, Muncie & Cincinnati Railroad shops, where he was master mechanic eight years. He then spent two years at Stater, Mo., on the Western Division of the Chicago & Alton Railroad as division master mechanic, and thence removed to his present position. He is a member of the Masonic Order of Fort Wayne, Ind.

CHARLES E. MERRILL, dealer in books, stationery, fancy goods, etc., is doing a prosperous business and is now preparing to add a circulating library of some five hundred volumes. This business was established in 1875 by Mr. Merrill, who was born in the city of Chicago March 2, 1860. He was educated in that city, and after leaving school engaged in clerking until he entered the present business.

MRS. S. A. MILNER, principal Madison-avenue school, is a native of Watertown, N. Y. Her parents settled in Lake County, Ill., in 1837; she received a partial education in the public schools of that county, finishing at the Waukegan Academy, under Professor H. M. Twombly. In 1851 she began teaching in Lake County, having charge of the city schools eight terms; she was then appointed to the imary department of the North School in Waukegan, in which position she remained five years; was then appointed principal of the East Division School, and two years later principal of the North School, on which she resigned. After the death of Mr. Milner she taught in the Central School of Waukegan until 1853, when she removed to Cook County.

F. PATZACK & CO., manufacturers of sewing machine furniture, Grand Crossing, III.

HIRAM L. PEASE, M. D., physician and surgeon, was born in Jefferson County, Wis., February 12, 1819. In 1860 he entered Lawrence University at Appleton, Wis., remaining three years. He then engaged in clerking in Milwaukee, Wis. In 1874 he removed to Chicago and entered the Chicago Medical College, from which he graduated March 20, 1877, immediately afterward settling in Grand Crossing in the practice of his profession. Dr. Pease is secretary of the Knights of Honor of Grand Crossing, and member of the Grand Lodge of K. of H., of Illinois, and Chief Ranger of the A. O. F.

CHARLES EPRAHM REES, Police Magistrate, was born in Batavia, Genesee Co., N. Y., of Jacob and Mary (Pelton) Rees. In 1836 he came to Chicago, and worked at his trade of shoemaker for a short time. Having saved some money he purchased a half interest in the business of teaming from 1839 to 1852. He purchased a farm on Wolf Lake, within which are now the corporate limits of Hyde Park, in 1853. The last piece of land he ever owned he sold in 1855, for village lots in Alhambra Park. In 1871 Mr. Rees was appointed a Justice of the Peace for Cook County, in the town of Hyde Park, to replace James Bennett. He was elected his own successor in 1873, but resigned in 1874, when he became the successful candidate for Police Magistrate of Hyde Park. At the close of his term in 1878, he turned his attention to business pursuits. But in April, 1882, he was again elected Police Magistrate for the full term ending in 1886. In 1859 Mr. Rees was married to Sarah Bowles, who died in 1864, leaving two children. In 1869 he married Bridget D. Kelcher, by whom he has had seven children. Mr. Rees has been a Mason since 1873, and is a Democrat in politics.

H. C. ROBINSON, dealer in drugs, fancy goods, etc. The business was originally established about 1877. Mr. Robinson was born in Guernsey County, Ohio, in 1843. He was educated in Tuscarawas County, Ohio, where his parents removed. In 1861 he enlisted in Company K, 50th Ohio Volunteer Infantry; was commissioned Second Lieutenant of same company in January, 1862; promoted to First Lieutenant in October of the same year; in 1864 commissioned Captain of Company K; while holding this rank, being attached to the staff of General G. B. Raum; in 1865 commissioned Major of the 50th, and the same year promoted to Lieutenant-Colonel, which rank he held at the close of the war. He then settled in Waukegan, Ill. There he opened a drug store, which he continued to operate until 1879, when failing health compelled him to make a change of climate. He then removed to Chicago, Ill., and shortly afterward bought his present business. Mr. Robinson is at the head of the Republican organization in the Fourth Precinct of Hyde Park.

WILLIAM C. SCOVEL, M. D., physician and surgeon, and notary public, was born in Orland Park, N. Y., December 6, 1834. He received his education under his father, the principal of the Hudson River Seminary, and afterward engaged in teaching in New York, New Jersey and Pennsylvania. In 1856 he entered the University of Pennsylvania at Philadelphia, graduating in 1863, and immediately afterward began practice at Bloomington, Ill., where he remained until 1872, when he removed to Grand Crossing. He has been a notable practitioner for ten or eleven years.

TINSLEY BROTHERS, dealers in clothing, boots and shoes, hats and caps, etc. The firm is composed of J. W. and J. R. Tinsley, the latter having charge of their store in South Chicago. The business was established in Grand Crossing in 1876. They carry a stock in both stores of about $10,000. J. W. Tinsley was born in Booneville, Oneida Co., N. Y., December 11, 1848. He was educated in his native county. After leaving school he was employed in his father's store, afterward engaged in clerking in New York city some two years. He then learned the photographic business in Albany, N. Y., and in 1864 opened a gallery in Chicago until 1871, when he sold out, after this following photography at different points until 1874. Mr. Tinsley is a member of Knights of Honor of Grand Crossing.

JOHN WATSON, proprietor of the Grand Crossing Shooting Park, was born in the city of Edinburgh, Scotland. In 1858 he came to the United States and located in Burlington, New Jersey, where he engaged in farming. During the war he was attached to the General Hospital at Washington as chief clerk, afterward to the pay and Quartermaster department. At the close of the war he returned home and resumed farming. About 1869-70 he engaged in produce business in Philadelphia, Penn. In 1871 he removed to Grand Crossing, where he has since remained. In addition to his duties in the Shooting Park, he is also extensively engaged in the real estate business, making a specialty of subdivisions in this vicinity.

G. T. WILLIAMSON, proprietor Williamson's foundry, was born in New York, N. Y., in 1826. He was educated in his native county. After leaving school he was employed in a foundry near, the embouchure of the Calumet; the precedent why the United States Government decided upon carrying a stock of $3,000 to $4,000.

H. WULFF, dealer in coal, wood, flour and feed. The business was established in June, 1883. He carries a full stock of hard and soft coals and does the leading business in his line in the town. Mr. Wulff was born in Schleswig-Holstein, Germany, January 10, 1844. After leaving school he learned the machinist trade, which he followed at home until 1870, when he came to the United States and located in Chicago; afterward followed his trade some years in Ohio. Returning to Chicago shortly after this, he moved to Grand Crossing to take charge of the attachment room in Wilson's sewing-machine factory, a position he retained until the establishment closed. He was married at Grand Crossing in September, 1877, to Miss Emilie Housen, of Chicago. They have two children—Henry and Ferdinand. Mr. Wulff is a member of the K. of H. of Grand Crossing.

CHELCHENHAM BEACH.

This is a residence property on the lake shore; first known by the name of White Oak Ridge, then as Westfall's subdivision, and is one of the latest additions to the lists of suburban property. It extends from Seventy-fifth to Seventy-ninth streets, and from the track of the South Chicago division of the Illinois Central Railroad to Lake Michigan; it is nine miles south of Chicago and one and one-half miles north of South Chicago. The South Shore school, located at the corner of Seventy-fifth Street and Railroad Avenue, furnishes scholastic facilities for the children of residents.

SOUTH CHICAGO.

It has always been a mystery to the student of history why the United States Government decided upon placing a fort at Chicago in lieu of placing it at, or near, the embouchure of the Calumet; the present establishment by La Salle would designate a southerly

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location for the post, and a fort at the mouth of the Calumet would certainly be more centrally located, relatively to the Indians over whom it was intended to terrorize, and would have been just as accessible as at Chicago. Explicatory of this matter tradition narrates the following somewhat apocryphal anecdote, as the reason why Fort Dearborn was located upon the bank of the Chicago River. Sometime about 1800, the commanding officer of the troops stationed at Chicago fell in love with a black-eyed demoiselle Francaise named Le Mai, the daughter of an Indian trader who was in the employment of the American Fur Company, and whose shack, or hut, was situated in the elbow of the river, about where Rush-street bridge now stands. In consequence of the affection borne by this modern Mars for the Venus of Le Mai, Chicago was reported to be the most eligible and effectual position for a fort, and there, in 1804, Fort Dearborn was placed; rumor further states, upon the exact spot where Le Mai’s cabin stood; but whether as a trophy of successful military ardor, or as a monument to the coldness of this Diana, legend fails to disclose. Few people, in traversing the prosaic region around Rush-street bridge, think of this idyllic reminiscence of near a century since; and few people think of the difference that the selection of the Calumet region as the location of the fort, would have made in the histories of the two places. But there are destinies, geni loci, that overrule the affairs of cities as of men; the Eternal City was necessitated to be the abode of the Catholic hierarchy despite the efforts of the pontiffs of Constantinople and Alexandria, and notwithstanding the selection of Avignon by Clement V. in 1309. Chicago was to be the western metropolis in contravention of all the natural advantages of the Calumet region, notwithstanding many potent influences brought to bear upon legislators in favor of the latter place and adverse to the former; and for many years it seemed as though the Calumet region was doomed to be nothing but a hunting and fishing region for the re­bublican autocracy. His name meant “more and more.”

The rude forefathers of the hamlet sleep.”

“Where heaves the turf in many a mouldering heap,
Each in his narrow cell forever laid;
The rude forefathers of the hamlet sleep.”

—Gray.

Many attempts have been made to have the remains exhumed and re-interred in some established cemetery; but the relatives and descendants of the hundred sleepers who there calmly rest, prefer to have them remain there, near the unquiet surges whose song they loved so well in life. Here rest G. M. Jackson, died January 23, 1850, 62 years; Patrick Henry, se. three years; Lord Lovel, son of a Highland Lord, and his wife, who died of a broken heart; Joseph Mann, 1804; Mrs. A. S. Mann informed Mann that she must reverse the example of Ruth, as she could not leave her people, so she forsook John. The presumption is that Arkash was not unmindful of the marital claims of Mann, but that all her efforts at reclama­tion had been so utterly futile that she had no recourse but to abandon him. After he was forsaken by his wife, poor John lost the last restraining influence that she exerted over him, and became a drunken ne'er-do-well. He left the Callimink and went to Wisconsin; when last heard of there he was keeping a sort of garden at Racine; after which he was lost sight of. Some of the children of John and Arkash Sambli Mann, are buried nearly opposite the southern end of the Ninety-second street bridge, which was the general cemetery of the early settlers, and there—

There is no evidence that William See—who was a Methodist clergyman and the first to perform the marriage ceremony in Chicago—ever ran this ferry himself; if he did, he was the first clergyman of Calumet. Mr. Thomas Gaughan states that one Hale was the first ferryman over the Callimink, and that he sold all the property around that region to Lewis Benton for $8,500. However this may be, the Rev. William See upon August 3, 1830, married John Mann to Arkash Sambli, a three-fourths white, one-fourth Indian, girl, and the adopted daughter of Antoine Ouilmette; and Mann is known to have run the ferry in 1833; he may have done so much earlier than that. He was one of the voters of Chicago in 1834, but at what time he left Chicago and ran the ferry under the license accorded to the Reverend See, it is impossible to determine. He lived on the east side of the Callimink River about where Ninety-third Street terminates. His business, besides the ferry, was that of primitive Indian trade­ship, bartering whisky for peltries, and became quite well-to-do from his business. But he was of in­termediate habits and the renoncements of Mrs. Arkash Sambli Mann were unavailing to restrain his diploma­tia. When the last of the Pottawattomies left the Callimink, about 1838, Mrs. A. S. Mann informed Mann that she must reverse the example of Ruth, as she could not leave her people, so she forsook John. The presumption is that Arkash was not unmindful of the marital claims of Mann, but that all her efforts at reclama­tion had been so utterly futile that she had no recourse but to abandon him. After he was forsaken by his wife, poor John lost the last restraining influence that she exerted over him, and became a drunken ne'er-do-well. He left the Callimink and went to Wisconsin; when last heard of there he was keeping a sort of garden at Racine; after which he was lost sight of. Some of the children of John and Arkash Sambli Mann, are buried nearly opposite the southern end of the Ninety-second street bridge, which was the general cemetery of the early settlers, and there—
declining post, and has his meditations among the
vombs, after the manner of Hervoy.

Callimink Harbor Chosen.—In 1833 the United
States Government directed that a critical survey should be
made of the Calumet and Chicago rivers, to discrimi-
nate as to the superiority for marine and commercial
purposes. This duty was entrusted to Lieutenant
Jefferson Davis, of the United States Engineer Corps,
whose name has since been prominently identified with
the so-called Confederate States. This officer strongly
recommended and urgently advocated the improvement
of the Calumet River, and the establishment of the har-
bor there; not alone because of the superior natural
depth and liberal seaboard of the river, but because of
Lake Calumet having such ample facilities as a hiding-
place and refuge for the American navy. The spirit of
pe prophesies might have been with him, and he have
described the need of a harbor of refuge from the dis-
criminating eyes of reporters and naval inspectors, for
the navy. Actually, the idea of those days was to have
a place where the navy could be hidden to avoid a gen-
eral engagement being forced upon it, and from whence
it could make sorties on the enemy; something of the
naval tactics of the buccaneers of the Caribbean Sea.

Lewis Benton about this time determined upon
migrating to the Callimink; fondly anticipating that the
terminus of the Illinois & Michigan Canal would be
near its mouth. Stephen A. Douglas considered Calu-
met as the most proper outlet for the canal; among other
reasons for its construction esteeming that it would
afford a water-way for the shipment of grain, and thus
avoid so much wagon transportation; and he thought
that the Calumet was the natural outlet for such canal.

Lewis Benton built a store—the first store in Calumet—
on the west bank of the Callimink, and about sixty
yards from its mouth at that time. This store was re-
plete with everything that could be needed by a pioneer
family; the counterpart of such stores can be seen in
city tents; not alone because of the superior natural
depth and liberal seaboard of the river, but because of
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erg...
Tou-wa dialect his name was Wee-sik. John Gaughan’s
gnomen was Ka-koosh, or pig; he was, with Thomas,
first carrying a sucking-pig when noticed by the In-
dians. Thomas Gaughan was well acquainted with
Alexander Robinson, or Che-che-pin-quu, and is a fluent
speaker of the Pottawatomi and Touwa languages. He
continued hunting and trapping, and working at the
carpenter trade, and prospered. He bought one
hundred and sixty acres of land on the east side of
the river, close to the One-hundred-and-sixth
Street bridge. The point of land that there pro-
tends into the river was called Sharloe’s point, after the
Indian chief whose favorite camping-ground it was.
After its purchase by Thomas Gaughan the Irish inhabi-
tants named it Gaughan’s point; but they—the Gau-
ghans—still retain its old name in referring to it, as a
remembrance of Sharloe. Mr. Gaughan states that, in
1836, there were about one hundred inhabitants on the
Callimink, including the employes of Lewis Benton. On
September 15, 1836, Thomas Gaughan married Miss
Mary Stanton, of Chicago. The ceremony was per-
formed by the Rev. Father Kinsella at the University
of Saint Mary’s of the Lake. They have the following
children living: Mrs. Ellen Kelly, Matilda, Cecilia,
Josephine, James Oliver, Emma, Andrew and Caroline
Estella. He now resides at Cheltenham beach, having
removed from South Chicago, in 1883, because he
wanted to get among the trees and away from a multi-
tude of people. He says that it is impracticable to
breathe freely in a city.

In 1836 Lewis Benton built a hotel close to his
store, the first hotel in Calumet, which was called the
Calumet House. Mr. Gaughan thinks that a man
named Spencer first kept the hotel for Benton, and until
it was bought by Jason Gurley in 1836. The stage-
road was then along the beach from Michigan City
to Chicago, and John and Thomas Gaughan well remem-
ber, in the fall of 1836, a tall figure appearing at the
Calumet House and endeavoring to procure a lodging.
The future editor, mayor, congressman and capitalist
was informed by Jason Gurley that there were no beds
vacant, but that if he had no objection to occupying a
bed upon the floor he could be accommodated. John
Gurley assented; but going into the hotel, asked
whether there were any prospective tenants. The host re-
plied that they were all reserved for visitors from Chi-
cago, who were coming to hunt and fish along the
Callimink. He accordingly took his supper, his bed of
Procrustes, on the floor, and his breakfast, and in the
morning departed for Chicago. In 1837, Gurley rented
the Calumet House to Hampshire, and during his ten-
ancy it was destroyed by fire. He was tried for incen-
diarism, but acquitted. There appears to have been no
loss entailed upon Jason Gurley, however, made him
want to get among the trees and away from a multi-
tude of people. He says that it is impracticable to
breathe freely in a city.

In 1836 Lewis Benton built a hotel near Ninety-second Street, and between
Commercial and Houston avenues. In 1843, Mr. Jack-
on moved to Chicago, and there kept the Southern
Hotel on Twelfth Street.

The Pottawatomie Indians received their last pay-
ment from the Government in 1835, and the proviso
was then made that subsequent to that payment they
were to go west of the Mississippi River. The greater
number of them departed, having a great pow-wow and
stupendous drunk before bidding adieu to their homes,
and the places where their teepees had so often been
pitched. In 1836, however, there were some in Calu-
met, and just prior to the American birthday the people
of Calumet determined upon ornamenting the town
with a celebration of their own. In furtherance of this
project, Lewis Benton proposed to John Mann that he
should provide sugar and lemons if Mann would furnish
the ardent beverage. Mann agreed, and Benton also
contracted to furnish powder, that the customary Fourth
of July detonations might not be lacking in this brilliant
demonstration. There were still about five hundred of
the noble red-men at Calumet, lingering by the graves
of their ancestors and loth to quit the fire-water of John
Mann; and they were given pro forma invitations to be
present upon the celebration. The day opened bright
and fair, and as the sun glinted upon the dancing waves
of the flashing Calumet they too seemed to flash and
sparkle with very gladness for the happy occasion. And
as the sun ascended higher toward the zenith, it smiled
upon the Bacchanalian preparations of the celebrants.
Mann, the hierophant, had a half barrel of whisky, and
numbers of acolytes were preparing lemons under Bent-
on’s auspices. When the acidulated fruit was pre-
pared, it and sugar were placed in the wassail tub,
and water then added, making a fruitful means of
carousal. A tin-dipper was provided whereby the fluid
could be handlely consumed, and the revels commenced.
Mr. Benton was the orator of the day, and made a
speech replete with happy allusions to Old Hickory, the
Bird of Freedom, the Star Spangled Banner, and kin-
dred subjects. No stenographer having been present,
a full report of the speech cannot be submitted. His
audience, most of whom were Indians, appareled in all
their native finery, frequently interrupted the orator
with bursts of spontaneous applause, and of the beds that
were apparently without prospective tenants, the
people, affected with the patriotic sentiments evoked that
they pledged him in the tin chalice with the utmost heart-
iness. After Mr. Benton descended from the dry-goods
box rostrum, Mr. Crandall spoke. He made a few
brief references to the flag that—the American Eagle
and to General Jackson. His oratory was redundant
with felicitous remarks. The auditory signified their
heartey assent to the utterances of the speaker by clapping
of hands and a few libations. Following him came
Mr. Weeks,* who, in impassioned rhetoric, made some
apropos remarks relative to Andrew Jackson, the Stars
and Stripes, and the Eagle whose talons were especially
constructed for the destruction of despots. The vocifer-
ous plaudits of the assemblage frequently necessitated
the suspension of his declamation, when the hearers
rendered the speech into the vernacular. Sharloe told
his people that the Government would keep the promises

* Crandall and Weeks were employes of Lewis Benton.
it had made to them: that they must prepare to follow him to the new Canaan, but that they could cheerfully bid farewell to the historic ground where the bones of their ancestors, and that had been so long trodden by the Pottawatomies, as they had the pledged word of the mighty American Nation upon which to rely for their future. The Indians listened attentively, frequent guttural "Ughs!" interrupting the speaker. At the close of the brief allocution the assemblage stormed the barrel in force, and the tin beaker was in urgent requisition. A two-inch auger hole was then bored in a four-foot tree and the hole being filled with powder and rammed tight, was exploded with a fuse amid vociferations and howls from the Pottawatomie spectators. To increase the noise, anvils were hammered and frying-pans banged; the Indians in all their glory of paint and feathers rode around on their m-ponies, augmenting the din by their whoops. Dismounting to refresh themselves at the barrel, they remounted—like Antaeus invigorated by the kiss of his mother—to make the Saturnalia more resonant. Horse racing was then instituted, and the Indian riders spared neither voice nor lash to make their ponies attain all the speed possible. As may be imagined, the punch bowl became emptied, capacious though it was, but was replenished a second and a third time and emptied. The Indians thus gained an insight into the manner of celebrating the National anniversary that must have impressed them with the ameliorating influences of civilization; at any rate this was the first and last celebration at Calumet.

INIAN BURYING GROUND.—The place of sepulture for the deceased Indians was what is known as Indian Ridge, that forms a marked feature of the landscape around Wildwood, Kensington and Roseland. The ridge was evidently created by the lake, and left by its recession. Therein have been numbers of Indian implements found, skulls, and other relics of the departed race. On Torrence Avenue, between One Hundred and Tenth and One Hundred and Eleven streets, were unearthed remains of skulls with teeth attached.

THE FIRST BRIDGE.—When John Mann, the ferryman, took to evil courses, the deliberations of the citizens of Calumet relative to the erection of a bridge became more earnest; and as the utter inutility of the actions; and, in 1839, a company was formed, among whom were Frank Sherman and Jonathan Young Scammel, provided means and the hotel interest. The Indians listened attentively, frequent guttural "Ughs!" interrupting the speaker. At the close of the brief allocution the assemblage stormed the barrel in force, and the tin beaker was in urgent requisition. A two-inch auger hole was then bored in a four-foot tree and the hole being filled with powder and rammed tight, was exploded with a fuse amid vociferations and howls from the Pottawatomie spectators. To increase the noise, anvils were hammered and frying-pans banged; the Indians in all their glory of paint and feathers rode around on their m-ponies, augmenting the din by their whoops. Dismounting to refresh themselves at the barrel, they remounted—like Antaeus invigorated by the kiss of his mother—to make the Saturnalia more resonant. Horse racing was then instituted, and the Indian riders spared neither voice nor lash to make their ponies attain all the speed possible. As may be imagined, the punch bowl became emptied, capacious though it was, but was replenished a second and a third time and emptied. The Indians thus gained an insight into the manner of celebrating the National anniversary that must have impressed them with the ameliorating influences of civilization; at any rate this was the first and last celebration at Calumet.

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again caused hope to blossom in the breasts of the Cali­
minkites in 1848, by locating their road through the Calu­
met region; the road was built on trestle-work the en­
tire distance from Calumet to Englewood, and was com­
pleted to Chicago in 1851. In 1850 a station called An­
sworth, Misses Mary Matthews, Lulu A. Barm, Mabel
Rushmore and Mary Monahan, assistants. The school
was built in 1852, and cost some $12,000.

South Chicago public school, corner of Superior
Avenue and Eighty-ninth Street; E. L. Morse, prin­
cipal; Misses Mary Matthews, Lulu A. Barr, Mabel
Rushmore and Mary Monahan, assistants. The school
was built in 1852, and cost some $12,000.

Irondale public school; corner of One Hundred
and First Street and Escanaba Avenue; erected in 1882;
cost, $14,000. Principal, John L. Walsh; assistants,
Misses Ella Fair, Mary Fagan and Mary Neville.

Gallistel school; on Ewing Avenue, between One
Hundred and Third and One Hundred and Fourth
streets, was built in 1857 and cost $35,000. A new one
is in course of erection, to cost $12,000. J. H. Zeis,
principal; Miss Carrie Willing and Miss Edmondson,
assistants.

Taylor school; on Sixth Avenue, between Ninety-
ninth and One Hundredth streets; was built in 1878,
and cost but $2,000. This is, however, ascribable to
the generosity and public spirit of D. S. Taylor, who
donated the ground and brick; the only expenditure,
therefore, was for its erection, which was as stated. An
addition to the main building is being erected, to cost
$8,000. C. D. Huxley, principal; Mr. Rea and Miss
Eva Jewell, assistants.

Ray school; situated about one mile south of the
Chittenden bridge; was built in 1881, and cost $6,000.
O. J. Andrews is principal and has no assistants.

Bown school, wherein is also the high school, is
situated at the corner of Ninety-third Street and Hous­
ton Avenue; it was built in 1876, and cost $28,000.
John B. Strusberger, principal; Misses Myra Montfort,
McGinnis, Lizzie Doyle, Jennie Logan, Mary
Forkin and Mary Brown, assistants.

Light-house.—John Wentworth was always en­
thusiastic in predicting the great future of Calumet, and
was persistent in urging upon the Government the ex­
diency of improving the harbor and placing therein a
light-house. Finally Mr. Wentworth succeeded in get­
ing an appropriation for a light-house, which was
erected in 1851, and the corners of the Calumetians
were lightened at the possibilities of lake commerce the
light-house foreshadowed. The building was erected of
stone, brought down from the vicinity of Blue Island
in barges, that were poled down by the bargemen. A
Mr. Irwin was the mason-contractor who superin­
ten-ded its erection. At that time the lake was thirty or
forty feet north of its foundation. General Webster
was then the Collector of Customs at Chicago. The
light was lit for the first time in 1852, by Hiram
Squires. The first light-house keeper was A. B. Dalton,
appointed June 25, 1852; next was Hiram Squires,
appointed September 5, 1853. The harbor, however,
remained as it had been; no attempt was made to im­
prove that, and the approaches to Calumet remained as
nature had made them. In foggy weather captains
could not tell whether the light was at Calumet or
Chicago, and the light really was more a detriment than
assistance to navigation. After the presentation of
a protest to the Government in 1855, its discontinuance
and sale was decreed. The light was discontinued
July 28, 1855, and it was sold at public sale to George
W. Clark for $125 the edifice had cost $4,500) and he
immediately rented it to the Oehmich family for fifty
dollars a year. The Oehmichs were fishermen, and
Theodore and Henry were drowned, with some five or
six seamen, in a gale about 1874; another brother, Alex­
der Oehmich, still lives. This family remained in the
light-house until 1876, when Congress made an appro­
priation of $10,000 for its repurchase, and to refit it for
service as a light-house. After its purchase it was sur­
mounted with a cupola, and other improvements were
made to it that rendered it one of the finest buildings
used for light-house purposes on the lake. It was
re-established on September 7, 1873, and the light was
relit by Miss Mary H. Ryan on September 9, 1873, who
remained as keeper until October 23, 1880, when Che­
ster Bradley Rushmore, the present incumbent, took
charge. In 1876, the old light was removed from the
stone tower to the pier light-house, where it has since
remained; being moved farther out, from time to time, as the pier has been extended, until in November, 1853, it was at a distance of three thousand feet north and east of the old stone building. Mr. Bushmore since his occupancy has added some improvements to the old building, and has planted fir-trees in the plot adjoining, that makes the place look a little more picturesque. It needs all the adventitious romance obtainable, as it is most prosaically smothered in smoke from the North Chicago Rolling Mills, which are close to it.

**Calumet Harbor**—Naturally is the next portion of the region to be described. The earliest survey of which there is any record, was made by Lieutenant Allen in 1836, at which time the river entered the lake at a point about eight hundred feet east of the present light-house. The next survey was made in 1845, by Captain J. McClellan, and the outlet of the river was found to have advanced one thousand feet eastward. In October, 1859, under instructions from the Chief of Engineers, of date September 10, 1859, Major Wheeler directed Captain Heap to make a thorough topographical survey; to the mapographic survey of the entrance of the Calumet River; he did so, and made his report November 30, 1859; at the date of the report the outlet had advanced one thousand eight hundred feet eastwardly beyond the point shown in the 1845 survey. Major Wheeler said:

"The river called Calumet is broader and discharges more water than the Chicago River. From the bend near the light-house tower to the railroad bridge there is an average depth of thirteen feet: in the channel, and the stream varies from one hundred and fifty to two hundred feet in width. The banks are low and marshy. A reconnaissance made as far as Wolf Lake, shows the same average depth of water and width of stream above the bridge as below it. Taken by itself the Calumet River is susceptible of being made a capacious and good harbor, and under certain circumstances would afford relief to the crowded commerce of Chicago and a harbor of refuge under certain winds."

This extract is interesting as manifesting that, in considering the subject of a harbor at Calumet, it was always as a chapel-of-ease for Chicago, never as a possible harbor maintaining its own commercial interests and necessary because of the manufactures existing at Calumet. At the time of Major Wheeler's report the river made a short bend toward the south nearly opposite the present site of the light-house, forming an outlet similar to that of the Chicago River in 1833. It entered the lake about three thousand two hundred feet from the light-house; having between its eastern bank and the lake, a bar, or dune, of sand and gravel, about four hundred feet wide and elevated but a few feet above the lake level, and at the outlet the river did not exceed seven feet in depth. Major Wheeler, however, reported adversely to the topographic survey of the Calumet, because of the dangers to navigation from the reef one and a quarter miles from the pier suggested, and two thousand eight hundred feet from shore; also because of the accretions that would result, and because the necessities of the place "now or for the next ten years," would not justify the expenditure. A board of officers called to consider the report coincided with the opinion. But General John A. Logan fought for the Calumet harbor, and obtained an appropriation of $50,000, in spite of the demurrer made in Congress, that no appropriation could legally be made for fresh-water harbors; only salt-water harbors were alleged to be amenable to donations of Federal money for their improvement; this and the argument being on behalf of the great seashore of the Atlantic, and the preponderance of power in Congress from States benefited by such ruling absorbed the finances for harbor improvements. But the act of Congress, dated July 10, 1870, appropriated $50,000 for a "harbor of refuge" at Chicago, Ill. A letter, dated July 18, 1870, informed Major D. C. Houston, United States Engineer Corps, that this was intended for Calumet; and in August, work was commenced. This consisted in cutting a channel from the Calumet River to Lake Michigan and protecting it with piers and revetment: the Calumet & Chicago Canal and Dock Company had already commenced the cut at the time the work was commenced. Before the close of the working season, three hundred and twenty feet of piering was put in on the north side of the channel; the inner crib being three hundred feet from the shore line. This gap was intended to be closed with piles, but could not be, owing to the lateness of the season; therefore only the outer row of piling was driven, leaving sixty-nine feet of opening next to the crib-work. Meanwhile the Canal & Dock Company had opened a channel to the lake fifty feet wide, with seven feet of water. About March 1, 1871, a freshet occurred that created a rapid current, and this cut a channel one hundred and fifty feet wide and from eight to ten feet deep: the gap between the crib and the pile-work was filled and the channel perfectly protected, and the accretion of sand on the north side had reached the first crib sunk, three hundred feet from shore.

The money appropriated was as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 10, 1870</td>
<td>$50,000</td>
</tr>
<tr>
<td>March 3, 1871</td>
<td>$50,000</td>
</tr>
<tr>
<td>June 10, 1872</td>
<td>40,000</td>
</tr>
<tr>
<td>March 3, 1873</td>
<td>40,000</td>
</tr>
<tr>
<td>June 25, 1874</td>
<td>25,000</td>
</tr>
<tr>
<td>March 3, 1875</td>
<td>25,000</td>
</tr>
<tr>
<td>August 14, 1875</td>
<td>20,000</td>
</tr>
<tr>
<td>June 18, 1876</td>
<td>15,000</td>
</tr>
<tr>
<td>March 3, 1879</td>
<td>15,000</td>
</tr>
<tr>
<td>June 14, 1880</td>
<td>20,000</td>
</tr>
<tr>
<td>March 3, 1881</td>
<td>30,000</td>
</tr>
<tr>
<td>August 2, 1882</td>
<td>55,000</td>
</tr>
</tbody>
</table>

Total: $362,000

In addition to this amount must be taken $4,000 paid to the Canal & Dock Company for one hundred feet by three hundred feet for the light-house, and $6,000 for the improvement of the light-house.

In 1870, three hundred and twenty feet of piering was put on north side of channel.

In 1871, the north pier was extended three hundred and eighty-four feet, and two hundred and fifty-six feet of piering were constructed on the south side, the inner crib of the latter being located one hundred and eighty-four feet outside shore-line; four hundred and seventy-five feet of pile, pier and revetment was done, and the channel had nine feet of water.

In 1872, the north pier was extended four hundred and sixty-four feet, and the south pier two hundred and twenty-eight feet, and the channel had eleven feet of water. The accretion on the north shore had reached out about four hundred and twelve feet.

In 1873, both north and south piers were advanced two hundred feet, and the channel was eleven feet deep in the shoalest place. The accretion on the north side had thirty feet added to it by the littoral deposit.

* To the courtesy of Major W. H. H. Benyaurd, Chief Engineer officer, Military Division of the Missouri, the compiler is indebted for much valuable information.
In 1874, the channel had twelve feet of water.

In 1875, the south pier was extended two hundred feet, and the channel was from thirteen to fifteen feet in depth.

In May, 1877, Captain G. J. Lydecker relieved Major G. L. Gillespie. Since the beginning of the work in 1870 the shore-line on the north had advanced about eight hundred feet; from April, 1876, to July, 1877, the shore-line made out two hundred and twelve feet.

In 1878, the shore advanced one hundred and fifteen feet, and the least depth on the bar in the spring of that year was 10.3 feet.

In 1879, the shore made out on the north side eighty-five feet; the least depth on the bar was 10.7 feet. The total length of pier constructed to June, 1879, was four thousand two hundred and sixty linear feet; total dredging performed, two hundred and eighty thousand cubic yards.

In 1880, two hundred feet was added to the north pier, the total length of which was two thousand nine hundred and forty feet; the total length of the south pier was one thousand five hundred and twenty feet. Vessels drawing twelve and a half feet could pass in fair weather. The North Chicago Rolling Mill Company's slip, one thousand feet long, was cut through.

In 1881, the north pier was three thousand one hundred and forty feet long; the south pier one thousand five hundred and ten feet long; the year's operations being two hundred and fifty linear feet of pier built, and 11,547 cubic yards of dredging. Vessels drawing thirteen feet could enter at low water. The total advance of the shore-line on the north since 1870 was one thousand two hundred and seven feet. In the year 1880-81 only twenty-one feet were made. The total dredging performed to date was two hundred and fifty thousand five hundred and twenty feet. The total length of which was two thousand nine hundred and forty feet; the total length of the south pier one thousand five hundred and twenty feet. The total dredging performed was three hundred and fifty thousand five hundred and twenty feet. The total length of the south pier one thousand five hundred and twenty feet.

June 19, 1882, Major W. H. H. Benyaured relieved Major G. J. Lydecker. The former officer states in his report that the shore north of the pier advanced about thirty-five feet; farther northward it increased seventy feet. South of the pier the shore-line receded gradually until 1882, when the recession was greatly increased. Near the pier it was forty-two feet west of the line of 1880, farther south it was eroded two hundred feet.

The total length of the north pier was three thousand three hundred and forty feet, and of the south pier one thousand five hundred and twenty feet. The total dredging performed was three hundred and fifty thousand five hundred and twenty feet. The total length of the south pier was one thousand five hundred and twenty feet.

Up to November, 1883, three hundred feet had been added to the north pier, and thirty thousand cubic yards of mud and sand dredged. It is the intention of the authorities to still farther extend the south pier.

The first boat through was the schooner "Coral," belonging to Charles Mears; that was brought into harbor by James H. Bowen with the tug Belle Chase on April 1, 1871.

SOUTH CHICAGO VILLAGE.

South Chicago may be said to have assumed its real estate form in 1876, when the inhabitants, thinking all the prospects of the Calumet region blighted because of the discontinuance of the light-house, were heart-sick and ready to disembark anywhere out of Calumet, when Elliot Anthony went among the discontented and gradually acquired title to the property owned by Jason Gurley, I. Egglehart, William Bradshaw Egan, heirs of Lewis Benton and Elijah K. Hubbard and others, until he owned about three-fourths of the town lots. The remaining one-fourth Oramel S. Hough purchased, all but eighty acres owned by John Wentworth, but he ultimately secured them, and thus Anthony and Hough became virtually the proprietors of the land whereon South Chicago first was laid out. In 1869 these two gentlemen associated with them enterprising and wealthy men, and on March 10, 1869, the Calumet & Chicago Canal & Dock Company was incorporated. The incorporators were Elam G. Clark, Daniel J. Schuyler, George W. Waite, James H. Wordsworth, Charles V. Deer, John McCaffrey, George Schneider, John V. Le Moyne and George W. Stanford. Of this corporation, James H. Bowen, was the first president, and Chauncey T. Bowen Oramel S. Hough, Elliot Anthony, Sheridan Wait, Thomas I. Dobbs, and Charles A. Gregory, were the board of directors. This company was the formative power of South Chicago, and had the man for president to whom is justly given the title of the father of that city. To the foresight of Mr. Bowen, to his indomitable energy and persistent hard work, to his careful and intelligent measures for the augmentation of the business of the place, South Chicago owes much of its indebtedness, and his memory should be held in grateful remembrance by her citizens.

James H. Bowen was born March 7, 1822, in the town of Manheim, Herkimer Co., N.Y. His parents were Stephen and Lucinda Bowen, the former a direct descendant of the Plymouth Rock puritans. Till the age of fourteen he had lived with his parents, having attended the district school at Manheim, and assisted his father in carpenter work. In May, 1836, he became a clerk in a country store, post-office, etc., near his home; and for the compensation of board and thirty dollars a year, he tended counter, drove team, kept books, and otherwise made himself useful. At the end of three years he vacated his position in favor of a younger brother, and took a situation at one hundred dollars per annum and board, with the leading merchant of Little Falls, Herkimer Co., N.Y. He was early noted and commended for his attention and business capacity, and within three years he became treasurer and secretary of the Wool Grower Manufacturing Company in Little Falls, N.Y., the mill belonging to the company employing 160 hands, and consuming 10,000 pounds of wool daily. He was not quite twenty-one years old when he assumed this trusty position, which he held for four years, till the death of his father, who was the agent of the mill. During this period he was the first American Express agent at Little Falls, and worked almost day and night in the discharge of his multifarious duties. On the first of July, 1846, Mr. Bowen moved to Jefferson County, N.Y., where he commenced business on his own account as a dealer in general merchandise. In 1848 he made a change to the stove, hardware and house furnishing line, and was appointed Postmaster at Evan's Mills, N.Y. Two years afterward he was made assistant United States Marshal; also receiving the appointment of Colonel of the 36th Regiment of New York State troops, and organized that regiment under the new law which has recently been passed. In 1853 he made another change, removing to Albany, N.Y., where he engaged in the china, crockery and earthenware trade. He remained there until his removal to Chicago.

*A company had existed prior to the Calumet company, called the Land Improvement & Irrigation Company; it was merged into and became the Calumet & Chicago Canal and Dock Company.
in 1857. He had, some time previously, invested a part of his savings in Chicago property—believing, with many others, that the future of the West was bound up with the prosperity of the Garden City and the Calumet region.

On the 1st of July, 1857, the historical firm of Bowen Brothers commenced business at 72 Lake Street, as jobbers of dry goods, notions, etc., with a capital of $35,000. The firm was James H., George S., and Chauncey T., James being the senior member. Only about two months afterward the city of Chicago and the whole country was swept by one of the most severe commer-

cial panics known in history. The situation was a trying one, but the firm had invested their capital judi-

ously and built up a solid and paying business, while many others around them were falling before the storm. The sales of the first year aggregated $200,000, and the business grew, under ceaseless attention and busi-

ness management, until, in 1859, the stores known as 74 and 76 Lake Street were added to the first, and the firm was looked up to as one of the leading houses in the city. When the war came, in 1861, with its rapid appre-

ciation of values and increased demand for goods, Bowen Brothers were prepared to take the highest

prices. They took the two mammoth stores known as Nos. 124, 125, and 126 Michigan Avenue, where the three brothers continued to reside next door neighbors till the time of the great fire. In 1866 the firm erected the Bowen building, a magnificent five-story marble front block, Nos. 15 to 29 Randolph Street, at a cost of about $100,000. The business was then transferred thither in January, 1867, and a change made in the firm. James H. and Chauncey C. retired from active participation in the business, and became special partners; George S. remained as the active head of the new firm of Bowen, Whitman & Winslow, which was succeeded by the present dry goods firm of Richards, Shaw & Winslow. At an early date in the history of the war, Colonel Bowen had recognized the necessity of extending our bank facilities, and gave his active support to the National Bank programme. He organized the Third National Bank of Chicago in 1862, which assumed a leading place under his direction as president from its establishment till 1867. He also made a special effort in behalf of a systematic plan of bank exchange, which resulted in the establishment of the Chicago Clearing House. Soon after the close of the War of the Rebellion he became impressed with the importance of Chicago and the State of Illinois being fully represented in the forthcoming World's Exposition at Paris. He was appointed United States Commissioner to the Exposition, and gave much of his time to the collection of material and forwarding it to France. On retiring from active business, in January, 1867, he also severed his connections with the bank, determined to devote all his energies to a proper representation of the West to the people of the Old World. He visited Paris in the spring of that year, and remained there fully six months, during the whole time that the Exposition was open. Many thousands of those who visited the Champs de Mars that summer still remember how amply and vividly the to them hitherto unknown West was opened up. Samples of its minerals and products, and models of its instructors were accompanied by full statistics showing what had been achieved in and by this region of the world. The Illinois school house and farm house were especially admired and commented upon, not less by the aristocracy of Europe than by the great mass of ordi-

nary visitors in 1868. On his return from Europe, Colonel Bowen purchased a controlling interest in the Fourth National Bank of Chicago, and was active in its management for about eighteen months, when he sold out to other parties. Early in 1869 he was commissioned to invite and organize a party which opened up commercial relations between the people of the older States and the California slope, on the completion of the Pacific Railroad, in May, 1869. The party numbered about forty persons and met with the heartiest welcome at every point they visited. Colonel Bowen, to whose care and management the success of the trip was largely due, effected the practical as well as the theoretical opening up of the new commercial thoroughfare of the world. He purchased the first invoice of tea which came to Chicago overland from San Francisco, and gave to very many residents of his adopted city a new sensa-

tion in the drinking of tea which had not been deter-

iorated by a double passage through the tropics. The direct tea trade of Chicago has since grown to a very great volume; and scarcely an ounce of tea that has been transported over the Atlantic Ocean is ever sold in the West. The great work of his life, however,
remained for him; the work that presented the Calumet region to the public, improved the harbor and developed the latent resources of the surrounding territory. From the date of his identification with the Calumet & Chicago Canal and Dock Company, the history and interest of James H. Bowen were identified with South Chicago, and each successive nomination of the growth of that wonderful city is a tribute to James H. Bowen. The great fire of October 9, 1871, took from him fully three hundred thousand dollars, over and above the insurance which he received on his buildings in Chicago, and his share as special partner in the dry goods house which he had founded fourteen years before; but he faltered not in his devotion to his last and greatest work. The panic of 1873 cut still more deeply into his purse strings by depreciating the selling value of the property in the region of the Calumet, but it only redoubled his exertions. Largely as a consequence of his efforts, the sloughs have been drained, the river deepened and rendered navigable for fully fifteen miles, piers and docks constructed, railroad bridges built, lumber yards established, and numerous manufactories brought into existence—prominent among which is the Joseph H. Brown Iron & Steel Works. Colonel Bowen was a member of the Chicago Board of Trade and of the Mercantile Association. As a member of the Union Defense Committee, he took decided ground against the secession during the War of the Rebellion, helped to organize the first six regiments which left Chicago for the field and the honor of waving the old flag. In November, 1864, he was appointed a member of the staff of Governor Oglesby, with the rank of Colonel, and contributed valuable aid in welcoming home the returning boys in blue, who were discharged in Chicago or passed through the city on their way homeward. He also took a prominent part in the arrangements for conveying the remains of President Lincoln from Washington to Springfield, and had full charge of the details of the management of that wonderful corse during its passage through the States. He was an active worker in political matters, but never sought an office at the hands of the people. He voted for Henry Clay in 1844, and voted the Republican ticket up to his death. He was married on September 19, 1833, to Caroline A. Smith. Three sons are now living—Ira P. Bowen, J. Allison Bowen and Arthur P. Bowen. J. Allison is on the Bourse at Paris, France; his two brothers are in the Commercial National Bank, of Chicago. One daughter is also living—Mrs. Jennie Bowen French. In 1878 he was appointed comptroller of the village of Hyde Park, in which place his thorough business experience, added to his familiarity with the village affairs, was shown in the material results which followed his examination into and straightening of the accumulated neglected business of that office as well as of the village. He was one of the first to throw light upon the crookedness, and unearth the Waidron defalcation. He was identified with and interested in the affairs of Hyde Park. He was elected a member of the Board of Village Trustees on the 5th of April, 1881, and was made chairman of the committee on finance. While on official business and on a visit to T. W. Johnstone, another member of the board, at half past six o'clock on the first day of May, 1881, on his way home in Mr. T. W. Johnstone's buggy, accompanied by Mr. Johnstone, he was suddenly thrown from the buggy and struck upon his chest, never to speak again. The accident occurred as the party neared the railroad crossing on Commercial Avenue, by Mr. Johnstone's horse becoming frightened at a switch engine which blew off steam as the buggy was in front of Mrs. Pernod's hotel, about one hundred and fifty feet from the track. Colonel Bowen was thrown into the ditch on the east side of the street, near the sidewalk. Mr. Doyle was one of the first men to come to his relief, and he and others carried the body to the South Chicago Hotel, and everything was done that his friends could think of to restore him to life, but without avail. The advocate of South Chicago was dead.

Vacation of Calumet.—When the Calumet & Chicago Canal and Dock Company applied to the Legislature for a charter they exhibited the old Benton map, but the Legislature declined recognizing it. The company therefore vacated the town of Calumet and George's addition thereto, and on March 29, 1871, was acknowledged by the Company, the Northwestern Fertilizing Company and Oranbel S. Hough. The vacation was filed for record on March 30, 1871, as Document No. 89,112.

South Chicago.—A subdivision by the Calumet & Chicago Canal and Dock Company was filed for record January 17, 1874, and recorded March 6, 1874, in Book 7, pages 7, 8, 9 and 10. In this subdivision the streets and avenues were laid out parallel with the point of the cove, and the lots were made twenty-five by one hundred and forty feet, with twenty-foot alleys. Thus this corporation was inaugurated; a corporation whose operations embrace hundreds of thousands of dollars. In these operations it must not be supposed that those whose title consisted in "squatter sovereignty" did not harbor feelings of intense antagonism toward the legal holder, who oft became an evictor; and the hostility of years frequently is found now in those whose supposititious claims, under color of title, were ousted from their holdings by the legal proprietors.

The First Sale by the Calumet & Chicago Canal and Dock Company, after its incorporation and investment with its legal rights, was to C. K. Coates, who was in charge of the Government work at South Chicago, on February 2, 1874, of Lots 27 and 28 in Block 57, for $1,484.38. Their first office was in a general store occupied by William Gear, on the river a little north of the foot of Ninety-third Street, and from thence into Gaughan's building; that was the first new store building built on the new street, Harbor Avenue, after the town was called South Chicago. Harbor Avenue was the first street made in South Chicago or in Calumet. The house referred to is now known as the Lake View House.

Post Office.—On December 27, 1855, Corydon F. Stewart was appointed Postmaster of Calumet Post-Office. This gentleman was also the first Justice of the Peace, appointed to that position in 1858. On October 7, 1857, the name Calumet was changed to Ainsworth Station, and William B. Martin appointed Postmaster the same day. On January 28, 1858, Michael Doyle was appointed Postmaster, and he retained the position thirteen years, being succeeded on May 31, 1871, by Elam G. Clark. On May 31, 1877, also the name Ainsworth Station was changed to South Chicago. On October 30, 1879, John A. McIntosh, the present Postmaster, was appointed. In 1855 the towns of Lake, Hyde Park and Calumet had but one polling place, all the citizens voting thereat, and in 1857 the polling place was Burkey's Tavern, Englewood. "At this place, in 1857," says the Independent, "Fred Wright was elected Supervisor, and Gerber, Doyle and Schaffer, Street Com-
missioners. Mr. Doyle at the same time was Treasurer. The convenience of those living six or seven miles distant was, they thought, duly considered; moreover they believed they should have more than their portion expended in their town; for which reason Calumet severed its connection with the town of Lake, and in the same year a slice of territory from the town of Waukegan was annexed to it, which more than compensated for the separation from the town of Lake. And although the land remained in its former state, the population had become largely increased, and in a curious manner valiant, as may be seen in their celebrating the anniversary of their first election at the Holland settlement in a substantial free fight. At this election Mr. Kile was elected supervisor, and Messrs. Kruger, Doyle and Murray Commissioners, which offices they filled till 1862, when the town of Calumet was annexed, by a vote of the people, to Hyde Park."

As to Michael Doyle, the veteran settler, Postmaster, official and resident, he was born in the Barony of Arklow, County Wicklow, Ireland, in the parish of Inoher Doyle, in 1817. This parish was named after his ancestors, but after the year 1333 nothing remained to the owners of the territory of their own land, and the O'Doyle sept had to pay rent for their property. In 1836 Michael Doyle was married to Catharine Cullen, and with her immigrated to America the ensuing year and resided in Mamaroneck, N. Y. Subsequently they removed to New Haven, Conn., Cleveland, Ohio, Milwaukee, Wisc., and to South Chicago. Here Michael Doyle took an active interest in business of various kinds and was influential in public affairs. In all his individual and public transactions he has maintained an unsullied reputation for integrity and probity. His family consists of Thomas F., Charles A., Mary Ann, Catharine, Peter, Margaret and Elizabeth Doyle.

In 1867, the town of Ainsworth had an accession to its population because of the establishment of a flour mill, the Northwestern Fertilizing Company, chartered on March 8, 1867. The Hyde Park Sun thus spoke of this company: "Next we had to encounter the infernal, abominable and terrific nuisance that blighted and cursed the whole region. Travelers judged of the Criminal Court—was torn down and a festering mass of corruption. Such was the North-

The Northwestern Fertilizing Company, the successors of A. R. Beck, the successor of the Chicago Lumber Company; established in 1878. This firm has a dockage front of seven hundred and fifty feet and handled twenty million feet of lumber in 1885, besides some eighteen million laths, shingles, etc. Hannahs & Lyon have a dockage front of one hundred and fifty feet, and sold lumber the past year amounting to over one hundred thousand dollars. Getty & Blanchard have a dockage of some six hundred feet, and are rated as employing a quarter of a million dollars capital by the mercantile agency; their business in Chicago, however, makes the greatest representation in this capital. The South Chicago yards did business to the amount of about ten million feet of lumber the past year. Spencer & Trowbridge were only established in town in the winter of 1882, and have two hundred and fifty feet of water front; in four months from the time they commenced business they handled three million feet of lumber, and sold fifty thousand dollars worth of timber, etc. Large as has been the amount of lumber handled the lumber trade of South Chicago is in its veriest incipience, as it has been satisfactorily demonstrated that rafts can be brought safely across the lake, that enormous economy of towing expenses can be made by having lumber yards
at South Chicago, that the advent of the new railroad lines seeking admission there with those now having depots there will provide comprehensive and quick transportation, and that lumber yards at South Chicago are just as convenient and more economical than those up the tedious Chicago River. Chicago merchants are particularly prone to see any advantage that energetic action will bring to their business, hence many are negotiating for lumber yards along the slips constructed from the Calumet River. As adjuncts of the lumber interest there are two large planing mills and a wood working company located in South Chicago. And in connection with the traffic to South Chicago, it may be mentioned that the first vessel for this trade, the "Mary Ellen Cook," was built by Pardee, Cook Blanchard & Company.

In 1864, E. D. Tobin came to South Chicago, and started a small retail coal business. He is now one of the wealthy men of the town, and there are some half dozen firms engaged in the retail business, the largest of whom are James Beynon & Son. But the coal interest is represented by Langdon, Richardson & Company, who have a yard on Harbor Avenue, wherein are kept the latest improvements in machinery for handling coal by the cargo, and where, at their three hundred feet of dock, they can unload 1,100 tons of coal from one vessel in one day, and upon the track running by the yard they can ship in cars 500 tons. They received during the year 1883, 35,000 tons of coal at their yards. Many prominent Chicago firms engaged in the coal business— favorable with the advantages proffered by South Chicago, as a sort of clearing-house for the coal market—and are now negotiating for sites for large coal yards.

**North Chicago Rolling Mill.**—The greatest industry, however, that promotes the welfare of South Chicago is the gigantic rolling mill, one of the largest in the United States. On March 28, 1880, the first spadeful of earth was thrown up in the commencement of the work in laying the foundations of these buildings. A trip through the North Chicago Rolling Mill may not be uninteresting nor uninstructive, and the various factors of laborious processes will be perceived that render necessary the erection of buildings of such magnitude as those of this company. The area of the land occupied is seventy-three acres, and has a frontage on the Strand of three thousand feet, a frontage on the Calumet River of one thousand five hundred feet, and on Lake Michigan of two thousand five hundred feet. The land has been raised about six feet above its primitive grade. Upon the exterior of the massive pile of buildings—whereon are a bewildering night-mare of chimneys and flues—lays the company's slip, one thousand feet long, one hundred feet wide and eighteen feet deep; wherein the vessels lay and discharge their cargoes. The company employ six vessels to transport their iron ore, which is all brought from the Lake Superior mines; and the facilities for unloading these vessels while laying in the slip are so perfected, that, from three vessels, seven hundred tons of ore per hour can be handled; and as the electric light is used for illuminating the yards and works, night is no impediment to the progress of the work. Beside the slip is the yard where the ore is piled preparatory to its use in the mill, and it is divided into sections by stone walls, four all the latest improvements, and when cars run, for the transportation of the ore to the part of the mill where it is needed for use. The compartments, or sections, thus made in the yard are used as receptacles for the various kinds of ore used in the mill. In the yard also, and connecting with the various railroads, are the company's tracks, over which their thirteen locomotives travel, switching and hauling the numberless cars used in bringing material and transporting their product. Fifty carloads of coke are used daily in the mill. The house used for storing the coke stands in the yard and has a capacity of four thousand tons. A little distance from the store-house is an immense elevator for hoisting coke and ore to the top of the furnaces. These materials are brought in wheelbarrows to the elevator, which hoists them in five seconds to the top of the furnace, seventy-one feet from the ground. Of these furnaces, each of a capacity of twelve hundred tons per week, there are four; twenty-one feet across and seventy-one feet high. The limestone, coke and ore are poured in from the top and when the furnace is "charged," or filled with a proper proportion of each substance, it is fired. Each of the four furnaces is supplied with three Whitwell hot-blast stoves, which are sixty feet high and twenty feet across, filled with brick work, which has openings all through it. This furnace is super-heated by means of gas, and after a sufficient heat has been communicated to the brick work, the air is driven through the interstices into the furnaces; the air being heated in transit to a temperature of thirteen hundred degrees. Only one stove is used in this blow-pipe operation; the two others being heated while the one is in use; after that in use has become cooled to about one thousand degrees, the blast is transmitted through one of the others, and the one whose use was discontinued is reheated to the requisite temperature. To furnish the power to drive the air through the stove into the furnaces, eight large engines, of four hundred horse-power each, are used with fifty-four inch cylinder stroke, and eighty-four inch bore; which are furnished with steam by seventy-two boilers, forty-eight inches in diameter and thirty-six feet long, of the ordinary cylindrical pattern. The boiler chimney is fifteen feet in the clear and one hundred and seventy-five feet high. The seventy-two boilers are heated by gas generated in the furnaces, and is supplied from a gas main seven feet three inches high by twelve feet wide, by means of a number of thirty-inch brick flues leading to the gas-burners, from which the gases pass under the boilers to be consumed, and to manufacture steam by their caloric disintegration.

The furnace is supposed to have been fired and the hot blast turned on at the base of the furnace. The limestone unites with the other impurities, silica, etc., and rises, in the form of a richly colored glassy slag, to the top of the molten mass. The iron falls to the bottom and is drawn off into channels cut in the sand on the floor of the furnace, the large, main channel being called the strand, and the smaller lateral channels pigs, hence the term pig-iron. But if Bessemer rails are to be manufactured, the iron is drawn off in iron ladles, holding ten tons of molten iron each, and drawn by a small engine to the Bessemer converter. Of these there are three, each of ten tons capacity. The Bessemer department contains machinery of the most improved character, and complete efficiency for handling the huge masses of material manufactured there. Upon the ten-ton receptacle arriving near the converter destined to receive it, it is seized by a hydraulic crane and lifted over the mouth of the converter and emptied in. Through tuyeres, and thence through the interface in the converter, the blast of hot air are forced through the molten mass, at a pressure of twenty-five pounds to the square inch; this is the peculiarity of the Bessemer process, the decarbonization of the iron by the current of air, and its
The boiler house is 26 feet by 40 feet. This latter building will contain two 54-inch boilers, 16 feet long, with a capacity of 1000,000 gallons per day. The main building has an area of 300 feet by 150 feet, and consists of William J. Morden, president and general manager; J. M. Blackburn, secretary; George A. Ives, treasurer; and R. C. Hannah, superintendent. The number of men employed in the new works are two hundred and fifty; the main building will contain two 54-inch boilers, 16 feet long, with thirty-six 4-inch flues; the steam generated by them will consist of William J. Morden, president and general manager; J. M. Blackburn, secretary; George A. Ives, treasurer; and R. C. Hannah, superintendent. The number of men employed in the new works are two hundred and fifty; the main building will contain two 54-inch boilers, 16 feet long, with thirty-six 4-inch flues; the steam generated by them will operate the, nominally, 80-horse-power Corliss engine, a fifteen-hundred pound steam-hammer and heat the buildings. The works will require, among other material, thirty steel rails of thirty feet each— the company use no castings in their frogs or crossings—and, as these rails weigh sixty pounds to the yard, it is evident that there will be used 18,000 pounds, or nearly one ton, of steel rails per day. The works have a line of railroad that connects with the Western Indiana Belt road.

The South Chicago Wrought-Iron Gas & Steam-Pipe Factory is situated at the corner of Ninety-second Street and Anthony Avenue, and has an area of about 100 feet by 200 feet; and, employing about 150 men, they daily convert into various sizes of pipe ten tons of iron. The firm operating the works is Fieldhouse, Dutton & Belden.

The Robert Aitchison Perforated Metal Company is thus described by Edward Fleischer: The Robert Aitchison Perforated Metal Co. can truthfully lay claim to being the oldest manufacturing establishment in South Chicago. Other establishments have existed and passed away when South Chicago was in its infancy, but the above firm has continued since they came; and the name of their engine has been puffing away through panic times, hard times, and good times. They came to stay, and with that intention, bought from the South Chicago Canal & Dock Co. their present site, consisting of two acres bounded by Ninety-fifth Street, C., R. I. & P. R. R., Escanaba and Muskegon avenues. South Chicago at that time consisted of land and water, in about equal proportions, and when the wind blew strong from the east, their building bore a close resemblance to the roughs of the Great Western, the melodic bull-frog winked his eyes, croaked, and defied the wheels of progress to force it away from the halls of its ancestors. As railroad accommodation to reach the city was, at that time, very meager, some of those employed at the works slept in the building, and, after perforating metal all day they became a prey to the perforating mosquitos at night, which, like all game in South Chicago, at that time, were very large. The origins of the above business in the Northwest, were Robert and Andrew D. Aitchison, who, in 1868, commenced the manufacture of perforated metals. Their first press was worked by foot power, and at that time the trade was kicked in earnest. Notwithstanding the uphill work at the beginning of their enterprise, their reputation for work soon became known to the trade. To meet increasing orders, they built heavier machinery and substituted steam for foot power. Two years after commencing business they removed to North Jefferson Street, Chicago, where they continued to do an increasing business for several years. While there they suffered greatly by being burned out. Re-fitting their establishment, they once more commenced operation. Wishing to avoid the inconvenience and danger of having heavy machinery located in the upper stories of a building, they removed to their present site in South Chicago. Here their facilities have been greatly enlarged to meet their rapidly growing trade. Nine power presses are now running, and at special seasons are inadequate to meet the demands of their customers. The partnership continued until 1879, when the above company was organized. The following are the present officers: Robert Aitchison, president; John McWade, vice-president; Robert D. Aitchison, secretary; A. B. Condit, treasurer; A. D. Aitchison, assistant and general manager. Andrew Drysdale, superintendent of foundry. The annual sales of the works amount to $100,000. They
not only make perforated metals—their specialty—but manufacture mantels and castings of all kinds at their foundry: the South Chicago Foundry, a distinct enterprise from the metal works. They employ from forty to one hundred men.

Sutcliff & Bird's Foundry is situated on South Chicago Avenue near Ninety-fifth-street bridge, and although not ranking with the massive enterprises of South Chicago at present, will undoubtedly do so before long; as they work themselves and have the desirable faculty of attending strictly to business.

Benjamin Fischer & Mallery likewise have extensive works for the manufacture of machinery and stationary engines that are growing restricted in comparison with the demands upon their capacity.

The South Chicago Forge & Bolt Works are on Ninety-sixth Street near the Calumet River, and are operated by the Chicago Forge & Bolt Works; officers, A. E. Adams, president; Fred M. Steele, secretary, and Louis Wilkinson, superintendent. The company have a capital of $125,000 and employ two hundred men. In addition to the bolts made, there are about one hundred car-axles forged at the works, and tools of all sizes and shapes. The various buildings are constantly being enlarged by accessions and as rapidly as they are built, in a short time the enlarged accommodations are found to be too limited.

Among other factors of the prosperity of South Chicago may be mentioned the car shops of the Baltimore & Ohio, and New York, Chicago & St. Louis railroads. Of the necessities of the town, whereby a company is created and carries on a successful business, the South Chicago Dock Company may be cited as an example. The pile-driving and dredging performed by this company are integers of the slip and dock system, that renders otherwise inaccessible points in South Chicago vantage grounds for yards and warehouses. Some of the work performed is as follows: The South Chicago Dock Company completed 12,000 feet of dockage on the west side of the Calumet River, between One Hundredth and One Hundred and Sixth streets. The Calumet & Chicago Canal and Dock Company constructed last year a slip 1,500 feet long, admitting three abreast any lake vessels, and 1,800 feet of outer breakwater, extending south from South Chicago harbor. Its dockage between the Fort Wayne bridge and the North Chicago Rolling Mills on the west bank being now all rented at six dollars per foot, the company have begun a similar system on the east side of the river in Block 109, lying north the Baltimore & Ohio bridge. Thus what was considered the great impediment to the prosperity of that region is demonstrated to be its great natural, practical utilization. The fenny character of the soil and its low-lying situation were deemed fatal obstructions to either commerce or residence or prosperous transaction of business, but this very moory characteristic renders it easily dredged, and the sump taken from the morass being deposited upon the adjacent bank of the prospective slip, raises such bank above the conterminous level and makes it available for all purposes. The dockage being the primal consideration, as making the points of warehousing interests easily accessible, the squishy nature of South Chicago soil is its principal recommendation, especially as the vast pile of the rolling mill edifices at the mouth of the river satisfactorily testify to the powers of sustentation of the subsoil. Just the sagacity of the inceptors of the Calumet & Chicago Canal and Dock Company in describing this fact has made their fortunes; that, and their persistent obtrusion upon the public notice, of the facilities South Chicago proffered for commercial purposes. The history of the region is one of tardy recognition of inherent advantages, of intrinsic value becoming known and tangibly appreciated despite influential opposition. In the annals of the town, there appears to have been no especial boom that led to its present populous and thriving condition; that some individuals may have overestimated the present necessities of the time wherein they inaugurated ventures is only an epigone of the general history of Western cities, towns and hamlets; but in a town like South Chicago, the wildest dreams of visionaries are distanced by cold mercantile matter of fact.

On June 24, 1873, a convention was held at South Chicago, where John L. Beveridge predicted that "Lake Michigan will forever sing the blessings of the day when this harbor is opened." A little flamybant, but true nevertheless.

South Chicago a Port of Entry.—South Chicago was made a port of entry, tributary to the Chicago district, in 1873. The following table exhibits the arrivals and departures of sail and steam vessels, with their gross tonnage; also the amount of dues collected, as follows:

<table>
<thead>
<tr>
<th>Vessels entered</th>
<th>Vessels cleared</th>
<th>Tonnage</th>
<th>Dues collected</th>
</tr>
</thead>
<tbody>
<tr>
<td>1875</td>
<td>126</td>
<td>17,442</td>
<td>$125.00</td>
</tr>
<tr>
<td>1876</td>
<td>135</td>
<td>41,055</td>
<td>72.10</td>
</tr>
<tr>
<td>1877</td>
<td>45</td>
<td>15,655</td>
<td>43.20</td>
</tr>
<tr>
<td>1878 steam</td>
<td>1</td>
<td>114</td>
<td></td>
</tr>
<tr>
<td>1879 sail</td>
<td>60</td>
<td>12,091</td>
<td></td>
</tr>
<tr>
<td>1879 steam</td>
<td>12</td>
<td>15,750</td>
<td></td>
</tr>
<tr>
<td>1880 sail</td>
<td>93</td>
<td>29,385</td>
<td></td>
</tr>
<tr>
<td>1881 steam</td>
<td>98</td>
<td>167,416</td>
<td></td>
</tr>
<tr>
<td>1882 sail</td>
<td>300</td>
<td>177,214</td>
<td></td>
</tr>
<tr>
<td>1883 steam</td>
<td>151</td>
<td>262,060</td>
<td></td>
</tr>
<tr>
<td>1884 sail</td>
<td>377</td>
<td>211,071</td>
<td></td>
</tr>
<tr>
<td>1885 sail</td>
<td>96</td>
<td>126,519</td>
<td></td>
</tr>
<tr>
<td>1886 sail</td>
<td>215</td>
<td>106,050</td>
<td></td>
</tr>
</tbody>
</table>

The deputy collector at South Chicago is John L. Marsh; the particulars exhibited were kindly furnished by F. C. Greene, deputy collector of the Chicago Custom House. This is a lecture on the growth of the town. Andrew Krumbill first opened his real estate office in 1873; the first personal enterprise of that nature in the town. From 1873 to the present time the progress of the town has been that of any commercial center; augmentation by producing or manufacturing establishments and their employés. The advent of large numbers of inhabitants rendered necessary the presence of clergymen to minister unto their spiritual needs, and the following account specifies the establishment and growth of the various denominational sodalities, as nearly as can be ascertained: definite data at home foreign congregations being sometimes impossible of acquisition, because of the collaborator's ignorance of the majority of the languages, distributed at the philosophical grab-bag of the Tower of Babel.

The first religious gatherings at the settlement of Ainsworth were those of the Catholics. The first license for a ferry was given to William See, a clergyman and blacksmith, but there is no authentic evidence that he ever even visited the Calumet region; still less held any religious service. Therefore the palm for the introduction of the Gospel must be given to the descendants of the early Catholic missionaries, who founded
The Parish of St. Patrick's is an old established partition by the Catholic Church, and at one time embraced the entire district from the city limits to the Indiana State line. The first church of St. Patrick's was built in 1860, on the site of the present Bowen school, by Rev. Thomas Kelley, the proprietor of said site. Hardly was the church finished when the war broke out, and Father Kelley became the chaplain of Mulligan's Brigade. After spending two years as such military eclesiastic, he returned in shattered health, and lived only long enough to see his little church completed and the cross raised upon it, above the ruins of the Indian wigwams. The following list comprises the incumbents of the office of parish priest of the parish of St. Patrick's: Reverends Thomas Kelley, Peter Corcoran, Peter O'Dowd, P. J. Murphy, P. J. Conway, — Bowles, P. J. Butler, Michael Lyons, Thomas F. Leydon, Thomas Kennedy, — Campbell, F. M. Flannigan, James Cassman, Denis A. Tighe and Martin van de Laar. The latter assumed charge of the parish on February 22, 1880, when there were about one hundred and fifty families within the parochial boundaries. He was the first resident pastor, and established the parochial house and raised and enlarged the church and underneath it built an excellent school, well ventilated, commodious and with separate rooms for the scholars of different grades. Prior to Mr. Van de Laar's incumbency there was no school. It was established in August, 1883, and is under the management of the Sisters of Mercy of the academy of Saint Xavier, Chicago; the attendance, threemonths after its establishment was two hundred and forty. Its dimensions are sixty feet by one hundred and twenty feet. The church and school are worth about $9,500, the parsonage about $4,000, and nine lots belonging to the church, about $13,500. The congregation has about four hundred families, or some three thousand people amenable to the religious direction of the parish priest. The church is a neat building capable of seating eight hundred comfortably, and is well adapted for auditory purposes. It has emblematic stained windows behind the organ loft, and one on either side of the sanctuary representing Saint Patrick and Saint Bridget. Reverend Martin Van de Laar in his sermon there in the class of 1879; the summer of that year in the fall of 1873. This was the original Congregational Church. In the fall of 1876 Mr. Bird went to New Haven Theological Seminary and staid there two years; the next year he taught school at Foxboro, Mass., and during this period of teaching decided upon studying for the ministry. In the fall of 1872 he entered Harvard College, graduating in the summer of 1875; the summer of that year he spent at Augusta, Me., taking a post graduate course at Andover, July 1, 1880. In this month he came West and located in Englewood, preaching there for five years. In the fall of 1878 he continued his theological studies at Andover Theological Seminary, graduating in the summer of 1881, and in the following December 14, 1881, was ordained to the ministry. Mr. Kelley is a graduate of Saint Mary's Seminary, under the management of the Sulpicians, in Baltimore, Md. The second church, in point of early organization, is the Emmanuel Evangelical Lutheran Church. It is situated on Houston Avenue between Ninetieth and Ninety-first streets, and is a neat two-story frame building. The first Lutheran congregation, organized in 1871, was that of this church, of which Ferdinand Eoeederlein, now in Homewood, Cook County, was pastor; he was succeeded by H. P. Dubourg, now in Black Oak, Cook County, and by the present pastor, Carl Eissfeldt, in May, 1879. The congregation comprises about one hundred Swedish families, of whom about fifty are church members. The parochial school, conducted in Swedish and English, has about seventy-five pupils; Adolph Herter is the principal of the school, under the superintendence of the pastor. The church building, school and property, is valued at about $7,000. The First Congregational Church.—On September 16, 1872, a meeting was held at Harbor Avenue, whereat the question of the formation of a congregation and the erection of a house of worship was discussed. It was then decided and a constitution was adopted and the following names signed thereto: Gideon E. Clark,* Elam G. Clark, David McColl, Charles E. Bacon, C. K. Coates, Fred G. Weislogle, Louis Weislogle, Mrs. A. H. Weislogle, Mrs. C. F. Tiffany, T. S. Spafford, G. K. Edwards, R. H. Kent, W. E. Dempsey, R. B. Pooler, I. F. Persise, Jr., O. F. Gear, Robert Covert and J. C. Duckworth. Under the auspices of this congregation a church was built and completed about New Year's day, 1873. Of this church Rev. C. A. Towle became pastor in the fall of 1873. This was the original Congregational society. In the spring of 1874 the following persons met and organized the First Congregational Church of South Chicago, with William H. Miller, first deacon, Mary A. Miller, Flora Miller, Richard Ransom, Martha A. Ransom, Jacob Schell, Mary M. Schell, Charles E. Bacon, Sarah F. Brandt, Jane Caddick, M. Jennie Towlie, and C. A. Towle, first pastor. On August 1, 1876, C. A. Towle left and Rev. L. T. Chamberlain, of the New England Congregational Church, had the supply of the pulpit until January 1, 1877, when Rev. C. H. Rogers, of Chicago, served as pastor until May 15, 1877, and then Rev. W. B. Floyd occupied the pulpit until October 1, 1877. After that date the pulpit was desultorily occupied until Christmas of 1878, when Rev. T. A. Wadsworth assumed charge of the Church and remained about a year. Then again there was a casual supply until April 10, 1881, when Rev. George Hiram Bird occupied the pulpit on probation; he was called to the pastorate June 17, 1881, the society met and concurred in the call June 24, 1881, and on June 30, 1881, he accepted. On July 7 a council composed of city pastors convened for his examination and ordination. George Hiram Bird was born in Milford, N. H., on July 7, 1854, but passed almost all his early life at Cambridge, Mass., his primary studies being pursued at the grammar school at that place. Next he went to Phillips Academy at Andover, where he graduated in 1870. He was then in business with his father in a foundry at Cambridgeport, Mass., for one and a half years. In the fall of 1872 he entered Harvard College, graduating in the summer of 1875; the next year he taught school at Foxboro, Mass., and during this period of teaching decided upon studying for the ministry. In the fall of 1876 Mr. Bird went to New Haven Theological Seminary and staid there two years; preaching in Albany, Maine, during the two summer vacations. In the fall of 1878 he continued his theological studies at Andover Theological Seminary, graduating in the fall of 1881; the summer of that year he spent at Augusta, Me., taking a post graduate course at Andover, July 1, 1880. In this month he came West and located in Englewood, preaching there for five years. *Gideon E. Clark was the first Sunday-school superintendent in 1872, with a class of about thirty; he was an active mover in the effort to form a congregation. The Sunday-school existed about six months before the Church was organized. **Deacon Miller died in the spring of 1876.
weeks, when he was invited to settle there; while consider­
ing the matter he was invited to South Chicago and came in 1881. In the winter of 1881-82 the church was enlarged to more than double its previous congregational capacity, having room now for three hundred people; it was occupied, with services, the first Sunday in March, 1882. It is now twenty-four feet by sixty feet in area, with a wing twenty-four feet by twenty-six feet connected thereto, and is worth, with the ground, about $5,000. The congregation numbers about two hundred and the Sunday-school about two hundred and fifty. This church also maintains a mission Sunday-school, at the Ninetieth Street, Worth $4,000, whereon it is intended to build a handsome church.

**Swedish Baptist Church.**—This congregation also meets at the Congregational Church, and is under the pastoral care of Rev. F. Lundquist.

**Swedish Methodist Church.**—This congregation have a neat building on the southeast corner of Exchange Avenue and Ninetieth Street; they have no regular supply for the pulpit at present. The church numbers about twenty-five members, and the present building was erected in 1882. A Free Methodist congregation also meets here.

**Danish Evangelical Lutheran Church.**—The Danes of South Chicago, who profess the faith of this Church, meet at their church on Ninetieth Street, near Commercial Avenue. The last pastor, who regularly supplied the pulpit, was Rev. H. P. Duborg. The Danish Chapel of the Congregational Mission also have services at the same place.

**German Baptist Church.**—This congregation is a mission from the Church at Coleraine, and was organized April 18, 1882; pastor, Gotthard Mengel. Meetings are held in the church building that was first opened on October 1, 1882, on Superior Avenue, near Ninety-second Street, on Sunday evening; the congregation at time of organization was fifty, and the Sunday-school scholars forty; the congregation at present numbers sixty-four, and the attendance at the Sunday-school averages seventy-seven. The value of the church property is $2,929.

**First Baptist Church.**—The congregation of the First Baptist Church meet in the building belonging to the German Baptist Church, and have the pulpit supplied by students from the Morgan Park Seminary, D. D. O'Dell being the gentleman who performs that function. The congregation is not large, but is composed of earnest workers.

**Swedish Evangelical Lutheran Bethany Church.**—This church was first organized in June, 1886, with about twenty-seven members. The trustees then were Ola Peterson, Nels Munson, G. A. Johnson, Nels Paulson, Charles P. Sjoquist and Magnus Johnson, and these trustees held office until January 1, 1881, when a regular election was held. The congregation met for some time in the Taylor school and then in the school-room of the German Lutheran Church. The church was commenced in August, 1881, and completed in February, 1882, the building of which cost $4,150. Three thousand dollars of the sum was given, the balance being furnished by the people. The church numbers about two hundred. The Sunday-school was inaugurated in 1882, and has an average attendance of forty-five scholars. The present trustees of the church are Ola Peterson, Nels Munson, John Lindquist, John Peterson, Pehr August Israelson and Jacob Gotthard Vallin; the deacons are Nels Munson, John Peterson, P. A. Israelson, Magnus Johnson, Charles P. Sjoquist and Carl Magnus Swenson. In connection with the church the Lutheran secular school was held, three months' tuition having been given in 1882, Miss Anna C. Vide'n, principal; and for months' instruction imparted in 1883, A. P. Martin, principal. The sessions of the school were held in the church and the average attendance was forty-four.

**Methodist Episcopal Church.**—This religious body was organized November 18, 1873, at the Masonic Block, South Chicago, with Elder Gloss of Joliet, in the chair. The name adopted was the First Methodist Episcopal Church of South Chicago, and the officers were R. Kansom, secretary; Stephen Hawkins, treasurer; E. W. Parmeley, C. E. Bacon, U. P. Edmond, A. J. Burroughs and R. Kansom, trustees, and R. Kansom, E. W. Parmeley and Lewis Burnswood, stewards. The congregation now numbers about forty-five, with a Sunday-school of about one hundred; church is held in the Masonic Block and Rev. John Lee is the pastor. The present trustees are Andrew Krimbill, G. B. Hannahs, Lorenzo D. Barr, Nathan M. Reynolds, Fenton Tinsley and William Marsh. The Church owns five lots on the northeast corner of Superior Avenue and Ninetieth Street, worth $4,000, whereon it is intended to build a handsome church.

**The Church of the Immaculate Conception.**—This church was founded in the summer of 1882 by Rev. John Radziejewski, and is composed of Poles. The church is situated on the corner of Eighty-eighth Street and Commercial Avenue, and is one of the most prominent objects in the landscape when entering the city from the west. It is a large two-storied frame building, fifty feet by one hundred and thirty; the first floor being used for secular school purposes, at which one hundred and fifty children attend. The school is conducted by the Sisters of the Incarnate Word from Texas. When the Church was founded there were one hundred and fifty families in the parish, now there are two hundred and fifty that attend services. The cost of the building was $18,000, of the land $5,000.

**The Church of Saints Peter and Paul.**—This Catholic congregation was founded in the spring of 1882 by Rev. Mathias William Barth, the first pastor. The temporary church and school edifice is a frame building forty feet by eighty-five feet, the first story being used for a school and the upper story for church purposes. It is situated at the corner of Ninetieth Street and Exchange Avenue, and cost $9,200; the ground pertaining to the church comprises five lots twenty-five feet by one hundred and thirty-five feet, and cost $3,710. The parish at the formation of the church had forty-five families: it now numbers ninety-five. The school is conducted by the Sisters of Saint Francis from Joliet, and there religious and secular instruction is given; the regular attendance thereat is eighty children.

**South Chicago Presbyterian Church.**—This body was organized in June, 1882, with fourteen members. They then met, and still continue to meet, at Centennial Hall; the pastor, still being the one who has charge of the congregation, Rev. O. W. Lat­timore. The members of the Church now number twenty-eight, and the attendance at the Sunday-school averages fifty-five children. It is contemplated by the congregation, to erect a church edifice within the ensuing year.

**German Evangelical Lutheran Zion's Church.**—As the priest in charge of this church speaks only Polish, and as the collaborator does not speak that language fluently, he is indebted for these particulars to Rev. M. W. Barth.
is the result of a secession from the Immanuel Lutheran Church, occasioned by an inability upon the part of the seceders to subscribe to a Calvinistic doctrine of predestination. The first meeting of the anti-Calvinists was held in January, 1852, and commencing at 8 p. m., lasted until after midnight. Consequently upon this meeting the Church was organized in March, 1882, and the first meeting was held in the new church on Superior Avenue, between Ninety-first and Ninety-second streets, on April 2, 1882. At the same time the school was established, wherein is taught an English-German course of study, based upon religious principles; of this school the former principal was C. F. E. Sauter, who was succeeded by F. Ganschow. The pastor, Heinrich Karl Gotttheil Doerrmann, has general supervision of the school. He is a man who commands respect by the quiet fervor of his belief and the deep earnestness of his nature. The congregation numbered twenty-six at its inception and now has thirty-two members; the school has grown from thirteen to seventy-two scholars, and the Sunday-school has an average attendance of about eighty-five. The church building and grounds are valued at $3,000.

From this syllabus of the various creeds taught in many languages, it is apparent that a man must be extremely isolated in his dogmatism and language, if his theological beliefs could not receive sustenance and comfort in the churches of South Chicago.

Fire Department.—On August 24, 1874, a company was organized to operate the chemical engine intended for this company. The members were about the same as those of Hose Company No. 5; A. R. Beck was captain and M. B. Arnold secretary. The chemical engine was received by the company in October, 1874, and placed in their first house, an old building on Harbor Avenue, between Ninety-first and Ninety-second streets, that had been donated to the company by James H. Bowen, and repaired by the members of the company.

On November 25, 1879, South Chicago Hose Company No. 5 was organized; the chemical engine was sent to Oakland and subsequently sold, and a hand engine, one hand hook and ladder truck and one two-wheel hand hose cart purchased for the use of the company. The first members were: A. R. Beck, president; Patrick M. Conboy, captain; Clark A. Winslow, foreman; Adam Griesel, first assistant; W. J. McVey, second assistant; John A. McIntosh, foreman hook and ladder; William T. Decourcy, assistant foreman hook and ladder; Peter Carr, secretary; Charles F. Swan, treasurer; Thomas F. Doyle, William B. Arnold, Louis Donath, John L. Walsh, A. J. Griggs, Conrad Eigenmann, F. M. Webster, George K. Edwards, P. Tully, E. G. Clark, Thomas Culver, E. Dougherty, Hank Herker, Charles Johnson, Thomas Hoyte, Cornelius Conboy, George W. Richards, W. H. Ransted, Peter McGonaghtan, Charles Bassett, Henry Slucum, H. S. Pendergast, Peter Kinergen, Loren Love, Otto Schoening, Ernst Erfurth, Nicholas Heinsen, August Busse, C. C. Rasch, and J. A. Hall, privates. The company has twelve hundred feet of rubber hose at their house, near the corner of Ninety-second Street and Houston Avenue, in addition to the equipment before noted as purchased for them. The hose house, with the police station attached thereto, cost $1,500. The present members of the company are: George W. Richards, captain; Peter Carr, Benjamin C. Garsides, Charles Rath, August Sehnel, Ernst Erfurth, Loren Love, August Busse, Charles S. Bowman, Otto Schoening, John W. Leigh, Albert D. Hendey, C. Vincenz, Christ. Rasch, Harry Stallman, Adam Griesel, Charles Myers, Riley L. Mickey and John Born.

On August 6, 1876, a yachting event occurred at South Chicago that being the first time the Chicago yachts visited Chicago docks, and many of the Chicago yachts participated in the excursion, as follows: "Fleetwing," Commodore Tim Bradley, head of the squadron; "Annie Louise Carey," Vice-Commodore William T. Higgin, Rear Commander John A. Farrow and Secretary C. E. Kremer; "Peri," Treasurer John F. Triggs; "Fritzi," Captain John Prindiville; "Lulu," Captain William E. Miller, and the yachts "Zephyr," "Falcon," "Valiant," "Lizzie," "Dawn" and "Jewel." Diversity of theological opinion creates a multiplicity of churches, difference of nationality begets a variety of secret societies. While some admire the calm placidity of the initiations of the Sons of Temperance, others are not content unless they are subjected to Druidical hammer and tongs, or the severe ordeals demanded by kindred organizations. It is a curious fact also that the metaphysical, deliberative German always takes his secret societies highly spiced with the "Lasciate ogi speranza voi contrari et va," creating the suspicion to the woe-begone novitiate that Deutsch order von Hargari really may mean to him the German order of Hari-Kari. This fact is a peculiar study for the ethnologist and physiologist. Were it a fact of a southern race who are hot-blooded and impulsive, in lieu of a phlegmatic, steady, careful people, no peculiarity would be observable. It is, however, a fact that in the impartation of degrees by German lodges, such degrees are customarily about the boiling point. This, however, may not apply to Melomania Lodge, No. 330, D. O. H., which was organized February 1, 1874, by Henry Trager, and at that date had thirteen members; it now has fifty-eight members, a fund of sixteen hundred dollars, no debts, and the following officers: Charles Bergner, O. B.; Richard D. Lender, U. B.; Mathew Sanley, secretary; Peter Ringelberger, treasurer, and Frank Spaei, financial secretary.


South Chicago Lodge, No. 696, I. O. O. F., the first lodge in the village, was chartered August 26, 1881, with the following charter members: Andrew Krimbll, John J. Davis, George B. Hahnna, W. W. Gallistel, John E. Danielson and Peter Jeffers. The first initiations—occurring the same evening—were John A. McIntosh, Charles H. Krimbll, J. I. Buck, J. D. Williams and D. T. Davis. The lodge has now a membership of about fifty members, meets every Thursday evening and has the following officers: C. H. Krimbll, N. G.; C. J. Danielson, V. G.; J. A. McIntosh, P. S.; Frank McWinnie, R. S.; A. O. Avery, treasurer; James Riddell, warden; J. S. Willard, G. S.; A. Krimbll, chaplain; George B. Hannna, rep.; T. D. Avami, R. S.

Calumet Council, No. 569, R. A., was instituted March 8, 1881, with thirty-one charter members. The present membership is fifty; and the officers are : S. A. Powers, regent; P. M. Cowboy, vice-regent; Fenton Tinsley, orator; Michael Smith, past regent; W. H. Sullivan, secretary, who furnished this data; George F. Long, collector; John R. Emerson, treasurer; C. F. Swan, chaplain; C. H. Howell, guide; P. Cratty, warden; A. W. McLaughlen, senry; and Drs. C. F. Swan and A. W. McLaughlin, medical examiners.

Amalgamated Iron and Steel Workers' Association, Michigan Lodge, No. 1, meets at South Chicago; David Ray, president; Thomas McManama, vice-president; L. A. White, recording secretary; Theophile Laramie, secretary; William McChey, financial secretary, and William Lowry, treasurer.

E. E. Ellsworth Division, No. 12, K. P., was instituted August 16, 1883, with the following officers : J. P. Otto, C. P. C. Davies, L. C.; G. A. Samonski, H.; Charles O'Neil, H.; E. Evans, T.; J. Hagen G.; D. Reid, S., and J. Lyon, S. B. It now has thirty members and is in a flourishing condition.


Division No. 9, A. O. H., was instituted November 7, 1878, with the following officers : Michael Doyle, president; E. D. Tobin, vice-president; Edward Owens, recording secretary; James Conley, financial secretary; and John Fogarty, treasurer. The present officers are : E. D. Tobin, president; Thomas Egan, vice-president; Michael McManus, financial secretary; John Colbert, recording secretary; Thomas Farrell, treasurer, and Bernard Conway, marshal. The present membership is three hundred and fifty.

South Chicago Land League was organized March 27, 1881 ; Dan Duggan, president; James F. Duffy, vice-president; J. J. Larkin, secretary, and Michael Doyle, treasurer. The membership numbers four hundred. The National League was organized October 12, 1883, with Michael Doyle, president; John Murphy, vice-president; Dan Duggan, secretary; John Colbert, treasurer, and fifty members.

The Mutual Protective Association of Hyde Park has the following officers: Fritz Jaeger, president; August Busse, vice-president; P. C. Crawford, secretary, and C. Eigenman, treasurer.

The South Chicago Building & Loan Association has the following officers: A. R. Beck, president; J. Beynon, vice-president; T. D. Avann, secretary;

**SOUTH CHICAGO SPORTSMEN'S CLUB** has the following officers: Joseph H. Hubercheck, president; E. L. Hassenstein, vice-president; Charles J. Danielson, secretary and treasurer, and Charles H. Krimbill, assistant treasurer.

**SOUTH CHICAGO DRAMATIC CLUB** first came into existence on December 15, 1882, with the following officers: George W. Richards, manager; George F. Long, stage manager; B. C. Garside, secretary; C. S. Bowman, treasurer; Frank G. White, musical director. The manager is also the manager of the South Chicago Opera House—owned by R. A. Davis—in the Winnipeg Block.

**FIDUCIARY INTERESTS** are represented by the depository of John L. Marsh, the Home Bank, and the Calumet National Bank of South Chicago, which purchased the interest of the South Chicago Bank, of which J. R. Flood was manager. The officers of the Calumet National Bank, whose organization was completed in December, 1883, are H. P. Taylor, president; E. G. Clark, vice-president, and C. P. Wilder, cashier. The directors are H. P. Taylor, E. G. Clark, Andrew Krimbill, A. R. Beck, C. F. Swan, C. E. Bacon and William A. Hammond. The capital is $50,000; the stock being fully paid up and held by the directors, except an interest of which C. R. Cummings is the proprietor.

The Citizens' Literary Association supports this praiseworthy institution, the rooms pertaining to which are in the Winnipeg Block. The Chicago daily papers as well as local issues, are on file there, and a library also furnishes mental food gratis to those who desire it.


**THE PRESS.**—The following account of the various papers of which the Post is the successor is given by Mr. Krimbill. In the spring of 1873 H. I. Goodall & Company started the South Chicago Enterprise; on June 26, 1875, Walt Whitman first issued the Times. In the fall of 1875 Mr. Goodall bought out Mr. Whitman and consolidated the papers under the name of Enterprise and Times. In the spring of 1875 Messrs. Mudge & Mead started the Bulletin; in November, 1876, Mr. Goodall bought out that paper and consolidated the Enterprise and Times and the Bulletin into the Dollar Weekly Sun, which he in turn sold to the South Chicago Post and Printing Company, who issued the Post as a daily newspaper. It is edited under the auspices of the company, is the official organ of the village of Hyde Park and is owned by about sixty of the business men of South Chicago; the capital invested being $10,000. The South Chicago Post Printing Company was organized May 1, 1883, with the following officers: R. A. Davis, president; W. B. Arnold, secretary; Andrew Krimbill, treasurer; R. A. Davis, W. B. Arnold, A. Krimbill, Charles J. Danielson, G. A. Russell and C. Rasch, directors. The South Chicago Independent was started September 21, 1882, and is the official organ of the village of Hyde Park. This is its manifesto in its head-lines, and its issues corroborate the assertion. It is a daily issue, and is published by the South Chicago Publishing Company, whose officers are: W. H. Colehour, president; Ernst Hummel, vice-president; D. B. Stancilff, secretary; Jacob Bremer, treasurer, and Edward Fleischer,* managing editor. The capital stock is $10,000, and although ill success was predicted for the paper, it tided over the evil day; and the stockholders appear well satisfied with their investment. Its merit and its advocacy of the interests of South Chicago have been its appreciated recommendation.

South Chicago Tribune was first issued on June 30, 1881, by E. E. Griswold, editor, publisher and proprietor, as a weekly paper. It is the oldest paper published in the village of Hyde Park, has a circulation of about one thousand, is independent in politics with a tendency toward Republicanism, and is an eight-page paper, thirty inches by forty-four inches in size.

From the foregoing recapitulation of existent institutions in the Calumet region, it will be seen that the pioneer days of South Chicago are long since past, and its standing in the commercial world is an assured fact; every attribute of a metropolis is there and the tendency toward Republicanism, and is an eight-page paper, thirty inches by forty-four inches in size. Assured from three reasons: its excellence for manufacturers—demonstrated by those now occupying the region; its accessibility for receipt and shipment of freight evinced by the number of railroads now there and authorized to go there, and its contiguity to materials, with which to construct the factories that are the units in the sum of South Chicago's future greatness. Schools, churches, societies, business-blocks, banks; every attribute of a metropolis is there and the seekers after eligible locations for manufacturing industries, for lumber-yards, for coal-yards; for every species of locality, where large areas can be artificially or naturally made accessible to cheap transportation facilities; find them at South Chicago. The latent facilities that induced George M. Fullman to build his city on the shore of Lake Calumet; the favorable presentations that created the inchoate town of Hegewisch, are just as potent at South Chicago; and those who want to build factories, where they employ a few less than two or three thousand operatives, will seek and find their sites. Only one thing can retard the progress of South Chicago—save a panic and that is—the holding of real estate at such prices as will, from the excess, counterbalance the facilities which induce the manufactures to establish themselves here, and the potential market which is so accessible by the large number of railroads. If no advantage to the manufacturer or shipper is achievable by his settlement at South Chicago, he will select some other site where such advantage is desirable; a short-sighted policy, that quarantines the advent of capital and labor, is the one thing that can retard the progress of South Chicago; and this policy is not the characteristic of the people of the place. Therefore, the statement made earlier in this history, that the possibilities of South Chicago are

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* To Mr. Fleischer the compiler is indebted for much valuable information on historic subjects.
only limited by her territory, is a simple, unvarnished fact, as every acre is eligible for a manufacturing site, a yard, a warehouse or a dock, and those are the steps whereby the town mounts to unlimited prosperity, and the sides of the ladder are the means of transportation.

Railroads.—The Belt Line, encircling the city, and connecting with every road entering, has completed its system, and is now prepared to transfer the freight of that great railroad center. Its southern terminus is South Chicago.

Coal, timber and merchandise in bulk will come by vessel to South Chicago, thence to be distributed to the various roads. Grain and the heavy products of the West will come by rail, converging over the Belt Line to South Chicago, thence by lake. The Calumet has built its South Chicago steel-rail, double-track branch from its main tracks at Parkside, is doing a large and increasing passenger business, and intends to cross the river, extending its line south and east until it again reaches its main line, and has constructed a fifth and sixth track from Grand Crossing to Forty-third Street on its main line. The Nickel Plate has joined the Lake Shore at Grand Crossing, crossing the Pittsburg & Fort Wayne, and expending $50,000 for its right of way through the necessary three blocks. Its shops at Stony Island are completed and the machinery up. The Calumet River Railway Company, the Calumet & St. Joseph Railway Company, the Rolling Mills, has charge of nine men, who shear and regulate the machinery up. The Calumet River Railway Company, the Calumet & St. Joseph Railway Company, and the Inter-State Railway & Transfer Company have been organized.

The first is a line in the interest of the Pennsylvania company designed to run from South Chicago to Globe station on the Pan Handle; the second is in the interest of the Calumet & Chicago Canal and Dock Company, to gain access to the coal station at South Chicago; the third is a street car line connecting the east and west sides of South Chicago with a branch to Cummings; and the last is organized to obtain valuable franchises to sell to other roads wishing to enter South Chicago.

SOUTH CHICAGO BIOGRAPHICAL SKETCHES.

THOMAS D. AV ANN, undertaker and embalmer, also dealer in undertaker's goods, came to South Chicago in 1850 and engaged in book-keeping for A. R. Beck & Co., lumber dealers, continuing in that capacity until December, 1852, when he began business as undertaker.

He was born in Albany, N. Y., February 28, 1850, and was raised and educated there. He spent two years in the lumber business in Canada. In his native city he was a book-keeper by profession. He is a member of the Masonic Order, Royal Arch Masons, L. O. O. F., Royal Order of Rev. M. W. BARTH, Catholic priest, now in charge and pastor of St. Peter's and St. Paul's Church (German congregation) at South Chicago, was born in Prussia, Germany, April 28, 1851, coming with his parents to America the same year, and arriving in Chicago August 12. They lived in the city two years, then removed to Freeport, Ill., where he lived until 1858. He was a student in July, 1875, graduating therefrom. July 24, 1875, he was ordained to the holy ministry by Bishop Foley, of Chicago. He was then appointed assistant in St. Francis Church, Chicago, where he continued until April, 1882, when he took charge of the above Church.

SAMUEL B. BENDELL, nail plate shearer in the Irondale Rolling Mills, has charge of nine men, who shear and regulate the plates for the size and manufacture of nails. He is a native of Huntington County, Penn., born in 1835, and was raised and educated in West Virginia, where, after spending his school days, he engaged in manufacturing nails, which business he has continued, removing to South Chicago in May, 1875. The manufacture of nails in West Virginia, when he first removed there, was a business in that State, as there were only six machines then in operation. Wheeling is now one of the greatest nail manufacturing cities in the world. Mr. Bendell is a member of Apollo Commandery, No. 1, Chicago; Bendell Chapter, No. 7; Ohio Lodge, No. 1, of Wheeling, Va.; Calumet Council, No. 569, South Chicago; master of Triluminar Lodge, U. D. A. F. A. M., and a member of a number of other orders. He is now president of the South Chicago Board of Education.

In 1860 he married Miss Elizabeth Lanning, of Wheeling, Va. He is now president of the South Chicago Board of Education.

JAMES BEYNON, firm of Beynon & Co., dealers in coal, wood, lime, brick, cement, etc., was born in February, 1832, employed six men and run four delivery wagons. Their store-room capacity is 1,500 tons of coal. In 1883 their sales exceeded $52,000. Mr. Beynon was born in Wales January 27, 1833. He was engaged in the manufacture of iron in Wigley, England, in the United States in 1867, settling in Cleveland, Ohio, where he was superintendent of the Phoenix Iron Works until 1873, when he went to St. Louis, Mo., and took charge of the Vedder Iron Works for three and one-half years; thence removed to Belleville, Ill., where for two years he was superintendent of the Belleville Nail Company's works, and in 1878 came to Ironside, Cook County, and took charge of Brown's Mills. In 1880 and 1881 he engaged in the building of the North Chicago Rolling Mills at South Chicago. In February, 1882, he embarked in his present business. He is now serving his second term as Justice of the Peace, and is a member of the Knights of Honor of Grand Cross, Ill.

JOHN P. BLOOM, traffic manager, has charge of all freight received and shipped from the North Chicago Rolling-Mill yards at South Chicago. Of this department, in which there are from two hundred and fifty to two hundred and eighty men, Mr. Bloom took charge April 1, 1883. He came to South Chicago April 19, 1880, and went into the employment of the above company this time; from that position he was promoted to his present position, and from the latter to his present position. He was born at Kenosha, Wis., in 1839, and was principally raised at Waukegan, Ill. At St. Joseph, Mich., in 1860, he married Miss Clara C. Moulton, a native of Chicago. They have four children—Martha J. (now married to Mr. E. J. Dooley, of South Chicago), Mary L., Anna M. and John C. January 2, 1863, he enlisted in the First Michigan Heavy Artillery, participating in all the actions of his command; he was mustered out June 12, 1865. January 1, 1872, he removed to Chicago, where he entered the employment of the North Chicago Rolling Mill Company.

CHARLES BRAND, of Brand & Hummel, proprietors of the South Chicago Brewery, was born in Germany February 21, 1856. Coming to America in 1872, he worked a year in Toledo, Ohio, in a brewery, and the next year came to Chicago and engaged in the same occupation for some time. Thence he went to Blue Island, where he followed the same until 1878, when he became a member of the firm of Bush & Brand, continuing until the summer of 1882. At that time he removed to South Chicago, where the firm of Brand & Hummel was formed. The brewery they erected is 76x150, the front three stories high, the rest two stories high in the center. The manufacturing capacity is 6,000 barrels of beer per month. The building cost $20,000, and for fixtures, $35,000, employed fifteen men in the business, and pay out annually for material $25,000, and for help $9,000. Mr. Brand is a member of Calumet Lodge, No. 716, I. O. O. F., Royal Arcanum, and Rosicrucian Order. He is now president of the South Chicago Board of Education.

SOUTH CHICAGO BIOGRAPHICAL SKETCHES.

Mrs. ELLA BRANIGAN, proprietress of the South Chicago Exchange Hotel. Mrs. Brangan rebuilt this hotel in 1880, and opened it to the public September 1 of the same year. It was formerly a Catholic church, originally owned by a Dr. McMullen of Chicago. It is 55x55 feet in area, two stories high, and contains twenty-nine rooms, with a capacity for forty guests. Mrs. Brangan for some time did the largest business of any hotel in South Chicago. She and family are members of St. Patrick's Church, and she is a member of the Altar Society of the same.

JACOB BREMER, real estate and general fire insurance agent. Justice of the Peace and a public-spirited citizen of South Chicago in 1873 and engaged in the real estate and insurance business. He is now serving his second term as Justice of the Peace, and a director and treasurer of the South Chicago Insurance Company, publishers of the South Chicago Daily Independent, and director and secretary of the Colheur Building & Loan Association. He was born in Germany February 24, 1852, and came to America there where he was raised and educated. In 1885 Mr. Bremer married Miss Anna B. E. McManners, of Montreal, Canada.