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, incircling the city, and connecting with every road entering, has completed its system, and is now prepared to transfer the freight of that great road center. Its southern terminus is South Chicago. Coal, lumber 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 Bridge & Railroad Company, the Avon Avenue Horse 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 Globo 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. Avanx, undertaker and embalmer, also dealer in undertaker's goods, came to South Chicago in 1856 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 18, 1850, and was raised and educated there. He spent two years in the lumber business in Canada. In his native city he was a bookkeeper by profession. He is a member of the Masonic Order, Royal Arch Masons, I. O. O. F., Royal Arcanum, and Knights of Pythias. In 1871 he married Miss Maggie E. Wilson, of Albany, N. Y. They have three children—Lillian M., Mabel L. and Miriam C. Mr. Avanx is also book-keeper and secretary of the South Chicago Building and Loan Association.

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, 1821, 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 1850. At eighteen years of age he entered St. Francis Seminary, at Milwaukee, Wis., as a student in July, 1878, graduating therefrom. July 24, 1878, 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 Ironclad 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, 1878. The manufacture of nails in West Virginia, when he first removed there, was a new industry in that State, as there were only six machines there in operation. Wheeling is now one of the greatest 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, W. Va.; Calumet Council, No. 559, South Chicago; master of Triluminar Lodge, U. D. A. F. & A. M., and a mutual benefit association in that city. Ohio. He is now president of the South Chicago Board of Education. In 1850 he married Miss Elizabeth Lanning, of Wheeling, W. Va.

James Beynon, firm of Beynon & Co., dealers in coal, wood, lime, brick, cement, etc. In February, 1852, employ six men and run four delivery wagons. Their store-room capacity is 1,500 tons of coal. In 1853 their sales exceeded $25,000. Mr. Beynon was born in Wales January 27, 1833. He was forced in the manufacture of iron, became an ironmaster in the United States in 1857, settling in Cleveland, Ohio, where he was superintendent of the Phoenix Iron Works until 1873, when he was made general manager of the Ohio Rolling Mills at South Chicago. He moved to Freeport, Ill., where he lived until 1870. At eighteen years of age he emigrated from his native Wales, coming with his parents to America the same year, and arriving in South Chicago, where he continued until April, 1872, when he took charge of Brown's Mills. In 1850 and 1851 he engaged in the building of the North Chicago Rolling Mills at South Chicago. In February, 1852, he embarked in his present business.

He was 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 employed, Mr. Bloom took charge April 1, 1853. He came to South Chicago April 19, 1850, and went into the employment of the above company as timekeeper; from that position he was promoted to dockmaster, and from the latter to his present position. He was born at Kenosha, Wis., in 1830, and was principally raised at Waukegan, Ill. At St. Joseph, Mich., in 1856, 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 11, 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 1857, 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 1875, 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 day. The capacity is 2,700 cases. They have paid out in erecting the brewery, and for fixtures $25,000, employ fifteen men in the business, and pay out annually for material $55,000, and for help $9,000. Mr. Brand is a member of Calumet Lodge, No. 276, I. O. O. F., Royal Arcanum, and Knights of Pythias.

Miss Sophia Foss, born at Blue Island. They have one daughter, Phillipena.

Mrs. Ella Brigan, proprietress of the South Chicago Exchange Hotel. Mrs. Brigan rebuilt this hotel in 1856, 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 53x75 feet in area, two stories high, and contains twenty-nine rooms, with a capacity for forty guests. Mrs. Brigan for some time did the largest business of any hotel in South Chicago. She was born in County Oxford, Ontario, October 9, 1831. In 1857 she was married to Mr. Patrick Brigan, of Detroit, Mich., who is a steamboat steward. By a former marriage Mrs. Brigan has four children—James W., Mary E., Charles E. and Rose A. She and family are members of St. Peter's Church, and she is a member of the Alter Society of the same.

Jacob Bremer, real estate and general fire insurance agent. Was a Justice of the Peace and a public officer in his native 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 as a director and treasurer of the South Chicago Insurance Company, publishers of the South Chicago Daily Independent, and director and secretary of the Colehour Building & Loan Association. He was born in Germany February 24, 1852, and came to America at an early age, and settled in South Chicago, where he was raised and educated. In 1883 Mr. Bremer married Miss Anna B. E. McMannus, of Montreal, Canada.
LEWIS BUSH was born at Boonton, N. J., December 4, 1831. When eighteen he located at Wheeling, W. Va., where he learned nail-making, remaining until he came to Cook County, Ill. He took charge of four nail machines of the Calumet Iron & Steel Company's works in May, 1858. He is a member of the Amalgamated Iron and Steel Association of the United States, the Blue and Chapter Lodges of South Chicago, and Royal Arcanum. In 1876 he married Miss Agnes Clark, of Boonton, N. J. They have two children—Aggie and Edward R.

AUGUST BUSSE, retail dealer in wines, liquors and cigars, began business in South Chicago April 29, 1865, when the place was all swamp. He had opened a grocery and saloon and was one of the first German settlers of South Chicago. He was born in Berlin, Prussia, January 14, 1839. Coming to the United States in 1859, he settled in Chicago, where he was employed as an oil dealer and in the old gas works. In 1862 he removed to Cook, Wis., where he was engineer in the large tannery of Burbank & Sons two years after which he removed to South Chicago, where he has built himself a home, and grown into a large business in his present line. In 1884 he married Miss Caroline Albert, a native of Kaup, on the River Rhine, Germany. They have four children—Amelia, Barbara, August H. and Frederick William. Mr. Busse was a member of the German Harzgarn Lodge, also one of the originators and members of Fire Department No. 5, of the village of Hyde Park, and one of the first members of the Saloon-Keepers' Protective Association of Hyde Park.

JOSEPH O. BURST, architect and builder, was born in Germany December 25, 1844. Coming to the United States in 1856, he was reared and educated in New York City. He began business life as a carpenter and builder, his occupation until he came to South Chicago in March, 1882; since which he has been engaged in architecture and building. In 1868 he married Miss Mary Duggan, a native of Ireland. They have five children—Ellen, John, Kate and William. Mr. Burst erected the public school building at Calumet, Cook County.

WILLIAM C. CLARK, foreman of the blooming mill in the large rolling mills at South Chicago, was promoted to his present position in the spring of 1882. In 1857 he came to Chicago and engaged in engineering for 3 esrs. Buckingham in the Chicago Steel Works, and afterward for some time in the same capacity for Furst & Bradley. In the spring of 1881 he removed to South Chicago where he was employed as boss steam fitter until the spring of 1882. He was born in Halfax, Canada, November 16, 1853, and was reared and educated there. He first began business life as clerk in a dry goods store, but not being suited with that kind of employment he followed railroad four years, after which he immigrated to Cook County. He is a member of Trumilinar Lodge, U. D., A. F. & A. M., South Chicago. He was one of the originators of Fort Dearborn Lodge, No. 168, A. F. & A. M., Chicago. February 19, 1880, he married Miss Gertha Brucker, of Chicago. They have two children—Monie E. and Thomas C.

JOHN COLEHAN, born was born in Ireland October 14, 1829. He came to America in 1848, landing in St. Johns, New Brunswick, April 27, 1847. Not wishing to be a British subject, after a week's sojourn, he shipped for the land of the free, and worked for three years on a ship near Boston, Mass. He then engaged in the feed business for five years in Worcester, Mass. Coming to Chicago April 17, 1856, he followed the packing business twenty-five years in that capacity of superintendent, and then engaged in the inspection of general provisions. April 27, 1882, he became assistant superintendent of all outside work in the yard of the Calumet Iron and Steel Company's works. Mr. Cohlen in 1851 married Miss Alice Dowling, a native of Ireland. They have six children—James, George H., Mary E., Joseph H., Annie E. and Alice A.

FRANK J. COLAHAN, police station keeper at South Chicago, came to the latter city in December, 1857, and first worked at various employments. In 1859 he joined the police force as a patrolman, and in the spring of 1860 was promoted to station keeper. He was born in Schuylkill County, Penn., April 27, 1837, and was reared and educated in his native country. He is a member of the Independent Order of Hibberts and the Independent Order of Foresters. In 1881 he married Miss Celia Hansen, a native of Denmark, but raised in the United States. They have two children, John Joseph and Frank Edward.

JOSEPH COLCLOUGH, machinist in the engine room of the blast furnace of the North Chicago rolling mills, of South Chicago, began his charge of this department in the spring of 1882. He was born in England January 7, 1844. At a suitable age he served an apprenticeship of seven years as machinist in North Staffordshire. In 1858 he ran a machine shop of his own and did general work. In 1881 he came to America and settled at Pittsburgh, Penn., where he went into the employ of the American Iron Works as machinist until he came to South Chicago. Here he assisted to adjust the blowing engines for the converting mill, and has been at work for this company since. He is a member of the Steam Engine-Makers' Society of Brooklyn, N. Y. In 1871 he married Miss Salina Beardsmore, a native of North Staffordshire, England. Mr. and Mrs. Colclough keep a boarding house.

JOHN L. CRAMFORD was born in Scotland, in May, 1834. In 1844 he immigrated to the United States with his two sisters, and was reared in Taunton, Mass. During the late war he was a short time in Government employ on the Illinois Central Railroad, at Cairo, and also assisted in building sixteen Government transfer boats. Since 1860 he has been more or less in the employ of the Illinois Central Railroad. In 1876 he became assistant engineer for the Directors of the South Chicago Post Printing Company. In 1872 he married Miss Mary Gibbs, of McHenry County, Ill. They have two children, William M. and Nellie.

CHARLES J. DANIELSON, of Danielson Bros. & Johnson, merchant tailors and dealers in gentlemen's furnishing goods, clothing, hats, caps, boots and shoes. They erected their store in 1879 and have continued in the same manner ever since. They have been extensively engaged in contracting in getting out timber and ore in the White Pine County, Nevada, has spent from 1868 to 1880 in the Western States and Territories. At the latter place he sold out his various interests in the West and returned to Cook County. He is a member of South Chicago Lodge, No. 696, I. O. O. F., and is one of the directors of the South Chicago Post Printing Company. He married Miss Mary J. Deasey, of Danielson Bros. & Johnson, merchant tailors and dealers in gentlemen's furnishing goods, hats, caps, boots and shoes. They erected their store in 1879 and have continued in the same manner ever since. They have been extensively engaged in contracting in getting out timber and ore in the White Pine County, Nevada, has spent from 1868 to 1880 in the Western States and Territories. At the latter place he sold out his various interests in the West and returned to Cook County. He is a member of South Chicago Lodge, No. 696, I. O. O. F., and is one of the directors of the South Chicago Post Printing Company.
WILLIAM FORMAN was promoted to yard foreman of the rolling mills in April, 1881. There are 120 men employed in this department. Mr. Forman is a native of England, born August 10, 1852. Coming to the United States in 1851, he was working in Chicago one and a half years; then engaged in building the water works on the North Side. Some time after he went into the rolling mills of the North Western Railroad as foreman in construction, and followed railroad building eight years; then was switchman for the same company until 1881, when he came to South Chicago. He is a member of the Masonic Order. In 1856 he married Miss Winifred Thorpe, a native of England. They have four children—Annie, Lizzie, William Weston and Mary Ann.

LOUIS A. FREY, real estate, general fire insurance, loan and steamboat agent, was born in New York City February 26, 1832, and came with his parents to Chicago in 1843, where he was reared and educated. He was first in business with his father, Lucas Frey, in a hotel. In 1857 he engaged in the sale of real estate in South Chicago. He is a director in the South Chicago Post Printing Company, and is recording secretary for the Catholic Knights of America. In May 1851, he married Miss Annie C. Schwall, of Williamette, Ill. They have two children—Mary M. and Anna Catharine.

JOSEPH J. GERRITY was born in Ireland in 1857. In 1863 he immigrated to the United States and settled in Chicago. About six months in the latter part of the Rebellion he was a teamster in the Government employ in Kansas, after which he went to the West Coast. He returned to Chicago in 1867, and went into the lumber business, where he is yet interested. He came to South Chicago in the fall of 1879 and continued there until he came to his present residence. He married Miss Minnie Hall, youngest daughter of William A. Hall, of Batavia, Ill. He remained in and around Chicago three years, after which he began contracting and building. The firm of Getty & Blanchard, of which he is now a member, was organized in 1881 on a capital of about $2,000, and continued until May, 1885, when he engaged in the manufacture of tin plate, adding the manufacture of barb wire fences. He is also a member of the firm of Roehr & Duggan, contractors and builders. He was born in Mallow, County Cork, Ireland, in 1849, and came to the United States in 1868, and entered the same business, adding the manufacture of barb wire fences. He is also a member of the Independent Order of Foresters and the Ancient Order of Hibernians. In 1887 he married Miss Bridget O'Halloran, a native of Ireland. They have four children—Joseph J., Francis William, Michael Richard and Ellen Roseanna.

WILLIAM GETTY, of the firm of Getty & Blanchard, deals in all kinds of pine lumber, wholesale and retail. They handle annually about 8,000,000 feet, and employ twenty-five to forty men. William Blanchard of the firm is president of the Ford River Lumber Company of Chicago (mills at Ford River, Mich.) and Mr. Getty has charge of the business at South Chicago. In 1868 he came to Chicago and engaged in book-keeping for two years; then engaged in the same business, adding the manufacture of tin plate, and continued until May, 1885. He thence went to Colfax, Iowa, and embarked in the lumber trade, where he is yet interested. He came to South Chicago in the fall of 1879 and began the above yard. He was born in Ulster County, N. Y., August 10, 1836. In the fall of 1862 he enlisted in the 12th Indiana Battery, participated in all the battles of his command, was promoted to Second Lieutenant; mustered out in July, 1865. He is interested in the South Chicago Rolling Mills, was promoted to the foremanship of the rolling mills in April, 1881, and went into the employment of the rolling mills, coming to South Chicago in May, 1882. He was born in Rich Town, Cook County, August 12, 1855. In 1870 he married Miss Minnie Hall, youngest daughter of William A. Hall, of Point Pleasant, W. Va. They have three children—Mabel A., Almira M. and James F., Jr.

FRANK HAMMER, foreman in the machine shop of the South Chicago Rolling Mills, was promoted to the foremanship of this department in May, 1882. In 1867 he came to North Chicago and went into the employment of the rolling mills, coming to South Chicago in May, 1882. He was born in Saxony, Germany, August 28, 1833. Having served an apprenticeship as machinist in his native country, he worked in tool factories there until 1857, when he immigrated to Chicago. September 12, 1868, he married Miss Mary Reichter, a native of the same place, Germany. They have three children—Clara J., Ernest A. and Alta. Mr. Hammer is a member of the A. O. U. W. of South Chicago.

ERNEST HARTMANN, foreman of the car repairing department of the B. & O. R. R., took charge of this department in May, 1881, coming to Chicago at that time. He was born March 31, 1852, at Cumberland, Md., and was raised and educated there. At a suitable age he served an apprenticeship of three years as a mechanic in the employ of the B. & O. R. R. since 1870. Mr. Hartmann is connected with the Masonic Order and I. O. O. F. In 1877 he married Miss Minnie Dehler, a native of South Chicago. They have three children—Florence E., William E. and Anna Viol.
MARTIN HAUSLER, of the firm of L. Hausler & Bro., was born in Aschersleben, Germany, December 26, 1847. His parents immigrated to America in 1851 and settled on the North Branch, Chicago, Illinois, where they lived until 1858, and then removed to Iron Township, near the Calumet River, where they lived four years, since which time they have lived in Hyde Park Township. MARTIN HAUSLER has been a member of the South Chicago Rolling Mill Company eleven years. He was married Miss Augusta Eggers, a native of Germany. They have five children—Martin, Henry, William, Fredericke and Mary. LUCIUS L. HAUSLER, of the above firm, was born November 14, 1852, in Aschersleben, Germany. In 1866 he married Miss Augusta Kelche, of Riverdale. They have four children—Louis, Augusta, Amelia and Minnie. The Hausler brothers have the most extensive rolling mill for the great lakes, and employ twenty-five men in the business, selling their products principally in the Chicago markets. They also own two very fine steam tugs. They settled in South Chicago in 1860, and in 1871 located where they are at present.

FREDERICK HAYNES, yard-master for the Baltimore & Ohio Railroad, at South Chicago, was born at Greenfield, Huron Co., Ohio, in 1856, and was raised and educated at Centreville, Ohio. He began railroading at the age of eighteen for the above company as brakeman on a freight train for three years; then was promoted to assistant yard-master, and from that to first and second assistant at Chicago, where he was assistant for a year, and November 25, 1885, was appointed yard-master of South Chicago, Chicago, and the Union Stock Yards. JOHN C. HUXLEY, principal of the Taylor school, South Chicago. He was born at Madison, Ind., January 12, 1852. His parents came to Chicago in 1853, and there he was reared and educated. He first learned a trade as a boiler-maker, and has continued that business since. In 1862 he enlisted in the Government employ, and was transferred to Chattanooga, Tenn., until the close of the war. He is a member of the Methodist Episcopal Church. In 1880 he married Miss Kate Lutz, a native of Germany. They have one daughter, Minnie A. Huxley.

JOHN C. KEENAN, proprietor of the South Chicago steam boiler works. These works were opened for business in November, 1858, in the neighborhood of the Carondelet Iron Mills. He manufactures steel boilers, tanks, coal mining buckets, cooling pans, sheet-iron work of all kinds, blacksmith repairs, etc. He employs twenty-five men on an average, and turns out $15,000 to $20,000 for material per annum. He was born September 7, 1842, in Chicago, and was educated there. The capacity of his establishment is one thousand boilers per annum. He has a large rolling mill for large locomotive wheels, and has made over five hundred such wheels for the Illinois Central Railroad. He was married March 1, 1866, to Miss Ellen Williams, who was born at Racine, Wis., and was raised at Bangor, La Crosse Co., Wis.

W. O. JONES, shipping clerk at the North Chicago Rolling Mills, South Chicago, in July, 1853, was promoted to this position, and was born at Milwaukee, Wis., July 15, 1850, and was raised and educated at Waukesha, Wis., October 15, 1857. He was raised and educated at Winona, Minn., living there until he came to South Chicago, in 1872, when he began working for the Carondelet Iron & Steel Company's works at Irondale. The subject of this sketch was born in Waukesha, Wis., October 15, 1857. He was raised and educated at Winona, Minn., then going into the employ of the rolling mill company, as weighman on their docks. He followed this a year and then took charge of loading steel rail for a year or two, and then in some months, after which he was promoted to his present position.

J. C. KRIMBILL, real estate and general fire insurance agent, was born in Alsace, France, March 19, 1850. He came with his parents to the United States in 1853 and settled in Warren County, Penn., and attended the common schools of that State. In 1848 he moved to Chicago, and clerked in stores, etc. In 1870 he embarked in the grocery trade, but in one year, losing his stock by fire, he went to Crown Point, Lake Co., Ind., where he followed merchandising until 1875. He held the office of Justice of the Peace six years, Township Trustee six years, Deputy Sheriff three years, and High Sheriff four years. In 1859 he was engaged in the manufacture of steampipes, the Rolling Mill works, the Carondelet Iron & Steel Company's works in 1877, and has been in the employ of the North Chicago Rolling Mills, at South Chicago, since April 1, 1850. His father, John H. Jones, who was born in Nauvoo, Ill., was killed by accident in the same works in 1852. The capacity of this company is 818,000 to 920,000 for material per annum. He was born Septem­ber 30, 1842, in Chicago, and was married, by which marriage have resulted four children—Louis, Augusta, Ida, Rose and Thomas.

JOHN G. LANNING was born December 16, 1838, in Belmont County, Ohio, where he was raised. He bega...
HISTORY OF HYDE PARK.

SAMUEL J. McGRAW, plumber and gas fitter, was born in New Lexington, Ohio, December 10, 1835, and was there raised and educated. He first began plumbing in 1856, which business he followed until 1865, when he came to Chicago and established himself in plumbing and gas fitting. He now owns an establishment at 25x135 feet in area, two stories high; the other a double store, fifty doors, blinds, and builders’ material, began business at South Chicago, and is examining physician for the latter. In 1879 he married Miss Kate Tomey, a native of Indiana; and since he has practiced medicine, principally at La Porte, Ind. He was born in Somerset, Perry Co., Ohio, July 27, 1856, where he was born and educated, which was 1877, he enlisted as a member of the Board of Education, and a member of the Independent Order of Foresters and the Independent Order of Odd Fellows of Illinois.

LYSANDER MEKER, physician and surgeon, was born in Guernsey County, Ohio, January 3, 1832. He was raised and educated in La Porte, Ind. He attended two courses of medical lectures at Ann Arbor, Mich., two courses at Rush Medical College, Chicago, and graduated from the medical department of the Iowa University, at Keokuk, February 20, 1857. Previous to that time and since he has practiced medicine, principally at La Porte, Ind. He was one and a half years surgeon of the 128th Indiana Volunteer Infantry, after which he returned to La Porte, where he remained until he came and opened an office at South Chicago in June, 1852. In 1870 he married Miss C. V. Van Nicken, of Cincinnati, Ohio.

SERGEANT JOHN MERGETHALER, sergeant of the South Chicago, Coliseum and Calumet, was born in Chicago, December 10, 1853, and was there raised and educated. He first began plumbing in 1877, which business he followed for many years, and since he has practiced medicine, principally at La Porte, Ind. He was born in Somerset, Perry Co., Ohio, July 27, 1856, where he was born and educated, which was 1877, he enlisted as a member of the Board of Education, and a member of the Independent Order of Foresters and the Independent Order of Odd Fellows of Illinois.

JAMES MARKHAM, wholesale and retail dealer in wines, was born in Youngstown, N. Y., June 22, 1852, and was reared in his native city, where he worked in a railroad office. He came to Cook County, Ill., in 1881 and clerked in a rolling mill two years; then took charge of the above school. He is a member of the Independent Order of Foresters and the Independent Order of Odd Fellows of Illinois.

JULIUS LOUIS NAPIERSKIE, boss roller of one set of rolls in the finishing train at the North Chicago Rolling Mills of rolls in the finishing train at the North Chicago Rolling Mills of...
South Chicago. Mr. Napierieke took charge of this roll in May, 1852. He was born in Galveston, Tex., in September, 1854, and graduated in 1870 with his parents, where he was educated. When a small boy he went into the employ of the above rolling mill company, and has since been with them, coming to South Chicago April 25, 1852. He is a member of Myrtle Lodge, No. 60, I. O. O. F., and of the Independent Order of Foresters of America. December 4, 1878, he married Miss Catharine Wreford Le Gallais, born in 1852, daughter of Mr. and Mrs. Le Gallais, of Jersey Island, where they have three children. Mr. and Mrs. Wreford are of the firm of F. Sommer & Co., engaged in contracting and building nine years. He began as a carpenter, then went to work on the Baltimore & Ohio Railroad Company in 1870, as a fireman, and was engaged in the above business. Mr. Wreford came to Chicago in 1875, and the same year he married Miss Ellen Belmuth, daughter of Philip Le Gallais, of Jersey Island. They have three children—Carrie Wreford, Samuel Julius and Katie E.

AUGUST NELSON, postmaster, was appointed April 23, 1852, to the position of postmaster of South Chicago, first to this office. He was born in Sweden, May 2, 1848. After leaving school he was apprenticed to a wood turner, which he followed in Sweden until 1868, when he emigrated. After remaining in Canada a short time, he settled in Chicago, where he engaged in wood turning in the car shops of the C. R. R., remaining in their employ until November, 1852, when he engaged in business in Parkside. The firm of Peterson & Nelson, grocers, real estate dealers, was established in 1852 by Johnson & Peterson. They contemplate adding to their store until they keep a general one.

GEORGE O'BRIEN, chief engineer in the rail-mill department, was born in Philadelphia, Penn., May 8, 1853, and lived in West Virginia until ten years of age. The family removing to Ionia, Mich., there he remained until he went into the employ of the Ohio Railroad Company in 1870, as a young man, which occupation he followed two years, after which he was engineer one year. He then returned to Ionia, Mich., where he was employed in the same capacity by a lumber mill company one year, after which he went into the employ of the B. & O. R. R. in the same capacity for six years. Then at South Chicago he took charge of an engine for the North Chicago Rolling Mill Company. In 1864 he enlisted in Company D, 18th Michigan Volunteer Infantry, and was mustered out in September, 1865, as a member of A. E. Burnside Post, No. 109, G. A. R., and is now a member of the Knights of Pythias, and Calumet Council, No. 560, R. A. M., of South Chicago.

LEVI ROSENBERG is of the firm Rosenberg & Peterson. They contemplate adding to their store until they have their own building. Mr. Rosenberg is a native of Sweden, May 2, 1843. After leaving school he was apprenticed in the iron and steel business. In 1852 he came to Chicago, where he worked in various engineering departments, and then came to South Chicago in 1871. He was born in London, England, July 29, 1819, and lived in this city until he came to South Chicago. Mr. Rosenberg is a member of the Knights of Pythias, and Calumet Council, No. 560, R. A. M., South Chicago.

JOHN B. RUHLAND, superintendent of the extensive meat packing establishment of F. Sommer & Co., was born in Cleveland, Ohio, April 24, 1832, and was raised in the meat packing business for the above company. He is a member of the Knights of Pythias, and Calumet Council, No. 560, R. A. M., South Chicago.

LEVI ROSENBERG is of the firm of Rosenberg & Co., dealers in general line of hardware, stove, thresher, and who do a general jobbing work. They began business at South Chicago in 1852, having their store established in Chicago in 1857. They now own the building in which the company is located in the summer months, and their store is valued at $6,000. It is twenty-five feet wide by eighty-eight feet deep—a two-story building, and has a basement. Mr. Rosenberg is a native of St. Louis, Mo., and was raised in Chicago in mercantile trade. He was born in New York, where he was a member of the Knights of Pythias, and Calumet Council, No. 560, R. A. M., South Chicago.
married Miss Carrie Rankin, of Amherst, Mass. They have two sons—Robert M., who lives in Minneapolis, Minn., Mabel C., a teacher in the public schools of South Chicago, and Abbie M., a teacher at Buchanan, Mich.

G. A. RUSSELL, proprietor of the Triumph Planing-Mill, began the erection of these mills in the spring of 1874. They are nearly 20 x 135 feet in area, one-half three stories high; and there is an addition 20 x 135 feet long, two stories high. This factory contains all the necessary machinery for manufacturing sash, doors, blinds, and all kinds of machinery for the planing and re-sawing required by the lumber trade, and employs from twenty to thirty men.

Mr. Russell was born in Chenango County, N.Y., December 8, 1818. In 1835 his parents removed to Russell Township, Indiana, where he worked until he was twenty-one years of age. He then became a carpenter and builder, which occupation he followed. He worked two years at millwrighting before coming to Chicago in 1856, and thereafter worked, working two years at millwrighting and manufacturing for others until 1874, at which time he began erecting his planing-mill at South Chicago. In 1844 he married Miss Sarah Halsey, of Henderson County, Ill. They have eight children—Sarah S., now Mrs. J. E. Chapin, living in Florida; Sylvester E., a carpenter of South Chicago; Maria L. now Mrs. F. P. Medina, living in Idaho; Charles Samner, with his father in the planing-mill business; Fredericka Behn, a native of Germany. They have one daughter, Olive A., now Mrs. Thomas Moran, who is agent for the sale of school furniture; Celesta A., a proof-reader in the Interior office, Chicago; Emma I., a teacher in the Chicago public schools. Mr. Russell is a member of the South Chicago Philosphical society, and is connected with the South Chicago Post Printing Company.

A. SCHNELL is proprietor of a meat market, in which he retails all kinds of fresh and salt meats, etc. In 1880 he erected a market building twenty-two feet wide by sixty feet deep, two stories high, at a cost of $2,000. He was born in Germany, October 10, 1843, and came to the United States in 1866, engaging in the meat-market business at Baltimore, Md., for six years. He removed to Chicago in 1872 and was engaged in the planing-mill business. He is a member of the Knights of Pythias and the South Chicago Liedertafel. In 1874 he married Miss Fredericka Behn, a native of Germany. They have one daughter, Edith A. Schneidenjochs.

JACOB SHEPHERD, heater in the rolling mills, came to North Chicago in 1875, and went into the employment of the North Chicago Rolling Mills as a heater, continuing there until he came to South Chicago and began work in the above department in May, 1878. He was born in Switzerland April 9, 1840; came to the United States in September of 1857, and located near Detroit, Mich., where he followed farming until 1867, after which he went to Wyandotte, Mich., and entered the employ of the above company. He is a member of Garfield Lodge, No. 606, I. O. O. F. Independent Order of Foresters of Chicago, Garden City Lodge, No. 1; A. O. U. W., Myrtle Lodge, No. 226, South Chicago.

In 1865 he married Miss Emma Flowers, who was born in Washtenaw County, Mich., December 9, 1847. He and Miss Flowers have two children, Elia M., born November 15, 1865, and Alta M., August 7, 1869.

PETER SMITH, of the firm of Kowalski, Smith & Co., wholesale and retail dealers in wines, liquors and cigars, was born in Chicago in 1853. He is a member of the Chicago Planing-Mill Company, and has been engaged in erecting many of the good buildings of the latter city. He is a member of the Knights of Pythias and the South Chicago Liedertafel. In 1874 he married Miss Fredericka Behn, a native of Germany. They have one daughter, Ada M. Smith.

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machiavellians. During this time, March 3, 1872, he married Carrie E. Jenkins, daughter of Reuben Jenkins. They have five children—Reuben, James, Charles Edward, Emma and Ada Ann. He then went into the Joliet Iron & Steel Company one and one-half years, for the St. Louis Rail Fastening Company two years, for the Crate Brothers Manufacturing Company two years, and on the erection of the rolling mills at South Chicago has been there employed. He has been a member of the Grand Lodge, and in the year 1873 furnished one thousand and seven hundred car loads of coal and ashes, employs about seventeen men and seven teams in the business. He is a member of the Encampment No. 10, O. O. F. Chapter and Masons' Lodge, and Royal Arcanum. In 1865 he married Miss Timpie Ma. Bailey, of Rich­ mond, Henrico Co., Va. They have six children—Florence L., Alice V., Lula M., Willie W., Charles L. and Myrtle B.

FENTON TINSLEY, firm of Tinsley Brothers, dealers in gents furnishing goods, clothing, boots and shoes, etc. They also have a branch store at Grand Crossing, Cook County, in 1874 they erected their store at South Chicago, twenty-two by sixty-six feet, and two stories high. J. W. Tinsley is the other member of the firm. Fenton Tinsley came to Chicago in 1843 and engaged in the clothing business, continuing the business in part until en­ vious to locating at his present place. He was born in Oneida County, N. Y., June 30, 1824, and was raised at Booneville, same county, and employed as clerk a number of years. In October, 1848, he went to Chicago, and in Company A, 97th N. Y. V. Volunteer infantry, participated in all battles of his command as a drummer boy for one year. He is a member of Calumet Council, No. 599, R. & S. M., November, 1850, he married Miss Nellie Jelson, of Racine, Wis.

James T. Tully, foreman on a section of the P. F. W. & C. R. R., took charge in 1858, and for twenty-five years has remained at the head of this department. He came to Illinois in 1857 and settled at Ten Mile Grove, Vermillion County, where he worked on a farm at twenty-two dollars per month. In 1852 he came to Chicago, where he worked on the iron company of the same year came to South Chicago. He erected the first frame house in the village proper, now close to the public school building, where he has since lived. He went into the employ of the Mich­ ingen Southern Railroad for about three years, after which he began the business of photographer, continuing the business in part until just pre­ vious to locating at his present place. He was born in Oneida County, N. Y., June 30, 1824, and was raised at Booneville, same county, and employed as clerk a number of years. In October, 1848, he went to Chicago, and in Company A, 97th N. Y. V. Volunteer infantry, participated in all battles of his command as a drummer boy for one year. He is a member of Calumet Council, No. 599, R. & S. M., November, 1850, he married Miss Nellie Jelson, of Racine, Wis.

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ALFRED WILSON was born in New York City June 14, 1837. His parents lived there until 1849, when they removed to Milwaukee, Wis., where they resided until 1862. February 24 of that year he entered in the 16th United States Infantry, and afterward was appointed First Sergeant of Company C, 2d Battalion. He participated in several battles, and was taken prisoner at the battle of Chickamauga, and after fifteen months’ confinement inAndersonville and other rebel prisons, was returned to Annapo­lis, Md. He was mustered out March 3, 1865. After army life he was identified ten years in the insurance business at Columbus, Ohio. June 12, 1866, he married Miss Annie Pulling, of the latter city, a native of Worcestershire, England. They have three chil­dren—Maud, Alfred, Jr., and Newton. In 1874 he removed to Chicago, where he was employed in the Cook County Treasurer’s office four years, and a year in the Recorder’s office. In 1879 he removed to South Chicago, where he was engaged as weighmaster at the rolling mills a number of years, afterward being appointed Street Inspector. In 1880 he was elected a member of the Board of Education for three years, and was secretary of same. He is presi­dent of the Fifth District Republican Club, and is the present com­mander of A. E. Burnside Post, No. 199, G. A. R.

HERMAN F. WITTE, foreman of the woodworking machine works of Benjamin, Fischer & Mallery, was born in Blue Island, Cook County, July 16, 1860, and raised on a farm there. In 1877 he began his apprenticeship as a machinist in Chicago in the employ­ment of the American Steam Engine Works, continuing there three years, after which he went into the employment of the Vul­can Iron Works, and later in the Columbia Iron Works of Chicago, remaining until 1885, when he came to South Chicago. His father, Christian Witte, is a farmer near Blue Island.

J. HENRY ZEIS, principal of the Gallistel school, Colehour. He took charge of this school September 1, 1883. Mr. Zeis was born January 24, 1860, at Fort Seneca, Ohio. and was raised in Springfield Township, Allen Co., Ind., near Fort Wayne, where his parents still reside. He was educated at Valparaiso, Ind., and Ada, Ohio. Since 1877 he has taught in the public schools of Ohio, Indiana and Illinois. He is a member of Mt. Sinai Lodge, of South Chicago, and the Philomathean Society of Northwestern Normal School of Ada, Ohio, for some time having been president of the latter institution.

COLEHOUR.

This suburb derives its name from Charles W. Colehour, and is known also as the Iron-worker’s Addi­tion to South Chicago. This was laid out in the south half of Section 8, Township 38 North, Range 15 East, and in the west half of the northwest quarter of Section 17, same township and range; the limits of Colehour are hardly definable, especially in view of the fact that the inhabitants of the vicinity who live north of the Pittsburgh, Fort Wayne & Chicago, Michigan Southern & Baltimore and Ohio railroad tracks, designate their local habitation as being exclusively in Taylor’s addi­tion. In deference, therefore, to the idiocies of such residents, the northern boundary of Colehour, may be designated as such tracks: the eastern, the State line; the western, the Calumet River; and the southern, One Hundred and Tenth Street. There is but little history to this region, unless an apocryphal narration of Indian denizens be told, for Martin Finerty, perhaps the oldest living settler, who came in 1859, and located on what is now Avenue K, near One Hun­dred and Eleventh Street, says that then there were but three people in Colehour, Michael O’Byrne, Mrs. Ann O’Byrne and George Wurley, and that “The country was all a bush and prairie, water and musk­rats, and that the mosquities could be shot by the bushel-basketful.” The first death was that of James Prendergast, in November, 1858, a settler of 1851, whose widow Finerty married in 1859; and the first and only road for many years, was one that followed the route of the Indian trail, starting at the old Indian grave yard, which was employed running to Ewing Avenue and south­east to State line. Upon this road, Finerty states, are the remains of an old tavern; he also relates, on the authority of Mrs. Finerty, that Frank Degnan came to Colehour about 1851, and Rogers Murphy about 1852. The church of the period was the residence of Michael Doyle, whereat mass was said by Father “Tom” Kelly. The actual existence of Colehour subsequent to this legendary genealogical epoch was commenced in 1873, when the survey was made after the purchase by the Silicon Steel Company of twenty-six acres in the north­western corner for their rolling mills. In September of that year it became manifest that accommodations must be made for the workmen, whom the opening of the rolling-mills would bring to the place, and streets were opened and real estate thrown upon the market; the first general auction sale taking place October 27. Notwithstanding the general depression lots were sold at prices averaging seven dollars per foot. But failure upon the part of the Silicon company to fulfill the pro­visions of the contract under which they procured their land caused litigation, and the reversion of the property to Mr. Colehour. The buildings erected by them for a rolling mill are now occupied by E. A. Shedd & Co. as an ice house.

TAYLOR’S ADDITIONS TO SOUTH CHICAGO.—These additions may be generally said to extend from the railroad track designated as the northern bound­ary of Colehour, northward to the Calumet River and forming a triangle bounded by such tracks, the river and Lake Michigan. D. S. Taylor, purchased and subdivided some three hundred acres in 1872-73, and he also sold twenty-six acres to the Silicon Steel Com­pany, that reverted to him in the same manner as those of Mr. Colehour. From near the entrance to Calumet River, Mr. Taylor has cut a large slip whereon are two thousand five hundred feet of frontage. In 1873, Mr. Taylor built the Ewing House, at the corner of Ewing and One Hundredth Street, at a cost of $10,000, the first hotel in the Taylor-Colehour district; the mention of the other features in which will hereafter include both regions.

THE FIRST SCHOOL in the region was attached to the Colehour German Lutheran Church, and organized in 1874, with the Church, with about fifteen scholars; it now numbers eighty-six pupils, and the principal is A. F. Ahner. The congregation, at the time of their segre­gation, were ten families; at present the congregation comprises fifty-eight families; the pastor is Rev. John Feiertag: the trustees are Fr. Eggers, Fr. Miller and Henry Millis. The church property consists of five lots on One Hundred and Third Street and Avenue A, and two buildings; the church, school-room and pastor’s residence. The buildings, with furniture, are worth $1,500.

The first public school was built in 1876, on the site of the present Gallistel school, on Ewing Avenue, between One Hundred and Third and One Hundred and Fourth streets.

The first store was built in 1875, by M. W. Gallistel, during which year the post-office of Colehour was estab­lished.

The first Postmaster was Richard D. Lender. J. Bre­mer succeeded him and Bremer was succeeded by M. W. Gallistel on January 29, 1888, who is now the occupant of the position.

The first church erected was the Church of the Evangelical Association, in 1875, when the congrega­tion was organized as a mission by the Illinois Conference. The pastors of this Church have been Revs. Schuster, G. C. Knoble, William Gross, Streu­berger, W. H. Fowke and T. W. Woodside. They also supplied the pulpit of the Association at Cum­mings since its organization. The doctrines and
church polity are very similar to those of the Method­ist Episcopal Church. The membership of the Church at present is thirty-four; of the Sunday-school, one hundred and fifty, under the superintendency of J. V. Hahn. The church, situated on Sixth Avenue, between Twenty-eighth and Ninety-sixth streets, is thirty-eight by fifty-six feet; is still a mission, partly dependent upon the conference, and is worth, with the ground, $1,500. The trustees are: A. Rehm, F. Peters and J. V. Hahn; class-leader, Wesley Sawyer.

The German Baptist Church, on One Hundred and Seventh Street, was dedicated in June, 1876, at which time there were twenty-five members. The trus­tees were: Messrs. Bäuerle, Schneider and Stuben­rauch; the cost of the church and ground was $1,000, the present pastor, Gotthard Mengel, was the incumbent. The members of the Church at present number forty-eight. In connection with the Church is a Young Mens' Christian Association, organized May 15, 1882, with fourteen members. Its name was recently changed to “Jugendverein.” Of this society the pastor is the president. A flourishing Sunday-school is likewise attached to the Church.

The Swedish Baptist Church, on Fourth Avenue, is a near a pretty edifice, built in 1882. The membership is about twenty-five and they have no settled pastor; wherein the Swedish Evangelical Lutheran Bethany Church are like unto them. When this latter body meets, their services are held in the public school building.

The Colehour Loan & Building Association is a prominent feature of real estate transactions in Cole­hour, with a capital stock of $25,000. The officers are: Henry Kassens, president; Jacob Bremer, secre­tary; M. W. Gallistel, treasurer; Henry Winkelman, John Bergreen, Rudolph Buchart, J. A. Johnson, Henry Sifron and John Caprez, financial committee.

On June 12, 1882, Colehour Hose Co., No. 8, was organized, with William S. Smith as captain, but they shortly afterward disbanded, and the hand hose cart and hand engine were taken away.

The industries of this region, apart from the real estate interests, are Duffy’s Tin-Plate & Steel Tool Works, at the intersection of the Pittsburgh & Fort Wayne Railroad and Third Avenue; has the object of the Boston & New York line of iron plate to be made upon smaller machinery than is requisite for the manufacture ; larger machinery will be constructed by Mr. Duffy at the new shop, when completed, where the manufacture of tools of all kinds by machinery will also be carried on.

There are also Brand & Hummel’s Brewery on One Hundredth Street, near the river; C. F. Jockisch’s plan­ning mill and sash factory, near Brand & Hummel’s; Kalish & Sutton’s stock­ing factory, and Henry Kassen’s soda factory. Of the prospects of this region, only favorable accounts could be given were it not for the uncertainty regarding some of the real estate titles in Colehour, but time, chancery suits and tax-titles will erode the clouds, and warranty, in lieu of quit-claim, deeds prevail. The prospective proprietors of Taylor and Colehour, however, are not the resident proprietors, but the large manufacturers and mill owners, and they are amply qualified to guard their interests against ad­verse claims and litigants under color of title. The sites are excellent, contiguity to the river and lake affords special and unequalled facilities for dockage, and the multiplicity of railroad lines present competitive, and consequently reasonable, rates of transportation. With these advantages the growth and prosperity of this region is merely a question of time, and of but a short time, as the motors to such growth are rapidly becom­ing known.

COLEHOUR BIOGRAPHICAL SKETCHES.

CHARLES W. COLEHOUR, attorney at law and dealer in real estate, was born in Norristown, Penn., March 4, 1837, and was raised in Philadelphia, educated at the University of Pennsyl­van­ia, Philadelphia, and in 1856 was admitted to the Bar of that city. He came directly to Chicago, Ill., where he opened a law office, and continued the practice of law until 1870, at which time he became identified in real estate. In 1875 he removed to what is now named Colehour, which takes its name from him. In 1862 he married Miss Anna P. Clarke, of Utica, N. Y. They have four children—Mabel, Grace, Charles W., Jr., and Nellie.

FREDERICK A. EGERS was born in Germany, August 19, 1851. At a suitable age he served ten years in the cavalry service of the German Army. He followed the manufac­ture of linen fourteen years, and in 1875 came to the United States, lived two months in Chicago, and in October of that year settled in North Township, Lake County, Ind., and after one year erected a fine dwelling house. For many years he has been following fish on Lake Michigan, marketing his catches in Chi­cago. He has often started from his place at one o’clock in the morning with a wagon-load of fish when there were no roads or bridges, and sold his products in the city—to return and repeat the same. In 1853 he was Supervisor of his township and served for many years, and from 1876 to 1882, inclusive, was a member of the Board of County Commissioners of Lake County, Ind. In 1845 he married Miss Frederica Halfs, a native of Germany. They had seven children—Henry (deceased), John, Friedrich, Ernst, Mary Augusta, Fredrikke (married to and Susan. They are members of the German Lutheran Church.

MATTHEW W. GALLISTEL, Postmaster, was born near Vienna, Austria, December 15, 1843, and came with his parents to America in 1844, settling in Chicago. In 1855 he spent four terms at the German Catholic College, Milwaukee, returning the next year, when he was employed as clerk in a grocery, some time after­ward embarking in the business for himself, which he carried on for eleven years. In 1878 he came to Colehour, where he engaged in general merchandising four years. January 9, 1880, he took charge of the post-office, and in connection with it he carries on a real estate and fire insurance business. In 1863 he married Miss Marie Dasehok, a native of Bohemia. They have five children—Andrew M., John P., Albert W., Frank A. and Mary A. He was one of the originators of the South Chicago Lodge, No. 696, I. O. O. F., from which he withdrew, and January 18, 1884, organized and was installed Past Grand Master and represents the Iron Link Lodge. He is also a member of a Bohemian lodge in Chi­cago, and is a charter member and treasurer of the Colehour Building and Loan Association. During the time he was pres­ident of the South Chicago Board of Education, the fine brick school building was erected named the Gallistel school.

ERNST HUMMEL, of the firm of Brand & Hummel, proprietors of a brewery erected in 1841-82. Their building is 75 by 150 feet. They employ ten men and turn out forty barrels of beer per day. Mr. Hummel was born in Wurttemberg, Germany, April 3, 1842. He came to the United States in 1856 and settled in Chicago, where he worked in a brewery, and for some time was agent for Brand’s brewery. In 1865 he married Miss Mary Alm­dingner, who was born in Germany, and they have two children, Ernst F. and Clara. Mr. Hummel served as Deputy Sheriff of Cook County four years. He is a member of the Masonic Order.

WILLIAM KUMPF, dealer in groceries, flour and feed, began trade in 1876. He came to Chicago in 1835, where he was raised and educated. In 1853 he opened a mill depot, which he continued until, in 1876, he came to Colehour. He was born in Ger­many October 10, 1849, and came with his parents to the United States in 1853. In 1873 he married Miss Christina Miller, who was born in Germany December 16, 1853. They have five chil­dren—Clara, born August 29, 1874; Nora, March 22, 1876; Minnie, February 23, 1878; Walter, October 8, 1880; and Amelia, February 22, 1882.

FREDERICK PETERS, builder and contractor, was born in Germany June 8, 1841. His parents came to the United States in 1844, and settled at Downer’s Grove, DuPage Co., Ill., where he was reared on a farm. In March, 1864, he enlisted in Com­
JOSEPH M. SPAHN, proprietor of the Spahn House, was retired from active business. On July 5, 1875, a celebration was held on the bank of the Calumet, near where One Hundred and Ninth Street would stand on the west bank of the river. The occasion was the laying of the corner-stone of the Joseph H. Brown Iron & Steel Company's rolling mill, and the fact of the Calumet River being opened for navigation twelve miles from its mouth. One batch of the celebrants came on excursion train to Riverdale and were welcomed by Charles H. Dolton, at Dolton Junction; where interminable tables of refreshments were prepared for guests. His congratulations were replied to by Judge J. Lyle Dickey and General U. F. Linder. The guests then formed in line with a band at their head and embarked on board the fleet, commanded by Commodore James H. Bowen, consisting of steamer Florence; steamer Ben Drake; schooner Mary Ellen Cook, towed by Belle Chase; schooner Lavinda, towed by G. W. Evans; the steam pleasure yacht, the Idler, and the tug the Rover and Alert. Still another mass of excursionists came via the R. I. R. R. and the branch Belt Railroad to South Chicago and thence by branch to Ironton. Upon the junction of the two bodies of excursionists there were found to be present the following gentlemen, among many others: J. Lyle Dickey, U. F. Linder, Paul Cornell, George W. Gage, County Commissioners Burdick, Clough, Crawfurd and Jones; J. L. Jameson, M. B. Boyden, Charles E. Rees, George S. Essex, R. J. Oglesby, E. M. Haines, John McArthur, John H. Hoxie, W. P. Gray, Leslie Lewis, W. H. Watters, George W. Binford, C. B. Waite, T. H. Bryant, W. R. Cornell, E. C. Cole, J. Hammond, J. R. Bensley, William Bye, Frank Agnew, E. C. Brooks, H. R. Shafter, Joseph H. Brown, Samuel Hale, W. Bonnell, James H. Rees, C. H. Cutler, William Moore, F. A. Bragg, C. H. Dolton, B. F. Guyton, Joseph T. Torrence, C. B. Hale, G. W. Hale, James P. Root, Henry Wisner, I. W. Gregg, Charles Follansbe, J. A. Ellison, E. S. Wadsworth, S. Sherwood, A. D. Waldron, A. C. Calkins, O. S. Hough, Edward Ely, E. H. Blakely, M. A. Farwell, Jerome Beecher, Charles Cleaver, A. N. Lancaster, George W. Waite, Ira P. Bowen, W. S. Hinckley, C. Henrotin, George H. Waite, James Wadsworth, W. K. Nixon, Fernando Jones, J. Harrison Ely, George B. Armstrong, Thomas L. Morgan, Charles S. Waite, William Bowers and Dr. Trowbridge, W. K. Burdick stated the object of the meeting, and a speech was then made by U. F. Linder, the friend of Abraham Lincoln, who was made sure of the present day, and after prayer by Rev. C. E. Felten and a speech by Irus Coy, the corner-stone was laid. This was made of Lake Superior sand-stone, and was about six feet high by four and a half feet square, surmounted by an ornamented cap. Upon the side was carved a bee-hive, with a cornucopia on each side, and underneath :

AMERICAN INDUSTRY.

Joseph H. Brown, Proprietor.

Established and located through the liberality and energy of James H. Bowen, the founder and promoter of South Chicago, July 5, 1875.
E. M. Haines then spoke, followed by Richard J. Oglesby. This was the inception of Irondale, or Brown's Mills, now Cummings. November 20, 1875, Elam G. Clark received the following telegram:

CHICAGO, November 20, 1875, 7:30 P. M.

E. G. Clark, ore South Chicago Hotel:

Propeller with ore here to-morrow at mouth Calumet, Monday early.

J. A. Bowen.

This was sent by James H. Bowen's son to notify Mr. Clark that the propeller "J. L. Hurdi," Captain Lloyd, with two hundred and fifty tons of iron ore on board, would be at the mouth of the river at the time designated. Mr. Clark, and a number of citizens, went to the mouth of the river and boarded the propeller, which steamed up the river to Brown's Mills, on November 21, 1875, with the first iron ore for the mill, also with two hundred and fifty tons of pig iron on board; and by the trip of this first propeller up the river, demonstrating the practicability and eligibility of the waterway for vessels of large tonnage and deep draft. On June 27, 1876, a large convention was held at South Chicago and proceeded to the mills. The convention was that of the Civil Engineers' Association of the Northwest, and large numbers of distinguished visitors came on three cars under the superintendence of Train Master Berry of the Illinois Central Railroad. The occasion was the letting steam on to the machinery of the Joseph H. Brown Rolling Mills.

The proprietors of the Calumet Iron & Steel Works are the successors of the Joseph H. Brown Iron & Steel Company, and the Joseph H. Brown Company. The works at present are commodious and convenient; a steamer from the Lake Superior iron region can steam into the company's yard and unload her ore, and railroad tracks likewise are laid into the yards, so that while the raw ore is received on one side, the finished rails and nails are shipped on the other. The plant of the company, worth $1,250,000, and their output last year aggregated $2,600,000. A description of the manufacturing process is thus given in the South Chicago Independent:

"The process of converting the raw ore into merchant iron and nails, is one of great interest. The ore is placed into a seventy-five foot blast furnace, and is heated intensely hot. In order to do this, there are used two large blowing engines and three Cowper hot-blast stoves. As the ore is heated, the iron sinks to the bottom and the other substances rise to the top. The former is drawn off at the bottom of the furnace and run into pig iron, while the latter is drawn off at the top, and forms a slag, which is used on roads, railroads, and for such purposes. The capacity of the furnace is one hundred and twenty-five tons in twenty-four hours.

"There are great piles of pig iron about the yards, and as one looks at them he is almost led to think he has stumbled into an extensive wood yard. The furnace is run on Bessemer and foundry pig iron.

"The next step, after producing the pig iron from the ore, is to place it in what are called puddling mills, of which the company have eight double mills. The capacity of these mills is about eighty tons daily. The pig iron is placed into these mills and heated very hot, so as to burn the impurities out of it. Strange as it may seem, although the iron is melted to a white heat, it after awhile becomes thickened, and the workman sticks great tongs into the boiling puddling mills and take out large chunks of iron. The iron is heated in these puddling mills entirely by gas made on the grounds of the company, and it requires extensive gas works to supply enough gas. The gas used would light a good sized city, and to make it, requires sixty-eight gas producers. After being taken from the puddling mills, the chunks of fiery iron are placed into machines called squeezers, where they are rolled into 'blooms,' or chunks of iron, and then run through rollers into 'muck' iron, and afterwards 'sheared' or cut into pieces, and then taken to the heating furnaces, where they are again heated and converted into merchant iron.

"After being taken out of the heating furnaces, the iron is run between rollers, of which there are three 'trains.' One is a nine inch train, with a daily capacity of thirty tons, and another of forty-five tons. Through these rollers the iron is run into long strips, such as are seen at hardware stores, blacksmith shops, etc., and is called 'merchant' iron, because it is ready for the market. The company makes all sizes of round, square, oval, half-oval and flat. The third train of rollers is twenty-two inches and is run day and night to furnish iron for the nail mill, and has a capacity of sixty tons daily. In these rolls, the iron is rolled into flat strips of the desired width and thickness, cut into strips, and then taken to the nail mill.

"The nail mill is probably the most interesting part of this great establishment. Here the company have a hundred and twenty-five machines pounding away incessantly, and daily turning out twelve thousand kegs of nails a day. These machines are let to 'nailers,' each nailing having from two to four machines. It is the duty of the nailer to keep the machines in order and see that everything goes all right with their machines. Each machine must have a man who is called the 'feeder.' These feeders are not hired by the company but by the nailers. The nailers are paid so much a pound or keg for the nailed made at his machines.

"'The busy bee' is almost an idle creature compared with the men in the nail mill who are termed feeders. It is the duty of the feeder to feed his machine. He first places a flat strip of iron into the end of a rod made for the purpose; he then places this into the machine, which chops a piece off from the end of the iron and instantly makes it into a nail. The feeder then turns the iron over and sticks it into the machine again, which does the same as it did before, cuts off the end of the iron plate and makes a nail.

"The reason that the iron must be turned each time is because the piece of iron is not cut off straight across the flat strip, but because it is cut angling to give it something the shape of a nail. Then all the feeder does, is to place a strip of iron in the end of the rod he has in his hand, and turn it as rapidly as he can, keeping it against the machine. The feeders, by continued practice, of course become very skillful in the operation, and turn their hands with wondrous rapidity, so much so that it seems slow work to describe the process, for in the length of time it has taken to tell how it is done, a feeder would have made hundreds and hundreds of nails.

"Each feeder can cut all the way from a keg and a half of two-penny fine nails to eighty kegs of boat
spikes in a day, according to the size of the nail he is working on.

"Besides the machines fed by men, the company have twenty-five automatic machines, but these machines do not give the satisfaction that the others do. All machines are supplied with Coyne's patent for removing imperfect nails. All nails above six-pennies are cut from cold plate, and are finished when leaving the machine; all below six-pennies are cut from cold plate and are afterwards heated and blued before being placed into kegs. Clinch nails are made from refined iron, and are afterward annealed in a furnace.

"The company have right at their works, a cooper shop, where all their kegs are made, a machine shop, a carpenter shop and a blacksmith shop, and also have in their yards five miles of track, and have their own engine to do their switching. This company gives employment to 1,200 men."

The early settlers of the adjacent region are thus summarized by John Kleinmann who came to South Chicago in 1845, and bought the toll-house at the old bridge; he staid there about ten years and then moved to his present location, about the corner of Exchange Avenue and One Hundred and Thirteenth Street, where he built on the domain of the musk-rat. He remembers Cassidy, who lived at Chittenden's bridge, and Woodman who lived near him, Kleinmann; also James Carney, who subsequently lived in Woodman's house, also a man named Bunt, Samuel Ray and Joseph Reeves. Woodman kept a stage ranch, and he got the road located, over which John Kleinmann—he had apocopated his name by this time—drove stage from the State line to Cleaverville. Mr. Kleinman states that the first road made was put through in 1847, and that the first house in the region where he now resides was either Cassidy's or Bromley's, and the next was Woodman's. Prior to the running of a road through the country the travel all went by the Lake Michigan beach. The old gentleman distinctly remembers the Nimrod of early Chicago, John L. Wilson; whose recollections of that epoch have formed interesting and instructive reading for so many of the present residents.

The first hotel of the paludal region was built by Mr. Phillips at the corner of One Hundred and Fourth Street and Torrence Avenue, in 1874. Mr. Phillips also cut the first pound of ice and failed the first groceries in Irondale. The first butcher in the town was Christ. Meyer; the first baker, Charles Seipp, and Fred Taeger kept the first hotel about 1875. The first brick block was built in 1876 by Gagne and Morier. J. Smith kept the first blacksmith shop.

The first school was called the Irondale school, and was opened in June, 1876, in a rented room on Torrence Avenue, between One Hundred and Seventh and One Hundred and Eighth streets, with forty-five scholars and Cyrus A. Stone, the present principal, as teacher. The Irondale School District, No. 9, Township 37 north, Range 14 east, comprises Sections 12, 13, 14, and that part of Section 25 lying north of the Calumet River, and was organized in 1876. Mr. Phillips, who was the principal in the town, organized the first school, and Cyrus A. Stone, the present principal, as teacher. The present school building erected by Mr. Phillips at the corner of One Hundred and Sixth Street, was completed January 1, 1877; George Phillips, builder. A new brick building will be ready for occupation January 1, 1884. The teachers now are: Cyrus A. Stone, principal, and Miss Margaret S. Davis, assistant; the number of scholars is one hundred and ninety, and according to the school census of 1883, there are five hundred and thirty-three children in the district under twenty-one, and three hundred and forty-five between six and twenty-one years of age. The population of the district is about twenty-six hundred. The present school directors are: Patrick Gough, president and principal; Patrick Carmony, and John H. Davis, clerk.

The Evangelical Association inaugurated a series of meetings in Watson's Dining Room, in 1875, and subsequently the congregation met in Torrance Hall, where the Sunday-school was organized June 4, 1876, with eighteen scholars, and Mr. Hodge, Mrs. Reeves and Miss Emma Phillips, teachers. The congregation at present numbers about twenty-five members and hold services in the public school, Rev. T. W. Woodside, of Colehour, supplying the pulpit. The Sunday-school now numbers about eighty-five scholars, and William Hughes is superintendent.

The Methodist Episcopal Church is situated at the corner of Torrence Avenue, and now has a congregation of about one hundred and fifty, with a Sunday-school, under the superintendency of J. F. Runnels, of some ninety pupils. The pulpit is supplied by Rev. W. F. Parker. The first services were held by Rev. Dr. Willing, in the school-house. The present church was erected about 1876.

The Welsh population also attend services on Sunday, given in their native tongue by Rev. T. M. Griffiths; the Catholics attend the churches in South Chicago.

The post-office was established on June 15, 1878, with the present incumbent, A. Gagne, as Postmaster. Its name, from its opening, until January 1, 1882, was Brown's Mills, but upon that date, its name was changed to Cummings, in honor of the president of the New York, Chicago & St. Louis Railroad. From the nature of the prevalent industry of Cummings, the secret
societies naturally would have some relevance to the personal interests of the inhabitants; thus there are two lodges of the Amalgamated Iron and Steel Workers Associations; the first:

Irondale Lodge, No. 7, was organized November 15, 1878, in the residence of Abraham Harris, between Cummings and South Chicago, with the following officers: Abraham Harris, president; John R. Lewis, vice-president; George Carney, recording secretary; Edward Parry, financial secretary; Jerry Larksins, treasurer; William Picknell, inside guard; and Oliver Stanton, outside guard. The present officers are: John J. Davis, president; Enoch Ward, vice-president; Michael McQuade, recording secretary; Thomas Moore, financial secretary; Peter Stirling, treasurer; William McCauslin, inside guard, and Edward Hickey, outside guard.

No particulars of Irondale Lodge could be obtained from the corresponding secretary. The last list of officers published gives the following names: James Hagans, president; Thomas Dowler, vice-president; John Evans, recording secretary; Edward Bennett, financial secretary; William Aurelius, corresponding secretary; John Simms, treasurer; William Harris, keeper; Fred Stevens, inner guard, and John Rafferty, outer guard. These two lodges meet on alternate weeks at the public school building.

Good Samaritan Lodge, No. 90, Sons of St. George, was instituted on March 18, 1882, and the following officers were then made: Samuel Adams, Charles Bush, John Wrathall, George Cotton, Robert Barlow, Enoch Ward and Frederick Raffrey. The present officers are John Wrathall, John L. Thomas, William Rundle, James Raffrey, Thomas Stirling, Peter Stirling, John Lampier and Enoch Ward. The meetings held in the basement of the Methodist Episcopal school are held in the basement of the Methodist Episcopal church.

Irondale Division, No. 86, S. T., was organized October 20, 1881, with the following officers: W. E. Aurelius, W. P.; C. A. Stone, W. A.; J. F. Runnels, R. S.; Mrs. L. Evans, A. K. S.; F. P. O'Neill, F. S.; T. W. Johnstone, T. S. E. Willing, chaplain; W. L. Jones, C.; Mrs. J. I. Welch, A. C.; Miss M. Jones, I. S., and John Edwards, O. S. The number of initiations on the opening night were twenty-three, and prior to the relinquishment of the organization, in February, 1883, one hundred and nineteen persons were initiated. The officers of the lodge, when it ceased to exist, were: Daniel Wink, W. P.; Miss Nettie Beall, W. A.; F. P. O'Neill, R. S.; Miss Kate Richards, A. R. S.; J. B. Price, T.; Louis Wink, F. S.; John C. Lee, chaplain; James B. Lyon, C.; Miss Susie Jones, A. C.; Miss M. Beall, I. S.; John C. Butcher, O. S., and J. F. Runnels, W. P. W. The meetings of the lodge were held in the basement of the Methodist Episcopal church.

The fire company of Cummings was organized on January 15, 1883, but they have never received either apparatus or equipment.

CUMMINGS BIOGRAPHICAL SKETCHES.

WILLIAM EDWARD AURELIUS was born in Monmouthshire, South Wales, April 21, 1845. He has been engaged in iron work since ten years of age. He came to America in 1860, and for six months worked in the iron business. He continued the same till 1880, when he received his present position in the finishing department of the Calumet Iron & Steel Company, where he has charge of various furnaces until October 1, 1883. December 1, 1883, he was made foreman of the blast furnace of the Calumet Iron & Steel Company's works. He was married in 1879 to Miss Katie Nackermann, a native of Marquette, Mich. They have one daughter, Josephine, born June 21, 1883.

P. C. CRAWFORD, proprietor of the Crawford House, was born in Chicago March 15, 1819. He began life as an errand boy for his father, clerked eight years, was in the retail liquor business. In May, 1851, he opened his present hotel. He is a Democrat, and has been assistant tax collector for North Chicago; was clerk in the County Treasurer's office, and also in the County Clerk's office a short time. In 1878 he married Miss Mary Doherty, of Chicago, who had one son by her former marriage, James B. Crawford is a member of the Mutual Protective Association of Hyde Park.

A. GAGNE, general merchant and Postmaster, was born in the Province of Quebec, Dorchester County, parish of St. Anselme, to whom his father was a farmer, and he remained with him until eighteen years of age. From 1838 to 1851 he was engaged in the lumber business in Quebec; from there he went to New York, where he engaged in the commission business for two years; then was in the lumber trade at Cheboygan, Mich., until he came to Chicago, in 1856, and there engaged in the same business for fourteen years. After this he gave his attention to real estate for four years, and then retired for two years. He came to Cummings in the spring of 1877, when he erected his present block. In January, 1863, Mr. Gagne married Miss Elizabeth Goselin, a native of the same place, by whom he had three children, two boys, who died when young, and one girl, Mary Louise, born in 1864. Mrs. Gagne died in June, 1868, and he married for a second wife, in 1872, Elizabeth Josephine De Roche, of Sanford, Canada, by whom he had two children, one boy deceased and one girl living, born in 1873.

CHRISTOPHER HEANEY, stevedore and general rigger of vessels, was born in Chicago October 1, 1854, where he was raised and educated. He engaged at his present occupation in early life and has since followed the business, employing from one to seven men, as the case requires. Recently he has been in the employ of the Calumet Iron & Steel Company's works at the same business. Previous to that he had been employed by the Chicago & Great Western, and Coal Company, and various other parties in the city. He is a member of the A. O. U. W. and Ancient Order of Hibernians, and is now vice president of the latter. In 1879 he married Miss Kit Gregori, of Chicago. They have two children—Mary and Anna Viola.

WILLIAM HODGE was born in Scotland February 10, 1842, and was engaged in iron work in various places in Scotland before he came to the United States. After working for the past ten years in iron and steel work, he came to the United States in 1870, and has worked in the lumber trade at Cheboygan, Mich., until he came to Chicago, in 1856, and there engaged in the same business for fourteen years. After this he gave his attention to real estate for four years, and then retired for two years. He came to Cummings in the spring of 1877, when he erected his present block. In January, 1863, Mr. Gagne married Miss Elizabeth Goselin, a native of the same place, by whom he had three children, two boys, who died when young, and one girl, Mary Louise, born in 1864. Mrs. Gagne died in June, 1868, and he married for a second wife, in 1872, Elizabeth Josephine De Roche, of Sanford, Canada, by whom he had two children, one boy deceased and one girl living, born in 1873.

WILLIAM CUMMINGS was born in Waddington, Stephenson Co., Ill., September 21, 1849. At the age of eighteen he went to the Lake Superior country, where he was employed in the iron business until October 1, 1883. December 1, 1883, he was made foreman of the blast furnace of the Calumet Iron & Steel Company's works. He was married in 1879 to Miss Katie Nackermann, a native of Marquette, Mich. They have one daughter, Josephine, born June 21, 1883.

WILLIAM HODGE was born in Scotland February 10, 1842, and from ten years of age has been employed in iron works, and is familiar with its every department. He has worked in Pittsburgh, Penn., Cleveland, Ohio, and Milwaukee, Wis. In 1876 he came to Cook County, entering the employ of the Calumet Iron & Steel Company, and in 1883 was promoted to his present position, that of superintendent of the puddle-mills. Mr. Hodge is a member of the Royal Arcanum. In July, 1883, he married Miss Isabella Brown, a native of Scotland. They have seven children—George W., Gabriel B., Sarah, Isabella, Elizabeth, Ava and William B.

WILLIAM E. JAKWAY, of Jakway & Wink, dealers in general hardware, stoves and household furniture, was born in Bradford County, Penn., November 20, 1858. He was educated in the public schools of Standing Stone, and was engaged in mercantile business until 1878. He then entered the employ of Mr. Wink, and was eventually his partner, and continued the business under the firm name of Jakway & Wink. He is a member of the Knights of Pythias and is quite successful in his line of business.

SAMUEL JOB, superintendent of the Calumet Iron & Steel Company's works, was born at Beaufort, South Wales, November 5, 1845. He has been in the employ of the company for many years and is much esteemed by his associates.
19, 1842. At the age of five he removed to Blaina, Monmouthshire, where from the age of twelve he was brought up in the iron and steel manufacturing business, working through all branches of the steel department to the position of roller, which he held for twelve years in the works of the Blaina Iron & Steel Company. In June, 1861, he came to America and took the position of superintendent of the Riverside Iron Company's works at Cleveland, Ohio, then in the Cleveland Bethel Union Relief Association, until November, 1861. At that time he took charge of the merchant department of the freight engine works, and in 1867 he was made manager of the works. He then took charge of the blast furnace of the Calumet Iron & Steel Company's works, which he held for three years. January 15, 1864, he removed to New York City, where he operated a porter and alehouse three years, at the end of which time he had spent a fortune of $61,000. Returning to Chicago he learned grain painting, and following this occupation until the fall of 1874, then removed to Hyde Park, where he engaged in trade until he removed to Irondale. At the latter place he assisted to erect the Calumet Iron & Steel works. In these works he was promoted to foreman, and from that position to assistant superintendent. June 1, 1885, he engaged in street building and contracting. He is a member of Oriental Consistory, Home Lodge, No. 509, of Chicago; Knights of Pythias, Ellsworth Lodge, No. 114; Calumet Council, No. 659, K. A.; and Knights of Labor. In 1872 he married Miss Katharine S. Swan, of Racine, Wis. They have one son, Thacker Walter. From 1878 until 1885 Mr. Johnstone was a member of the Hyde Park Board of Trustees.

HENRY H. KLEINMAN was born in Lycoming County, Penn., in 1844. January 28, 1864, he married Miss Robie A. Hallock, a native of Geauga County, Ohio. They have five children—Hattie H., Harry M., Walter H., John E., and Arthur H., deceased. His parents were John Kleinman, born in Stuttgart, Wurtemberg, Germany, May 29, 1811, and Christiana (Warner) Kleinman, a native of Prince George's County, Md., born April 30, 1816. They came to the United States in 1835. John J., Abraham S., and Henry H. were born in Pennsylvania, and George B. and William E. were born at Calumet, Wis. January 28, 1864, he removed to Chicago, and there he was raised. He then went to New York City, where he operated a porter and alehouse three years, at the end of which time he had spent a fortune of $61,000. Returning to Chicago he learned grain painting, and following this occupation until the fall of 1874, then removed to Hyde Park, where he engaged in trade until he removed to Irondale. At the latter place he assisted to erect the Calumet Iron & Steel works. In these works he was promoted to foreman, and from that position to assistant superintendent. June 1, 1885, he engaged in street building and contracting. He is a member of Oriental Consistory, Home Lodge, No. 509, of Chicago; Knights of Pythias, Ellsworth Lodge, No. 114; Calumet Council, No. 659, K. A.; and Knights of Labor. In 1872 he married Miss Katharine S. Swan, of Racine, Wis. They have one son, Thacker Walter. From 1878 until 1885 Mr. Johnstone was a member of the Hyde Park Board of Trustees.

JOHN E. SMALL was born in Pittsburgh, Penn., July 17, 1829. January 28, 1864, he removed to Chicago, and there he was raised. He then went to New York City, where he operated a porter and alehouse three years, at the end of which time he had spent a fortune of $61,000. Returning to Chicago he learned grain painting, and following this occupation until the fall of 1874, then removed to Hyde Park, where he engaged in trade until he removed to Irondale. At the latter place he assisted to erect the Calumet Iron & Steel works. In these works he was promoted to foreman, and from that position to assistant superintendent. June 1, 1885, he engaged in street building and contracting. He is a member of Oriental Consistory, Home Lodge, No. 509, of Chicago; Knights of Pythias, Ellsworth Lodge, No. 114; Calumet Council, No. 659, K. A.; and Knights of Labor. In 1872 he married Miss Katharine S. Swan, of Racine, Wis. They have one son, Thacker Walter. From 1878 until 1885 Mr. Johnstone was a member of the Hyde Park Board of Trustees.

J. J. Harrington, druggist, at Chicago. For two years he worked by engaging in street building and contracting. He is a member of Oriental Consistory, Home Lodge, No. 509, of Chicago; Knights of Pythias, Ellsworth Lodge, No. 114; Calumet Council, No. 659, K. A.; and Knights of Labor. In 1872 he married Miss Katharine S. Swan, of Racine, Wis. They have one son, Thacker Walter. From 1878 until 1885 Mr. Johnstone was a member of the Hyde Park Board of Trustees.

ARCHIE MCKINLEY was born at Lubec, Me., April 13, 1846. He was raised in the rail business at Wheeling, Va., and about the close of the war was a member of the West Virginia Militia a short time. He came to Chicago April 23, 1878, to take a position as nail-maker in the Calumet Iron & Steel Company's works. He is a member of the Amalgamated Iron and Steel Association of the United States. He is a native of Prince George's County, Md., born April 30, 1847. He was raised and educated at Peoria, Ill., living there until 1871, when he took charge of a freight engine for the Chicago, Rock Island & Pacific Railroad, and ran the same eleven years. Then he took charge of their roundhouse at Peru, Ill., from February, 1881, until July, 1882, when he began running a freight engine for the Peoria & Pekin Union Railroad, five months later coming to his present position. In February, 1889, he married Miss Amelia Beeler, of Chicago, III. By a former marriage Mr. McKinley has two sons, William and George.
Kimball Union Academy, at Meriden, N. H. and Phillip's Academy, at Exeter, N. H., and graduated from Williams College in the class of 1872. Before entering college he was employed for three years in Putnam's horseshoe factory, at Nepouset Village. Before Mr. Stone taught school in the State of Connecticut, and Will County, Ill., until September 1, 1879, when he took charge of the Irondale school. He is a member of the Congregational Church.

FRED TAEGER, retailer of wines, liquors, cigars, and proprietors of billiard parlor, was born in Prussia, June 6, 1857, and there was raised a shoe-maker. September 1, 1859, he came to America, and had charge of a department for some time. In 1877 he came to America, and worked for the Cleveland Rolling Mill Company, then for a year at Chattanooga, Tenn., thence took charge for Messrs. Anderson & Woods, at Pittsburgh, Penn., returning again to the Cleveland Rolling Mill Company. In 1882 he came to Chicago, and March 1, 1883, took the foremanship of the steel department of the Calumet Iron & Steel Company's works. Mr. Williams is a member of Newberg Blue Lodge and Chapter, A. F. & A. M., South Chicago, also Catrina Lodge, I. O. O. F., of Newberg, Ohio. November, 1874, he married Miss Jane Rees, of Dowlais, Glamorganshire, Wales. They have two children—Barbara and Joseph Rees.

DANIEL WINK, of Jakway & Wink, dealers in hardware, stoves and household furniture, was born in Chicago April 4, 1856, where he was raised and educated. He began life as clerk in a stationary store, after which he followed painting three years, then took charge of a furniture factory until in June, 1881, he went into the furniture business. On January 1, 1882, the firm of Jakway & Wink was formed in Cummings, and they have two large stores.

HEGWISCH.

This is a city of the future, but a future that is quite near. The rapid eruption of Pullman has demonstrated how brief a time a city, perfect in its appointments, can arise like an ignis fatuus out of a marsh, and Hegewischt is to be another city created by capital and genius. The site of this city is upon Sections 31 and 32, Township 37 north, Range 15 east; Section 5, Township 36 north, Range 15 east, and that part of Section 6, Township 36 north, Range 15 east, lying east of the Calumet River. The site may be generally described as being near the forks of the Grand and Little Calumet rivers, just south of the southern extremity of Hyde Lake. The town receives its name from Adolph Hegewischt, president of the United States Rolling Stock Company. This company are erecting their works on one hundred acres secured to the company by the energy and foresight of its president, which site was supplemented by fifteen thousand acres secured to parties largely interested in the success of that enterprise. These fifteen hundred acres are devoted to the purpose of a town site, and for the erection upon them of such lesser industrial buildings as may be attracted to that locality. The real estate is owned by a syndicate representing millions of dollars; Adolph Hegewischt will be the dominant power at the works and in the administration of the affairs of the land company, while the following gentlemen act as executive committee in behalf of those whose interests they represent: C. D. Roys, W. H. Rand and J. William Eschenburg, while the interests of Chicago parties in the lands devoted to the site of the new town, are represented in the following proportions: C. D. Roys, 22 1/2 per cent; William B. Keep, 9 per cent; Albert Krohn, 6 1/4 per cent; H. P. Kellogg, 6 per cent; J. W. Eschenburg, 20 1/2 per cent; W. H. Rand, 15 per cent; H. P. M. Mathers, Herman Petersen and Emil Petersen, together, 10 1/2 per cent. The requisite dredging and docking is in progress and nearly completed; the side tracks for the distribution of building materials are completed, and those for the dissemination of the soil dredged from the river are in course of quick construction; foundations are laid for the main office building, fifty feet by one hundred feet, as are the foundations for three of the five-hundred-foot-long buildings, and all the preliminaries requisite for the superstructure of a large manufacturing town are well under way. Several railroads have made Hegewischt a station, and a telegraph office is established there. The land company has subdivided a part of its adjacent lands in Section 31, and the work of opening the streets was commenced in January of the present year. Among the contemplated improvements of the site are two canals; one of which will run north to the Calumet River, cutting off a large bend in the river to the westward, and for over half the distance, which is about one mile, a species of gulch, or bayou, can be utilized, and thus dispense with a large amount of dredging that would otherwise be indispensable. By the natural course of the river the distance is about three miles; the artificial water-way will be but one-half of that length, and from the terminal point of the canal the distance to Lake Michigan is about twelve miles. The second canal will commence at a point on the first canal, about two-thirds of the distance between the works and its entrance into the river. At this point an arm of Hyde Lake connects with the gulch, or bayou, that will be employed in the manufacture of the first canal. The distance from that canal to Wolf Lake is about one mile. The course will then be through Wolf Lake and its embouchure to Lake Michigan; whereby the distance by the present sinuous route is lessened one-half. The work of erecting buildings to accommodate the fifteen hundred employees of the Rolling Stock Company and their families, will be commenced as soon as the weather permits. The works are under contract to be completed by the first of June, 1884; and it is a matter of veracious prediction, that this section will present a scene of marvelous activity and busy life, if sufficient accommodations are furnished to shelter the thousands who will ask for and require them, on the completion of the works. The main architectural features of these works may be thus described: The three wood-working buildings, and paint shops will be of the same size and general appearance, and will be placed end to end in line with each other, separated by spaces one hundred feet in width. They will be built of Chicago brick, with red brick trimmings, and have slate roofs with a large "monitor," or lantern, running the whole length of the building, except the two bays. They will each be five hundred feet in length and one hundred and three feet in width, outside dimensions, and the walls twenty-two feet three inches in length from the floor level to the top of the galvanized iron cornice along the sides, which also form the gutter. The side walls are divided into thirty-one bays of sixteen feet each by pilasters, which support the roof trusses, each bay containing one corridor forty-two feet in width by fourteen feet in height,
A wing to it, will be placed the offices and drafting-rooms, where the accounts are kept and the necessary drawings prepared for the use of the works. The drafting-rooms will have spinning shed roofs, which will have light from the north. On the opposite side of the wood-working mill, and forming another wing, will be placed the boiler and engine-room for supplying the principal shops with power, the fuel being shavings, conveyed to it by a pneumatic tube. Separate store buildings will be supplied for paint, oils, and general stores, and a building will also be supplied for the fire department of the works. All the shops, with the exception of the foundries and smith shop, will be floored with asphalt on a concrete foundation.

During the winter the labor attendant upon the preparation of the foundations of these buildings will be maintained as far as possible, and the ultimate result of these preparations is predicted to be—a population of ten thousand people at Hegewisch within two years.

**RIVERDALE.**

Riverdale is situated on the Little Calumet River in the southwest corner of the village of Hyde Park, about fifteen miles from Chicago. The business interests there are distilling and lumber. The first settlers there were the Dolton family. In 1835, George Dolton, his wife Lena Ellen Stronach Dolton, their children, Andrew H., Charles H., Henry B., George E., Mary Ann, Jane A., and Emily C. Dolton moved to the Little Calumet region and settled upon the southwest quarter of Section 34, Township 37 north, Range 14, now forming Dolton's Addition and a part of Bowen's Market Addition to Riverdale. In 1836, J. C. Matthews and family settled upon the southeast quarter of Section 33 and there built a house; they resided there until they moved to Iowa in 1846. In 1840, the inhabitants were augmented by the arrival of Levi Osterhoudt, John Sherman, Frederick Bachmann and John Hansford. In the years that elapsed prior to 1847, there were very few additions to the settlement; four or five families from Holland came in that year and settled upon the river's banks. In 1848, five families came and settled upon the Indian Ridge, north of Wildwood, viz.: Frederick G. Reich, Frederick Rau, Frederick Schmidt, Frederick Nitzsche and Emanuel Goldschmidt; these likewise were Hollanders: under the constitution adopted that year, however, they became legal voters. In 1850–52, during the progress of the Illinois Central Railroad, a few of the workers thereupon located at Riverdale, and when the northern sections were completed, a number of Swedes and Hollanders settled in the vicinity. The first real estate transaction appears to have been the purchase by John Sherman of the Matthews homestead, occurring just after the panic of 1837. The first plat of Riverdale was made by David Andrews, surveyor, for George Dolton in 1868, and embracing the southwest quarter of Section 34; now owned by the school trustees. The second and main plat was made October 13, 1869, for A. H. Dolton, C. H. Dolton and Henry B. Dolton, by George E. Dolton and comprised a part of the west half of the southwest quarter of said Section 34 and was a portion of the homestead tract. Since 1869, several plats have been made; north of the river are Lockwood's subdivision, B. F. Cuyton's and Market additions.

The first ferry was established in 1836, by George Dolton and J. C. Matthews, who also blazed the Chicago & Michigan City highway, now known as State Street; at the Riverdale crossing was a ferry-boat.
placed, which was maintained until about 1842, when the first bridge was built by George Dolton and Levi Osterhoudt, and was known as the Dolton bridge. It was maintained as a toll-bridge until 1856, when it was purchased by the county and made a free bridge.

The first birth in this region was that of a child of J. C. Matthews, and the first death that of Mrs. Perriam's eldest son; the mark of whose grave is still pointed out by old settlers.

In 1867, the school district was divided, and a school built at Riverdale by Mr. Krieger, of Blue Island; the school directors then were F. A. Reich, Jr., Nicklaus Van Heest and Christian Hoeffelman; the first teacher was a Mr. Judd and the number of pupils about ten. This frame building, of primitive style, stood upon the site of the present building. The subject of erecting the present school-house was agitated in 1871, but was opposed, because it was thought that the scholastic necessities of the district did not require so extensive an edifice. It was built, however, in 1874. The present directors are Charles E. Rehm, F. August Reich and Theodor Hesselman; the principal of the school is Andrew S. Diekman; first assistant, Miss Nellie Matthews; second assistant, Miss L. Baumgartner; the number of pupils about one hundred and thirty-eight.

The population of Riverdale, according to the school census, is about six hundred.

The early days of Riverdale were not replete with opportunities for worship; a Mr. Williams, brother of Judge Williams, was the first minister who preached in the district. Theologically, he was a Presbyterian. Subsequently when a minister would arrive, either Mr. Perriam or Mr. Dolton would send out a messenger to acquaint the neighbors and they would assemble at one of the other of those gentlemen's houses on the ensuing Sunday. At present, the Methodist Episcopal denomination meets in Dolton, and the "German Evangelical Lutheran Saint Paul's Church—Unaltered Augsburg Confession," meets at their edifice on the township line. On March 26, 1838, a small church was erected about one and a half miles from the present one and farther down the Michigan City road, to accommodate the twenty-eight worshipers who were preached to by Rev. W. Heinemann. The present church, situated near the Michigan City road, was built in 1882, and has a membership of about six hundred. The trustees are Daniel Tropp, Frederick Rau, Frederick Bachmann and Jacob Schmidt. Attached to the church is a parochial school, numbering ninety-three pupils; the instructor is Charles Noak, the pastor of the church; in addition to these duties he has a congregation at Cummings and one at Lansing Station, in Thornton Township. The church and parsonage, with lots, are worth $7,000. A Sunday-school, Charles Petersen, superintendent, meets at the public school-house, and has an average attendance of sixty pupils; this is undenominational. A depository of the New York Bible Society is at the post-office, corner of Indiana Avenue and One Hundred and Thirty-seventh Street.

The post-office was established in April, 1873, with A. Reich, Jr., as Postmaster and F. L. Baeccker, assistant. They are still incumbents; the Postmaster's name is F. A. Reich, but inadvertently omitting the primary initial on his assumption of office, he has since continued that way of subscription. Mr. Andrew H. Dolton states that Riverdale and Dolton were one settlement, with the name Dolton, until the establishment of the post-office at Riverdale with that name. As a distinctive portion of the settlement it was, prior to that, called Dolton Junction.

The first store of Riverdale was kept by A. Reich & Son; now the commercial interests maintain several stores.

The Riverdale distillery is one of the principal interests, and was established, in 1871, by the Union Copper Distilling Company of Chicago. They employ an average of fifty men and upon their grapes, etc., one thousand four hundred cattle are fattened for market per annum. The product of the distillery for 1883 aggregated $1,050,000. The officers at present are Theo. Hesselman, president and resident superintendent of the works; J. J. Kissinger, secretary and H. Wishmeyer, treasurer.

The lumber interest is represented by the Calumet Lumber Company, whose yard is on the river just east of the bridge; and by Reich & Williams. These latter gentlemen are the successors of the Riverdale Lumber Company, formed in 1879, with F. A. Reich, Jr., president; August Aulich, secretary, and John Anderson, treasurer. In 1881, the company built a planing mill, and in 1882 sold the interest to F. A. Reich, Jr., and Walter S. Williams. The firm own the two-masted schooner "Anna Tomine," whose appearance at the wharf recalls in the minds of old settlers the aspirations they indulged in in 1838; when the arrival of Peter Barton's schooner at Riverdale, en route to the prospective city of Portland, now Blue Island, was an event; and filled them with golden visions of being an important adjunct to Portland. The three railroad bridges and the highway bridge are all swing-bridges, so that navigation is not impeded by them; the tortuous and short windings of the river are the most serious bar to successful and compensative navigation. Three railroads enter the hamlet—the Illinois Central, the Pittsburg, Chicago & St. Louis, and Chicago & Eastern Illinois.

The Riverdale Gun Club meets at the Girard House four times a year. The last list of officers was: E. T. Martin, president; E. W. Henricks, vice-president; W. J. Thompson, secretary; D. B. Stancliff, H. Thomas, Fred W. Wood, E. W. Henricks and E. T. Martin, directors.

RIVERDALE BIOGRAPHICAL SKETCHES.

FRANK R. BAKER, agent and operator for the C, St. L. & P. R. R., Riverdale Station, came to Cook County in November, 1871, and engaged in his present occupation at Lansing, where he remained until he came to Riverdale. He was born in Warren County, Miss., October 10, 1845, and was raised in Muskingum County, Ohio, on a farm. November 19, 1861, he enlisted in Company C, 75th Ohio Volunteer Infantry, and participated in all the battles of his command, including sieges of Vicksburg and Atlanta, battles of Raymond, Jackson, Champion Hill and many skirmishes; mustered out in January, 1865. He was married in 1869 to Miss Luanna Huff, of Muskingum County, Ohio. They have three children—Carrie F., Charles R. and an infant daughter unnamed. Mr. Baker is a member of the I. O. O. F.

F. D. BRACKETT, foreman in the lumber yard of Reich & Williams, came to Cook County March 22, 1881, and engaged in his present occupation. He was born in Clinton County, N. Y., April 15, 1846, and was raised there until 1852, when with his parents he moved to New Jersey, where he spent the greater portion of his life until 1867, since which time he has lived in the West. He was married in 1866 to Miss Jennie E. Marshall, a native of Paterson, N. J. They have five children—John Henry, Fayette D., Myron M., Edithe M. and Frederick.

SPECKT, superintendent of the Pullman Farm. This farm consists of 350 acres devoted to the production of garden truck, and 750 acres of grazing and meadow land. One hundred and forty of the 350 acres now have the drainage system completed, with required forty-two miles of different sized pipes, ranging from a two-inch tile to a twenty-inch cast iron tube, costing from four cents to $3.75 per foot. The sewerage of Pullman town is here disposed of by irrigation and filtration, the European plan. In 1883 the garden products aggregated a gross amount of $200 per acre, which were sold in Boston, Mass., Hartford, Conn., New Orleans, La., Mobile, Ala., and cities between these points.
For two years Mr. Martin was assistant engineer on the above farm, and April 1, 1853, he was promoted to his present position. In 1854 he came to Chicago, where he was connected with the sewerage department of the city seven years, beginning as extra rodman, and through practical engineering worked his way up until he was promoted in charge of the sewerage department of the city, where he continued until his resignation in 1880 to go to the Pullman Farm.

WILDEWOOD.

Wildwood was first settled by David Perriam and a man named Gillinger, who entered lands where this place is situated in 1837. It is located upon the Indian Ridge and the Little Calumet River, and was originally platted for James H. Bowen, and an addition thereto made by Messrs. Warren & Murray, entitled Warren's addition. Wildwood is the residence of the Bowen family, who have had it since 1869. It used to be a magnificent summer residence, but since the death of Colonel Bowen it has manifested the ravages that time makes, and that can only be averted or dispelled by a plentiful expenditure of money. The Pan-Handle and Illinois Central Railroad traverse the west and east boundary of the estate; that comprises about one hundred acres. Where the Washington Ice Company's ice-houses stand was an Indian burying-ground, and the Indians used regularly to visit that locality. Upon the estate tangible mementoes of the Indians are continually being exhumed, the last being an old Spanish piece of "des ront," of date 1877, and a hammer-head of stone. This last is one of the largest found and is in excellent preservation; it measures nine inches from point to edge, six inches from edge to groove, three inches thick, and five inches from top to bottom. Situated in the quietude of Mrs. Bowen's house, the Indian implements tacitly demonstrating the existence of the departed race, the purling of the Calumet and the sough of the pines re-peopled the Indian Ridge with the native inhabitants, and imagination gave to the sounds semblance of human voices murmuring their tale of love, trust and betrayal. And glancing at the evidences of cultural taste and refinement, that betrayed, alas! symptoms of age and decay, it was manifest that the hopes and aspirations of the primitive owners of the estate were no more realized than were the hopes of James H. Bowen for his family. The children of his enterprise and calculation are far better cared for than his lineal descendants.

KENSINGTON.

This settlement is essentially a railroad town; first brought to light from a prairie chaos by the establishment of a railroad station in 1852, by the Illinois Central and Michigan Central railroad companies, and subsequently was in the Recorder's office. At the time he moved to his present farm his only near neighbors were David Perriam, at Wildwood, and Norman Rexford, at Blue Island, three miles away. Then prairie wolves, deer and prairie chickens abounded, and occasionally a lynx was seen, as were large timber wolves. Mr. Andrews married Caroline Ward in Crete, Will County, since deceased, in 1840, and brought his wife to the farm and built his homestead. The farm originally comprised three hundred and sixty acres, but now has only two hundred. Seven children were born to Mr. Andrews, of whom five are now living: Mary E. Becker, Edwin Ruthven, Charles M., Milo J. and Warren J. Mr. Andrews is still hale and strong, despite his seventy-eight years of age. Upon the farm have been exhumed numbers of Indian antiquities, arrow heads, hammer heads, etc., and not long since an Indian skull was discovered.

In the fall of 1854, Cornelius Roggeveen moved from Roseland, and erected a small frame shanty seven feet by fourteen feet, east of the railroad track, between one hundred and one hundred and sixteenth streets; at that time there were but three or four shanties, with the depot, standing upon the site of Kensington. About 1864, John Brandt had a little house where the Michigan Central transfer house now stands; he moved to Burnside, Hancock Co., Ill., where he resided at last accounts. John Goering settled at Kensington about 1865 and bought John Cooper's house and one acre of land, and fifty acres from one Buell; these fifty-one acres Mr. Oviatt bought in 1869. Kensington about 1865 and bought John Cooper's house and one acre of land, and fifty acres from one Buell; these fifty-one acres Mr. Oviatt bought in 1869.
accredited with early settlement, also Richard Ward, telegraph operator at this place for twenty years.

The surviving early settlers, so far as known, are John Cooper, John Orttel, Mrs. Henderson—formerly Mrs. Theodore Gohring, and Cornelius Roggeveen. Ambrose Smith, who was one of the original owners of the land upon which Kensington is located, was one of the early settlers at Riverdale; but does not appear to have resided at Calumet, now Kensington. First storekeeper was Theodore Gohring, and his store was situated at the corner of Front Street and Kensington Avenue. In 1853 a school-house was built at the present location; in 1856 it was raised and a basement put under it and an addition made; another addition was made to it in 1883. At the present time about three hundred scholars attend; Fred W. Nichols is the principal, and Miss Adelaide Sullivan, assistant principal. The school board are E. T. Brookfield, president; Edwin Ruthven Andrews, secretary—which position he has held for thirteen years, and A. J. Sparks. The population of the Kensington district according to the school census of July, 1883, was 1,278. A post-office existed in early days at Calumet Station; which position he has held for thirteen years, and A. J. Sparks. The first officers were: C. V. Gross, select commander; C. V. Gross, grand representative; E. T. Brookfield, alternate, and have an area of about two hundred feet by seventy feet. The general manager and treasurer is E. T. Brookfield; the present Postmaster is W. A. Niemeyer. The present president is E. T. Brookfield; the present Postmaster is W. A. Niemeyer, I. G.; August Haas, financier; C. Hibbie, receiver; W. L. Brown, guide; H. O. Rock-
goes to the press where the rough edges are cut off at one fell squeeze; it is then re-heated and bent into shape. Four hundred and fifty per cent of these can be made by these three successive operations; a blacksmith and his helper can turn out about thirty. Over three hundred different pieces of iron and steel of different shapes are manufactured by this company; all that is required being matrices that are cut by die-sinkers. The power is communicated to the machinery by a two hundred and fifty horse-power Reynolds-Collis engine.

KENSBURG BIOGRAPHICAL SKETCHES.

DAVID ANDREWS was born in Sussex County, N. J., September 15, 1807. His parents immigrated with his family to Sumter County, Penn., when he was a small boy, where he was raised, completing his education in surveying and civil engineering at Harrisburg. In 1834 he came to Chicago and engaged at his profession. He surveyed and laid out Dixon, Ill., which he named in honor of John Dixon, then a prominent resident of that place. Mr. Andrews has been engaged in surveying for many years in Cook County, and was connected with the early Government land sales. He remained in Chicago and vicinity until 1850, and in October of that year settled on the south part of Section 28, Township 37, Calumet, where he has since lived and owns a good farm. Four hundred and fifty per diem of these can one fell squeeze; it is then re-heated and bent into shape. Mr. Andrews has been engaged in surveying for many years in Cook County, and was connected with the early Government land sales. He remained in Chicago and vicinity until 1850, and in October of that year settled on the south part of Section 28, Township 37, Calumet, where he has since lived and owns a good farm. Four hundred and fifty per diem of these can one fell squeeze; it is then re-heated and bent into shape. Four hundred and fifty per diem of these can one fell squeeze; it is then re-heated and bent into shape. Four hundred and fifty per diem of these can one fell squeeze; it is then re-heated and bent into shape. Four hundred and fifty per diem of these can one fell squeeze; it is then re-heated and bent into shape.

JAMES H. BOWEN was born March 7, 1822, in Manheim, Hampshire, England. He was reared in Liverpool seven years, during which time he was treasurer and secretary of the Wool-Growers Manufacturing Company, and also the first American Express agent. In 1846 he removed to Jefferson County, N. Y., where he began to deal in general merchandise, and was appointed Postmaster at Evans' Mills, Jefferson County. He received the appointment of Colonel of the 50th Regiment of New York State troops. In 1853 he made another change, removing to Albany, N. Y., where he was interested in the crockery trade. During 1857 he moved to Chicago, and with two brothers constituting the firm of Bowen Brothers, commenced business at No. 72 Lake Street, as jobbers of dry goods and notions. The business grew until the annual sales reached the then astounding total of six million dollars. In 1857 he retired from active participation in the business and became a silent partner. He organized the Third National Bank in 1852, and was its president five years. He also made a special effort in behalf of a systematic plan of bank exchanges, which resulted in the establishment of the Chicago Clearing House. Mr. Bowen was appointed U. S. Commissioner to the Paris Exposition in 1867. The greatest work of his active and useful life, was, however, yet to be undertaken, the foundation and improvement of South Chicago. The Calumet & Chicago Canal and Dock Company was organized in 1870, and as its president he threw his whole soul into the work of opening up the Calumet River, improving the harbor and developing the resources of the surrounding territory. How well he has accomplished this task can only be told by perusing the wonderful history of the place, which he has fostered with a parent's love. He was a member of the Board of Trade, of the Mercantile Association, and the Chamber of Commerce. In 1874, he was appointed Colonel, on Governor Oglesby's staff. He voted for Henry Clay in 1844, and ever afterward voted the Republican ticket. His membership of St. James' Episcopal Church dates from 1847. He was thoroughly identified with the village and town of Hyde Park, and at the time of his death was a member of the Board of Trustees. In 1843 Mr. Bowen married Caroline A. Smith, by whom he had five children—Edward E. and Mrs. W. H. French. May 1, 1851, as he was being taken to the depot in a buggy at South Chicago, steam escaped from an engine standing on the Fort Wayne track, the horse became unmanageable and upset the buggy, throwing Mr. Bowen a distance of one side. He made no cry, showed no signs of consciousness, and although physicians were summoned, he was beyond medical skill. Thus amid the scenes of his untiring energy began to fade away. The execution of the plan devised by him and through his instrumentality will pass into other hands, but his works will live after him, and posterity will recognize Colonel Bowen as being in truth and deed the founder of South Chicago, and a man who did more than any other to build a city where once was nothing but thousands of acres of dreary swamps. He resided at Wildwood, on the banks of the Calumet River.
where he spent two years in the gold mines. Returning to the town of Thornton in February, 1861, he married Miss Susan Webb, a native of Collin, Gloucestershire, England. They have three sons and two daughters—H. Clarence V., and Charles E. February 18, 1861, he left his parents in America in 1846, settling at Auburn, N. Y., where he was raised and educated. He began business life as a carriage ironer, serving an apprenticeship. He worked some time in the trade. Next he worked ten years at drop-hammer forging at Auburn, N. Y., for E. D. Clapp & Co.; was then promoted to foreman of their works, and served two years in that capacity. He then became foreman for the Forge and Machine Company, Pennsylvania, two years. From 1876 to the time he came to Kensington—July, 1885—he was foreman for William Rose & Brothers, of Philadelphia, in the.

THOMAS M. MALONE was born in Ireland in 1838. In 1860 he married Miss Margaret Gannon, a native of Ireland. They have twelve children—Mary, Michael, Hannah, John, Patrick, Margaret, Kate, Thomas, Nora, Sarah, and James. In 1868, when he raised his family. He followed blacksmithing for many years, then moved to Kensington in 1882, where he reared his three children—Charlotte, Theresa, and Harry. Mr. Mullen is a member of the Ancient Order of Hibernians.

James E. Murphy came to Chicago in 1878 and engaged in printing with J. L. Regan & Co. until he took charge of the Daily News. He was born in County Wexford, Ireland, January 1, 1854. At the age of fourteen he began learning the printer's trade. In 1871 he came to America, and in 1873 was made a member of the Montreal Gazette printing office, Canada. He has made printing his occupation many years.

CHARLES MULLEN, dealer in hardware, began business at Kensington in 1858. He was born in Northampton, England, September 8, 1839. He came to the United States in 1852 and settled at Edgerton, Rock Co., Wis. He was a wheelman for the C., M. & St. P. R. R. Co. eight years, beginning his present business in the spring of 1851. In 1852 he married Miss Mary Coe, a native of Desboro, Minnesota. She was born in Northampton, England. They have three children—Cora O., Pearl L., and Emma E.

FRED W. NICHOLS, principal of the Kensington public schools, was born in Marengo, Mich., February 28, 1858. At the age of fourteen he began learning the printer's trade. In 1871 he married Miss Ida M. Dickman, of Duquoin. They have two sons: George and William. He has been a member of the American Legion and the Sharp Shooters' Association.
and they have one son, Frank. H. H. Peck, member of the same firm, was born in New York City December 31, 1853, and was there raised and educated. He came to Cook County in 1871, and located in Chicago in 1873.

JULIUS REICHARDT, merchant tailor and dealer in gent’s furnishing goods, was born in Saxony, Germany, September 5, 1850. His parents with their family came the same year and settled at Blue Island, Cook Co., III., where he was raised and educated. He began in his present line of business at Riverdale in 1878, where he yet owns some property. In the spring of 1881 he opened at Kensington, and is now erecting a store there. September 30, 1878, he married Miss Amelia Metternich, a native of Saxony, a native of Saxony, Illinois. They have two children—Henry and Clara. His wife was a former marriage, Amelia and Henry. Mr. Reichardt is a member of the K. & L. of H., of Chicago.

G. T. SMITH, dealer in boots, shoes, and gent’s furnishing goods, was born at Battle Creek, Mich., August 19, 1845, and was there raised and educated. For many years he was identified in merchandising. November 8, 1869, he married Miss De Ette M. Cavanaugh, of Watertown, N. Y., May 18, 1858, and was raised and educated in his native place. He was a student in the Watertown high school a number of years. He began the study of the law in the office of Hannibal Smith, and was admitted to the bar January 1, 1882. Mr. Thorpe was born in Sandusky County, Ohio, November 9, 1841. He was raised in Cass County, Mich., on a farm until eighteen years old, since which time he has been identified in merchandising. November 8, 1869, he married Miss Mary Lybrook, of Cassopolis, Mich.

JOHN C. TRAINOR, attorney at law, was born in Water- town, N. Y., May 18, 1858, and was raised and educated in his native place. He was a student in the Watertown high school a number of years. He began the study of the law in the office of Hannibal Smith, and was admitted to the bar January 1, 1882. Mr. Thorpe was born in Sandusky County, Ohio, November 9, 1841. He was raised in Cass County, Mich., on a farm until eighteen years old, since which time he has been identified in merchandising. November 8, 1869, he married Miss Mary Lybrook, of Cassopolis, Mich.

R. E. WARD, telegraph operator for the M. C. and I. C. rail­

WAY, was born in Cook County, N. Y., August 19, 1845. He was raised on a farm in the town of Mentz, same county, until, at thirteen years of age, he was apprenticed to learn the blacksmith trade; soon went into a machine shop and served a four years’ apprenticeship at Port Byron. He worked at the trade of machinist three years at Auburn N. Y., then for three years served an apprenticeship as die-sinker in a drop forging business, after which he engaged with James Cunningham, Son, & Co., drop forging company’s works, was born in Cayuga County, N. Y., August 19, 1845, and was there raised and educated. He came to Cook County in 1871, and located in Chicago in 1873. Mr. Smith is a member of the M. E. Church.

H. H. PECK, member of the I. O. O. F. of Massachusetts.

This is a Holland settlement on the Thornton Ridge road and west of Pullman, and formerly designated the Holland Settlement. From its elevated situation a magnificent view can be had of the palace-car city and the prairie settlements to the south-west of Chicago. The boundaries of the hamlet are Halsted Street, Indiana Avenue and Ninety-ninth and One Hundred and Fifteenth Streets; its inhabitants are the sturdy, phleg­

matic, industrious natives of Holland; and standing by some of the little squat, small-windowed houses, hearing the high-Dutch gutturals, seeing the pollards and rectangular inclosures, the square-faced, wooden-shod, tow-headed little Dutchmen; in fact, observing the “tout ensemble” would cause one to fancy themselves rather near Amsterdam, or in primitive Nieuw Amsterdam, than fifteen miles from Chicago. Through the land of roses run seven lines of railroads, and twelve de­

cades are easily accessible from its vicinity. The plat of the village was made in 1873-74 by Goris Van der Syde* and John Ton; Peter Dalenberg next subdivided a tract, and then James H. and Arthur Van Vlissingen surveyed the main subdivisions and placed some four hundred acres of their own upon the market; these surveyed tracts constitute Roseland. The first settlers of Roseland were Locke, Cornelius Kuyper, Lendert Van der Syde, John Ambuul, Peter Dalenberg, J. Ton, Peter de Jong, Jacob De Jong, John Brass, Hark Eningenburg and G. Eningenburg, all of whom came from the district between Amsterdam and Rotterdam, in Holland, in 1848. Lendert Van der Syde bought his house from a man named Locke, who rented it from a butcher in Chicago named Frikk; this house is stated by old settlers to have been moved to the corner of One Hundred and Eleventh Street and Michigan Avenue. The De Jongs built on the old Thornton road near One Hundred and Third Street, and here the first birth in the settlement occurred, being that of George De Jong, now spelt as pronounced, De Young, son of Jacob De Jong, in 1848, while yet the family lived in the barn, pending the completion of their house. Peter Dalenberg built his house on the Thornton road, corner of One Hundred and Eleventh Street. There are still numbers of antique houses that might have been erected forty years ago, in Roseland; their age is manifest from the peculiar, small window-panes, inserted when glass commanded a much higher rate on the market than now, and a whole window of which glass was about the size of a page of note-paper. Between the years 1849 and 1856, a number of settlers located on the Thornton road, among whom were A. Koker, Tennis Maat, Peter Prins, Peter Madderom, Nicholas Madderom, Berend Van Mynen, Martin Van Der Starre and Charles Kionka. In 1854-56, J. Brand, J. Snip, H. Ton and Cornelius Roggeven settled on the low-lying land between the ridge and Lake Calumet. The first storekeeper was Cornelius Kuyper, who opened a store stocked with general merchandise, on One Hundred and Third Street, near Tracy Avenue, in 1848. He closed this store in 1849, when Goris Van der Syde opened a general store near the site of the present post-office. The first marriage was between Peter Dalenberg and Miss Lina Van der Syde, in the fall of 1852; Rev. Dr. Van Raalte, of the Dutch colony in Michigan, officiating. The first death was that of Tennis Maat in 1852; he was interred near One Hundred and Seventh Street, where

* Goris Van der Syde courteously gave many interesting items concerning the antiquities of Roseland to the collector.
of thirty scholars, wherein Dutch is the basis of the feet. The congregation average about twenty, the Sunday-school has a membership of fifteen, with a Sunday-school attendance of about forty; their church is on Michigan Avenue near Indiana Avenue, is completed. Its estimated cost about $600. The pastor is Rev. H. Felton. The school has seventy or eighty scholars. Attached to the church are B. Stienstra, C. Clouzing, G. Vaarwerk, A. Kleinhuizen, A. Dekker, J. Prins, C. Santevoort and John Madderom, who has filled the pulpit since 1879. The present membership of the Church is two hundred and eighty. The Sunday-school was organized in 1873, and now has two hundred and fifty scholars, with thirty teachers and six officers.

The Holland Christian Reformed Church was formed from the Reformed Church, in 1878 in consequence of some differences of dogmatic theology. A small church was built which was added to and renewed, until now the congregation has a fine edifice, twenty-six feet by thirty-four feet, making the building eighty-two feet by thirty-four feet. A lecture room thirty feet by twenty feet also stands on the south of the church: the value of which, with the property, is about ten thousand dollars. The old grave-yard stands immediately north of the church. The present trustees of the church are Peter de Jong, John Ton, Sr., John Madderom, Dirk J. de Jong and the pastor, Cornelius Kriekard, who has filled the pulpit since 1879. The present membership of the Church is one hundred and twenty-five feet, $2,502; this whole amount was collected in the vicinity inside of one year. Rev. John Waldron, Jr., on taking charge of his parish is alleged to have said the first mass ever said in this district; at that time he had not one cent, but by his energy and the enterprise and liberality of the congregation they have the only church in the archiepiscopacy of Chicago built and paid for within a single year. The congregation numbers about one thousand five hundred, and the Sunday-school has an attendance of about two hundred. Attached to the Church, is the society of the Ancient Order of Hibernians, having eighty members, and the following officers: John Farrell, president; James Welsh, secretary, and James Reilly, treasurer.

The First School* was the one appertaining to the Dutch Reformed Church, and was inaugurated about 1848; the preceptor was Peter de Jong, and the ladder of learning was composed exclusively of Dutch rungs.

The First District School was also held in the Dutch Reformed Church about 1857. The first public school building was erected in 1859 on the site of the present building, corner of One Hundred and Third Street and Michigan Avenue, and was about twenty-four feet by thirty-four feet; it was sold in 1879, to make room for the present two-story brick building erected that year. The old building is still extant in the present school-house.

The school district is embraced by Ninety-ninth and One Hundred and Eleventh streets, and Indiana and Wentworth avenues. The principal is George Albert Brennan; the assistant, Miss Annie Hickman; the number of pupils about two hundred. The present school directors are George De Young, Nicholas Roggeveen and John Madderom. The population of Roseland by the school census was 1,200.

**COMPANY G, 2D REGIMENT, ILLINOIS NATIONAL GUARDS,** is accredited to Roseland. Steps are on foot to transfer it to Pullman. E. W. Henricks is its Captain; William A. Swarts, First Lieutenant, and Arthur G. Lane, Second Lieutenant.

**FIRE COMPANY,—** On September 1, 1882, Roseland Hose Company, No. 9, was organized; with apparatus consisting of one hand hose-cart and one hand engine, with four hundred and fifty feet of rubber hose. Leonard Van der Syde is captain, and the company has eighteen men.

West Roseland, named Fernwood, in May, 1883, claims substantially the same history as Roseland. A store and depot was established on Tracy Avenue at the crossing of the Chicago & Eastern Illinois Railroad.

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*George Albert Brennan furnished the principal part of the information given concerning the schools.
HISTORY OF HYDE PARK.

and a few cottages west of the track, and perhaps a half-
dozen of houses, constituted the entire settlement. The
table-land offers excellent facilities for residence prop-
erty, which will doubtless be occupied in the expansion of
the limits of suburban homesteads.

ROSELAND BIOGRAPHICAL SKETCHES.

L. G. BASS, physician, was born in Berlin Township, Bureau
Co., Ill., July 25, 1848. He was educated at the home schools and
at the University of Chicago. He graduated from the Uni-
versity of Chicago in the June class of 1877, and from the Rush
Medical College, Chicago, in 1880. He began the practice of
medicine at Roseland in May, 1886. His father, Edm. Bass, a
farmer, had one of the pioneer settlers of Bureau County, Ill.,
having settled there in 1840.

CONRAD BICKHAUS embarked in trade in November, 1831, being
the first, and only, and the biggest, village. He was
born in Germany July 6, 1854, and was raised and educated in his native
country. He served as a pharmacist seven and a half years in
Germany, and is a graduate of the Hanover Pharmaceutical
College. He came to America in 1878, and to Cook County in Oc-
tober, 1881.

A. BONTHUIS, wagon-maker, came to Roseland in 1869, erecting
dwellings, wagon and repair shop, and has since been
engaged in the manufacture and repair of wagons. He was born in
Holland February 14, 1839, was raised a wagon-maker in Hol-
land, and came to America in 1866. In 1867 he married Miss D. U. U. Vanderberg, of Holland. They have five children—A. Asa, Frederick, Delia and Andrew. They are members of the
Reformed Church.

GEORGE A. BRENNAN, principal of the Roseland public schools, was
born in Westchester County, N. Y., April 1, 1855. His parents removed to Chicago in 1866, and he graduated in
1881 from the Cook County Normal School. He has taught since
1873 in the district where he is now engaged. He was connected
with the Suburban Enterprise newspaper of Kensington, and is
now with the leading Holland paper of Chicago, De Nederlander.

HENRY DE YOUNG, of De Young & Kleinhuizen, contrac-
tors, builders, and dealers in sail, doors, blinds, and mouldings.
They embarked in the business as a firm March 27, 1882, Mr. De Young beginning the business ten years previous to that. His
father, John, died in 1876, and settled at South Holland, where they came to the United States in 1839. December 24, 1850, he
married Mrs. M. E. Prince, a native of Roseland. They have four children—William, John, Jr., Mary, Nellie, and Annie. They are members of the Dutch Reformed Church.

ELIJAH A. PIERCE, grocer, embarked in business October
22, 1859. He was in the employ of the Pullman Palace Car Com-
pany June 20, 1861, one year; then book-keeper and cashier for
W. O. Sutherland & Co. eight months, after which he took charge
of their branch store at North Pullman until he began business for
himself. He was born in Ashbula County, Ohio, January 21, 1829, and was raised and educated. He was born in Holland October 3.
He came to the United States in 1839. In 1866 he was married to Miss Gertrude Vemeen, a native of Holland. They have five children—Mary W., Nellie S., Hattie, Lizzie, D. R. and Katie. He is a member of Pullman Lodge, No. 763, I. O. F. In 1864-65 he taught the Roseland public school, a term of one year. He was two years a student of Hope College, of Holland, Ottawa Co., Mich.

PETER PRINCE, principal of Prince & Midder, dealers
in paints, oils, glass, wall paper, and window shades. They
embarked in trade in the spring of 1874. His parents settled in
Roseland, then called the Holland settlement, in 1853. He was
born in Holland, September 2, 1850, coming to the United States
in 1853. In 1867 he married Miss Mary C. Vanderburg, a native of Holland. They have five children—Katie, Garret, Nicholas, Minnie, and John. Jr. They are members of the Dutch Reformed Church.

JOHN R. DICKSON, proprietor livery stables, was born in
Chatham County, Ga., January 21, 1832, and was raised near Sa-
vannah. During the last two years of the war he was employed in
the Quartermaster's Department. He followed farming for a number of years, and then came to Chicago in 1850, where he was con-
ductor on the street cars until he came to Roseland, March 5, 1867. Mr. Dickson married, November 11, 1875. He is connected
with the Florence Township, Will Co., III. They have two children, Sarah Ellen and Louis Elizbeth. He is a member of Willisburg Lodge, No. 301, I. O. O. F., of Willisburg, Ill.

ISAAC KOMMERS, farmer, P. O. Roseland, came
to Roosevelt, Illinois, December 6, 1852. He was born in
Holland August 21, 1840, and came with his parents to the United States in 1848. The first year they came, at a cost of $300, they
lived in Wisconsin. They were poor, and there was very little or
no money in the country. Their produce could be sold only to the
immigrants, and they were obliged to trade and traffic around in
villages to obtain a livelihood. Rabbits, quails, and gourds afforded the only meat food for a number of years. Their nearest
four miles was twenty miles off. The soil was rich and productive,
and a few years of toil put those hardy pioneers in better circum-
stances. Mr. Kommers was raised a blacksmith. In 1868 he
married Miss Cornelia Prince. They had two children, Jozina and
Elizabeth. His wife died in 1871, and in 1872 he married Frances
Vanderberg, a native of Holland. They had four children—Isaac Jr., Nellie, Mary and Jane. They are members of the
Dutch Reformed Church.

GERRIT OTTO, dealer in furniture and bedding, embarked
in trade May 1, 1881. He was born in Roseland, Cook County, June 23, 1856, and was educated at Hilldale, Mich., and Chicago University. In 1860 he graduated from the medical department of the Michigan University. Previous
to that he had practiced medicine at Marshall, Ill. After gradua-
ting at Ann Arbor he located at Roseland, Cook County, where
he has since practiced his profession. He is a member of the
Medical Order, and in 1875 was Township Doctor.

He has always been identified in improvements of the township,
and helped obtain the first appropriation for street improvements.
He was married in 1876, and has one daughter.
JEROME RICHARDSON, proprietor of the Richardson House, was born in La Porte, Ind., March 29, 1850, and was raised and educated at Valparaiso (Ind.) Normal School. During his business life he has been engaged in keeping hotel; came to Roseland May 1, 1883, and erecting his hotel. In 1880 he was census enumerator of Ross Town, Lake Co., Ind. October 21, 1869, he married Miss Elma Berier, of Hobart, Lake Co., Ind. Mr. Richardson is a member of McClelland Lodge, No. 357, A. F. & A. M., of the latter place.

PETER SONNEVELD, manufacturer of cigars and tobacco, employs from four to eight men in the business. He came to Chicago in November, 1881, and has since been engaged in the above business. He was born in Netherland, Holland, September 24, 1861, and came to the United States in 1875, and settled in Paterson, N. J., engaging in the manufacture of cigars until he came to Chicago.

HIRAM VANDERBELT, dealer in general merchandise, flour and feed, began trade May 1, 1864. He came to Chicago in 1847 and worked at unloading lumber from vessels and in lumber yards until the spring of 1853. He then began working as roller boy on the Prairie Herald printing press, the first hand-power press brought to Chicago. Afterward he worked in the Western yards until the spring of 1858. He then began working as roller in 1855 he emigrated to Pella, Iowa, and pursued his trade until 1873, when he returned to Cook County and located at Johnsonia Maria De Roo von Keokuk, Iowa. They have four children—Johanna, Jane, Cornelius, John and Luke (by a former marriage). They are members of the Dutch Reformed Church. Mr. Richardson is a member of the Dutch Reformed Church, and Town Trustee. He is now president of the Calumet Bible Society, and deacon of the Church.

ARTHUR VAN VLISSINGEN, is of the firm of J. H. Van Vlietson & Bro., Chicago, with branch office at Roseland. They keep a real estate, fire insurance and loan office. Arthur came to Chicago in March, 1860, and was raised and educated in his native county. In January, 1861, he married Miss Martha C. Newbery, of Chicago.

PHILIP VAN NIEUWELAND, farmer, Section 10, P. O. Roseland, came to Chicago in 1849, and followed blacksmithing six years. In 1855 he emigrated to Pella, Iowa, and pursued his trade until 1853, when he returned to Cook County and located at Roseland, where he had since followed agricultural pursuits, and is now gardening at Fifty-first Street. He was born in Holland June 25, 1821, and was raised a blacksmith. In 1851 he married Miss Aaltje Hoff, born in Holland March 25, 1831. They have ten children—John, now engaged in the Detroit Stone Works; Alida, Annie, Lena, Elizabeth, Jacob, Joseph, Ida, Mary and Sarah. They are members of the Reformed Church of Roseland.

ARTHUR VANVLISSINGEN, is of the firm of J. H. Van Vlietson & Bro., Chicago, with branch office at Roseland. They keep a real estate, fire insurance and loan office. Arthur came to Chicago in March, 1860, and was raised and educated in an abstract office, until the spring of 1881, when he embarked with his brother in the above business. He was born in Holland December 7, 1855, was raised there and educated as an engineer in the navy department, serving three years. October 2, 1885, he married Miss Sophia E. Levering, a native of Louisville, Ky. James H., his brother, came to Chicago in 1872.

DIRK VAN VUMREN, farmer, Section 10, P. O. Roseland, settled at South Holland, Cook Co., Ill., May 20, 1859, and was raised and educated in his native county. In January, 1861, he married Miss Maria A. Baeker, of Chicago.

.Logf VAN VUMREN, farmer, Section 10, P. O. Roseland, settled at South Holland, Cook Co., Ill., August 19, 1854. He was raised and educated in his native county. His father's name being Roel Van Vumren. The winter of 1847-48 was very severe, and the snow was very deep and crested so hard that teams could be driven on it. Mr. D. Van Vumren was born in South Holland September 12, 1834, whence he emigrated with his parents to the United States in 1847. December 3, 1854, he married Miss Maartje De Young, a native of North Holland, born April 25, 1835. They have eight children—Margaret, Gertrude, Rolland, Jr., Katie, Maggie, Gertrude, Anna and Jacob. They are members of the Reformed Church of Roseland, of which he has been deacon eleven years. Mrs. Van Vumren's parents came to Roseland in 1858.

JOHN VINKE, policeman, was born in Thornton Township, Cook Co., Ill., August 19, 1854. He was raised on a farm and educated in his native county. His father is a farmer. He came to the transfer yards of the M. C. R. R. about five years, at Kensington, and became a member of the police force in 1879. In 1881 he married Mrs. Mary Cole, a native of New York State. They have four children—Gertrude, Mamie, Garrett and Albert.

PULLMAN.

Pullman is a sermon in bricks and mortar on the humane and considerate treatment of employees; a dialectic statue to the efficacy of moral government. The infinitude of tracery on the cathedral at Cologne is poetically designated as "frozen music." Pullman may be prosaically designated as a corporate, architectural realization of belief in the good dominating human nature. It has been quite fashionable for writers to characterize this city as the creation of a magician, the work of Aladdin, etc.; no genie save foresight, admirable common sense, marvelous executive ability and rare conception of the application of details were summoned to create Pullman; no Aladdin save George M. Pullman erected the city, and in the brain of its creator every detail had an existence ere its prototype was reproduced in material form. Herein is the marvel of its construction that one man could create so perfect a city; so complete in every respect, and to characterize it as an Aladdin city to belittle it; as the "Arabian Nights" entertainments say nothing of sewerage facilities, nor of gas and hot and cold water; all of which are common to houses in Pullman. Looking at the city, realizing its perfection of minute arrangement, it is difficult to realize that the same mind planned the water-tower and the gas lamps, the town in its entirety and the manufacture of the bricks whereof it is constructed. And the Pullman brick are selected by the village of Hyde Park, with which to construct their tunnel under Lake Michigan. Of course, other railroad company buildings, conceived machinery and imagined certain arrangements, experiments, but every petty detail has been matured by Mr. Pullman, hence the town is essentially congruous and unique. The misanthropic mind only sees in the assemblage of buildings, a desire upon the part of the tender to care for the material wants of the workmen, to so ameliorate their condition that their work will be more cheerfully performed; and from the restful and hygienic character of their habitations, their physical man will be more fitted to cope with the specific tasks allotted each person. This, necessarily, must be the factor in the considerations taken into account by the builder, as the Pullman Palace Car Company are proprietors of the works wherein these laborers work, and Mr. Pullman is a keen man of business. But, in his care of, and consideration for, the needs of the workmen, he not only considers their physical wants but their mental requirements, and labors to make every day's work more cheerful. The possession of the possibility of the development of men sana in corpore sano. His town is a demonstration of a vexed question in ethics; an example that it is financially profitable for capital to consider the every day wants of labor; a crucial test, successfully underwent, testifying that, when humanity is possessed of wealth, capital and labor are no longer irreconcilable antagonisms, but are allies; the closer the relations between whom, the more mutually beneficial the result. How earnestly Mr. Pullman worked to foster, or create, higher and nobler thoughts and impulses in the inhabitants of Pullman only he, and the Deity he served so well in his humanitarian project, know; it is certain that had no consideration affected him save the desire to make his workmen more robust and healthy, there would have been no need to endow a library with five thousand volumes, nor to erect and maintain an unremunerative first-class theater; nor to do everything that a man of far-reaching mind and comprehensive intellect can do to adorn a prosaic workaday life of his employees with artistic beauty, literary excellence and bountiful sunlight. Mr. Pullman does not consider his employees as athletes, whom he has to
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the first laborers commenced work; and an interesting
about as necessary as if he were a Beadle of whom Charles Dickens wrote.
works, where hundreds of laborers are congregated,
augments in height toward the north and west
menced.
the most times for offenses, were the Solons of the
citizens, and the " Hotel De Grab " of Pullman was no

About one hundred and fifty of the workmen slept in

exception. This was a roughly constructed frame build­
citizens of the system whereby its habitues

where it is twenty-five feet above the
lowest point is eight feet above the level of the lake,
runs into the sea.

freely preached at Pullman, and before these doctrines
influences, and these every man, woman and child has
at Pullman. The Gospel according to St. Oxygen is
in every detestable cran­
yan, is an era of good government and a traitor
to his kind. Marryat uttered the truism: "A man will
never commit a murder in a clean shirt;" it requires
pretty hard, persistent diabolism for a man to conjure up
evil deeds, surrounded with cleanly, bright and pure
influences, and these every man, woman and child has

shops at St. Louis—February 28, 1881, there were eight
families in Pullman, and June 1 of that year eighty
families were resident of the town. At present—Jan­
uary, 1884—the population is estimated at eight thou­sand.

During 1881, the following materials were used in
the construction of the town, and from these figures
some idea may be formed of the magnitude of the
undertaking, whereby a city was built within ten months
from the time the soil was first turned to lay a foun­
dation: * Brick, twenty-five million; slate roofing,
five thousand squares; gravel roofing, three thousand
squares; rubble, nine thousand five hundred cords
lime, thirty-five thousand barrels; lumber, ten million
feet; flooring laid, one million one hundred and twenty­five thousand feet; cement, twenty-five thousand bags
iron, fifteen hundred tons; sand, fifty-five thousand
yards; glass, three hundred and fifty thousand superflu­
cial feet.‡ Statistics are always nice references, but
what average person realizes the magnitude of the
spaces filled by the materials above tabulated? Sixty­
six miles of glass; three thousand one hundred and
fifty-six miles of brick; laid end to end, sufficient to
extend three-fourths of the distance across the United
States at its widest part; eighteen hundred and ninety­four miles of lumber, and so forth. Just so inadequate as
these figures are to describe volumes of huge ingre­
dients from their employment, so is phraseology insuf­
ficient to convey a comprehensible description of
Pullman. The station is just 13.96 miles from the
Illinois Central depot at Chicago, and is a handsome
building designed by S. S. Beman, the architect of Pull­
man. There is no need for eulogy either in the case of
Mr. Beman, or of the landscape engineer, N. F. Barrett,
their works speak most eloquently.

Immediately to the north of the depot is Lake Vista.
The beauty of this ornamental water is great, and is the
only feature of the town that appears without practical
utility in addition to its optical charm. Has it no use?
The great Corliss engine uses a vast amount of steam,
and condenses a great deal of water. Where does the
exhaust empty? Into Lake Vista; and this apparently
useless, but pretty sheet of water, is fed by the waste
condensed water from the Corliss engine. The reflection
induced is, that everything serves some good pur­
purpose in the economy of Pullman, and it does.

Immediately east of the depot is the Hotel Florence,
of which hostelry D. G. Wells is the superintendent.
Here one hundred guests can be accommodated, and
one hundred and twenty-five can comfortably partake
of the fare in the dining-room. It received its name in
honor of Miss Florence, the little daughter of George
M. Pullman. The hotel is finished in cherry, is ele­
gantly and tastefully constructed and decorated, and
its guests include the host ton of Pullman and Chicago.

Southeast from the hotel is the Pullman church, an
elegant edifice of green serpentine stone—obtained in
Pennsylvania—and in the construction of which church
Mr. Beman introduced a novel arrangement of the par­
song, whereby it forms an integral part of the build­
ing, and adds to the general effect. The edifice cost
$7,500, and has a frontage of one hundred and sixteen
feet by a depth of one hundred feet. Its spire is one
hundred and forty-six feet high. The auditorium will
accommodate six hundred worshipers, and their vocal­
ism will be enhanced by the $3,500 organ, built by Steer
& Turner at Springfield, Mass. The interior of the

* The solitary policeman of Pullman is a species of gratuity from the vil­
lage of Hyde Park, in return for the taxes paid by Pullman. His presence
is about as necessary as if he were a Beadle of whom Charles Dickens wrote.

‡ Until January, 1883, 43,000,000 brick and 16,000,000 feet of lumber were
used, with other materials.

The inanimate authorities consulted in the preparation of this article are
the Agricultural Review, January, 1881; The Western Manufacturer, Novem­
ber, 1881, and the Inter Ocean, New Year number of 1883; article by Elwyn A.
Barron.
church is finished in oak, highly polished, and the walls are artistically treated in neutral tints until the ceiling is reached, which is painted in representation of the firmament. In the south end of the church is a large rose-window of chromatic glass. The element of art was largely considered in the erection of Pullman, and in the minor details ere the town became a reality; hence the existence of this church is comprehensible. It has been stated that Mr. Pullman had some idea that the various sects would unite and hold union services in the church; Pullman is an Arcadia, but nowhere the New Jerusalem will sectional dogmatism consent to an appearance of unity. The canine and the feline have lain down together without diminution of the hair or fur of either; but the consorting together of a Trinitarian and a Unitarian of their own volition, will not occur until the reveille of Gabriel shall have divested religionists of their little cloaks of creed, and they stand for judgment in their divine humanity members, and a Sunday-school consisting of sixty poses, and the first Sunday-school was held in the attic was organized there were about sixty-five in the school. The first preaching services were held on the last Sunday in November, 1881, by Rev. R. W. Bland continued in charge of the Church William Betzel was the organizer in April, 1881; the enrollment was fifty; and the Sunday-school attendance one hundred. Services are held at Market Hall on number about thirty-five; and the Sunday-school has been organized; and a Sunday-school pertaining to the Church was not organized until the May following. Rev. H. A. Nash was the first pastor; the present pastor, Orson P. Bestor, having assumed charge on November 1, 1882. Mr. Bestor conducted the Union services at Kensington until December 1, 1882, since which date they have been conducted by delegates from the Young Men's Christian Association. The congregation at present numbers about eighty, and the Sunday-school about one hundred. Services are held at Market Hall on Sunday morning and in Odd Fellows Hall in the evening. The present deacons are: W. W. Robinson, William H. Joyce and F. A. Peelman; the church clerk is Doctor L. G. Bass, and William H. Joyce is superintendent of the Sunday-school.

A congregation of Swedish Baptists was organized on October 8, 1882, Rev. K. E. Gooch being in charge at the time. October 9, 1882, Mr. Gooch died of typhoid fever, and Rev. Lundquist took charge. The members at first numbered fifteen, and at present number about thirty-five; and the Sunday-school has an attendance of about forty. Services are held at the Chicago & Rock Island Railroad depot.

There are a large number of adherents of the Catholic faith in Pullman. They have a neat and commodious edifice outside the boundaries of Pullman; and the history of this Church will be found in the article descriptive of Roseland, within the boundaries of which hamlet the church is situated.

The Arcade.—Immediately south of the Illinois Central Railroad depot is the Arcade Building, within whose comprehensive walls are twenty-eight stores, the theater, lodge-rooms, bank, bath-rooms, offices, library and post-office. The idea of having a large number of distinct industries, or separate sales-places, under one roof is not novel, and can be seen exemplified in the bazaars of the East, the Bon Marche at Paris, and the Burlington and Lowther Arcades at London; but the arrangement and adaptation as at Pullman is decidedly unique and excellent.

The post-office was established on March 18, 1881,

* Rev. R. W. Bland courteously furnished these particulars.
† Who kindly furnished this data.
with N. F. Van Winkle as Postmaster. He is still the occupant of that office, and has for his assistants Alma Woodward, registry clerk, and Albert Sorgenfrey, assistant distributing clerk. The office is one of domestic money order and registry, and four mails each way are received and dispatched daily.

On April 10, 1883, George M. Pullman presented the town of Pullman with a library; the account given in the Chicago Tribune of April 12 is accurate; and, containing the dedicatory document of Mr. Pullman and the speech of the American Demosthenes—David Swing—says all that is pertinent or germane to the occasion. The article is as follows:

The morrow of the bad weather, a large number of Chicago people went on the special train that left here at seven o'clock Tuesday evening to attend the dedication of the new public library at Pullman, and the entertainment given at the Arcade Theater for the benefit of the library fund. The theater contained a large and brilliant assemblage, and seated in the private boxes were Mr. George M. Pullman, Mr. and Mrs. C. M. Henderson, Mr. and Mrs. W. W. Kimball, Mr. and Mrs. John M. Clark, Mr. and Mrs. W. K. Ackerman, Mrs. H. O. Stone, Mrs. F. L. Fake, Judge Lochrane, General Anson Stager, Mr. Benoni Lockwood, Mr. J. W. Doane, Mr. C. Rand, Mr. John Raper, Mr. Robert Caird, Mr. Robert Barry, and Mr. George F. Brown.

Professor Swing opened the dedicatory exercises by reading from the stage a document signed by Mr. Pullman making the conveyance of a long list of books, periodicals, etc.—in number five thousand one hundred—to the Pullman Public Library, as follows:

"I, George M. Pullman, of Chicago, Cook Co., Ill., in consideration of the fact that the moral and intellectual growth of any community promotes and advances not only all of its material interests, but all the forms of human welfare, do hereby give, grant, transfer, and set over unto the Pullman Public Library, a corporation created and existing under and by virtue of the laws of the State of Illinois, the following-named books, publications, and periodicals, to wit: [Here comes the list of books.] To have and to hold the same to the said Pullman Public Library and its successors forever.

In witness whereof I have hereunto set my hand and seal at Chicago this tenth day of April, A. D. 1883.

GEORGE M. PULLMAN."

Professor Swing then delivered the following highly interesting address:

"The town of Pullman possesses an interest above and beyond that of rail-cars and wheels. It stands related to the question how cities should be built and in general how man should live. Young as this village is it is answering rapidly some inquiries over which wise men have pondered from Plato to Robert Owen.

"The first enemy of Chicago lay, in the fact that it was for years unexpected. There were no capitalists or philanthropists present fifty years ago to foresee and shape its future. Instead of rising up out of any creative thought it came together as a bunch of oysters form on a rock, or with that mixture of shell, and mud, and seaweed with which barnacles form on the bottom of a ship. Chicago grew like a modern woman's crazy quilt. As a final result the harbor for ships is all over town, every wagon and every footman is stopped by a bridge, the railway stations are in all parts of the corporation, the streets are paved to-day to be torn up to-morrow for a gas-pipe, repaired to be disturbed for a water-main, repaired to be torn up for a sewer, repaired once more in time for the City Surveyor to come along and raise the whole grade.

"Following this law of chaos, the saloon became as welcome as the school-house, and the churchgoer and the man anxious for his Sunday-morning drink now walk together, thus making the stranger from the rural district uncertain whether the crowd is moving toward a free-lunch or a sanctuary. The architectural plans are a continuation of the discord. A fine stone residence often enjoys the presence of a grocery on its left and a wood-yard on its right; in front of it is the police-station; on its rear a smoking factory. Nor is there a front line which determines how far the residents upon a certain street shall or may come forward with their brick and mortar. Much is left to the will of one's neighbor, and when ten men have agreed upon having front yards the eleventh man agrees to have no front yard, and he builds out to the sidewalk, and goes to the country for flowers and grass.

"This new town of Pullman illustrates the value of thought and taste in the building of a city or village. Could Chicago only have foreseen itself and have passed into the hands of some master-mind or building committee or corporation in 1835, it would now surpass in neatness, and wealth, and beauty, Paris or Brussels. Its want of plan has been an expensive fact, since it has made the work of destruction as constant as that of construction. It stands for all the great cities of the land.

"Coming out to Pullman to-night a sense of harmony comes to all our hearts. Each detail is in its proper place and proper proportion. The buildings for labor are not joined to the fireside. Home, and shop, and church, and opera-house, and library, and railway-station are where each should be, and, instead of making a discord, they verify to the full the definition of him who said that "architecture is frozen music." Here the stores are as numerous as the population demands; the churches pay some regard to the number of souls which need transportation from sin to goodness; the theater is adapted to the number of those who need hours of laughter and sentiment; the library fits the community as neatly as the glove the hand of the lady; even that strange invention of man in his estate of sin and misery—"the saloon"—is subjected here to the eternal fitness of things, and inasmuch as a community however large needs no saloon at all, that is the number laid out by the thoughtful architect and built by the company. It receives its due proportion of time and money.

"But the material symmetry of this new city is only the outward emblem of a moral unity among the inhabitants. It has been long known that unity is not an endless repetition of all qualities, not a perfect sameness, but it is a resemblance in some great particulars. Unity is a common bond of interest and feeling—a bond great enough to hold men together, but not strong enough to cramp human nature in any of its honorable departments. The Brook Farm was based upon certain conceptions of human nature. The members of that community had to think alike and believe alike, and had the organization been able to survive the strain of wounded manhood it would have produced a group of machines. It was an effort to make a thousand persons resemble each other just as a thousand plaster casts of Garfield or Lincoln look like the first image taken from the mold. The Brook Farm was literally blown to pieces by the explosive elements in different souls. Each member returned to Boston or his native town to find personal identity once more. He or she longed to be self again. The experiment at New Harmony, Ind., under the lead of Robert Owen, was based upon an assumed identity of men. It hastened to its end.

"The moral quality or basis of Pullman is not ab-
exact philosophy or socialism like that of Brook Farm or New Harmony, but it is common sense of the highest and best order. Industry, and economy, and comfort are the foundation stones of this latest and wisest experiment. Under the new Rugby of Tennessee there lies no well-defined industry and no form of economy. The paper is part idler, part dreamer, part laborer and wise, and part foolish. No better foundations can be laid than those under the town of Pullman—industry, sobriety, economy. Here exists for each family a visible means of support. Industry will always surpass philosophy as the basis of welfare. It was the bane of the middle ages that they had more philosophy than science, more thought than work, more premises and conclusions than plows and engines and wheels. The greatest men discussed the next world—the poorer classes starved to death rapidly in this. Learned men examined into the nature of the soul while their women plowed the ground with a crooked stick. Wise is the age that bases society upon industry and economy and uprightness of life. Abstract thought is good for souls that have no body.

It is asked whether these companies can endure the taxation such comforts for the workmen bring. Yes, where a company earns a surplus it may, and generally must put away large sums where only a lower rate of interest must be expected. English surplus sums yield three or four per cent. To employ extra capital in building decent villages for humanity is as wise as it is new and beautiful. A great railway magnate put away $60,000,000 in four per cent bonds because he did not know of such a thing as building towns for the people. But a man's mind or heart is eclipsed when he can put his surplus into Government bonds. To have interest coming in from a vault should make a man feel related to a grave-yard. Government bonds should all be held by orphans, and widows, and invalids, and servants. The full-grown man would rather have his money out where the sun can shine on it, and where some one can sit down in it or by it. Give me a handful of four per cents and a pair of scissors and I will buy Texas land where the trees, and grass, and grains, and cattle will do to look at while they are making money. One of the humiliating spectacles of the day is to see a full-grown man cut coupons off of a bond. Better far have an opera-house, or a ship, or a village. Money in a bond is the end of all thought and sentiment. It is to be hoped no Chicago capitalist will ever mentally sink to the level of a United States treasurer. Industry will always surpass philosophy as the basis of welfare. Peter Cooper took care of his men when the days were cloudly; A. T. Stewart ground his powder when even the days were bright. This is the general answer, but in this particular case which calls us here to-night, the five thousand volumes came from George M. Pullman himself. What a country shall we have when such an example shall be imitated in all parts of the land! There is nothing inexplicable or mysterious in the gold thus applied by the founder of this library; but should this gentleman give a Vanderbilt bill we might well be amazed, for there a hundred thousand dollars, less or more, were lavished upon the last point between something and nothing. All the scenes were as transient as the flowers of the evening. Such pageants should come but rarely into our world; and indeed they are fading away. They were frequent in Rome in times of war and plunder, but, as reason advances, such applications of money and labor decline. We hope the rich men of the West will always prefer libraries, and parks, and drives, and lakes, and music-temples, and even good theaters to the perishable display of a ball-room.

These remarks must here end to make room for an hour of more interest. As a clergyman I have in former years helped dedicate churches to the worship of the Infinite Father. Our task to-night is a simple one. A library of good books is almost as sacred as a sanctuary. Here the mind and heart will be allured to their men. They cannot afford to build up Government bonds. The happiness of the workmen will in a higher state of society make up the happiness of the employers. Peter Cooper took care of his men when the days were cloudly; A. T. Stewart ground his powder when even the days were bright. This is the general answer, but in this particular case which calls us here to-night, the five thousand volumes came from George M. Pullman himself. What a country shall we have when such an example shall be imitated in all parts of the land! There is nothing inexplicable or mysterious in the gold thus applied by the founder of this library; but should this gentleman give a Vanderbilt bill we might well be amazed, for there a hundred thousand dollars, less or more, were lavished upon the last point between something and nothing. All the scenes were as transient as the flowers of the evening. Such pageants should come but rarely into our world; and indeed they are fading away. They were frequent in Rome in times of war and plunder, but, as reason advances, such applications of money and labor decline. We hope the rich men of the West will always prefer libraries, and parks, and drives, and lakes, and music-temples, and even good theaters to the perishable display of a ball-room.

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traversing the interior of the arcade. The library proper is forty-two by sixty feet in dimensions, with three retiring-rooms for ladies and one for gentlemen. The architectural design is ancient Roman, and the woodwork is of unique pattern. The walls are beautifully frescoed in peacock colors and marine blue and gold, with a fancifully-designed frieze ornamentation. The floors are richly carpeted with costly Axminster velvet and plush. Along the sides of the main room are eleven double book-cases of tastefully-carved cherry, which contain 5,100 carefully-selected volumes. Ventilation and lighting both have been carefully looked after, a large skylight affording ample light.

Mrs. Lucy D. Fake has been appointed secretary and librarian, and the directors and advisory committee are as follows: George M. Pullman, George C. Clarke, Norman Williams, J. L. Woods, John Christianson, D. R. Martin, S. S. Beman, John McLean, Henry Vogt, R. N. Caslin, J. P. Hopkins, O. F. Bestor, Mrs. George M. Pullman, Mrs. A. Rapp, and Mrs. F. W. Henricks. The library, in its appointments and the beauty of its embellishment, is as elegant as though it were an appurtenance of the mansion of a millionaire of cultivated taste and excellent judgment. It is a revelation to the workingman, and a potent cultivator of the love of the beautiful in the minds of those whose lives are—or were before their habitation of Pullman, a sordid battle for existence. Not an elegant sound volume but the possess sufficient artistic and literary appreciation and cultivation to properly estimate the comforts and elegance thus provided. And when a man is accredited with the possession of a virtue, he is always imbued with a wish to justify that supposititious or actual investment. A verification of this is found in the Pullman Library. On entering, the visitor is struck with the total absence of those obtrusive signs whose mandates imply the belief of an impossibility of a visitor's decent behavior, without full instructions how to do so; forbidding expectation on the carpet; removing one's hat, etc., etc. Thus a tacit appeal is made to the gentlemanly behavior of the visitor, and it is carefully, yes, religiously, responded to. The writer asked Mrs. Fake whether any outrages of etiquette were common; the librarian replied, “there are none; the men who visit the library, among whom are a large number of workingmen, are all gentlemen; they take off their hats and use the cuspidors and conduct themselves toward me with a gentle courtesy worthy of a Bayard. In nine months only one faux pas was made, and that was by a man under the influence of liquor; he was asking for a book at the desk and futilely expectorated on the carpet.” The librarian said also that this one instance worried her a good deal, because of the betrayal of the confidence, by this individual, reposed in the inhabitants of Pullman by the directors of the library; Mrs. Fake certainly is an optimist on the subject of the chivalry of the average man; she tells with pride of the little courtesies she receives from the workmen, and their pride and care of the library. It was suggested that perhaps the Pullman workmen might be an exceptional class; but this is hardly a reasonable presumption, as thirty-five hundred men would probably include all kinds and descriptions of men, especially when there are so many transients among them. The cause is simply as stated; the visitors to the library find there a lady, and their own gentlemanly instincts appealed to; the consequence is that their chivalry responds to the trustful appeal. The Pullman Library is a homily upon the successful method of treating American workmen, and the solitary policeman, who enjoys a sinecure, pacing the streets of the town, is an exemplification of George M. Pullman's method of applying the precepts of the homily. "Treat a man as you want to find him," appears to be the motto of Pullman, and its inhabitants are found to be the most orderly, well-regulated and law-abiding of any town upon the continent. The resident agent of the Pullman Company who has charge of the town is E. W. Henricks, who is also clerk of the village of Hyde Park.

The officers of the Pullman Loan and Savings Bank are: George M. Pullman, president; W. A. Lincoln, secretary, and John E. Shea, teller. The business of the bank is principally local, and its establishment was principally to provide a place, easy of access, for the workmen to deposit their savings, and, by its mere existence, be an incentive to them to be frugal and provident. The capital stock of the bank is $100,000.

The lodge-room is commodious, elegant and perfectly adapted to the purpose for which it is designed. This peculiarity is one of the architectural features of the city: taste and elegance are displayed, but notwithstanding which the adaptability of the structure to the use for which it is destined is particularly observable. Elegance and practicability are usually opposites. The various lodges at present in Pullman are represented by the following lodges:


Crescent Lodge, Knights of Honor, was instituted and officered, in January, 1884, by D. L. Carmichael, grand dictator, assisted by E. C. Scovel, deputy grand dictator. The following officers were installed: Jesse Wardell, dictator; G. H. Peterman, vice-dictator; R. H. Harold, assistant dictator; J. W. Simpson, reporter; George Strange, financial reporter; Evan Roberts, treasurer; H. C. Rockwell, chaplain; B. H. Curtis, guide; S. J. Freed, guardian; John Moore, sentinel; John McLean, past dictator; Jesse Wardell, representative to Grand Lodge; L. G. Bass, Robert Rochester and Evan Roberts, trustees.


Palace City Division, No. 14, K. of P., was organized December 8, 1883, and chartered January 26, 1884, on which date the following officers were installed by Grand Commander Brand of Chicago, assisted by Grand Commandery Brennan and Sir Knight Herald Peck: Sir Knights, L. J. Church, J. Church, Jr., C. F. Vogt, lieutenant commander; G. F. Matthews, herald; F. B. Hotaling, recorder; W. P. Matthews, treasurer; C. R. Wexelberg, right guard; F. W. Pahler, sentinel, and J. H. Lammering, standard bearer. The division has thirty-one members.


Pullman Choral Society was organized in 1882. It has about seventy-five members, and its practice is upon oratorios and Novello's harmonic publications. During the autumn and winter the society usually gives concerts. Its officers are: W. H. Cork, leader; E. Butcher, secretary; H. O. Rockwell, treasurer; William Penrose, Daniel Martin, O. L. Chadwick, J. W. Pae, J. N. Chadwick and W. J. Jacobs, business committee.

The Pullman Gun Club will shortly be re-organized. Its present officers are, Directors: Christopher Barks, president; Alfred B. Elwes, secretary; James E. Murphy, treasurer; Frank Anderson and W. Gray. The room within the walls of the Arcade Building is entitled the "Pride of Pullman," and is thus described: Located above the first floor, the approach to the theater is by a magnificently carved white ash stairway, the designs of colonnades, balustrades and newels being very elaborately and artistically executed. The upper landing consists of a broad and spacious vestibule lighted by handsome Newell chandeliers. Against its north wall stands a series of large mirrors reflecting the scene of the entire vestibule, and the great arched doorway of heavily carved white ash opening into the pretty little foyer beyond, from which is gained an unobstructed view of the beautiful auditorium and general interior of the theater. To the right and left of the foyer have been arranged two daintily appointed little dressing rooms for ladies and gentlemen respectively. On entering the auditorium, the eye is at once struck with the rich and harmonious blending of color, the peculiar beauty of the architecture and the beauty and uniformity of the whole interior arrangement. A snug, cozy effect has been obtained without any suggestion of inefficiency or closeness, while a full view may be had from every seat in the house. The prevailing color of the woodwork of the auditorium is dark mahogany, embellished by gliding. This grave effect is lightened, however, by the artistically tinted walls, which diffuse an air of light and cheerfulness, rendering a soft outline to the carvings of the darker wood-work and thus robbing them of their sombreness. They are hand-painted and stenciled in oil, the body color being a rich purple, and gradually varying into delicate rose and dove color as it approaches the frieze. The design, though clinging to the hexagonal, is not distinctly apparent, but seems rather the outgrowth of varying fancy, while it does not lack in artistic blending and delicate execution—blue, olive, orange, bronze and rose, are so artistically introduced and perfectly blended, that there is nowhere apparent the offense of tawdry decoration or flashy excess. The frieze is charmingly executed, being floral in design. The ceiling is tastefully embellished with lavered and silver; in its center rises a huge, stained-glass skylight, from which depends a magnificent bronze chandelier of somewhat elaborate though tasteful design.
and although presenting the appearance of exceeding ponderosity, it is really possessed of but little weight. The rail and balcony trimmings of the house are of dark crimson and maroon; the opera chairs are folding, with crimson plush backs and leather seats. The floor is covered with a body Brussels carpet, which in color and design is in keeping with that of the general interior. Those features, however, which give to the house its quaint and beautiful appearance, are the boxes, the proscenium and drop curtain, which are gems in coloring, design and execution. The boxes are exceedingly novel and striking in design, being decidedly Moorish in style, with many little domes, miniatures and spherical ornaments, and number five on each side. They also are arranged so that the five on each side may be thrown into one, to accommodate large parties. The main boxes are surmounted by a pagoda arrangement, while the single box next to the proscenium is a projecting balcony, distinct and apart from the remainder of the group. The woodwork of these boxes is of a rich, dark mahogany, relieved by gilding, a prominent part of which is at various points a gilded basket-work design, which is very pleasing in effect. The arch of the proscenium square is obtained by this gilding. Rich curtains of blue and maroon, raw silk, stone, Robert Bonner, Alvin A. Stagg, Philip Wadsworth, Leslie Carter, A. B. Pullman, Grace Stewart, R. W. Rathbone, Jr., S. G. Field, H. J. Kimball, D. G. Wells, E. W. Henricks, A. Rapp, George F. Brown, H. A. Richards, John McLean, John L. Woods, James H. Smith, S. S. Beman, F. G. Secord, R. A. Parke, Nicho F. Cooke, David Swing and daughter, Mr. and Miss Cox, Mrs. C. Sanger, Mrs. H. O. Stone, Mrs. Dr. Irwin, Mrs. Helen Mott, the Misses Pullman, Doane, Brooks, Parkes; Emma Wadsworth, the Misses Campbell, Fannie Cowles, Fannie Doane, Kitty Arnold, Jenny King, Nellie Hibbard, Rose Buckingham, Francis Keep, Alice Keep, Lizzie Isham; the Misses Jones, Miss Rucker, Fannie Matthews, Laura Kimball, Mae Kimball, Miss Wells, Mrs. Lucy D. Fake, Mrs. Amos T. Hall, Mrs. Ludington; Messrs. Wirt Walker, Frederick Keep, Alonzo Page, C. Brunswick, Anson Stager, Isaac A. Arnold, Norman Williams, Charles Munn, Emerson Tuttle, Samuel W. Allerton, B. H. Campbell, Ben Campbell, Jr., William H. Chappell, James D. Ludlam, A. S. Appleton, Daniel Goodwin, John B. Drake, L. J. Gage, A. B. Stone, William Munroe, W. M. Hibbard, Professor Fiske, F. Chandler, Henry Norton, William Keep, Henry Isham, T. J. Jones, J. Russell Jones, De Laskie Miller, Charles Schwartz, M. Bishop, Arthur Towne, W. H. H. Benthart, J. F. Gregory, William H. Clarke, Daniel Johnson, George W. Montgomery, Louis Fisher, M. Matthews, Watson Blair, Philo Wilbur, John Cregar, Jr., A. S. Weinsheimer, H. H. Hewitt, M. Nichols, G. H. Quinn, E. A. Jewett, George M. Gray, O. A. Lochner, Jesse Meehan, L. M. Bennett, L. G. Matthews and N. F. Barrett.


At 8:30 P. M. the audience was seated and the curtain rose, displaying George M. Pullman in the center; on his right were Stewart L. Woodford, Marshall Field, Lyman Trumbull, Norman Williams, C. B. Farwell, O. W. Potter, T. B. Blackstone, N. K. Fairbank and J. Russell Jones; while on the left of Mr. Pullman were Philip H. Sheridan, John Cregar, Lyman J. Gage, J. W. Doane, David Swing, O. A. Lochner, Edson Keith, and H. B. Campbell. Mr. Pullman stepped to the front of the stage and said:

"Ladies and gentlemen: In behalf of my associates and myself, I desire to say, that we feel extremely gratified by the presence of this large audience, com-
praising so many distinguished people, assembled in honor of this opening. I am very happy to announce the presence with us to-night of a gentleman of national reputation, who generously consented to make a brief address upon topics suggested by this occasion. It gave me great pleasure to introduce to you the Honorable Stewart L. Woodford, of New York.

Mr. Woodford then spoke as follows; and in his speech has so aptly described and eulogized Pullman, that it is an essay in itself.

"LADIES AND GENTLEMEN: Entire frankness is, I am sure, the best policy for me to-night. Although our generous host asked me to come a thousand miles to be with you at this christening of a city, I was still very glad to accept. I had read much of Pullman; I had heard much of its purpose; and I wanted to know something of the method and scope of what was being done here. I wished to see and study it for myself, with my own eyes, and on the spot I fancied that a few candid, earnest words of sympathy, and good wishes, might justify my being here.

"But I have found so much more than I had hoped to find; so much more has been done than I had expected; so much more is here than I had even dreamed possible, that I must frankly say, had I formed any just idea of what Pullman really is, I would not have come, but should have left these words of welcome and of benediction to be spoken by some one else more fitly.

"It was Sunday when I reached this factory-town. I strolled through its streets and by its shops; into its church, arcade and library. All was quiet, orderly and restful. Yesterday I came again. The town was then at work; it was full of labor; full of energy; rich in accomplished results; richer far in the prophecy of a sure future.

"It is just possible that you who come to-night as visitors from Chicago; that even you who live and work here, and are thus most familiar with its form, have not as yet comprehended what this town of Pullman really is and what it really means. Pardon such frank speaking. But right under your eyes there is being worked out a sum in practical business and in business-like liberality, which, if successful, is to demonstrate the money value of the golden rule. To me Pullman proves, in hard, practical dollars and cents, that it pays to love your neighbor as yourself. I stepped from the cars. Beauty, grace, art met me on every hand. I had seen landscape gardening elsewhere. Here was also architectural gardening. Eye and taste were at once content and glad.

"I went into the great workshops, and, lo! beauty was subordinate to use. There was order, there was symmetry, there was honest labor efficiently at work. This is the marvel of organizing genius—to create and use great power, and yet never to forget the necessity and utility and beauty of perfect accuracy in the most minute detail. So Nature works. So works the best human brain when it does the best things either in coarsest production or in most delicate art. Nature is ever strong, yet nature never neglects either detail or beauty. With giant force she heaves the tides in resistless flood, and yet with most exquisite tints she paints the shell that her waves toss up at play and leave as lovely gift upon the shore. All this strength and all this accuracy of detail I saw in the great water-tower: in the powerful forcing-pumps; in the system of sewerage; in the Corliss engine with its Centennial memories and its Centennial suggestions; in the patient care and prudent thrift which picked up the tiniest shaving and made it fuel; and in the scientific art which condensed each drop of steam, until even from the engines' waste a crystal lakelet flashes into beauty.

"Thus power, brain, art and labor work together producing things of use in forms of loveliness. Nothing wasted; nothing lost. Order without tyranny and economy without meanness.

"From the shops I passed into the streets. They are graded, guttered, sewered, lighted, and planted with trees. In the summer, as I am told, they are bordered with lawns and bright with flowers.

"From street to house and tenement, where each can have that for which he can pay. But the cheapest tenement has the three essentials of life: good air, plenty of it; good light, plenty of it; good water, plenty of it. The man, woman or child who is not clean in Pullman has literally no excuse. It must be for love of dirt. It cannot be for lack of the means to be clean. Clean streets will teach the people to be clean. Beauty and order without will produce neatness and comfort within. The teachings of village and street will be reflected in humblest home and smallest tenement.

"From house and home I went to the market. From the market to the stores. From stores to play-grounds, boat-course, to school, and church; from church to library, Arcade and theater, and nowhere did I find gaming-table, bar-room or brothel. Everywhere is utility, order, cleanliness, beauty. These are the silent teachers that minister to eye, to heart, to brain. They must make men live more cleanly lives within as well as without. They must help children, women and men to grow into sweeter, whiter, nobler and more productive manhood.

"As I saw these things, I asked myself: How has this come? Rather—for I fancy that things seldom come—how has this been done?

"Less than three years ago here was low, swampy prairie land lying idle, almost useless beside Lake Calumet.

"But just this fact made it possible to secure enough land at reasonable cost to make such an experiment feasible. The idea was a large one, and it needed a full-sized lot in which it could be planted and grow.

"Then there was in the great car company a business that required the employment of regiments of diversified labor. That labor is of all kinds, from the honest muscle that shovels coal and piles pig iron, to the art which rivals nature in the hue and form of the lily that it paints, and in the glass that it engraves with almost the delicate tracery of winter's frost.

"Diversity of labor, diversity of gift, diversity of thought and skill, is the condition of successful human union. Here was such a business need, in a corporation that builds the car for heaviest, rudest freight, and yet that puts upon the rail a carriage combining strength, use, beauty and luxury such as even Cleopatra never knew as she floated in her perfumed barge with silken sails upon the waters of the mystic Nile. Such palace cars as are here built even royalty has not yet equaled on modern continental railways.

"There was place; there was business need; there was also sufficient capital to do the required thing, when it had been intelligently demonstrated that the effort would pay as well in dollars and cents as in the larger and better and more enduring results of happier and better manhood.

"But place, and need, and money would have been powerless had not the brain, the vision, the will and the courage been found. In a word, there were the conditions of just such an effort and just such a result, and the man alone was needed. And he was there. He is
They will have it in virtuous forms and under virtuous conditions, or they will get it under vicious forms and under vicious conditions.

"When I think of the suffering that is kept from the women and children of this factory town by the absence of the groggeries and the gin mills, I know that the mothers and little ones in many a small, clean tenement are to-night blessing the loving heart and wise brain and resolute purpose that made such homes possible for the working people here in Pullman.

"Put to go back. All this chance for manly sport and healthful recreation for body and brain are not given as charity, but are wisely and justly furnished to all who need and will pay fair prices for fair enjoyment. So the whole is done from no false philanthropy, with no suggestion of sickly charity, but on the square and business-like basis that there is a commercial value in beauty, and that fair and generous dealings with your brother man earns and will pay good interest. Thus the old argument of schools is answered. The useful is beautiful. The truly beautiful is and must be useful. Capital does not here seek to rob labor. Nor does it seek to coddle and emasculate and pauperize labor. Labor does not here seek to cheat capital, or to steal from it, or borrow from it, or beg from it. Labor earns its own wages, pays its own way, and respects itself.

"These, as they seem to me, are some few of the reasons why it was very wise to build Pullman, and try this great experiment under such fair and broad conditions.

"But what of the future? Whither does this effort lead? I do not dream that the millennium is about to dawn even at Pullman. It will be strange if the serpent does not hiss even under the rose leaves of this Eden. Strange if there is not still a fib on the lips of some Eve, and cowardice in the heart of some Adam even here. But here there is at least a fair, earnest effort to adjust and equalize the conditions between labor and capital.

"As I have walked these streets and looked upon these homes, I have recalled the factory and mining towns as I saw them in Italy, and France, and Germany, and Belgium, and England.

"Thus recalling what I have seen elsewhere, I have said, all honor to the loving heart and strong, wise brain which here demonstrate, so that the coldest may feel and the blindest may see, that the true, essential and enduring interests of capital and labor are forever one.

"When I earn one dollar and save therefrom ten cents, I am just that far and to that extent a member of the capitalist class. Capital is only the difference between what labor earns and what labor spends. That saving, wherever it may be invested, in shop or savings bank, is allied to the great millions of the business world. It runs into them and blends with them, just as the mountain rivulet runs into the sea. Let it be the part of wise capital to know and to act on the knowledge that precisely as the sea must give back its waters to the mountain stream through absorption, cloud and returning rainfall, so capital must return its strength and sustenance to labor. Otherwise capital itself would be dried up and disappear.

"Thus I answer that the reasonable expectation is, and I think the sure and certain result must be, that this effort, if bravely continued and wisely controlled must be successful. It will help the laborer. It will help the capitalist. The corporation and the working people must be alike benefited. Just as surely as the be-

The department has a thoroughly equipped engine-house; three two-wheeled hose-carts; one four-wheeled hose cart, said to be the handsomest and best equipped cart ever manufactured, and the only one of this especial kind in the United States; one hook-and-ladder truck; four horses, and nine thousand feet of linen, rubber and cotton hose. The department is thoroughly systematized and admirably organized; the members are workmen in the various factories, and at an alarm being given, they have specific duties to perform immediately. Apparatus, such as Babcock extinguishers, pikes, two thousand five hundred rubber buckets, etc., is distributed in all the workshops, and thus the firemen, in close juxtaposition to the article most needful for the exigency created by the fire, can seize that article, and are ready for efficient service the moment an alarm is sounded, and no needless scampering and warming is performed. The horse-truck and men have been out of the house and on their way to a fire twelve seconds from the sounding of the gong. Each building is provided with private fire-plugs, and departmental plugs are liberally located upon the streets. Immediately south of the livery stable building is the Casino, wherein the Episcopal congregation meet, and south of that is the public school.

The Pullman public school is one of the best in the State of Illinois, and is furnished with every scholastic adjunct to help the little learners up the rugged ascent of the Hill of Knowledge. The building has three stories and fourteen rooms; all are glittering with light and cleanliness and are ventilated and warmed with scrupulous care. The stairs have low, broad steps and frequent landings. Lavatories and cloak-rooms are attached to each school-room, and the interior is finished in light wood-work and with light-colored, painted walls. The building has a seating capacity for eight hundred pupils. In addition to the building there are two rooms used for school purposes which have been in operation since the fall of 1882 in what is known as the Foundry Building, the teachers of which are F. Baker and Miss Mary Everest. These two rooms are maintained to furnish educational advantages to scholars under the fourth grade; the school-house being too far removed from the homes of little children that are situated in the vicinity, and south of the Allen Car Wheel Works. Children, however, that are graded above the fourth, wherever their habituation, attend the main school.

The first school was held in two rooms in the depot building with about forty scholars, on November 21, 1881. The first teachers were D. R. Martin and Mrs. I. N. Biden, and in a month their pupils increased to seventy. Miss Aggie Brennan was then added to the preceptors, and another room utilized for a school-room; but these accommodations were inadequate. In the beginning of 1882, two rooms were fitted up in the freight house, and the market hall was used; and eight teachers were employed, besides two who taught in the two rooms in the Foundry Block. The present school was occupied about February 1, 1883. In both schools there are about six hundred and seventy-five pupils enrolled. The teachers are L. M. Vosburgh, Ada Johnson, Lucy Silk, Florence Ferguson, Helen Ferguson, Mrs. I. N. Biden, Misses Belle Dresser, Florence Underwood, Ida Sunderland, Catherine Delton and Bertha Barnes, assistants. The school district is bounded by Ninety-fifth and One Hundred and Fifteenth streets, and Indiana and Stony Island 'extended'
avenues, and in the summer of 1883 it had one thousand
and eight hundred under twenty-one years old; about
one thousand between six and twenty-one, and about
fifty who were beyond the age of marriage.

It is the intention of the Board of Education to pro-
vide high school studies and tuition, as soon as the
intellectual growth of the youth of Pullman demands it.
In the first school month of the year 1883, sixty-five per
cent of the pupils were in the first and second grades
of instruction, and forty per cent of all the scholars
were in the first grade. These figures will, of course,
be materially changed at the expiration of the present
scholastic year, and it is a fact that there has been
virtually no demand for high school curriculum. The
Board of Education are: John McLean, M. D., presi-
dent; E. W. Henricks, clerk; J. Christianson, N. F.
Van Winkle and E. C. Tourtelot, members.

Southeast of the depot, at the junction of Stephen-
son Avenue and One Hundred and Twelfth Street
stands the Market House, wherein meats and vegetables
are exposed for sale, and butchers and green grocers
are restricted to this building to pursue their business.
Upon the second floor is a large hall where religious
services and public meetings are held. Its seating
capacity is six hundred persons. South from the depot,
along the One Hundred and Eleventh Street Boulevard
(or Florence Avenue), the visitor arrives at the Pullman
Depot, standing upon the line of the Chicago, Pullman
& Southern Railroad, which line is operated in the
interests, and for the benefit, of the manufacturers
of Pullman, and those who promote them. The depot
is one hundred and seventy-five feet by thirty feet, and
is characterized by the same architectural elegance and
taste that defines other buildings in Pullman. North-
west of this depot stands the gas works. The building
is one hundred feet by one hundred and thirty feet, and
therein is manufactured about one hundred thousand
cubic feet of Lowe water-gas per diem. This gas is made
from naphtha and coal; the naphtha being passed
through incandescent coal, while commingled with
superheated steam. The gas thus formed is then passed
through pipes which abstract all impurities. The gas
works are under the charge of Mr. J. W. S. Parke, who is
also the engineer-in-charge of the various municipal
works. At the gas works also are kept gas pipes,
fixtures and fittings and fixtures. The city has eight miles of gas-
mains, and two hundred and fifty street lamps, which
are supplied from these works. The gas is largely used
for cooking and heating purposes; the Hotel Florence
and the Grand Stands. It is an accepted physiological dic-
tum that the play of those engaged in laborious occu-
pations, and a skating-pond in winter, although the
sparkling eyes, rosy cheeks and joyful voices of the
little children? Usually in a city cheap rents
typify either undesirable localities or an undesirable
house; here, in Pullman, all the houses and localities
are desirable, and no sewer-gas taints the residence and
wrecks fair young lives with its insidious poison. Many
voices have praised George M. Pullman, but no eulogy
could be sweeter, tenderer and more befitting than the
voices of the little children whose happiness is a gift
from George M. Pullman. How? He has provided
their parents with healthy homes at a low rental—the
money saved is so much more to spend on the clothes
of wife and children; he has removed the infernal saloon
from George M. Pullman. How? He has provided
his excellent schools—knowledge is

* The streets running north and south are named Morse, Watt, Stephenson,
Fulton and Ericsson avenues.
power, and an employed mind is a healthful and happy mind, and this health and happiness is communicated to the body; his careful sanitary precautions and method allow fresh, pure air to be continually the possession of the Pullman children—their clear voices ring a silvery chime of happy thanks to him, that spreads far, far through the ether until it splashes—a voiceless melody—at the feet of Him who so loved little children. Chicago has many causes for just pride, and none more proper than in the fact of George M. Pullman being her citizen; a man whose digging after lucre clean, blessings for his workmen, and of whom it could be fitly said: "Write him as one who loved his fellow-men."

A prosaic, statistical fact indorses this eulogium upon the sanitation of the city, that for two years ending July 1, 1883, there were only twenty-three deaths from zymotic diseases, less than three per annum for every one thousand of population; all the deaths in Pullman for that period were less than seven per annum for each one thousand of population, while the average of deaths to each one thousand of the population of the world is thirty-two.

One mile south of the town is the Brick Yard, where about four hundred workmen are employed, and 220,000 brick per day can be manufactured. E. H. Callaway is superintendent of the brick yard, and the brick manufactured there is selected, on account of its superiority, for use in the tunnel being constructed, by the village of Hyde Park, under Lake Michigan. South of the brick yard are two hundred acres of land, comprising a territorial exponent of a knotty matter, that has long troubled municipal and village governments. This mute demonstrant of the problem is known as the Pullman Sewage Farm. This comprises one hundred and fifty acres, and is under the management of E. T. Martin, and yields all kinds of vegetables in their season, and those of the best. There is no fastid or unpleasant odor fifty feet from the farm while it is being flooded; what little odor there is is rapidly disinfected by the deodorizing power of the soil. The modus operandi of the distribution of the sewage will be found in the article upon the Water Tower: it will suffice to say here, that the farm has demonstrated the perfect capacity of an acre of land to assimilate the fecal deposit of one hundred persons; and transmute that which is utterly worthless and obnoxious into clean, healthful vegetables, without the assistance of any agent save the illimitable chemical laboratory of nature. It is contemplated also to establish a dairy farm, of one hundred acres, in the vicinity of the sewage farm.

To return to Florence Avenue. North of the avenue and fronting toward Pullman Boulevard are a massy pile of buildings, technically known as the Front Erecting Shops of the Pullman Palace Car Company. All the work-buildings are built of Pullman brick, faced with Indiana pressed brick, with trimmings of Berea sandstone. The one now under consideration is approached by a finely gravelled drive, meandering through a model lawn, which extends from the base of the building to the edge of Lake Vista. The building is seven hundred feet western front by eighty-six feet deep. The office building occupies one hundred feet in the center, and is three stories in height; surmounted by a clock-tower one hundred and forty feet high. The offices are elegant and commodious, and in one of them is the office of A. Rapp, the general manager of this vast system of car manufacture. On each side of the office building are the erecting shops, each three hundred feet by eighty-six feet, wherein are twenty-four stalls supplied with tracks to run the Pullman cars in and out. These stalls abut on a wide court, beyond which is the rear erecting shop. Along this court are two very wide railroad tracks, and one, between them, of a narrow gauge. These tracks are peculiar labor-saving institution; upon the center rails runs a dummy engine, and upon the side rails are platforms, wherein are rails of the standard gauge laid transversely to the rails whereon the platforms are run. The use of these platforms is to be moved by the dummy, opposite to the various stalls where specific and exact parts of the work are performed upon a car; a cable is attached to the partly-finished car—that runs around a drum in the dummy—the car is hauled out of the stall onto the platform; the dummy steams up and halts opposite to the stall where the car is to receive its next stratum of progress, and the car is run into that stall, from which, when it has undergone the process bestowed upon it there, it is taken to the next stall, and from that to the next stage of stall-ic and progressive construction. There are twenty-four of these stalls representing twenty-four stages of progress in car-building; the embryonic mass of rough timbers and car-trucks in the first stall proceeds through its various mechanical and distinct processes, until it emerges from the twenty-fourth chrysalis stage of a perfect butterfly of a dining-room or sleeping car. The vast amount of labor saved by the use of these platforms, and the utilization of the dummy as a traction engine, can readily be comprehended, when it is known that between thirty and forty men were formerly employed to run the cars in and out of the stalls. Each stall has its corps of workmen, and their portion of the work is always the same; under their skilful and apportioned labor two sleeping cars per diem can be manufactured.

In the rear, or east, of the court yard are the Rear Erecting Shops, four hundred feet by eighty-six feet; the equipment and paint shops, one hundred feet by eighty-six feet, and the wood machine shop two hundred feet by two hundred feet. In these buildings the various parts of cars are manufactured by the thousand, the wood-working being under the charge of D. Martin, superintendent of carpentry. In the rear of the rear erecting shops are the freight shops, whose name implies their use; they are five hundred feet by eighty-six feet.

Upon the north end of the rear erecting shops and the wood-working shops is the Engine-Room and Boiler-House, a building having eighty-six feet frontage, by two hundred feet in depth. The engine room is eighty feet square, and the frontage of this, added to the rear erecting shops, makes the frontage of that pile of buildings nine hundred feet. Within this room is the great Corliss Engine—the musical instrument of applied mechanics. It was brought to Pullman in sections, and its transportation required thirty-five freight cars. The weight of this engine is one million three hundred and sixty-nine thousand five hundred and eighty-eight pounds; its horse-power is nominally twenty-four hundred, and its cost was $114,000. When Pullman was formally opened on April 2, 1881, the engine was set in motion for the first time in this place by Miss Florence, the little daughter of Mr. Pullman. This mighty engine moves all the machinery of Pullman; from the delicate wire-wheel to the fly-wheel, weighing fifteen hundred pounds, they all receive their impetus from the Corliss engine. It is thirty feet high, has two cylinders eight and one-third feet long and three and one-half feet in diameter; the fly-wheel is thirty feet in diameter, weighs fifty-six tons, and at its average rate of speed makes thirty-six revolutions per minute. The driving shaft is nine inches in diameter and, by intricate systems of auxiliary
shafts, cog-wheels and belts, is the *Deus in Machina* which move all the machinery in the vast area of fifteen acres of work-shops. In the rear of the engine-room is the boiler-house occupying one hundred and fourteen feet by nineteen and containing twelve boilers, five feet long by six feet in diameter, in which steam is generated by means of shavings, delivered from the woodworking shop by a blower, and coal. The smoke is carried away from the furnaces by a hexagonal smoke-stack one hundred and seventy-six feet high. Steam is also furnished, wherever it is needed in heating offices or buildings, by underground pipes from the boiler-house. In rear of the boiler-house are drying-kilns one hundred and fifty feet by ninety feet, and a warehouse for the dried lumber sixty feet by seventy-six feet. The capacity of the kiln is sixty-four thousand feet of inch pine lumber per diem.

North of the engine and boiler houses is an avenue that abuts at its eastern extremity upon the Water Tower, the front of the tower being about two hundred and fifty feet from the front line of the front erecting shops. The Water Tower is one hundred and ninety-five feet high, and is a quadrangle, of seventy foot sides, for one hundred feet in height, above which it is octagonal, tapering gradually to the cupola. In the upper or tenth story of the tower is a large tank fifty-six feet in diameter, thirty feet deep, and having half a million gallons receptivity. The tank is supported upon a series of iron trusses, that are capable of upholding a weight of four million pounds; the supports themselves having a ponderosity of three hundred and fifty tons of iron. The pumping machinery at the base of the tower forces the water for the supplying of Pullman up into this tank, from which it is distributed throughout the city. The water is furnished by the water works of the village of Hyde Park, and the amount of water used in the three months ending December 31, 1883, was by actual meter measurement, 72,762,448 gallons, costing the Pullman authorities, at the contract price of $50 per million gallons, $3,638.12; or over forty dollars per diem. The basement and first story are of brick with stone trimmings. Above the basement and first floor story of the tower being about two hundred and fifty feet from the front line of the front erecting shops. The Water Tower is one hundred and ninety-five feet high, and is a quadrangle, of seventy foot sides, for one hundred feet in height, above which it is octagonal, tapering gradually to the cupola. In the upper or tenth story of the tower is a large tank fifty-six feet in diameter, thirty feet deep, and having half a million gallons receptivity. The tank is supported upon a series of iron trusses, that are capable of upholding a weight of four million pounds; the supports themselves having a ponderosity of three hundred and fifty tons of iron. The pumping machinery at the base of the tower forces the water for the supplying of Pullman up into this tank, from which it is distributed throughout the city. The water is furnished by the water works of the village of Hyde Park, and the amount of water used in the three months ending December 31, 1883, was by actual meter measurement, 72,762,448 gallons, costing the Pullman authorities, at the contract price of $50 per million gallons, $3,638.12; or over forty dollars per diem. The basement and first story are of brick with stone trimmings. Above the basement and first story are of brick with stone trimmings. Above the

A gravity discharge for the sewage, and to defile the waters of Lake Calumet would merely be sowing the germs of disease and death. It was therefore necessary to pump the sewage, and to pump it away from Pullman, but to what point? Lake Michigan was six and one-half miles away, and the sewage could be pumped there, but the economic guardian genius of Pullman forbade the wasting of matter that could be utilized sewage-farm. A sewage-farm was therefore determined upon, and the present farm was prepared for the reception of the sewage. The laying of the sewers was commenced in August, 1880, and in February, 1881, the method of disposal of the excreta was decided upon. In October, 1881, the system was inaugurated by starting the sewage pumps. In this system no rainwater or surface drainage is allowed in the sewers—thus the drainage into Lake Calumet is not infected with nastiness—and therefore the chance can be of small diameter compared with those that are used in cities, and do duty both for sewage and drainage. Drains connecting with the houses are of iron, and, having air and water-tight joints, preclude any escape of sewer gas, and all drains above ground are made of wrought iron, also with absolutely tight joints. These pipes, drains and mains—varying from four to eighteen inches in diameter—convey the compost to the reservoir under the Water Tower. From the top of this reservoir runs a twenty-inch pipe to the smoke-stack of the boiler-house furnaces, and the immense draft of this chimney creates a continuous vacuum in the twenty-inch pipe, which the mephitic air in the reservoir rushes to fill. In addition to this means of removing fentar, there are eight ventilating flues that run up, with a diameter of twelve inches, in the buttresses of the Water Tower; the object of these methods is so thoroughly attained that, standing over the trap in the roof of the reservoir and the floor of the pumping-house, it is impossible to detect any fowlness in the atmosphere. The sewage is pumped without screening by the two engines herein before adverted to, and valves of special make are used. Cotton waste, lumps of wood, clothes, sticks, boots, and an occasional feline carcass pass through the pumps without detriment or injury to the latter. The cast-iron main that conveys the sewage to the farm is twenty inches in diameter and nearly three miles long. At the farm is a closed screening tank made of one-quarter inch boiler iron, six feet in diameter and twenty-four-feet long. The sewage enters this tank from the main and strikes a strainer vessel half an inch mesh, and then is passed on a string through a strainer on the other side of the upright tank. The entrance and exit main is a little over half way up the tank, and the screened matter falls to the bottom of the tank, from whence it is removed from time to time, the tank being elevated sufficiently for a wagon to drive underneath, or it can be removed by means of a blow-off pipe. The sewage upon leaving the tank passes through a pressure-regulating valve which limits the pressure upon the distributing pipes to about ten pounds. The main distributing pipe has a diameter of eighteen inches, and from this main line four nine-inch pipes three hundred and fifteen feet apart are laid across a sixty-acre field. At every three hundred and twenty feet on each line of nine-inch pipe there is a hydrant through which—and hose if needful—the sewage is spouted onto the area of two and one-third acres, flooded by each hydrant. By means of furrows the liquid compost is spread over the soil as in surface irrigation. In the one hundred and sixty acres comprising the sewage-farm there are about thirty-five miles of under drains and distributing pipes. One other item is of great interest to those interested in the sewage problem thus demonstrated, and it is stated by Benezette Williams as follows: "The pumps, screening-tank and pressure-

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* The Pullman Sewerage, a paper by Benezette Williams, read June 5, 1881, before the Western Society of Engineers.
regulating valve are so arranged and are so dependent upon one another that notwithstanding the use of clay pipes for distributing the sewage, the workmen on the farm can control the quantity of sewage received with perfect safety. They can close and open the hydrants to any desired extent and vary the amount of sewage discharged almost as they please without danger or inconvenience. The operation is this: If the sewage is flowing at any given rate and one or more outlets be closed, the effect is to partially close the self-regulating valve by a slightly increased pressure on the distributing pipes, and to transmit from the valve through the force main an increased pressure to the pumps, which are provided with a steam regulator that reduces the pressure of steam admitted to the cylinders. In order to avoid all possibility of injury to pipes or pumps in this operation, a stand-pipe with two overflows is provided at the pumps, as well as one at the regulating valve, so that there is an absolute guarantee against damage from the failure of any mechanical appliance. The stand-pipe connected with the pump-main in the tower is—measuring from datum—fifty feet high to the first overflow, and ninety feet high to the second overflow. These overflows are connected with a pipe which returns the sewage to the reservoir below the pumps. So that if every outlet is closed at the farm the pumps could continue to run with freedom. Should the pressure-regulating valve fail to perform its functions, the overflow pipe will then protect the clay distributing pipes from undue pressure. This is a résumé of the mechanical part of the process, and the question that next arises is: Is it remunerative? To which it may be answered, yes. During the season of 1883 there were produced:

<table>
<thead>
<tr>
<th>Vegetable</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potatoes</td>
<td>7,500 bushels</td>
</tr>
<tr>
<td>Onions</td>
<td>800</td>
</tr>
<tr>
<td>Sweet Corn</td>
<td>36,000 ears</td>
</tr>
<tr>
<td>Field Corn</td>
<td>100</td>
</tr>
<tr>
<td>Carrots</td>
<td>100</td>
</tr>
<tr>
<td>Beets</td>
<td>100</td>
</tr>
<tr>
<td>Parsnips</td>
<td>250</td>
</tr>
<tr>
<td>Cabbage</td>
<td>150,000 heads</td>
</tr>
<tr>
<td>Squash</td>
<td>25 tons</td>
</tr>
<tr>
<td>Celer*</td>
<td>240,000 bunches</td>
</tr>
</tbody>
</table>

Nature has made this region peculiarly susceptible to necessary improvement for purposes of commerce.

East of the Water Tower is a Boiler House, forty feet by seventy feet, whose three boilers manufacture steam for the drying kiln, which is immediately south of the boiler-house.

North of the avenue leading to the Water Tower is the Hammer Shop, one hundred and sixty feet in depth, in which building the nickel and silver plating is performed and the discipline of Tubal Cain is used in iron and brass.

North of this building, with which it is connected, the Blacksmith Shop, a building of one hundred and twenty-eight feet frontage by two hundred feet deep. Herein are seventy forges and the anvil chorus is performed by stalwart smiths who don't stand under the spreading chestnut tree. There are also three powerful Sturtevant blowers used in the blacksmith shop. A coal-house, twenty-five by sixty-five feet in area, warehouses the fuel used in the blacksmith shop and protects it from the weather.

In the alley behind the blacksmith shop is the Car-Wheel Works. These works occupy a building three hundred and seventy feet frontage by one hundred and fifty feet; or rather two buildings, one being under the superintendency of John L. Woods, and consists in converting straw-board into a substance somewhat resembling boxwood, and enclosing this paper block in a steel tire, and with iron plates front and back of the woody-paper substance. The book-keeper, F. H. Fenno, accompanied the collaborator through the works, and the reader can, in imagination, perform the same tour. At Morris, Ill., the company have a straw-board mill where the substance is made that is the laminated foundation of the work; it resembles ordinary grocers' wrapping-paper. The sheets of paper are cut into circles, the diameter of which corresponds to the inside diameter of the tire of the wheel to be manufactured, and with a hole in the center of the sheets the size of the axle. These sheets are pasted together for one layer, six sheets per layer, and are then placed in a drying-room. Then the layers are pasted with common flour-paste, re-pressed and re-dried. The ultimate pressure exerted is eight hundred tons, to which compression the layers are subjected for three hours. The embryo wheel is then taken to the lathe-room and fastened on a frame where, with diamond-edged tools, it is turned down to the required diameter and smoothed off in the same manner as wood. The compressed paper block is susceptible of as high a polish as box-wood. From the lathe-room the paper wheel is taken back to the hydraulic presses, where the steel tire is placed, then a plate that fits inside the tire and rests against a flange on the interior diameter of the tire, then the paper block is placed on the plate and pressed into place. The paper block is just a little too large in its diameter for the tire, and has to be squeezed into place; this makes the block...
fit snugly in the inner diameter of the tire. After the paper block is forced into place, another plate is put on the unplated side of the wheel, and it is taken to the freight-house; and closely adjacent thereto is the freight-house. In the rear of the works, and extending to the shores of Lake Calumet, are lumber-yards, whereon are piled hundreds of thousands of feet of lumber and timbers; side-tracks and mechanical powers and economizing manual labor are dispersed throughout the vast grounds. Other devices for utilizing the great paper block weighs one hundred and eighty pounds; the weight of a large wheel is one thousand and eighty pounds. The capacity of the works is thirty wheels per diem. The wheel is used exclusively with nuts, and a steel center is then placed in the wheel, and then at Watseka, Ill. He came to Pullman September 20, 1882, and is the only dentist in town. Mr. Brown is a member of Pullman Lodge, No. 75; A. F. M.

The paper block is forced into place, another plate is put in the manufacture of an improved railroad spike, for in the present position, having previously worked in similar establishments at Albany and Hudson, N. Y. After its completion, in June, 1852, he was here raised and educated. He was engaged with his father in contracting and the building of streets and highways until 1857, when he removed to Hyde Park and embarked for himself for six years. He then foreman from 1874 to May 1, 1883, when he went on the Pacific Coast. He was born in La Grange, Troup Co., Ga., May 8, 1855, where he was raised and educated. In 1874 he was Chief Deputy United States Marshal for the Fifth District of Texas, where he was serving in the census of 1886. After its completion, in June, 1851, he resigned and embarked in commercial business until he came to Chicago, April, 1852, the next month taking his present position. He married Miss Florence Andrews, of Providence, R. I., January, 1852. A. B. CREIGHTON, police station keeper at Kensington, was born in Montreal, Canada, December 26, 1846. His parents, having come to the city of Pullman, Cooke County, in 1852, he was here raised and educated. He was engaged with his father in contracting and the building of streets and highways until 1857, when he removed to Hyde Park and embarked for himself for six years. He then foreman from 1874 to May 1, 1883, when he went on the Pacific Coast. He was born in La Grange, Troup Co., Ga., May 8, 1855, where he was raised and educated. In 1874 he was Chief Deputy United States Marshal for the Fifth District of Texas, where he was serving in the census of 1886. After its completion, in June, 1851, he resigned and embarked in commercial business until he came to Chicago, April, 1852, the next month taking his present position. He married Miss Florence Andrews, of Providence, R. I., January, 1852.

JOHN W. BRENNER, foreman of the machine shop of the Allen Paper Car-Wheel Works, was born in Brooklyn, N. Y., in 1853, and was there raised. He studied his profession under the well-known architect, Richard Upjohn of New York, the designer of Trinity Church of that city. At the age of twenty-six he began the designs for the new city of Pullman and the extensive car works of that place. He came to Chicago December 24, 1879, and perfecting the plans during the winter, commenced the foundations of Pullman the following spring, and the great work of building the city was carried on under his personal direction to its present state of completion. He is the designer of all the buildings of Pullman, including the Arcade, churches, schools, Market, Hotel, Water Tower, etc., besides some 1,500 dwelling houses for the employes. Mr. Brenner drew the first line of the plans of Pullman, and in addition to his architectural work for upward of a year had entire charge of the business of Pullman, excepting the building of cars and operation of the car works. Mr. Brenner is also the architect of the new office building now being erected by the Pullman company in Chicago, to cost $500,000.

JAMES W. BLOOM, superintendent of brick yard and ice houses of the Pullman Palace Car Company, was born in La Grange, Troup Co., Ga., May 8, 1855, where he was raised and educated. In 1874 he was Chief Deputy United States Marshal for the Fifth District of Texas, where he was serving in the census of 1886. After its completion, in June, 1851, he resigned and embarked in commercial business until he came to Chicago, April, 1852, the next month taking his present position. He married Miss Florence Andrews, of Providence, R. I., January, 1852.

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PULLMAN BIOGRAPHICAL SKETCHES.

SAMUEL A. ALLEN, foreman of the machine shop of the Allen Paper Car-Wheel Works, was born at Hudson, N. Y., November 27, 1852. He was there raised, and at the age of sixteen began the trade of machinist in 1859. For eight years from 1862, he had charge of an engine on the C. & N. W. R. R.; then for ten years followed steamboating on the lakes; then at Watseka, Ill. He came to Pullman September 20, 1882, and is the only dentist in town. Mr. Brown is a member of Pullman Lodge, No. 75; A. F. M.

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JOHN McLEAN, physician and surgeon, was born in Franklin County, Ohio, March 17, 1815. He lived in his native State until 1830, when he spent a short time in Chicago, going thence to Selma, Ala., where he spent some time in draughting, contracting and building. In the spring of 1851 he returned to Chicago, engaging in the same business, also in architecture. Mr. Seaton came to Pullman in 1852, where he is draftsman in the construction department of the Pullman Palace Car Works.

WILLIAM W. STEWART, lawyer, was born in Pittsburgh, Pa., Dec. 14, 1829. He was educated in the public schools of that city, and was admitted to the bar in 1857. In 1857 he moved to Cook County, Mich., where he was raised. He was educated at the White Pigeon and Albion preparatory schools, and spent some time in teaching before entering the Michigan University. He married Miss Elmina Winter, of Essex County, N. Y. They have five children—Arthur B., Charles, Elizabeth, Hurd and Frederick.

CHAUNCEY R. SEATON was born in San-uy County, Ohio, March 17, 1815. He lived in his native State until 1830, when he spent a short time in Chicago, going thence to Selma, Ala., where he spent some time in draughting, contracting and building. In the spring of 1851 he returned to Chicago, engaging in the same business, also in architecture. Mr. Seaton came to Pullman in 1852, where he is draftsman in the construction department of the Pullman Palace Car Works.

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NORTH PULLMAN.

About one-fourth of a mile north of the Allen works are the vast buildings pertaining to the Union Foundry and Pullman Car-Wheel Works, of which N. S. Bouton is esident. In these buildings are cast from two hundred and twenty to two hundred and fifty car-wheels per diem; and from fifty to seventy-five tons of such castings for architectural and other purposes as may be ordered. The buildings are: A main building one hundred and three feet frontage and eight hundred and eighty-six feet deep; a wheel foundry seventy-two feet by two hundred and fifteen feet, in conjunction with which are a cupola twenty-six feet by sixty-two feet, and a core-room forty feet square; a foundry for car-castings, sixty-two feet by three hundred feet, and the cupola attached thereto twenty-six feet by thirty-two feet; the architectural foundry, in rear of this last building, sixty-two feet by two hundred feet, with a cupola of the same size as that of the car-foundries; in the rear of this building is a building sixty-two feet by seventy-two feet, where heavy castings are made, and the facilities are such that a casting weighing fifty thousand pounds can be made; in the rear of this building is a core-room sixty-two feet by seventy-seven feet; and adjacent to the car-castings and architectural foundries is another foundry-room and core-oven, occupying a space of fifty-three feet by four hundred and eighteen feet. Another main building, sixty-two feet from front by five hundred feet deep, is the blacksmith shop. The blacksmith shop consists of: the smithy shops, sixty-two feet by one hundred and fifty-seven feet; the machine shop, sixty-two feet by two hundred feet, near which are the boiler-house and engine-room, fifty feet by eighty-four feet; the chimney of the boiler-house is twelve feet in diameter and one hundred feet high. In rear of the machine shop are the finishing shops, sixty-two feet by one hundred and three feet, with a wing attached sixty-two feet by one hundred and forty feet. In the rear end of this building is the pattern shop, measuring sixty-two feet by eighty-eight feet, to the left of which is the storehouse for patterns, three stories high and forty feet by one hundred and forty feet, with a quadrilateral measurement. The offices occupy a separate two-story building forty feet by twenty-three feet.

As the necessities of this vast enterprise are created new buildings are erected; and these and the hundreds of dwellings built for the workmen after the general plan of those at Pullman constitute North Pullman; although the buildings that have been erected between the Bou- and Allen works have hyphenated North and Main Pullman and made them a compound town. The Union Foundry and Pullman Car-Wheel Works employ one thousand workmen and use about two hundred tons of iron per diem; they, in addition to their variety of other work, make all the castings for the National Mortising Machine Company, of Chicago, and likewise make the large castings used in the Board of Trade building. There seems to be no reason why the Union Foundry should not rival the celebrated works of the Carnegie Brothers.

In conclusion it may be remarked that this article may be successful in conveying an approximate idea of the mind becomes bewildered in trying to follow out the magnitude of statistics. Seventy-five thousand car loads ordered. The buildings are: A main building one hundred and three feet frontage and eight hundred and eighty-six feet deep; a wheel foundry seventy-two feet by two hundred and fifteen feet, in conjunction with which are a cupola twenty-six feet by sixty-two feet, and a core-room forty feet square; a foundry for car-castings, sixty-two feet by three hundred feet, and the cupola attached thereto twenty-six feet by thirty-two feet; the architectural foundry, in rear of this last building, sixty-two feet by two hundred feet, with a cupola of the same size as that of the car-foundries; in the rear of this building is a building sixty-two feet by seventy-two feet, where heavy castings are made, and the facilities are such that a casting weighing fifty thousand pounds can be made; in the rear of this building is a core-room sixty-two feet by seventy-seven feet; and adjacent to the car-castings and architectural foundries is another foundry-room and core-oven, occupying a space of fifty-three feet by four hundred and eighteen feet. Another main building, sixty-two feet from front by five hundred feet deep, is the blacksmith shop. The blacksmith shop consists of: the smithy shops, sixty-two feet by one hundred and fifty-seven feet; the machine shop, sixty-two feet by two hundred feet, near which are the boiler-house and engine-room, fifty feet by eighty-four feet; the chimney of the boiler-house is twelve feet in diameter and one hundred feet high. In rear of the machine shop are the finishing shops, sixty-two feet by one hundred and three feet, with a wing attached sixty-two feet by one hundred and forty feet. In the rear end of this building is the pattern shop, measuring sixty-two feet by eighty-eight feet, to the left of which is the storehouse for patterns, three stories high and forty feet by one hundred and forty feet, with a quadrilateral measurement. The offices occupy a separate two-story building forty feet by twenty-three feet.*
thousand five hundred acres of land belong to the Pullman company; the employees number from three thousand eight hundred to four thousand men. Such figures are facts, but are they comprehensible as displayed in the landscape of Pullman? Decidedly not; simply because Pullman is not one of a species, it—like Napoleon—is its own ancestor and is comparable with no other extant town or city. It is not alone a wonder as to its present, but a wonder as to its possibilities of the future; it was built to grow both as to its manufacturing ability and its inhabitation; e.g., the car shops manufacture fifteen freight cars per diem, by increasing the force from two hundred to six hundred men, forty freight cars can be turned out; the plant is there for present necessities and the probable need of the future. And of the large acreage of the Pullman Land Company, a portion will be devoted to the use of those who desire to purchase their homes; long time and small interest, with liberal, but intelligent and remunerative, assistance to those building will be granted. The moral of Pullman is that unity of interest in capital and labor is not only feasible and practicable, but remunerative; the moral effect is what has been considered by George M. Pullman, and that will be to cause employers to consider the most effectual method of advancing the mental and moral status of their employees. George Peabody did much, George M. Pullman has done more, for the latter has demonstrated how philanthropy and business calculation and profit can go hand in hand, and Pullman stands a striking reproof to the grinding monopolists, and of it can be said relative to George M. Pullman what the old Roman said of Caesar and Rome: "Si monumentum requiris; circumspice!"

HISTORY OF CALUMET AND WORTH TOWNSHIPS

CALUMET TOWNSHIP, as it is now constituted, is bounded on the north by Lake, on the east by Hyde Park, on the south by Thornton, and on the west by Worth. Until March 5, 1867, Calumet was a part of what is now the town of Hyde Park; at that date the division was made, which left it with its present boundaries, being in area just one-half the size of a Congregational township.

The first election for the organization of the township was held June 17, 1862, at the store of Gorris Van der Syde in Washington Heights. Benjamin Sanders was chosen moderator and O. G. Kile clerk. The officers elected were: Thomas C. Morgan, Supervisor; Albert Kroon, Clerk; T. F. McClintock, Assessor; Charles Ellfeldt, Collector; George Lucotemeyer and A. B. Wheeler, Justices. The following are the officers chosen at the annual elections from 1863 to the present:

Supervisors—T. C. Morgan, 1862-64; Merril Kile, 1864-66; Benjamin Sanders, 1866-71; George Lucotemeyer, 1871-76; John Stagenger, 1876-77; Dick De Jong, 1877-83.

Clerks—A. Kroon, 1862-66; Gorris Van der Syde, 1866-67; Hart Massey, 1867-74; Charles Trapp, 1874-75; William Hopkinson, 1875-79; W. C. Wyman, 1879-84.

Assessors—T. F. McClintock, 1862-66; Christian Becker, 1866-73; Frederick Sauertig, 1873-74; C. J. Pochman, 1874-76; Christian Becker, 1876-84.

Collectors—William Barnard, 1863-64; Gorris Van der Suyder, 1864-66; Thomas Wilcox, 1866-69; D. S. Andrews, 1869-70; Christian Krueger, Jr., 1870-71; C. Jachet, 1871-73; William Ellfeldt, 1873-76; John Siddle, 1876-81; Peter Lusson, 1881-84.

Justices—George Lucotemeyer and A. B. Wheeler, 1862-70; Charles Ellfeldt, 1870-78; H. Welp, 1870-74; George Lucotemeyer, 1878-84; Philip French, 1874-81; Louis Lowenthal, 1881-84.

The township has within its limits the villages of Blue Island, Washington Heights and Morgan Park. The latter place was originally known as the northern part of the village of Blue Island, being platted under its present name in 1879.

CALUMET TOWNSHIP MISCELLANEOUS BIOGRAPHIES.

JOHN J. DEYOUNG, farmer, Section 9, P. O. Roseland, came with his parents to Calumet Township, Cook County, in 1854. His father, Jacob DeYoung, bought a farm and paid five dollars per acre for it. There were six children in the family, five sons and one daughter. The father died March 27, 1876. John J. was born in Holland August 27, 1836, coming with his parents to America in 1848. In 1865 he married Miss Jennie Krommers, a native of Holland, born February 6, 1842. They have eleven children—Elizabeth, Gertie, Isaac, Jacob, Mary, Katie, Richard and Peter (twins), John, Susan and Jennie. He has served as school director and deacon of the Reformed Church of Roseland, of which they are members.

JAMES HALLIDAY has a meat market in Chicago and also one at Fernwood, employing four men in the business. He came to Chicago in 1865, and engaged in engraving and printing, and began his present business in 1875. He was born in Newcastle-upon-Tyne, England, August 21, 1848, where he was raised until the age of 16. In 1866 he married Miss Anna Brinkworth, of Nailsworth, Gloucestershire, England, who came to the United States in the fall of 1873. They have one daughter, Isabella B. Halliday, a member of the Independent Order of Foresters of Illinois. He served five years in the 1st Infantry, Illinois National Guard, and was promoted from private to 1st Sergeant.

CHARLES H. HANCHET, of the firm of Hanchett Bros., paper and stationery dealers, P. O. South Englewood, came to Chicago in 1870, and engaged in the sale of lime a year; then was in the hardware business two years. In 1874 he engaged in his present business and took up his residence at South Englewood the same year. They give employment to eight men, and do an annual business of $100,000. They have a butter-plate, peach-basket, and berry-box factory at Montague, Mich., where they employ forty to fifty men.

MR. HANCHETT was born in Beloit, Wis., April 12, 1844, was raised there and educated at Beloit College. In 1861 he enlisted and served one year in the army; then re-enlisted in the 4th Wisconsin Battery, was promoted to Sergeant, and mustered out July 5, 1865. After army life he attended school at Peloit a short time, and after engaging in business some time he visited Denver, Colo., Salt Lake City, Utah, Virginia City, Mon.; then returned to Beloit, and engaged in the stone-quarry business until he came to Chicago. In May, 1873, he married Miss Mary E. Hanchett.

ALFRED F. PELLMAN, contractor and builder, P. O. South Englewood, came to Chicago in 1871, and was raised and educated there.

ALFRED F. PELLMAN, of Pedaman Bros., came to Cook County April 14, 1881, and worked at the carpenter trade by day some time, and finally formed a copartnership with his brother, Al. F. Pedaman, in contracting and building. He was born in Meadville, Penn., December 4, 1852, and was raised and educated there.