

only limited by her territory, is a simple, unvarnished fact, as every acre is eligible for a manufacturing site, a yard, a warehouse or a dock, and those are the steps whereby the town mounts to unlimited prosperity, and the sides of the ladder are the means of transportation.

RAILROADS.—The Belt Line, encircling the city, and connecting with every road entering, has completed its system, and is now prepared to transfer the freight of that great railroad center. Its southern terminus is South Chicago. Coal, 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 east 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 Ewing 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 Globe station on the Pan Handle; the second is in the interest of the Calumet & Chicago Canal and Dock Company, to gain access to the coal station at South Chicago; the third is a street car line connecting the east and west sides of South Chicago with a branch to Cummings; and the last is organized to obtain valuable franchises to sell to other roads wishing to enter South Chicago.

SOUTH CHICAGO BIOGRAPHICAL SKETCHES.

THOMAS D. AVANN, undertaker and embalmer, also dealer in undertaker's goods, came to South Chicago in 1880 and engaged in book-keeping for A. R. Beck & Co., lumber dealers, continuing in that capacity until December, 1882, when he began business as undertaker, etc. He was born in Albany, N. Y., February 23, 1850, and was raised and educated there. He spent two years in the lumber business in Canada. In his native city he was a book-keeper by profession. He is a member of the Masonic Order, Royal Arch Masons, 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. Avann 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, 1851, coming with his parents to America the same year, and arriving in Chicago August 12. They lived in the city two years, then removed to Freeport, Ill., where he lived until 1870. 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 Irondale Rolling Mills, has charge of nine men, who shear and regulate the plates for the size and manufacture of nails. He is a native of Huntington County, Penn., born in 1835, and was raised and educated in West Virginia, where, after spending his school days, he engaged in manufacturing nails, which business he has since 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 sixteen nail machines there in operation. Wheeling is now one of the greatest nail manufacturing cities in the world. Mr. Bendell is a member

of Apollo Commandery, No. 1, Chicago; Bendell Chapter, No. 7; Ohio Lodge, No. 1, of Wheeling, W. Va.; Calumet Council, No. 569, South Chicago; master of Triluminar Lodge, U. D., A. F. & A. M., and a mutual benefit association of Columbus, Ohio. He is now president of the South Chicago Board of Education. In 1860 he married Miss Elizabeth Lanning, of Wheeling, W. Va.

JAMES BEYNON, firm of Beynon & Co., dealers in coal, wood, lime, brick, cement, etc. They began business in February, 1882, employ six men and run four delivery wagons. Their store-room capacity is 1,500 tons of coal. In 1883 their sales exceeded \$52,000. Mr. Beynon was born in Wales January 27, 1833. He was reared in the manufacture of iron and steel, and came to the United States in 1867, settling in Cleveland, Ohio, where he was superintendent of the Phoenix Iron Works until 1873, when he went to St. Louis, Mo., and took charge of the Vulcan Iron Works for three and one-half years; thence removed to Bellville, Ill., where for two years he was superintendent of the Bellville Nail Company's works, and in 1878 came to Irondale, Cook County, and took charge of Brown's Mills. In 1880 and 1881 he engaged in the building of the North Chicago Rolling Mills at South Chicago. In February, 1882, he embarked in his present business. He was Supervisor of Hyde Park Township the same year. In 1854 he married Miss Margaret Bowen, a native of Wales. They have two daughters and two sons—Rosie, Lizzie, Alfred and John. Mr. Beynon is a member of the Knights of Honor of Grand Crossing, 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, 1883. He came to South Chicago April 19, 1880, and went into the employment of the above company as timekeeper; from that position he was promoted to dock-master, and from the latter to his present position. He was born at Kenosha, Wis., in 1840, and was principally raised at Waukegan, Ill. At St. Joseph, Mich., in 1860, he married Miss Clara C. Moulton, a native of Chicago. They have four children—Martha J. (now married to Mr. E. J. Dooley, of South Chicago), Mary L., Anna M. and John C. January 2, 1863, he enlisted in the First Michigan Heavy Artillery, participating in all the actions of his command; he was mustered out June 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 1872, he worked a year in Toledo, Ohio, in a brewery, and the next year came to Chicago and engaged in the same occupation for some time. Thence he went to Blue Island, where he followed the same until 1878, when he became a member of the firm of Bush & Brand, continuing until the summer of 1882. At that time he removed to South Chicago, where the firm of Brand & Hummel was formed. The brewery they erected is 76x150, the front three stories high, the rest two stories high in the center. The manufacturing capacity is 6,000 barrels of beer per annum, and has a storage capacity of 1,700 tons for ice. They paid out in erecting the brewery, and for fixtures, \$35,000, employ fifteen men in the business, and pay out annually for material \$35,000, and for help \$9,000. Mr. Brand is a member of Calumet Lodge, No. 716, I. O. O. F., of Blue Island. In 1881 he married Miss Sophia Foss, born at Blue Island. They have one daughter, Phillipena.

MRS. ELLA BRANIGAN, proprietress of the South Chicago Exchange Hotel. Mrs. Branigan rebuilt this hotel in 1880, and opened it to the public September 1 of the same year. It was formerly a Catholic church, originally owned by a Dr. McMullen of Chicago. It is 25x85 feet in area, two stories high, and contains twenty-nine rooms, with a capacity for forty guests. Mrs. Branigan for some time did the largest business of any hotel in South Chicago. She was born in County Oxford, Ontario, October 9, 1837, and was reared there. In 1871 she was married to Mr. Patrick Branigan, of Detroit, Mich., who is a steamboat steward. By a former marriage Mrs. Branigan has four children—James W., Mary E., Charles E. and Rose A. She and family are members of St. Patrick's Church, and she is a member of the Altar Society of the same.

JACOB BREMER, real estate and general fire insurance agent, Justice of the Peace and notary public, came to 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 is a director and treasurer of the South Chicago Publishing 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 the same year his parents immigrated to America and settled in 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, 1851. 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, 1878. 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 called Ainsworth. He first opened a grocery and saloon, and is 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 engineer in the old gas works. In 1862 he removed to Racine, Wis., where he was engineer in the large tannery of Burback & Son 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 1864 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 Harugari 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.

F. N. CHELIUS, 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, Joseph, John, Kate and William. Mr. Chelius erected the public school building at Colehour, 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 1875 he came to Chicago and engaged in engineering for Messrs. 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 Halifax, 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 railroading four years, after which he immigrated to Cook County. He is a member of Triluminal Lodge, U. D., A. F. & A. M., South Chicago. He was one of the originators of Fort Dearborn Lodge, No. 9, A. O. U. W., Chicago. February 19, 1880, he married Miss Bertha Brucker, of Chicago. They have two children—Monie E. and Thomas C.

JOHN COHLEN was born in Ireland October 11, 1827. 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 farm near Boston, Mass. He then engaged in the ice business for five years in Worcester, Mass. Coming to Chicago April 17, 1856, he followed the packing business twenty-five years in the capacity of superintendent, and then engaged in the inspection of general provisions. April 27, 1883, 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, 1877, and first worked at various employments. In 1880 he joined the police force as a patrolman, and in the spring of 1880 was promoted to station keeper. He was born in Schuylkill County, Penn., April 27, 1857, and was reared and educated in his native county. He is a member of the Ancient Order of Hibernians of South Chicago, 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. Mr. Colclough has charge of repairs. He began work in 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. He then 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 Beardmore, a native of North Staffordshire, England. Mr. and Mrs. Colclough keep a boarding house near the rolling mills.

JOHN L. CRAWFORD 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 1862 he married Miss Mary Taylor, a native of Glasgow, Scotland. They have three children, Gertrude Sarah, John William and Lindsey Henry. Mr. Crawford has charge of building and repairing all freight cars of the Illinois Central Railroad at Chicago. Mrs. Crawford has charge, and is proprietress, of the business of the South Chicago Hotel, one of the best hotels in the city.

THOMAS CROWE, foreman in the converting department of the South Chicago rolling mills, came to Cook County June 3, 1872, and worked in the steel works of the converting mill of the North Chicago Rolling Mills, where he continued until he was promoted to his present position, May 1, 1882. He was born in Toronto, Canada, December 22, 1851, where he was reared and educated. He is a member of the Calumet Council, No. 569, R. A., South Chicago. July 3, 1876, 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 gents' furnishing goods, clothing, hats, caps, boots and shoes. They erected their store in 1879, and began business September 1. Charles J. Danielson was born in Norway September 30, 1856, and came with his parents to America in 1866, settling in Chicago. He has followed various occupations and spent a number of years as clerk in a store. He is a member of the Masonic Order and I. O. O. F., and is one of the directors of the South Chicago Post Printing Company.

JOHN E. DANIELSON, of Danielson Bros. & Johnson, merchant tailors, and dealers in clothing, gents' furnishing goods, hats, caps, boots and shoes. They erected their store in 1879 and began trade September 1 of the same year. John E. Danielson was born in Norway April 3, 1848, and came with his parents to the United States in 1866, and settled in Hyde Park, where he followed various occupations. He also drove team across the great plains, and assisted in building the Union Pacific Railroad. He has 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 date 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 vice-president of the Building and Loan Association of South Chicago. In 1882 he married Miss Nettie Kelman, of Chicago. They have one son, Norman Emanuel.

D. J. DEASEY, manager and one of the firm of G. S. Blakeslee & Co., wholesale and retail dealers in flour, grain and mill-stuffs. Their warehouse was erected in June, 1883, 32x150 feet, of which 32x50 feet is brick, two stories and basement high, and the remainder, frame, one story high; total cost, \$5,000. They employ four men and two delivery wagons in the trade. Mr. Deasey was born in Milwaukee, Wis., June 15, 1852; lived there and in that vicinity until he was nineteen years old, when he came to Chicago, where he engaged to work at the carpenter trade, and continued in that employment until 1877; then went into the feed business with the above firm. In 1879 he married Miss Anna G. Lynch, of New Britain, Conn.

JAMES DAVIDSON, retailer of wines, liquors and cigars, and keeper of billiard parlors, began business in July, 1883. He was born in Canada July 29, 1851, and reared near Hamilton, in the same county, on a farm, following agricultural pursuits until he came to Illinois in 1882. He is a member of the Masonic Order. In 1852 he married Miss Lovina Vollick, also a native of Canada. They have twelve children—William A. (in company with his father), Jane, Maria, Ellen, Martha, Ruth, Esther, Dolly, Ann, William, Charles and Sophia.

JAMES DEAN, engineer in the North Chicago Rolling Mills, at South Chicago, took charge of his engine in 1881. He was born at Saratoga Springs, N. Y., December 25, 1857, where he lived until, at the age of thirteen, he removed to Sterling, Ill., where he received his education. He then went into the employ of the Chicago, Rock Island & St. Louis Railroad as a brakeman on a freight train for three years, after which he was a fireman for the Baltimore & Ohio Railroad three and one-half years, when he was promoted to engineer of the same railroad, in which capacity he continued one and one-half years, at which time he went into the employ of the above rolling mills. He is a member of Harbor

Lodge, No. 731, A. F. & A. M. December 25, 1879, he married Miss Christina Rasmussen, a native of Denmark. They have two children—James and Minnie.

JAMES F. DUFFY, mechanical expert and designer of automatic machinery, was born in Ireland March 26, 1844. He came with his parents to America in 1848, and settled at Malden, Mass., where they lived until their removal to Chicago in 1858, where Mr. Duffy began manufacturing Duffy's window springs. In 1865 he embarked in the manufacture of light shelf hardware, which he continued until the great fire, when he, like thousands, saw his worldly effects arise in smoke. He afterward leased two lots on Michigan Avenue, where he erected the Phoenix Press and Tool Works, and continued in that business until 1874. Selling his interest he bought property at Maplewood, where he embarked in the same business, adding the manufacture of barbs for wire fences. He continued in this until October 30, 1876, when he again saw his effects curl up into smoke, and virtually had to begin life anew. Renting a shop on South Canal Street, he engaged in manufacturing hardware and tin plate on a small scale, continuing until May, 1880, at which time he organized the Duffy Tool Manufacturing Company, in South Chicago, buying a factory building and making necessary improvements. Mr. Duffy also erected a small tin-plate factory on his own premises at South Chicago, was general manager of the whole business, and continued about fourteen months. He invented a machine for tinning sheet-iron and other metals, after which he went to New York City and organized a tin-plate and steel tool company. He now deals in hardware, stoves and tinware. One of his many inventions was a series of machines for coating sheet-iron or other metals, with tin or other metals or alloys, or, in other words, making tin-plate by machinery, for which he obtained letters patent. After this he organized the American Tin-Plate & Steel Tool Company; but owing to adverse legislation in Washington and a lowering of the duty on tin plates, his associates in this enterprise refused to go on with the business, and left him at an inopportune time, all alone, to naturalize this great industry on American soil, which he says he will do before he dies. He is a prominent member of the Masonic fraternity. In 1873 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.

DANIEL M. DUGGAN has an office in South Chicago, where he keeps a foreign money exchange and sells steamship tickets. 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 served a three-years apprenticeship to the trade of masonry with Daniel Collins, at Batavia, Ill. He remained in and around Chicago, with the exception of seven months spent in Texas, until the spring of 1874, when he settled at South Chicago. Here he followed masonry two years, then kept a boarding house and saloon three years, after which he began contracting and building. The above firm erected the large brick school building at Cummings. In 1876 he married Miss Rebecca Lindsley, of Walkerton, Ind. They have one son, Daniel M.

THOMAS EGAN, of Egan Brothers, wholesale and retail dealers in wines, liquors and cigars, importers of liquors, opened their house in South Chicago in the spring of 1880. John Egan is the senior member of the firm. Thomas Egan came to Cook County in 1871, settling in Chicago, where he went into the employ of the Union Rolling Mill Company; continuing seven years, after which he embarked in the liquor business. He was born in Ontario, Canada West, September 20, 1850, and was raised in his native county. In 1869 he removed to Cleveland, Ohio, where he went into the employ of the Cleveland Rolling Mill Company until he came to Cook County. In 1878 he married Miss Delia Walsh, a native of Ireland. They have two children, John Francis, and Richard Patrick.

CONRAD EIGENMANN, grocer and liquor dealer, began business in South Chicago in 1874. In 1862 he settled in Chicago, where he engaged in coopering until 1870, when he embarked in trade at Chicago, and continued there until he came to his present place. He was born in Germany November 17, 1842; and after obtaining his schooling he learned the cooper trade. He is a member of the first and second classes of the German Harugari. In 1870 he married Miss Fredericka Mueller, a native of Germany. They have five children—Mary, Fred, Emma, Minnie and Katie. They are members of the German Lutheran Church of South Chicago.

FRED I. FEE represents and has charge of the business of Samuel S. Greeley & Co., civil engineers and surveyors. Mr. Fee came to Chicago in March, 1879, and went to work for the above firm as a draughtsman, coming to South Chicago in January, 1883. He was born in Felicity, Ohio, December 31, 1859, and was raised and educated in his native place. He began surveying when he came to Chicago. He is a member of the M. E. Church of South Chicago.

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, 1824. Coming to the United States in 1851, he worked at teaming 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 employ of the Chicago & 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 1848 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, 1852, and came with his parents to Chicago in 1854, where he was reared and educated. He was first in business with his father, Lucas Frey, in a hotel. In 1873 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 1881, 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 1847. 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 St. Louis, Mo., where he remained a short time. In 1865 he came to Chicago and embarked in the grocery and liquor trade. In 1869 he engaged in the sale of flour and feed, and about three years thereafter he became a street contractor and builder. In May, 1883, he removed to South Chicago and opened a restaurant and saloon. He is a member of the Independent Order of Foresters and the Ancient Order of Hibernians. In 1867 he married Miss Bridget O'Halloren, 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, dealers 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.) Mr. Getty has charge of the business at South Chicago. In 1868 he came to Chicago and engaged in book-keeping for two years; he then engaged in the same occupation for the Ford River Lumber Company and continued eight years. 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 11, 1846. 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 a member of the Masonic Order of Colfax, Iowa. In 1883 he married Miss Martha H. Russell, of Rock County, Wis.

E. H. GOSEWISCH, dealer in dry goods, notions, hats and caps, etc., began trade in 1881 on a capital of about \$2,000, and now carries a stock of substantial goods of about \$4,000. He was born in Rich Town, Cook County, August 12, 1855. He was reared in his native town on a farm, and from the age of seventeen he clerked in a grocery house in Chicago until he came to South Chicago. In November, 1881, he married Miss Etta Dehnhard, a native of New York City. They have one son, Harry L.

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 1867, 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 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 house carpenter. He has been 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, of Cumberland, Md. They have three children—Florence E., William E. and Anna Viola.

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, where they lived until 1855, then removing to Thornton 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 School Board since its organization. January 14, 1871, he married Miss Augusta Eggers, a native of Germany. They have five children—Martin, Henry, William, Fredericka and Mary. LOUIS HAUSLER, of the above firm, was born November 22, 1842, in Aschersleben, Germany. In 1866 he married Miss Augusta Reiche, of Riverdale. They have four children—Louis, Augusta, Amelia and Minnie. The Hausler brothers have the most extensive fisheries on the great lakes, and employ from sixteen to 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 Centreton, 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 yard-master at Chicago. Thence he went to South Chicago, where he was assistant a year, and November 23, 1883, was appointed yard-master of South Chicago, Chicago, and the Union Stock Yards.

JAMES HENSHAW came to South Chicago December 11, 1880, and assisted to place the machinery of the converting works department of the rolling mill, where iron is converted into Bessemer steel. Of this department he was afterward made foreman. He was born in Liverpool, England, November 13, 1841, where he was raised and served an apprenticeship of seven years as machinist. In 1857 he came to the United States and settled at Albany, N. Y., where he followed his trade. He enlisted from this city in the three months' service on the breaking out of the war; re-enlisted for three years in the New York Cavalry. He participated in all the battles of his command, and was mustered out at the close of the war. He then continued his trade at Albany a year; thence went to Troy, and worked for the Albany Rensselaer Steel Company eleven years. He then accepted the superintendency of the Carondelet Iron Mills, at St. Louis, Mo., a year, when he resigned and returned to Troy, where he worked at the iron business two years, removing thence to Cook County. He is a member and was commander two years of A. E. Burnside Post, No. 109, G. A. R. He married Miss Frances Gardner, of Albany, N. Y., in 1867. They have three sons—Chauncey A., William G. and James G.

C. D. HUNLEY, principal of the Taylor school, South Chicago. In this school there are six rooms, a like number of teachers, and three hundred pupils. Mr. Huxley took charge of this school in September, 1882. He was born in Castleton, N. Y., August 14, 1853, where he lived until, in 1860, the family moved to Summit, Cook Co., Ill. In 1863 they removed to Dyer, Ind., and in 1875 went to Crown Point, where his mother still resides, his father, David Huxley, having died in 1878. The subject of this sketch was educated at the Cook County Normal School, graduating in 1873; since which time he has made teaching a profession. In 1882 he married Miss Henrietta Zimmer, of Homewood, Cook County. They have one daughter—Olive J. Huxley. Mr. Huxley has been a teacher for nine years, has a first-grade certificate, and has the confidence of the community among whom he has taught. In his profession he has always met with good results, and deserves success.

CHARLES JERNBERG now works in the drop-hammer department of the Chicago Forge & Bolt Company's works, at South Chicago. He was born in Sweden December 18, 1846, came to the United States in 1869, and worked in a rolling mill in Chicago as machinist a number of years; then followed railroading in the Southern States one and a half years. After this he went to Keokuk, Iowa, and worked for the Government six months; thence returned to Chicago and worked in the Rock Island Railroad shops thirteen months, and for three years and three months worked in the C. & N. W. R. R. shops. In the spring of 1881 he began in his present place. In the fall of 1875 he married Miss Eva Brandt, a native of Sweden. They have two children—Charles A. and Esther A.

C. E. JOCKISCH, proprietor of a sash, door and blind factory, was born in Germany December 17, 1845. He came to the United States in 1867 and settled in Newark, N. J., where he engaged in carpenter work. He returned to Germany in 1870, but the same year returned to New York City, soon going thence to Texas, where he followed carpentering until he came to Chicago in 1871. In 1873 he was married, by which marriage have resulted

five children—Alvin, Henry, Clara, John and Rudolph. Mr. Jockisch is a member of the A. O. U. W., of South Chicago; he came to the latter place in May, 1883, and erected a planing mill forty by eighty feet, two stories high. The capacity of this mill is 120,000 feet a year. He employs fifteen men in the business, and manufactures sash, doors and blinds to order.

JOHN H. JONES, foreman of masonry in the large rolling mills at South Chicago, came to Cook County in 1872, and has been in the employ of the North Chicago Rolling Mills, at South Chicago, since April 1, 1880. His father, John H. Jones, who was killed by accident in these mills, laid the corner-stone of the Calumet 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., living there until June, 1872, when he came to Cook County. He is a member of Harbor Lodge, No. 731, A. F. & A. M., and Calumet Council, No. 596, R. A. June 24, 1880, he married Miss Nellie Williams, who was born at Racine, Wis., and raised at Bangor, La Crosse Co., Wis.

W. O. JONES, shipping clerk at the North Chicago Rolling Mills, South Chicago, in July, 1883, was promoted to this position. He was born at Milwaukee, Wis., July 15, 1860, and was raised and educated at Winona, Minn. There he resided until his removal with his parents to Chicago, in 1872, where he completed his education. In 1877 he went into the employ of Witkowsky & Affeld, insurance agents, as a clerk, where he continued until May, 1881, 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 rails for a year and some months, after which he was promoted to his present position.

JOHN C. KEENAN, proprietor of the South Chicago steam boiler works. These works were opened for business in November, 1881. He manufactures steam boilers, tanks, coal mining buckets, coolers, condensing tanks, smoke stacks and breechings, annealing pans, sheet-iron work of all kinds, blacksmith repairs, etc. He employs twenty-five men on an average, and turns out \$35,000 worth of manufactured articles and work, and pays out from \$18,000 to \$20,000 for material per annum. He was born September 30, 1842, in Chicago, and was reared and educated there. He first began business life 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 Lumberman's Lodge, K. of H., No. 1,815, Chicago. In 1867 he married Miss Mary Rourke, a native of Syracuse, N. Y. They have five children—Minnie A., Charles J., Ida, Rose and Thomas.

LOUIS KREBS, undertaker, began business June 19, 1883, at 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 masonry, which he followed three years; then embarked in the grocery business for about a year, and in 1869 worked at the undertaking business for other parties until 1870, he began on his own account in Chicago. Here he continued until he removed to South Chicago. He is a member and treasurer of the Independent Order of Foresters of Illinois, and a member and treasurer of St. Peter's and St. Paul's Church. In 1880 he married Miss Kate Lutz, a native of Germany. They have one daughter, Mary Johannah.

ANDREW KRIMBILL, real estate and general fire insurance agent, was born in Alsace, France, March 19, 1830. He came with his parents to the United States in 1833 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 1850 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 1858. 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 engaged in the sale of agricultural implements, continuing until 1873, when he removed to South Chicago and engaged in his present business. He is a member of the Methodist Episcopal Church; also a member of the Blue Lodge, Chapter and Commandery, A. F. & A. M., and the Odd Fellows. He is a director of the Building Loan Association of South Chicago, and director and treasurer of the South Chicago Daily Post Printing Company; director and one of the incorporators of the Ewing-avenue Street Railway Company; is one of the incorporators and directors of the Calumet National Bank of South Chicago. Mr. Krimbill, in 1851, married Miss Mary U. Urbana, of Chicago. They had four children—Caroline J., Andrew J., Charles H. and Allace M. His wife dying in 1863 he married in 1865 Miss Barbara Beyer, of Warren, Penn. They have three children—Albertha S., Henrietta S. and Walter M.

JOHN G. LANNING was born December 16, 1848, in Belmont County, Ohio, where he was raised. He began life as an

artist, and followed that calling three years. In 1862 he enlisted in Company H, 61st Ohio Volunteer Infantry; was promoted to Sergeant, and participated in all the battles of his command, being mustered out in 1866. He then began in the nail business at Clifton, W. Va., remaining until he came to Cook County, and, in 1878, took charge as packer in the nail department of the Calumet Iron and Steel Company's works. He is a member of Apollo Commandery, No. 1, Knights Templar, Chicago, and Royal Arcanum of South Chicago.

SAMUEL J. MCGRAW, plumber and gas fitter, was born in New York City 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 362 Wabash Avenue, where he keeps a general stock of fixtures belonging to the business, and employs thirteen men. Some time ago he established an office and store at South Chicago, where he resides, and also keeps a general stock of fixtures there, employing three men. He is now filling a contract for the plumbing and gas fitting of twenty marble-front houses in Chicago. Mr. McGraw is a member of the Masonic Order of Chicago. In 1869 he married Miss Margaret Adams, a native of New York City. They have two children, Aaron and Ella.

JOHN A. MCINTOSH, Postmaster, came to South Chicago in 1874, and clerked in the post-office until October 30, 1879, when he took charge. He received the appointment of Postmaster from D. M. Key, the Postmaster-General, and was recommissioned July 13, 1882, by President Arthur. Mr. McIntosh is a member of South Chicago Lodge, No. 696, I. O. O. F., Harbor Lodge, No. 731, A. F. & A. M.; Calumet Council, No. 569, R. A.; Captain Company K, Second Regiment, I. N. G. He was born in Frederickton, N. B., November 10, 1856, and came with his parents to Chicago in 1865, where he was reared and educated. On starting out in life, he followed various occupations, finally embarking in the real estate business under the firm name of McIntosh & Edwards. In 1878 he married Miss Lulu M. Hennessy, of Columbus, Ohio. They have two children, William F. and Mary H.

A. W. McLAUGHLIN, physician and surgeon, was born in Perry County, Ohio, August 21, 1856. He was raised in his native county, and graduated from the Cincinnati (Ohio) Medical College in March, 1880. He began the practice of medicine at Somerset, Ohio, where he continued until he came to South Chicago in April, 1882. He is a member of the Triluminar Lodge, U. D., A. F. & A. M.; Royal Arch Chapter, No. 61, A. F. & A. M., of Somerset, Ohio; Calumet Council, No. 569, R. A. of South Chicago, and is examining physician for the latter. In 1879 he married Miss Margaret Bastian, of New Lexington, Ohio.

JAMES McLAUGHLIN, foreman of a furnace in the South Chicago Rolling Mills, came to Chicago in June, 1867, and went into the employ of the North Chicago Rolling Mills as a puddler; in April, 1882, he engaged in the heating department of the South Chicago Rolling Mills, where he worked until he was promoted to his present position, in January, 1884. He was born in Ireland December 29, 1843, and came to the United States in 1867. He is a member of Myrtle Lodge, No. 229, A. O. U. W.; also Lakeside Lodge, No. 25, Amalgamated Association of Iron and Steel Workers.

JAMES MARKHAM, wholesale and retail dealer in sash, doors, blinds, and builders' material, began business at South Chicago June 1, 1881. In March, 1882, he erected a store building two stories high and 22x54 feet in area. Mr. Markham was born in Youngstown, Niagara Co., N. Y., March 16, 1850. His parents removed to Chicago in 1852, where he was raised and educated. For many years the family lived on DeKoven Steet, very near the spot now made famous as the starting-point of the great fire in the fall of 1871. Mr. Markham was employed as a foreman by Hall & Frost, now the Frost Manufacturing Company, manufacturers of sash, doors and blinds, eleven years previous to locating at South Chicago. In 1875 he married Miss Mary Fitzpatrick, of Brooklyn, N. Y.

EDWARD MARSII, wholesale and retail dealer in wines, liquors and cigars, principally imported, began business in South Chicago in January, 1882. Previous to beginning trade he erected three buildings at a cost of \$20,000. The store he occupies is 25x135 feet in area, two stories high; the other a double store, fifty feet frontage on the same street, and sixty feet deep, two stories high. He was born in Chicago September 17, 1850, and was there raised and educated. He first embarked in the livery business in his native city, continuing seven years; then went into the liquor trade. He is a member of the Independent Order of Foresters. May 1, 1883, he married Miss Augusta Ike, of Columbus, Wis.

J. W. MATTHEWS, firm of Rankin & Matthews, druggists. Mr. Matthews is manager of the B. & O. Telegraph line at South Chicago, with office in the drug store. He came to Chicago March 1, 1877, agent and yard-master for the B. & O. R. R., continuing

in that capacity until 1880. When the I. C. R. R. established their office September, 1883, he took charge of it as their agent. He was born in Somerset, Perry Co. Ohio, July 27, 1856, where he was reared and educated, after which he went into the employ of the B. & O. R. R. He also had charge of a large lumber interest, and clerked in a drug store in the East. June 16, 1879, he married Miss Catharine H. Rankin, of South Chicago. They have two children—William George and Gertrude Mary. Mr. Matthews is 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 MEEKER, physician and surgeon, was born in Geauga 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 125th 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, 1882. In 1856 he married Miss C. V. Van Sicklen, of Cincinnati, Ohio.

SERGEANT JOHN MERGENTHALER, sergeant of the South Chicago, Colehour and Irondale police force, was promoted to his present position in April, 1881. He joined the police force in 1875 at Hyde Park village. He was born in Chicago July 1, 1850, and was raised and educated in the city. His father, Adam Mergenthaler, a policeman, was sergeant of the force from 1861 until his death, October 9, 1879. The subject of this sketch was there reared amongst the police force, and assisted to feed prisoners when he was only fourteen years of age. In 1871 he married Miss Mary Schoeder, a native of Illinois. They have five children—Frances, Kate, Fred, Ida and Charles. Mr. Mergenthaler is a member of Knight Templar Lodge of the Masonic Order, also a charter member Triluminar Lodge, A. F. & A. M., and a member of Fairview Chapter, No. 161, and Apollo Commandery, No. 1, of Chicago.

WILLIAM C. MITCHELL, chief engineer of the Rolling Mills of South Chicago, took charge of this department June 1, 1882. He was born in Scotland November 18, 1854, and came to the United States in 1868. He engaged in various kinds of employment about two years in Kansas, thence came to Chicago and learned the trade of machinist, following that occupation in the city until February, 1882, when he came to South Chicago. In 1880 he married Miss Hattie F. Oberton, a native of Jefferson Township, Cook Co., Ill. They have one son, William A. Mr. Mitchell is a member of Harbor Lodge, No. 731, A. F. & A. M.

E. L. MORSE, principal of the South Chicago school, took charge in February, 1883. He was born June 12, 1855, at Dover, N. H., and was reared in Boston, Mass. He graduated from Harvard College in the class of 1878; then began fitting pupils for college in private classes. In 1879 he went to New Mexico and engaged in book-keeping, thence going to Kansas City, Mo., 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 Harvard Club of Chicago. In 1879 he married Miss Kate Tomey, a native of Ireland.

WILLIAM MURRAY has charge of the wholesale and retail coal depot of Messrs. Langdon, Harvey & Richardson, South Chicago, city office in Chicago. They handle from fifty to sixty thousand tons of anthracite and bituminous coal per annum, and employ about twenty men in South Chicago. Their coal mines are at Wilkes Barre and Scranton, Penn., where they mine and ship large quantities to the West. Mr. Murray was born in Erie, Penn., June 22, 1852, and was reared in his native city, where he served an apprenticeship as millwright, afterward following railroading four years. In the spring of 1872 he assisted to erect car shops at DePere, Wis., for the manufacture of freight and passenger cars, and continued there until the spring of 1875, at which time he came to Chicago and worked for the Chicago & North-Western Railroad, and in the fall of the same year he took charge of machinery on the North Pier for C. J. L. Meyer, and continued three years in that capacity; thence to South Chicago. In 1878 he married Miss Frances Rosenkranz, of Elgin, Ill. They have two children, Maud and Rubie.

DAVID MYERS, proprietor of the South Chicago Express and Freight line, does a large delivery business, employing three men and three express delivery wagons. He frequently sends wagons to Chicago. Mr. Myers began business in the fall of 1880. He was born near Valparaiso, Ind., June 10, 1857, reared in his native State, and came to Cook County in 1880.

JULIUS LOUIS NAPIERSKIE, boss roller of one set of rolls in the finishing train at the North Chicago Rolling Mills of

South Chicago. Mr. Napierskie took charge of this roll in May, 1882. He was born in Galveston, Tex., in September, 1854, and came to Chicago in 1861 with his parents, where he was raised and 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 28, 1882. He is a member of Myrtle Lodge, No. 576, A. O. U. W., Independent Order of Foresters, and the Amalgamated Association of Iron and Steel Workers. December 4, 1878, he married Miss Catharine Wreford Le Gallais, born in 1859 at Clevedon, Somersetshire, England; her father was Captain Philip Le Gallais, of Jersey Island. They have three children—Carrie Wreford, Samuel Julius and Katie E.

AUGUST NELSON, Postmaster, was appointed April 23, 1883, being the first to this office. He was born in Kalmer, Sweden, May 2, 1848. After leaving school he was apprenticed to wood turning, 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 I. C. R. R., remaining in their employ until November, 1882, when he engaged in business in Parkside. The firm of Peterson & Nelson, grocers, real estate dealers, was established in 1882 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, took charge in the spring of 1883. There are thirteen engineers employed. He was born in London, England, July 29, 1858, was raised in that city and educated at the workingmen's college. Afterward he served an apprenticeship of seven years at Penn's, Greenwich, England, in the shop for erecting marine engines. In 1879 he came to the United States, locating at Pittsburgh, Penn., where he worked in various engineering departments until he came to South Chicago and accepted his present position. He is Junior Warden of the Blue Lodge, A. F. & A. M., and a Royal Arch Mason of South Chicago.

JAMES D. PERRY, locomotive, stationary and mechanical engineer, was born in Philadelphia, Penn., May 9, 1851, 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 Baltimore & Ohio Railroad Company in 1870, as a fireman, 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, 9th Michigan Volunteer Infantry, and was mustered out in September, 1865. He is a member of A. E. Burnside Post, No. 109, G. A. R. He now holds a certificate as steamboat engineer of the great lakes. In 1883 he married Miss Rosa Larmore, a native of West Virginia.

WALTER S. PICKFORD, foreman in the blast furnaces No. 7 and 8 of the South Chicago Rolling Mills, came to Chicago June 12, 1873, and went into the employ of the North Chicago Rolling Mill Company. After this he removed to Bay View, Milwaukee, Wis., and was foreman of the Bay View blast furnace until 1879, when he took charge of the Minerva blast furnace at Milwaukee until his coming to South Chicago in July, 1881. He was born in Shipley, England, December 19, 1846, and served an apprenticeship in the iron and steel business. In 1872 he came to America. He is a member of Iron Link Lodge, No. 221, I. O. O. F., of Bay View, Wis. March 29, 1867, he married Miss Sarah Barratt, a native of Sheffield, England. They have three children—William Henry, Horon and Walter Clifford.

CHRISTOPH RASCH, undertaker and dealer in undertaker's goods, also one of the proprietors of the South Chicago Wood-Working Company. The latter manufacturing interests were established in May, 1881. They have a planing mill with a capacity of fifty thousand feet per day, and a jobbing department where they manufacture moldings, sash, doors and window frames, employing twenty-five men in both departments. Mr. Rasch became a member of the above firm in September, 1883. He was born in Germany December 25, 1840, and came to the United States in 1866. In 1870 he married Miss Aurelia Ebert, a native of Germany. They have four children—Theodore, Charles, Adolph and Christian. Mr. Rasch came to Chicago in 1871 and engaged in the manufacture of sash and doors, being foreman of a manufacturing establishment one and a half years; then came to South Chicago and engaged in contracting and building nine years. He began as undertaker and dealing in undertaking goods in 1875. He is a director in the Building and Loan Association of South Chicago.

NATHAN M. REYNOLDS, contractor and builder, came to Cook County in the fall of 1881 and engaged in the above business, in which he employs from ten to twenty men. He was born in Onondago County, N. Y., October 15, 1830, and was raised on a farm in Oswego County, same State. In 1852 he married Miss

Mary C. Hoes, a daughter of Rev. S. Hoes, a Methodist Episcopal pastor. They have two children—Bertha A., who now occupies the chair of elocution and English literature at Napa Collegiate Institute, California; and Maud G., now a student at the Syracuse University, N. Y., who will graduate in June, 1884. If 1852 Mr. Reynolds removed to Mt. Vernon, Iowa, and followed agricultural pursuits two years. Mrs. Reynolds then accepted an appointment as preceptress of the Illinois Institute, now Wheaton College, at Wheaton, where they remained two years. Mr. Reynolds then removed to his native county, where he bought one of his father's farms and followed farming until the fall of 1862, at which time he enlisted in the 21st New York Independent Battery and served three years in the department of the Gulf, at New Orleans, Port Hudson and Morganzie Bend, and participated in the siege of Mobile, Alabama, capture of Spanish Port and Fort Blakely; afterward ascended the Tombigbee River and participated in the capture of seventeen Rebel steamers; returned to Mobile; thence to Galveston, Texas; and was mustered out September 19, 1865, at New Orleans. He then returned to Syracuse, New York, and followed building; in 1874, at Great Bend, Kan., erecting the finest court-house in the western part of that State. After remaining there some time he removed to South Chicago. He is now Chaplain of A. E. Burnside Post, No. 109, G. A. R. Himself and wife are members of the Methodist Episcopal Church, of which he is steward and a trustee.

GEORGE W. RICHARDS, business manager of the South Chicago Opera House, came to South Chicago in December, 1876, and engaged in the retail meat trade until 1879. He was then employed in the large rolling mills about thirteen months; then for two years he had charge of the South Chicago Fire Department, and at the same time was Assistant Marshal of Hyde Park, and is now captain of the Fire Department. He was born in Baltimore, Maryland, May 20, 1837, and there was raised and educated. In 1861 he enlisted in Company H, 1st Maryland Volunteer Infantry, participating in all the battles of his command; was taken prisoner at Front Royal, May 27, 1862, and confined in Libbie Prison until the latter part of the following December; mustered out May 29, 1864, at Baltimore, Maryland. After the war he was conductor on street railways some time; then a member of the Baltimore police force; then embarked in the grocery and provision business for some time, and February 8, 1874, came to Chicago, and from thence went to his present place. On January 15, 1884, he purchased a half-interest with G. P. Edwards in the real estate and insurance business at South Chicago, Ill. He is a charter member of A. E. Burnside Post, No. 109, G. A. R. He also assisted to organize Division No. 85, Sons of Temperance. In 1859 he married Miss Mary E. Reed, of Baltimore, Maryland. They have one daughter, Anna Virginia, now Mrs. August Schnell, of South Chicago.

LEVI ROSENBERG is of the firm of F. Sommer & Co., dealers in a general line of hardware, stoves, tinware, and who do a general jobbing work. They began trade at South Chicago in 1881, having their trade established in Chicago in 1870. They now occupy the fine brick store which they erected in the summer of 1883 at a cost of \$6,000. It is twenty-five feet wide by eighty-eight feet deep—two stories and a basement high. Mr. Rosenberg is a native of St. Louis, Mo., and was raised in Chicago in mercantile trade. He is a member of the Knights of Pythias, and Calumet Council, No. 569, R. A., of South Chicago.

JOHN B. RUHLAND, superintendent of the extensive meat market owned by B. F. Murphy & Co., and styled the Stock Yards Market, Winnipeg Block. This market was opened November 21, 1883, when Mr. Ruhland assisted in the arrangement of it, and became superintendent. He was born in Cleveland, Ohio, February 3, 1856, and was raised in his native city and in Chicago. He has followed the above business since he was a boy. He came to Chicago in 1875, and the same year he married Miss Ellen Belmuth, of Cleveland, Ohio. They have three children—Emma, Lena and Clara. Mr. Ruhland is a member of the A. O. U. W.

C. B. RUSHMORE has charge of the United States light-house at South Chicago (known as Calumet Light-House). In 1865 Mr. Rushmore settled in Chicago, where he engaged in the manufacture of brick nine years. In 1874 he settled at Indian Ridge, four miles south of South Chicago, on a land pre-emption. This land had been omitted from the Government survey, and was liable to pre-emption. In 1881 he obtained his patent from the United States for the land, and has since held it as his own. In 1880 he came to South Chicago and accepted the position of United States light-house keeper. He was born April 10, 1824, in Erie County, N. Y., was reared on a farm and lived in his native county until he came to Illinois. November 30, 1861, he enlisted in Company L, 15th Illinois Cavalry. In 1862 he was an escort for Generals Halleck and Grant. October 14, 1862, he was mustered out. He is a member of A. E. Burnside Post, No. 109, G. A. R., and has been its Chaplain since organization. In August, 1867, he

married Miss Carrie Rankin, of Amherst, Mass. They have two sons—Richard C. and George D. Mr. Rushmore has three daughters by a former marriage—Lucy G., now Mrs. George Derrickson, of 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 now 82x135 feet in area, one-half three stories high; and there is an addition 20x125 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 1825 his parents removed to Russell Township, Geauga Co., Ohio, where they lived a number of years, when they removed to Henderson County, Ill., where Mr. Russell lived 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 1866, and there followed his trade, 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 Sumner, with his father in the planing-mill business; Hannah A., now Mrs. George Daniels, a printer of Chicago; Olive A., now Mrs. Thomas Moran, who is agent for the sale of school furniture; Celestia A., a proof-reader in the Interior office, Chicago; Emma L., a teacher in the Chicago public schools. Mr. Russell is president of the South Chicago Philosphical Society, and is connected with the South Chicago Post Printing Company.

A. SCHNELLI 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, 1853, 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, where he engaged in the same occupation until 1874, when he came to South Chicago. In 1877 he married Miss Anna V. Richards, of Baltimore, Md. They have one son, William A. Mr. Schnell is a member of Harbor Lodge, No. 731, A. F. & A. M., and the German Harugari.

OTTO SCHOENING, contractor and builder, was born in Stralsund, Germany, January 26, 1854. He came to Chicago first in 1868, and after some time he returned to his native land. In 1871 he immigrated to the United States with his parents, and settled at South Chicago, where he began contracting and building. He employs from six to twenty-five men in the business. In company with another party he erected the Taylor school building of South Chicago, 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, Ida Fredericka Carolina Josephina.

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, 1882. He was born in Switzerland April 8, 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. 698, 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 1863 he married Miss Emma Flowers, born in Washtenaw County, Mich., October 9, 1845. They have two children, Ella 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, Ill., December 20, 1853, and was there reared and began work as a carpenter and builder. This occupation he followed seven years, after which he worked for the North Chicago Rolling Mill Company ten years, coming to South Chicago July 1, 1880, and embarking in his present business. The firm erected their store, 25x100 feet in area, in 1880, and began trade.

CAPTAIN JOSEPH SNYDER came to Cook County March 1, 1870; bought a team and entered the employ of the Marine Banking Company, improving their lands, etc., until October 6, 1871, when he became night watchman for the Marine Company & Mechanics' National Bank, until February 1, 1874. In June of the same year he went into the employ of the Western News Company, continuing three years, after which he was for a year sergeant of police in Hyde Park, then for three years was captain of the

force. May 1, 1881, he came to South Chicago, bought property and erected his present hotel restaurant. He was born in Jefferson County, N. Y., June 7, 1840; lived there until 1860, then spent one winter in Indiana; then in Kane County, Ill., engaged in the sale of farm implements for some time. After this he farmed in Livingston County, Ill., until he came to Chicago. He is a member of South Park Lodge, No. 662, Masonic Order. January 21, 1863, he married Miss Jane Howard, a daughter of Philo Howard, of Blackberry Township, Kane Co., Ill. They have four sons—Charles, Edward, Lewis and Frank. Mr. Snyder has a half-interest in the celebrated new process of making syrup from Indian corn. From this process one bushel of corn will yield from two to three gallons of the best syrup, and the meal left is said to then contain excellent fattening qualities for any kind of farm stock.

JOHN B. STRASBURGER is principal of the South Chicago high school and superintendent of all schools in South Chicago and Colehour, consisting of ten schools. Mr. Strasburger was born in Naperville, Ill., November 23, 1856, and was educated at Aurora Seminary and Pekin Academy, and graduated from the Central High School of Chicago in the class of 1878. One year before graduating he taught the Hamilton School, Lee County, Ill. Since graduating he has taught in South Chicago. He is a member of Professor Swing's Church, and the Fireside Club, of which Professor Swing is president. He conducted the Harmonia Musical Society of Chicago two years, and is now a member of Irving Society, of Chicago.

P. M. STULTS, yard-master of the North Chicago Rolling Mills, South Chicago, took charge of this department February 15, 1883. Mr. Stults was born at New Lyme, Ashtabula Co., Ohio, August 12, 1849, and lived in his native place until 1861. Going to Cleveland, Ohio, he clerked in a store until 1866, after which he went to Meadville, Penn. He there went into the employ of the Atlantic & Great Western Railroad as a conductor and agent until 1872, in which year he went to Danville, Ill., as yard-master for the Chicago, Danville & Vincennes and the Chicago & Eastern Illinois railroads until 1878. Then removing to Chicago, he there held the same position for the latter railroad until February 15, 1883, when he went into the employ of the North Chicago Rolling Mill Company. He is a member of the Yard Masters' Mutual Benefit Association of the United States and the Canadas. In 1870 he married Miss Emma Wood, of Greenville, Penn. They have four children—May, Lenna, Ida and Ray.

CHARLES F. SWAN, physician and surgeon, was born in Byron, Ogle Co., Ky., October 5, 1850. He was reared in his native place and the State of Illinois, and for some time was a student at the Beloit College, Wis. In 1874 he graduated at the Cincinnati Medical College, Ohio. During 1874-75 he was interne or house physician, in the Good Samaritan Hospital, Cincinnati, Ohio. He began the practice of medicine in March, 1875, at South Chicago. He is a member of the Calumet Council, No. 569, R. A.; South Chicago Lodge, No. 696, I. O. O. F.; and Triluminal Lodge, A. F. & A. M., South Chicago. In 1875 he married Miss Hulda Austerman, of Waukesha, Wis. They have two children, Nellie and Anna Louise.

D. S. TAYLOR, dealer in real estate, was born in New York City in 1847, and was reared and educated in New Haven, Conn. In 1862 he enlisted in Company K, 116th New York Volunteer Infantry, participating in all the battles of his command. At the close of the war he came to Chicago, where he was identified in the manufacture and sale of carriages until 1873. He then removed to South Chicago, where he embarked extensively in the real estate business. He also has an office in Chicago.

W. H. TAYLOR, builder and contractor, does a general building business and employs twenty men. He has erected many fine buildings in South Chicago, amongst them E. D. Marsh's double store, the brick store of F. Sommer & Co., the residence of Thomas Gaughn and several others. He came to Chicago in August, 1880, and worked at his trade until February 20, 1882, when he located at South Chicago and began his present employment. He was born in Oakville, Ont., September 24, 1854, and was raised in London, same province. Since twelve years of age he has followed his present occupation. In 1882 he married Miss Jane Jackson, of Wyoming, Ont. Mr. Taylor is connected with the Knights of Pythias of South Chicago.

JOHN THOMAS, roller in the finishing department of the North Chicago Rolling Mills, at South Chicago, was born in Rhymney, Glamorganshire, South Wales, July 7, 1850. He passed his boyhood days at Maesteg, South Wales, where his father was blast furnace manager for ten years and until his death. Mr. Thomas came to America in 1865 and located at Cincinnati, Ohio, where he served his apprenticeship as machinist, completing it at Muncie, Ind. He came to Chicago in 1868 and worked at the Union Rolling Mills two years, after which he removed to Oakville, Ont., and worked at his trade one and one-half years. Returning to Chicago he worked two years for Fox & Howard,

machinists. During this time, March 5, 1872, he married Carrie E. Jenkins, daughter of Reuben Jenkins. They have five children—Reuben, James, Charles Edward, Emma and Ada Ann. He then worked for the Joliet Iron & Steel Company one and one-half years, for the St. Louis Rail Fastening Company two years, for the Crane Brothers Manufacturing Company two years, and on the erection of the rolling mills at South Chicago has been there employed. He received his present position in August, 1882. He is a member of Myrtle Lodge, No. 229, A. O. U. W., and is its present Receiver.

W. W. TIMBERLAKE was born in Caroline County, Va., January 20, 1841, and was raised in the nail business at Richmond. November 6, 1881, he took charge of the nail department of the Calumet Iron & Steel Company's works, and superintends the work of about two hundred men. He is a member of the Encampment and Lodge, I. O. O. F., Chapter and Masons' Lodge, and Royal Arcanum. In 1865 he married Miss Timpie M. Bailey, of Richmond, Henrico Co., Va. They have six children—Florence L., Alive 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 1864 and engaged in photographing, continuing the business in part until just previous to locating at his present place. He was born in Oneida County, N. Y., June 30, 1843, and was raised at Booneville, same county, and employed as clerk a number of years. In October, 1861, he enlisted in Company A, 97th New York Volunteer Infantry, participating in all battles of his command as a drummer boy for one year. He is a member of Calumet Council, No. 506, R. A. In November, 1880, he married Miss Nellie Jelson, of Racine, Wis.

JAMES S. TULLY, foreman on a section of the P., Ft. 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 1851 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 docks, and in the fall 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 Michigan Southern Railroad for about three years, after which he began work for the above company. He was born in Churchtown, County Meath, Ireland, February 22, 1822, and came to America in 1850 and settled in Westchester County, N. Y., where he worked on a farm until he came to Illinois. He has served as school treasurer of South Chicago for the past four years, and has been school trustee three or four years. Himself and family are members of the Catholic Church. July 18, 1852, he married Miss Rose Cain, a native of County Meath, Ireland. They had eleven children—Mary A., born June 3, 1852, deceased; Peter, born July 12, 1854, deceased; Pat, born May 6, 1855; James, born August 26, 1856, deceased; John, born August 26, 1859; Michael, born October 8, 1860; Jennie, born November 18, 1863; Thomas Francis, born November 29, 1865; Julia, born November 16, 1867; Richard, born December 24, 1869, and Matthew, born November 9, 1871.

MARTIN TURNER, dealer in coal, wood, sand, loom, slag and ashes, employs about seventeen men and seven teams in the business. He furnishes sand for the rolling mills and foundries, and in the year 1883 furnished one thousand and seven hundred car loads of sand to the Pullman Palace Car Company's brickyards and works. He began in this business in 1880. In 1861 he settled in Madison, Cook Co., Ill., and followed hay pressing six years; thence removed to Lake County, Ind., and followed agricultural pursuits until he returned to Cummings and began his present business. He was born in Allegany County, N. Y., February 2, 1840, and was raised there. In the spring of 1861 he enlisted in Company B, 20th Indiana Volunteer Infantry. He was in the service one year. January 12, 1856, he married Miss Hannah Miller, of Erie County, N. Y. They have one son and one daughter, Legrand and Lottie.

FRANK M. WEBSTER, wholesale dealer in coal, and agent for the Chicago Belt Road, C. & E. I., and C., R. I. & P. railroads. He was born in Racine, Wis., December 22, 1850, and there was raised. He graduated from the Racine High School, and for some time attended Racine College, after which he was in the employ of the Western Union Railway until he came to Chicago, July 29, 1864, where he took charge of the business affairs of the C., R. I. & P. R. R. He had served three years on the Board of Education of South Chicago, and one year as its president. He was elected and served four years as Village Trustee of Hyde Park, and is now serving his fourth year as a member of the Cook County Board of Education. In 1873 he

married Miss Fannie Allison, of Beloit, Wis. They have one daughter—Ida Elizabeth. He is a member of the Blue Lodge and Chapter, A. F. & A. M., South Chicago, and Apollo Commandery, No. 1, Chicago. He is also connected with the Library Association.

GEORGE WEIGLE, engineer in charge of engine No. 11, in the rolling mills, was born near Cumberland, Md., in a small mining town called Eckert Mines, February 28, 1858, and was there reared. In the fall of 1879, going to Texas, he entered the employ of the Texas Pacific Railroad, in 1881 returning to his native place. In the spring of 1882 he came to South Chicago, where he has since followed engineering. He began firing on a locomotive for his father at fourteen years of age. He is now a member of the I. O. O. F. of Frostburg, Md.

L. A. WHITE, dealer in coal and wood, began business in South Chicago August 1, 1882. The first year he sold about 3,000 tons of coal, four car loads of wood and 150 cords of slabs. He employs five men and three teams in the business. His birthplace was Petersham, Mass., where he grew to manhood, laboring upon his father's farm during the summer, and in the public school, first as scholar and then for several years as teacher, during the autumn and winter. In 1855 he opened a prairie farm in Iroquois County, Ill., where he remained until March, 1861, when he responded to the call for volunteers to defend the country and the flag, and enlisted in Company G, 19th Illinois Infantry. An order being subsequently obtained from the war department to organize said company as light artillery, he recruited the company to the requisite number at Chicago, and afterward succeeded to the command of same as Captain. Remaining with them to the close of the war, and until they were mustered out at Chicago, July 10, 1865. He soon after organized the first general baggage and package express business of Chicago, and was variously engaged in insurance, real estate and hotel business until the spring of 1881, when he took charge as superintendent of Langdon, Richardson & Co's coal docks at South Chicago. This position he left to embark in the coal business as cited above. He is a member of Triluminar Lodge, A. F. & A. M., U. D., and Commander of A. E. Burnside Post, No. 109, G. A. R. In 1866 he married Miss Annie H. Ferris, of Clifton, Ill. They have three children—Clarence F., Frank and Harold.

CHARLES WILD, agent for all kinds of sewing machines, and dealer in millinery and hair goods, began business March 10, 1881. He came to Chicago in 1878, where he worked at his trade of bell hanging, and sold different articles, etc., until he came to South Chicago. He was born in Yorkshire, England, June 19, 1836, and was raised in his native place. He came to the United States in 1857, following his trade at Lancaster and Philadelphia, Penn., until he came to Chicago. In 1859 he married Miss Susanna Fisher, a native of Yorkshire, England.

CLARK P. WILDER is a member of the firm of Smith & Wilder, dealers in real estate, also fire, marine and life insurance agents, who began business as a firm in 1882, this office being established in 1871. Mr. Wilder was born in Medway, Mass., August 1, 1858, and was raised in his native place, and came to Chicago in 1876, where he shortly became a member of the firm of Clark, Tingy & Co., who dealt in groceries until 1879, when Mr. Wilder came to South Chicago and followed the same business until 1882. He is a member of Triluminar Lodge, A. F. & A. M., South Chicago.

WILLIAM H. WILKINSON, Sr., master mechanic of the B. & O. R. R. shops at South Chicago, took charge as master mechanic March 1, 1881. He was born in Baltimore, Md., June 1, 1831, and was reared in his native city. Since 1852 he has been in the employ of the B. & O. R. R., first at Baltimore, then at Piedmont, Va.; afterward at Wheeling and Parkersburg, W. Va. Then he had charge of the transfer at Blair, Ohio, for thirteen years; thence went to Chillicothe, Ohio, in the employ of the Marietta & Cincinnati Railroad; thence to Cincinnati, Ohio, in the machinery department of the same railroad, afterward running a locomotive for some time at Blair, Ohio; thence to Cumberland, Md., where he took charge of the machinery in the hotel department of the B. & O. R. R., and in February, 1881, came to Chicago. In September, 1852, at Little York, Penn., he married Miss M. L. Ramby, of Westminster, Md. They had eight children—Elizabeth, Jane (deceased), Marry Bella, William H., Alice (deceased), George R., Ida M., and Samuel J. Mr. Wilkinson is a Mason.

DENNIS C. WILSEY, foreman of a blast furnace of the North Chicago Rolling Mills, South Chicago, took charge of two furnaces in June, 1883. January 16, 1872, he went into the employ of this company at North Chicago, and in February, 1881, came to South Chicago. He was born in Washington County, N. Y., June 27, 1857, lived there until fifteen years of age, then removed to Chicago. In March, 1878, he married Miss Alice Duddles, of the latter city. They have two children, George and Florence.

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 enlisted in the 16th United States Infantry, and soon 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 in Andersonville 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. July 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 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. 109, G. A. R.

HERMAN F. WITTE, foreman of the wood-working 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 there until he came to South Chicago, April 1, 1883. 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 idiosyncrasies 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 mosquitoes 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 graveyard, thence running to Ewing Avenue and south-east 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 north-western 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 \$3,500.

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, 1880, 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, Strowsberger, 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 Ninety-eighth and Ninety-ninth streets, is thirty-eight by fifty-six feet; is still a mission, partly dependent upon the conference, and is worth, with the ground, \$4,500. 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 eighty. In connection with the Church is a Young Men's 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 neat and pretty edifice, built in 1883. 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 Saffron 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 Pittsburg & Fort Wayne Railroad and Third Avenue; has the object of the works described in the name. Mr. James F. Duffy has designed a system of automatic machinery whereby metal can be coated with tin, without skilled labor being requisite, and whereby one man can do the work of sixteen proficient artisans. His experiments have demonstrated the practicability of the process and a patent has been awarded. The experiments, however, were made upon smaller machinery than is requisite for 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. E. Jockisch's planing mill and sash factory, near Brand & Hummel's; Kalish & Sutton's stocking factory, and Henry Kassens'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 ad-

verse 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 1860 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 1874 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—Mabelle, Grace, Charles W., Jr., and Nellie.

FREDERICK A. EGGERS was born in Hanover, Germany, August 19, 1821. 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 1850 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 a time erected a fine dwelling there. For many years he has followed fishing 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 Fredericka Halbfas, a native of Germany. They had seven children—Henry (deceased), John, Frederick, Ernst, Mary Augusta, Fredericka (deceased), 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 1854, 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 carries on a real estate and fire insurance business. In 1863 he married Miss Marie Duschek, 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 representative of 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 1881-82. Their building is 70x150 feet. They employ ten men and turn out forty barrels of beer per day. Mr. Hummel was born in Wurtemberg, Germany, April 7, 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 Almindinger, who was born in Chicago. 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 1853, where he was raised and educated. In 1868 he opened a milk 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 12, 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-

pany D, 165th Illinois Volunteer Infantry, and was mustered out in September, 1865. December 1, 1865, he married Miss Lena Rehm, a native of Germany. They have five children—William H., Ella E., Frederick D., Alice L. and Georgia W. In the fall of 1875 he settled at South Chicago, and engaged in the grocery business four years, after which he began contracting and building. He has built many of the better buildings of South Chicago and Colehour.

ANDREW REHM, of the firm of Rehm Bros., dealers in a general line of hardware, was born in Alsace, France, in 1846. In 1852 his parents immigrated to the United States, settling in DuPage County, Ill., where Andrew lived until 1864, when he enlisted into the 156th Illinois Volunteer Infantry. He participated in all the battles of his command, and was mustered out in October, 1865. In 1866 he came to Chicago, where he worked as an apprentice at whitewashing, and soon obtained a situation as a clerk in a flour and feed store. He afterward worked in the State Mills some time, then kept books for a rag presser, and from the latter employment he obtained a situation as clerk in a hardware store. Nine months later, in 1868, he formed a copartnership with G. W. Morris in the hardware trade, and January 1, 1869, bought the entire interest. After some time he admitted his brother, George Rehm, as a partner, and continued as A. Rehm & Bro. until 1874, when he sold out and embarked in the real estate business, and carried on a general store at South Chicago. Continuing this a year, he purchased his old hardware interests in Chicago, where he has since continued business. He assisted to organize the Board of Education at South Chicago, and has served as a member of it two terms. In 1870 he married Miss Mary Sommer, a native of New York. They have five children—Arthur D., Alice L., Leonard F., Walter and Andrew, Jr.

JOHN S. REILAND, dealer in coal and wood, and proprietor of a boarding house and saloon, opened his boarding house and saloon in Colehour in 1874, and began the coal business in March, 1879. He also has a coal office at South Chicago. He was born at Prussia, Germany, February 17, 1834, and came to New York City in May, 1854, after which he located in Williamsport, Penn., where he worked in a saw mill five years; then in a lumber yard three years. He then followed agricultural pursuits in Putnam County, Ill., two years; then in LaSalle County, then Livingston County, and Lake County, Ind., three years, and thence removed to Chicago, Ill., where he worked at the carpenter trade eighteen months. In 1874 he settled at Colehour. He is a member of the Saloon-keepers Protective Association of Hyde Park. In 1856 he married Henrietta Meisenbach, a native of Prussia; they have eleven children—Jacob C., born September 8, 1857, in Williamsport, Penn.; John T., August 27, 1859, in Williamsport, Penn.; Mary, January 14, 1861, in Putnam County, Ill.; Lena, born October 17, 1863, in Putnam County, Ill.; Anthony, February 17, 1865, born in LaSalle County, Ill.; Nicholas E., born January 27, 1868, in Livingston County, Ill.; William, born November 1, 1870, in Lake County, Ind.; Frank, April 31, 1872, in Chicago, Ill.; George, born August 18, 1876, in Colehour, Ill.; Kate, August 6, 1881, in Colehour, Ill.; Allie, born September 30, 1883, in Colehour, Ill.

GEORGE RINE was born in West Virginia May 20, 1851, and from twelve years of age until 1878 he lived in Ripley County, Ind., on a farm. He came to Cook County October 5, 1879, and engaged in rolling mill work, and in 1881 was made superintendent of the cooper shop of the Calumet Iron & Steel Company's works. Mr. Rine is a member of Harbor Lodge, No. 731, A. F. & A. M., and Sinai Chapter, No. 185, of South Chicago.

LEONARD ROEHR, of the firm of Roehr & Duggan, contractors and builders, came to Chicago in the spring of 1867, and worked at carpentry. In 1877 he removed to Colehour and worked at his trade until 1879, at which time he engaged in business as contractor and builder. The above firm erected the large brick school building at Cummings in 1883, and in this year they erected thirty houses in Cummings and the vicinity. Mr. Roehr was born in Hesse, Germany, April 18, 1849. In 1867 he came to the United States. He married Miss Catharine Stephens, of Chicago, in May, 1874. They have four children—John L., Margaretta, Adam Joseph and Elizabeth.

JOSEPH M. SPAHN, proprietor of the Spahn House, was born in Lake County, Ind., March 11, 1843. His parents removing the same year to Chicago, he was there raised and educated. He was a member of the Hyde Park police force five years, and a lumber inspector four years at Chicago. In April, 1861, he enlisted in Company A, 19th Illinois Volunteer Infantry, and participated in the battles of Chickamauga, Stone River, Missionary Ridge, and many skirmishes; was mustered out in the spring of 1865. April 6, 1866, he married Miss Barbara Bremer, a native of New York. They have two children, Jacob and Joseph. In 1875 Mr. Spahn removed to Colehour, and erected the above hotel. Joseph Spahn, his father, came to Chicago in 1837, where he lives retired from active business.

CUMMINGS.

On July 5, 1875, a celebration was held on the bank of the Calumet, near where One Hundred and Ninth Street would abut 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 tugs 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 Iroindale. 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, Crawford 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. Waters, 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. Shaffer, 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, N. 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. J. D. Webster was nominated, and elected, as president of the 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
Iron and Steel Company.

Erected to employ capital and labor, and
utilize the native products of the
orthwest.

Joseph H. Brown, Samuel Hale,
J. T. Torrence, C. B. Hale,
G. W. Hale, W. Bonnell,

Proprietors.

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, care 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. Hurd," 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 is 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 vast establishment of this company is located on the Calumet River, about one and a half miles from its mouth. Here the company have everything as convenient as any mill in the United States. They have an abundance of room, as they have nearly 100 acres of land. A slip has been dug from the river into the land of the company, so that a vessel can unload the ore or coal right at the mouth of the furnaces. All the ore, 45,000 tons annually, is brought from the Lake Superior regions.

"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 stick 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 deftly turning out twelve thousand kegs of nails a day. These machines are let to 'nailers,' each nailer 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 nails 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 had 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 hot 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 became a trespasser upon 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 ranche, and he got the road located, over which John Kleinman—he had apocopated his name by this time—drove stage from the State line to Cleaver-ville. 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 Abe Kleinman in 1873, and needs no description to make it a reality to the minds of those for whom it was built—the hunters. John Kleinman was born May 29, 1811, in Wittenberg, the town where Martin Luther nailed his ninety-five theses in 1517; was married March 25, 1837, and has five boys named respectively John, Abe, Henry, George and William. He came to America in 1833 and settled in Pennsylvania, remaining there until his removal to Illinois. It is perhaps unnecessary to state that the boys all shoot, and a legend states that their "long clothes" were rubber boots; the trade mark of the Kleinman family. The old gentleman is hale and sturdy, and carries his seventy-two years as sturdily as the twelve bushels of wheat he once carried while a vine dresser in Germany.

The boundaries of Cummings are hard to define, but a general idea of its location may be gained from the geographical definition that it lays east of the north end of Lake Calumet, and between that and Calumet River; extends north to somewhere about One Hundredth Street, and south to the same river. The first resident was George Phillips, who was brought to Irondale to build the platform to lay the corner stone of Brown's Mills, and he was paid for the work by James H. Bowen. Mr. Phillips's statement of the primordial events of the town are that

the first store was at the corner of Commercial Avenue and One Hundred and Sixth Street, kept by a Mr. Riley, and the second was a saloon kept by A. Hartwig. Thomas Connors built the first hall, although the initiatory terpsichorean performance was held in the building erected 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 r-tailed 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 Gagné and Morier. J. Smith kept the first blacksmith shop. The first birth was that of a child of Mrs. Mulhorn, and the death of J. Reilly or Mrs. David Reeves the first in the town.

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 the spring of 1876, with Messrs. Hannett, Smith and Fred. Taeger, school directors. The present Irondale school, on Hoxie Avenue and One Hundred and Seventh 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 Marguerite Donovan, 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; Patrick Carmody, 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. — Parker. The first services were held by Rev. Dr. Willing, in the school-house. The present church was erected about 1880.

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. Gagné, 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:

Calumet 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 Larkins, 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 Hagan, president; Thomas Dowler, vice-president; John Evans, recording secretary; Edward Bennett, financial secretary; William Aurelius, corresponding secretary; John Small, treasurer; William Harris, guide; 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 Raftree. The present officers are John Wrathall, John L. Thomas, William Rundle, James Raftree, Thomas Stirling, Peter Stirling, John Lampier and Enoch Ward. The meetings 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. R. 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, P. W. P. 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, 1848. He has been engaged in iron work since ten years of age. He came to America in 1869, and for six months, in 1880, engaged in iron work; then returned East and continued the same till 1880, when he received his present position in the finishing department of the Calumet Iron & Steel Company's works. He is a member of Harbor Lodge, A. F. & A. M., South Chicago, and Royal Arcanum. In 1870 he married Miss Mary Ann Southan, of Wolverhampton, Staffordshire, England. They have seven children—Harriet A., Marcus A., Edward, Eliza, Harry, Walter E. (deceased), and Edith May.

GEORGE H. BEALL, pharmacist and druggist, was born in Cincinnati, Ohio, July 12, 1836. Here he was raised, and began

to learn pharmacy at the age of fifteen, which business he has followed with little exception since. He came to Cummings in June, 1881. Mr. Beall, in 1860, married Miss Arletta Moses, of Buffalo, N. Y., and they have five children—Edward H., Annette, Maud, Walter C., and Joseph G.

CHARLES BUSH was born in England December 24, 1843, and came to America in 1860, first settling in Pennsylvania. He has since visited all parts of the West, and came to Cook County in the fall of 1876 and entered the employ of the Calumet Iron & Steel Company as heater. He is a member of the Amalgamated Association of Iron and Steel Workers of the United States. In 1870 Mr. Bush married Miss Kate Batchelor, of Pottsville, Penn. They have six sons—William C., Henry, Charles, John, George and Joseph. He is a member of the Knights of Pythias.

FRANK CRANE was born in Waddams, Stephenson Co., Ill., September 21, 1849. At the age of eighteen he went to the Lake Superior country, where he had 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, 1849. He began life as teams'er for his father, clerked eight years, then was in the retail liquor business. In May, 1881, 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 worked 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. Mr. 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, where 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 1876, when he erected his present brick block. In January, 1863, Mr. Gagné 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. Gagné died in June, 1868, and he married for a second wife, in 1872, Elizabeth Josephine De Roche, of Stanfold, 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 twelve to fifty 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 Gas-Light 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 Grogard, of Chicago. They have two children—Mary and Anna Viola.

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 1878 was promoted to his present position, that of superintendent of the puddle-mills. Mr. Hodge is a member of the Royal Arcanum. In July, 1863, 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 29, 1858. His father was a commercial salesman, and moved to Owego, N. Y., where they lived until he was thirteen; then at Decatur, Mich., two years; then clerked in a general store at Crown Point, Ind., until December 1, 1880, he opened his present business in Cummings. In a year he admitted Mr. Wink as partner, and they have now two stores, one of hardware, the other household furniture. In 1881 Mr. Jakway married Miss Virginia E. Millikan, of Crown Point, Ind.

SAMUEL JOB, superintendent of the Calumet Iron & Steel Company's works, was born at Beaufort, South Wales, November

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, 1871, 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, 1881. At that time he took charge of the merchant steel department of the Joliet Steel Company's works, at Joliet, Ill. He took his present position November 15, 1882. Mr. Job is a member of Apollo Commandery, No. 1, Chicago, and of the Baptist Church at South Chicago. On April 7, 1871, he married Miss Ann Christmas, a native of Llanelly, South Wales. They have one daughter, Maggie.

THOMAS W. JOHNSTONE, street builder, contractor and real estate dealer, was born in Eastport, Prince Edwards Island, New Brunswick, April 20, 1846, and was raised and educated in Boston, Mass. His father, Thomas W. Johnstone, was a Boston pilot. At the age of eleven the subject of this sketch went with an uncle on a trading voyage to the west coast of Africa, it taking thirteen and one half months to make the trip. A short time after this he went to the Island of Odessa, in the Black Sea. After following the sea until 1859 he went to Chicago, and was afterward engaged in the timber trade, between Tonawanda and Toledo, Ohio, two years. He then located in Chicago and opened an intelligence office in company with a Mr. William Redpath, continuing in the latter business three years. January 15, 1864, he removed to New York City, where he operated a porter and ale house three years, at the end of which time he had spent a fortune of \$61,000. Returning to Chicago he learned grain painting, and followed that 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, 1883, he engaged in street building and contracting. He is a member of Oriental Consistory, Home Lodge, No. 508, of Chicago; Knights of Pythias, Ellsworth Lodge, No. 114; Calumet Council, No. 569, R. A.; and Knights of Labor. In 1872 he married Miss Katharine S. Swan, of Racine, Wis. They have one son, Thetcher Walter. From 1878 until 1883, 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 H., Walter H., John E., Jessie C., and Arthur H., deceased. His parents were John Kleinman, born in Stuttgart, Wurtemberg, Germany, May 29, 1811, and Christiana (Warner) Kleinman, a native of Germany, who 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, Cook County. John J., Abraham S., Henry H. and George B. came to Chicago in 1844, and lived there about nine months, when, in 1845 they came to South Chicago, then called Calumet. In 1856 they removed to their present place, about three-quarters of a mile southeast of Cummings Village, where they took up land and followed farming some time. Their land is now worth \$1,000 per acre.

JOHN MCINERNEY, yard master for the Calumet Iron and Steel works, took charge of their yards in November, 1880. Mr. McInerney was born in Burlington, Vt., December 10, 1856, was raised there and educated in the common schools. He then went to Crown Point, N. Y., and ran a freight train for the Crown Point Iron Company some time, when he was promoted to conductor of a passenger train, which he ran four years. He then came to Chicago and went into the employ of the above company as a weighman for the blast furnaces for some time, after which he was promoted to his present position. He is a member of the Independent Order of Foresters of Illinois. In 1880 he married Miss Jennie Fee, of Essex County, N. Y. They have two children—John B. and Edward.

ARCHIE MCKINLEY was born at Lubec, Me., April 13, 1846. He was raised in the nail business at Wheeling, W. Va., and about the close of the war was a member of the West Virginia Militia a short time. He came to Chicago April 25, 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.

CHARLES A. MULLEN, wholesale and retail dealer in meats, was born in Chicago September 25, 1857, his father, Bernard, coming in 1831 and opening the second grocery in the city. He started in life as a grocery clerk, but in 1874 opened in the meat business. In 1877 he began business at the Rock Island Railroad shops, removing it to South Chicago, and in April, 1880,

to Cummings, Ill., and Hammond, Ind., having a market at both latter places. He is a member of the Independent Order of Foresters. October 15, 1882, Mr. Mullen married Miss Mary Elizabeth O'Connor, of Earlville, Ill. They have one daughter—Olive Bridget.

EDWARD O'CONNOR, grocer, was born in La Salle County, Ill., December 10, 1858, and was raised in his native county. He came to Chicago in 1871, and began business at Cummings in 1880; continued two years, went out of business until November, 1883, when he resumed and has since continued. In November, 1883, he married Miss Mary Ann McMannus, of Cook County, Ill.

TERRY O'NEIL, dealer in wines, liquors and cigars, was born at Port Henry, N. Y., October 11, 1858. Here he was raised and was drug clerk ten years, then for a year clerked for J. J. Harrington, druggist, at Chicago. For two years he worked in the blast furnace of the Calumet Iron & Steel Company's works, July, 1883, embarking in his present business. Mr. O'Neil is a member of the school board, District No. 1, South Chicago.

GEORGE PHILLIPS, builder and contractor, was born in Merryworth, County Kent, England, May 28, 1825, and was raised a builder, this being the calling of his father and grandfather. He came to Chicago in the fall of 1871, and there followed his trade. In 1875 he came to Cummings, where he is now erecting for himself the Union Hall. Mr. Phillips married, in 1852, Mary Wiley, who died in 1859, when he married again, in 1860, Frances Bartlett. They have three children—Elizabeth, Emma, and George, Jr.

JOHN E. SMALL was born in Pittsburgh, Penn., July 17, 1829, and there he was raised. He was the oldest of thirteen children, and at the age of eight he began work in the iron business. His parents were born in Pittsburgh, and removed to a farm in Gallia County, Ohio, on the Ohio River, and engaged in the coal trade. The family becoming rather large, in 1849 John E. returned to Pittsburgh and entered the employ of Graff, Bennett & Co. as a roller or finisher of iron. Afterward he was employed by Zug & Painter, with whom he remained twenty-one years. In 1864 he located on a farm in Porter County, Ind. He has been identified with the Calumet Iron & Steel Company since it started as a finisher of iron and steel, and has remodeled three of their trains of rolls. He is now making nail plate for them. In 1851 he married Miss Mary J. Riley, who came with her parents to the United States when an infant. They have eight children living, four boys and four girls—Mary J., married to A. G. Hardesty, an attorney of Lincoln County, Kan.; Elizabeth, married John Crissman, a farmer of Porter County, Ind.; Richard H., married Miss C. Haxton, of same county; Isaac, proprietor of milk depot at Englewood, Ill.; John E., Jr., stock buyer of Porter County, Ind.; Katie, married E. Wood, of Lake County, Ind., a miller; Indiana, the youngest daughter, now eighteen years of age, resides with her parents; Simon S., the youngest son, married Miss Cora Deardolf, of Porter County, Ind., and is now controlling his father's farm of 210 acres. Mr. Small is a member of the Amalgamated Association, and organized and drafted the constitution and by-laws of the first Heaters' and Rollers' Association in the United States. He is also a member of Valparaiso Commandery, No. 28, K. T.; also of the Sons of St. George, Cummings, Cook Co., Ill.

CHARLES H. SQUIER was born in New Castle, Penn., August 17, 1852. After obtaining his education he began working at the nail business which he followed about eight years, and was then railroading for a short time before coming to Cook County. He came to Irondale in April, 1878, and assisted in erecting the mills of the Calumet Iron & Steel Company, in whose employ he is at present, in charge of four nail machines. He is a member of the Amalgamated Iron and Steel Association of the United States, and of the Royal Arcanum; also a member of Triluminor Lodge, U. D., A. F. & A. M., of South Chicago. In 1876 Mr. Squier married Miss Mary Hughes, of New Castle, Penn. They have one son, Willie D.

WILLIAM STEWARTSON, engineer for the Calumet Iron & Steel Company, took charge of his engine January 19, 1882. 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 run 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, 1883, he married Miss Amelia Beeler, of Chicago, Ill. By a former marriage Mr. Stewartson has two sons, William and George.

CYRUS A. STONE, principal of the Irondale public school, was born in Solon, Somerset Co., Me., June 1, 1847, son of Stillman N. and Sarah (Mason) Stone, both natives of New Hampshire, and of English ancestry. His father died in 1853; his mother is still living, in Neponset Village, Boston. Mr. Stone received his preparatory education in the schools of Salem, Mass.,

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 horse-shoe factory, at Neponset Village, Boston. 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 proprietor of billiard parlor, was born in Prussia, June 6, 1837, and there was raised a shoe-maker. September 1, 1859, he came to America, and at Chicago, after one and a half years of general work, opened in the boot and shoe trade, losing all he had in the great fire. Then for two years he ran a boarding house and saloon, removing in the same business to Cummings in 1875, where he erected a house and has since been located. August 20, 1865, he married Miss Minnie Schmidt, a native of the same place in Germany. Mr. Taeger is a member of the I. O. O. F., the German Druids, and the German Society of Harugari of Illinois.

W. H. TAYLOR, real estate dealer, was born in Jefferson County, N. Y., in 1837, and was raised and educated there. In 1862 he married Miss Harriet Clark, of Potsdam, St. Lawrence Co., N. Y.; they have one son, John E. In 1868 Mr. Taylor came to Chicago, and engaged in office work until 1879, when he removed to Cummings and worked in the office of Joseph H. Brown's rolling mill. In 1882 he was appointed real estate agent for Chicago parties.

ROBERT WILLIAMS was born in Wales April 22, 1851. He was raised in Brecknockshire in the steel business from thirteen years of age, 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 Catrica 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, afterward followed painting three years, then was book-keeper in 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.

HEGEWISCH.

This is a city of the future, but a future that is quite near. The rapid erection of Pullman has demonstrated in how brief a time a city, perfect in its appointments, can arise like an *ignis fatuus* out of a marsh, and Hegewisch 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 Hegewisch, 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 hundred additional 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 Hegewisch 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, 22½ per cent; William B. Keep, 9 per cent; Albert Krohn, 6¼ per cent; H. P. Kellogg, 6 per cent; J. W. Eschenburg, 20½ per cent; W. H. Rand, 25 per cent; P. M. Mather, Herman Petersen and Emil Petersen, together, 10¾ 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 Hegewisch 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 employes 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,

giving, with the windows of the lantern on the roof, ample light over the whole area of the shops. The end gables of the wood-working shop will be pierced for one large door, eleven feet wide and fifteen feet eight inches high, capable of admitting a car, and four smaller doors used by narrow-gauge trucks, bringing in and removing lumber, etc., and will be lighted by four large windows below and three smaller windows above. The gables of the erecting and paint shop will have five large doors for the passage of cars, and four smaller doors for the passage of trucks as above. The car truck shop will be one hundred feet in length by eighty feet in width, on a design similar to that of the wood-working, erecting and paint shops, and will contain five tracks on which the trucks will be built up, ready to be run into the erecting shop and placed under the cars. The machine shop, similar in design, will be two hundred and ten feet by eighty feet, in extreme dimensions, and will have a single narrow-gauge track, down the center and be fitted with all necessary lathes, planers, drills, etc., required for finishing the iron work of the cars and for general machine work. The blacksmith shop will be two hundred and ten feet by eighty feet in outside dimensions, and be fitted with thirty forges, steam and power hammers, and all necessary tools. The foundry will be an irregularly-shaped building, divided into three parts, viz.: a "wheel foundry," in which the wheels required for use in the works will be cast; a "general foundry," for all other cast-iron work required, and a "brass foundry," for journal boxes and other brass work.

The wheel foundry will have a capacity for two hundred wheels per day and be fitted with a hydraulic crane for each casting-pit, and a large set of annealing-pits, with a hydraulic crane for handling the hot wheels as they are taken from the sand and placed in the annealing-pits to cool, an operation which requires several days to complete. The floor of the foundry between the casting-pits is to be covered with cast-iron plates to give a smooth surface for running trucks with the exception of that portion used for inspecting the wheels, which is floored with wooden blocks placed with the grain on end. Between the wheel and the general foundries will be placed cupolas, four in number—two for the wheel and two for the general foundry. The general foundry will be fitted with a ten-ton traveling crane, running from end to end and all necessary appurtenances. In the brass foundry will be a melting-furnace having eighteen melting-pots.

Each of the foundries will have a sand-room attached, and there will be a pattern shop in connection with the building. A boiler and engine room will also be provided in connection with this building for supplying power for driving the blowers, handling the crane, etc. The car-repair shop will be arranged in the form of one-half of a circular ring, with a turn-table in the center and tracks running therefrom in the building, and will be capable of holding sixty cars at one time undergoing repairs. This building will be five hundred feet in diameter.

The engine repair shop will have dimensions of two hundred by eighty-four feet. It will be a separate building, somewhat similar in appearance to the machine shop, and have a thirty-five ton traveling crane running the whole length of it, with which an entire engine may be lifted if necessary. On one side it will have a flat-roofed annex, containing lathes, planes and other machinery required in making repairs, and provision will be made for two English five-ton walking cranes.

At one end of the wood-working mill, and forming

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 are 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 embraced 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., Nikolaus 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 or 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, 1858, 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 worshippers 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 fifty-five. The trustees are Daniel Trapp, 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. Baecker, 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 grains, etc., one thousand four hundred cattle are fattened for market per annum. The product of the distillery for 1883 aggregated \$1,500,000. 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. Standliff, 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, 1842, and was raised in Muskingum County, Ohio, on a farm. November 19, 1861, he enlisted in Company C, 78th 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., Edith M. and Frederick.

E. T. MARTIN, superintendent of the Pullman Farm. This farm consists of 250 acres devoted to the production of garden truck, and 750 acres of grazing and meadow land. One hundred and forty of the 250 acres now have the drainage system completed, which 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 on 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, 1883, he was promoted to his present position. In 1864 he came to Chicago, where he was connected with the sewerage department of the city seven years, beginning as extra rodder, 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.

WILDWOOD.

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 "*dos reales*," of date 1777, and a hammer-head of stone. This last is one of the largest found and is in excellent preservation; it measures nine inches from pein to edge, six inches from edge to groove, three inches thick, and five inches from top to bottom. Sitting 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 sigh 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 betrayed confidence. And glancing at the evidences of cultured 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 then known as Calumet Station. Apart from the saloon interest, the present factors of the town's prosperity are the Forging Company's shops and the labor attendant upon the transfer of freight. The surface of the earth in the vicinity of the town is seamed with the iron veins along which the arterial and venal circulation requisite to its maintenance speeds and throbs. The town extends from State Street to a line east of the Illinois Central Railroad, and from One Hundred and

Fifteenth to One Hundred and Twenty-fifth streets. Although it is a large-sized hamlet, it appears dwarfed from its contiguity to Pullman, and upon every side are perceivable results of the absorbent process of the latter place — commercial and industrial.

The name, Kensington, is not popular with its inhabitants, who prefer the name identifying the town with the lake and rivers of the same name.

The first settlers were Patrick Fitzgerald, who built a small house south of the Forging Company's shops. in 1852, or 1853, since moved to Missouri; James Ryan, who built near Fitzgerald, since deceased at Crown Point, Ind.; Patrick Shanahan who was a neighbor of Ryan's; John Cooper, now of Chicago, had a small house on Front Street, between Kensington Avenue and One Hundred and Sixteenth Street, and was the first to erect one of the principal buildings that was used for a boarding house for many years and is still extant. The station agent was F. Rexford, son of Norman Rexford, of Blue Island; the name of the station was Calumet, and its location just south of the present Illinois Central Railroad depot of Kensington. But in the immediate vicinity of Kensington is an old settler who far antedates those mentioned, David Andrews, who came to Chicago in 1834, and occupied the same office with Wilson Brothers, of Chicago Journal fame; he was a civil engineer and surveyor, and after remaining in Chicago some time settled upon the farm on the Indian Ridge, about half a mile northwest of Wildwood,* in 1840. Mr. Andrews was born in Sussex County, New Jersey, thence moving to Northumberland County, Pennsylvania, near Harrisburg. In 1835, he was in the United States Land-Office at Chicago, under James Whitlock, 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 Fifteenth 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 Gohring 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. John Holm's family made a settlement near the Gohrings, and Theodore Gohring and John Ortell may be

* William and David Andrews entered lands in 1834, in Sections 28 and 27, Township 37 north, Range 14; about 1837, Ambrose Smith purchased part of the homestead.

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 Ortell, 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 store-keeper was Theodore Gohring, and his store was situated at the corner of Front Street and Kensington Avenue; herein he kept a stock of general merchandise and had a saloon; in 1878 this house was the only one upon that street, and in that year there were only some eighteen or twenty houses in the settlement. The first school, situated about half a mile south of the present school-house, at the corner of Kensington and Michigan avenues, was in existence in 1853, and of which Daniel O. Robinson was the first teacher. In 1861 the principal was Miss Eliza Rexford, and the number of scholars was from twenty-five to thirty. In 1875 a school-house was built at the present location; in 1880 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; in 1864 the post-office was established at Kensington, with John Ortell as first Postmaster, and E. T. Brookfield is the present Postmaster. Union Gospel services are held at Sinclair Hall, and were ministered unto by Rev. O. P. Bestor, who has a Baptist congregation at Pullman, who are now supplied by the Theological Seminary.

Calumet Lodge, No. 94, K. of P., used to meet at Kensington, but now meet at Pullman; their officers are James Tobin, P. C.; Charles C. Barber, C. C.; Frank Mathews, V. C.; John McLean, P.; George Asquith, M. E.; N. D. Wood, M. F.; F. W. Koon, K. R. and S.; William Lang, M. A.; David Cassells, I. G.; William Mathews, O. G.

Kensington Union Brotherhood of Carpenters and Joiners of America, No. 23, had an organization here, but no meetings are now held.

Kensington Lodge, No. 60, U. A. O. Druids, meet at Pullman: Officers, Frank Harmon, N. A.; August Klee, V. A.; Louis Buckenau, secretary; August Kreuger, treasurer; W. A. Niemeyer, I. G.; August Haas, O. G. About fifty members belong to this lodge.

Bowen Lodge, No. 216, A. O. U. W., was instituted May 6, 1882, with fifteen members and the following officers: C. C. Briggs, P. M. W.; H. O. Rockwell, M. W.; George Gillispie, foreman; J. Smith, overseer; D. B. Stancliffe, recorder; William Hager, financier; C. A. Dole, receiver; J. L. Lloyd, guide; J. Quarterman, inner watch; C. Hibbie, outer watch. November, 1883, the lodge had twenty-nine members and the following officers: C. A. Dole, P. M. W.; George Parsons, M. W.; J. Smith, foreman, L. Coleburn, overseer; E. T. Brookfield, recorder; B. Blakeslee, financier; C. Hibbie, receiver; W. L. Brown, guide; J. Keller, inner watch; S. B. Howes, outer watch. The lodge meets weekly in Sinclair's Hall.

Apollo Legion, No. 28, Select Knights, was instituted October 6, 1883, the date of the charter, with the

following charter members: C. V. Gross, George Asquith, E. T. Brookfield, Romain Gilbert, Frank Grabert, J. K. Howes, Charles Metcalf, J. F. Smith, D. L. Beach, S. B. Howes, W. L. Brown, Theodore Bruns, Charles Brown, R. P. Hill, J. Johnson, T. Mahon, C. Mullen, J. Maher, J. C. Cook, J. Lintz, and E. Howes. The first officers were: C. V. Gross, select commander; George Asquith, vice-commander; E. T. Brookfield, lieutenant-commander; R. Gilbert, select recorder; J. K. Howes, select recording treasurer; J. K. Howes, W. L. Brown and E. T. Brookfield, trustees; J. F. Smith, standard bearer; D. L. Beach, senior workman; S. B. Howes, junior workman; W. L. Brown, marshal; Charles Metcalf, chaplain, and J. C. Cook, medical examiner. The present officers were installed January, 1884, and are: E. T. Brookfield, select commander; C. Gross, vice-commander; G. L. Squires, lieutenant-commander; S. B. Howes, select recording treasurer; F. Grabert, select treasurer; R. Gilbert, select recorder; C. Metcalf, C.; D. L. Bauch, senior workman; J. B. Howes, junior workman; W. L. Brown, marshal; J. Smith, standard bearer; R. P. Hill, trustee; C. V. Gross, grand representative; E. T. Brookfield, alternate, and T. Bruce, G. of L.

On October 3, 1881, Kensington Hose Co., No. 7, was organized; their apparatus comprising one hand hose-cart and one hand engine; after the water pipes were laid to Kensington in June, 1882, the hand engine was sent to Colehour. The present members consist of Goodrich H. Lane, captain; G. Curtis, John Oldaker, J. N. Hastings, August Klee, R. W. Lane, John Mastenbrock, A. G. Lane, Seth Elfein, C. Mastenbrock, W. Mastenbrock, Thomas Harris, James Payro. The present engine house cost \$275.00 and is in rear of the police station on Kensington Avenue, wherein are kept the hand hose-cart and one thousand feet of cotton-hose that form the equipment of this company.

The Suburban Enterprise was inaugurated April 23, 1882, by D. B. Stancliff & Co.; in about a month Mr. Stancliff was sole proprietor, and in September, 1882, he associated with him William Henry Mansfield, who bought out Stancliff on November 10, 1882. The paper has six editions, one for each of Pullman, Kensington, Riverdale and Dolton, Hyde Park, Washington Heights and Grand Crossing, and has two reporters; M. J. Allen and C. P. Root, each of whom collate news from specific districts. On October 22, 1883, the stock was partially destroyed by fire, but no interruption was occasioned in the business of the paper.

Chicago Forging Company's works are located on One Hundred and Sixteenth Street, near Pullman Boulevard, and have an area of about two hundred feet by seventy feet. The general manager and treasurer is E. L. Brown; the superintendent, Thomas Vorce. At these works every description of iron and steel forging is done by means of machinery, and among their manufacture are many intricate shapes of iron work that are as perfect in finish as those that are hand-made, but with the distinction that being made by machinery they are exactly similar in shape and demensions. Drop forging is to blacksmithing what the great watch companies are to jewelers. Utilization of machinery of great power dispenses with the old blacksmith and helper system: take for an example the making of cant-hook ferules: In that oblong slit wherein a fervent fire blazes, a bar of iron is inserted, heated and placed under this half-ton hammer; the hammer by a few blows upon the matrix, whereon the bar is placed, hammers it into shape; the bar is placed upon a hardie and the hammer descending, cuts it in two like a stick of candy. The piece of iron then

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 diem 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-Corliss engine.

KENSINGTON BIOGRAPHICAL SKETCHES.

DAVID ANDREWS was born in Sussex County, N. J., September 15, 1807. His parents immigrated with his family to Northumberland 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 1840, and in October of that year settled on the south part of Section 28, Township 37, Calumet, where he has since lived and now owns a good farm. This farm was bought of the Government by his brother under Martin Van Buren's administration, and afterward conveyed to David Andrews. Since 1840 he has been engaged at his profession, principally in the southern part of Cook County. He was once nominated to the office of County Surveyor, but declined the same. In 1840 he married Miss Sophia Caroline Ward, who with her parents were early pioneers of Cretem, Will Co., Ill. They had seven children—Mary E., now Mrs. Christian Becker, living near Blue Island; William P., deceased; Edwin R., who has charge of the home farm, and has served in several township offices; David S., deceased; Charles M.; Milo James, now principal of the Rogers Park school; and Joseph Warren.

E. T. BROOKFIELD, Postmaster and real estate dealer, came to Kensington in October, 1875, where he had charge of the Michigan Southern transfer yards five years, after which he engaged in the real estate business. He took charge of the Kensington Post-office January 7, 1882, and is now serving his first term as Supervisor of Hyde Park Township. He was born in Niles, Mich., July 7, 1844, lived there until 1872, and was conductor about fourteen years on the M. C. R. R. In September, 1863, he enlisted in Company F, 97th New York Volunteer Infantry, and participated in all the battles of his command; mustered out in April, 1865. In 1870 he married Miss Carrie Edgecombe, a native of Maine. They have three children—Olive, Edith and Arthur. He is a member of Select Knights Lodge, A. O. U. W.

JAMES H. BOWEN was born March 7, 1822, in Manheim, Herkimer Co., N. Y. He lived in Little Falls 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 business on his own account in general merchandise, and was appointed Postmaster at Evans' Mills, Jefferson County. He received the appointment of Colonel of the 36th 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 removed 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 1867 he retired from active participation in the business and became a silent partner. He organized the Third National Bank in 1862, 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 United States 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 succeeded can only be told by reciting 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 Calumet Club. In November, 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 1857. 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—Ira P., James A., Arthur P., Lottie E. and Mrs. W. H. French. May 1, 1881, 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 Colonel Bowen six feet to 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 his life passed 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 bank of the Calumet River, near Riverdale.

JAMES K. BROWN, dealer in wines, liquors and cigars, was born at Cornwell, England, December 10, 1834, where he was raised and served an apprenticeship to the trade of bricklaying. He immigrated in 1864, locating in Chicago, where he worked at his trade. In 1857 he married Miss Jane Ann Tamblin, a native of the same place. They have eight children—Thomas E., Elizabeth A., Sarah, Minnie, William, John F., Maude and Ann C. Mr. Brown is a member of the United Order of American Bricklayers.

A. BURCHARD, physician and surgeon, came to Chicago in 1879 and there practiced medicine two years. In July 1881, he located at Kensington, where he has a large practice. He was born in Albany County, N. Y., January 12, 1823; was raised in Schoharie County; studied medicine with J. H. Norwood and graduated at the Woodstock Medical College, Vt., in 1845, since which he has practiced medicine. During the Rebellion for a short time he was Acting Assistant Surgeon on a Government transport, and for some time had charge of the Government hospital at Elmira, N. Y. In 1867 he married Miss Hannah Watkins, a native of Tioga County, Penn. They have two children—Latimer W. and Walter H. By a former marriage he had three children—Astley C., John M. and Mary Alice.

O. B. CLARK, dealer in boots and shoes, hats, caps, and gents' furnishing goods, embarked in business at Kensington in July, 1881. In 1863 he located in Chicago and engaged in mercantile pursuits, first as clerk, and in the spring of 1869 went into business on his own account, which he continued until the great fire, when his mercantile effects were consumed by the devouring element. Nothing daunted, he embarked again, continuing until 1877, when he retired from business until his location in Kensington. He was born in Oneida County, N. Y., April 7, 1842, and was raised and educated there. He is a member of the Masonic Order, K. of P., and A. O. U. W. In 1875 he married Miss Mary Myers, of Ohio.

C. D. DOLBEER, day yard-master Michigan Central Railroad, was born at Mendon, Monroe Co., N. Y., May 10, 1850. He was raised and educated at Mattawan and Kalamazoo, Mich., where he afterward clerked for a short time. He then worked two years for the American Express Company there, and two years at Fond du Lac, Wis. Then he became brakeman on the Michigan Central Railroad freight trains, and then two and one-half years at telegraph repairing. October 15, 1875, he came to Kensington, was switchman three years, made assistant yardmaster, and in November, 1880, accepted his present position. Mr. Dolbeer was married December 20, 1882, to Miss S. E. Link, a teacher by profession, and a graduate of the Valparaiso Normal School. He is a member of Bowen Lodge, No. 216, A. O. U. W., of Kensington, Division No. 15; Yard Master M. B. A. Association, Chicago.

THOMAS GAINES, proprietor of Gaines Hotel, was born at East Bloomfield, N. Y., November 6, 1836. He lived in his native State until 1852, when he went to Michigan. In 1857 he became agent for the American Express Company, which position he filled for twenty-four years, and in 1860, manager of the Western Union Telegraph Company, both which positions he resigned in August, 1881. Coming to Kensington, December 15, of the same year, he opened his hotel, which can accommodate eighty guests. He has also spent twelve years in mercantile and the livery business. Mr. Gaines is a member of the Masonic Order, American Express Mutual Life Insurance Company, and Connecticut Mutual. In 1861 he married Emaline Love, of Pontiac, Mich. He has one son by a former marriage, Edward H., now a clerk on the Chicago Board of Trade.

CHARLES GARDNER was born in Tompkins County, N. Y., six miles from Ithaca, September 10, 1833, and lived there until 1845, when he came to Chicago. After a short stay he went to Sandwich, Ill., where he lived six years, then he removed to the town of Thornton. Here he was engaged in agricultural pursuits until 1879, and in the year 1859 he crossed the plains to California,

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—James H., Clarence V., and Charles Ira. February 28, 1864, Mr. Gardner enlisted in Company G, 39th Illinois Veteran Volunteer Infantry, and during his service participated in thirty-two battles and skirmishes and was once wounded. He was mustered out with his regiment December 6, 1865. Mr. Gardner removed March 28, 1879, from Thornton to Hyde Park Township, and located one mile south of Kensington, where he built the Gardner House. Connected with this house are four acres of fine grove, which affords a cool retreat for pleasure-seekers during the summer season. Mr. Gardner deals largely in hay and straw both in Chicago and Kensington.

JOHN GOHRING, foreman of the east bound freight for the M. C. R. R. Co., was born in Bavaria, Germany, December 19, 1834. He came to New York City in 1850, and served as office boy two years. Then he came to Chicago and worked for Loomis & Lewis until 1855, after which he was in the employ of F. Parmelee & Co. fifteen years, driving a bus and buggy wagon for five years, and ten years on the I. C. R. R. as check agent for the same company. In 1874 he took his present charge. Mr. Gohring married, in 1857, Miss Ida Bindel, a native of Germany, and they have one daughter, Nora L. He is sometimes known as the father of Kensington, and has been on its school board three years.

RICHARD P. HILL, dealer in general household furniture, and undertaker for Kensington and vicinity, came to Kensington in 1882 and embarked in the above business. He was born in Franklin County, Ohio, April 10, 1854, but was raised and educated in Licking County. He is a painter by trade, and followed contracting and painting until he came West. He is a member of the A. O. U. W. of Kensington. In 1879 he married Miss Libbie M. Moore, a native of Michigan. They have two children—Florence C. and J. Farris.

JOSEPH K. HOWES, of Howes Bros., proprietors of a milk depot at Pullman, was born in Ashfield, Mass., May 28, 1858, and came with his parents and their family to Kankakee, Ill., where he was raised on a farm. There the family started the first dairy farm, and from thence sent the first milk to Chicago over the Illinois Central Railroad. L. W. Howes, one of the firm, has a large dairy farm at Kankakee, from which he supplies the milk. They also have a cigar store at Pullman and a restaurant at Kensington. Joseph K. was married January 25, 1883, to Miss Helen Sinclair, of Kensington. They are members of the Episcopal Church, and he is a Select Knight, A. O. U. W., Kensington.

WILLIAM JOHNSON, proprietor of Johnson House, was born in Northampton, England, September 8, 1839. He came to the United States in 1872 and settled at Edgerton, Rock Co., Wis., where he was bridge watchman for the C., M. & St. P. R. R. Co. eight years, beginning his present business in the spring of 1881. In 1857 he married Miss Mary Coe, a native of Desboro, Northamptonshire, England. They have one son—George. Mr. Johnson is a member of the Independent Order of Foresters of Illinois.

AUGUST KLEE, dealer in wines, liquors, cigars and proprietor of billiard hall, was born in Germany March 28, 1842. He came alone to the United States in 1857 and settled in Nashville, Tenn., where he was a florist and gardener. In 1863 he went to Cincinnati, Ohio, and enlisted into the 9th Ohio Cavalry, was made Corporal, and participated in four general engagements. Re-enlisting in the 106th Ohio Volunteer Infantry, he served eight months, and was mustered out at the close of the war. After remaining in Cincinnati, Ohio, some time, he came to Chicago and engaged in gardening. He has served as Constable of the town of Lake, Cook County, three years. He came to Kensington in 1880. In 1869 he married Tillie Geske, a native of Germany. They have one daughter—Sophia. Mr. Klee is a member of Herman Sons and Druids.

CHRISTIAN G. KLENK, dealer in wines, liquors, cigars and proprietor of billiard parlor, was born in Wurtemberg, Germany, September 26, 1840, where he was a brewer and butcher. He came to America in 1864 and settled at Richmond, Mo., engaged in brewing until, in 1869, he came to Chicago. Here he was in the butcher business until he came to Kensington in 1881. The subject of this sketch was married in 1867 to Miss Amelia Engler, of Baden, Germany, who died in the spring of 1881, leaving one son—Leonhardt. The same year he married Miss Anna Wiltz, of his native place. He is a member of the German Druids of Chicago.

HERMAN LANGENHAHN, dealer in wines, liquors and cigars, came to Chicago in 1861 and engaged in cabinet-making, which he followed fifteen years, embarking in the above business in Kensington in 1882. He was born in Danzig, Germany, November 8, 1835, and there learned cabinet-making. In 1860 he married Miss Adelia Neuber, of Saalfeld, Prussia, who has borne

him one daughter—Mary Ann. They are members of the German Lutheran Church. He is a member of the Masonic Order, Knights of Pythias, A. O. U. W., and Knights and Ladies of Honor. He is also a member of the North Chicago and Chicago Sharp-Shooters' Association.

ALEXANDER MCKENZIE, foreman of the forge department of the Chicago Forging Company's works, was born in Scotland March 16, 1842. He came with his parents to 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 of three years; afterward worked some time at 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 Philadelphia Drop Forging Company, Pennsylvania, two years. From 1876 to the time he came to Kensington—July, 1883—he was foreman for William Rose & Brothers, of Philadelphia, in their large forging works.

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, Dela and James. In 1864 he came with his family to the United States, coming to Chicago in 1868, where he raised his family. He followed blacksmithing for many years, then moved to Kensington in 1882, where he retails wines, liquors and cigars. Himself and son Michael are members 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 hardware store of C. Mullen, in February, 1882, at Kensington. He was born in County Wexford, Ireland, January 1, 1854. At the age of fourteen years he began learning the printer's trade. In 1860 he came to America, and at the age of eighteen became foreman 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 1880. In 1861 he first came to Chicago and worked for a stove firm, his business, until he began for himself. He was born in Ottawa, Canada, in 1844; was married in 1871 to Miss Lillie Murphy, a native of County Wexford, Ireland. They have three children—Charlie, Theresa, and Harry. Mr. Mullen is a member of the A. O. U. W. and Knights of Honor.

BERNARD P. NETTLETON, of Kenworthy & Nettleton, dealers in meats, was born near Iron Mountain, Mo., October 12, 1854. He was brought up at Duquoin, Ill., and there began life as a clerk in a railroad office, continuing until he came to Kensington, in June, 1881. Here he entered the employ of the Illinois Central Railroad as clerk, and in 1882 engaged in the coal business, and in a year after opened his present business. In 1875 he married Miss Ida M. Dickman, of Duquoin. They have three children—Cora O., Pearl L. and Emma B.

FRED W. NICHOLS, principal of the Kensington public schools, was born in Marengo, Mich., February 28, 1858. He was raised and educated in his native State, graduating from Hillsdale College in 1878, and the next year from Michigan University. He also holds a State certificate for Illinois. He was principal of the Carson City high school one year, and in the fall of 1882 took his present charge. In 1881 Mr. Nichols married Miss Viola Wilson, of Goshen, Ind. They have one son, Henry William.

JOHN ORTEL, night watchman for the Illinois Central and Michigan Central railroads, came to America in August, 1854, and worked in a whiting factory in New York City some time; then engaged in farming in New Jersey. He came to Cook County, Ill., March 8, 1858, and worked for M. F. Rexford eight months, after which he began his railroad life, which he has since continued. He has now been night watchman fourteen years. He was born in Prussia, Germany, January 12, 1825, and served two years in the 20th Regiment, German Army, in Brandenburg, and one year in the 8th Regiment during the Polish revolution. February 23, 1861, he married Miss Mary Biederman, a native of Prussia, Germany, born May 23, 1838. She came with her parents to the United States in 1846 and settled in Chicago. Mrs. Ortel's father, Aug. Biederman, was the first German M. E. member in Chicago; he died September 25, 1879. Mr. and Mrs. Ortels have six children—Emma C., Edward E., Johanna A., Willie J., Walter H. and Franklin L. They are members of the German M. E. Church of Kensington. Mr. Ortel was for nine years school director at Kensington, and for six years Postmaster.

T. W. PRIESTLY, of T. W. Priestly & Co., proprietors of American House, was born in Chicago May 13, 1853, and was raised and educated there. He began as a teamster and hack-driver; was engaged in the saloon business at Gilroy, Santa Clara Co., Cal., seven years; then for four years was in the coffee and spice business in Chicago. He came to Kensington June 1, 1883. Mr. Priestly married, in 1872, Miss Kit Burdell, of Oakland, Cal.,

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 REICHHARDT, merchant tailor and dealer in gents' furnishing goods, was born in Saxony, Germany, September 8, 1850. His parents with their family came the same year and settled at Blue Island, Cook Co., Ill., 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 26, 1878, he married Miss Amelia Metzner, a native of Saxony, Germany. They have two children, Minnie and Clara. His wife has two children by 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 gents' furnishing goods, was born at Battle Creek, Mich., August 19, 1845, and was there raised and educated. For many years he was identified in the lumber trade, finally embarking in merchandise business, which he has followed since. He established his present business in Chicago in 1878. Mr. Smith is a member of the M. E. Church.

JAMES H. SNYDER, train master M. C. R. R. at Kensington, was born at Danville, Livingston Co., N. Y., December 7, 1844, and was there raised and educated. He was a dental student two years, after which he practiced until September, 1871. He then became brakeman on the M. C. R. R., was promoted freight conductor in 1873, and held this position until, in 1878, he took charge of the company's yards at Michigan City as assistant train master; and in a year was promoted train master. November 1, 1881, he married Miss Jessie Sovereign, of Valparaiso, Ind. They have three children—Hattie E., Flora and Harry.

M. THORP, dealer in general merchandise, came to Kensington in August, 1881, erected a large store building and embarked in business January 1, 1882. Mr. Thorpe was born in Sandusky County, Ohio, November 9, 1844. 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 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 6, 1882. He is a member of the A. O. U. W., of Kensington, Ill. In 1880 he was married to Miss De Ette M. Cavanaugh, of Watertown, N. Y. They settled at Kensington in the spring of 1883.

THOMAS VORCE, superintendent of the Chicago Forging Company's works, was born in Cayuga County, N. Y., August 19, 1848. 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 Cunirigham, Son, & Co., drop forgers, at Rochester, N. Y., taking charge of the manufacture of coach hardware three years. He was then for a year superintendent of the Queen City Forging Company, at Cincinnati, Ohio. His health failing he spent some time at Rome, N. Y. He came to Kensington in April, 1883, and accepted his present position. Mr. Vorce was married, February 9, 1880, to Miss Minnie A. Dias, of Rome, N. Y., and they have one daughter, Adella. He is a member of the A. F. & A. M.

R. E. WARD, telegraph operator for the M. C. and I. C. railroads, came to Kensington, Cook County, in 1860, and took charge of his present office. He was born in England November 2, 1840, and was there raised and educated. He came to America in 1851, and settled in Oakville, Halton Co., Canada, where he completed his education. He began telegraphing at the age of eighteen years. In 1865 Mr. Ward married Miss M. J. Bailey, of Danville, Ill. They have five children—Charles E., Willie E., Nellie, Ernest and Alice.

CHARLES WHITCOMB, foreman of freight car repairs, was born at Bolton, Worcester Co., Mass., October 28, 1821. He learned the carpenter trade, and worked at it until 1846, when he engaged in car building at Hartford, Conn. He came to Chicago November 7, 1852, and entered the employ of the American Car Company until 1855, working since for different railway companies. From May, 1867, to August, 1876, he had charge of car repairs for the C., B. & Q. R. R.; then had charge of the wood machinery in car building for Wells & French. He received his present position June 8, 1881. Mr. Whitcomb is a member of the I. O. O. F. of Massachusetts.

ROSELAND.

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-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, phlegmatic, 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-shoed, 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 depots are easily accessible from its vicinity. The first 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 Vliissingen 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 Frink; 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-light 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 Roggeveen 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 collater.

the old cemetery now stands. The first blacksmith shop was opened in 1838, by — Karpenstein; the first brick dwelling house was built in 1872, by Cornelius Kuyper, near One Hundred and Third Street, and the first brick store was built in 1882, by Goris Van der Syde. The first Postmaster was Goris Van der Syde, appointed in 1861. Prior to his appointment a post-office was at Calumet Station, now Kensington, which was abolished in 1864, and Roseland named Hope Post-Office, which name it retained until 1873, when it was changed to Roseland. Mr. Van der Syde is still the Postmaster, having held the position without interruption.

The Reformed Church in America Society was organized in 1848 with eighteen members. In 1849 a building was erected near One Hundred and Seventh Street; here all the first settlers were accustomed to meet; the first pastor was Rev. M. Ypma. The old building was torn down about 1853, to give place to a larger structure, which was used until 1868, when the present church was built; this was fifty-six feet by thirty-four feet, but in 1882 an addition had to be made thereto of 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 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, thirty-four feet by seventy-two feet, with an addition twenty feet by thirty feet; the value of the church property is about \$6,200. The names of the present trustees are B. Stienstra, C. Clouzing, G. Vaarwerk, A. Kleinhuizen, A. Dekker, J. Prins, C. Santevoort and John Kleinhuizen. Rev. Geert Broene, the first regular pastor of the Church, came in 1879. The congregation now comprises seventy-five families, and the Sunday-school has seventy or eighty scholars. Attached to the Church and subject to its jurisdiction, is a secular school of thirty scholars, wherein Dutch is the basis of the scholastic course, and of which Henry Jakobsma is principal.

Zion's Church of the German-Lutheran denomination has a membership of fifteen, with a Sunday-school attendance of about forty; their church is on Michigan Avenue near One Hundred and Thirteenth Street, and cost about \$600. The pastor is Rev. H. Felton. The building was completed on September 4, 1882, and is utilized during the week as a parochial school, taught by Hugo Charli, where fifty-three scholars attend.

The German Methodist Church, of which Rev. Frederick George Wrede is pastor at present, meet in the Kensington school-house, until the church now being built on One Hundred and Thirteenth Street, near Indiana Avenue, is completed. Its estimated cost is \$1,300, and its size forty-eight feet by twenty-eight feet. The congregation average about twenty, the Sunday-school scholars about seventeen. This church belongs to the Blue Island district, and is under the pastorate of Rev. Mr. Weinrich.

The Presbyterians hold meetings in Van der Syde Hall, whereat there is an average attendance of about sixty. Rev. David S. McCaslin, of Pullman, supplies the pulpit by their request. This gentleman also leads a Bible class in the Union Sunday-school. This Sunday-school was organized May 26, 1883, by J. M. Lane, president, and has a large and interested attendance.

The Holy Rosary Catholic Church is situated on One Hundred and Tenth Street and Indiana Avenue, and is one hundred feet long by fifty feet wide, and is the parish church of Roseland, Kensington and Pullman. The parish was established May 21, 1882, by Archbishop Feehan, and Rev. John Waldron, Jr., then assistant priest at St. John's Church, corner of Eighteenth and Clark streets, was appointed its first pastor, which position he still occupies. The church cost \$8,000, and the property, one hundred and sixty-five feet front by one hundred and twenty-five feet, \$2,500; 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 archdiocese 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 lot in rear of 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 depôt was established on Tracy Avenue at the crossing of the Chicago & Eastern Illinois Railroad,

*George Albert Brennan furnished the principal part of the information given concerning the schools.

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 property, 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 Princeton High School, and graduated from the University 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, 1880. His father, Edwin Bass, is a farmer, and is one of the pioneer settlers of Bureau County, Ill., having settled there in 1840.

CONRAD BICKHAUS embarked in trade in November, 1881, being the first and only druggist in the 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 October, 1881.

A. BONTHUIS, wagon-maker, came to Roseland in 1869, erected his dwelling, 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 Holland, and came to America in 1866. In 1867 he married Miss D. Ulchener, a native of Holland. They have five children—Aldert, Asa, Frederick, Della 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 1876 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. In 1876 Mr. Brennan married Miss Sophia M. Kroon, of Trenton, N. J. They have four children—Sebastian Bauman, Sophia Rye G., George Albert and Grace Agnes.

PETER DALENBERG, farmer, P. O. Roseland, came to Roseland in June, 1849, and began agricultural pursuits. He also kept cows, made butter and cheese, and sold his products in Chicago. The first year he bought ten acres of land and a house; the second year he added thirty acres more; and twelve years afterward he again added forty acres to his farm, and has since followed farming and gardening. He was born in Netherland, Holland, February 25, 1824. He was a farmer in his native country, and came to the United States in 1849. December 24, 1850, he married Miss Lena Vandersyde, who was born in Holland November 8, 1831. They have six children—Cornelius, Lane, Nicholas, Katie, George and Peter, Jr. They are members of the Dutch Reformed Church.

HENRY DE YOUNG, of De Young & Kleinhuizen, contractors and builders, and dealers in sash, 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, came to Cook County in 1846, and settled at South Holland, where Henry was born December 4, 1851. In October, 1874, he married Miss Jane Ambuul, a native of Roseland, Cook Co., Ill. They have two children—John and Nellie. They are members of the Dutch Reformed Church.

HENRY R. DE YOUNG, firm of Madderom & De Young, who keep a general paint store and deal in everything pertaining to the business, besides glass, wall paper, window shades, etc. He came to Chicago June 23, 1866, when he engaged in painting, and continued the trade there until he came to Roseland. He was born in Netherland, Holland, October 24, 1843. In his native country he was a sailor by occupation. In 1873 he married Miss P. Madderom, who was born in Holland September 8, 1852. They have three children—Richard, Nicholas and John. They are members of the Dutch Reformed Church of Roseland.

JOHN R. DICKSON, proprietor livery stables, was born in Chatham County, Ga., January 21, 1842, and was raised near Savannah. During the last two years of the war he was employed in the Quartermaster department. He followed farming a number of years, and then came to Chicago in 1880, where he was conductor on the street cars until he came to Roseland, March 5, 1883. Mr. Dickson married, November 16, 1875, Miss Grace G. Elwood, of Florence Township, Will Co., Ill. They have two children, Sarah Ellen and Louis Elizabeth. He is a member of Wilmington Lodge, No. 301, I. O. O. F., of Wilmington, Ill.

CHARLES D. HEWS, physician and surgeon, came to Chicago in 1864 and became a student at the Chicago University. He

was born at La Porte, Ind., April 5, 1846, and was educated at Hillsdale, Mich., and Chicago University. In 1869 he graduated from the medical department of the Michigan University. Previous to that he had practiced medicine at Marengo, Ill. After graduating at Ann Arbor he located at Roseland, Cook County, where he has since practiced his profession. He is a member of the Masonic Order, and in 1876 was Township Trustee of Hyde Park. 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.

ISAAC KOMMERS, blacksmith, came to Chicago in 1865, and has since followed blacksmithing at Roseland. He was born in Holland August 11, 1840, and came with his parents to the United States in 1848. The family settled at Franklin, Wis., near Milwaukee. 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 various ways to obtain a livelihood. Rabbits, quails, and grouse afforded the only meat food for a number of years. Their nearest flour mill was twenty miles off. The soil was rich and productive, and a few years of toil put those hardy pioneers in better circumstances. 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.

CORNELIUS KUYPER, farmer, P. O. Roseland, came to his place near Roseland in June, 1849, when there was only one family settled there. He began farming and has since followed that occupation. He was the first store-keeper between Blue Island and Chicago, running his store from 1850 to 1854. He has served as road commissioner five years, school director twenty-two years, constable seven years, and also served on the police force. Mr. Kuyper was born in Netherlands, Europe, February 13, 1816. In his native country he was a general laborer. In May, 1840, he was married to Miss Mary Dalenberg, a native of the same place. They had fourteen children, four of whom died with cholera in crossing the Atlantic Ocean on their trip to America. The children now living are Jacob, Cornelius, Jr., Mary, Nellie, and Annie. They are members of the Dutch Reformed Church. Mrs. Kuyper died April 13, 1865.

JOHN MADDEROM, firm of Madderom & De Young, 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, 1843, 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 of Roseland. In October, 1861, he enlisted in Company F, 58th Illinois Volunteer Infantry, and participated in all the battles of his command, and was mustered out in November, 1865. He is a member of the Roseland Fire Company.

GERRIT OTTO, dealer in furniture and bedding, embarked in trade May 1, 1881. He came to Chicago in 1856, where he was raised and educated. He was born in Holland October 3, 1813, and came to the United States with his parents in 1856. In 1866 he was married to Miss Gertrude Vermeulen, 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. 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.

ELIJAH A. PIERCE, grocer, embarked in business October 22, 1883. He was in the employ of the Pullman Palace Car Company June 29, 1881, 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 Ashtabula County, Ohio, January 21, 1849, and was there raised and educated. He was engaged in the mercantile business in Iroquois County, Ill., from 1874 to 1880; then in Tuscola, Douglas Co., until coming to Cook County. Mr. Pierce is a member of Pullman Lodge, No. 716, I. O. O. F.; and Calumet Lodge, No. 215, A. O. U. W. October 26, 1881, he married Miss Kate Curtis, of Oakland, Coles Co., Ill. They have one son, Fredrick Sterling. Mr. and Mrs. Pierce are members of the M. E. Church.

PETER PRINCE, firm of Prince & Madder, dealers in flour, grain, hay, coal and feed, began trade in the spring of 1883. He was born in Roseland, Cook County, December 6, 1852. His parents settled at Roseland in 1849. In 1875 he married Miss Delia Martha, a native of Holland. They have five children—Jennie, Benjamin, Jozina, Cornelia Nellie and Mary. They are members of the American (or Dutch) Reformed Church.

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; coming to Roseland May 1, 1883, and erecting his hotel. In 1880 he was census enumerator of Ross Town, Lake Co., Ind. October 24, 1880, he married Miss Elma Beemer, 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 1878, 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 1848. 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 Chief office, then in the Democrat office until 1859, when he opened a small grocery store; May 1, 1864, he moved to Roseland and began trade. He was born in Netherlands, Holland, October 8, 1831, and came to America in 1847. In 1860 he married Miss Johanna Maria De Roo, of Keokuk, Iowa. They have four children—Johanna, Jane, Cornelius, John and Luke J. (by a former marriage). They are members of the Dutch Reformed Church. Mr. Vanderbelt has officiated as Town and Village Tax Collector and Town Trustee. He is now president of the Calumet Bible Society, and deacon of the Church.

PETER VANDERBILT, dealer in hardware, stoves, etc., embarked on the business in April, 1881. He was born in South Holland, Cook Co., Ill., May 20, 1859, and was raised and educated in his native county. In January, 1881, he married Miss Mary Krear, 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 Peella, Iowa, and pursued his trade until 1873, when he returned to Cook County and located at Roseland, where he has since followed agricultural pursuits, and is now gardening at Fifty-first Street. He was born in Holland June 22, 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 Stove Works, Alida, Annie, Lena, Elizabeth, Jacob, Joseph, Ida, Mary and Sarah. They are members of the Reformed Church of Roseland.

ARTHUR VAN VLISINGEN, is of the firm of J. H. Van Vlissingen & Bro., Chicago, with branch office at Roseland. They keep a real estate, fire insurance and loan office. Arthur came to Chicago in 1873 and was engaged 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, 1883, 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 County, in 1847, with his parents; his father's name being Roel Van Vumren. The winter of 1847-48 was very severe, and the snow was very deep and crusted 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, Gertie, 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 1848.

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 worked in 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 employes; a dialectic statue to the efficacy of moral government.

The infinitude of tracery on the cathedral at Cologne is poetically described 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 genii 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 is 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 minds have planned buildings, conceived machinery and imagined certain arrangements, but every petty detail has been matured by Mr. Pullman, hence the town is essentially congruous and unique. The misanthropic mind only sees in this assemblage of buildings, a desire upon the part of the erector 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 one 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 workman the possessor of the human desideratum *mens 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 work-a-day life of his employes with artistic beauty, literary excellence and bountiful sunlight. Mr. Pullman does not consider his employes as athletes, whom he has to

* George M. Pullman is president of Pullman's Palace Car Company; W. F. Barrows, late president of the Willamantic Cotton Company, assistant to the president; A. B. Pullman, second vice-president, and A. Rapp is manager of the Chicago works.

carefully train for gladiatorial combats with tasks imposed by him; but as thinking, reasoning, human fellow-creatures whose mental and bodily comfort and welfare it is his duty, his interest and his privilege to watch over and enhance. The town of Pullman is a fitting monument of nineteenth century Republicanism; community of interest, exemplified in self-government without boards, conclaves or selectmen; community of responsibility, manifest in the absence of courts, jails and policemen,* and community of egotistic interest—a very strong bond, in fact, and according to the philosophers of the La Rochefoucauld school—demonstrated by the premium of Pullman stock, and the eulogies of the workmen upon the advantages of their social and domiciliary status, as compared with workmen elsewhere. The lesson will not be lost upon those who consider only the monetary advantages desirable for any action; George M. Pullman has conclusively shown that philanthropy pays, and that a liberal supply of adjuncts to happy, healthy existence are more remunerative than tenement-houses, besides being decidedly more provocative of good citizenship. The man who keeps a tenement house, reeking with pestilence and suggestive of evil in every detestable cranny, is an enemy 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 at Pullman. The Gospel according to St. Oxygen is freely preached at Pullman, and before these doctrines squalor departs, into metaphorical or actual swine, and runs into the sea.

The town is situated upon the west bank of the Calumet Lake, and extends from the lake to Pullman Boulevard, and from One Hundred and Third Street to One Hundred and Fifteenth Street. It is located partly on lands belonging to the Pullman Land Association and to the Palace Car Company. The surface at its lowest point is eight feet above the level of the lake, and augments in height toward the north and west until, at some points, it is twenty-five feet above the lake. The soil is blue-drift clay, about ninety feet thick, beneath which is Niagara limestone. On May 26, 1880, the first laborers commenced work; and an interesting lot of navigators they were. In excavations for large works, where hundreds of laborers are congregated, there are usually numbers of exceedingly indurated citizens, and the "Hotel De Grab" of Pullman was no exception. This was a roughly constructed frame building, where the laborers took their meals, and received its elegant cognomen from the system whereby its habitués helped themselves to the uncostly viands provided there. About one hundred and fifty of the workmen slept in old sleeping cars; and used to put their clothes under their bodies, to try and preclude their theft; but they were stolen. Nobody appeared to be especially minus any articles of apparel, but there was a constant rotation of vestments, indicative of a marvelous unanimity of peculative sentiment. These pioneers were a peculiar class and the men who had suffered penalties of the law the most times for offenses, were the Solons of the mass. But after the excavating and filling was completed they passed away, and the reign of order commenced.

On January 1, 1881, the first family moved to Pullman—that of a Mr. Benson, now superintendent of car

* The solitary policeman of Pullman is a species of gratuity from the village 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.

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—January, 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, wherein a city was built within ten months from the time the soil was first upturned to lay a foundation: * 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 twenty-five thousand feet; cement, twenty-five thousand bags; iron, fifteen hundred tons; sand, fifty-five thousand yards; glass, three hundred and fifty thousand superficial 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 ninety-four miles of lumber, and so forth. Just so inadequate as these figures are to describe volumes of buildings resulting from their employment, so is phraseology insufficient 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 Pullman. 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 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 elegantly and tastefully constructed and decorated, and its guests include the *haut 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 parsonage, whereby it forms an integral part of the building and adds to the general effect. The edifice cost \$57,000, 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 vocalism will be enhanced by the \$3,500 organ, built by Steer & Turner at Springfield, Mass. The interior of the

* Until January, 1883, 45,000,000 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, 1883; *The Western Manufacturer*, November, 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 this side of the New Jerusalem will sectional dogmatisms 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 alone. But the church—despite the rental necessary to be exacted on a primal cost of \$57,000—will not long be tenantless of devotional inmates; it is merely a question of the growth of the city and the consequent accretion to one of the sects there, whose members are now debating the expediency of renting the building. This *chef-d'œuvre* of ecclesiastical architecture is by S. S. Beman, as are all the other buildings in Pullman. From church to congregation is but a step; and this is an opportunity to recount the various sects that worship in Pullman.

RELIGIOUS—The first sermon preached in Pullman was on the last Sunday in November, 1881, by Rev. R. W. Bland, a Methodist minister, and his congregation comprised seventy persons. The Methodist Episcopal Church was organized by him in the ensuing January, with nineteen members. The first Sunday-school organized in Pullman was that of the Methodists, of which William Betzel was the organizer in April, 1881; the school being composed of six scholars at the first meeting and twelve at the second. At the time the Church was organized there were about sixty-five in the school. Rev. R. W. Bland continued in charge of the Church until the spring of 1883, when he was succeeded by Rev. F. W. Warne, the present pastor. Messrs. Gordon and Charles Starkweather are now class-leaders; the membership of the Church forty-five, the congregation one hundred and fifty, and the Sunday-school attendance one hundred. The first preaching services were held in the east depot building, then used for school purposes, and the first Sunday-school was held in the attic of the main office over the arch; the services at present are held in Room 60, Arcade Building.*

The organization of the Presbyterian Church of Pullman occurred August 13, 1882, with twenty-seven members, and a Sunday-school consisting of sixty scholars was constituted immediately thereafter. The elders were Dr. H. O. Rockwell, C. A. Dole and John McLean; and the deacons were Robert Rochester, M. G. Holmes and Charles E. Aylin. These gentlemen constitute the present bodies of elders and deacons, with the addition of C. F. Swingle to the former, and D. T. Averill to the latter. The board of trustees are Dr. A. C. Rankin, president; Jesse Wardell, secretary and treasurer, and E. W. Henricks, W. H. Clayton, Robert Rochester, C. L. Whitcomb and C. A. Dole. The services have always been held in the Market Hall. The present pastor is Rev. D. S. McCaslin,† who assumed charge February 1, 1883, previously to which the

pulpit was filled by supplies. The present congregation has eighty members, and the Sunday-school furnishes religious instruction to about two hundred adults and

Early in the summer of 1882, meetings commenced to be held by the members of the Episcopal faith in the library room, Arcade Building; and theology was supplied to them by an occasional minister, who conducted services according to the ritual. These meetings were held with tolerable regularity and the average attendance at them was about sixty persons. In the spring of 1883, the Sunday-school was organized. The services are now held in the Casino Building, in a hall that is especially fitted up for ecclesiastical purposes, and has a seating capacity for two hundred worshippers. The attendance is about ninety, and the Sunday-school has about fifty pupils. The present vestrymen are T. S. Johnson and John L. Woods,* appointed by the Bishop of the Diocese. Rev. J. Rushton is the present incumbent, and has been a resident of Pullman since December 1, 1883. Now that All Saints Protestant Episcopal Mission of Pullman has a settled pastor, the prospects for its growth are very encouraging; as there are a great many residents who have a predilection for the Episcopalian form of worship, and who will attend the services when they are regularly held.

The Baptist congregation was organized on January 1, 1882, with ten members. A union Sunday-school was being carried on at the time the congregation was 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: N. 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. Gordh being in charge at the time. October 9, 1882, Mr. Gordh 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 Marché 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, * To whom the collaborator is indebted for these particulars.

* 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.

THE PUBLIC LIBRARY.—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:

“Notwithstanding 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 unto 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, repaved to be disturbed for a water-main, repaved to be torn up for a sewer, repaved 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 right-hand and a wood-yard on its left; 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 contortions 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-

stract 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 population is part idler, part dreamer, part laborer, part 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 age is to see a full-grown man cutting 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 bond. Four per cent cottages are a nobler investment.

“As a second partial answer it may be said that beauty does not cost much more than deformity. Houses built by a wise architect cost no more than houses built by a simpleton. A neat, good house will go ten years without repair. Houses built on a line cost no more than houses built on the crazy-quilt plan. It is not more expensive to have five hundred persons go to one church than to have them go to ten different churches. No money is saved by having a church surrounded by wood piles or livery stables. A house with a few flowers in front will rent as well as though it had a ton of garbage and ashes at its doorstep. The stores in the arcade are just as profitable and pleasant as they would be were the mud six inches deep in front of them and your umbrella inverted by the wind. Except in parts of Chicago the time has passed by for having the pig-pen in front of the house. No money is lost by leading the pig to the rear.

“The man who first said ‘Cheap as dirt’ should have been slain for corrupting the public. The public needed

no persuading in that direction. “Dirt is expensive.” It will not bring the money and happiness cleanliness and beauty will bring. A thing of beauty is not only a joy forever, but it is a perpetual income. All harmony and symmetry and unity are conservative. If the wheel of a car or locomotive does not run truly, the axle heats, and will, if let alone, burn up the train. Nature hates discords. When the wheels of a city government run falsely, the car of progress must stop. The harmony of this town will be its source of wealth, and health, and happiness.

“The beautiful library-room with its five thousand volumes is one more detail in this collection of things useful and noble. Can a business firm afford to furnish libraries for artisans? There are two answers to this inquiry. Yes, great employers can afford to be kind to their men. They cannot afford to build up self at the cost of the workmen. 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 cloudy; A. T. Stewart ground his to 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 ball 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 similar in import. A library of good books is almost as sacred as a sanctuary. Here the mind and heart will be allured away from sin and temptation. Here in half-hours away from the noise of wheels, and amid pure and beautiful associations, the reader will soon feel the greatness of the world and of man, and will reach some realization of the duties and even glory of life. The gentleman who gave these volumes, and who has been the soul of this new alliance between capital and labor, has among the many good works of his life done no one act more useful or attractive than this last act recorded in these many books. I thank him, not only in the name of the grateful citizens of Pullman, but in the name of those good and kind beings in the outer circle who love to see the unfolding leaves and blossoms of a better civilization.”

The address was received with continuous applause and laughter. At its conclusion the Pullman Amateur Dramatic Club gave a sparkling little comedy, entitled “The Two Roses,” in a manner creditable to novices in the dramatic art.

Between the acts the library was visited and admired by the greater portion of the audience. It is on the second floor of the Arcade Building, the main entrance being through large folding-doors from the gallery,

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 have both 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. P. Bestor, Mrs. George M. Pullman, Mrs. A. Rapp, and Mrs. E. 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 elegantly bound volume but speaks to the appreciative heart of the workman; not a costly fauteuil but demonstrates that this luxury is for him; and that he, the grimy wage-worker, is conceded to possess sufficient artistic and literary appreciation and cultivation to properly estimate the comforts and elegancies 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 exhortation 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 workmen, 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 furtively 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 orders at present in Pullman are represented by the following lodges:

On September 25, 1882, a charter was issued to Court Model, No. 6,929, A. O. of F., with the following charter members: William Tilling, D. Hamilton, J. Sullivan, J. J. Healey, L. Lacousior, T. Sudds, F. C. Sudds, N. Poulson, J. F. Kauffman, W. J. Waddell, C. Justison, C. S. Algren, S. A. Clark, O. W. Moody, W. Adams, John McLean, William Rudy, G. H. Allen and F. Gaulter. The first officers of the court were: William Tilling, chief ranger; William Adams, sub-chief ranger; J. V. Halleka, recording secretary; W. J. Waddell, financial secretary; John McLean, treasurer; L. Lacousior, senior woodward; J. Sullivan, junior woodward; N. Poulson, senior beadle, and F. C. Sudds, junior beadle. The present officers are: William J. Waddell, junior past chief ranger; John Hales, chief ranger; J. F. Kauffman, sub-chief ranger; N. P. Sindell, recording secretary; J. F. Smith, financial secretary; C. Justison, treasurer; H. T. Webber, senior woodward; F. Gaulter, junior woodward; F. Farr, senior beadle, and S. Shaw, junior beadle. The court membership at present is seventy six.

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.

Pullman Lodge, No. 716, I. O. O. F., was organized on July 31, 1882. On November 22, 1882, a charter was issued to the following charter members: James A. Price, E. C. Tourtelot, George B. Burns, John McLean, Wyman Perry, J. G. Binder, W. H. Hall, J. S. Trainor, O. S. Smith, A. B. Swift, J. W. Davis, L. Lowenthal, G. Otto and J. R. Nichols. The first officers of the Lodge were: J. A. Price, N. G.; E. C. Tourtelot.

V. G.; J. S. Trainor,* R. S.; G. B. Burns, T.; J. G. Binder, C.; O. S. Smith, W.; W. Perry, R. S. N. G.; A. B. Swift, L. S. N. G.; L. Lowenthal, R. S. V. G.; J. W. Davis, L. S. V. G.; G. Otto, R. S. S., J. R. Nichols, I. G., and W. H. Hall, O. G. The present officers are: D. R. Estell, N. G.; L. H. Wilson, V. G.; J. F. Kaufman, R. S.; W. Perry, P. S.; F. H. Secord, T.; J. W. Groves, W.; H. L. Vanstone, C.; J. Vestrom, I. G.; W. H. Hall, O. G.; B. Brodhead, R. S. N. G.; C. J. Wagner, L. S. N. G.; George Parneman, R. S. V. G.; N. Franzen, L. S. V. G.; J. Helmki, R. S. S., and A. Johnson, L. S. S.

Palace Lodge, No. 765, A. F. & A. M., received its dispensation on November 1, 1882, and was chartered on October 4, 1883, with the following charter members: Fred H. Brown, W. H. Hall, L. H. Walker, W. H. Joyce, A. C. Rankin, Albert E. Barker, Thomas J. Owens, William H. Walsh, John Cannon, J. O. Brown, Wyman Perry, John E. W. Campbell, Robert W. Scott, W. W. Nelson, Charles E. Aylin, J. M. Tate, J. M. Taylor, D. P. Lanahan, D. R. Estell, James A. Kerr, L. H. Wilson, Andrew S. Gilso, Thomas Prentice, F. H. Secord, James R. Reniff and T. S. Johnson. The first officers were: Fred H. Brown, W. M.; W. H. Hall, S. W.; J. F. Ferguson, J. W.; A. C. Rankin, S.; W. H. Joyce, T.; A. G. Reynolds, S. D.; W. S. Ellis, J. D.; A. Wallace, S. S.; H. Stewart, J. S., and Andrew S. Gilso, tyler. Some of these officers were absent members of other lodges who, when Palace Lodge was in its infancy, assisted in the organization of the Lodge. The present officers are: Fred H. Brown, W. M.; L. H. Wilson, S. W.; C. E. Aylin, J. W.; William H. Walsh,† S.; W. H. Joyce, T.; J. M. Taylor, S. D.; J. M. Tate, J. D.; J. O. Brown, S. S.; D. P. Lanahan, J. S., and Andrew S. Gilso, tyler. The officers elected for the ensuing Masonic year and now (January, 1884) awaiting installation, are: Fred H. Brown, W. M.; L. H. Wilson, S. W.; C. E. Aylin, J. W.; J. O. Brown, S., and Wyman Perry, T. The deacons, stewards and tyler are necessarily unappointed.

Harmony Lodge, No. 110, K. of P., was organized on September 16, 1882, with seventeen charter members, and forty-two for the first rank. The first officers were: C. Bergman, P. C.; E. Shellgren, C. C.; C. F. Rydberg, V. C.; C. Svanson, P.; G. Johnson, M. of E.; J. C. Bergqvist, M. of F.; C. O. Ullin, K. of R. and S.; J. Ahlgren, M. A.; C. J. Sandstrom, I. G., and C. J. Johnson, O. G. The present officers are: F. Pederson, P. C.; George Parneman, C. C.; John Linde, V. C.; Hans Ose, P.; Charles Bergein, M. of E.; Olof Peterson, M. of F.; Charles Lundgren,‡ K. of R. and S.; Christian Ose, M. A.; John Tolf, I. G., and O. Anderson, O. G. The membership at present comprises one hundred and two Knights of Pythian chivalry.

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 Commissary Brennan and Sir Knight Herald Peck: Sir Knights, L. J. Church, Jr., commander; H. D. W. 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.

Calumet Lodge, No. 215, A. O. U. W., was insti-

*Because of the pains-taking urbanity of this gentleman these facts are presented.

†From whom these particulars were obtained.

‡Who furnished this information.

§From whom these facts were procured.

tuted in May, 1882, by Charles L. Wight, D. G. M. W., with forty-five members, and the following officers: Charles V. Gross, P. M. W.; Joseph Berry, M. W.; George S. Asquith, F.; O. B. Smith, O.; Theo. Von Koenig, recorder; D. Estell, financier; F. W. Koon, receiver; James Sequa, G.; S. S. Marsh, I. W., and J. M. Price, O. W. The Lodge at present has fifty-two members and the following officers: D. Estell, P. M. W.; F. Grabert, M. W.; Joseph Sequa, F.; R. Gilbert, O.; D. L. Beach, recorder; S. N. Pullen, receiver; C. F. Alward, financier; J. Condon, G.; J. Mahon, I. W., and J. W. Bruns, O. W. The trustees are Charles V. Gross,* B. Brodhead and James Sequa.

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 theater that is 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 peculiarity of the architecture and the beauty and uniformity of the whole interior arrangement. A snug, cosy 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 gilding. 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 verging 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 lavender and silver; in its center rises a huge, stained-glass skylight, from which depends a magnificent bronze chandelier of somewhat elaborate though tasty design,

*The source of information whence this data was obtained.

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 Moresque in style, with many little domes, minarets 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, laced with gold thread, shade the lower boxes, while from the upper boxes hang very heavy embossed olive velvets, presenting an *ensemble* indescribably rich and elegant. The proscenium and first side sets are most admirably executed in design and color, and while in thorough keeping with the arrangement of the whole interior, form a soft and fitting framework for the drop curtain, which excels in every particular any other in the country. The scene is taken from the Orient, and depicts a Moresque balcony with elaborately carved colonnades running into graceful arches as they approach the cupola. Upon the polished floor stands an empty chair, of Moorish design, over one arm of which has been carelessly thrown a crimson robe, while near it is a delicate ebony stand hung with slender gold chains and supporting an incense chalice of gold; beyond gleams the blue water of the Bosphorus, while still farther in the distance rise the turrets and spires of a Byzantine town; drawn back from the scene as side drapings, by slender cords of gold, are represented heavy curtains of old gold merged into a border of rich, dark green, heavily fringed with gold. The perspective is simply perfect, the color is rich and warm, and the execution most delicate and accurate in detail and entirety. Mr. Hughson Hawley, of the Madison Square Theater of New York City, designed the drop curtain, and the chromatic effect of the entire auditorium. The stage is a model of smooth working, and the properties are arranged with a view to convenience and rapid handling. The latest improvements in stage apparatus have been adopted in detail, and a perfect system of electric and gas apparatus reaches every part of the theater. The dressing-rooms are gems of neatness and convenience of arrangement, while the orchestra is equal to that of any other theater. This beautiful temple of dramatic art was erected at a cost of \$35,000, exclusive of the walls, which are a part of the Arcade Building. The theater has a seating capacity of one thousand, and is minutely provided with every appurtenance for the extinguishing of fire, and amply furnished with means of exit for the audience in case of a conflagration. Mr. Pullman retains, through his stage and dramatic business manager, direct and personal control of the management of the house, and censorship of the plays whose production may be there contemplated.

On January 9, 1883, the theater was formally opened, when the Madison Square Theater Company played "Esmeralda," and the following invited guests of Mr. Pullman graced the auditorium: Messieurs and Mesdames Wirt Dexter, William Penn Nixon, Robert Patterson, Kindley, W. A. Lincoln, O. W. Potter, W. C. D. Grannis, Murry Nelson, John B. Jeffery, E. T. Jeffery, W. W. Kimball, Charles Towne, H. S. Monroe, Arthur Towne, C. M. Henderson, Sidney Williams, George Armour, Philip H. Sheridan, L. M. Johnson, Edwin Walker, A. A. Parker, Thomas Hoyne, Michael V. Sheridan, Henry Field, John Jones, James McKay, N. K. Fairbank, Charles Barnes Thompson, Charles Ham, G. B. Marsh, Jesse Spaulding, W. H. Volkmar, John M. Clark, Stewart Clark, S. B. Cobb, J. McGregor Adams, A. S. Chetlain, R. N. Isham, Jerome Beecher, T. B. Blackstone, C. B. Sawyer, W. E. Strong, J. W. Doane, Alfred Cowles, M. Marsh, John C. Dunlevy, J. C. Peasley, W. F. Cobb, Edson Keith, Lyman Trumbull, George L. Dunlap, C. B. Farwell, H. C. Humphrey, Byron P. Moulton, Harman Spruance, Marshall Field, Thomas L. Kimball, J. T. and Mrs. Torrence, Peter and Misses Van Schaack, Miss Lizzie Eames, Mrs. James D. Whitmore, R. W. and Mrs. Dunham, Huntington W. Jackson, Frank Stone, Robert Barry, O. S. A. Sprague, Philip Wadsworth, Leslie Carter, A. B. Pullman, Graeme 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. E. Cooke, David Swing and daughter, Mr. and Miss Cox, Mrs. M. 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 N. 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. Benyard, J. F. Gregory, William H. Clarke, Daniel Johnson, George W. Montgomery, Louis Fisher, M. Matthews, Watson Blair, Philo Wilbur, John Crerar, Jr., A. S. Weinsheimer, H. H. Hewitt, M. Nichols, G. H. Quinn, E. A. Jewett, George M. Gray, O. A. Lochrane, 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 Crerar, Lyman J. Gage, J. W. Doane, David Swing, O. A. Lochrane, Edson Keith, and B. H. 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-

prising 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 has generously consented to make a brief address upon topics suggested by this occasion. It affords 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 loving 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

here. You know him as your neighbor. You love him as your friend. You speak *his* name and you have christened the town.

"This is indeed a monument worthy of a brave, wise, just and liberal man. But there is here a likeness that is more than in name. In its industry, in its returns of economy and frugality and wise financial results; in its order, in its quiet, in its comfort, in its culture and its beauty, this town expresses the brain and heart and manhood of your friend as fully as its name repeats his own.

"Such is this place in its form. Such were the conditions that made its creation possible. And now you logically ask that which I have almost answered in telling *what* Pullman is and *how* it has been built, *Why* was it wise to do the thing as it is being done?

"Let me attempt a simple answer. This great palace car company operates its lines from Brindisi, by the far waters of the Adriatic, to the Golden Gate of California. Its cars are peculiar in construction. It must build them for itself. To build them most economically and best the company can also build all other cars of every grade for every kind of use. The demand is enormous. Five great shops are thus used to-day, at St. Louis, at Detroit, at Elmira, at Philadelphia, and here at Pullman. Here alone two thousand men are thus employed.

"Needing, using this army of industry, you and I can see the wisdom of having this labor close by the factory and shops.

"Then follows, from simplest rules of practical economy, the wisdom of dealing with this labor fairly and justly. The employer who gives his laborer the best home at the lowest price that will secure fair interest on the investment, by so much really increases that laborer's wages. If for every dollar that a man can earn in Chicago it costs him ninety cents to live, his profit is just ten cents. If he can get just as good living here for eighty-five cents, he practically on the same wages earns five cents to each dollar more here than he does there. That is, he saves five cents to the dollar more.

"So if it was wise to secure cheaper houses for the men, it was even wiser to secure better houses, so that the wife and child should be happier during the day, and the man happier when he comes home at night tired and needing rest for eye and heart, as well as body. The dirty tenement and the unwashed and uncombed wife and the dirty and unkempt children drive men from home to groggery and saloon. The flower in the pathway; the tree by the sidewalk; the church spire; the lighted and warm and graceful Arcade; the reading room and library; the ball ground; the boat course and the theater are worth all they cost in dollars and cents, because of the interest in dollars and cents that they will certainly return. They will pay, I know they will pay, because they will help the working people of Pullman to grow upward as God meant that labor should grow, and not downward as capital, tempted by the devil of selfishness and greed, has so often compelled labor to grovel and debase itself.

"Then if beauty and cleanliness, and recreation and culture counted in securing just money returns, the next step was naturally to provide honest shops and stores for sale of honest food at honest prices; schools for children; churches for those who would worship; play-grounds for athletic sports; boat tracks; books for those who would read, and the theater for such as felt need of such recreation. As I have already said, it all pays and will pay. Men must play! Men will play! They must have and will have rest and recreation.

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 groggery and the gin mill, 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.

"But 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-

gining was wise, the end will be beneficent. This is not experiment. The idea was involved in that first idea of beauty and harmony subservient to use and comfort, to answer which the first Pullman palace car was built. In 1863 or 1864 they were put in use. And just as surely as they wheeled their way at once into being a necessity, and proved themselves a wise investment, just so surely this experiment of a factory town, where beauty, books, art and culture adorn labor and lighten its burdens and increase its joys, is already an accomplished and demonstrated success. It is no longer an experiment. It is a proved result.

"To what does it lead? I can keep you no longer by what must at the best be only brief analysis and unsatisfactory suggestion. Shall men be manlier for this brave effort? Shall women be sweeter and kinder? Shall children be more hopeful and more aspiring? Schools shall here culture and teach. Churches shall lift the people up by simpler faith and broader and more Christ-like charity. Books shall broaden and art shall develop. Men must thus be manlier and better, for

"Man, though he beareth the brand of sin,
And the flesh and the devil have bound him,
Hath a spirit within, to old Eden akin,
Only nurture up Eden around him."

"Pullman will build cars, and will teem with manifold production. Labor will earn fair wages and capital will get generous returns. But better than factory, and richer than material production; sweeter than flowers and more beautiful than theater, or library, or church, shall be the manhood that will be developed here."

The curtain then dropped, and at nine o'clock rose upon the first scene of "Esmeralda." This episode of Carolina life was well presented and enjoyed by the auditory. Somewhat of a coincidence is in the fact, that in a few days more than one year from that night, another play representing life in Carolina was exhibited: "The Mountain Pink." Apart from its *mise en scène*, this latter melodrama is distinctively of Chicago; written by Chicago authors—Morgan Bates and Elwyn A. Barron—owned by a Chicago man and played by a Chicago company.

The Arcade Building is two hundred and fifty feet long by one hundred and sixty-four feet wide, and is ninety feet high. Just south of this building are the livery stables, one hundred and sixty feet by one hundred and ten feet, and containing stalls for fifty-six horses. A portion of the front of the building is occupied by the Pullman Fire Department, which was organized on August 4, 1881, as a volunteer hose company, with apparatus consisting of two two-wheeled hose-carts. The inaugurators of the department were: J. Vogt, Nelson P. Sindell, J. Sanders, F. Mathews, Frank Robins, William Palmer, W. Mathews, M. Saxon, A. S. Gilso, O. W. Samson, J. W. Roy, H. Potter, J. Mason, Theodore Von Koenig and J. H. Frayer. The first officers were: J. Vogt, chief; O. W. Samson, captain; J. W. Roy, lieutenant; Harvey Potter, secretary, and J. Mason, treasurer. The present constituency of the department is as follows: J. Vogt, chief, and Nelson P. Sindell, secretary.

Hose Company No. 1—O. W. Moody, captain; W. Palmer, lieutenant; F. Mathews, Frank Robins, Otto Rhybuck, T. A. White, Edward Klatt, William Lyons, and R. Gibson, members.

Hook and Ladder Company No. 1—John H. Frayer, captain; H. Worman, lieutenant; Ernest Klatt, William Denton, J. Sanders, J. Frame driver, A. M.

Hoover, J. Kettler, J. Mathews and L. Laycock, members.

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 swarming 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 habitation, 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 Dolton 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-one hundred total population.

It is the intention of the Board of Education to provide 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 centum 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., president; E. W. Henricks, clerk; J. Christianson, N. F. Van Winkle and E. C. Tourtelot, members.

Southeast of the depot, at the junction of Stephenson* 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 manufactures 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. Northeast 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 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 lime, which abstracts all impurities. The gas works are under the charge of Edgar Williams, who is also the engineer-in-charge of the various municipal works. At the gas works also are kept gas pipes, 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 using it exclusively to heat its kitchen ranges. At the foot of the Boulevard, on the shore of Lake Calumet, stand the Grand Stands. It is an accepted physiological dictum that the play of those engaged in laborious occupations, to be acceptable to them, must be of an atheletic character; it is also a necessity for the health of those engaged in sedentary employments that they should engage in outdoor amusements, and to fulfill these two requirements, Mr. Pullman determined to make grounds suitable for the purpose. A dredging-machine was accordingly set to work, and by its means a piece of land was separated from the main land; the channel thus made formed an excellent water-course for boating purposes, and a skating-pond in winter, although the Calumet Lake makes an excellent rink. A bridge connects the island with the main land. The base-ball and cricket park is on the main land, immediately south of the gas works. The action of Mr. Pullman in providing the land-and-water arena was heartily appreciated,

* The streets running north and south are named Morse, Watt, Stephenson, Fulton and Ericsson avenues.

and an Athletic Association formed. The officers are: E. W. Henricks, president; D. R. Martin, vice-president; J. P. Hopkins, treasurer; Alex. Harper, secretary, and W. C. Dole, Jr., athletic instructor. The directors are: E. W. Henricks, J. P. Hopkins, J. L. Woods, M. A. Lincoln, F. A. Secord, J. W. Hazlehurst, Jesse Wardell, John McLean, A. Rapp, D. R. Martin, and Alex. Harper. The Pullman Athletic Association is one of the clubs constituting the Mississippi Valley Amateur Rowing Association, whose sixth annual regatta was held at Pullman, on July 27 and 28, 1883. The Pullman Boat Club furnished contestants at the regatta as follows: Four-oared gig: O. L. Holmes, D. R. Martin, J. E. Hinkins, J. M. Price; coxswain, C. Bronson. Six entries. Senior four: Same oarsmen. Six entries. Six-oared barge: O. L. Holmes, D. R. Martin, J. E. Hinkins, J. M. Price, — Hawkes, Hubert Woods; coxswain, C. Bronson. Six entries. The regatta was a success, but the coffers of the Athletic Association was not aggrandized by its occurrence; this the officers intend to remedy, and as they are all practical business men, as well as ardent acolytes of the Temple of Hercules, it is confidently predicted that future exhibitions, under the auspices of the Athletic Association, will be profitable as well as pleasurable. They have an excellent gymnasium, and in addition to the boat club, have a cricket club and a base-ball club, of which C. L. Stokes and L. Reis are captains respectively. A foot-ball club is also in process of formation. On the island is a race-course, about one sixth of a mile in length, for pedestrian races, and, within the race-course, an excellent tennis ground; and the grand stands can accommodate about seven thousand spectators. Standing in the vicinity of the grand stands and looking westward up Florence Avenue, or One Hundred and Eleventh Street Boulevard, the spectator can see some of the most elegant of the residences of Pullman, and the beautiful Arcade Square. Light and air, cleanliness and beauty, utility and comfort are written all over Pullman; in its houses, its roads, its markets, its plats of beautiful flowers and, most important testimony of all, in the faces and figures of its workmen. The houses are graded in size and elegance according to the rent exacted in return for their occupancy. But they are not classified like barracks; the design is characteristically uniform, but without painful sameness, and there are pretty and distinctive features about each block of buildings. The rent paid ranges from \$6 to \$65 a month, the average rent being about \$14. In all the houses are gas and water, and where else can a brick house be rented with these advantages for \$14 a month? and that, too, in a city where markets are convenient, traveling facilities plentiful and health smiles from the faces 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 sparkling eyes, rosy cheeks and joyful voices of the hundreds of 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 far from the sober homes of the workmen—the money saved is so much available capital devoted to home uses; he has provided excellent schools—knowledge is

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 unearths 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 foetid 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 graveled 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 a peculiar labor-saving institution; upon the center rails runs a dummy engine, and upon the side rails are platforms, whereon 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 underwent 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 chrysalide stall 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 skillful 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 scroll saw to the hammer striking 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 fifty feet, and containing twelve boilers, twelve feet long by six feet in diameter, in which steam is generated by means of shavings, delivered from the wood-working 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 cut stone, the stories above are of brick with stone trimmings. Above the tank is an observatory from whence the beautiful land and water-scape can be viewed. On the third floor the Pullman Band meet for practice; H. E. Crooks, leader. Attached to the organization is a string band. In the basement are the Cope and Maxwell pumping engines that have a capacity of five million gallons in twenty-four hours, which pump about one million gallons of sewage per diem and from three-quarters of a million to one million gallons of water per diem; and underneath the floor of the machinery room is a vaulted reservoir, seventy feet square and thirty feet deep. Into this chamber, or reservoir, all the sewage and stercoraceous matter of the city is drained. The method of its disposal constitutes one of the marvels of Pullman. This is a product of the ingenuity of Benezette Williams, civil engineer, in applying what is termed the separate system of sewerage and is thus, in effect, described by Mr. Williams,* who is now the consulting engineer of Pullman. The site of Pullman, a broad, flat prairie upon the border of a shallow, inland lake, three miles long by one and a half miles wide, rendered it impracticable to have 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 Pull-

man, 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 upon a 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 *cloaca* 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 fetor, 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 foulness in the atmosphere. The sewage is pumped without screening by the two engines hereinbefore adverted to, and valves of special make are used. Cotton waste, lumps of wood, cloths, 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 with half an inch mesh, and then is passed out 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-

* The Pullman Sewerage, a paper by Benezette Williams, read June 5, 1882, 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 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 *resumé* 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:

Potatoes.....	7,500 bushels
Onions.....	800 "
Sweet Corn.....	36,000 ears
Field Corn.....	400 bushels
Carrots.....	100 "
Beets.....	100 "
Parsnips.....	250 "
Cabbage.....	150,000 heads
Squash.....	25 tons
Celery*.....	240,000 bunches

Experience has demonstrated that of these vegetables all thrive well on sewage farms but potatoes, and the cultivation of those tubers on the Pullman farm will be discontinued. The harsh, cold weather of the past agricultural season seriously impeded the tillage of the farm, and injured the crops, despite which two disadvantages the farm made an excellent financial showing, and this year, provided the weather is reasonably clement, the farm will pay a handsome percentage of interest upon the money invested in its creation, and thereby another economic question of great and cosmopolitan interest will be solved by Pullman.† One chemical fact, in connection with the farm, demonstrates how thoroughly the earth performs its work of cleansing and purifying; the sewage water after passing through the under-drains is more limpid than that of Calumet Lake. A canal from the northern end of Lake Calumet to the Calumet River, running a little north of One Hundred and Tenth Street, is a commercial necessity, and has been favorably reported upon by the United States Engineer Department. This would afford easy and quick communication from Pullman with Lake Michigan, and would also be beneficial to Cummings and the Calumet Iron & Steel Company.

*The celery raised upon the sewage farm is said to be as fine as any grown.

† The tables presented, of the Pullman farm, and a vast amount of other matter given in this article, are due to the painstaking courtesy of Duane Doty, —the *vade mecum* of statistics, data and facts about Pullman—who allowed himself to be interrogated in *secula seculorum*.

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 Iron Machine Shop, one hundred and three feet front by two hundred feet in depth, in which building the nickel and silver plating is performed and the disciples of Tubal Cain work in iron and brass.

North of this building, with which it is connected, is 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.

Immediately in rear of the blacksmith shop is the Hammer Shop, one hundred and sixty feet by two hundred and fifty feet. It is a hip-roofed building, with a lantern on top, furnishing light and ventilation to the workmen. In this building are the ponderous hammers, whose nicety of adjustment enables them to strike a blow of fifteen hundred pounds or crack the shell of a filbert with equal facility and precision; and by these Titanic means the heavy-forging, such as car-axles, etc., is performed.

North of the blacksmith shop are the Allen Paper Car-Wheel Works. These works occupy a building three hundred and seventy feet frontage by one hundred and fifty feet; or rather two buildings forming, with the connection in the center, an "H"-shaped building, fronting the street laterally. This manufacture is carried on 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 drill where holes are bored through plates and paper. Into these holes bolts are driven and secured with nuts, and a steel center is then placed in the wheel, which is cast in the foundry in rear of the main works. The 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 by the Pullman Palace Car Company on those sleeping-cars whereon the expense of maintaining trucks is borne by the company. This building extends to the limit of Pullman proper. In the rear of the workshops, 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 switches abound, and other devices for utilizing the mechanical powers and economizing manual labor are dispersed throughout the vast grounds.

Northeast of the Allen works are the buildings of the Pullman Iron and Steel Works, at present employed in the manufacture of an improved railroad spike, for which great superiorities are claimed—apparently with reason. The proprietors are, however, putting in iron and steel bar-mills. The manufacture at present is fifty tons of spikes per diem, in the making of which product eighty tons of iron and steel are used daily. General work is also maintained upon the buildings, making the plant and erecting the bar-mills. The present works are in a building one hundred and forty-four feet by two hundred feet, and therein one hundred men are employed. The officers of the company are L. M. Johnson, president; W. E. Barrows, vice-president; Frank B. Felt, secretary and treasurer, and James P. Perkins, general manager. West of the Pullman Iron and Steel Works are the new wood-working shops and the freight-house; and closely adjacent thereto is the round-house for the many locomotives employed in and around Pullman.

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 to learn the trade of machinist. August 1, 1883, he took his present position, having previously worked in similar establishments at Albany and Hudson, N. Y.

S. S. BEMAN, architect of Pullman, 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 1,300 dwelling houses for the employes. Mr. Beman 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 affairs of Pullman, excepting the building of cars and operation of the car works. Mr. Beman is also the architect of the new office building now being erected by the Pullman company in Chicago, to cost \$500,000.

JAMES V. BOGART, of Anderson & Co., proprietors of meat market, was born in Will County, Ill., October 17, 1848. He lived on a farm till fourteen, since which time he has been engaged in the meat business. In 1864 he enlisted in Company E, 39th Illinois Volunteer Infantry. He was promoted Corporal and mustered out December 17, 1865. He came to Cook County in April, 1881, and embarked in his present business June, 1883. Mr. Bogart is a member of Pullman Lodge, A. O. U. W. In 1871 he married

Miss Sarah Olive Shuk of Indiana. They have two children—Joseph Edgar and Olive Vivian.

DR. J. O. BROWN, dentist, was born in Livingston County, Ill., September 12, 1857. He was raised principally in his native State, but has spent a number of years in Indiana and Iowa. He began the study of dentistry in 1879, and was traveling dentist in Mississippi a short time, and had an office in Hot Springs, Ark., 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 Palace Lodge, No. 765, A. F. & A. M.

J. W. BROWN, engineer, was born at Bath, Steuben Co., N. Y., November 13, 1843. He was raised and educated in Chicago and began to learn 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 ran a stationary engine in Chicago, until, September 18, 1883, he came to Pullman, where he has charge of the Corliss engine. This same engine drove much of the machinery at the Centennial Exhibition, is of 2,500 horse-power, and drives all the machinery at the Pullman Palace Car Company. Mr. Brown is a Mason and belongs to the Engineers' Association. In 1879 he married Miss Emma C. Davidson of Chicago. They have one son—George Edward.

EDWARD H. CALLAWAY, 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 superintended the taking of the census of 1880. After its completion, in June, 1881, he resigned and embarked in commercial business until he came to Chicago, in April, 1882, the next month taking his present position. He married Miss Florence Andrews, of Providence, R. I., January, 1882.

JOHN B. CREIGHTON, police station keeper at Kensington, was born in Montreal, Canada, December 26, 1846. His parents' family coming to Lyons, now Riverdale, Cook 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 1867, when he removed to Hyde Park and embarked for himself for six years. He was then foreman from 1874 to May 1, 1883, when he went on the police force. In 1873 Mr. Creighton married Miss Appilena Dewar, of Morris, Ill. They have three children—James B., Jr., William F. and a daughter unnamed. He is a member of the Masonic Order of Hyde Park, and has served one year as water inspector.

DUANE DOTY was born in Loraine County, Ohio, September 13, 1836. His childhood and youth were passed in Michigan, and he graduated from the State University at Ann Arbor in 1857. During the Rebellion he was an officer and war correspondent. For two years he was editor of the Detroit Free Press; then was for ten years Superintendent of Public Instruction at Detroit. In 1875 he was called to Chicago, where he was City Superintendent of Schools for five years. Since 1880 Mr. Doty has been employed by Pullman's Palace Car Company, and now resides in Pullman.

GEORGE G. DURRELL was born in York County, Me., April 24, 1841, and raised and educated in Massachusetts. He has always followed carpentry and joining, and for ten years did stair building. He came to Pullman July, 1881, entering the employ of the Pullman Palace Car Company, and March, 1883, was promoted foreman of the carpentry department. Mr. Durrell is a member of Tuscan Lodge, No. —, A. F. & A. M. of Lawrence, Mass.

ALLEN T. HALLENBECK, superintendent of Allen Paper Car-Wheel Works, was born at Hudson, N. Y., November 28, 1840. He has followed mechanism since 1855. In 1861 he enlisted in Company C, 1st New York Engineers, was promoted Sergeant, and mustered out July 2, 1865. Since 1876 he has been engaged in the manufacture of paper car wheels, being with the Allen Paper Car Wheel Works at Hudson. Mr. Hallenbeck came to Pullman in October, 1880, in the employ of the same company, who promoted him foreman March, 1881, and superintendent April, 1882.

J. W. HASLEHURST, merchant tailor and dealer in gents' furnishing goods, was born in Brooklyn, N. Y., April 14, 1856, and was there raised. He was a salesman three years in St. Louis, Mo. In 1881 he went to Atchison, Kan., and embarked in the clothing business; spent a year at Fort Worth, Tex., and July 1, 1882, came to Pullman, where he established his present business.

C. W. HENDRY, foreman of the foundry of the Allen Paper Car Wheel Works, was born in Middletown, Orange Co., N. Y., August 28, 1851. He was raised in Troy and Saratoga County, N. Y., and in the spring of 1866 began life as a mechanic. November, 1882, he took his present charge at Pullman. Mr. Hendry married in 1872 Miss Caroline Cull, of Brandon, Vt.

E. W. HENRICKS, agent for the Pullman Palace Car Company, was born at South Bend, Ind., August 2, 1848, and there was

raised. He graduated from the United States Naval Academy, Annapolis, Md., June 9, 1867, after which he served five years in the navy, filling the several positions of midshipman, ensign and master. In 1872 he returned to South Bend, where he engaged in the manufacture of paper. He was afterward in the employ of Oliver Chilled Plow Works, at Mansfield, Ohio, until, September 22, 1880, he obtained the position of chief clerk, and November 8, 1883, agent of the Pullman Palace Car Company. He is Village and Town Clerk, and is a member of Calumet Lodge. September 11, 1872, Mr. Henricks married Miss Lizzie Van Winkle, of South Bend, Ind. They have two children—Mary Louise and John Noah.

C. M. HEWITT began as time-keeper in the iron department of the Pullman Palace Car Company June, 1883. He afterward took a contract for iron work, until promoted to his present position, that of superintendent of the iron department. In this there are employed 450 men, and it is the largest under any one head in Pullman. The machine shop is said to be the finest equipped in the United States.

L. H. JOHNSON, dealer in hardware, was born in Norway May 5, 1834. He came to America in 1857, and followed building and contracting and the real estate business in Chicago about twelve years, after which he carried on merchandising at Millbrook, Ill., four years. He has spent eight years in California and a year each in Montana and Idaho, engaged in mining. He came to Pullman in the spring of 1882. Mr. Johnson was married, in 1869, to Miss Martha L. Knutson, of Chicago. They are members of the Lutheran Church of Chicago.

T. S. JOHNSON, photographer, was born in Chicago May 14, 1850. His mother's maiden name was Naomi Ellis, who came with her parents to Chicago in 1831, and lived for a short time in old Fort Dearborn. His father, John Johnson, came to Chicago in 1836. He was raised on a farm in Thornton Township until he was fifteen, when he attended Chicago University until 1867, studied painting for a short time, and in 1869 engaged in photography. He was married to Miss E. L. A. Fortier in 1874. She dying in 1877, he returned to farming. At Thornton he re-engaged in photographing in 1879; then at Crete, Will Co., Ill., in 1880, where he remained until he came to Pullman, November, 1882. In 1881 he married Miss Mary C. Whalen, of Indiana. He is a member of Palace Lodge, No. 765, A. F. & A. M.; also a member of All Saints' Episcopal Church, and junior warden of the same.

M. P. KILBORN, proprietor of meat market, was born in Norwich, Vt., October 30, 1830 and was there raised. In 1850 he went to Boston, Mass., where he was in the grocery business two years; thence to Cincinnati, Ohio, where he was private secretary and cashier for Nicholas Longworth five years. While residing there Mr. Kilborn had the pleasure and profit of the acquaintance of many notable men, as President Hayes, Hon. Thomas Corwin, Chief Justice Chase, and many others. He was then identified with the Powell Iron Works about eight years, during the time representing the company in the South and Western States. In 1864 he engaged in insurance at Lansing, Mich., and in 1867 came to Will County, Ill., where he was engaged in stock-raising and farming. He was also connected with the Chicago & Wilmington coal mines for a number of years, and at the same time was engaged in the grain business, the firm being Willard, Kilborn & Co., after which he was identified with the Enterprise Straw-Board mill of M. D. Keeney as supply agent for six or seven years, or until he began business in Pullman, October 1, 1883. Mr. Kilborn is a member of the I. O. O. F. of Illinois, and has been representative to the Grand Lodge of the State ten years. In 1858 he married Miss Mary E. Higdon, of Cincinnati, Ohio. They have one daughter, Mary E.

JOHN McLEAN, physician and surgeon, was born in Franklin County, Ill., October 7, 1837, where he was raised. In 1858 he commenced the study of his profession in the office of F. Ronalds, M. D., in Benton, Ill. In October, 1860, he entered the St. Louis Medical College, attending the session of 1860 and 1861. Enlisted in Company A, 40th Regiment Illinois Infantry, August 10, 1861. In November was promoted to Second Lieutenant. On April 6, 1862, he was wounded at the battle of Shiloh. Resigning his commission September 23, he entered Rush Medical College in November, and graduated from that college, January, 1863. He located in Duquoin, Ill., in June, where he resided and practiced medicine until he removed to Pullman, October 22, 1881. The Doctor is a member of the I. O. O. F., K. of H., A. O. F., G. A. R., and a member of the State Board of Health. He married Miss Eugenie Paris in September, 1871, who was born in St. Joseph, Mo., and raised in California. They have one son, Guy M.

DANIEL MARTIN was born in Schoharie County, N. Y., January 20, 1842, and was there raised. In 1864, in Knox County, Ill., he engaged in building railroad bridges and carpentering until he came to Chicago in 1863, continuing at his trade. In

April, 1880, he located at Pullman, where he is superintendent of the carpentry department. Mr. Martin is a member of the Masonic Order. In 1870 he married Miss M. J. Black, of Burlington, Iowa. They have one son, Edgar D.

DANIEL R. MARTIN, principal of the Pullman public schools, was born at Williamstown, Orange Co., Vt., June 4, 1852. He was raised in his native State, and graduated in 1874 from the Williston Seminary, East Hampton, Mass. He afterward spent the freshman year at Amherst College and the sophomore year at Cornell University, and has since made teaching his profession. Mr. Martin came to Cook County in 1876, and November 21, 1881, took his present position. He is a member of the Bowen Lodge, A. O. U. W., of Kensington, Ill.

ANDREW C. RANKIN, physician and surgeon, was born in Ripley, Brown Co., Ohio, June 22, 1828, and was there raised. He graduated from Ripley College in 1847, and from the Medical College of Columbus, Ohio, in 1852. In the spring of 1856 he went to Lawrence, Kan., to assist in making that a free State, and was with the Jim Lane and John Brown forces in many of their encounters with pro-slavery men. He attended the wounded at the battle of Black Jack, among them Watson Brown, who was afterward killed at Harper's Ferry. In 1862 he entered the war as a contract surgeon, and in August became surgeon of the 2d Board of Trade, or 88th Illinois Volunteer Infantry; six months after he was made hospital surgeon at Stone River; then took charge of the Government hospital at Albany, Ind., three months; was then sent to Camp Nelson, Ky., where he had charge of a hospital of 1,500 beds. In December, 1865, he settled in Loda, Ill., in the practice of medicine, and was also examining surgeon for United States pensions. The Doctor came to Pullman in May, 1881. In October, 1851, he married Miss Susan R. Howser, of Felicity, Clairmont Co., Ohio. They have two children—Ellen R., now Mrs. W. H. Copp, and Louie Quindaro, now Mrs. Edward Slocum. The Doctor is a member of the Illinois Central Medical Association, the State Medical Society, and the American Medical Association. He is also a charter member of Pullman Palace Lodge, No. 765, A. F. & A. M., and Sir Knights of the same Order. He belongs to the Presbyterian Church, and is president of its board of trustees.

A. D. RICHARDS was born in Onondago County, N. Y., April 9, 1836. In the class of 1856 he graduated from Union College, Schenectady, N. Y.; then taught until May, 1861, when he enlisted in the 35th New York Volunteer Infantry. He re-enlisted in the 10th New York Artillery, was on staff duty, and at Petersburg, Va., was made inspector general. After the war he followed teaching until, in 1876, he engaged as drug clerk in Chicago, his principal occupation the past twenty years. He came to Pullman November 28, 1881, where he is clerk and book-keeper in the carpentry department of the Pullman Palace Car Company. Mr. Richards is a member of the George H. Thomas Post, No. 5, G. A. R., Chicago. In 1858 he married Miss S. E. Bailey, of Jefferson County, N. Y. They have one daughter—Carrie E., now Mrs. C. C. Mason.

N. W. ROBINSON, mechanical engineer, was born in Grand Isle County, Vt., January 8, 1823, and was educated in Vermont and New York States. He had charge of several works and iron mines in the East, and from 1869 to 1873 was in California operating the diamond drills, for mining and testing mines, being the introducer of that appliance on the Pacific Coast. June 1, 1879, he came to Pullman and had charge of the machinery department and steam-fitting until April, 1883. He is now engaged in building transfer tables for moving cars, on which he has a patent, and is at present having his work done by the Union Foundry and Pullman Car-Wheel Company. In 1848 Mr. Robinson married Miss Elmira Winter, of Essex County, N. Y. They have five children—Arthur B., Charles, Elizabeth, Hurd and Frederick.

CHAUNCEY B. SEATON was born in San u-ky County, Ohio, March 17, 1848. He lived in his native State until 1868, 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 1881 he returned to Chicago, engaging in the same business, also in architecture. Mr. Seaton came to Pullman in 1882, where he is draughtsman in the construction department of the Pullman Palace Car Works.

WILLIAM W. STEWART, lawyer, was born in Pittsburgh, Penn., December 14, 1827. In 1829 his parents moved to St. Joseph County, Mich., where he was raised. He was educated at the White Pigeon and Albion preparatory schools, and spent some time at Michigan University. He arrived in Chicago by stage from New Buffalo December 31, 1847, where he became Assistant Postmaster for three years under General Hart L. Stewart, Postmaster. He then studied law in the office of Collins & Butterfield, and in 1853 was admitted to the Bar. After two years' practice he was appointed Notary Public for Cook County, and held the office eight years. In 1861 he enlisted in the Douglas Brigade as As-

sistant Quartermaster, in a year returning to Chicago, where he was made attorney and trustee of Messrs. Sanger, Camp & Co. In their interest he moved in 1867 to Flora, Clay Co., Ill., where he was associated with Hon. Aaron Shaw in the practice of law. Mr. Stewart returned to Chicago six years after, and in 1881 was elected Prosecuting Attorney for Hyde Park. In the spring of 1883 he located in Pullman and was designated local attorney for the Pullman Palace Car Company. Mr. Stewart was married in 1853 to Miss Angeline Stewart, of Philadelphia, Penn. They have had five children—William F., Charles W., Grace, Clarence and Isabelle, the last two deceased. He is a member of the Sixth Presbyterian Church, Chicago, I. O. O. F., Royal Arcanum and the Masonic Order.

W. O. SUTHERLAND, of W. O. Sutherland & Co., grocers and dry goods merchants, was born in Genesee County, Mich., February 28, 1845, and was raised and educated at Saginaw. August 6, 1861, he enlisted in the 8th Michigan Volunteer Infantry, re-enlisted in the United States Engineers and served till September 23, 1864. In 1869 he was admitted to the Bar and practiced eight years. Mr. Sutherland came to Chicago in 1876, and was a traveling salesman up to January, 1882, when he began trade at Kensington, in July coming to Pullman, where the firm has two stores. In 1869 he married Miss Lizzie Shaw, of Toledo, Ohio. They have one daughter, Ethel M.

MARCUS TESCHNER, meat market, was born in Hungary, Germany, April 18, 1835, coming to the United States in 1857. He came to Chicago in 1871, settling in Englewood, where he followed various employments until coming to Pullman in June, 1881. Mr. Teschner was married in 1856 to Miss Amelia Schick, a native of Hungary. They have four children—Arnold, Jacob, Carrie and Rachel. The subject of this sketch has been a member of the Hungarian Brotherhood Society of Brooklyn, N. Y., the past thirteen years.

ELIAS THOMAS was born in Wales October 31, 1832. He was there brought up as a molder, serving an apprenticeship of seven years in one shop. In 1869 he came to America, and at Cincinnati, Ohio, followed his trade until coming to Pullman in June, 1883, where he is foreman of the general foundry. In 1854 he married Miss Anna Landsdowne, a native of Wales. They have nine children—John, Maria, Elias, Jr., Charles, Anna, William, Albert and Caroline. Mr. Thomas and wife are members of the M. E. Church of Pullman.

JOHN THOMPSON was born in Montgomery County, N. Y., March 16, 1829, and was raised in Saratoga County. He followed building and contracting twenty-one years in Elgin, Ill., then at Kansas two years, when he returned to Cook County. He came to Pullman in July, 1880, and is now assistant foreman in the carpentry department of the Pullman Palace Car Company. In 1854 he married Miss Maggie A. Smith, of Schenectady County, N. Y. They have five children—Burton E. (chief repairer of the police patrol and signal service, Chicago), Angeline T., Stella, Almerin T. and John, Jr.

JOSEPH VOGT, fire marshal and superintendent of watchmen, was born in Chicago December 1, 1852, his father, John S., coming in 1834. The subject of this sketch was raised in Chicago, and joined its fire department in May, 1874; was promoted lieutenant in 1879 and resigned August 15, 1881, to come to Pullman. Here he took his present charge July 25. He is a member of the Independent Order of Foresters, and the benevolent association of the paid fire department. January 16, 1875, he married Miss Ellen Nicholson, of Chicago. They have one daughter, Kate.

JESSE WARDELL, manager of the Red Lion Boot and Shoe company, was born in Canterbury, England, July 17, 1848. He came with his parents to the United States in 1850, and was raised in Towanda, Bradford Co., Penn. His business has always been the boot and shoe trade. Coming to Chicago in December, 1881, he engaged as salesman in a wholesale house. He began his present business in Pullman July 1, 1882. In 1869 he married Miss Ella Seem, of Mauch Chunk, Penn. They have two children—Charles H. and J. Lulu.

JOHN L. WOODS is assistant secretary, and is in charge of the Allen Paper Car Wheel works at Pullman. This is a New Jersey company, with headquarters at New York City, works at Hudson, N. Y., and paper mill at Morris, Ill. The capacity of the works at Pullman is 15,000 wheels per year, and they use about twelve tons of paper per week.

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 resident. 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 seventy-two feet deep; a wheel foundry seventy-two feet by two hundred and fifteen feet, in conjunction with which are a cupola room 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-castings foundry; 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 an area of fifty-three feet by four hundred and eighteen feet. Another main building, sixty two feet front by five hundred and forty-four feet in depth, comprises: the blacksmith shops, sixty-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 store-house for patterns, three stories high and forty feet by one hundred and forty feet, quadrangular 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; 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 Bouton 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 Pullman to the reader; but, as was remarked at the commencement of this article, phraseology is inadequate to describe the place; in going over it *in propria persona*, the mind becomes bewildered in trying to follow out the realizations in brick and mortar of these far seeing adepts of commercial enterprise, and the imagination gazes in helpless chaos of incomprehensibility at the magnitude of statistics. Seventy-five thousand car loads of building material used up to August 1, 1883; thirty miles of railroad track running in and about the works; six millions of dollars spent in creating the town; three

* The dimensions of the various buildings are taken from the article upon Pullman in the Western Manufacturer.

thousand five hundred acres of land belong to the Pullman company; the employes 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 employes. 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 quaeris; 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 Congressional 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 Luctemeyer and A. B. Wheeler, Justices. The following are the officers chosen at the annual elections from 1863 to the present time:

Supervisors—T. C. Morgan, 1862-64; Merrill Kile, 1864-66; Benjamin Sanders, 1866-71; George Luctemeyer, 1871-1876; John Stagenger, 1876-77; Dirk De Jong, 1877-84.

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 Snyder, 1864-66; Thomas Wilcox, 1866-69; D. S. Andrews, 1869-70; Christian Krueger, Jr., 1870-71; C. Jacher, 1871-73; William Ellfeldt, 1873-76; John Siddle, 1876-81; Peter Lussou, 1881-84.

Justices—George Luctemeyer and A. B. Wheeler, 1862-70; Charles Ellfeldt, 1870-78; H. Welp, 1870-74; George Luctemeyer, 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 1849. 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 Kommers, 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 1878. He was born in Newcastle-upon-Tyne, England, August 21, 1848, where he was raised until he came to Chicago. In 1878 he married Miss Annie Brinkworth, of Nailworth, Gloucestershire, England, who came to the United States in the fall of 1873. They have one daughter, Isabella B. Mr. Halliday is a member of the Independent Order of Foresters of Illinois. He served five years in the 1st Infantry, Illinois National Guards, and was promoted from private to First Sergeant.

CHARLES H. HANCHETT, 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 livery 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 Beloit 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 Marion E. Dowker, of Chicago.

AL. F. PEELMAN, contractor and builder, P. O. Kensington, was born in Meadville, Crawford Co., Penn., May 14, 1855, where he was raised. He came to Cook County in April, 1881, where he has since been identified in building. HENRY C. PEELMAN, of Peelman Bros., came to Cook County April 14, 1881, and worked at the carpenter trade by the day some time, and finally formed a copartnership with his brother, Al. F. Freeman, in contracting and building. He was born in Meadville, Penn., December 4, 1852, and was raised and educated there.

G. O. RECTOR, agent of the C., R. I. & P., and C., St. L. & P. railroads, P. O. Englewood, came to Chicago in the summer