



CHICAGO FOUNDERS

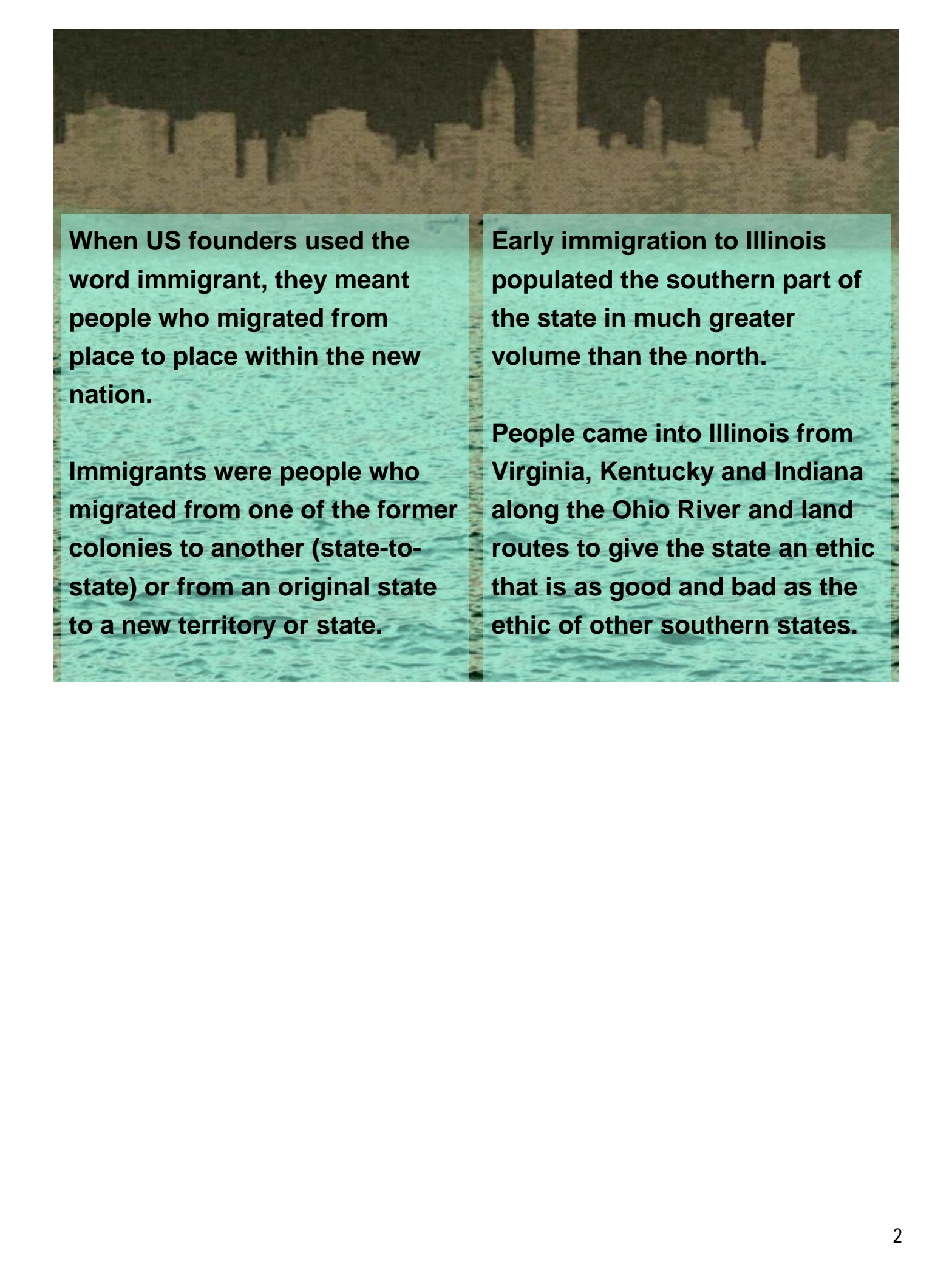


Background: Chicago skyline from Planetarium point.

Materials are presented for educational purposes only.

I'm not a licensed attorney and don't intend the materials presented here to replace the services of licensed attorneys
I work alone on a small, fixed personal income. If you appreciate my work, take advantage of it, and are able,
please make a financial contribution.(US Postal Service money order only)

Laurel Lee
Time For Democracy
Chicago, IL 60647-1127

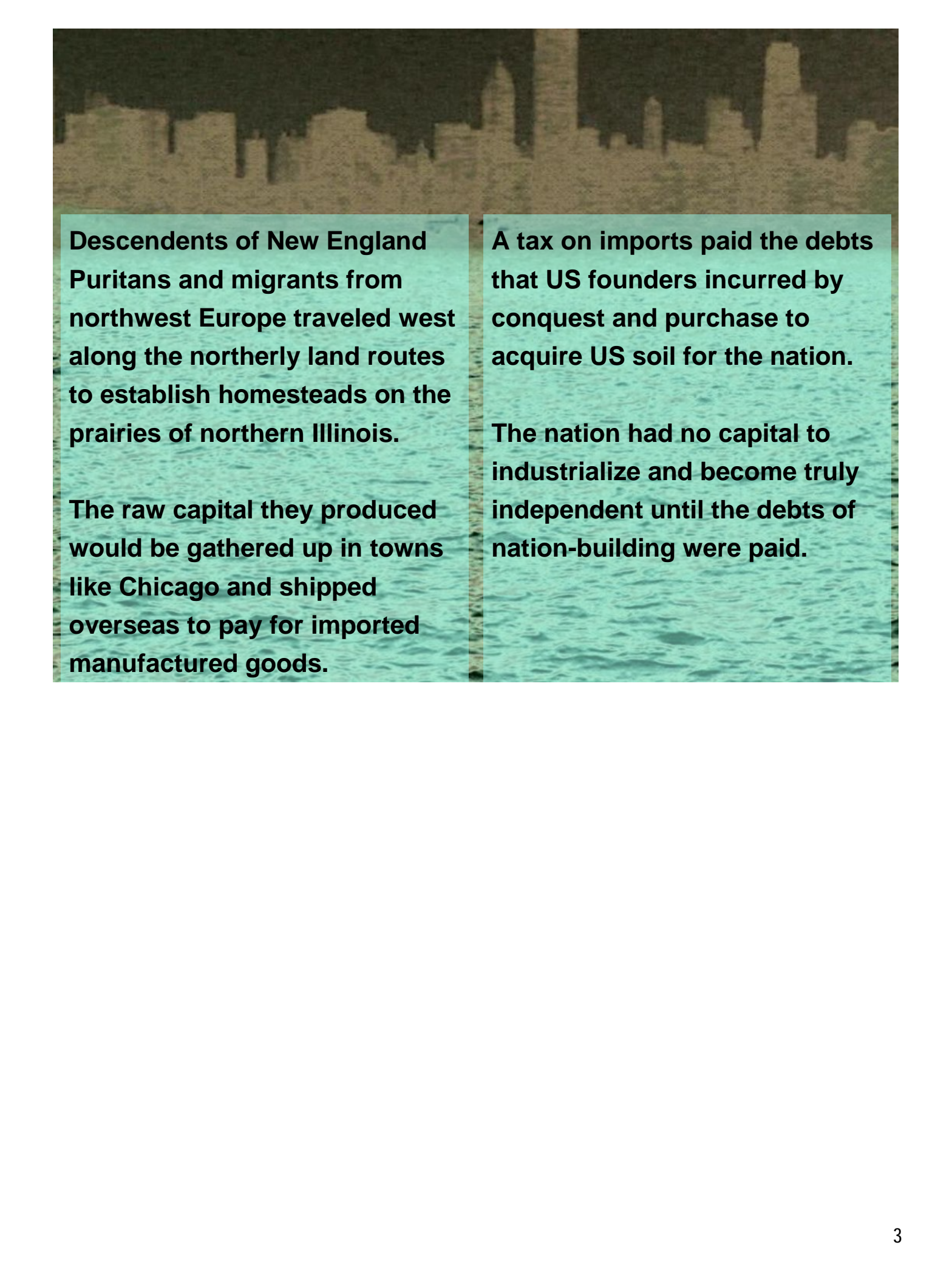


When US founders used the word immigrant, they meant people who migrated from place to place within the new nation.

Immigrants were people who migrated from one of the former colonies to another (state-to-state) or from an original state to a new territory or state.

Early immigration to Illinois populated the southern part of the state in much greater volume than the north.

People came into Illinois from Virginia, Kentucky and Indiana along the Ohio River and land routes to give the state an ethic that is as good and bad as the ethic of other southern states.



Descendents of New England Puritans and migrants from northwest Europe traveled west along the northerly land routes to establish homesteads on the prairies of northern Illinois.

The raw capital they produced would be gathered up in towns like Chicago and shipped overseas to pay for imported manufactured goods.

A tax on imports paid the debts that US founders incurred by conquest and purchase to acquire US soil for the nation.

The nation had no capital to industrialize and become truly independent until the debts of nation-building were paid.



Riverfront mural. Paducah, Kentucky.



Riverfront mural. Paducah, Kentucky.



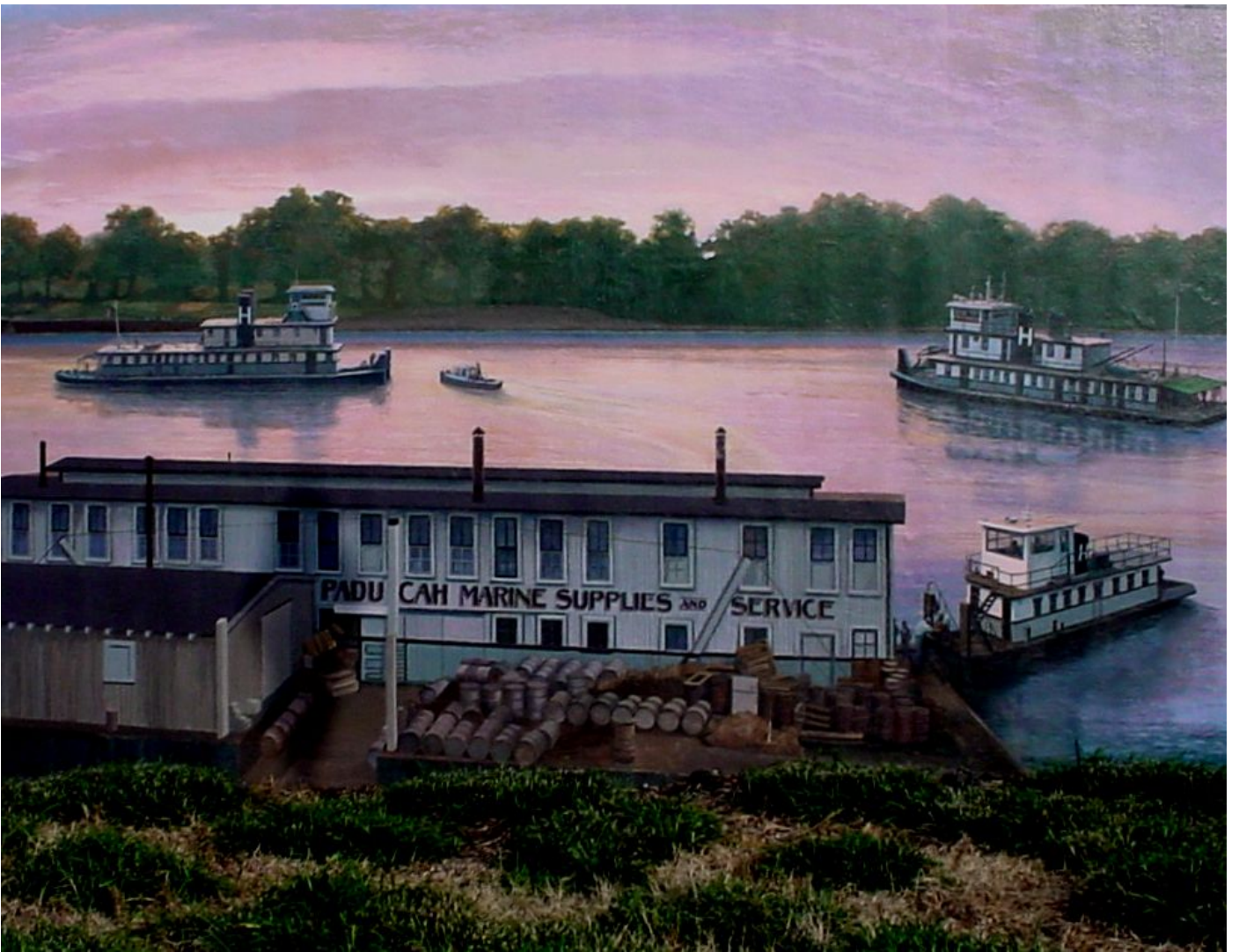
Riverfront mural. Paducah, Kentucky.



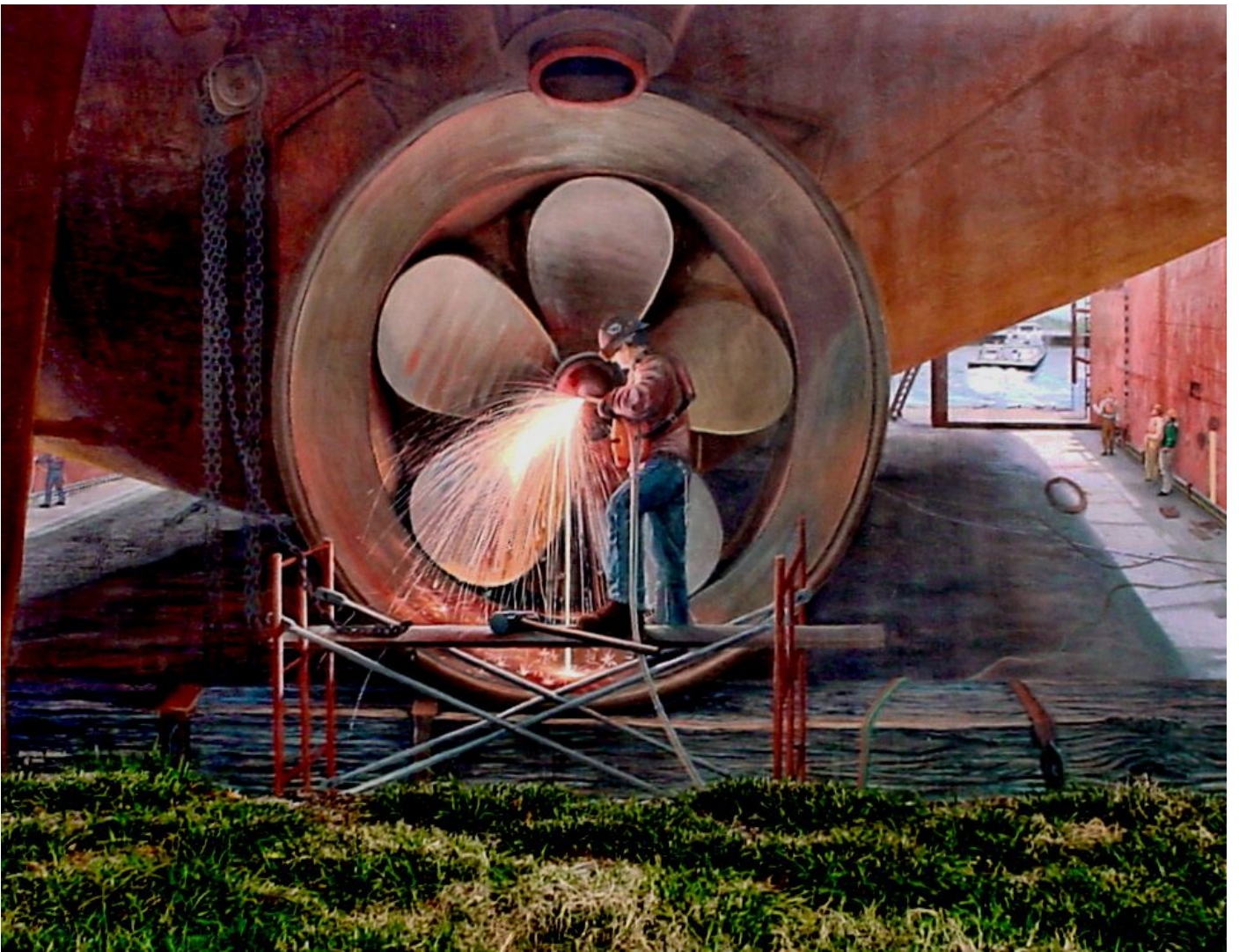
Riverfront mural. Paducah, Kentucky.



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Riverfront mural. Paducah, Kentucky.



Henderson, Kentucky.



Henderson, Kentucky.



Henderson, Kentucky.



View beyond Old Salt Works historical marker. Route 142 and Bayer Lane between Equality and Elizabethtown, Illinois.



Economic Development in Pike County Mural. State Route 56, Petersburg, Indiana.



White River Township in Gibson County. State Route 56 between Hazleton and Petersburg, Indiana.



Perry Township Trustees Office. Middle Mt. Vernon Road (1300) at Broadway, Evansville, Indiana.



American Housing. US 41 near Rural Route 1 vicinity of Haubstadt between Evansville and Princeton, Indiana.



White River Township in Gibson County. State Route 56 between Hazleton and Petersburg, Indiana.

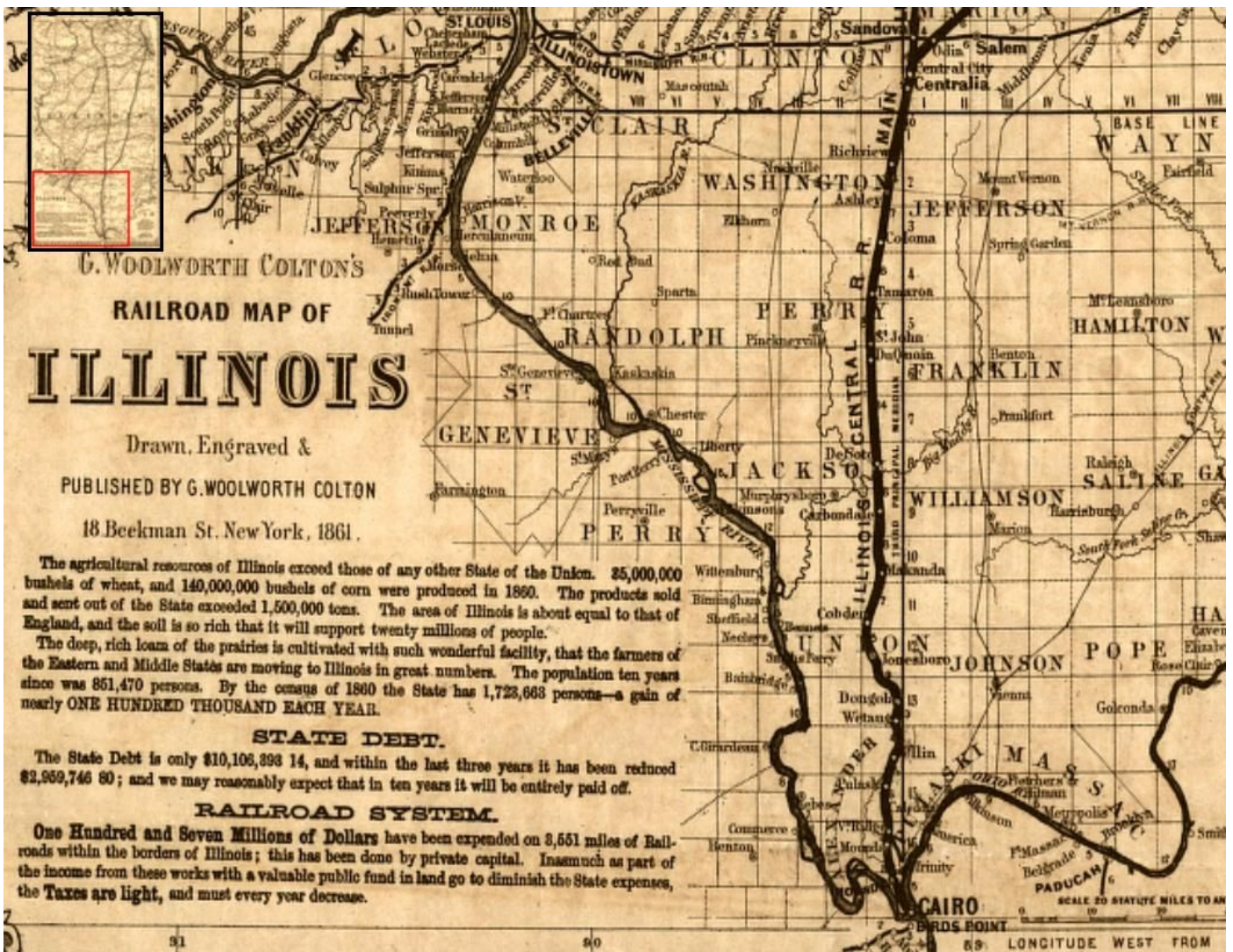


Colton, G. Woolworth (1827-1901). Detail in Railroad map of Illinois. New York (1861).

Township map showing place names, counties, and the railroad system. At bottom of the map appear statements about the economic conditions of the state and its railroads.

Reference: LC Railroad maps, 204

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4101p rr002040
<http://hdl.loc.gov/loc.gmd/g4101p.rr002040>. #G4101.P3 1861 .C6 RR 204



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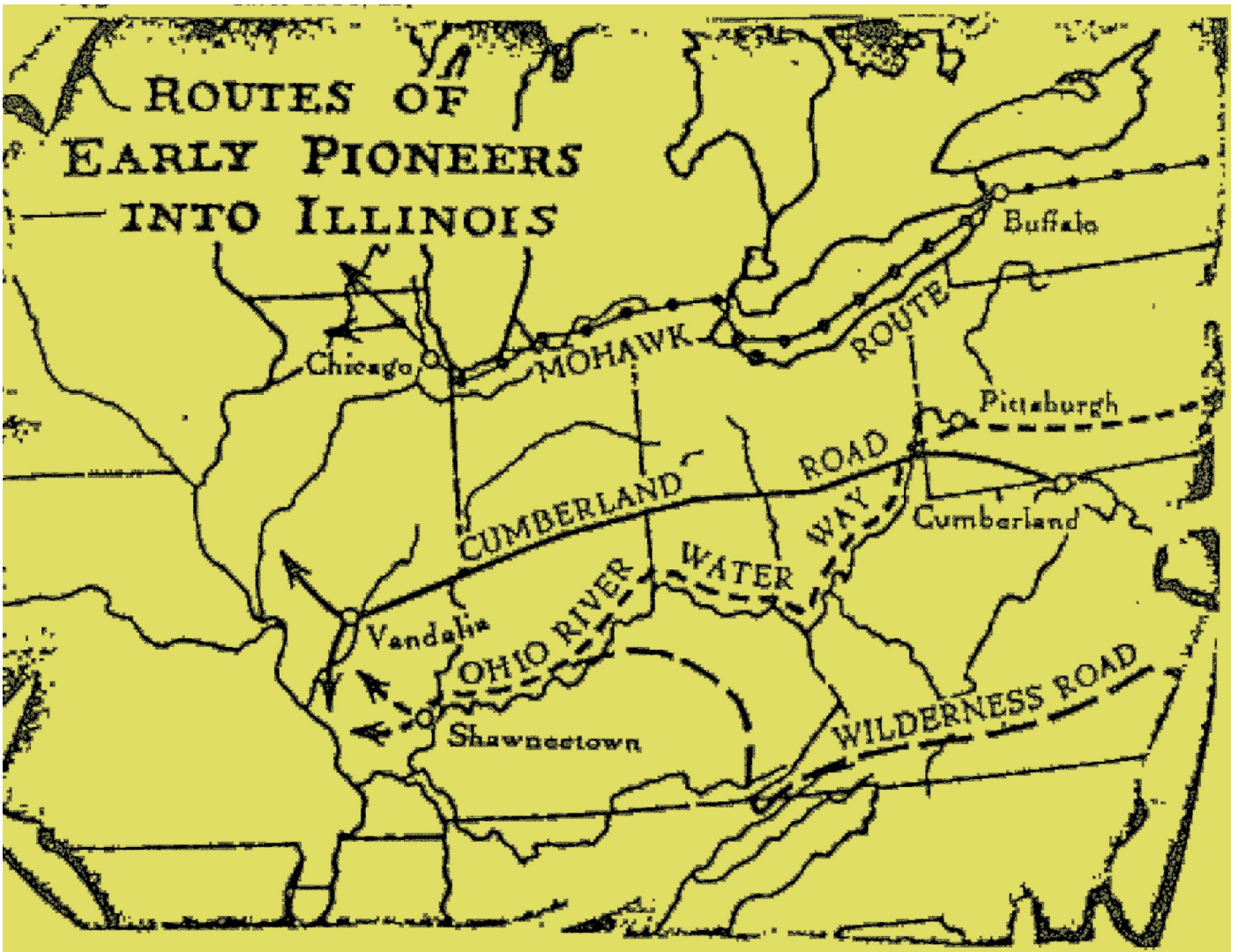
Map of land-grant and bond-aided railroads of the United States. Washington (DC): Army Quartermaster Corps (1892).

Outline map of the United States showing major drainage, cities and towns, and military posts.

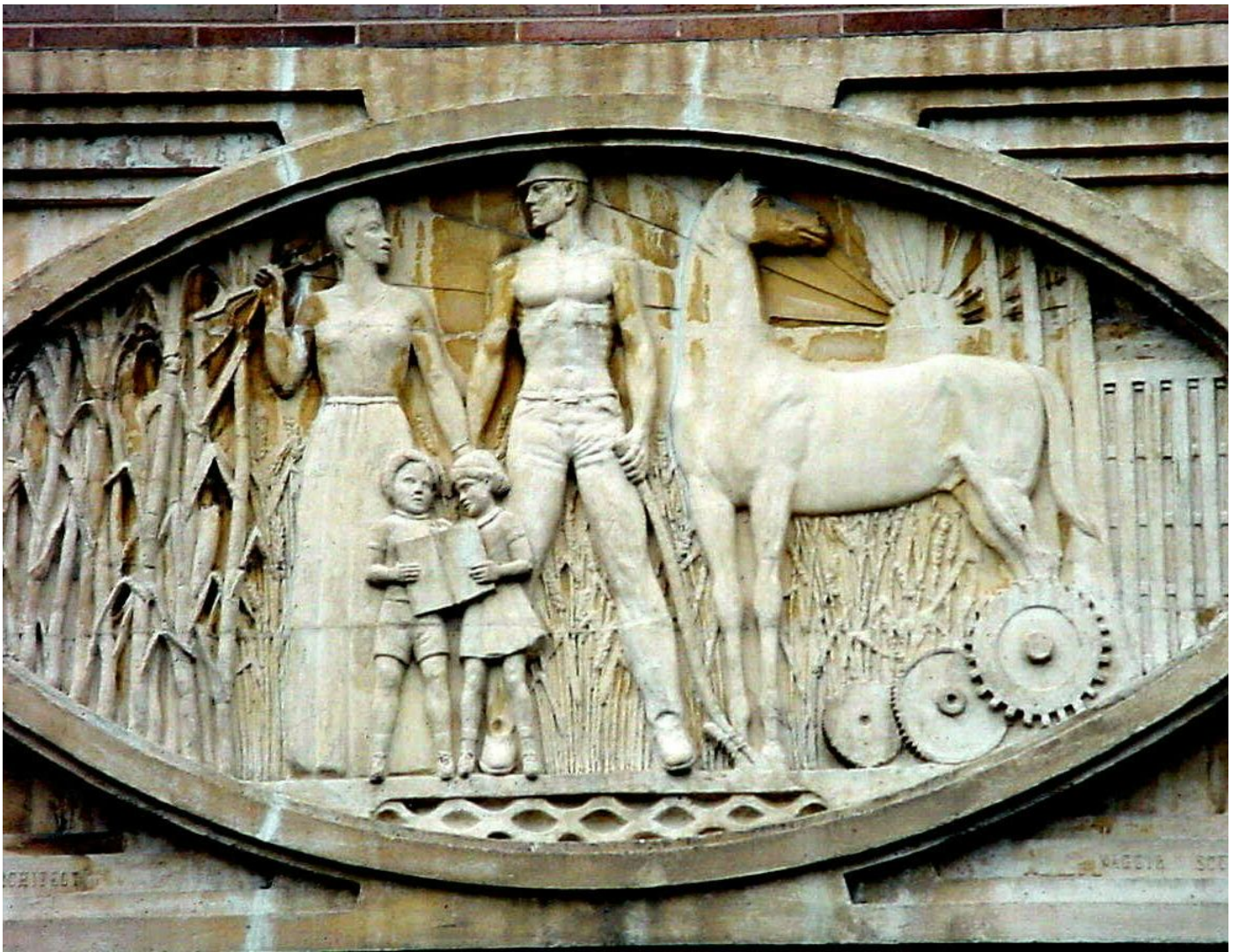
"Bond-aided roads shown by heavy black lines. Fifty per cent land grant roads shown by red lines. Free land grant roads shown by green lines. Connections shown by light black lines."

Reference: LC Railroad maps, 65

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g3701p rr000650
<http://hdl.loc.gov/loc.gmd/g3701p.rr000650>. #G3701.P3 1892 .U5 RR 65



Pygman and Prater (1955). Map B1: Routes of Early Pioneers Into Illinois (page 15).



Detail. Aurora State Bank (south façade). State route 34 (Ogden Avenue), Aurora, Illinois.



Mural. Aurora State Bank. Ogden Avenue. Aurora, Illinois.

FOUNDATION OF HISTORY WALL

1834 CLUB

JOANN N. COLLINS FAMILY
TOWNSHIP OF ST. CHARLES

DONN & BETTY JENNINGS
ANDREW MONGERSON FAMILY

TOM S. & CRIS ANDERSON

PIONEER

ERNEST & CAROL
GLEMZA

MELVIN & RUTH
PETERSON

RON & JODY
JAYNES

IN MEMORY OF
RUTH M. JOHNSON

MENDEL PLUMBING
& HEATING, INC.

CHARLES
SEVERSON

IN MEMORY OF
IVAL G. LANGUM

JANE M. & MARY E.
PETERSON

LEO & CAROL
VIOLA

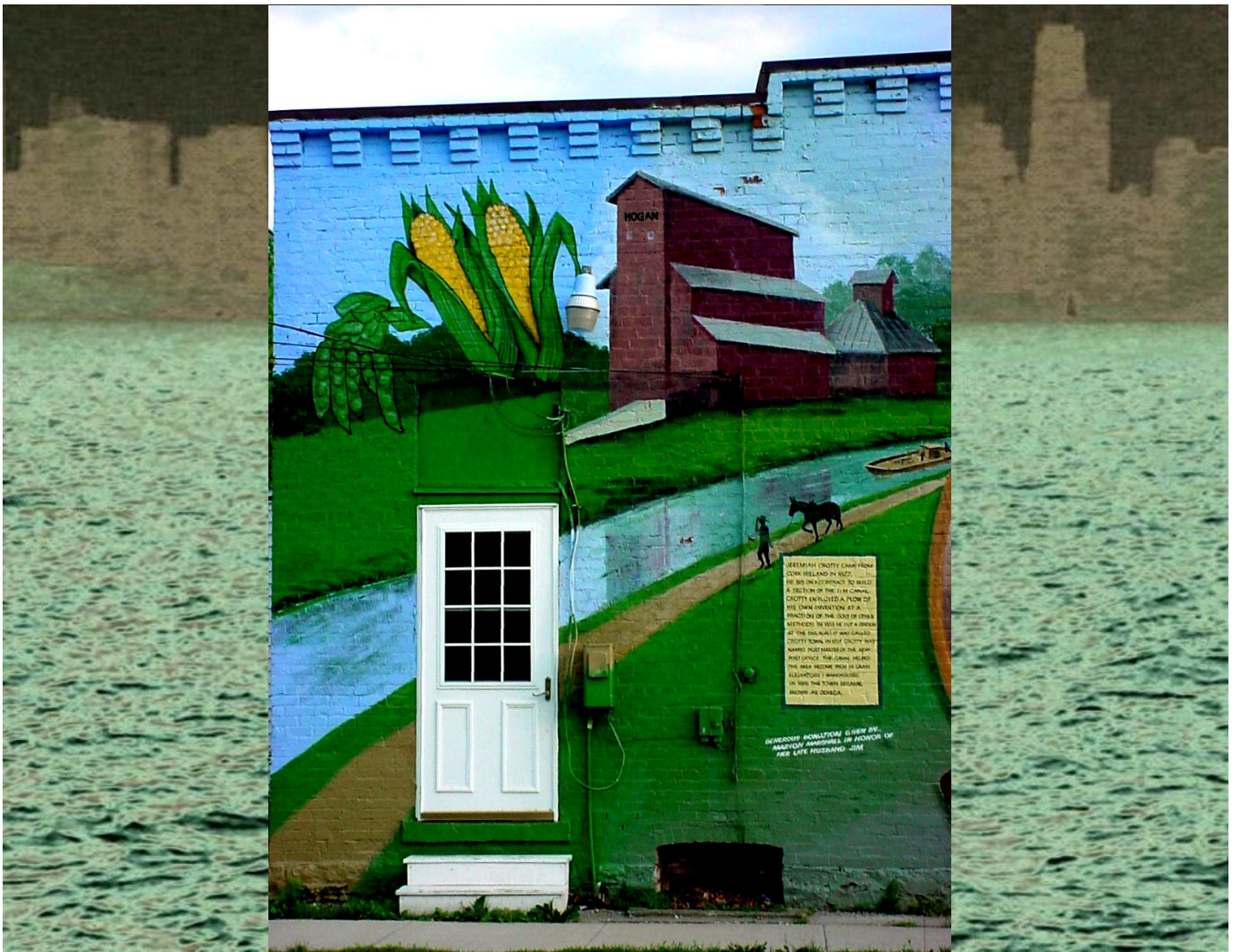
Memorial Plaque. St.Charles Historical Society. St. Charles, Illinois.



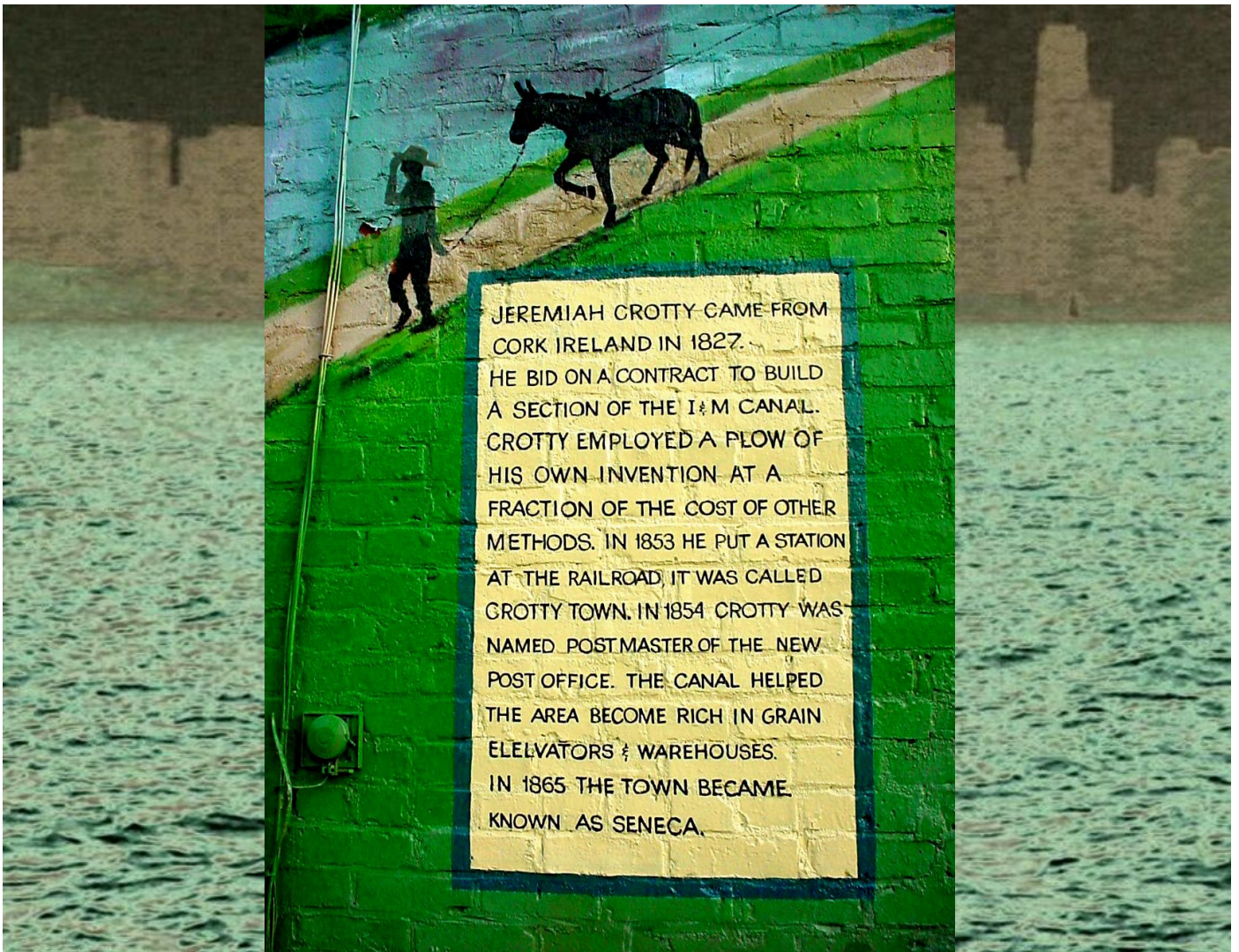
State Route 1. Between Watseka and Momence, Illinois.



State Route 1. Between Watseka and Momence, Illinois.



Mural. Seneca, Illinois.



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Mural. Seneca, Illinois.



Mural. Lincoln Highway underpass. Joliet, Illinois.



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Michigan Avenue bridge. Chicago, Illinois.

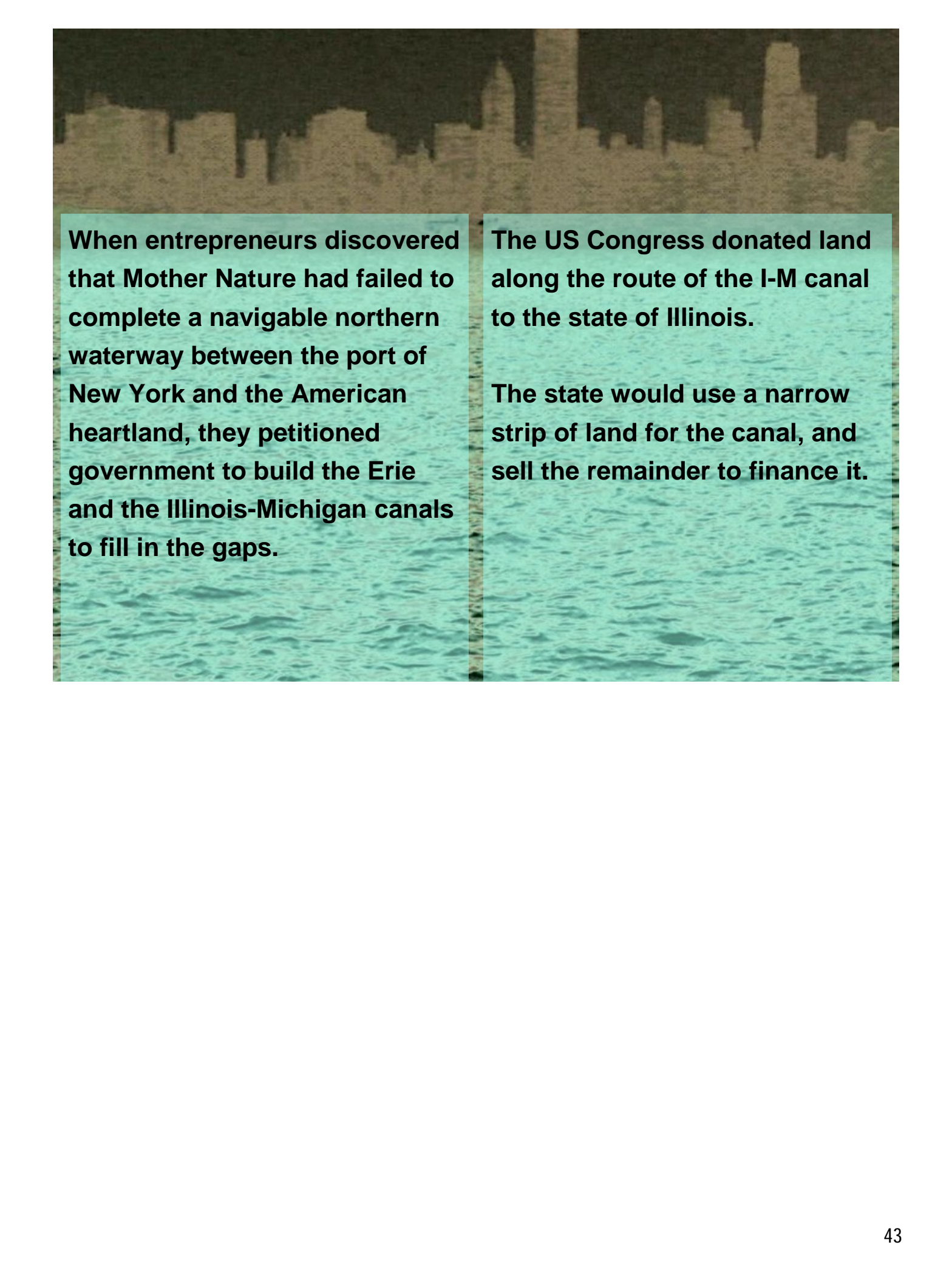


Michigan Avenue bridge. Chicago, Illinois.





Wolf Point (Chicago) (1833). New Nort. (German newspaper). (1883 August).



When entrepreneurs discovered that Mother Nature had failed to complete a navigable northern waterway between the port of New York and the American heartland, they petitioned government to build the Erie and the Illinois-Michigan canals to fill in the gaps.

The US Congress donated land along the route of the I-M canal to the state of Illinois.

The state would use a narrow strip of land for the canal, and sell the remainder to finance it.



Or so the petition implied.

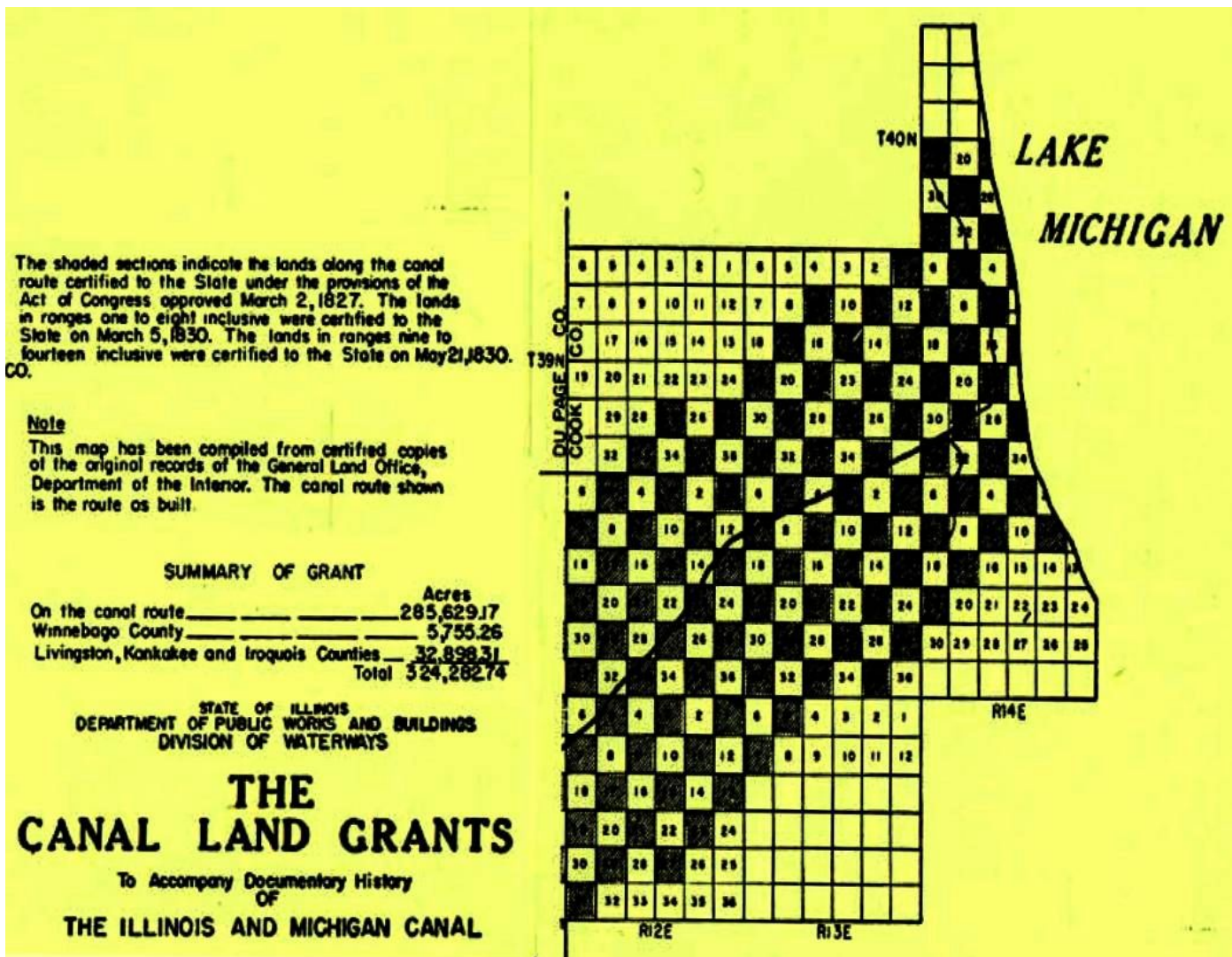
But, state-appointed canal commissioners sold sections and lots for the lowest price they could get rather than the highest.

Private purchasers reaped the huge profits of the real estate bubble that followed.

Illinois banks failed when the bubble burst. The crash in Illinois set off a crash across the nation.

The first I-M canal plan was obsolete before it got off the drawing board in the 1830s.

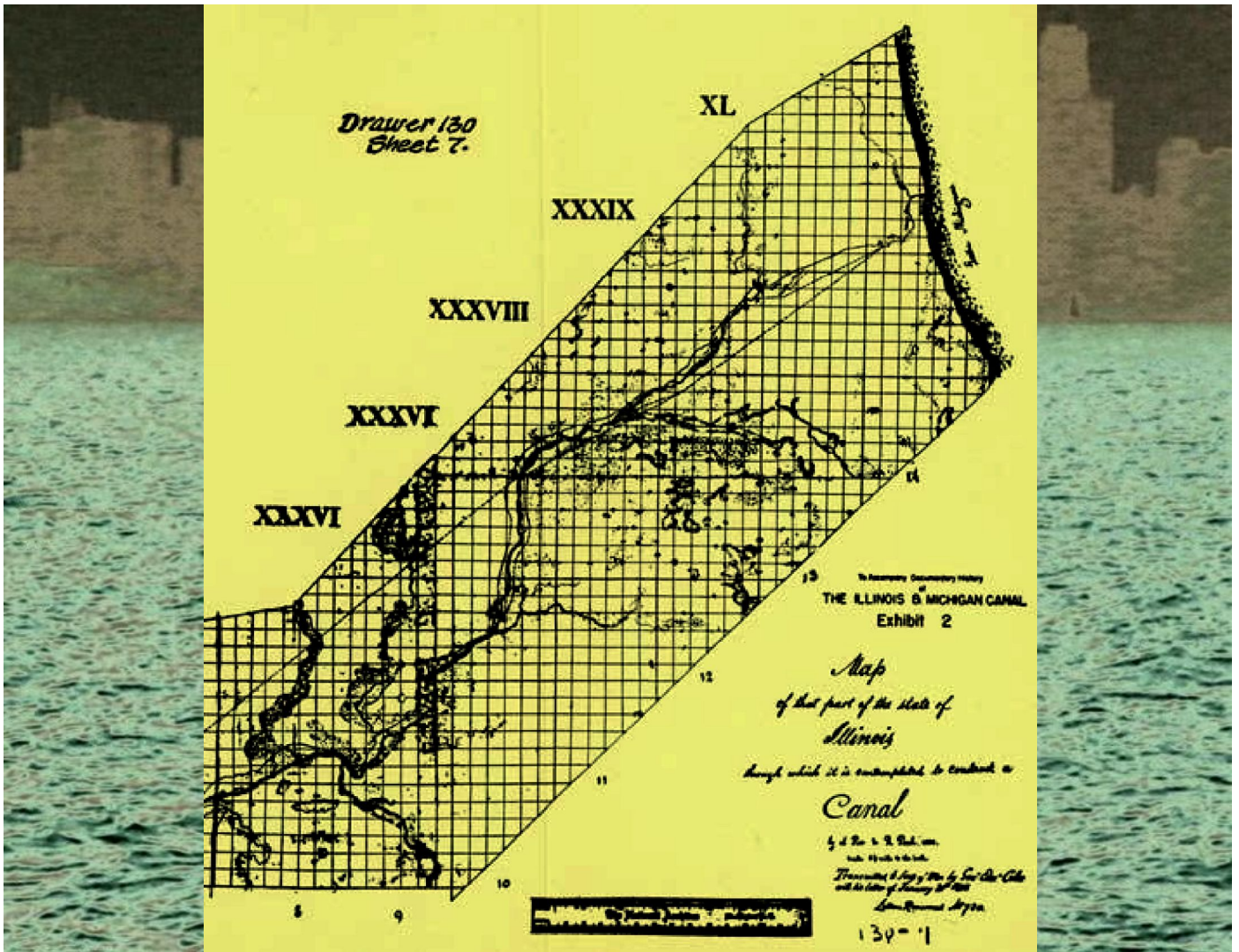
A second canal replaced the first in the 1890s and still operates today.



(1956). Retrospective map of the Canal Land Grants (section).

Shows canal lands in Cook county. As part of the land grant, the "half" that was given to the state consisted of alternating sections. The canal commissioners, having the option, chose the odd numbered sections, giving the commissioners control of the forks at both Chicago and Bridgeport. Note that the peculiar way in which the sections of each township are numbered allow for this possibility. Section numbering begins with 1 on the top row of each Township and increases moving east. But the next row of sections is counted moving the reverse direction (west), the next row after counts moving east again and so on until number 36 is reached on the bottom -- often referred to as a serpentine scheme. Not all 36 numbers apply to every township here, since those near the lake are not a full (six mile) square; such townships are termed fractional townships.

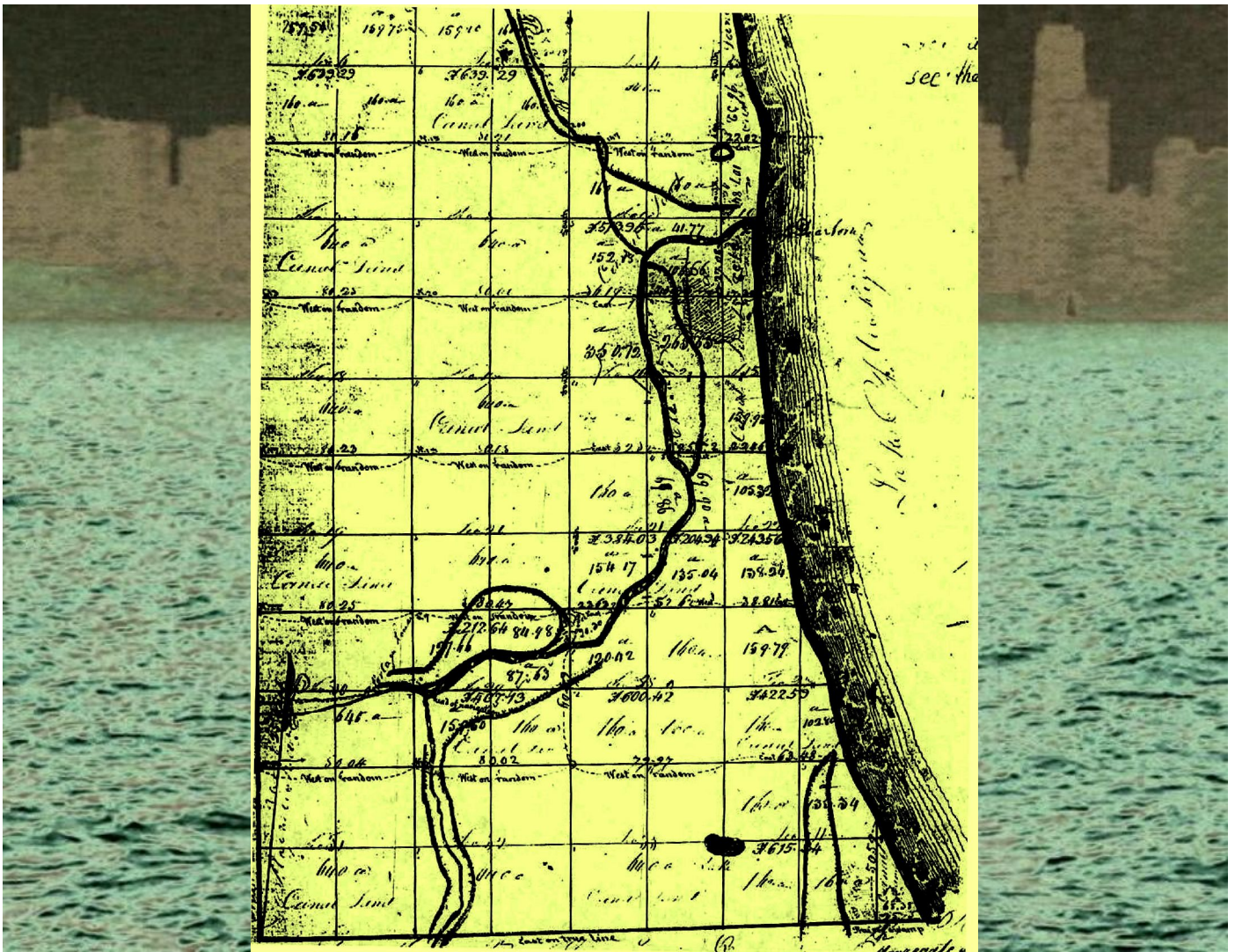
Found at University of Illinois website (Bridgeport neighborhood).
www.uic.edu/orgs/LockZero/3image/9cmp1956.jpg



(1824). Eastern portion of the Post and Paul canal survey map of 1824.

This map was submitted to President Monroe to be the basis for the construction of the canal, in accordance with the federal Act of 1822. However, the map was misplaced and the canal was not begun before the Act of 1822 expired.

Found at University of Illinois website (Bridgeport neighborhood).
www.uic.edu/orgs/LockZero/3image/5cmp1824.jpg



US Surveyor (1821). Chicago area survey plat.

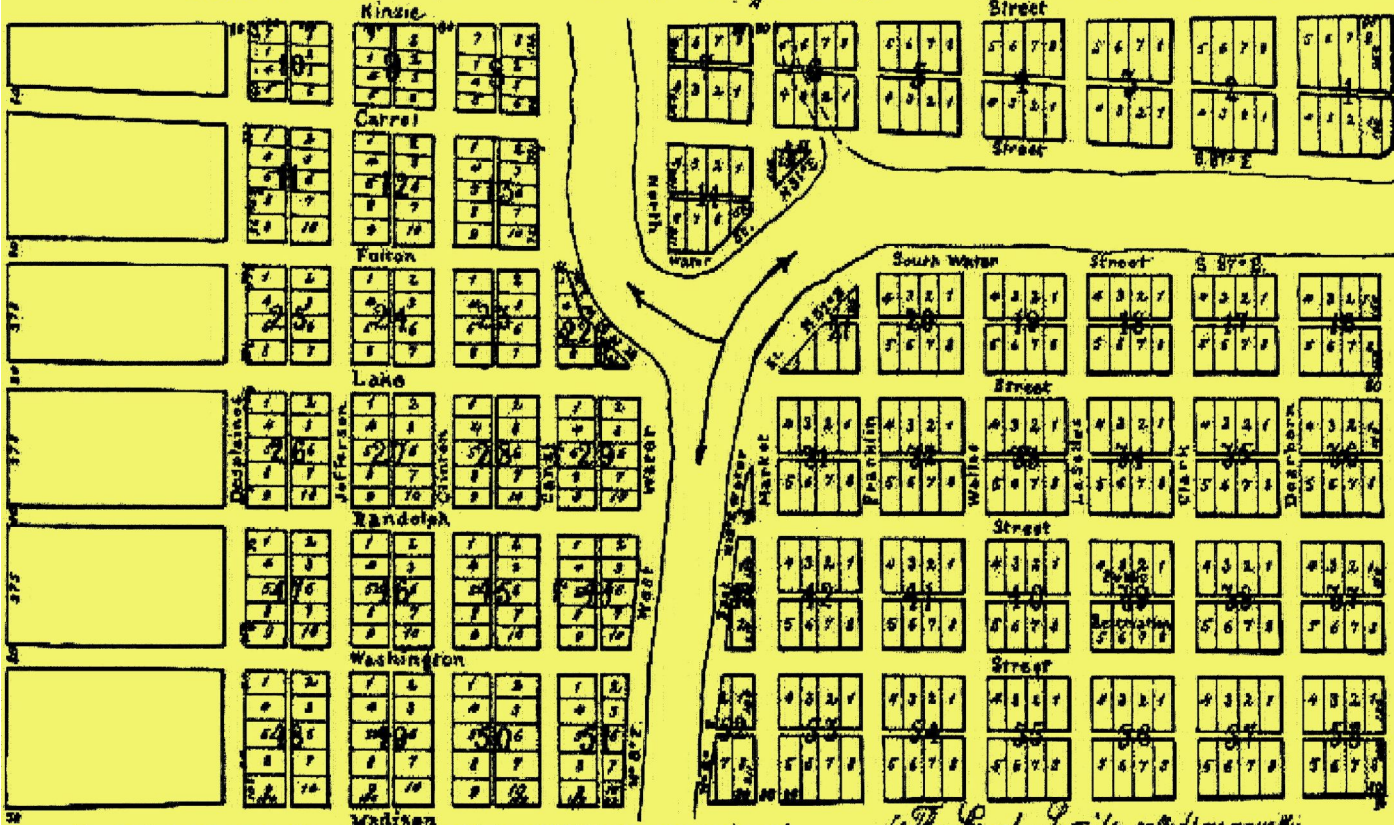
The area was surveyed in 1821 as part of the federal land survey of Illinois. The land along the canal corridor was among the earliest land surveyed in northern Illinois, since the anticipated canal would presumably prompt land sales nearby before other areas were accessible. The federal land surveys typically took brief note of the conditions of the land that was being surveyed. These surveys are the first accurate and reasonably standard descriptions of the northern Illinois countryside.

Found at University of Illinois website (Bridgeport neighborhood).
www.uic.edu/orgs/LockZero/3image/1821a9.html

Copy from the Street Map of Chicago - Date 1834 -

Completed from the Four Original Surveys as filed in the
COOK COUNTY
Clerk's Office.

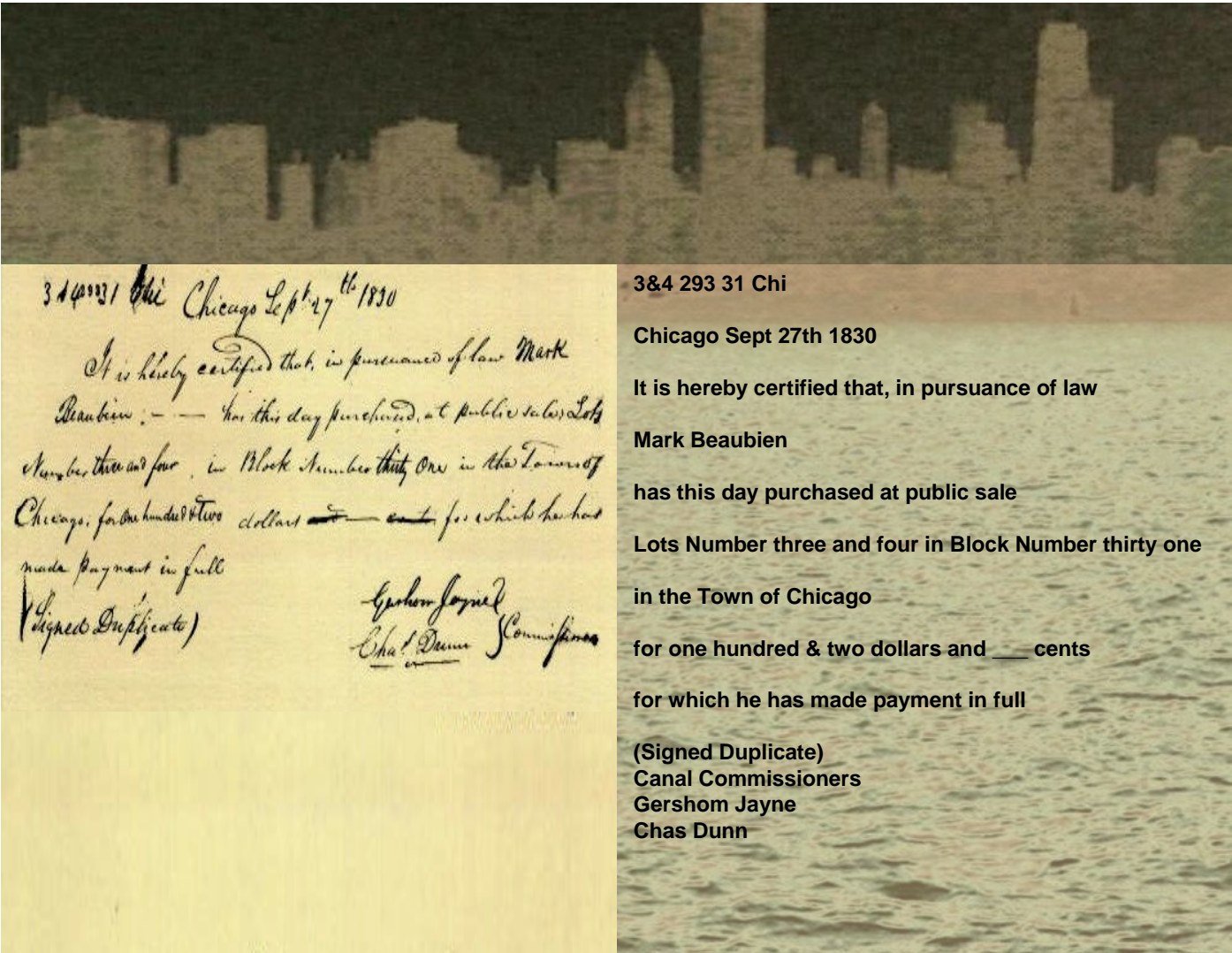
Block 1/2 - Section 9 - Township 29 - Range 14 E. 3rd P.M. By JOSHUA HATHAWAY JR.



THIS CERTIFIES that I have the original from which this Map was made, and from records in the abstract office of Handy & Co., believe it to be the first ever published. It has on it Vranian's Addition, bearing date June 10, 1834, on the records. The next year Sept 18, this subdivision was changed, which change does not appear on this map.
Chicago Feb 16, 1834. HENRY C. BROWN, with HANDY & Co.

The Canal Lots 1/2 are called originally 50 feet front and was granted deep. Some of them's Addition originally 50 feet front and 100 feet deep and the water lot on said Addition are originally 50 feet front the depth being controlled by the Council of the River
as before

Brown, Henry C. (1852). Reproduction of 1834 map of Chicago lots on record with Cook County clerk. Found at Illinois Secretary of State website (Illinois & Michigan Canal) www.cyberdriveillinois.com/departments/archives/i&mpack/i&mexb.html



3440231 Chi Chicago Sept 27th 1830

It is hereby certified that, in pursuance of law Mark Beaubien: - - has this day purchased, at public sale Lots Number three and four, in Block Number thirty one in the Town of Chicago, for one hundred & two dollars ~~and~~ ~~cent~~ for which he has made payment in full

(Signed Duplicate)

Gershom Jayne
Chas. Dunn
Commissioners

3&4 293 31 Chi

Chicago Sept 27th 1830

It is hereby certified that, in pursuance of law

Mark Beaubien

has this day purchased at public sale

Lots Number three and four in Block Number thirty one

in the Town of Chicago

for one hundred & two dollars and ___ cents

for which he has made payment in full

(Signed Duplicate)
Canal Commissioners
Gershom Jayne
Chas Dunn

4168 B 1 Chicago
 314
 Board Canal Commissioners
 Chicago Sept. 27. 1830.
 It is hereby certified that in pursuance of Law, Alexander Wolcott,
 has this day purchased at public Sale, lots number One, Two,
 three, four, five, six, seven and eight, in block number One
 on the plan of the Town of Chicago, for Six Hundred and eighty
 five Dollars, for which he has made payment in full -
 (Signed Duplicate)
 Edmd. Roberts } Canal Commissioners
 Gershom Jayne }
 Chas. Dunn }

**L 1 to 8 B 1 Chicago
 Board Canal Commissioners**

Chicago Sept. 27. 1830

**It is hereby certified that in pursuance of Law,
 Alexander Wolcott,**

has this day purchased at public Sale,

**Lots number One, two, three, four, five, six, seven
 and eight, in block number One**

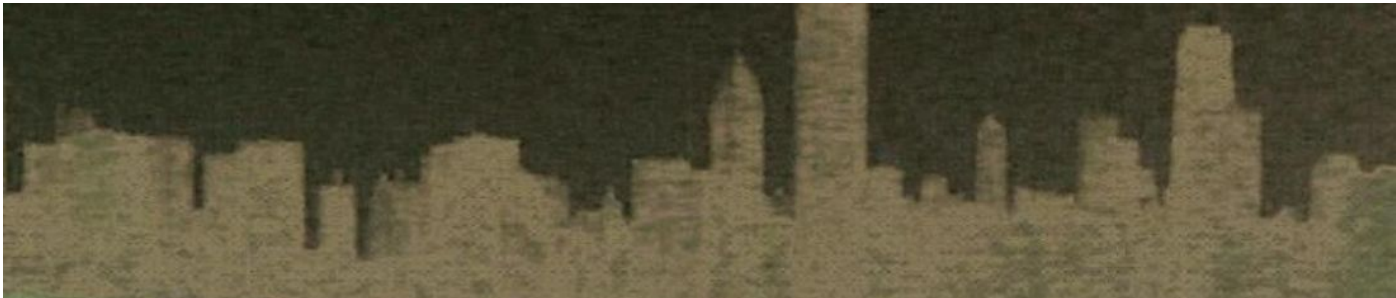
on the plan of the Town of Chicago

for Six Hundred and eighty five Dollars

for which he has made payment in full.

**(Signed Duplicate)
 Canal Commissioners
 Edmd. Roberts
 Gershom Jayne
 Chas. Dunn**

(1830) Canal Land Sale Certificates, Chicago. Found at Illinois Secretary of State website (Illinois & Michigan Canal)
www.cyberdriveillinois.com/departments/archives/



Abstract of Title

Lot 2 in Block 44 Original Town of Chicago.

1. *Lot 2 above named was purchased of the Canal Commissioners Sept. 27th. 1830 by Lyon Bourrissa for \$41. Patent not found.*

2. *Lyon Bourrissa to Joseph La Fromboise Warrantee Deed, dated July 11th. 1834. Considered \$5. Conveys Lot 2 in Block 44 in the Town of Chicago. Recorded July 2d 1835. Book D. page 218.*

3. *Ashbel Steele to Fromboise Warrantee Deed, dated June 29th. 1837. Considered \$22,000. Conveys same Lot. Deed not acknowledged. Recorded July 5th. 1837 Book S. page 261.*

4. *Ashbel Steele to Wm H. Stow Byran King Wm Jones & H.B. Clark Judgment in Municipal Court of the City of Chicago, July 15th. 1837 for \$850.06 & costs \$23.12. Exon. 146 issued Aug. 19th. 1837. levied on Lot 2 in Block 44 Origl. Town of Chicago, with buildings thereon, Nov. 19th. 1837, and returned for vend. exponus. Exon. 414 issued April 28th. 1838. Returned satisfied by sale Jany. 2nd 1839. to Wm. H. Stow for \$986.*

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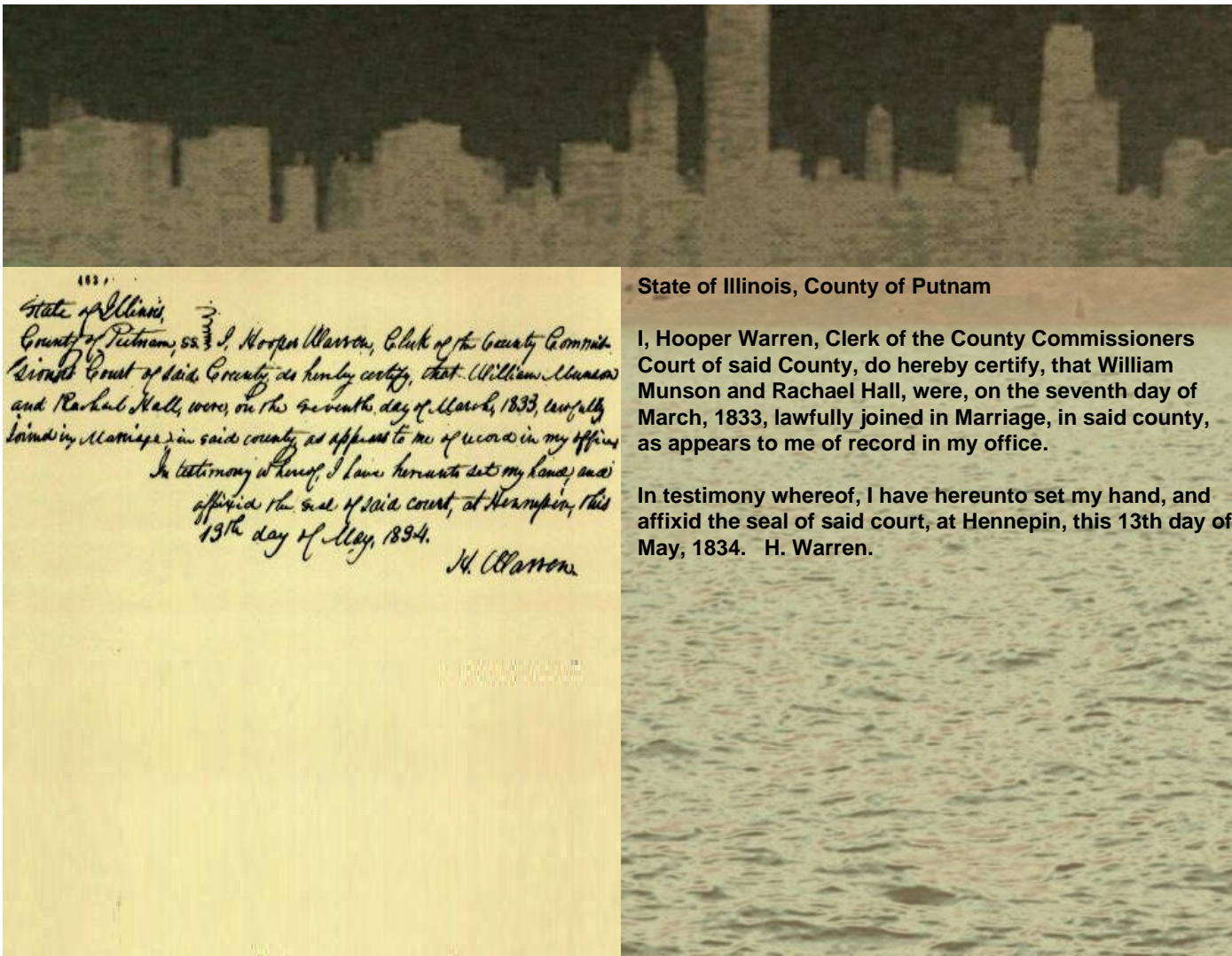
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(1830) Canal Land Sale Certificates, Chicago. Found at Illinois Secretary of State website (Illinois & Michigan Canal) www.cyberdriveillinois.com/departments/archives/



1834
 State of Illinois
 County of Putnam, ss. I, Hooper Warren, Clerk of the County Commissioners Court of said County, do hereby certify, that William Munson and Rachael Hall, were, on the seventh day of March, 1833, lawfully joined in Marriage, in said County, as appears to me of record in my office.
 In testimony whereof, I have hereunto set my hand, and affixed the seal of said court, at Hennepin, this 13th day of May, 1834.
 H. Warren

State of Illinois, County of Putnam
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 In testimony whereof, I have hereunto set my hand, and affixed the seal of said court, at Hennepin, this 13th day of May, 1834. H. Warren.

(1830) Canal Land Sale Certificates, Chicago. Found at Illinois Secretary of State website (Illinois & Michigan Canal) www.cyberdriveillinois.com/departments/archives/



Ottawa Illinois May 14th 1834

His excellency, The Governor of the state
of Illinois.

Sir, By an act of the Legislature Rachel Hall One of the two Young ladies who was captured by the Hostile Indians is entitled to a donation of 80 Acres of land to be selected out of any of the canal, &c. Which selection has been made and thereby make application for a deed to 40 acres On the south half of the East half of the South East quarter of Section No. 13 In township No. 33 N. Range No. 4 East of the third principal Meridian. and 40 acres On the West part of the North fractional half of Section No. 19. Township No. 33 N. Range No. 5 East for the Benefit of William Munson and Rachel Munson
to Rachel Hall

William Munson
Rachel Munson

Ottawa Illinois. May 14th 1834

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Sir. By an act of the Legislature Rachel Hall One of the two Young ladies who was captured by the Hostile Indians is entitled to a donation of 80 Acres of land to be selected out Of any of the canal land &c. Which selection has been made and I hereby make application for a deed to 40 Acres. On the south half of the East half of the South East quarter of Section No. 13 In township No. 33 N. Range No. 4 East of the third principal Meridian. and 40 acres On the West part of the North fractional half of Section No. 19. Township No. 33 N. Range No. 5 East for the Benefit of William Munson and Rachel Munson.

(1830) Canal Land Sale Certificates, Chicago. Found at Illinois Secretary of State website (Illinois & Michigan Canal) www.cyberdriveillinois.com/departments/archives/

The Auditor and Secty. of State
will make out a Patent in
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24 June 1834
Forward the Patent
to Ottawa - Gov

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www.cyberdriveillinois.com/departments/archives/

3412
Illinois & Michigan Canal Office
Chicago, February 20 1849

I Joseph B. Wells, State Trustee
of the Illinois and Michigan Canal,
do hereby certify, that Lot five (5) in
Block four (4), Lot nine (9) in Block
fifty (50), Lot six (6) in Block fifty five
(55) and Lot six (6) in Block fifty eight
(58) in the original town (now city) of Chicago
have been donated by the Commissioners of the
Illinois & Michigan Canal to the city of Chicago
for the use of schools, in accordance with the
provisions of the several Acts of Assembly for
the donation of Lots in Towns situated on Canal
lands to public purposes; that said lots are
a part of the Land appropriated by the General
Government to aid the State of Illinois in the
construction of the Illinois and Michigan Canal,
and upon the presentation of this certificate to
the Governor of the State of Illinois, the said city
of Chicago will be entitled to receive a patent
for the Lots above described

Issued Patent Feb 27 1849

Joseph B. Wells
State Trustee



Illinois & Michigan Canal Office, Chicago
1849 February 24

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Canal lands to public purposes; that said lots are a part
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Lots above described.

Joseph B. Wells Issued Patent 1849 February 27

(1830) Canal Land Sale Certificates, Chicago. Found at Illinois Secretary of State website (Illinois & Michigan Canal)
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Gooding, William. I&M Canal Lock #2, located about one mile south of Lock #1, in Lockport. Historic American Engineering Record. HAER ILL,99-LOCK,2-9. Lockport Historic District, Illinois & Michigan Canal, Lockport, Will County, IL

1848 initial construction. 1872 subsequent work

The Village of Lockport, Illinois was platted by the Commissioners for the I&M Canal in 1836 at which time land between 8th and 10th Streets and Commerce Street and the Canal was set aside as a Public Landing area. HAER IL-16-A pertains to the canal, landing, and structures related to the canal. The canal served as a major means of communication and transportation for areas southwest of Chicago throughout the second half of the nineteenth century. Primary goods moved along the canal included grain and flour, and limestone from the quarries in the Des Plaines River Valley. Other products included timber shipped in from the north, and agricultural products such as sugar and coffee from the south. Passenger service was also important in the canal's early years, until it was superseded by the Railroads in the late 1850's. The canal's presence contributed to the growth of Lockport as a principal grain processing and commercial center. Water power to operate milling facilities and a paper factory was provided by a hydraulic basin situated on the west side of the canal in the vicinity of 13th Street. Commercial traffic on the canal decreased in the final decades of the nineteenth century, and ceased with the opening of the Chicago Sanitary and Ship Canal in 1900.

Library of Congress, Prints and Photograph Division, Washington, D.C. 20540 USA. <http://hdl.loc.gov/loc.pnp/hhh.il0432>
<http://memory.loc.gov/pnp/habshaer/il/il0400/il0432/photos/064236pv.jpg>

1. North side of the I&M Canal Public Landing, showing the Will County Historical Society 'Pioneer Village'
2. I&M Canal Public Landing showing portions of 'Pioneer Village'
3. The I&M Canal Office, built in 1848, located in the 800 block of State Street, now the Will County Historical Society Museum
4. The I&M Canal looking northwards, showing the Ninth Street Highway Bridge in the background
5. Ninth Street Highway Bridge, spanning the I&M Canal
6. I&M Canal Lock #1, looking northwards. The lock is located at Sixteenth Street, in Lockport
7. I&M Canal lock. This may be a view of Lock #1 looking south
8. Locktender's house for Lock #1 (ca. 1850)
9. I&M Canal Lock #2, located about one mile south of Lock #1, in Lockport



Gooding, William. I&M Canal Lock #2, located about one mile south of Lock #1, in Lockport. Historic American Engineering Record. HAER ILL,99-LOCK,2-6. Lockport Historic District, Illinois & Michigan Canal, Lockport, Will County, IL

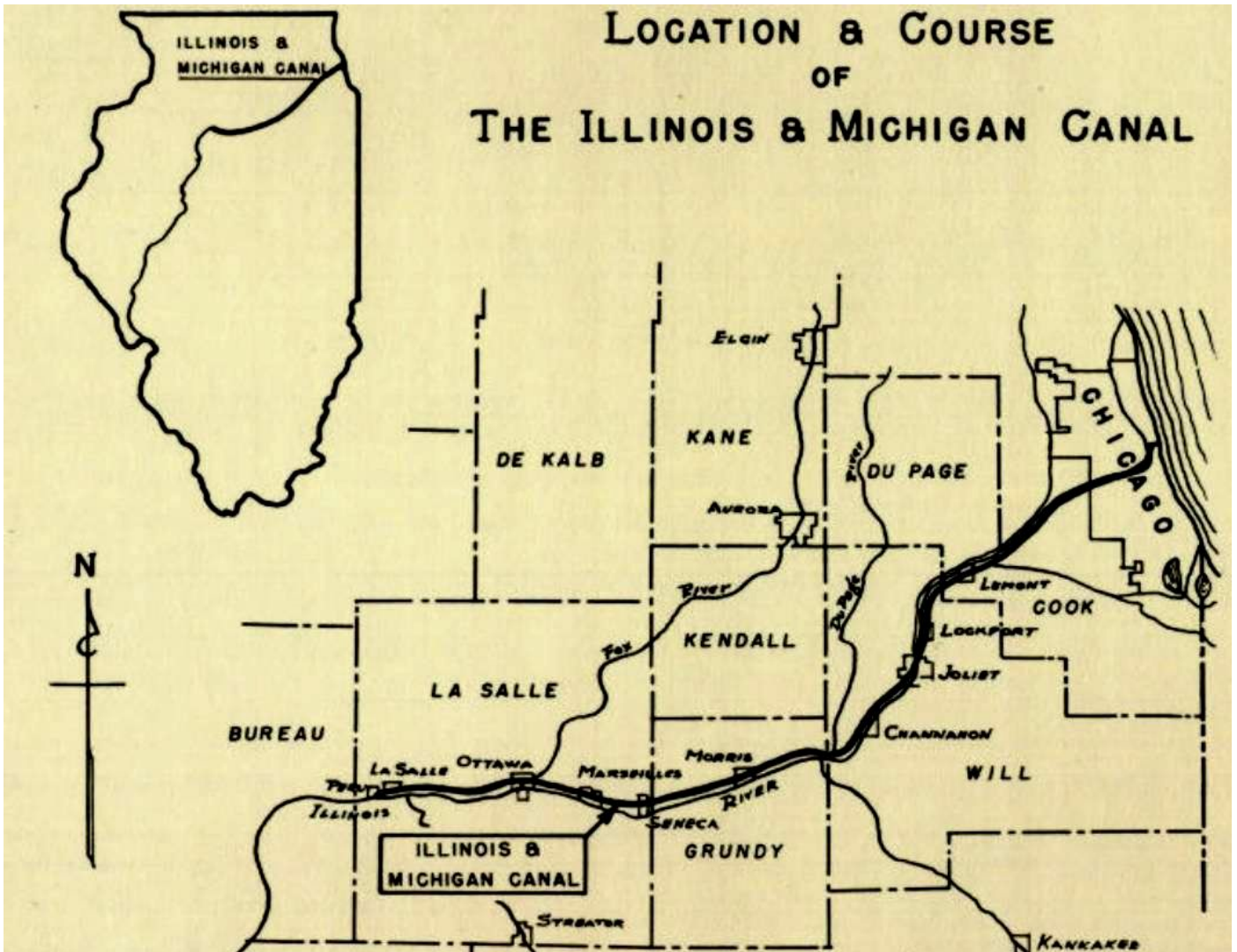
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LOCATION & COURSE OF THE ILLINOIS & MICHIGAN CANAL



Illinois & Michigan Canal. Found at Illinois Secretary of State website (Illinois & Michigan Canal)
www.cyberdriveillinois.com/departments/archives/i&mpack/i&mexa.html



Old I. & M. Canal—Chicago Drainage Canal—North from Jefferson Street Bridge, Joliet, Ill.

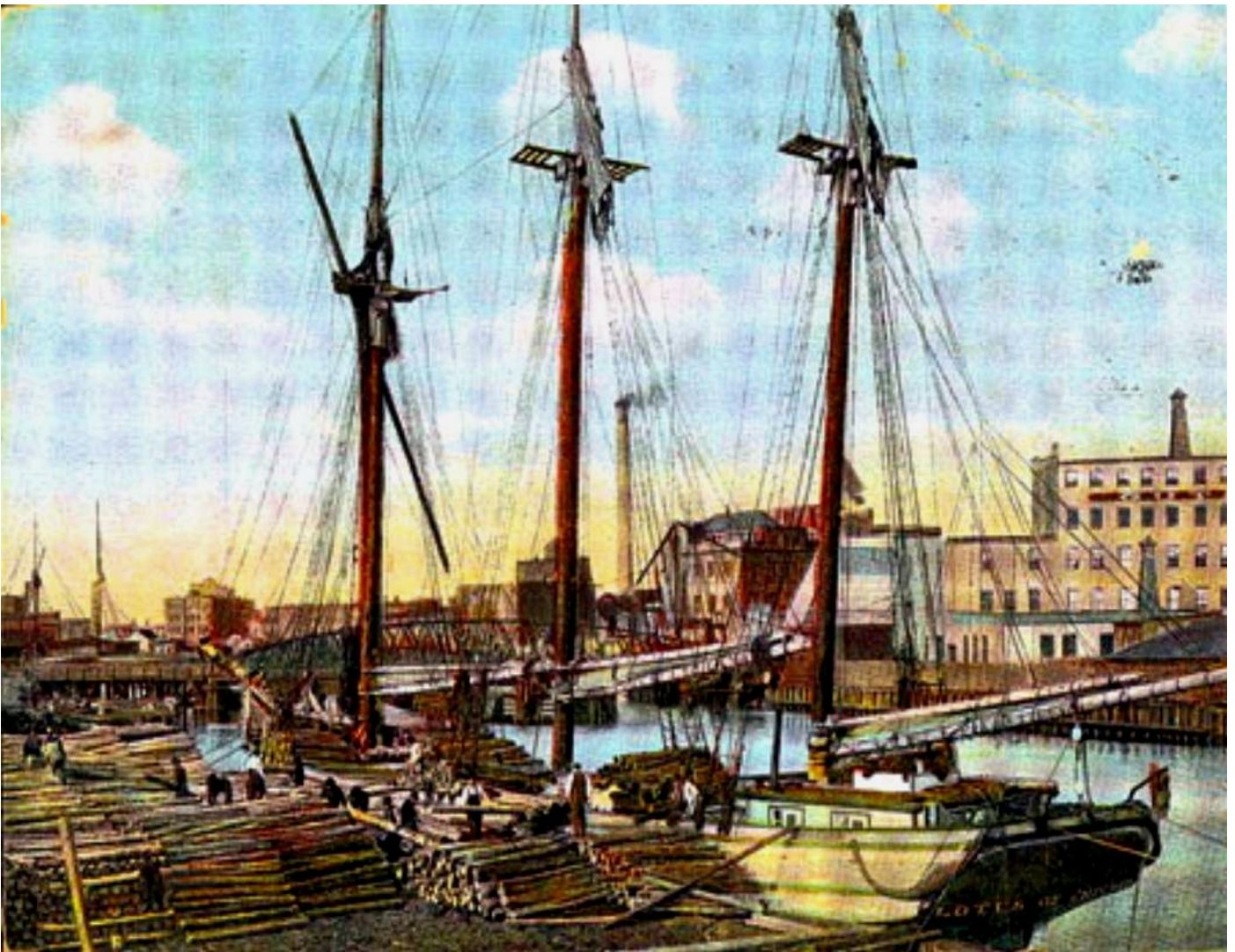
(1908). Postcard shows the separation of the I&M Canal and the Des Plaines River in the foreground.

Copyright © 2008. Lewis University (Romeoville Campus).
www.lewisu.edu/imcanal/photoarchive/images.htm?id=189
images/J-30.jpg



(1890-1899). Postcard scene with a canal boat and structures along the I&M Canal is prior to the construction of the Sanitary and Ship Canal.

Copyright © 2008. Lewis University (Romeoville Campus).
www.lewisu.edu/imcanal/photoarchive/images.htm?id=189
[images/J-27.jpg](#)



(1900). Color postcard showing a river view of Chicago, Illinois about 1900. It shows a schooner docked along the wharf where lumber is being unloaded. Lumber was one of the principle cargoes coming into Chicago. Logs from the north were shipped to Chicago and were cut into various sizes of planking. The planking was then shipped out on the I&M Canal to the south and Lake Michigan to the east.

Copyright © 2008. Lewis University (Romeoville Campus).
www.lewisu.edu/imcanal/photoarchive/images.htm?id=189
images/CHI-6.jpg




(1899). View of the South Branch of the Chicago River at the Van Buren Bridge and the Metropolitan Elevator Railroad Bridge in 1899. The bridges over the Chicago River were causing the Chicago River and Chicago Harbor to loose traffic causing cargoes to be shifted to the Calumet Harbor.

Copyright © 2008. Lewis University (Romeoville Campus).
www.lewisu.edu/imcanal/photoarchive/images.htm?id=189
images/CHI-8.jpg



(1896). Photograph shows workers in a work camp shooting "craps". Camp workers came from a variety of ethnic backgrounds. A large number of workers came from the south, Italy and other countries. Recent immigrants worked on the canal for \$1.00 per day.


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www.lewisu.edu/imcanal/photoarchive/images.htm?id=189
images/SC-42.jpg



Railroads are generally superior to canals because they don't freeze over in winter; and the railroad industry developed between the digging of I-M canals #1 and #2.

Congress donated land to states and directly to railroad corporations to finance the laying of track, as it had for the digging of canals.

Profit for the stockholders of the private, for-profit railroad corporations derived far less from the hauling business itself and far more from the sale of land for which the corporations paid nothing.



Most towns and cities of the heartland developed on railroad donation land or on the petition and influence of the railroads and their local agents.

But, Congress had to settle differences with Indian tribes to secure the land for production before heartland capital could be hauled out to pay for the hauling in of manufactured foreign goods.



Chicago Daily News, Inc. (photographer) (1912). The Fort Dearborn Massacre monument figures at the top of the sculpture.

Image of The Fort Dearborn Massacre monument, showing the figures on the sculpture located at East 18th Street and South Calumet Avenue on the Pullman residence property in the Near South Side community area of Chicago, Illinois. This sculpture was created by Carl Rohl-Smith, c. 1893.

Cite as: DN-0058262, Chicago Daily News negatives collection, Chicago Historical Society.
Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Chicago Daily News, Inc. (photographer) (1912). The Fort Dearborn Massacre monument showing the front of the sculpture with wall behind.

Image of The Fort Dearborn Massacre monument showing the front of the sculpture, located at East 18th Street and South Calumet Avenue in the Near South Side community area of Chicago, Illinois. This sculpture was created by Carl Rohlf-Smith, ca. 1893.

Cite as: DN-0058260, Chicago Daily News negatives collection, Chicago Historical Society.
Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Chicago Daily News, Inc. (photographer) (1905). Charles A. Corey, a automobile driver, driving south on South Calumet Avenue.

Image of Charles A. Corey, a automobile driver, driving south on South Calumet Avenue from East 18th Street in the Near South Side community area of Chicago, Illinois. An unidentified man is sitting next to Corey. The George Pullman home and the Fort Dearborn Massacre sculpture are visible in the background.

Cite as: SDN-051500, Chicago Daily News negatives collection, Chicago Historical Society.
Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Chicago Daily News, Inc. (photographer) (1912). Miss Caroline McIlvaine, Thomas Dent and group of people by The Fort Dearborn Massacre monument.

Image of Miss Caroline McIlvaine, holding a wreath, and Thomas Dent standing in the center of a group of people in front of the Fort Dearborn Massacre memorial in Chicago, Illinois.

This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper.

Cite as: DN-0059348, Chicago Daily News negatives collection, Chicago Historical Society.
Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.

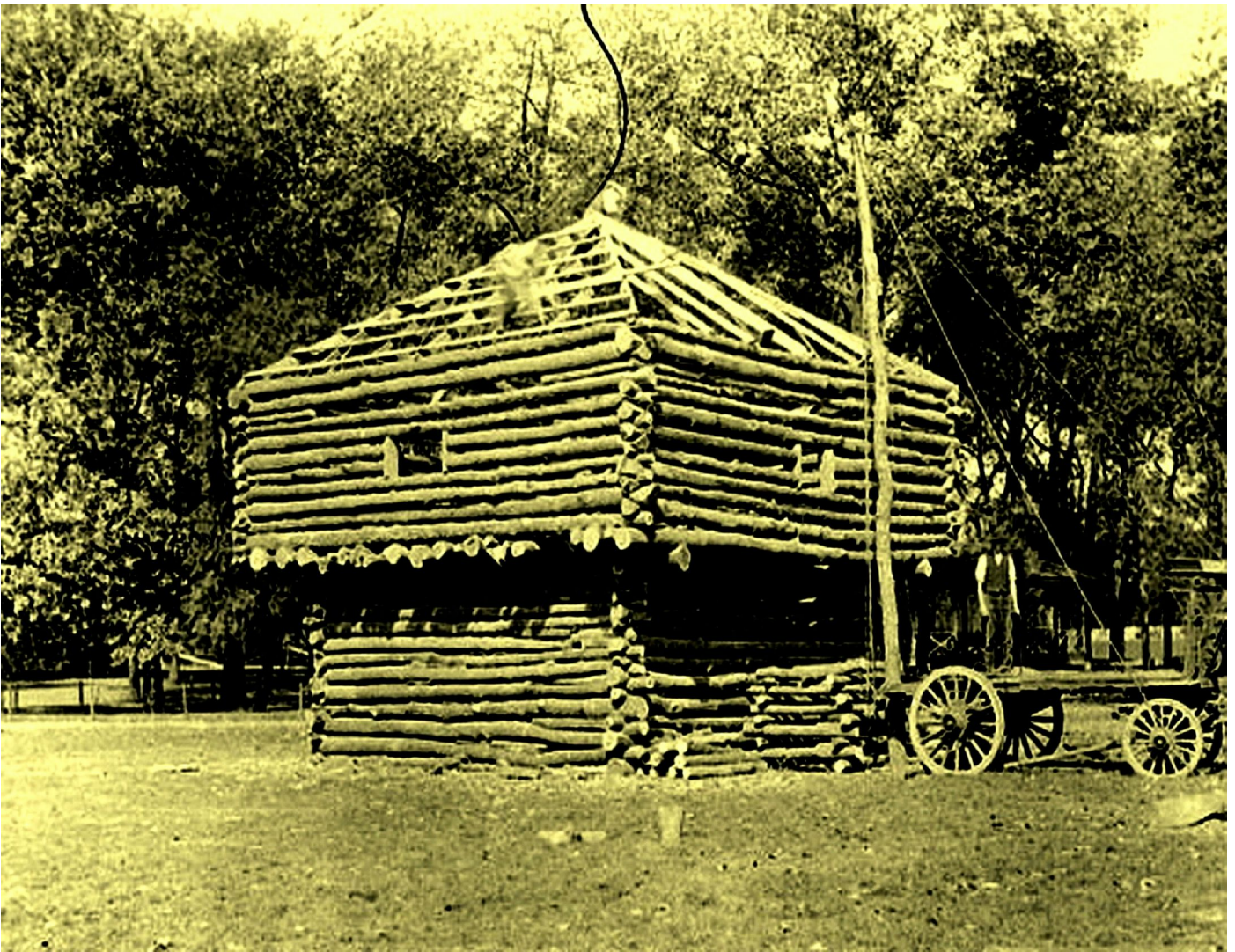


Chicago Daily News, Inc. (photographer) (1915). Emma Lemparten holding a floral display commemorating the 103rd anniversary of the Fort Dearborn massacre. Published 1915 Aug 14.

Portrait of Miss Emma Lemparten holding a floral display commemorating the 103rd anniversary of the Fort Dearborn massacre. The display was placed at the monument located at East 18th Street and South Calumet Avenue in the Near South Side community area of Chicago, Illinois. The names on the floral arrangement are of Ensign John Ronan, Sergeant Dennis Hayes, and William Caldwell, defenders of the Fort Dearborn garrison.

Cite as: DN-0065056, Chicago Daily News negatives collection, Chicago Historical Society. Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.

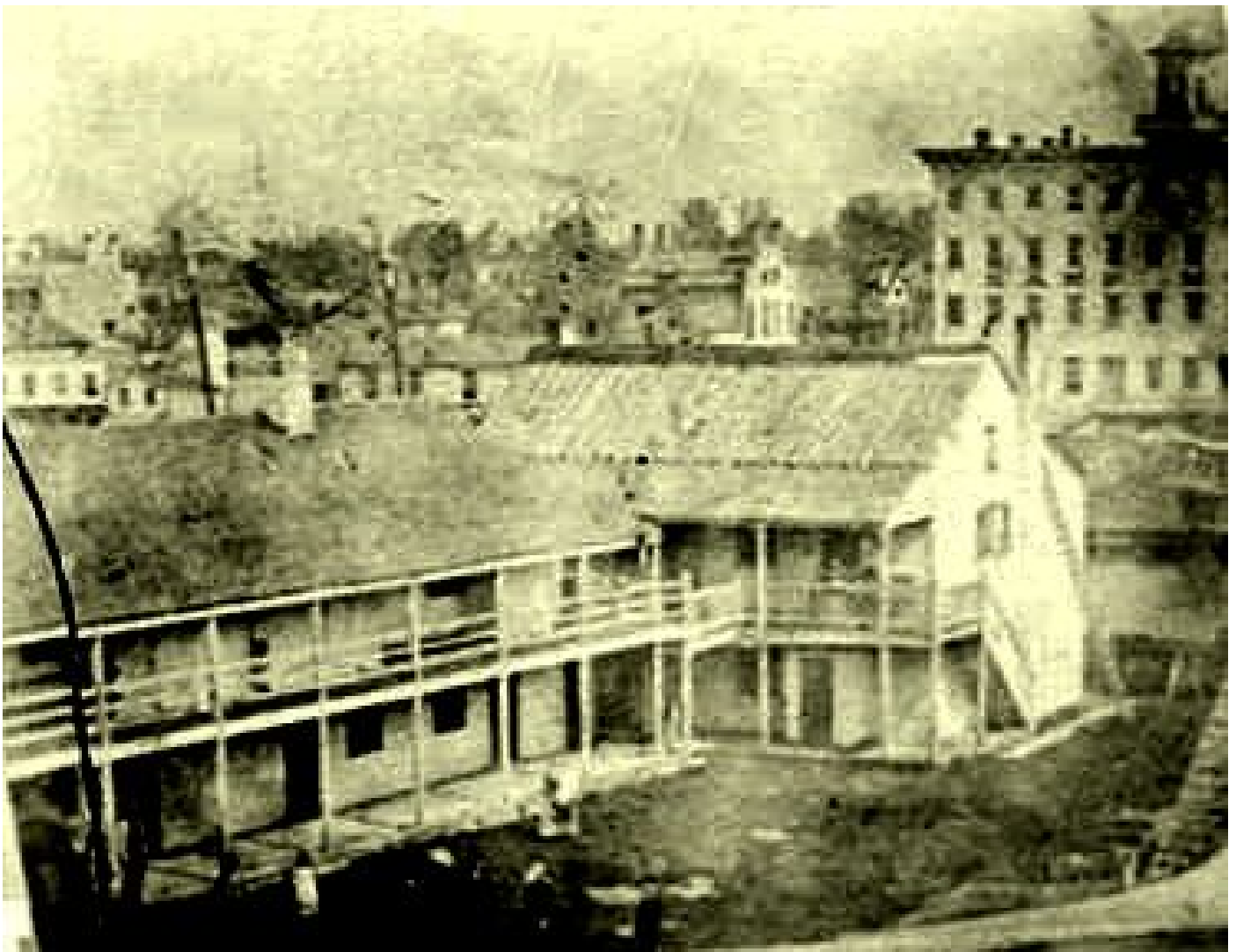


Chicago Daily News, Inc. (photographer) (1903). Replica of Fort Dearborn in Lincoln Park. Published 1903 Sep 24.

View of the replica of Fort Dearborn in Lincoln Park in Chicago, Illinois. The structure is made of logs, and a man is on the roof of the structure, which is not finished. Another man is standing in a wagon next to the structure.

Cite as: DN-0001285, Chicago Daily News negatives collection, Chicago Historical Society. Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Chicago Daily News, Inc. (photographer) (1912). Cabinet card of the interior of Fort Dearborn.

Image of a cabinet card of the interior of Fort Dearborn. Writing on the negative credits Chicago Historical Society. This image was probably taken in Chicago, Illinois.

Cite as: DN-0059621, Chicago Daily News negatives collection, Chicago Historical Society.
Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Arena Postcard Co. (1932). Postcard of Fort Dearborn Massacre 120th Anniversary at Chicago World's Fair.

Lake County Discovery Museum, Grant B. Schmalgemeier collection.

Project funding provided by the Graham Foundation for Advanced Studies in the Fine Arts.

Century of Progress Collection, COP215

Found at: North Suburban Library System website www.digitalpast.com

ID 50459



Chicago Daily News, Inc. (photographer) (1916). Architectural tablet featuring text about the Blockhouse of Old Fort Dearborn. Published ca.1916 Feb 24.

Image of an architectural tablet with text about the Blockhouse of Fort Dearborn, set in to a stucco building between two leaded glass windows. A sign with letters outlined in lightbulbs is visible above the tablet. An advertisement for Old Fort Dearborn cigars is partially visible. Text on image reads Old Fort Dearborn Building. This tablet is set in to the Fort Dearborn building located at 105 West Monroe Street in the Loop community area of Chicago, Illinois.

Cite as: DN-0065800, Chicago Daily News negatives collection, Chicago Historical Society. Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Chicago Daily News (photographer) (1903). W. M. Hoyt and Company building, showing the Fort Dearborn tablet on the side of the building. Published 1903 Sep 19.

Exterior view of the W. M. Hoyt and Company building on the southwest corner of North Michigan Avenue and East Lake Street in the Loop community area of Chicago, Illinois. The Fort Dearborn tablet is visible on the side of the building. The tablet is carved and contains a relief image of the blockhouse of Fort Dearborn and a text description of the history of the fort.

Cite as: DN-0001237, Chicago Daily News negatives collection, Chicago Historical Society.
Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.

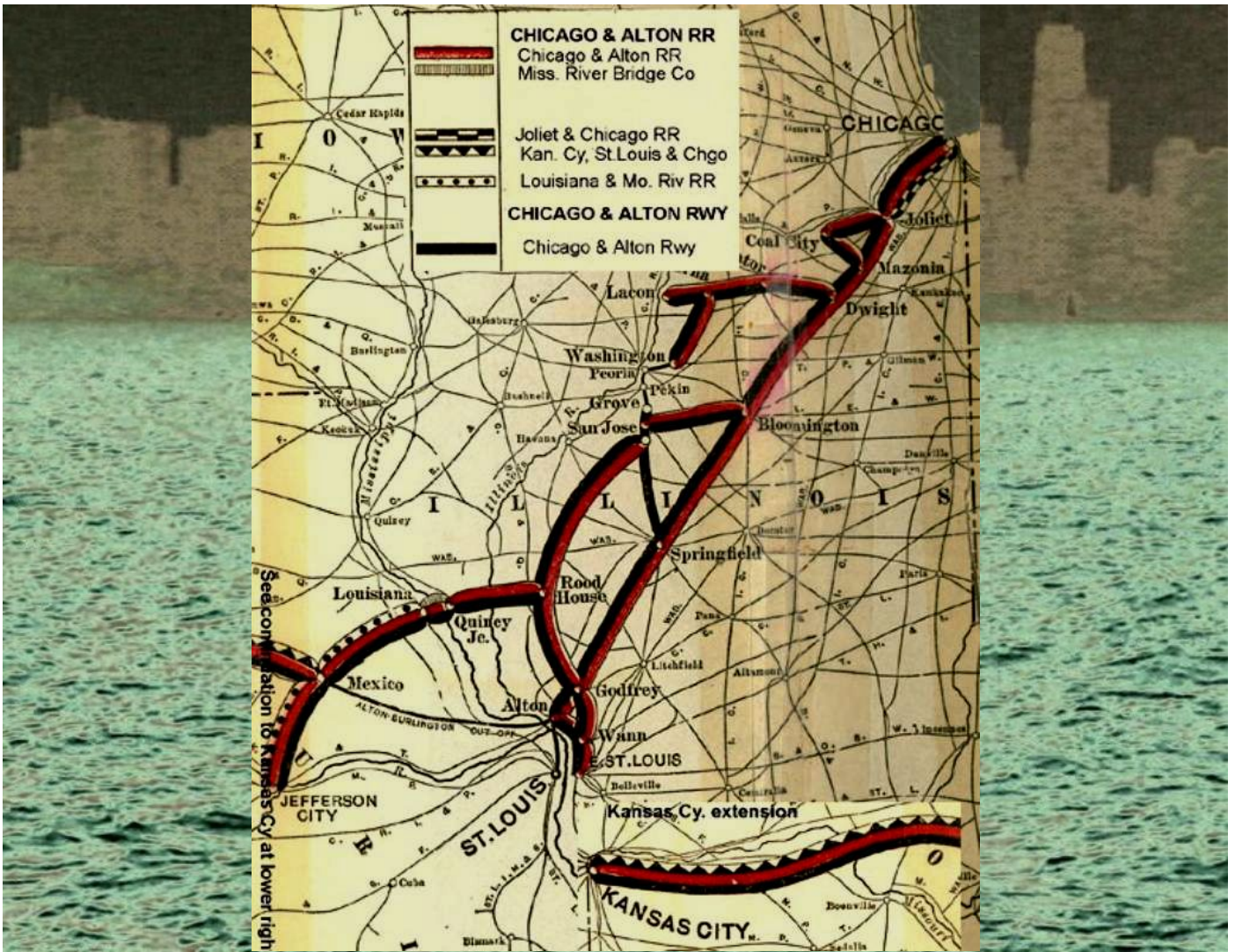


Chicago Daily News, Inc. (photographer) (1916). Fort Dearborn Building. Published ca.1916 Feb 24.

Exterior view of the Fort Dearborn building, located at 105 West Monroe Street in the Loop community area of Chicago, Illinois. This building was later called the Nixon and the Standard Trust & Savings Bank Building. It is now known as 105 West Monroe Street building. An advertisement reading Little Boy Blue... is posted on the building.

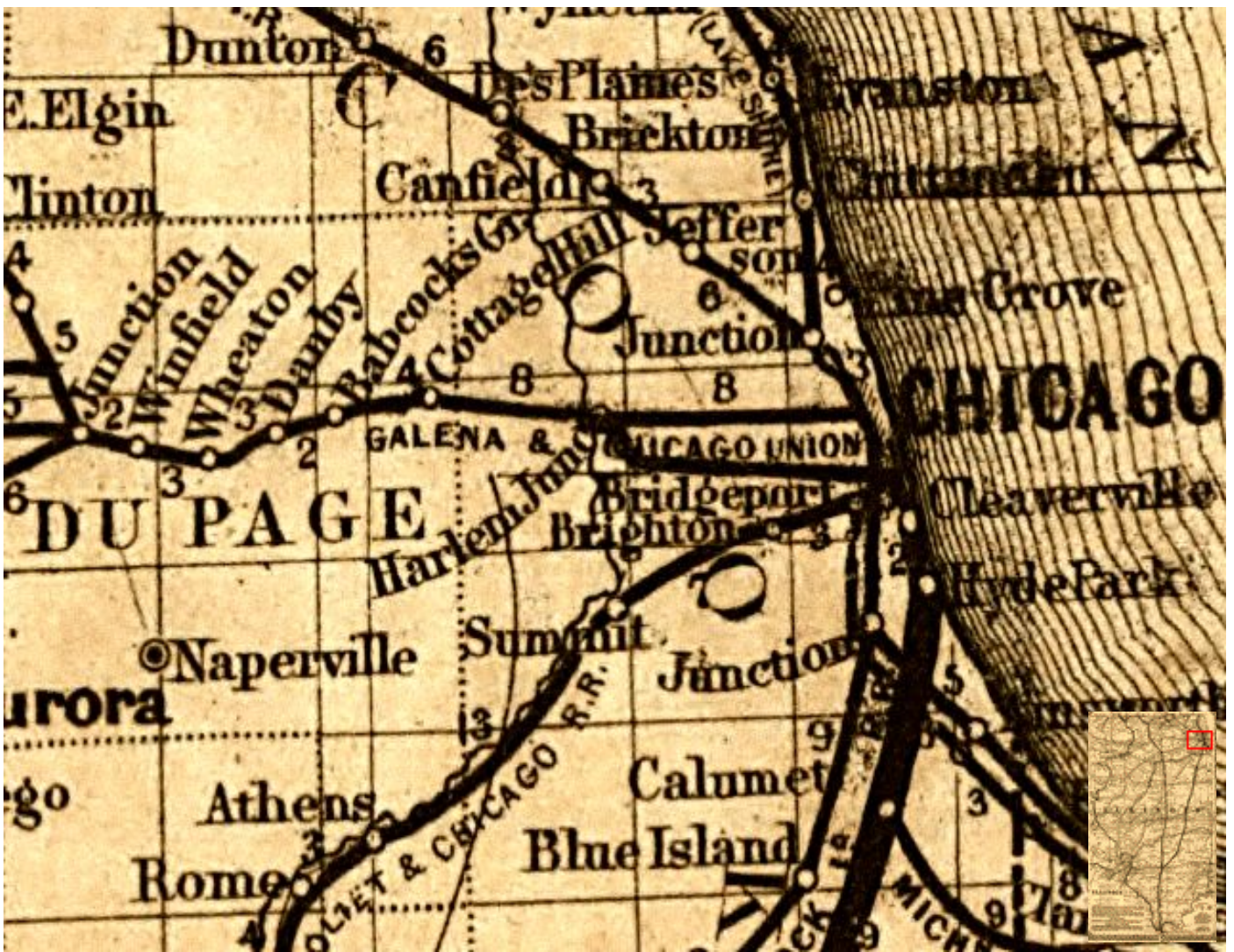
Cite as: DN-0065801, Chicago Daily News negatives collection, Chicago Historical Society.
Clark Street at North Avenue, Chicago, IL 60614-6071.

Found at Library of Congress, Prints and Photographs website.



Map of the Chicago & Alton RR System, circa 1905. Found at <http://www.uic.edu/orgs/LockZero/3image/CAMap.html>

The Alton was one of the most important of early Illinois railroads.




Colton, G. Woolworth (1827-1901). Detail in Railroad map of Illinois. New York (1861).

Township map showing place names, counties, and the railroad system. At bottom of the map appear statements about the economic conditions of the state and its railroads.

Reference: LC Railroad maps, 204

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4101p rr002040
<http://hdl.loc.gov/loc.gmd/g4101p.rr002040>. #G4101.P3 1861 .C6 RR 204

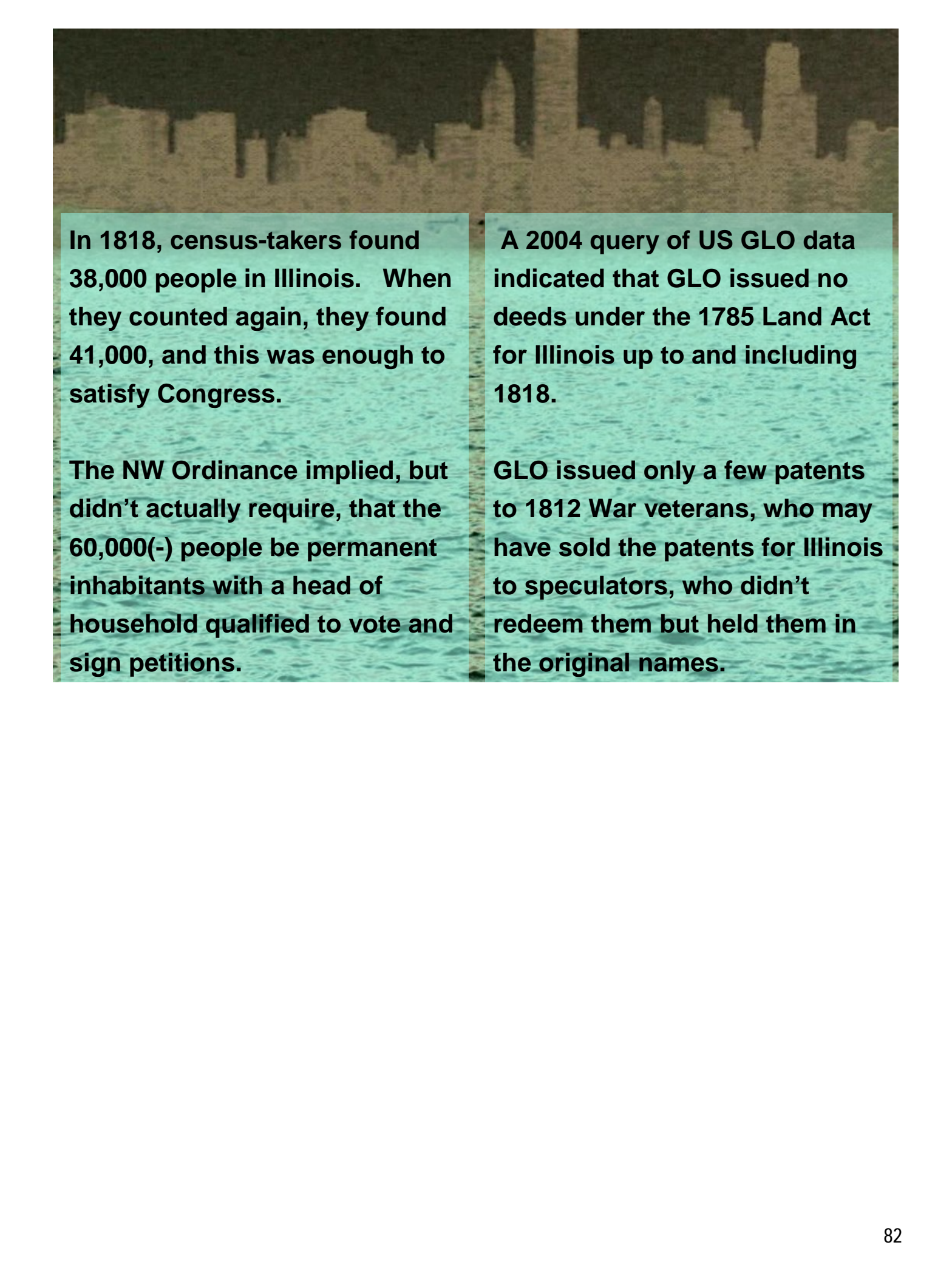


Daniel Cook went to Europe in 1817, when he was 22 years old, passed through Washington on his way back to Illinois, and Illinois was a state within a year.

Like Lincoln, he was descended from working-class Virginians who passed through Kentucky on their way to Illinois.

Illinois achieved statehood through a loophole in the 1787 NW Ordinance and by other deviations from law.

The NW Ordinance said a territory should have 60,000 people before it could petition for statehood, but the provision allowed an unspecified smaller number that would tend to void the ordinance for vagueness.

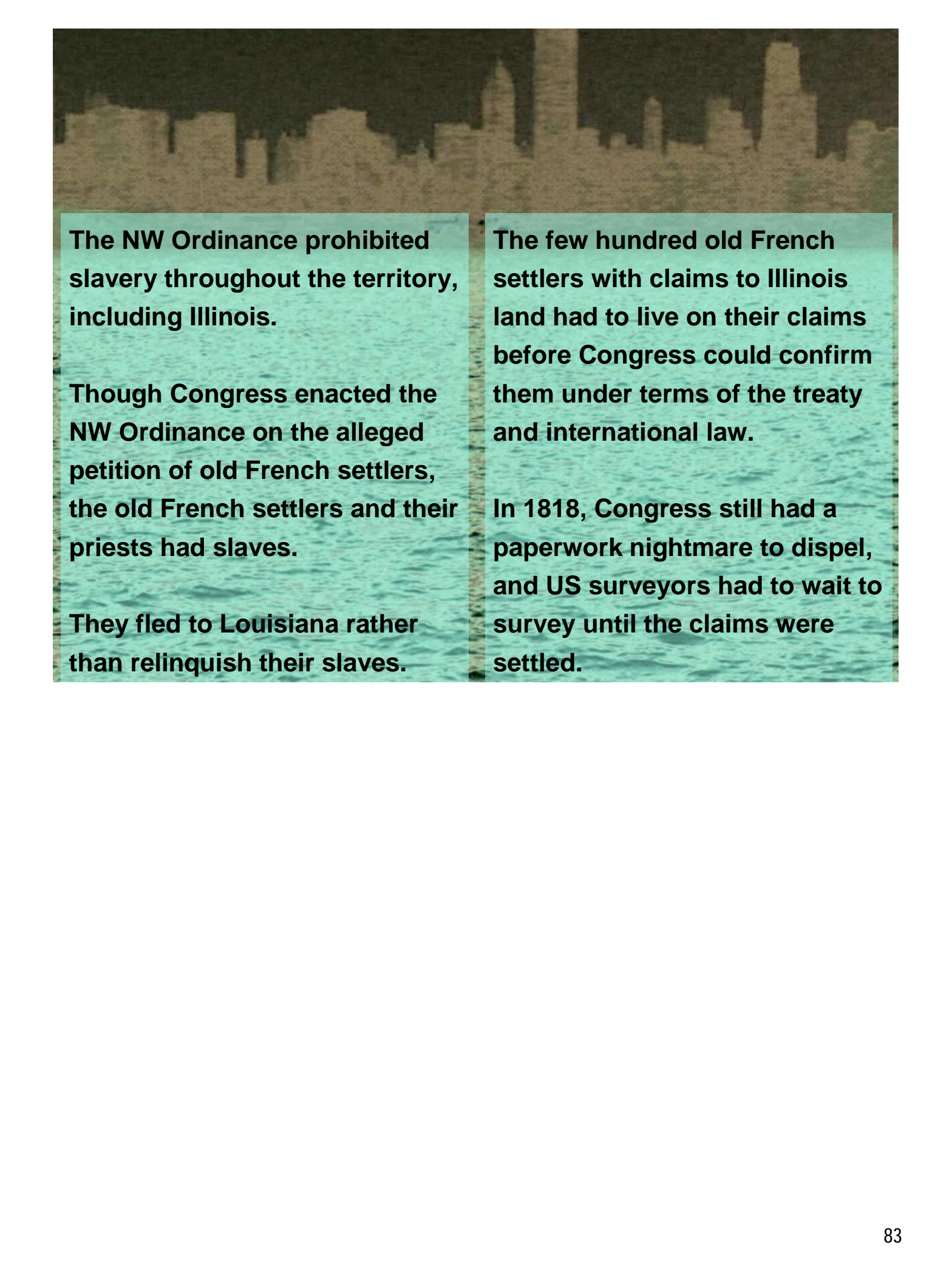


In 1818, census-takers found 38,000 people in Illinois. When they counted again, they found 41,000, and this was enough to satisfy Congress.

The NW Ordinance implied, but didn't actually require, that the 60,000(-) people be permanent inhabitants with a head of household qualified to vote and sign petitions.

A 2004 query of US GLO data indicated that GLO issued no deeds under the 1785 Land Act for Illinois up to and including 1818.

GLO issued only a few patents to 1812 War veterans, who may have sold the patents for Illinois to speculators, who didn't redeem them but held them in the original names.



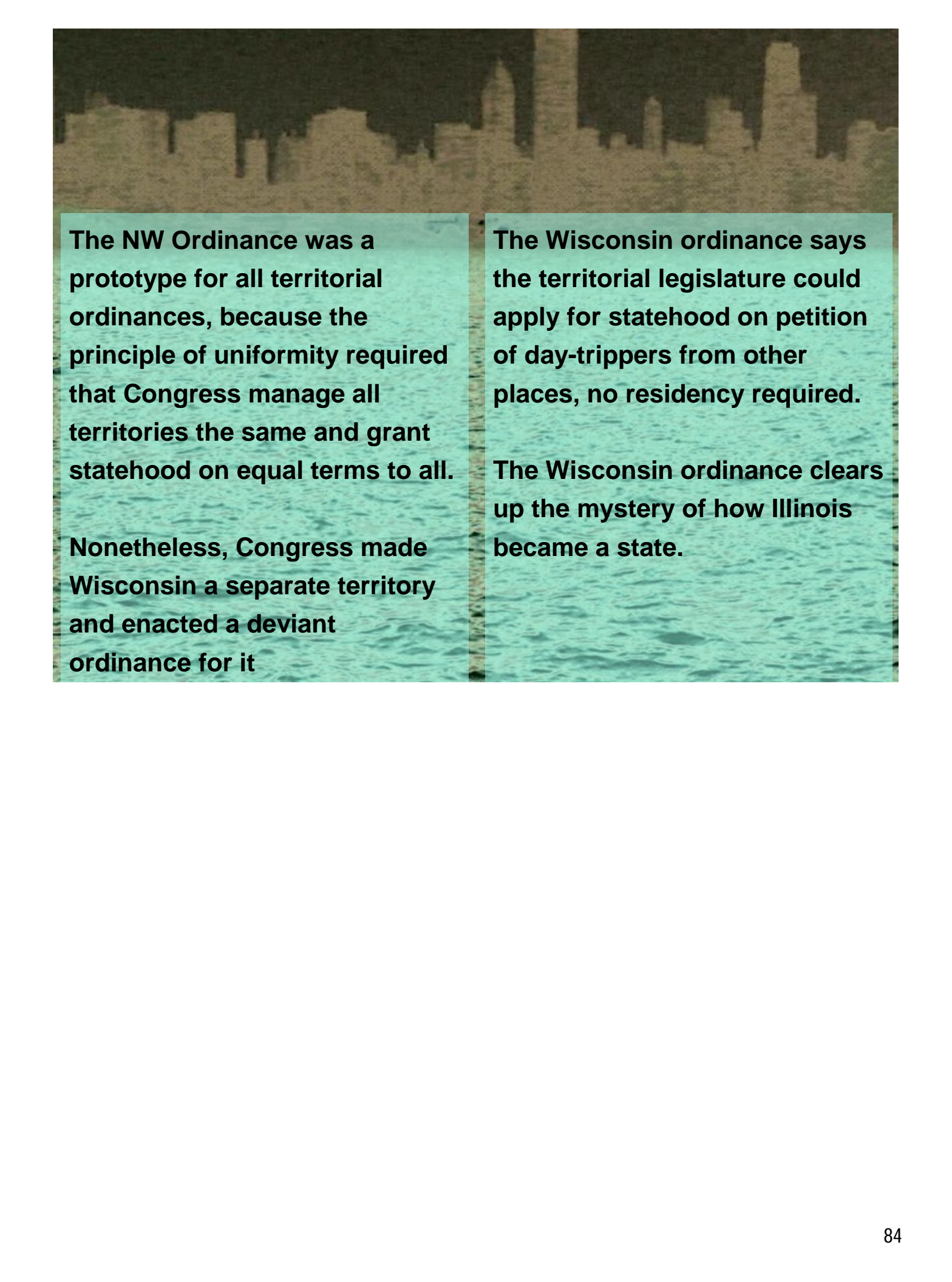
The NW Ordinance prohibited slavery throughout the territory, including Illinois.

Though Congress enacted the NW Ordinance on the alleged petition of old French settlers, the old French settlers and their priests had slaves.

They fled to Louisiana rather than relinquish their slaves.

The few hundred old French settlers with claims to Illinois land had to live on their claims before Congress could confirm them under terms of the treaty and international law.

In 1818, Congress still had a paperwork nightmare to dispel, and US surveyors had to wait to survey until the claims were settled.



The NW Ordinance was a prototype for all territorial ordinances, because the principle of uniformity required that Congress manage all territories the same and grant statehood on equal terms to all.

Nonetheless, Congress made Wisconsin a separate territory and enacted a deviant ordinance for it

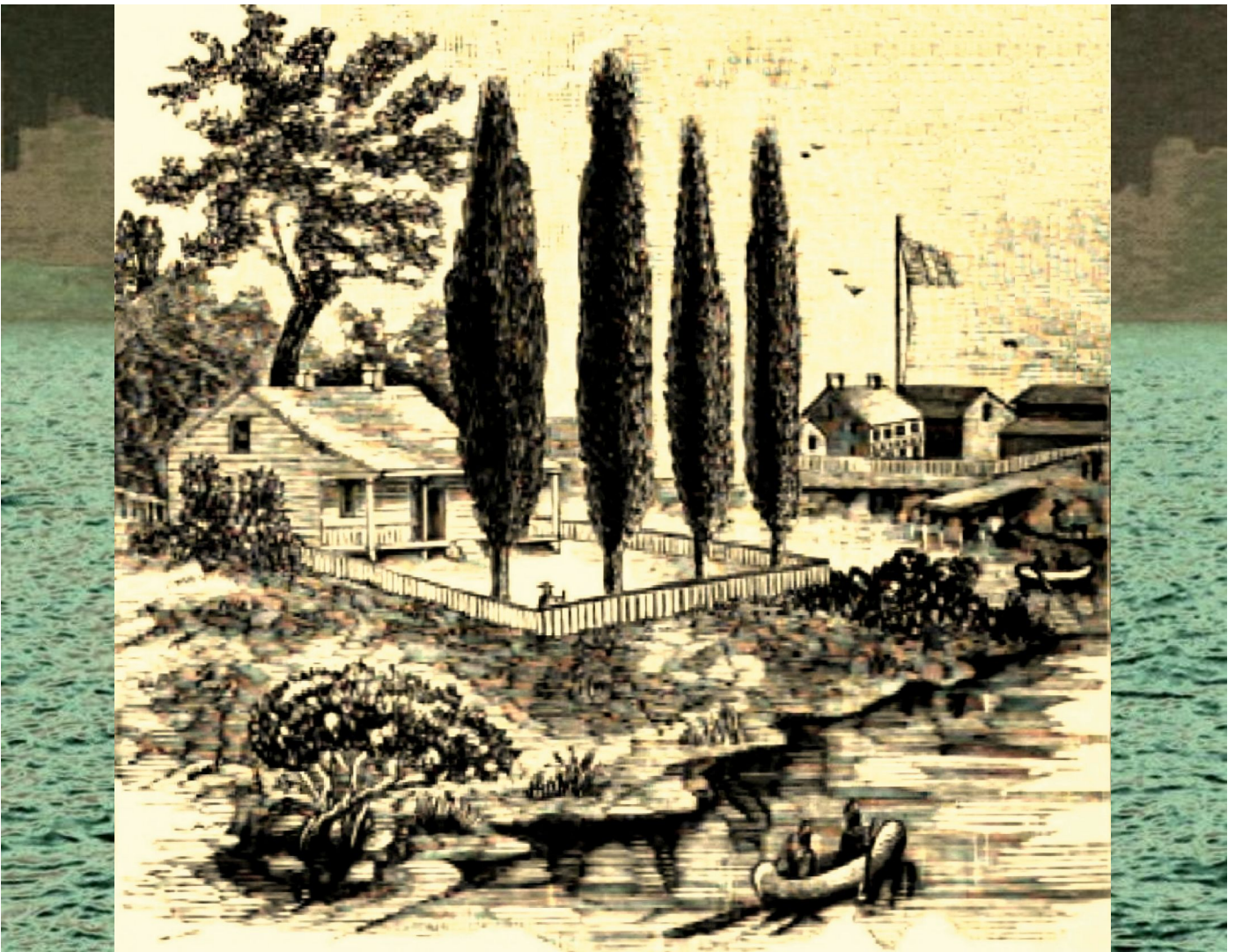
The Wisconsin ordinance says the territorial legislature could apply for statehood on petition of day-trippers from other places, no residency required.

The Wisconsin ordinance clears up the mystery of how Illinois became a state.



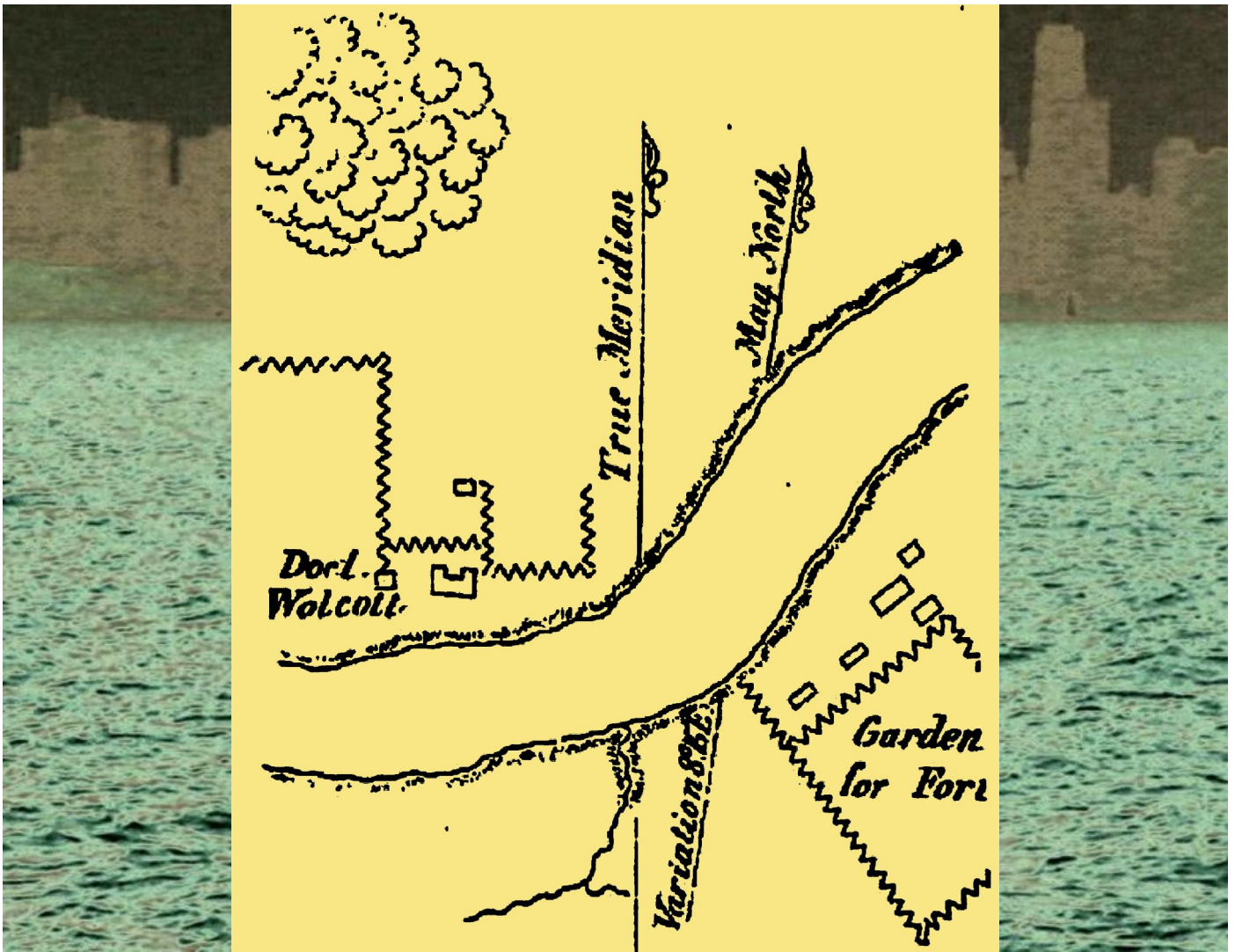
Kinzie House. in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Kinzie House and Fort Dearborn.
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Graham, George (1830 March 22). Proposition to Lay Off A Town at Chicago. Communication from General Land Office to US Congress in American State papers. (page 282) in Hurlbut, Henry H. (1880). Chicago Antiquities, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Alexander Beaubien on his 80th birthday. He was born January 28, 1822, when Kinzie's was the only white family in the place besides his father's.

in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).



Mark Beaubien in 1877.
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



(page 28-29). in Hurlbut, Henry H. (1880). *Chicago Antiquities, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc..* Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Robert A. Kinzie.
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



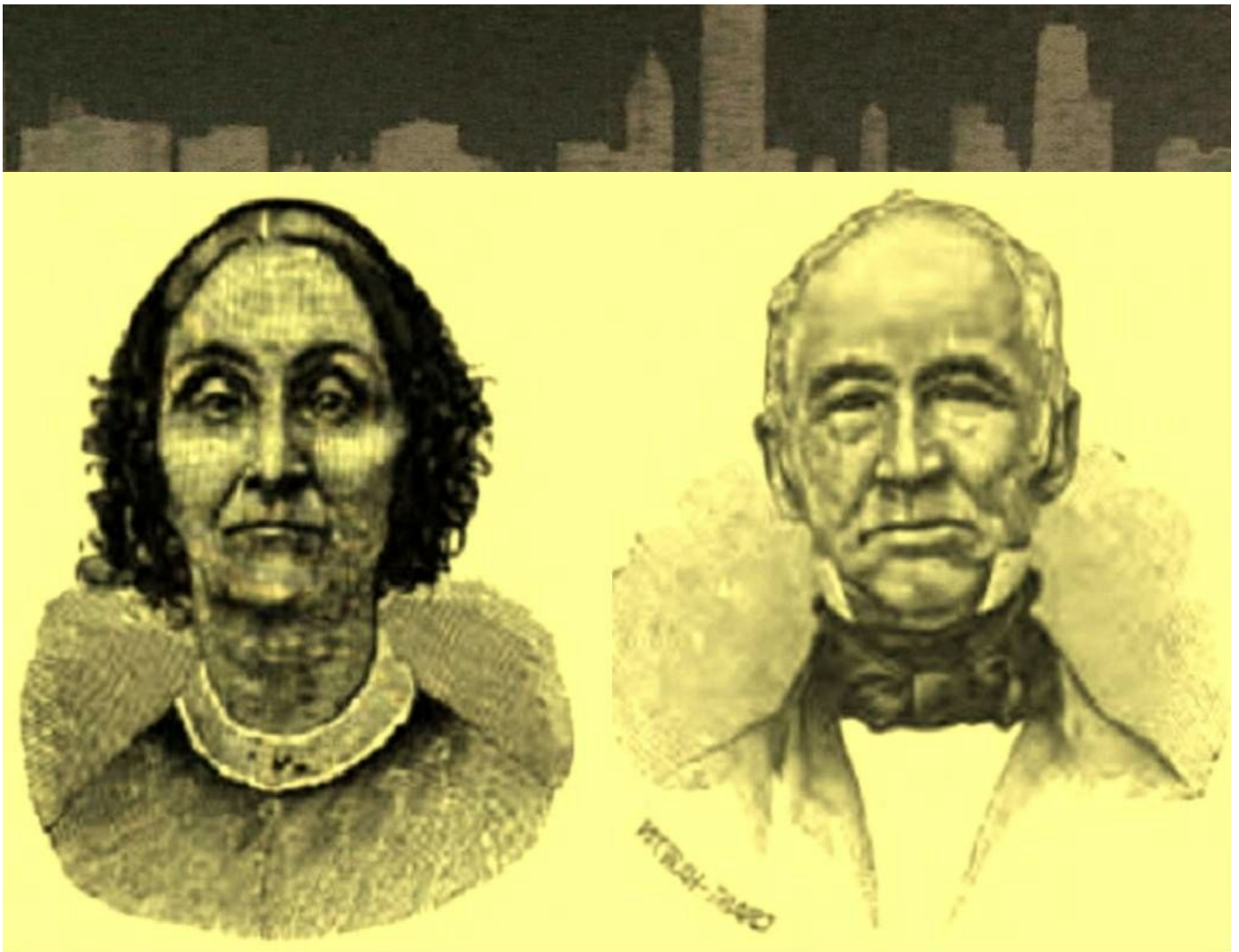
Philo Carpenter.
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Elizabeth Chappel Porter.
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



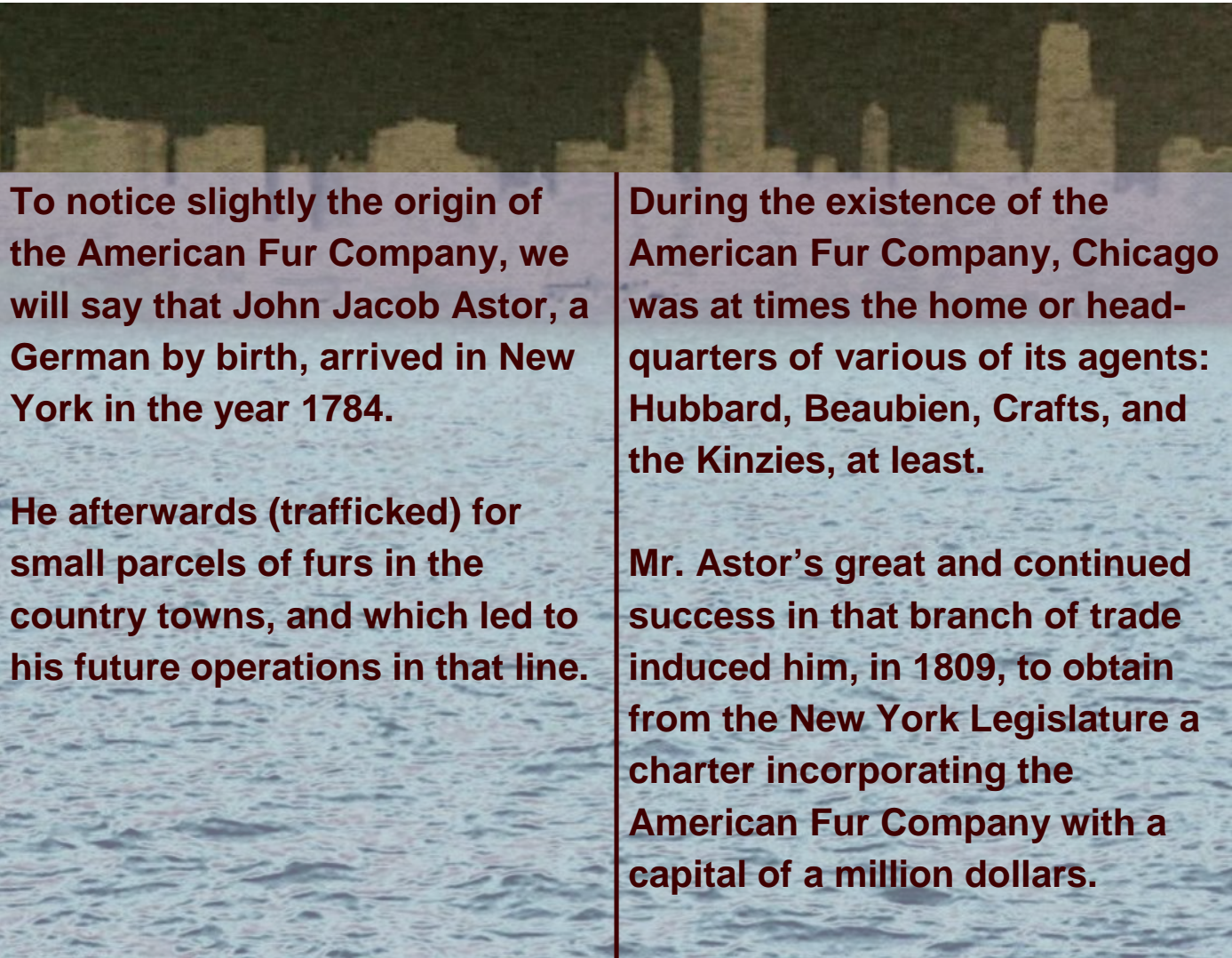
Mr. and Mrs. Stephen Forbes. in Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 283). in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Schoolcraft's Chicago in 1820 (page 188). in Hurlbut, Henry H. (1880). *Chicago Antiquities*, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



To notice slightly the origin of the American Fur Company, we will say that John Jacob Astor, a German by birth, arrived in New York in the year 1784.

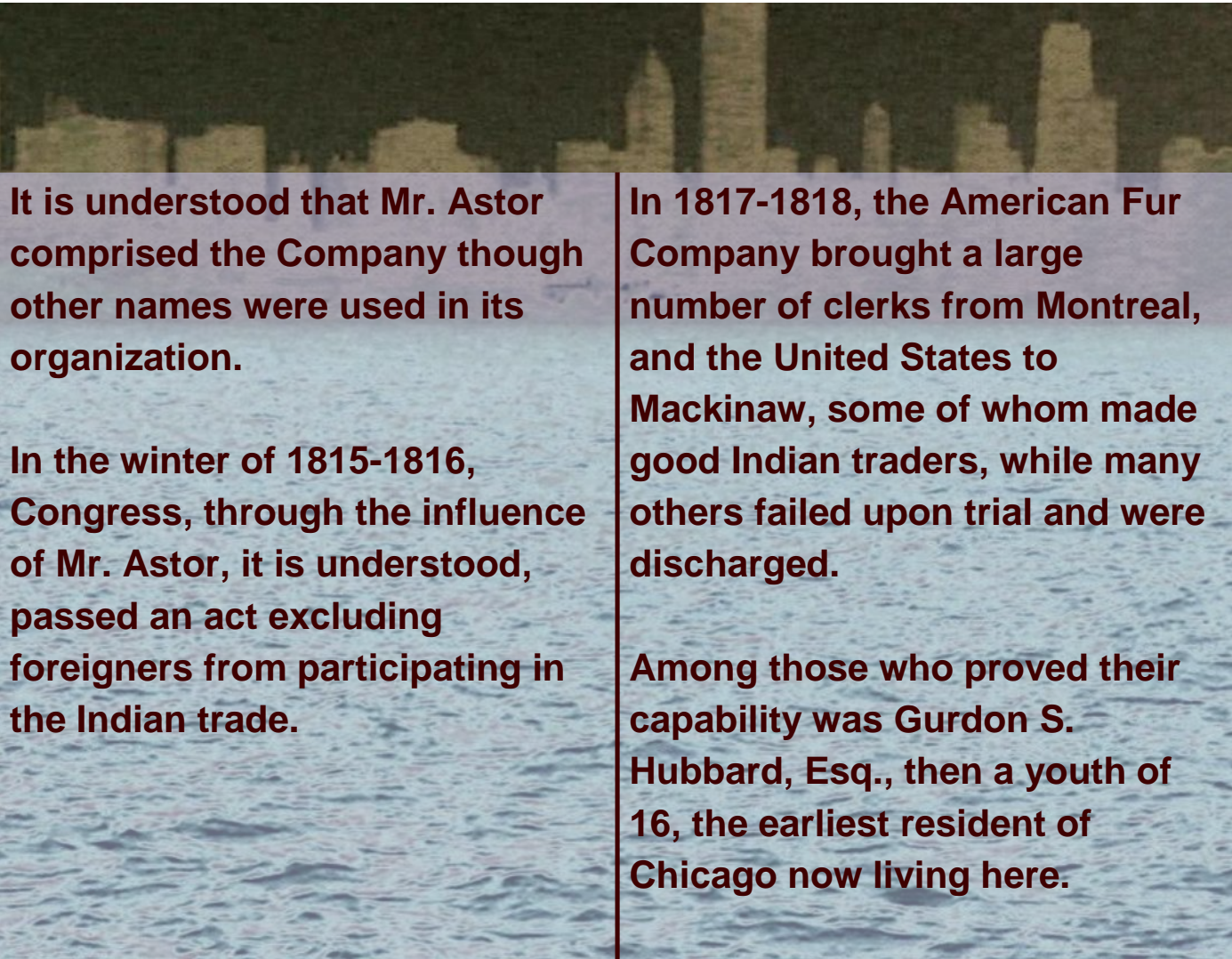
He afterwards (trafficked) for small parcels of furs in the country towns, and which led to his future operations in that line.

During the existence of the American Fur Company, Chicago was at times the home or headquarters of various of its agents: Hubbard, Beaubien, Crafts, and the Kinzies, at least.

Mr. Astor's great and continued success in that branch of trade induced him, in 1809, to obtain from the New York Legislature a charter incorporating the American Fur Company with a capital of a million dollars.

(page 28-29). in Hurlbut, Henry H. (1880). *Chicago Antiquities*, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



It is understood that Mr. Astor comprised the Company though other names were used in its organization.

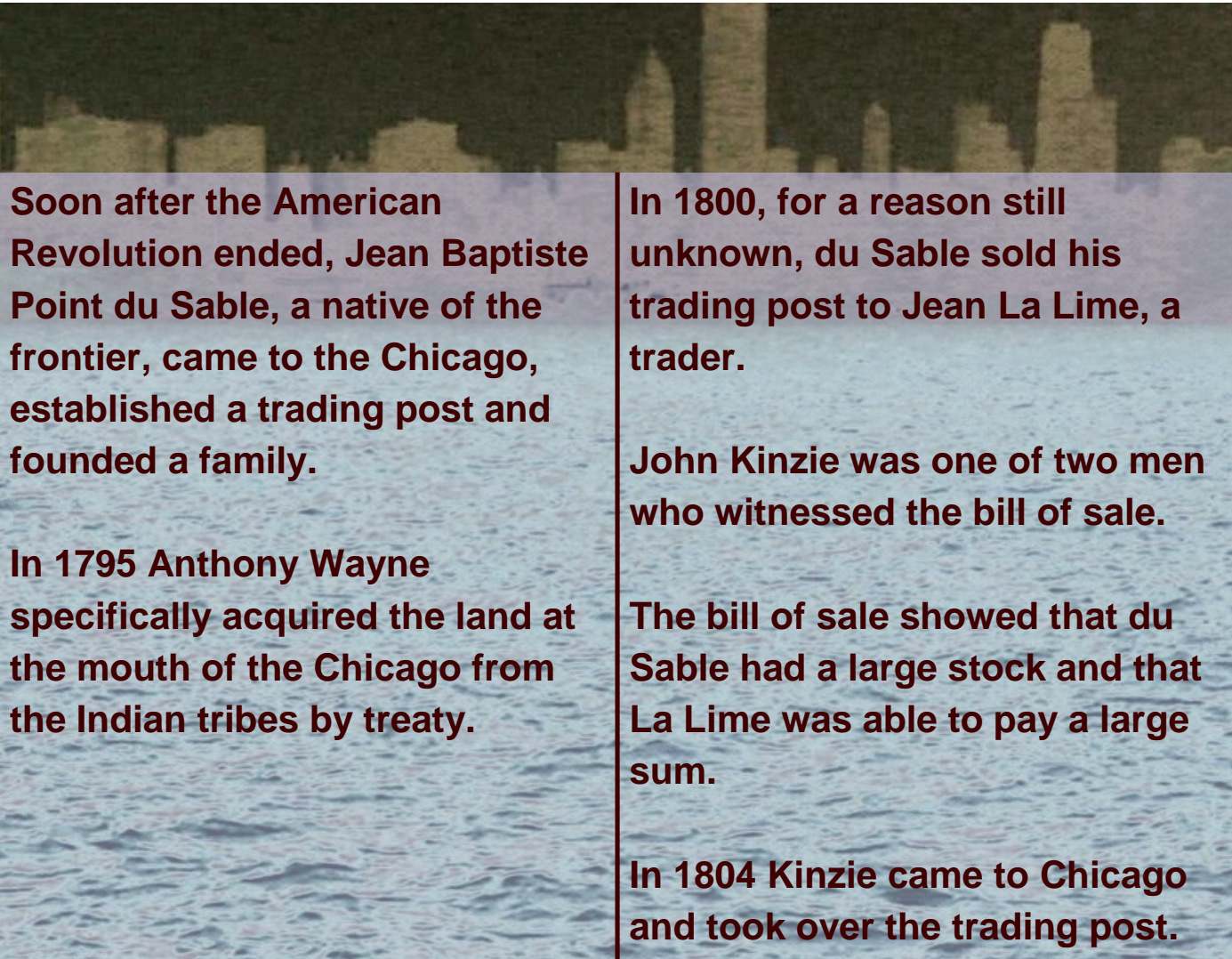
In the winter of 1815-1816, Congress, through the influence of Mr. Astor, it is understood, passed an act excluding foreigners from participating in the Indian trade.

In 1817-1818, the American Fur Company brought a large number of clerks from Montreal, and the United States to Mackinaw, some of whom made good Indian traders, while many others failed upon trial and were discharged.

Among those who proved their capability was Gurdon S. Hubbard, Esq., then a youth of 16, the earliest resident of Chicago now living here.

(page 28-29). in Hurlbut, Henry H. (1880). *Chicago Antiquities*, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Soon after the American Revolution ended, Jean Baptiste Point du Sable, a native of the frontier, came to the Chicago, established a trading post and founded a family.

In 1795 Anthony Wayne specifically acquired the land at the mouth of the Chicago from the Indian tribes by treaty.

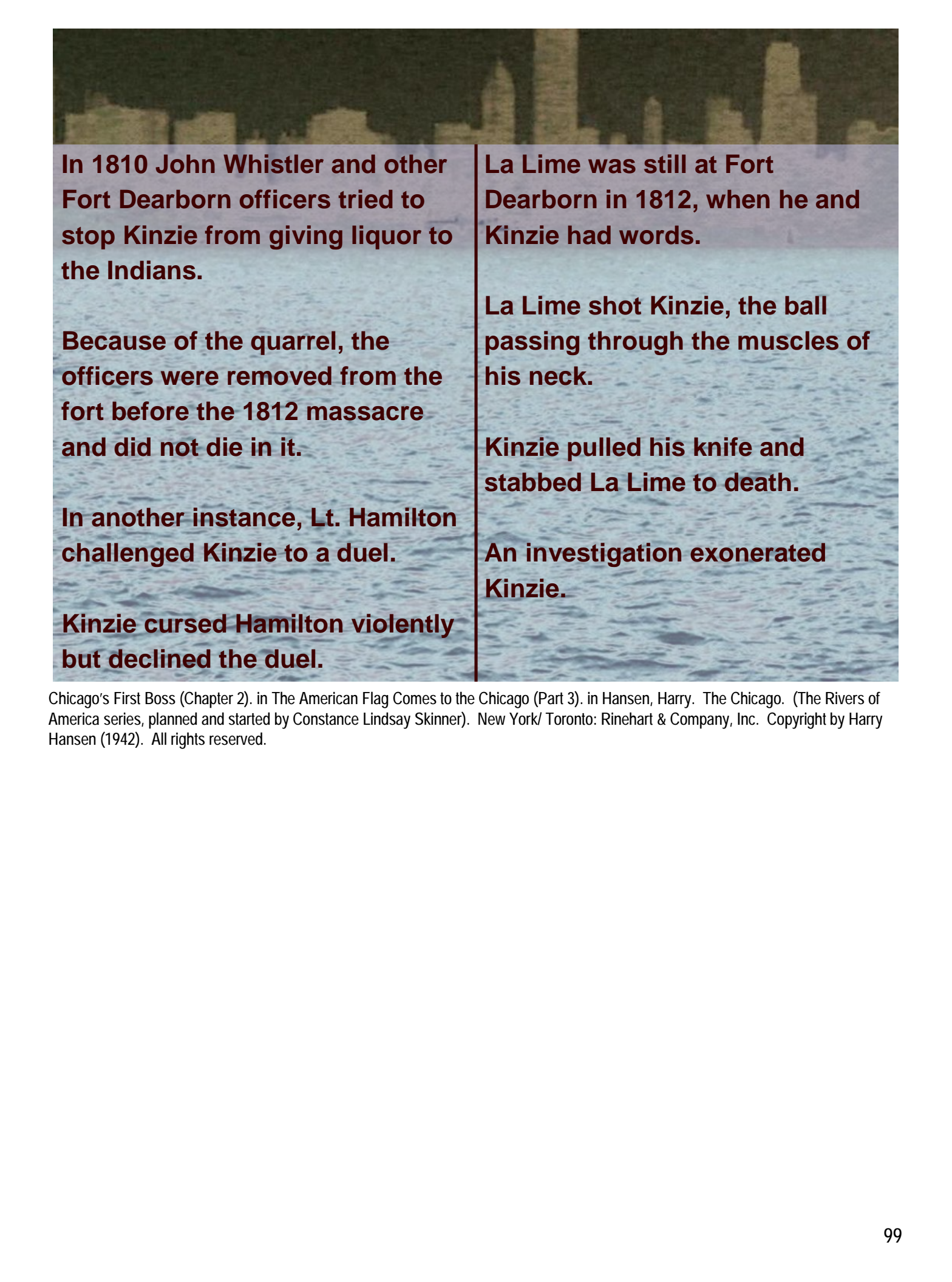
In 1800, for a reason still unknown, du Sable sold his trading post to Jean La Lime, a trader.

John Kinzie was one of two men who witnessed the bill of sale.

The bill of sale showed that du Sable had a large stock and that La Lime was able to pay a large sum.

In 1804 Kinzie came to Chicago and took over the trading post.

Chicago's First Boss (Chapter 2). in *The American Flag Comes to the Chicago* (Part 3). in Hansen, Harry. *The Chicago*. (The Rivers of America series, planned and started by Constance Lindsay Skinner). New York/ Toronto: Rinehart & Company, Inc. Copyright by Harry Hansen (1942). All rights reserved.



In 1810 John Whistler and other Fort Dearborn officers tried to stop Kinzie from giving liquor to the Indians.

Because of the quarrel, the officers were removed from the fort before the 1812 massacre and did not die in it.

In another instance, Lt. Hamilton challenged Kinzie to a duel.

Kinzie cursed Hamilton violently but declined the duel.

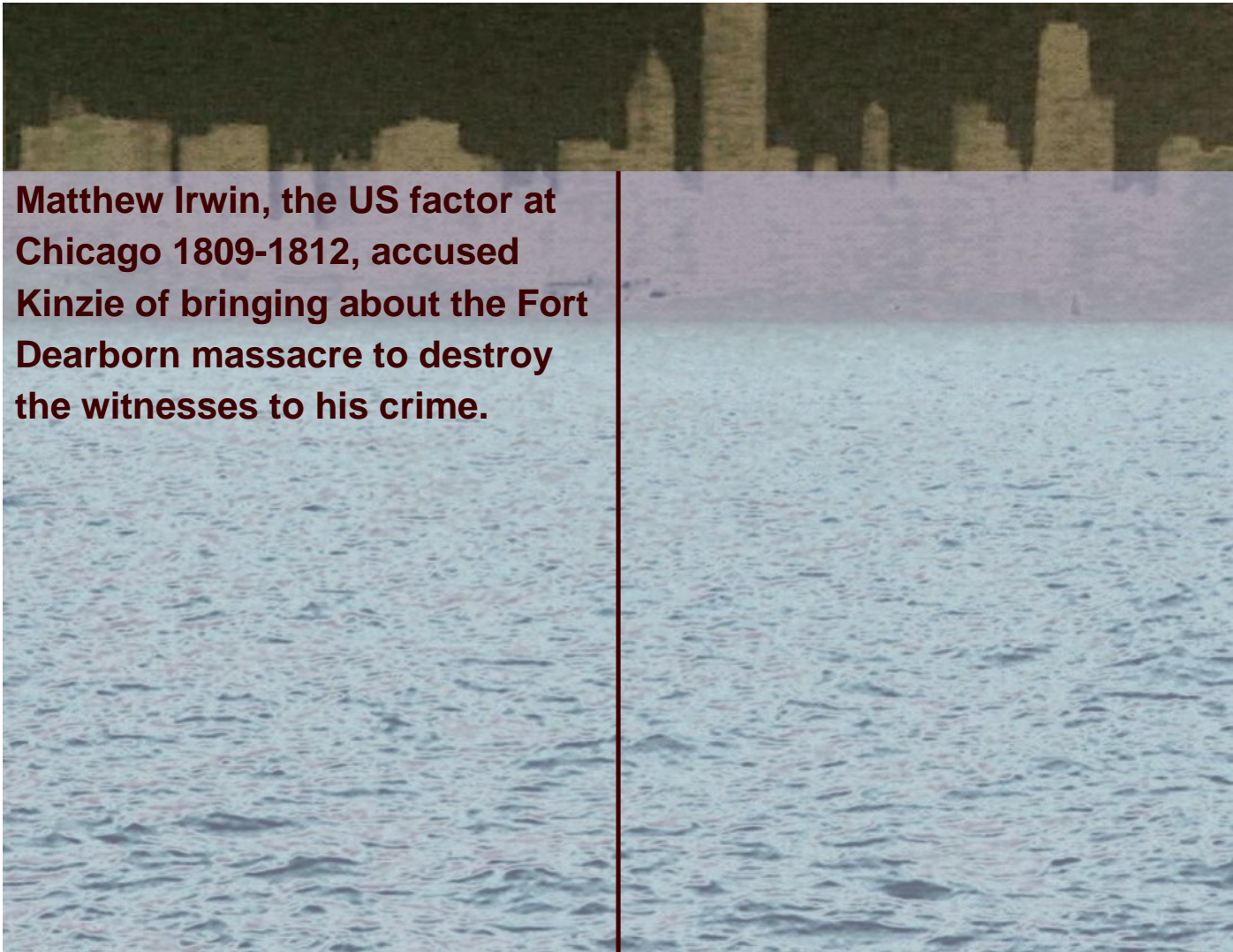
La Lime was still at Fort Dearborn in 1812, when he and Kinzie had words.

La Lime shot Kinzie, the ball passing through the muscles of his neck.

Kinzie pulled his knife and stabbed La Lime to death.

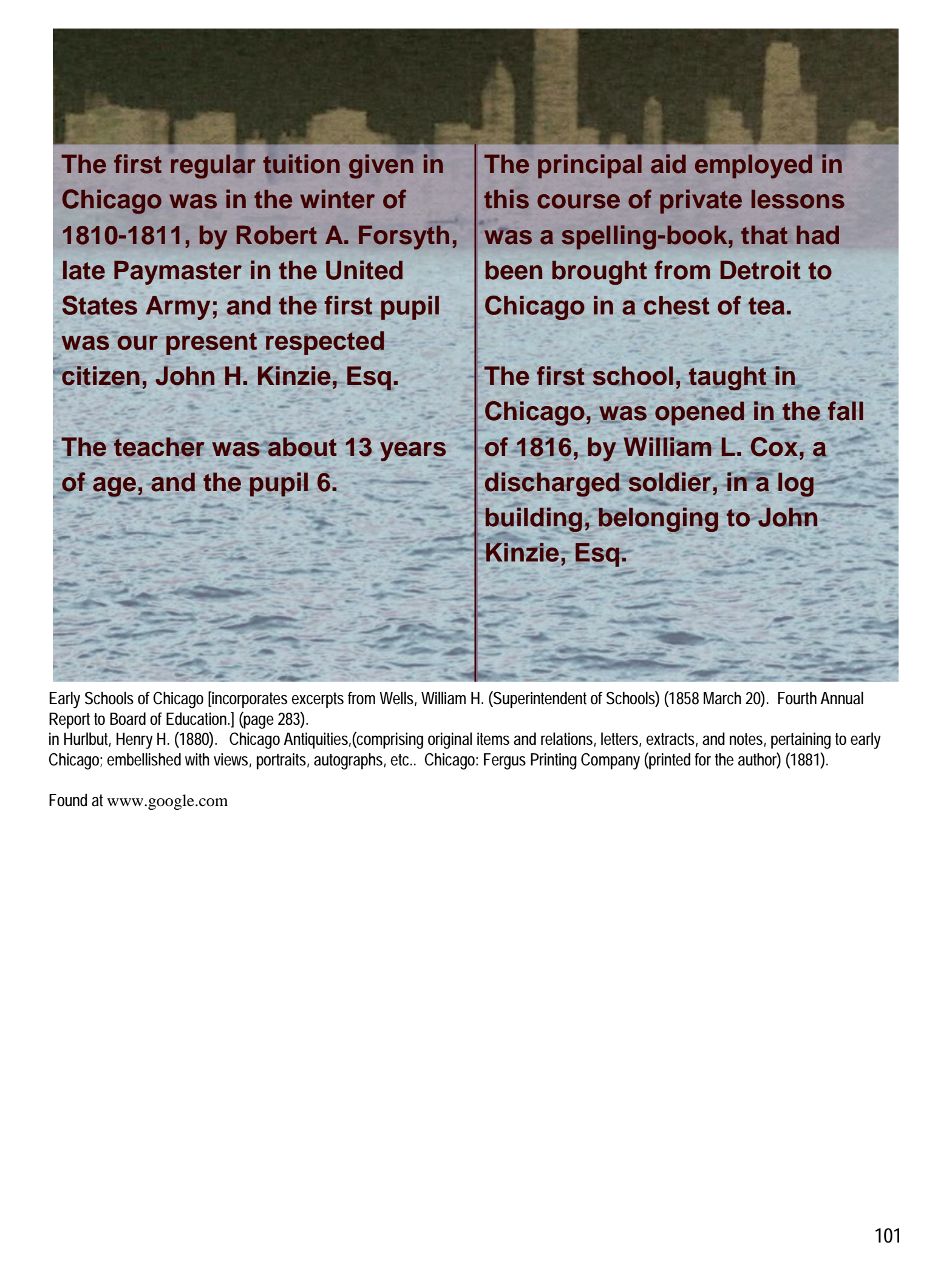
An investigation exonerated Kinzie.

Chicago's First Boss (Chapter 2). in *The American Flag Comes to the Chicago* (Part 3). in Hansen, Harry. *The Chicago*. (The Rivers of America series, planned and started by Constance Lindsay Skinner). New York/ Toronto: Rinehart & Company, Inc. Copyright by Harry Hansen (1942). All rights reserved.



Matthew Irwin, the US factor at Chicago 1809-1812, accused Kinzie of bringing about the Fort Dearborn massacre to destroy the witnesses to his crime.

Chicago's First Boss (Chapter 2). in *The American Flag Comes to the Chicago* (Part 3). in Hansen, Harry. *The Chicago*. (The Rivers of America series, planned and started by Constance Lindsay Skinner). New York/ Toronto: Rinehart & Company, Inc. Copyright by Harry Hansen (1942). All rights reserved.



The first regular tuition given in Chicago was in the winter of 1810-1811, by Robert A. Forsyth, late Paymaster in the United States Army; and the first pupil was our present respected citizen, John H. Kinzie, Esq.

The teacher was about 13 years of age, and the pupil 6.

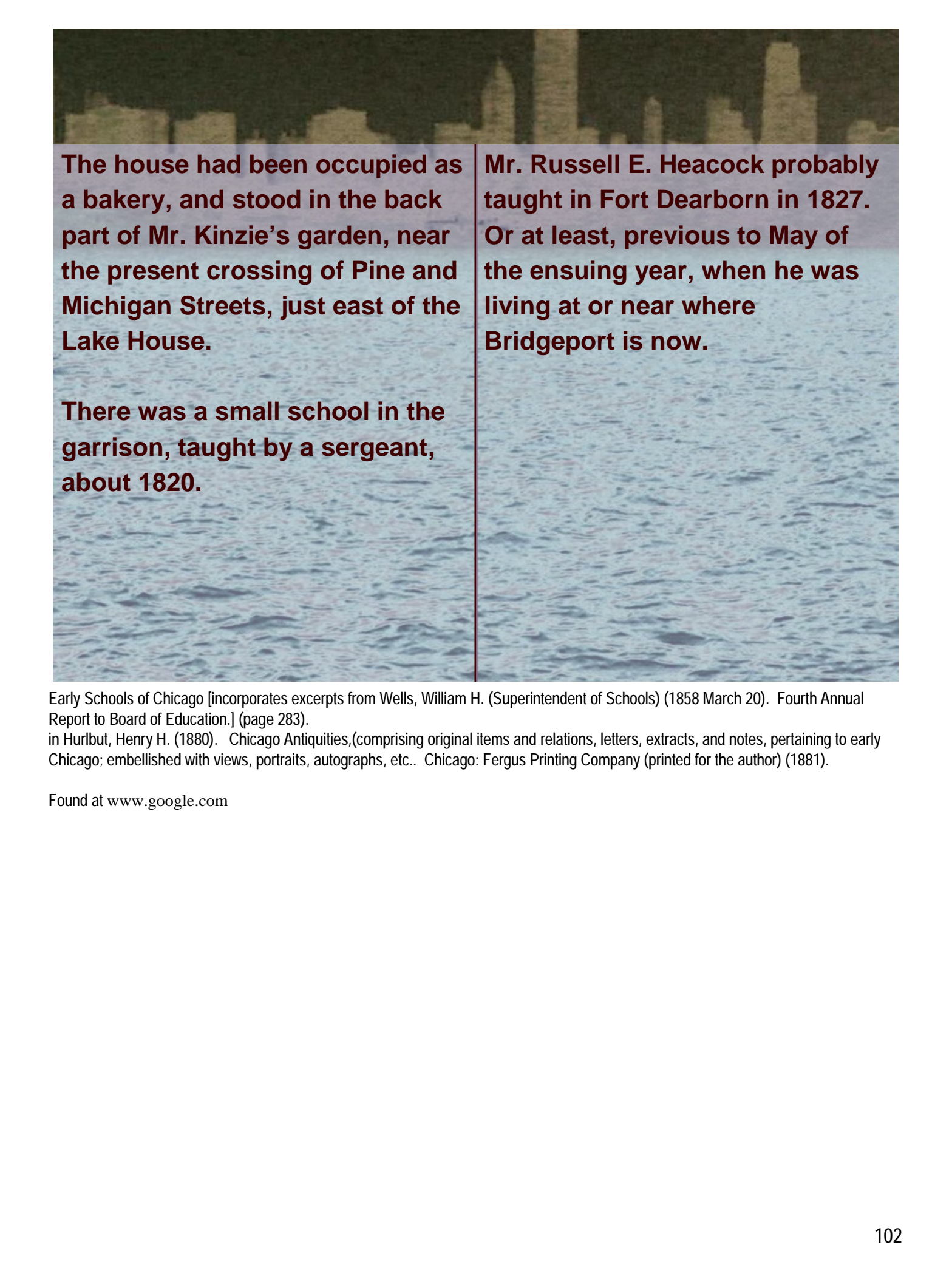
The principal aid employed in this course of private lessons was a spelling-book, that had been brought from Detroit to Chicago in a chest of tea.

The first school, taught in Chicago, was opened in the fall of 1816, by William L. Cox, a discharged soldier, in a log building, belonging to John Kinzie, Esq.

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 283).

in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



The house had been occupied as a bakery, and stood in the back part of Mr. Kinzie's garden, near the present crossing of Pine and Michigan Streets, just east of the Lake House.

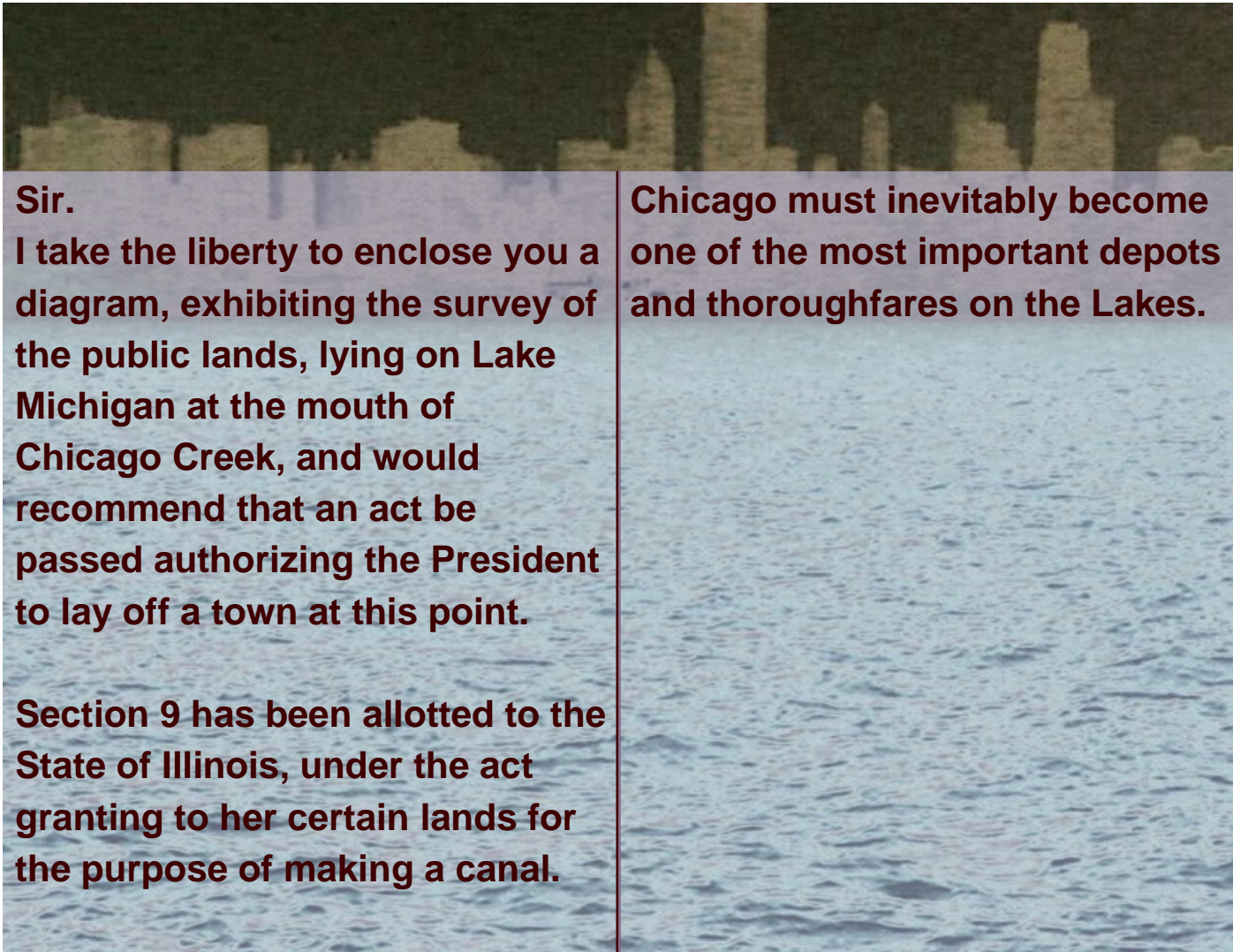
There was a small school in the garrison, taught by a sergeant, about 1820.

Mr. Russell E. Heacock probably taught in Fort Dearborn in 1827. Or at least, previous to May of the ensuing year, when he was living at or near where Bridgeport is now.

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 283).

in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



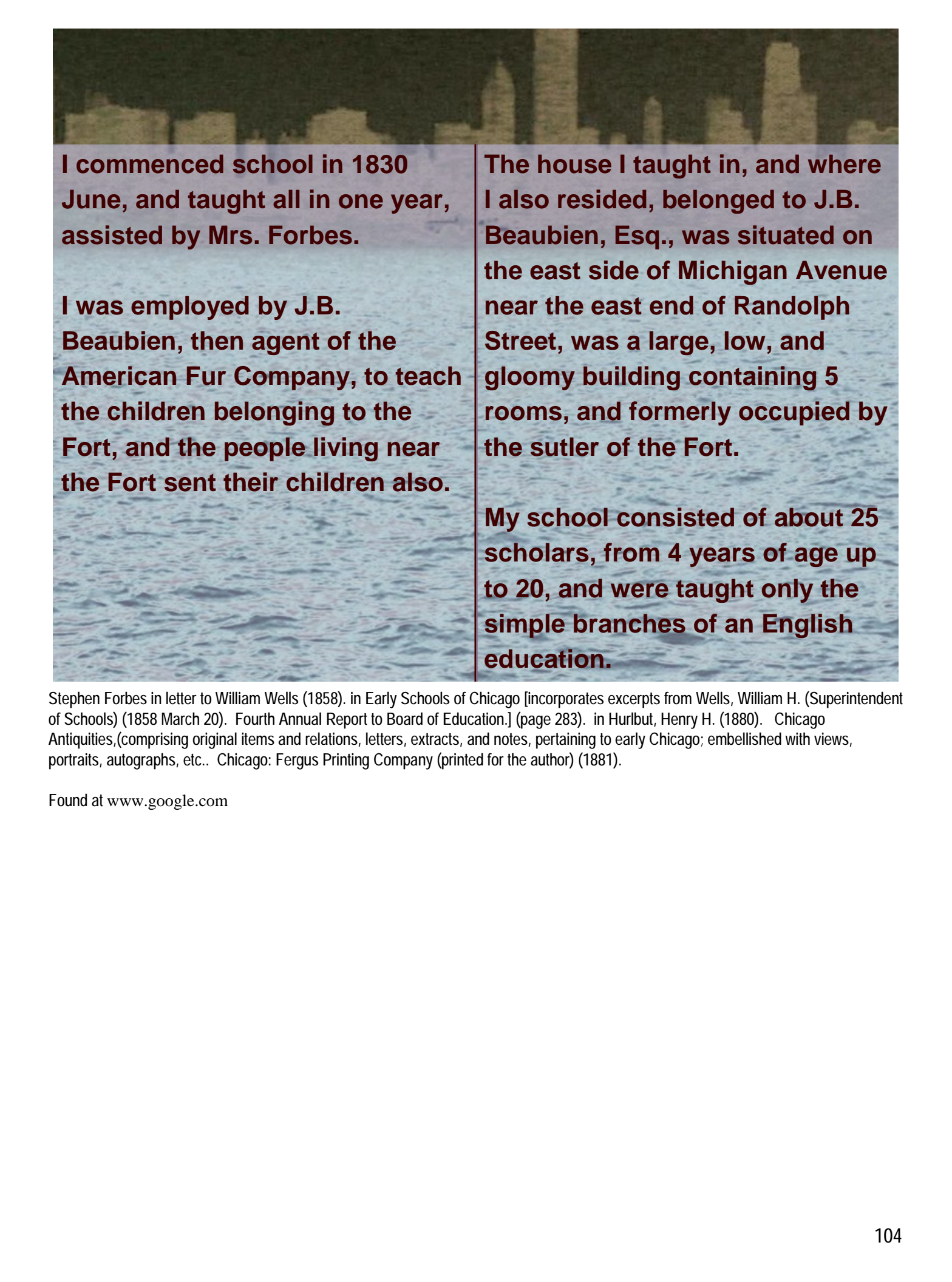
Sir.
I take the liberty to enclose you a diagram, exhibiting the survey of the public lands, lying on Lake Michigan at the mouth of Chicago Creek, and would recommend that an act be passed authorizing the President to lay off a town at this point.

Section 9 has been allotted to the State of Illinois, under the act granting to her certain lands for the purpose of making a canal.

Chicago must inevitably become one of the most important depots and thoroughfares on the Lakes.

Graham, George (1830 March 22). Proposition to Lay Off A Town at Chicago. Communication from General Land Office to US Congress in American State papers. (page 282) in Hurlbut, Henry H. (1880). Chicago Antiquities, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



**I commenced school in 1830
June, and taught all in one year,
assisted by Mrs. Forbes.**

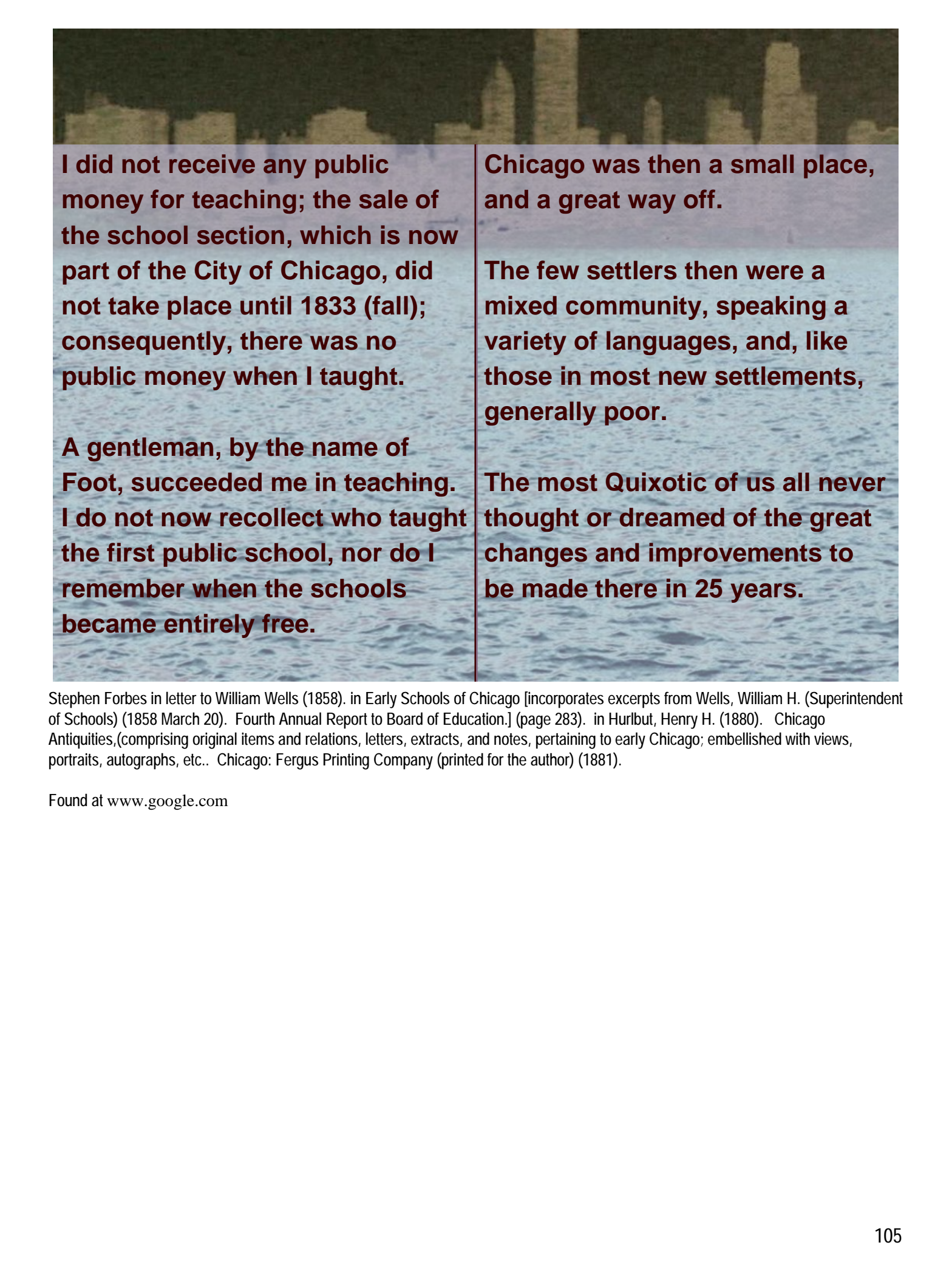
**I was employed by J.B.
Beaubien, then agent of the
American Fur Company, to teach
the children belonging to the
Fort, and the people living near
the Fort sent their children also.**

**The house I taught in, and where
I also resided, belonged to J.B.
Beaubien, Esq., was situated on
the east side of Michigan Avenue
near the east end of Randolph
Street, was a large, low, and
gloomy building containing 5
rooms, and formerly occupied by
the sutler of the Fort.**

**My school consisted of about 25
scholars, from 4 years of age up
to 20, and were taught only the
simple branches of an English
education.**

Stephen Forbes in letter to William Wells (1858). in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 283). in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



I did not receive any public money for teaching; the sale of the school section, which is now part of the City of Chicago, did not take place until 1833 (fall); consequently, there was no public money when I taught.

A gentleman, by the name of Foot, succeeded me in teaching. I do not now recollect who taught the first public school, nor do I remember when the schools became entirely free.

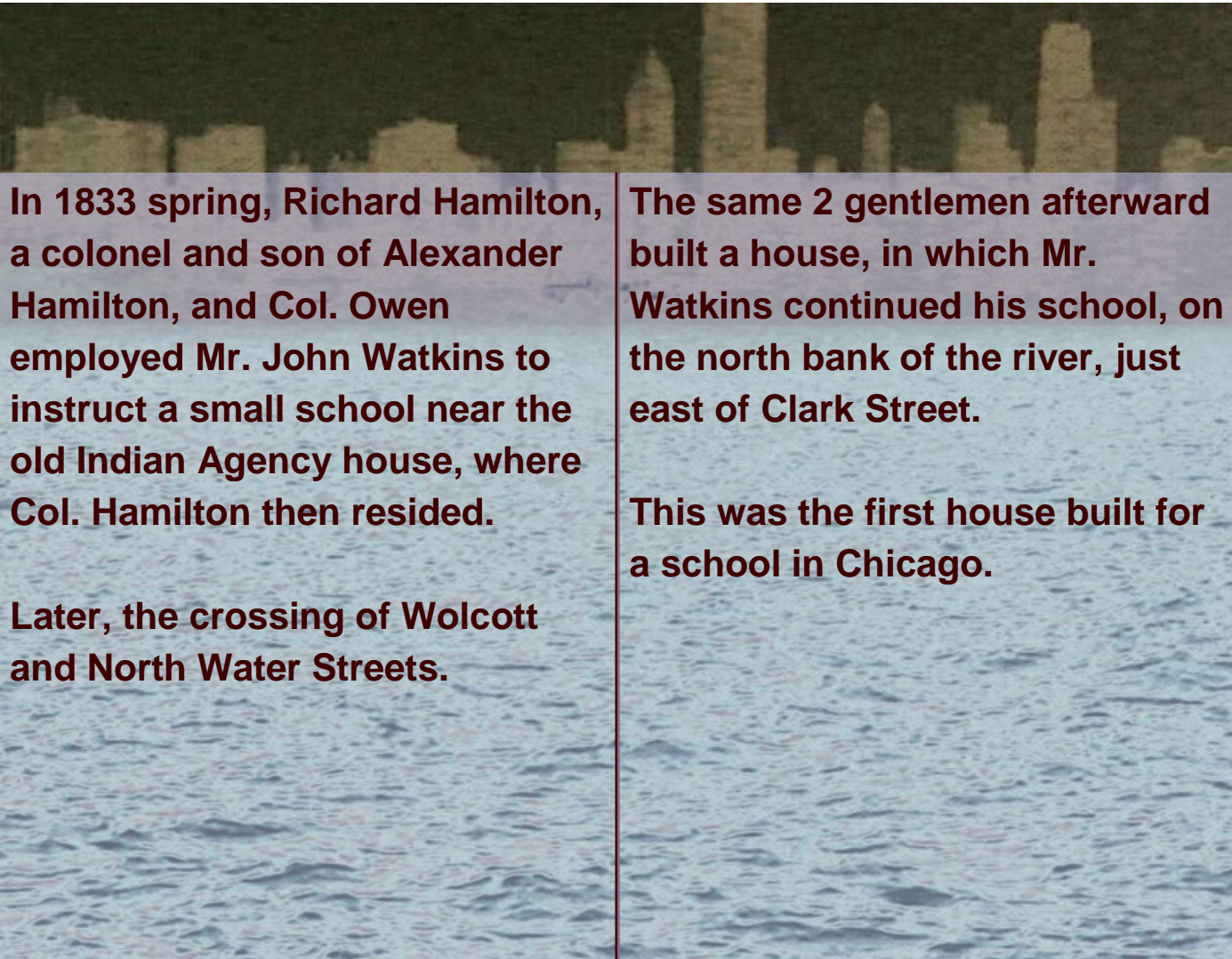
Chicago was then a small place, and a great way off.

The few settlers then were a mixed community, speaking a variety of languages, and, like those in most new settlements, generally poor.

The most Quixotic of us all never thought or dreamed of the great changes and improvements to be made there in 25 years.

Stephen Forbes in letter to William Wells (1858). in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 283). in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



In 1833 spring, Richard Hamilton, a colonel and son of Alexander Hamilton, and Col. Owen employed Mr. John Watkins to instruct a small school near the old Indian Agency house, where Col. Hamilton then resided.

Later, the crossing of Wolcott and North Water Streets.


The same 2 gentlemen afterward built a house, in which Mr. Watkins continued his school, on the north bank of the river, just east of Clark Street.

This was the first house built for a school in Chicago.

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 283).

in Hurlbut, Henry H. (1880). Chicago Antiquities,(comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



I arrived in Chicago in 1832 May, and have always had the reputation of being its first school-teacher.

I commenced teaching in the fall after the Black-Hawk war (1832).

My first school-house was situated half-way between the lake and the forks of the river, then known as Wolf Point.

The building belonged to Col. Richard J. Hamilton, was erected for a horse stable, and had been used as such.

It was 12-feet square.

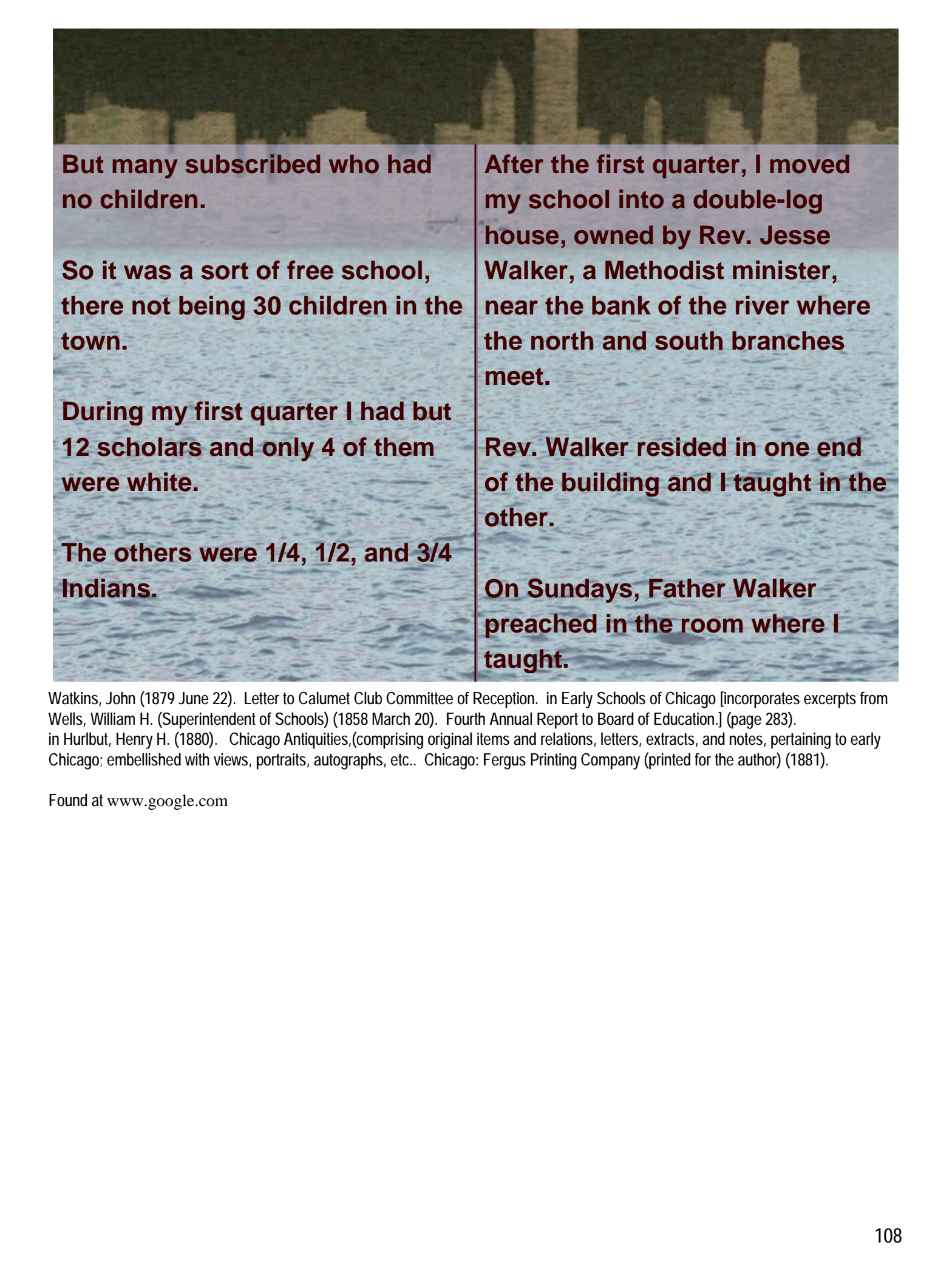
My benches and desks were made of old store boxes.

It was started by private subscription.

30 scholars were subscribed for.

Watkins, John (1879 June 22). Letter to Calumet Club Committee of Reception. in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 283).
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



But many subscribed who had no children.

So it was a sort of free school, there not being 30 children in the town.

During my first quarter I had but 12 scholars and only 4 of them were white.

The others were 1/4, 1/2, and 3/4 Indians.

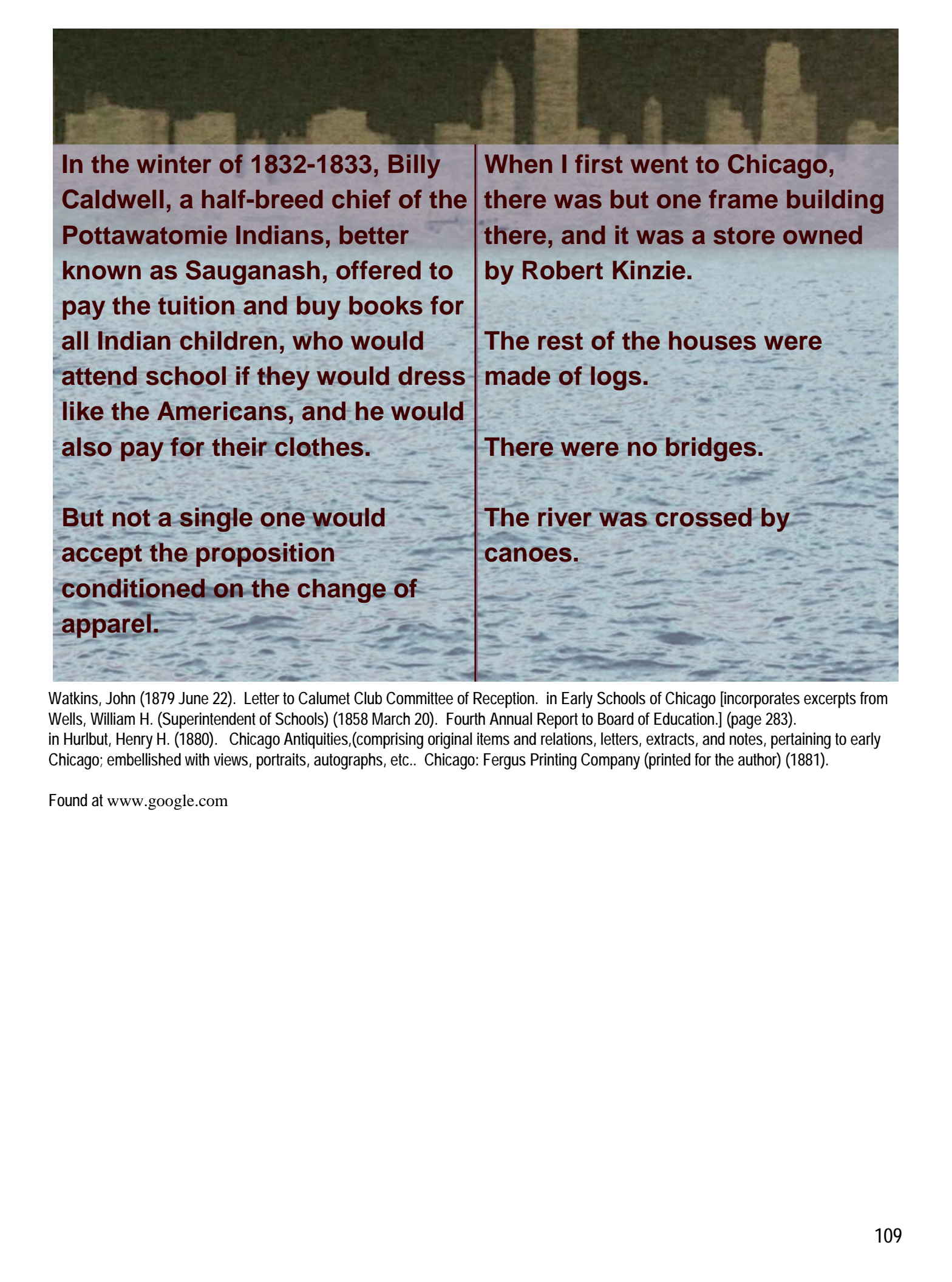
After the first quarter, I moved my school into a double-log house, owned by Rev. Jesse Walker, a Methodist minister, near the bank of the river where the north and south branches meet.

Rev. Walker resided in one end of the building and I taught in the other.

On Sundays, Father Walker preached in the room where I taught.

Watkins, John (1879 June 22). Letter to Calumet Club Committee of Reception. in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 283).
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



In the winter of 1832-1833, Billy Caldwell, a half-breed chief of the Pottawatomie Indians, better known as Sauganash, offered to pay the tuition and buy books for all Indian children, who would attend school if they would dress like the Americans, and he would also pay for their clothes.

But not a single one would accept the proposition conditioned on the change of apparel.

When I first went to Chicago, there was but one frame building there, and it was a store owned by Robert Kinzie.

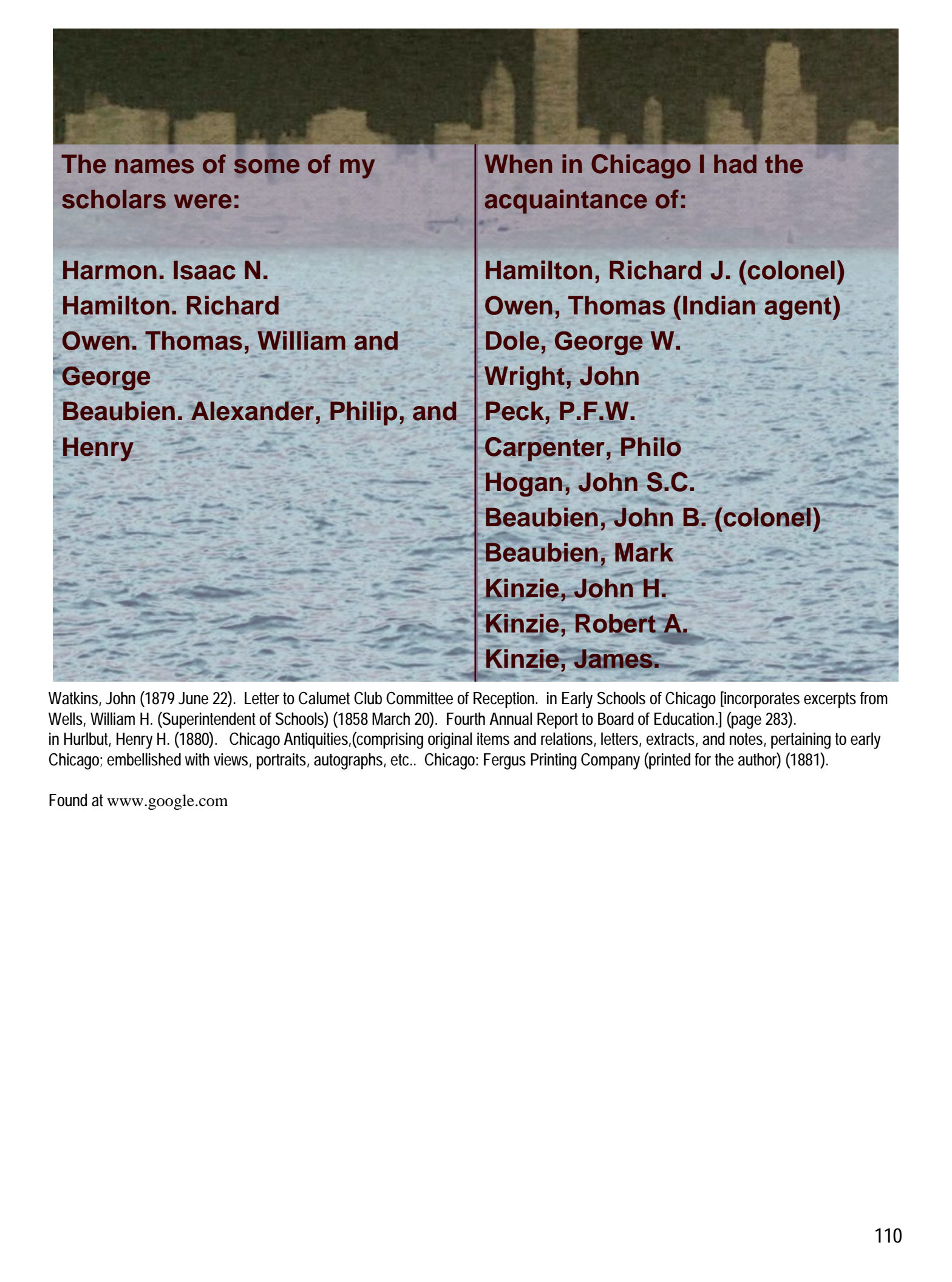
The rest of the houses were made of logs.

There were no bridges.

The river was crossed by canoes.

Watkins, John (1879 June 22). Letter to Calumet Club Committee of Reception. in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 283).
in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



**The names of some of my
scholars were:**

**Harmon. Isaac N.
Hamilton. Richard
Owen. Thomas, William and
George
Beaubien. Alexander, Philip, and
Henry**

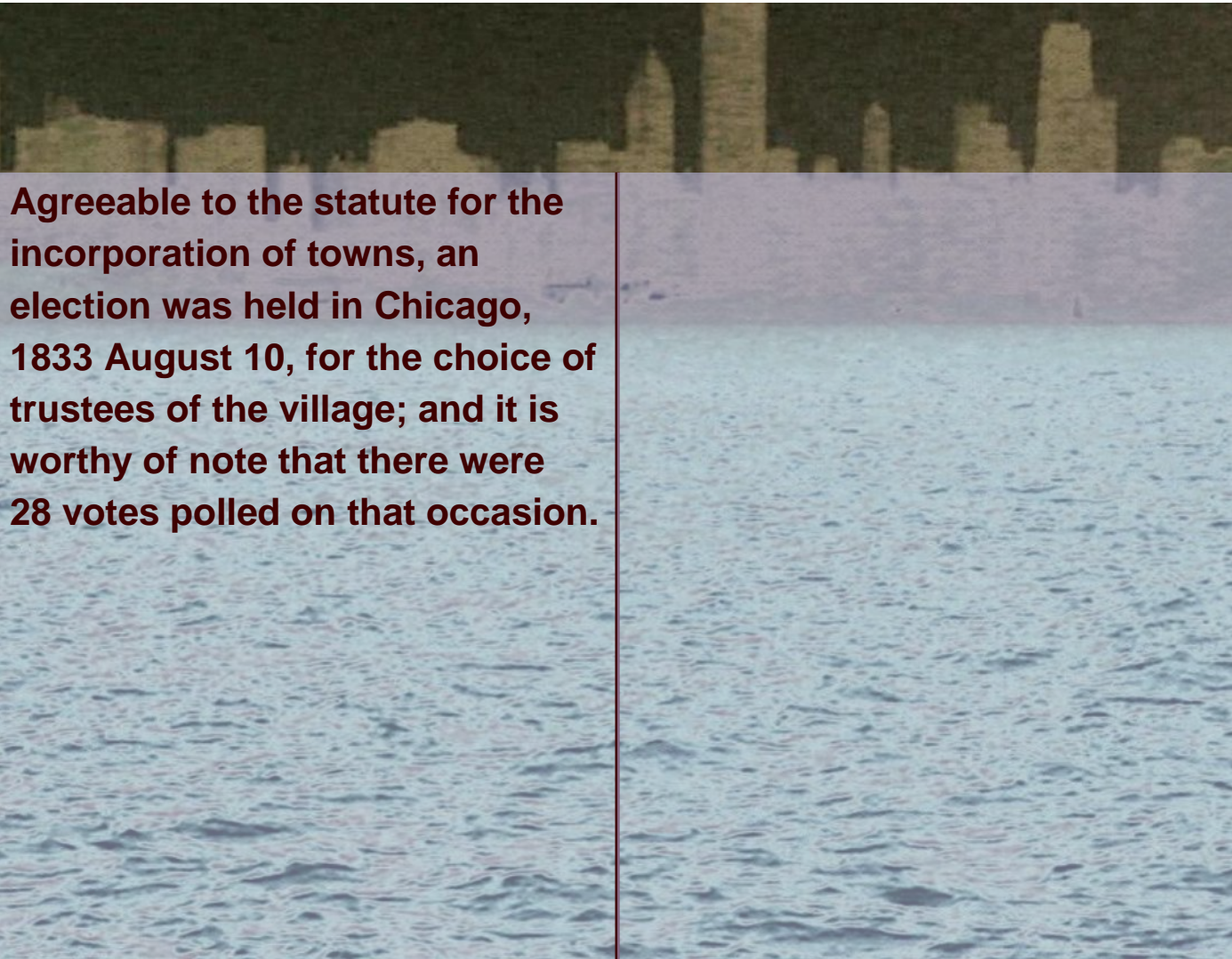
**When in Chicago I had the
acquaintance of:**

**Hamilton, Richard J. (colonel)
Owen, Thomas (Indian agent)
Dole, George W.
Wright, John
Peck, P.F.W.
Carpenter, Philo
Hogan, John S.C.
Beaubien, John B. (colonel)
Beaubien, Mark
Kinzie, John H.
Kinzie, Robert A.
Kinzie, James.**

Watkins, John (1879 June 22). Letter to Calumet Club Committee of Reception. in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 283).

in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

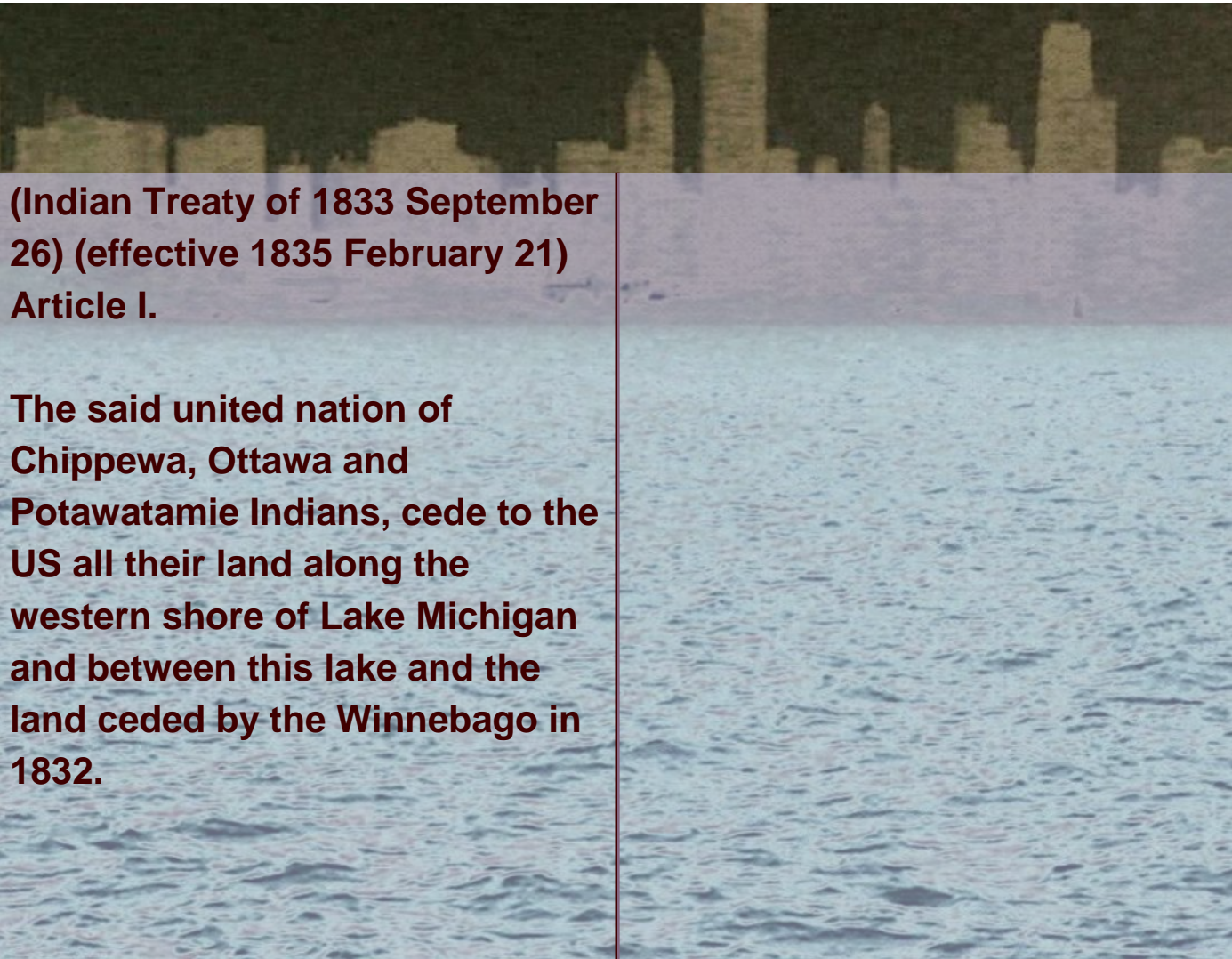
Found at www.google.com



Agreeable to the statute for the incorporation of towns, an election was held in Chicago, 1833 August 10, for the choice of trustees of the village; and it is worthy of note that there were 28 votes polled on that occasion.

Hurlbut, Henry H. (1880). *Chicago Antiquities*, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com

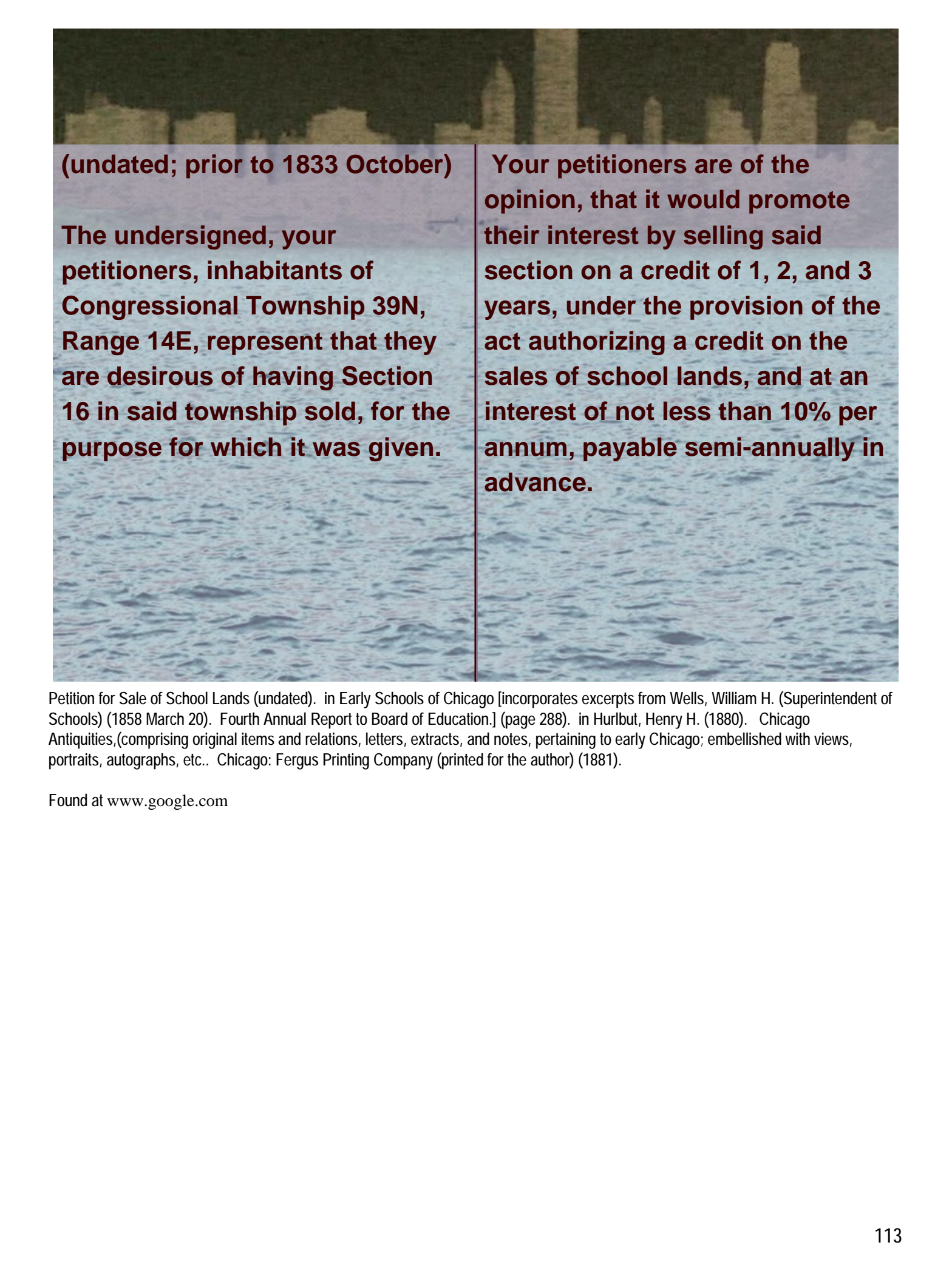


**(Indian Treaty of 1833 September 26) (effective 1835 February 21)
Article I.**

The said united nation of Chippewa, Ottawa and Potawatamie Indians, cede to the US all their land along the western shore of Lake Michigan and between this lake and the land ceded by the Winnebago in 1832.

Indian Treaty concluded 1833 September 26, ratified 1835 February 21 (page 220) in Hurlbut, Henry H. (1880). *Chicago Antiquities*, comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



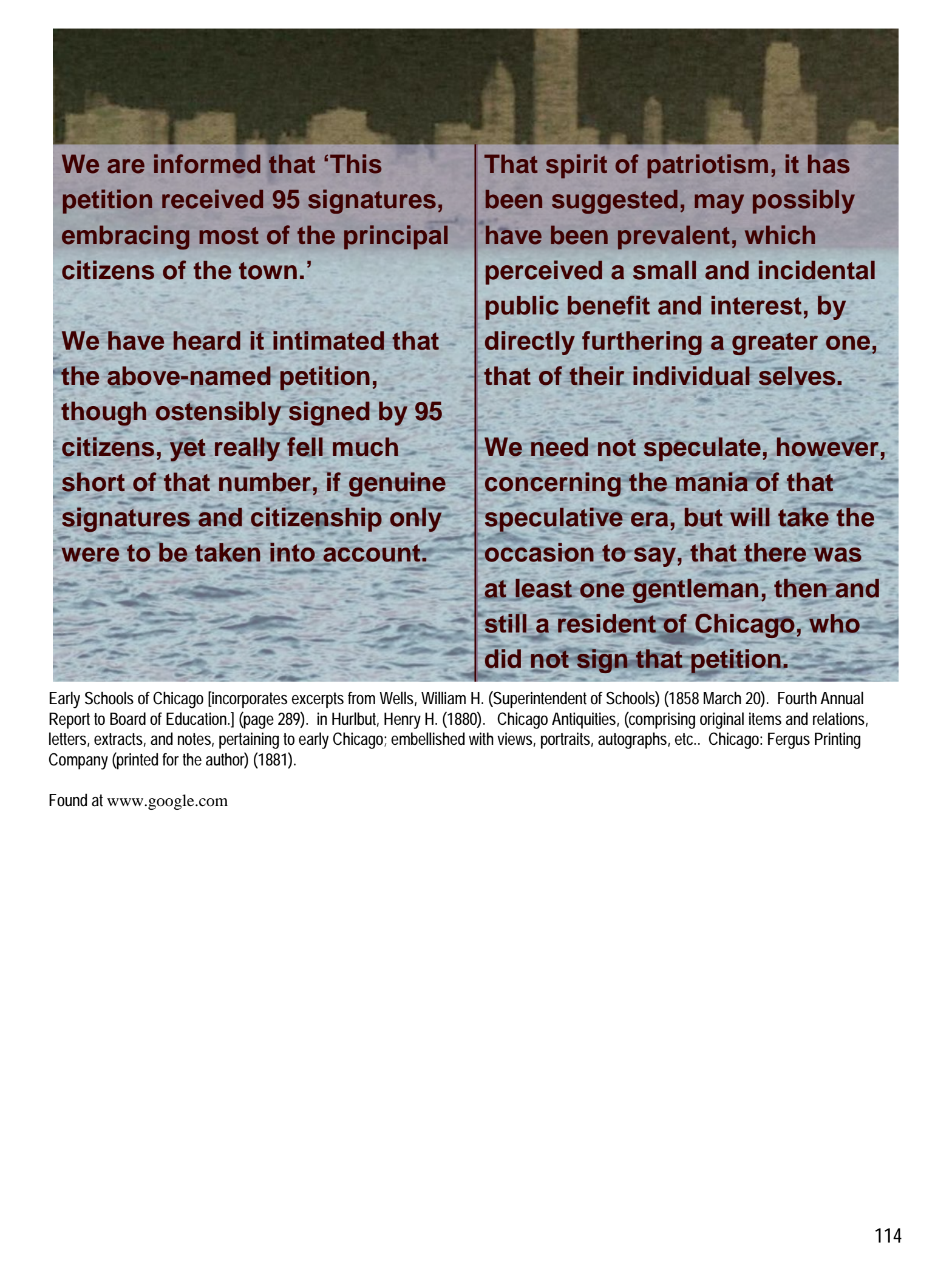
(undated; prior to 1833 October)

The undersigned, your petitioners, inhabitants of Congressional Township 39N, Range 14E, represent that they are desirous of having Section 16 in said township sold, for the purpose for which it was given.

Your petitioners are of the opinion, that it would promote their interest by selling said section on a credit of 1, 2, and 3 years, under the provision of the act authorizing a credit on the sales of school lands, and at an interest of not less than 10% per annum, payable semi-annually in advance.

Petition for Sale of School Lands (undated). in *Early Schools of Chicago* [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). *Fourth Annual Report to Board of Education.*] (page 288). in Hurlbut, Henry H. (1880). *Chicago Antiquities*, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



We are informed that ‘This petition received 95 signatures, embracing most of the principal citizens of the town.’

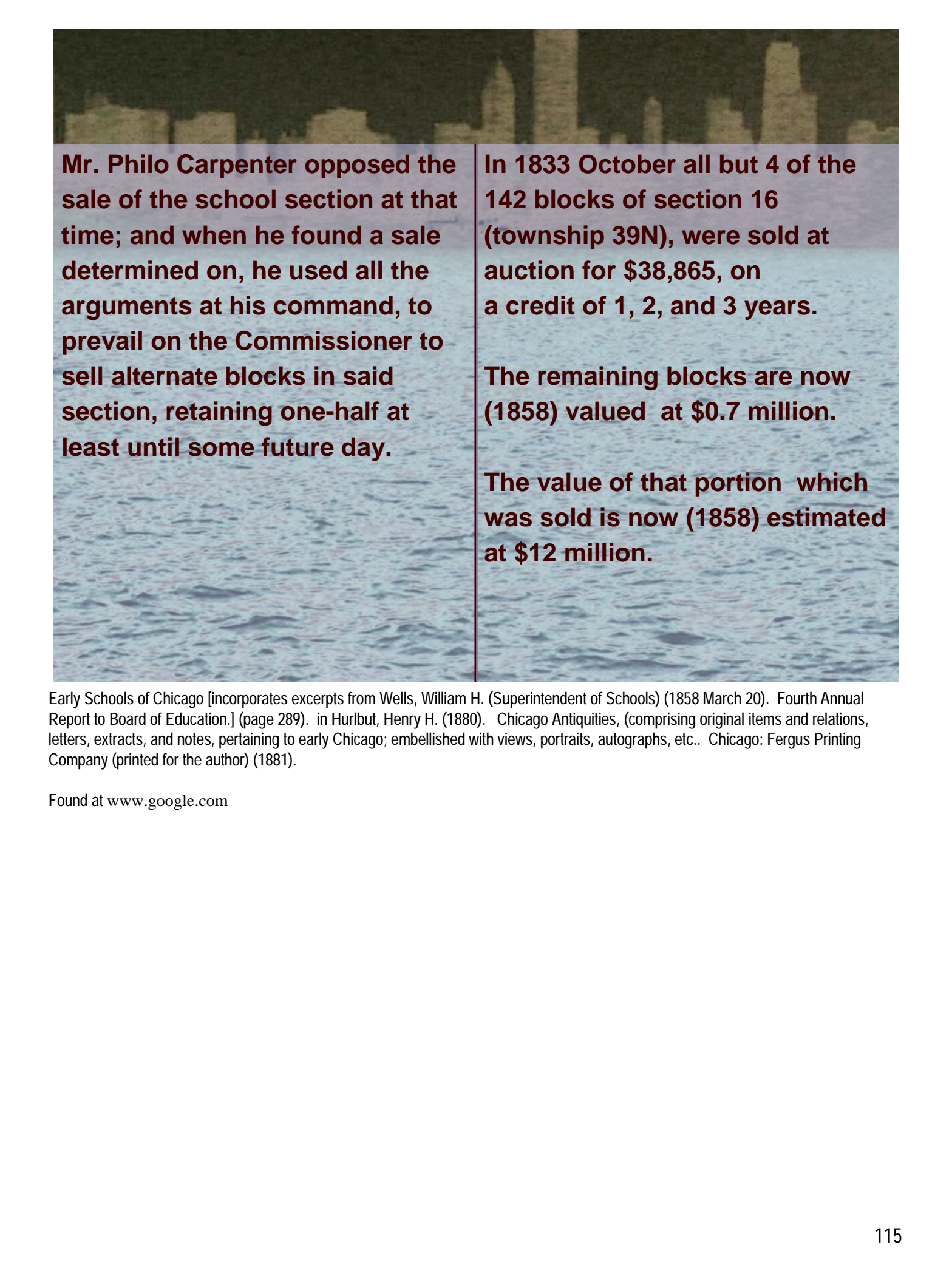
We have heard it intimated that the above-named petition, though ostensibly signed by 95 citizens, yet really fell much short of that number, if genuine signatures and citizenship only were to be taken into account.

That spirit of patriotism, it has been suggested, may possibly have been prevalent, which perceived a small and incidental public benefit and interest, by directly furthering a greater one, that of their individual selves.

We need not speculate, however, concerning the mania of that speculative era, but will take the occasion to say, that there was at least one gentleman, then and still a resident of Chicago, who did not sign that petition.

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 289). in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



Mr. Philo Carpenter opposed the sale of the school section at that time; and when he found a sale determined on, he used all the arguments at his command, to prevail on the Commissioner to sell alternate blocks in said section, retaining one-half at least until some future day.

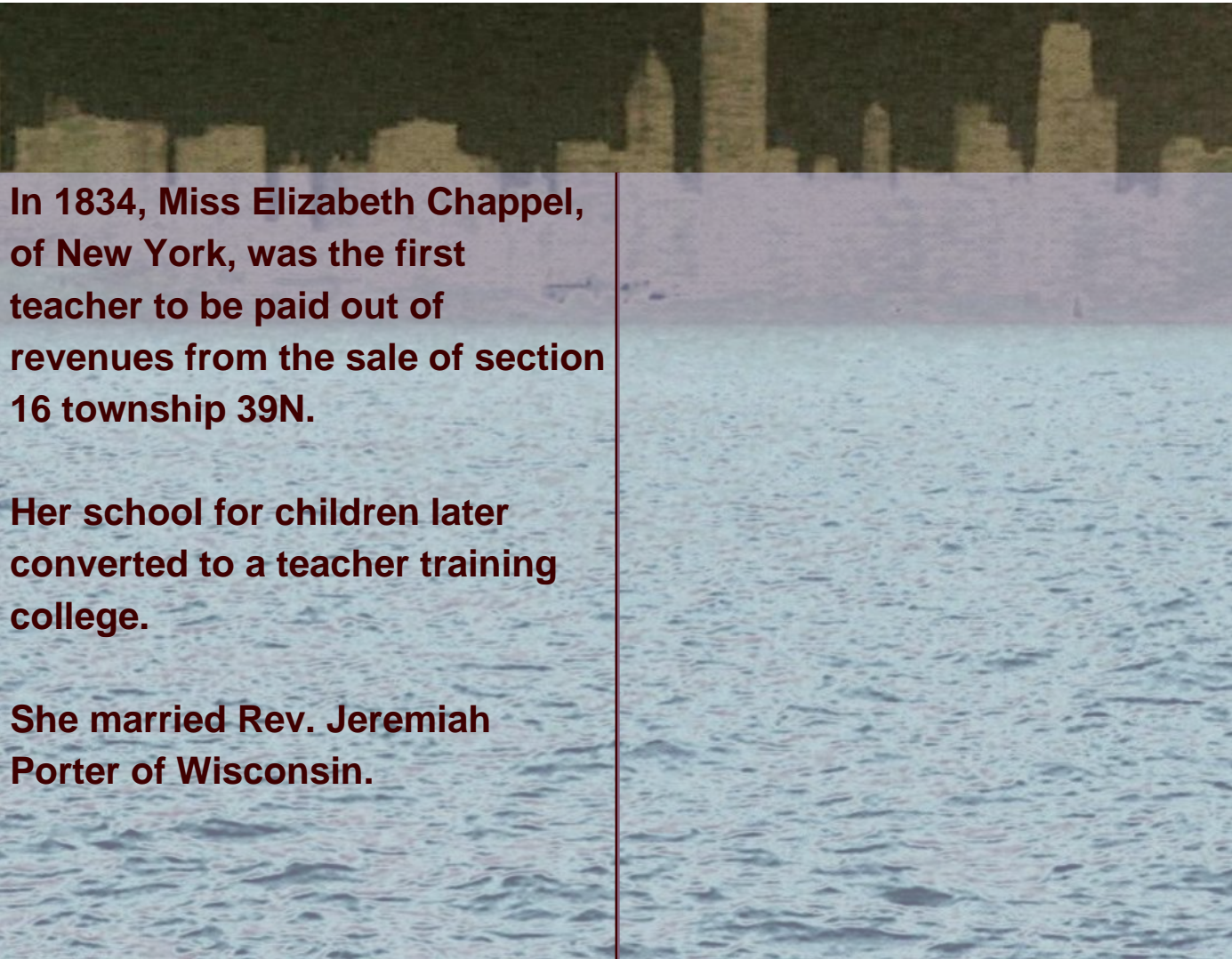
In 1833 October all but 4 of the 142 blocks of section 16 (township 39N), were sold at auction for \$38,865, on a credit of 1, 2, and 3 years.

The remaining blocks are now (1858) valued at \$0.7 million.

The value of that portion which was sold is now (1858) estimated at \$12 million.

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 289). in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

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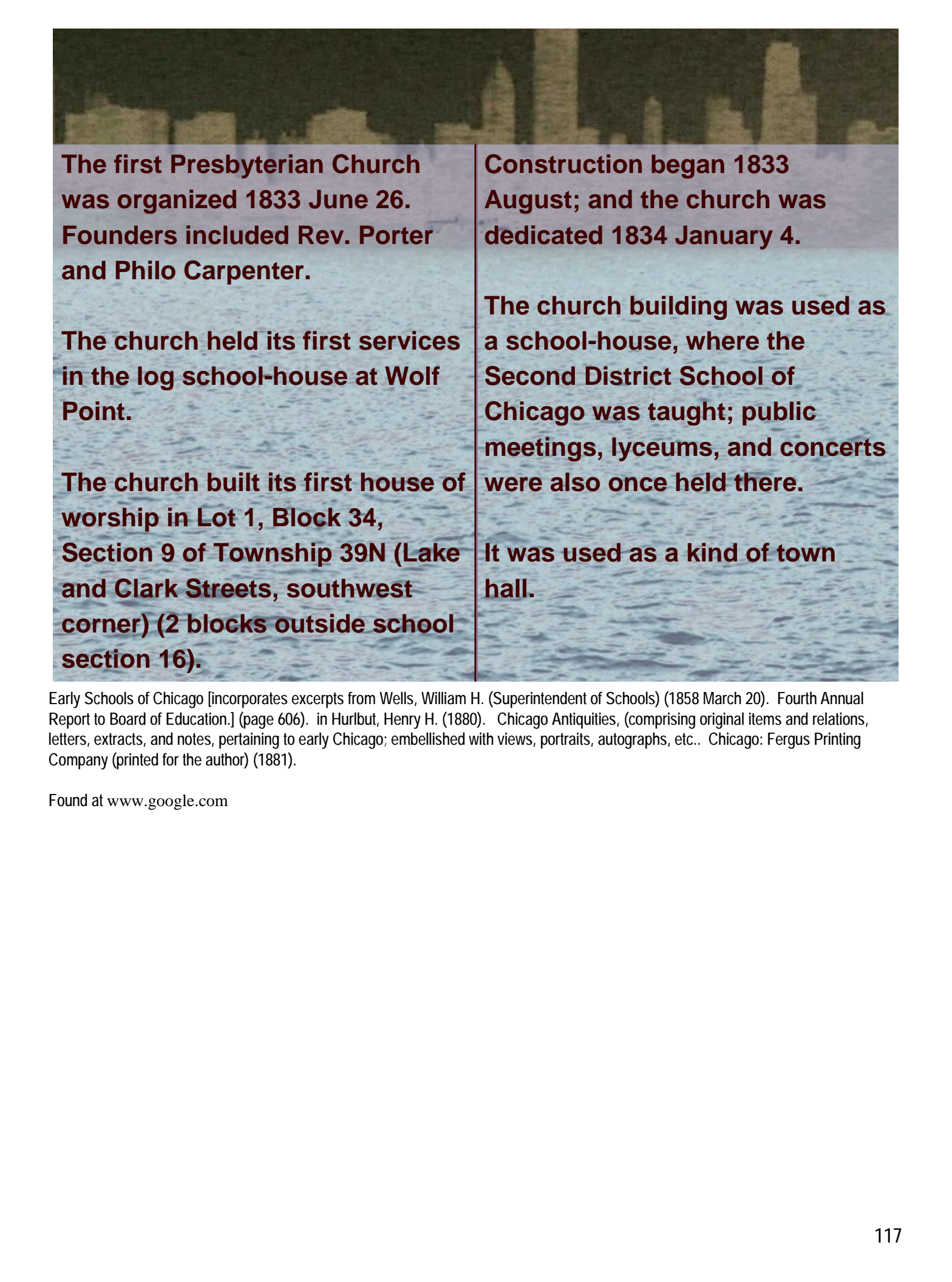
In 1834, Miss Elizabeth Chappel, of New York, was the first teacher to be paid out of revenues from the sale of section 16 township 39N.

Her school for children later converted to a teacher training college.

She married Rev. Jeremiah Porter of Wisconsin.

arly Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 292). in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

Found at www.google.com



The first Presbyterian Church was organized 1833 June 26. Founders included Rev. Porter and Philo Carpenter.

The church held its first services in the log school-house at Wolf Point.

The church built its first house of worship in Lot 1, Block 34, Section 9 of Township 39N (Lake and Clark Streets, southwest corner) (2 blocks outside school section 16).

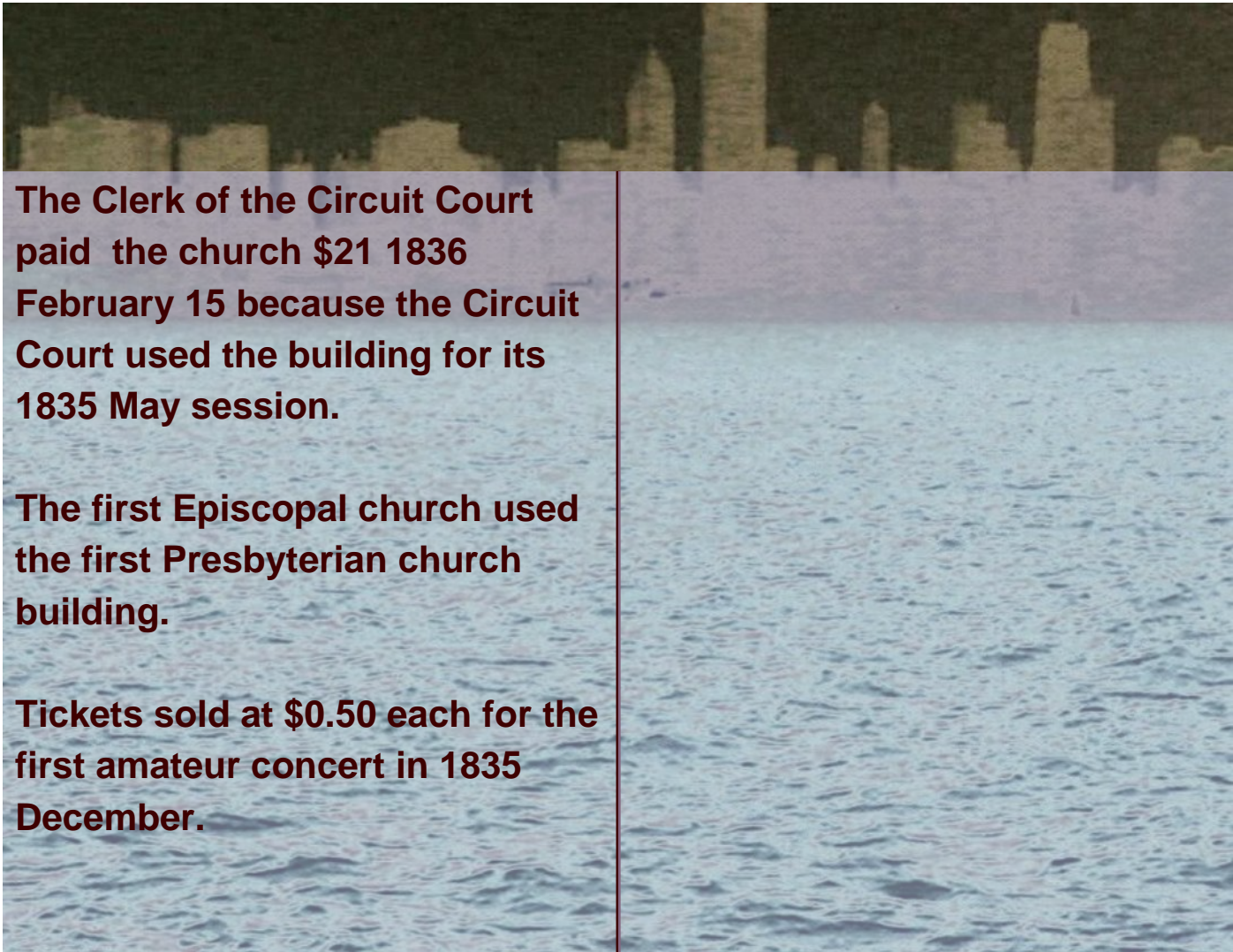
Construction began 1833 August; and the church was dedicated 1834 January 4.

The church building was used as a school-house, where the Second District School of Chicago was taught; public meetings, lyceums, and concerts were also once held there.

It was used as a kind of town hall.

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 606). in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

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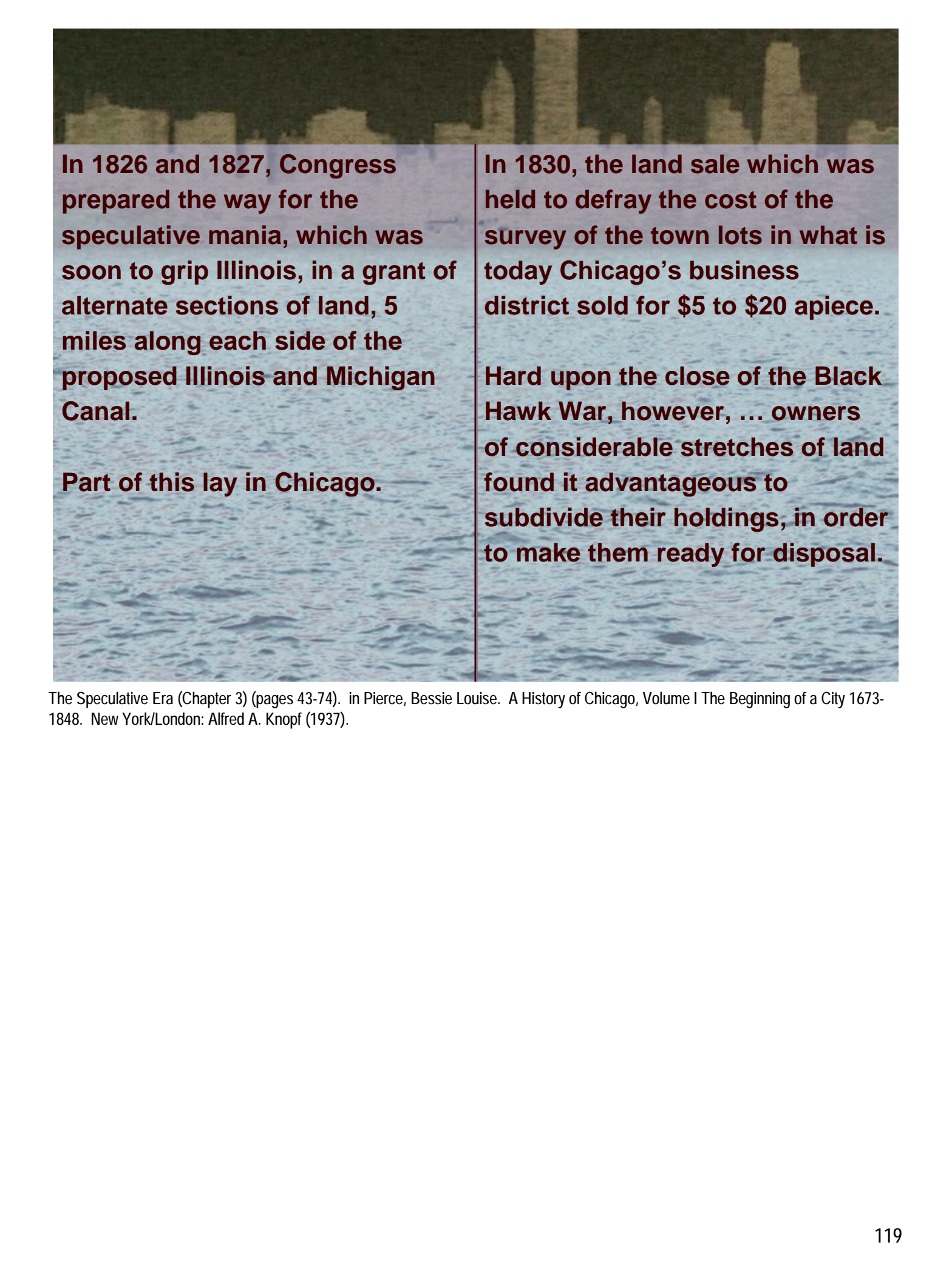
**The Clerk of the Circuit Court
paid the church \$21 1836
February 15 because the Circuit
Court used the building for its
1835 May session.**

**The first Episcopal church used
the first Presbyterian church
building.**

**Tickets sold at \$0.50 each for the
first amateur concert in 1835
December.**

Early Schools of Chicago [incorporates excerpts from Wells, William H. (Superintendent of Schools) (1858 March 20). Fourth Annual Report to Board of Education.] (page 606). in Hurlbut, Henry H. (1880). Chicago Antiquities, (comprising original items and relations, letters, extracts, and notes, pertaining to early Chicago; embellished with views, portraits, autographs, etc.. Chicago: Fergus Printing Company (printed for the author) (1881).

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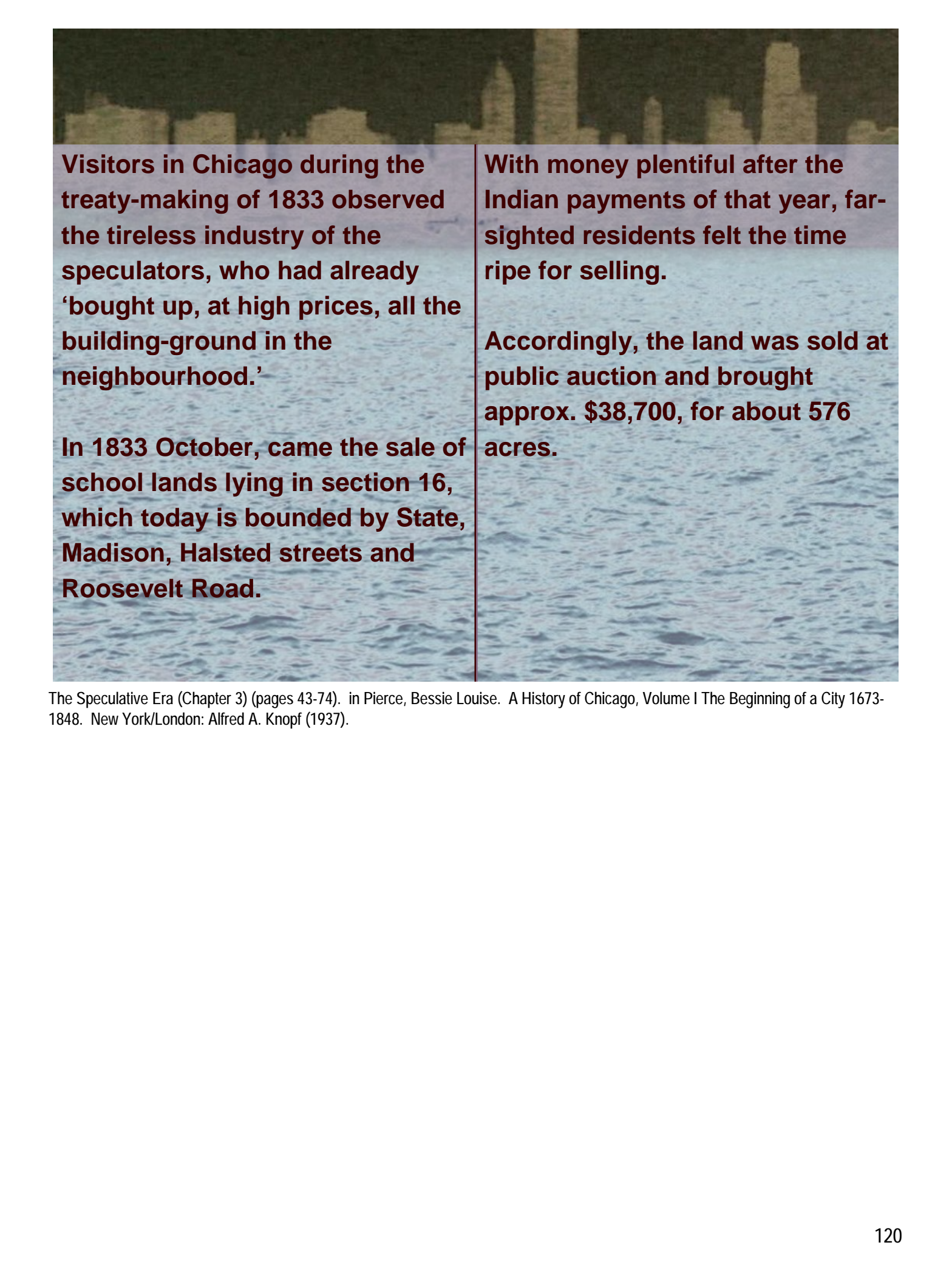
In 1826 and 1827, Congress prepared the way for the speculative mania, which was soon to grip Illinois, in a grant of alternate sections of land, 5 miles along each side of the proposed Illinois and Michigan Canal.

Part of this lay in Chicago.

In 1830, the land sale which was held to defray the cost of the survey of the town lots in what is today Chicago's business district sold for \$5 to \$20 apiece.

Hard upon the close of the Black Hawk War, however, ... owners of considerable stretches of land found it advantageous to subdivide their holdings, in order to make them ready for disposal.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



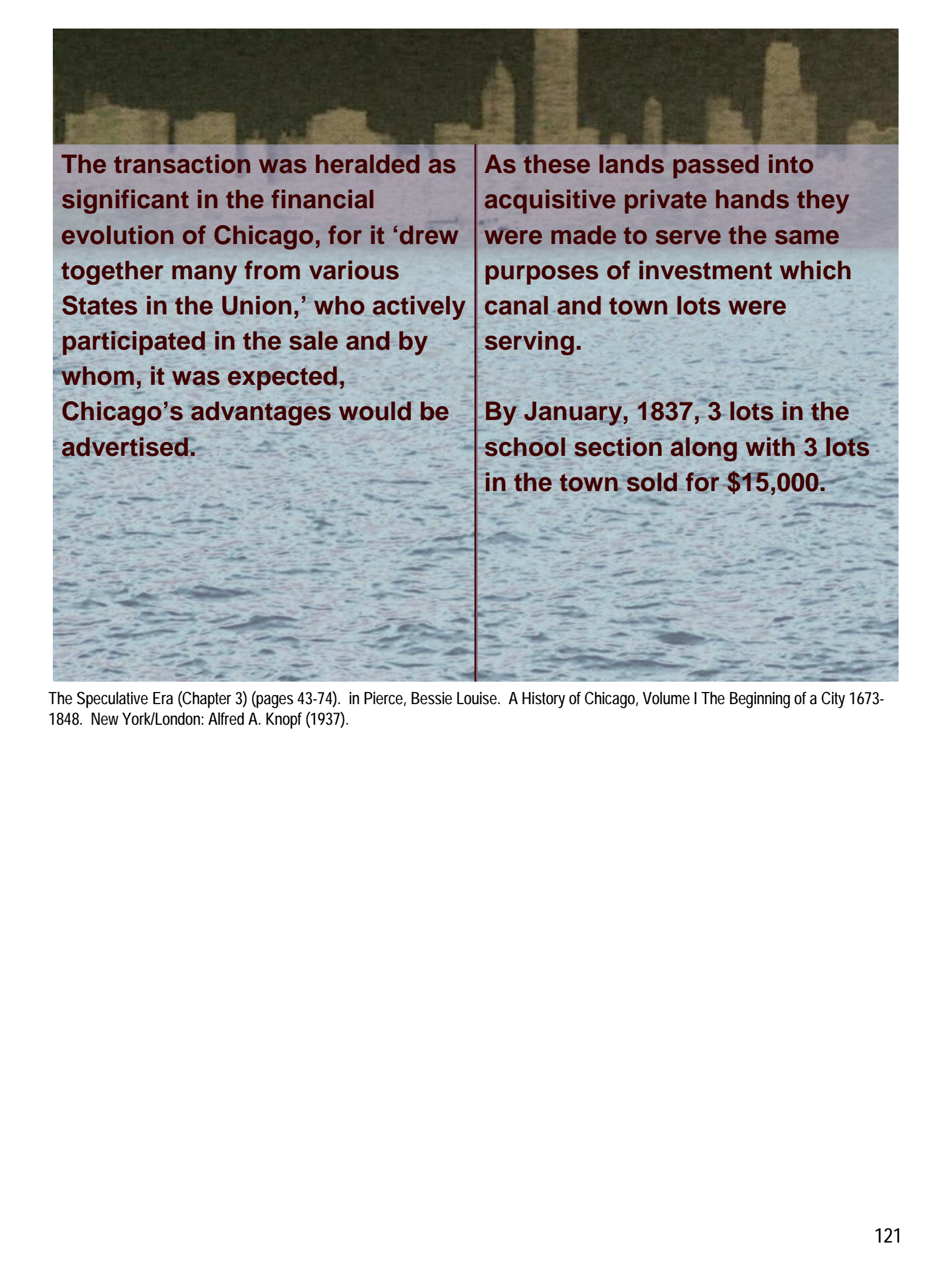
Visitors in Chicago during the treaty-making of 1833 observed the tireless industry of the speculators, who had already ‘bought up, at high prices, all the building-ground in the neighbourhood.’

In 1833 October, came the sale of school lands lying in section 16, which today is bounded by State, Madison, Halsted streets and Roosevelt Road.

With money plentiful after the Indian payments of that year, far-sighted residents felt the time ripe for selling.

Accordingly, the land was sold at public auction and brought approx. \$38,700, for about 576 acres.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



The transaction was heralded as significant in the financial evolution of Chicago, for it 'drew together many from various States in the Union,' who actively participated in the sale and by whom, it was expected, Chicago's advantages would be advertised.

As these lands passed into acquisitive private hands they were made to serve the same purposes of investment which canal and town lots were serving.

By January, 1837, 3 lots in the school section along with 3 lots in the town sold for \$15,000.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



Early Chicago.

FORT DEARBORN

AN ADDRESS,

DELIVERED AT THE UNVEILING OF THE MEMORIAL MARK
THE SITE OF THE BLOCK-HOUSE,

ON SATURDAY AFTERNOON, MAY 21ST, 1881,

UNDER THE AUSPICES OF

CHICAGO HISTORICAL SOCIETY,

TO WHICH HAVE BEEN ADDED

NOTES AND AN APPENDIX.

BY

HON. JOHN WENTWORTH, LL.D.,

LATE EDITOR, PUBLISHER, AND PROPRIETOR FOR TWENTY-FIVE YEARS
OF THE "CHICAGO DEMOCRAT," THE FIRST CORPORATION NEWS-
PAPER; MEMBER OF CONGRESS, FOR THE CHICAGO DIS-
TRICT, FOR TWELVE YEARS; TWO TERMS
MAYOR; AND A SETTLER OF 1836.



CHICAGO:
FERGUS PRINTING COMPANY.

1881.

Wentworth, John. Fort Dearbrn. Chicago: Fergus Printing Company (1881).



Wentworth, John. Fort Dearbrn. Chicago: Fergus Printing Company (1881).

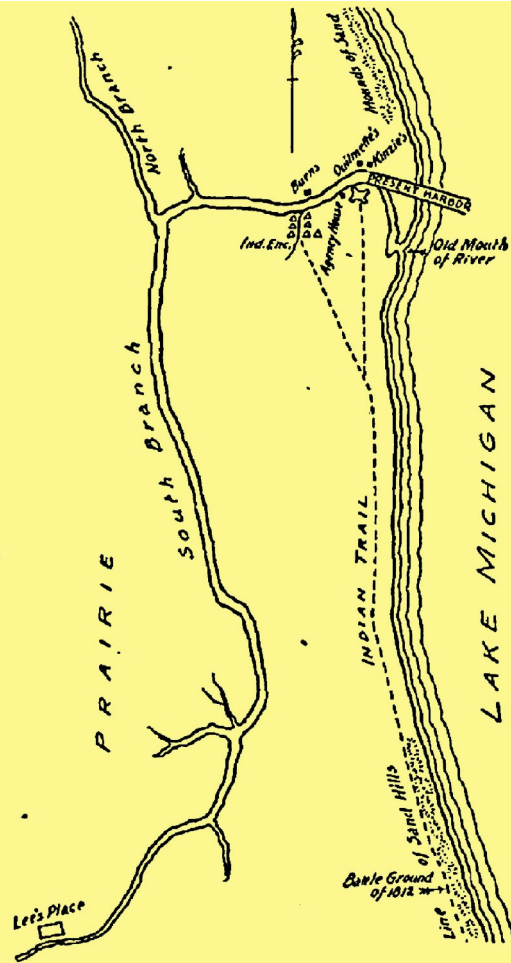
THE STORY OF
CHICAGO
AND
NATIONAL DEVELOPMENT

1534-1910.

BY
ELEANOR ATKINSON.

EDITED AND EXTENDED BY THE EDITORIAL STAFF OF THE LITTLE CHRONICLE COMPANY.

THE LITTLE CHRONICLE COMPANY,
PUBLISHERS,
358 DEARBORN STREET,
CHICAGO, ILLINOIS.



CHICAGO IN 1812

The large building to the right of the Agency House is Fort Dearborn.

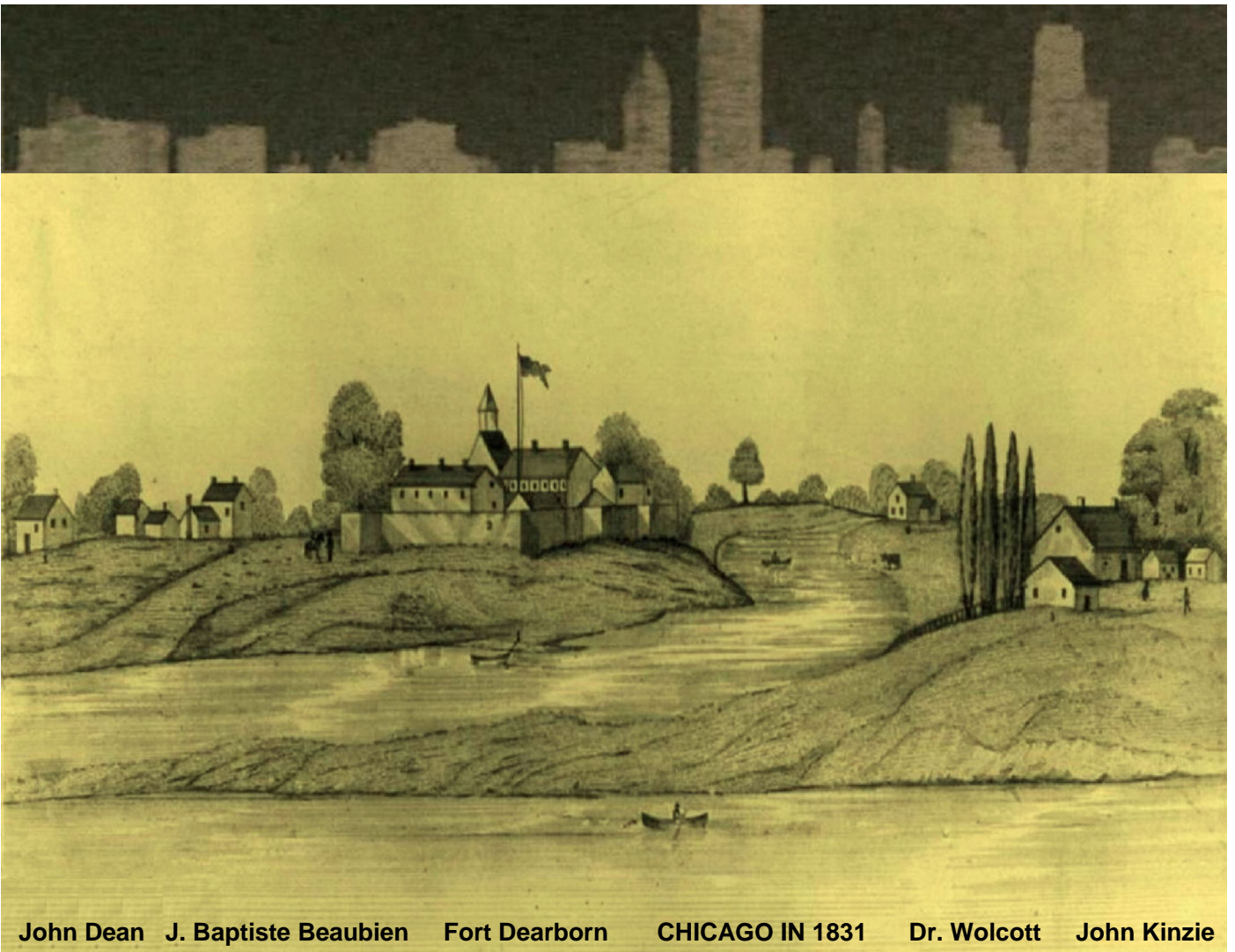
Atkinson, Eleanor (Stackhouse) (1863-1942). The story of Chicago and national development, 1534-1910. Chicago, Ill., Little chronicle company (1909).

Call number: 1248878

Digitizing sponsor: University of Illinois Urbana-Champaign

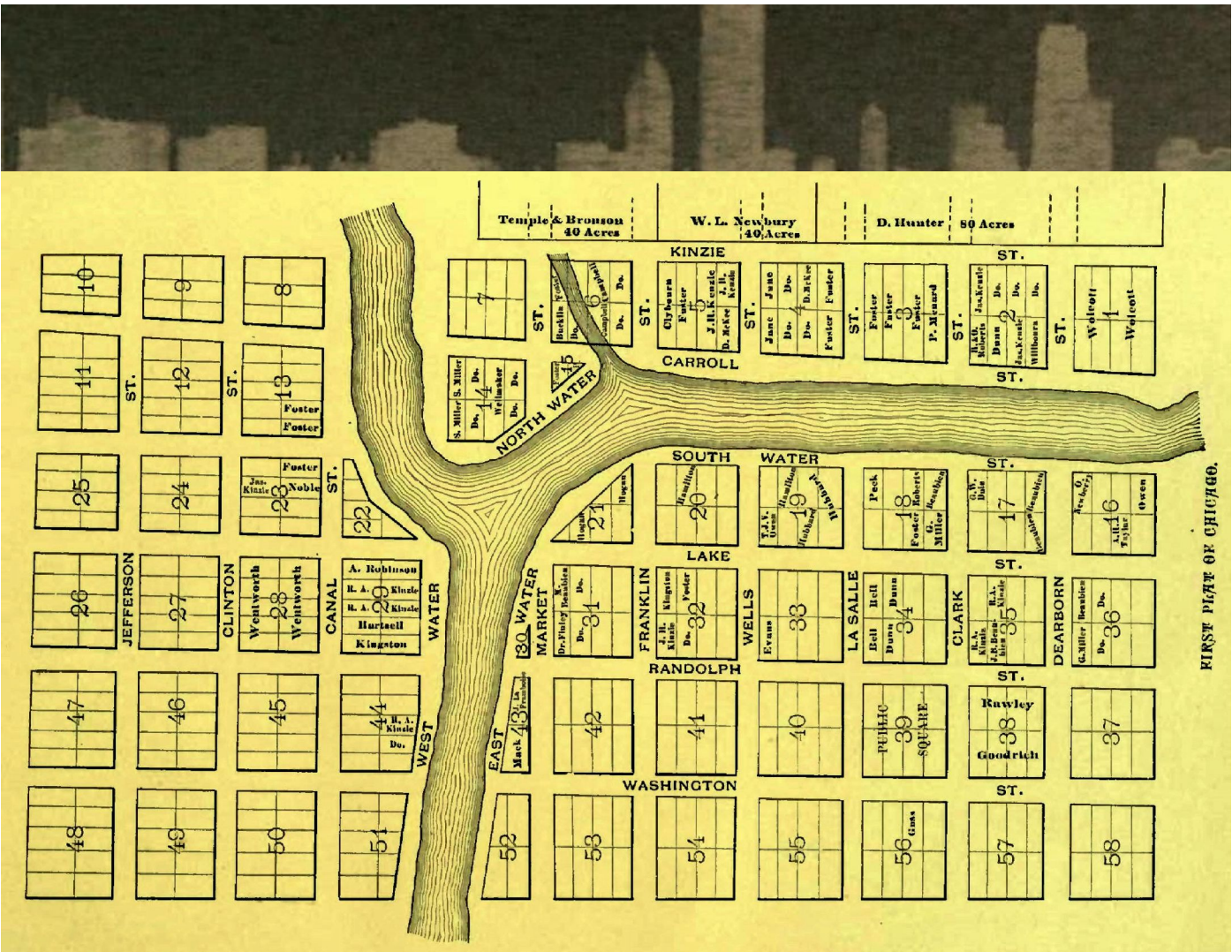
Book contributor: University of Illinois Urbana-Champaign

<http://www.archive.org/details/storyofchicagona00atki>

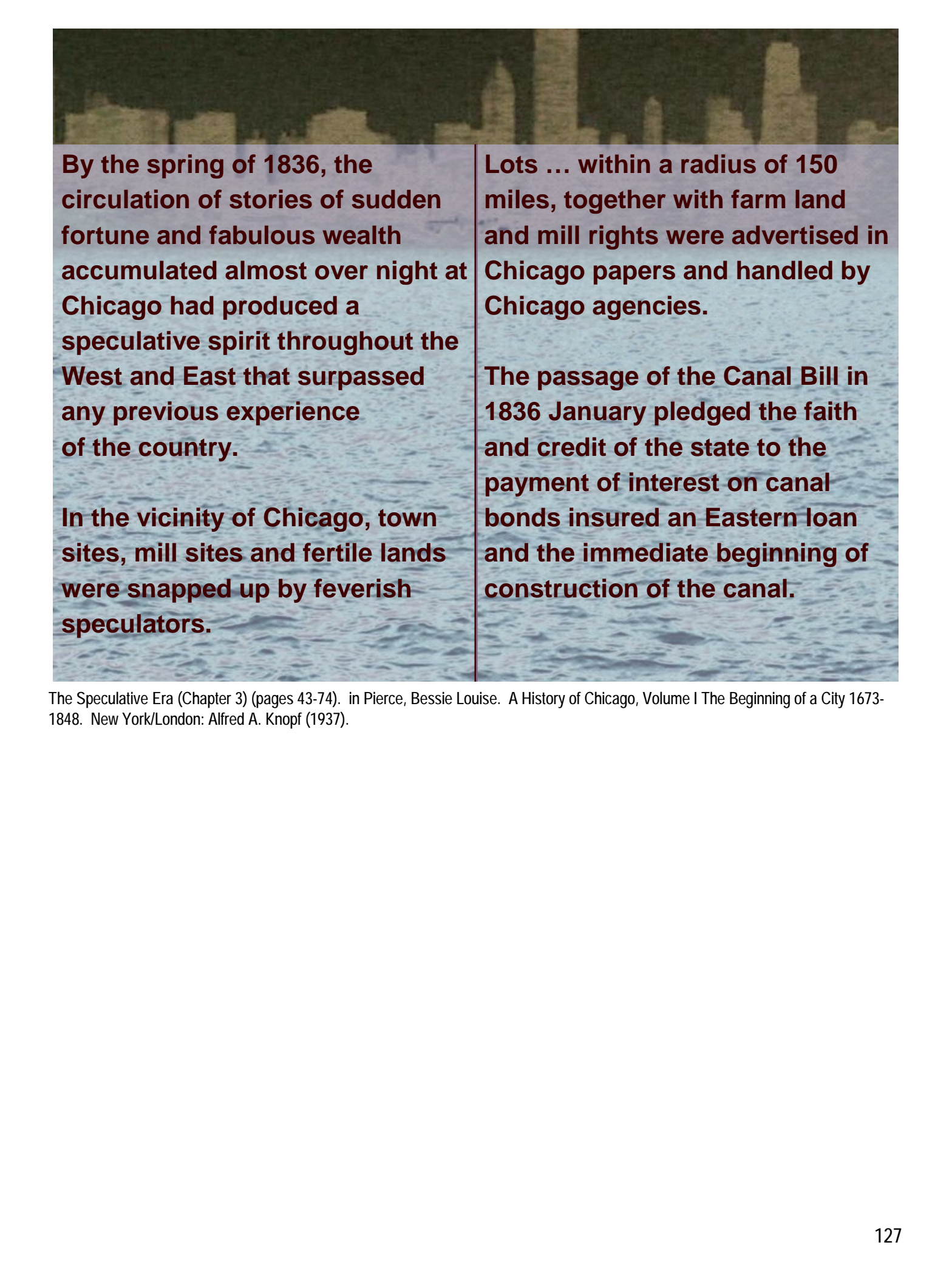


John Dean J. Baptiste Beaubien Fort Dearborn CHICAGO IN 1831 Dr. Wolcott John Kinzie

Schoolcraft's Chicago.



FIRST PLATE OF CHICAGO.



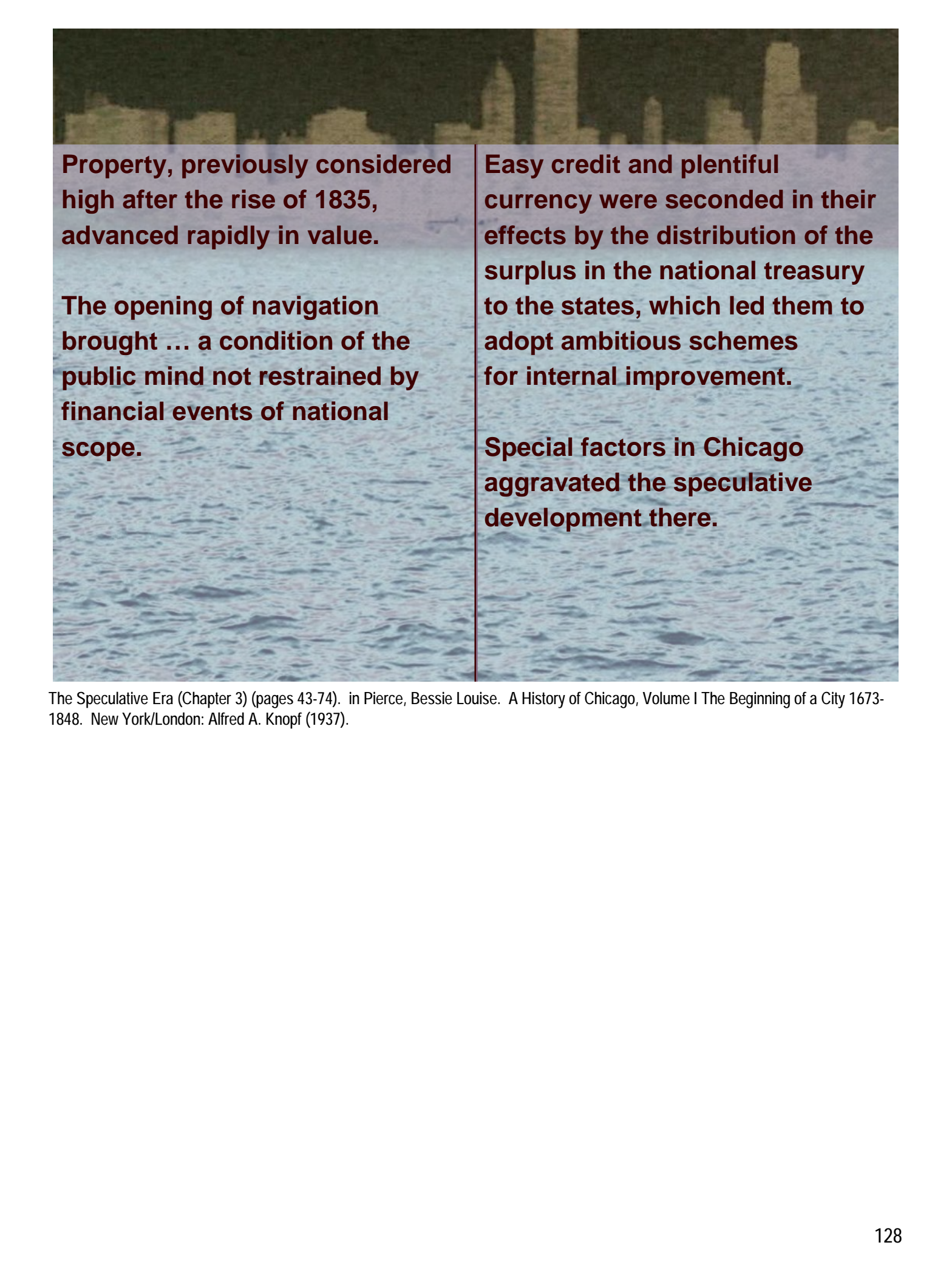
By the spring of 1836, the circulation of stories of sudden fortune and fabulous wealth accumulated almost over night at Chicago had produced a speculative spirit throughout the West and East that surpassed any previous experience of the country.

In the vicinity of Chicago, town sites, mill sites and fertile lands were snapped up by feverish speculators.

Lots ... within a radius of 150 miles, together with farm land and mill rights were advertised in Chicago papers and handled by Chicago agencies.

The passage of the Canal Bill in 1836 January pledged the faith and credit of the state to the payment of interest on canal bonds insured an Eastern loan and the immediate beginning of construction of the canal.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



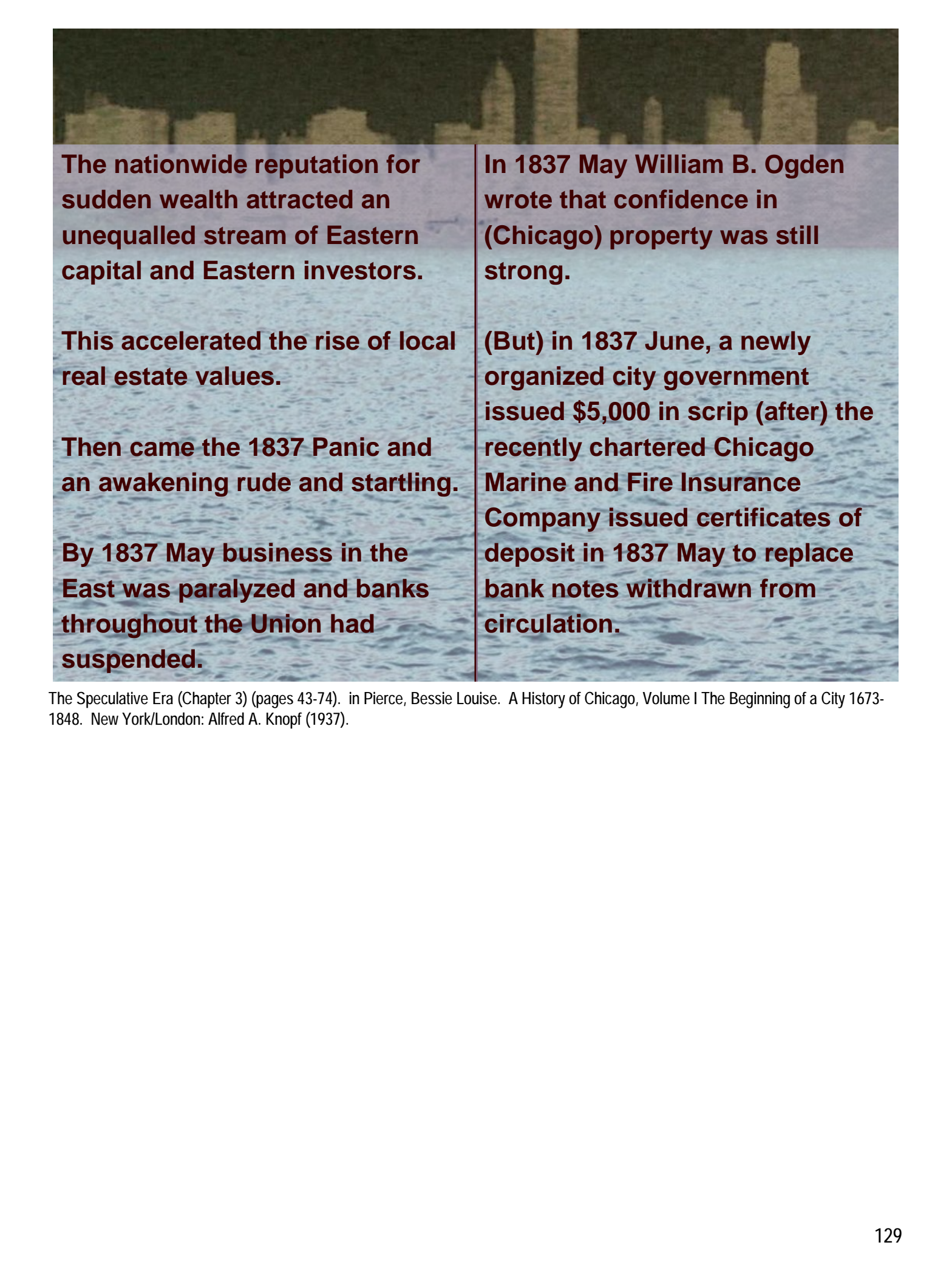
Property, previously considered high after the rise of 1835, advanced rapidly in value.

The opening of navigation brought ... a condition of the public mind not restrained by financial events of national scope.

Easy credit and plentiful currency were seconded in their effects by the distribution of the surplus in the national treasury to the states, which led them to adopt ambitious schemes for internal improvement.

Special factors in Chicago aggravated the speculative development there.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



The nationwide reputation for sudden wealth attracted an unequalled stream of Eastern capital and Eastern investors.

This accelerated the rise of local real estate values.

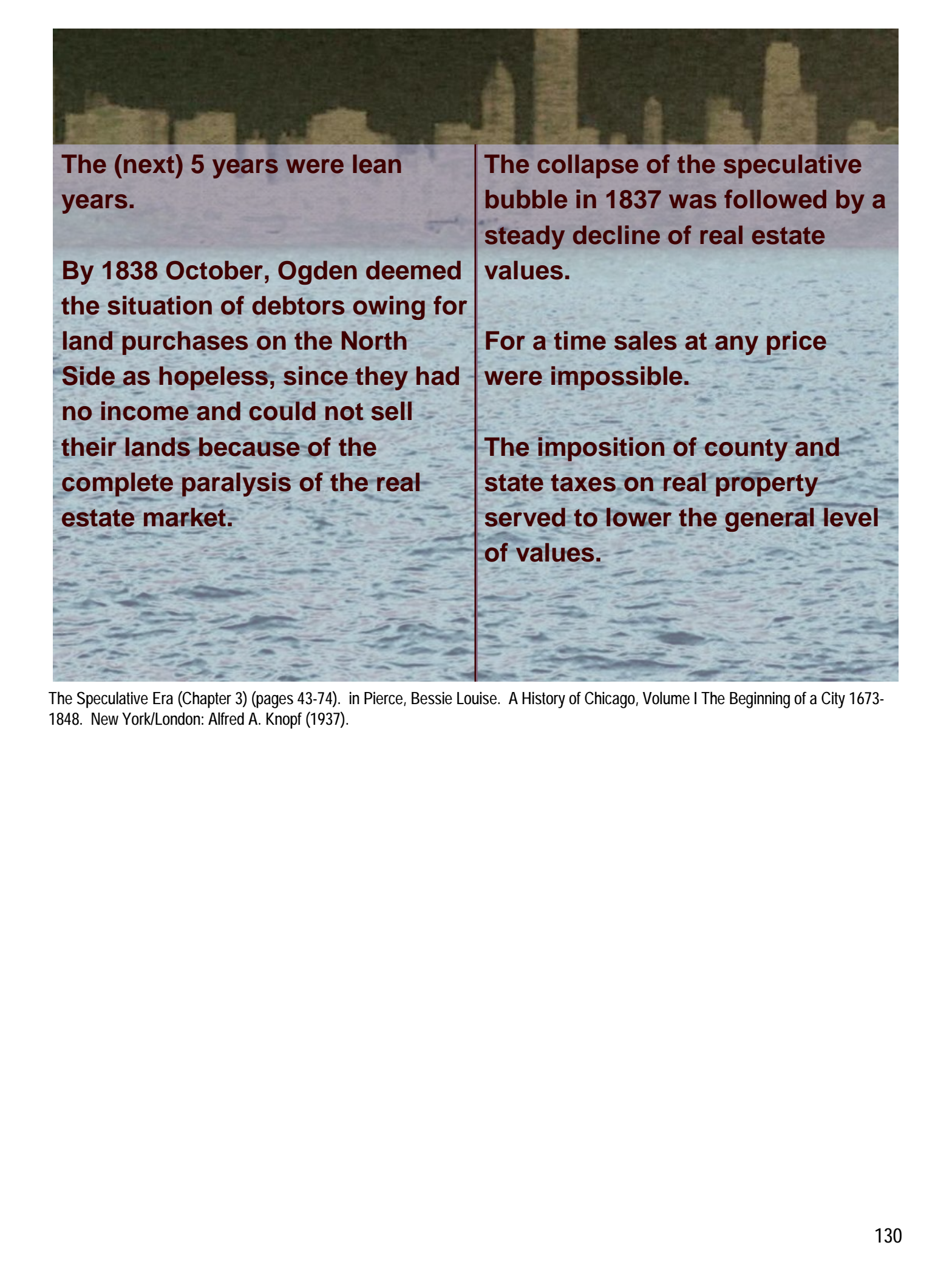
Then came the 1837 Panic and an awakening rude and startling.

By 1837 May business in the East was paralyzed and banks throughout the Union had suspended.

In 1837 May William B. Ogden wrote that confidence in (Chicago) property was still strong.

(But) in 1837 June, a newly organized city government issued \$5,000 in scrip (after) the recently chartered Chicago Marine and Fire Insurance Company issued certificates of deposit in 1837 May to replace bank notes withdrawn from circulation.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



The (next) 5 years were lean years.

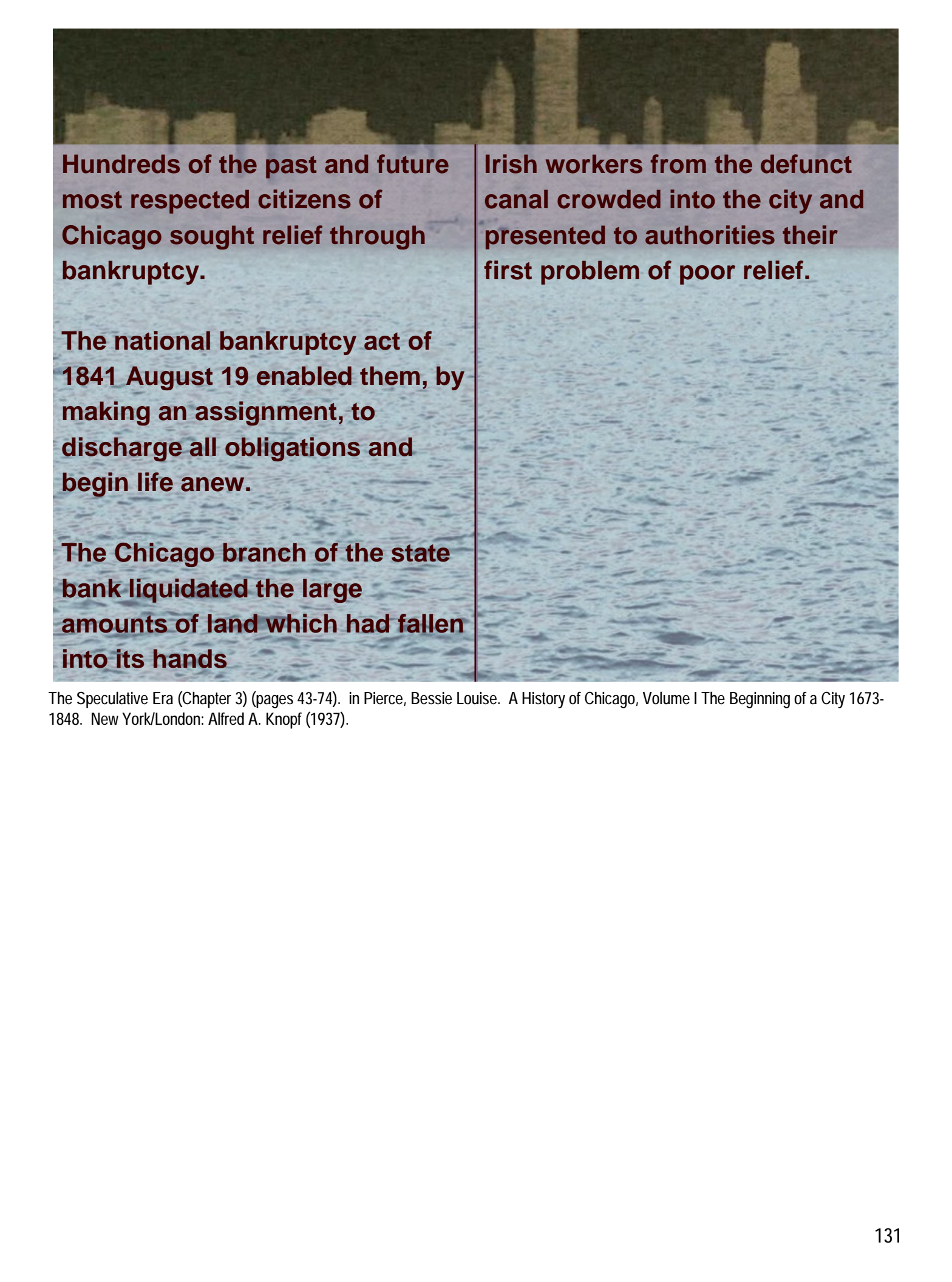
By 1838 October, Ogden deemed the situation of debtors owing for land purchases on the North Side as hopeless, since they had no income and could not sell their lands because of the complete paralysis of the real estate market.

The collapse of the speculative bubble in 1837 was followed by a steady decline of real estate values.

For a time sales at any price were impossible.

The imposition of county and state taxes on real property served to lower the general level of values.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).




Hundreds of the past and future most respected citizens of Chicago sought relief through bankruptcy.

The national bankruptcy act of 1841 August 19 enabled them, by making an assignment, to discharge all obligations and begin life anew.

The Chicago branch of the state bank liquidated the large amounts of land which had fallen into its hands

Irish workers from the defunct canal crowded into the city and presented to authorities their first problem of poor relief.

The Speculative Era (Chapter 3) (pages 43-74). in Pierce, Bessie Louise. A History of Chicago, Volume I The Beginning of a City 1673-1848. New York/London: Alfred A. Knopf (1937).



Chicago got its start from the federal and state governments.


Fort Dearborn (1803) was a federal military outpost that helped the new nation assert its claim to the Northwest and protected American traders.

(The location of Ft. Dearborn) helped the commissioners in charge of the state-built Illinois & Michigan Canal choose the mouth of the Chicago River for its northern terminus.

The small grid of streets that (canal) commissioners platted in 1830 at the junction of the north and south branches of the river set the street pattern that private developers began to extend as early as 1834.

Chicago's growth was also framed by the square-mile grid of the federal land survey, whose section lines would become major arterial streets as the city grew (Halsted St., Chicago Ave., and Roosevelt Rd.).

Drawing the Grid. Encyclopedia of Chicago History. Found at www.encyclopedia.chicagohistory.org/pages/972.html



Chicago was incorporated as a city 1837 March 4, at which time the first city charter became effective.

Before 1837, Chicago operated under a town charter of 1833.

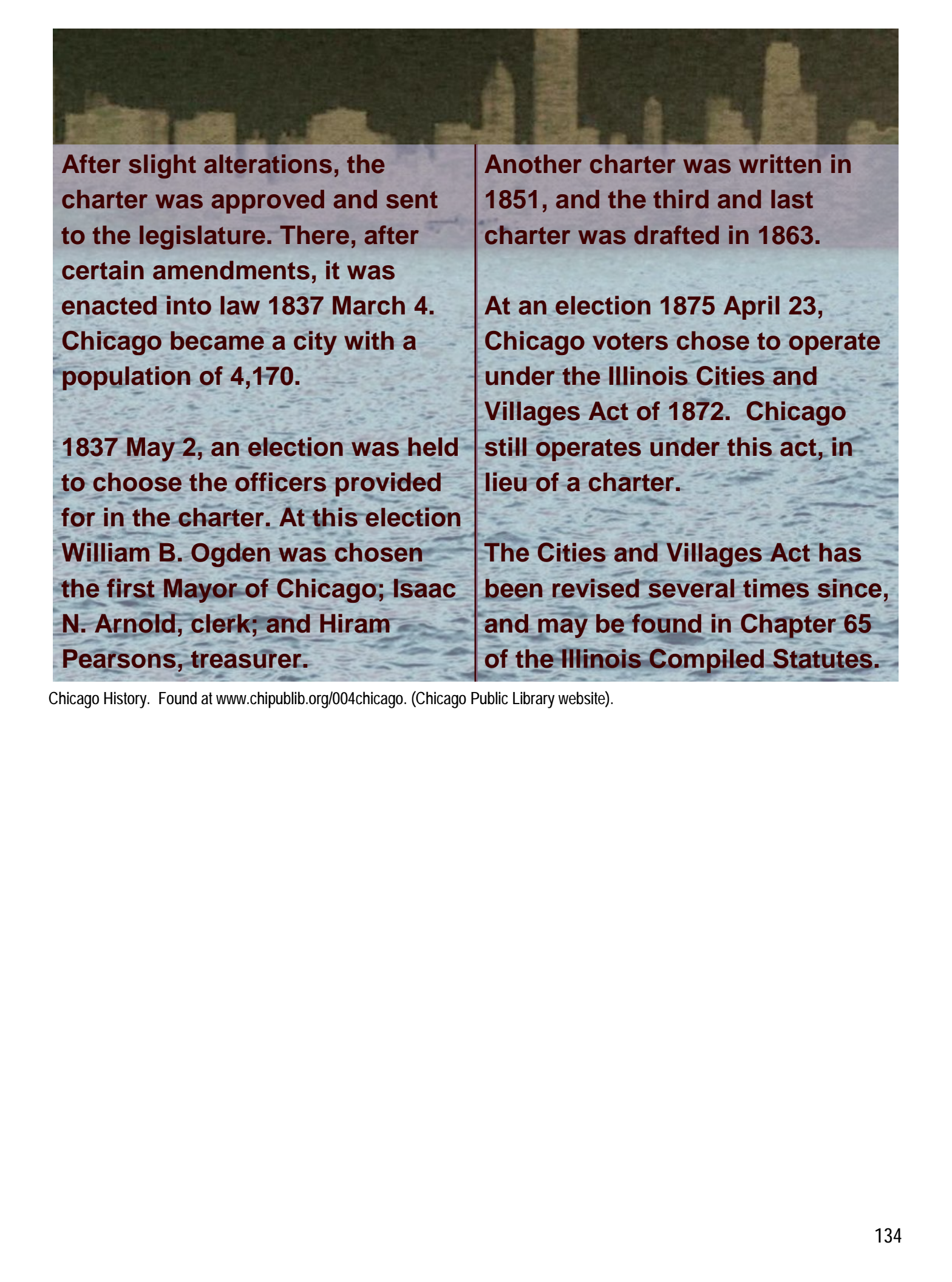
By 1836 work began on the Illinois and Michigan Canal; Indians had been moved to reservations; many immigrants were arriving; and real estate was becoming more valuable.

It was evident that a new and more liberal charter was needed for the growing population.

In 1836 November a committee was formed to apply to the state legislature for a city charter, and adopt a draft to accompany the application.

A charter was prepared by this committee and submitted to the people for approval at a mass meeting at the Saloon Building 1837 January 23.

Chicago History. Found at www.chipublib.org/004chicago. (Chicago Public Library website).



After slight alterations, the charter was approved and sent to the legislature. There, after certain amendments, it was enacted into law 1837 March 4. Chicago became a city with a population of 4,170.


1837 May 2, an election was held to choose the officers provided for in the charter. At this election William B. Ogden was chosen the first Mayor of Chicago; Isaac N. Arnold, clerk; and Hiram Pearsons, treasurer.

Another charter was written in 1851, and the third and last charter was drafted in 1863.

At an election 1875 April 23, Chicago voters chose to operate under the Illinois Cities and Villages Act of 1872. Chicago still operates under this act, in lieu of a charter.

The Cities and Villages Act has been revised several times since, and may be found in Chapter 65 of the Illinois Compiled Statutes.

Chicago History. Found at www.chipublib.org/004chicago. (Chicago Public Library website).




Article VII of the Illinois Constitution (adopted 1970 September 3 effective 1971 July 1) grants home rule powers to Chicago.

Among those powers are regulation for the protection of public health, safety, morals, and welfare, to license for regulatory purposes, to tax and to incur debt.

In 1837, when Chicago became a city, members of the common council became commissioners of schools for the city and 10 school inspectors were elected.

Chicago History. Found at www.chipublib.org/004chicago. (Chicago Public Library website).



The schools were placed on a permanent and self-supporting basis by a special act of the legislature in 1839.

In 1840 November, free public schools were permanently established and a Board of Inspectors was organized.

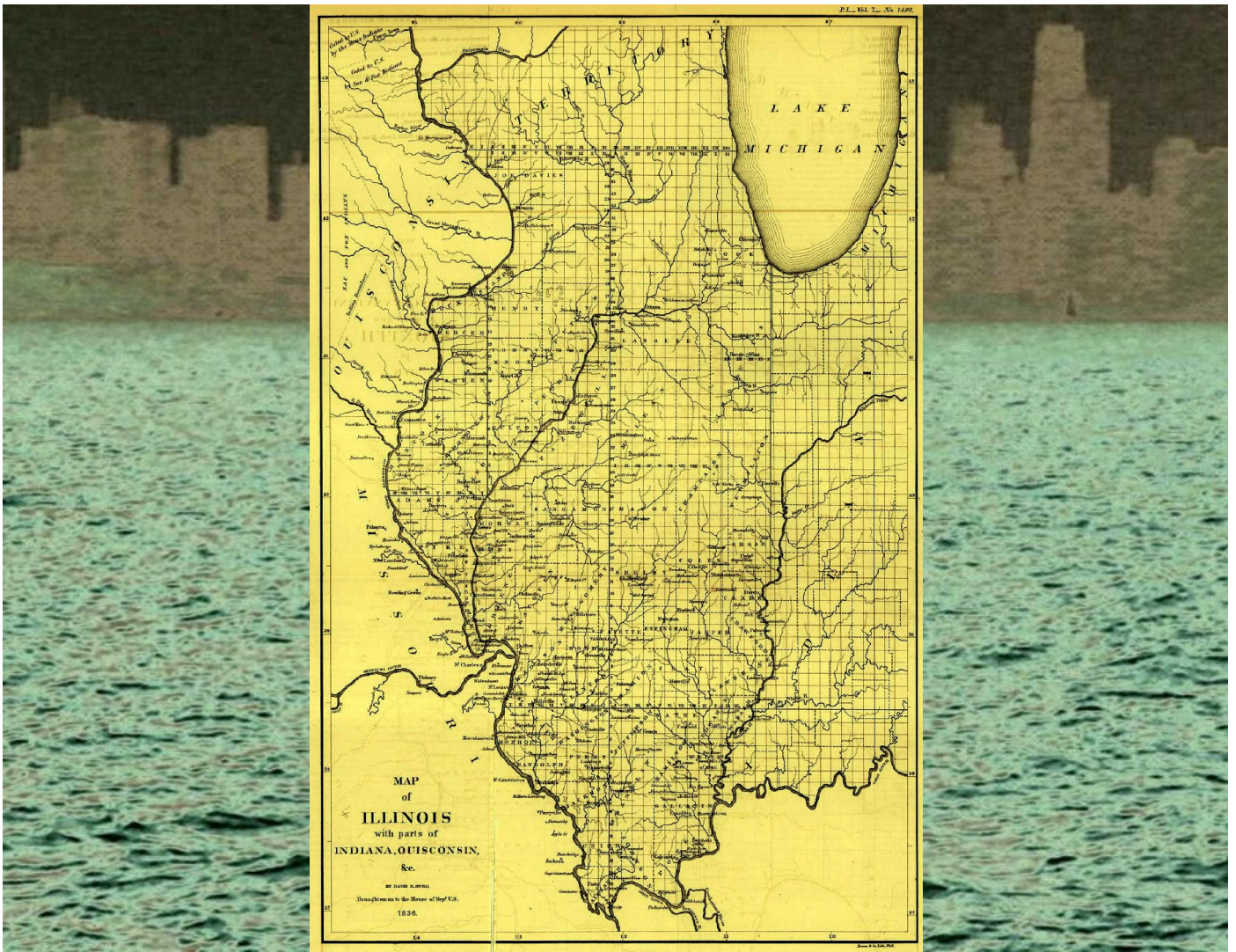
In 1844, the first public school house was built on Madison Street between Dearborn and State. Fire destroyed this building in 1871.

An act of 1845 February 25, defined the rate of school tax and authorized the council to impose one mill on the dollar.

The 1851 charter gave the council the power to establish and maintain schools and to manage school finance.

In 1854 the first superintendent of schools was elected and an 1857 February 16 amendment to the 1851 charter established a board of education.

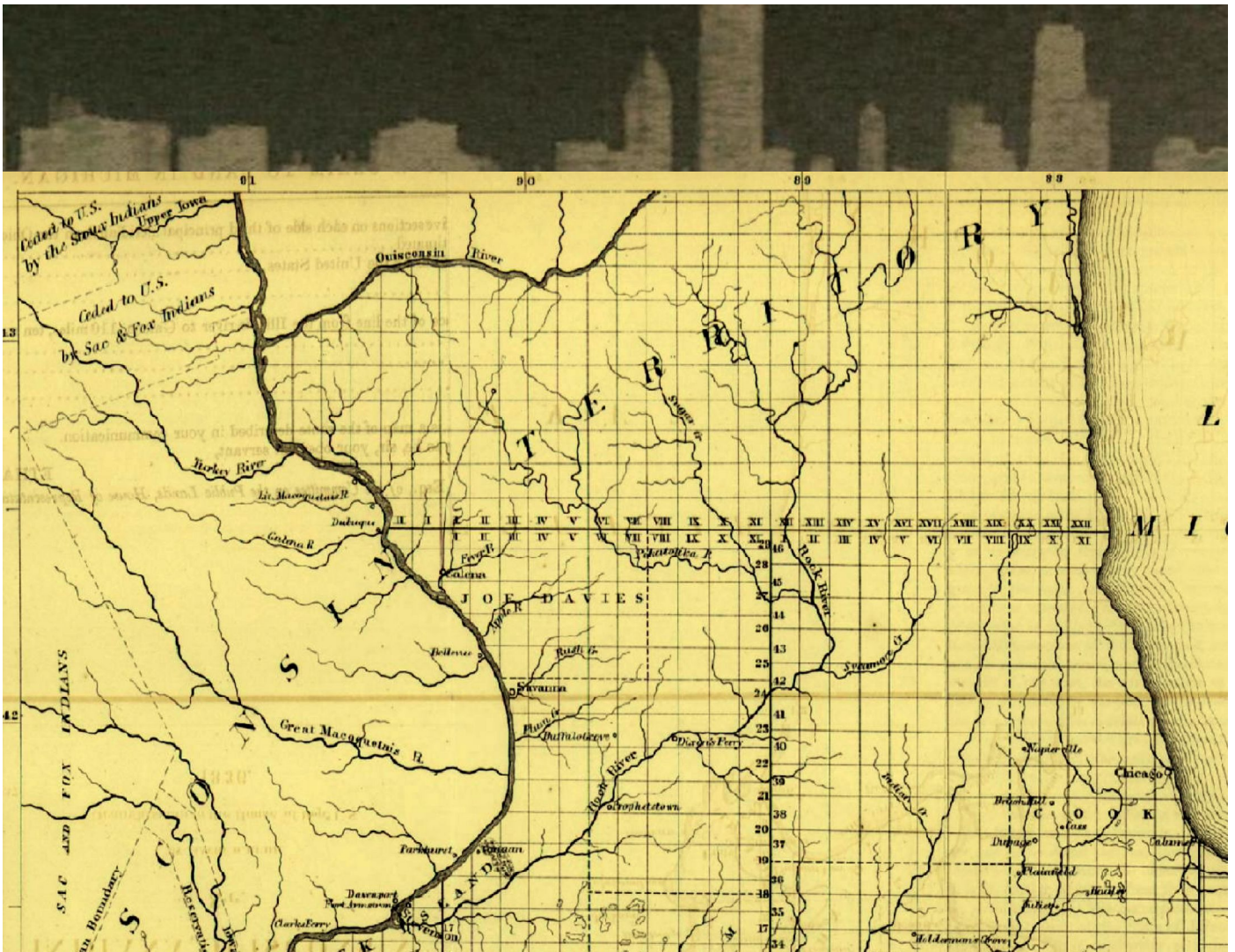
Chicago History. Found at www.chipublib.org/004chicago. (Chicago Public Library website).



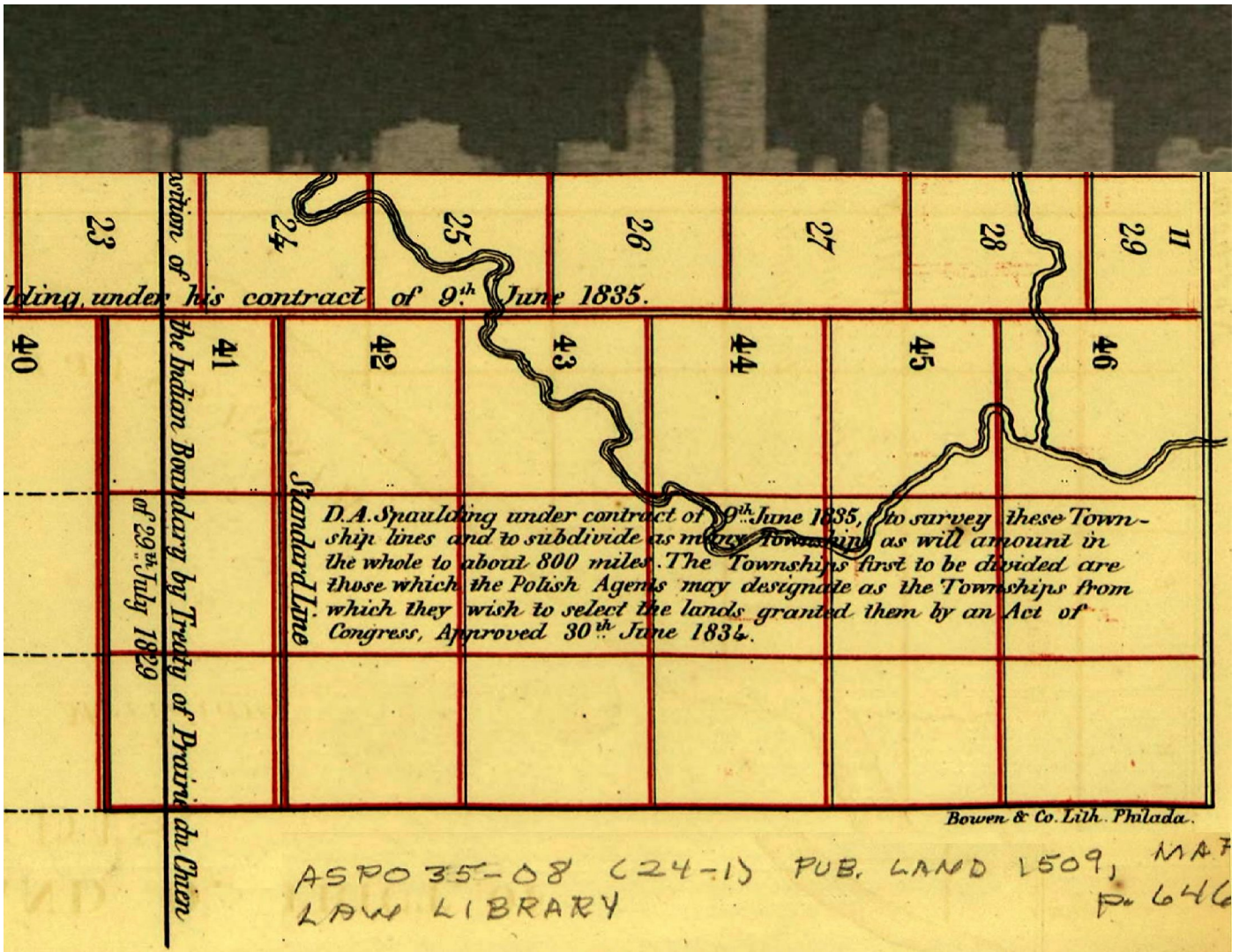
Burr, David H. Map of Illinois with parts of Indiana, Ouisconsin &c. (1836).
<http://memory.loc.gov/gmd/gmd370m/g3701m/g3701fm/gct00025/aspl0812.jp2>



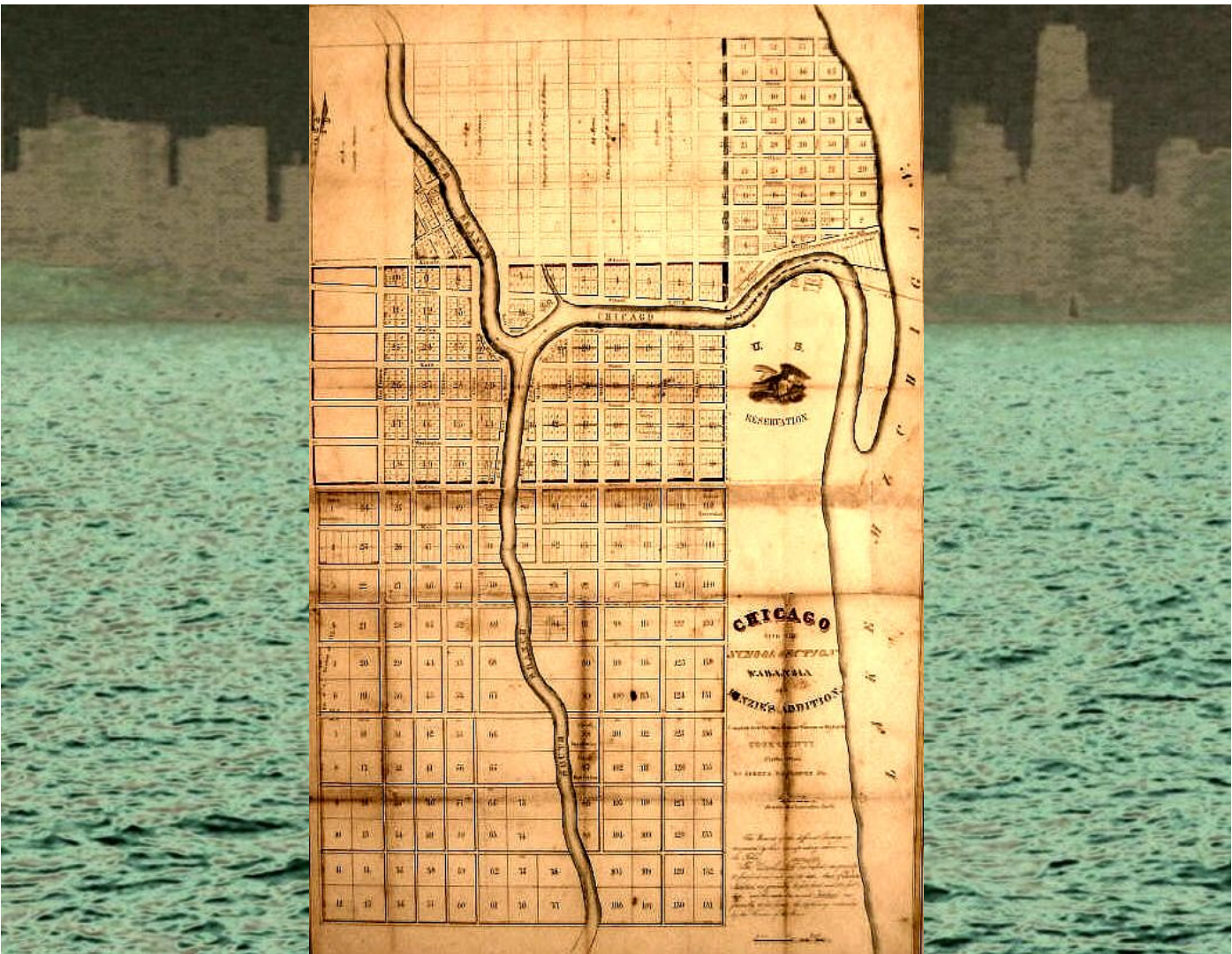
Burr, David H. Map of Illinois with parts of Indiana, Ouisconsin &c. (1836).
<http://memory.loc.gov/gmd/gmd370m/g3701m/g3701fm/gct00025/aspl0812.jp2>



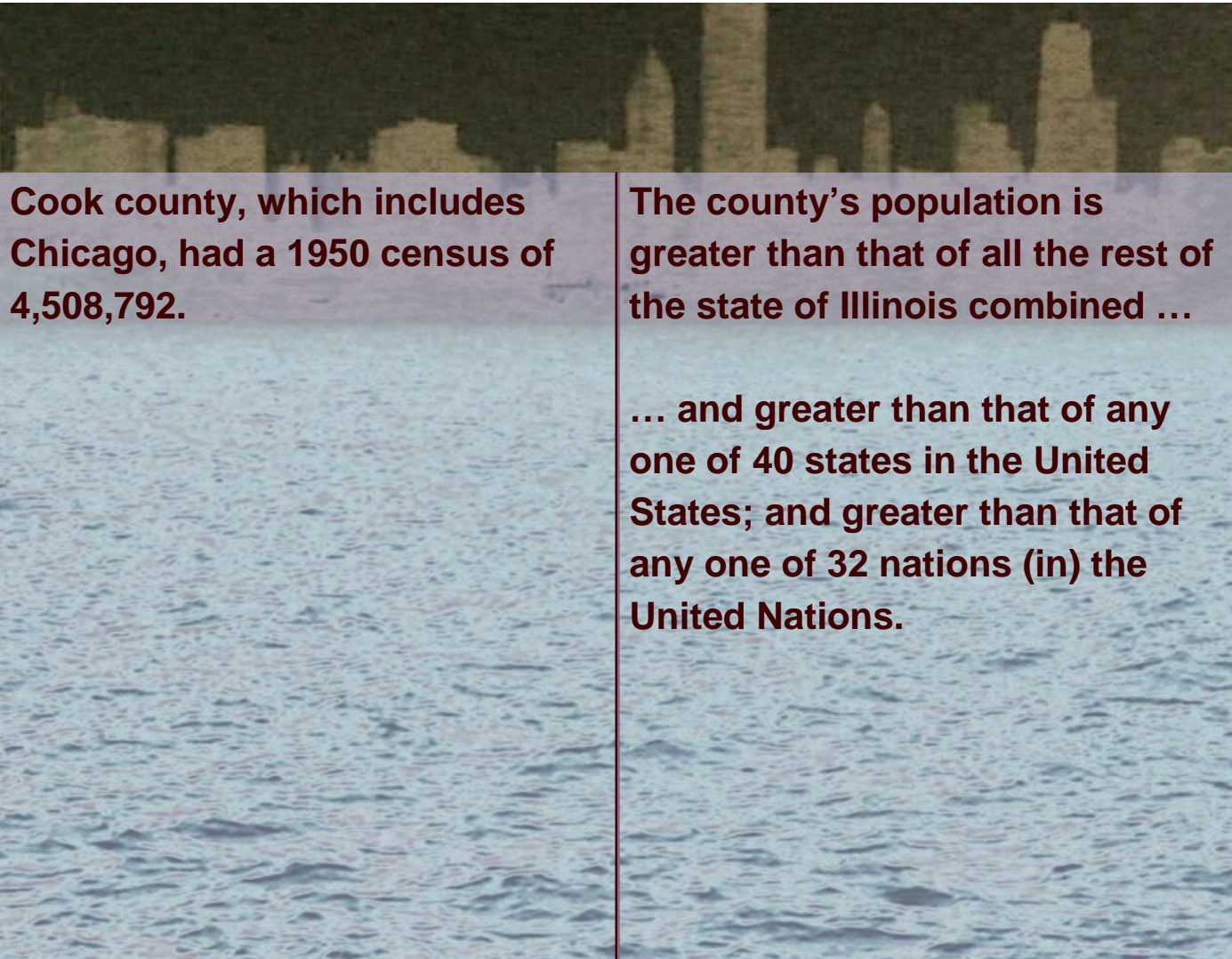
Burr, David H. Map of Illinois with parts of Indiana, Ouisconsin &c. (1836).
<http://memory.loc.gov/gmd/gmd370m/g3701m/g3701fm/gct00025/aspl0812.jp2>



Stephenson, James W. (surveyor). Northwest Land District, Illinois (1836).
<http://memory.loc.gov/gmd/gmd370m/g3701m/g3701fm/gct00025/aspl0814.jp2>



Hathaway (1834). Chicago, with School Addition, Wabansia, and Kinzie's Addition..



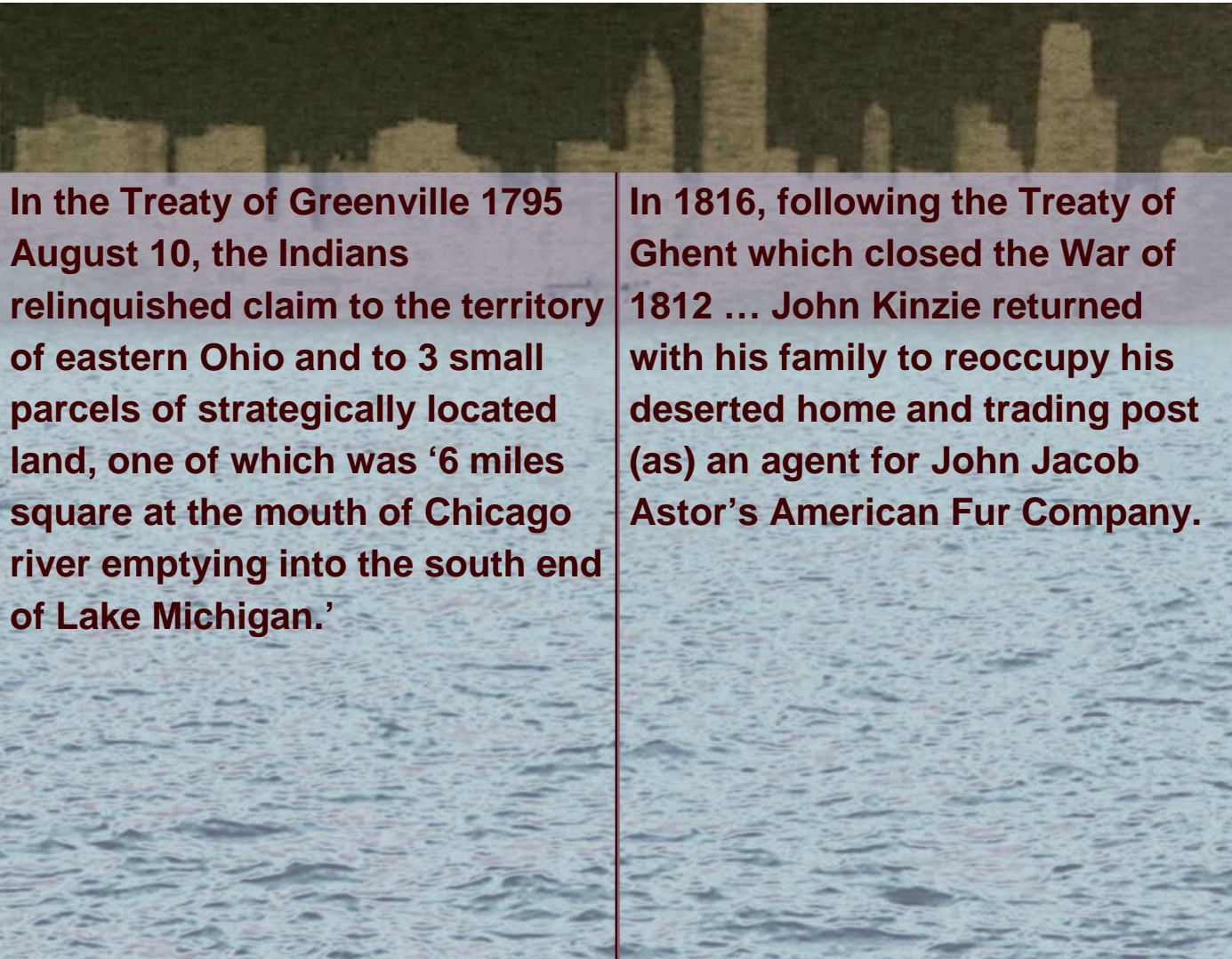
Cook county, which includes Chicago, had a 1950 census of 4,508,792.

The county's population is greater than that of all the rest of the state of Illinois combined ...

... and greater than that of any one of 40 states in the United States; and greater than that of any one of 32 nations (in) the United Nations.

A State Within a County (Chapter 1). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

This copy of Growth of Cook County, Volume I, is a gift to your library from the Board of Commissioners of Cook County. Additional copies of Volume I can be obtained at the office of the Board. Make check spayable to Treasurer of Cook County. Because the writing of this history is done during the spare time of the author, Volume II cannot be expected for some time.

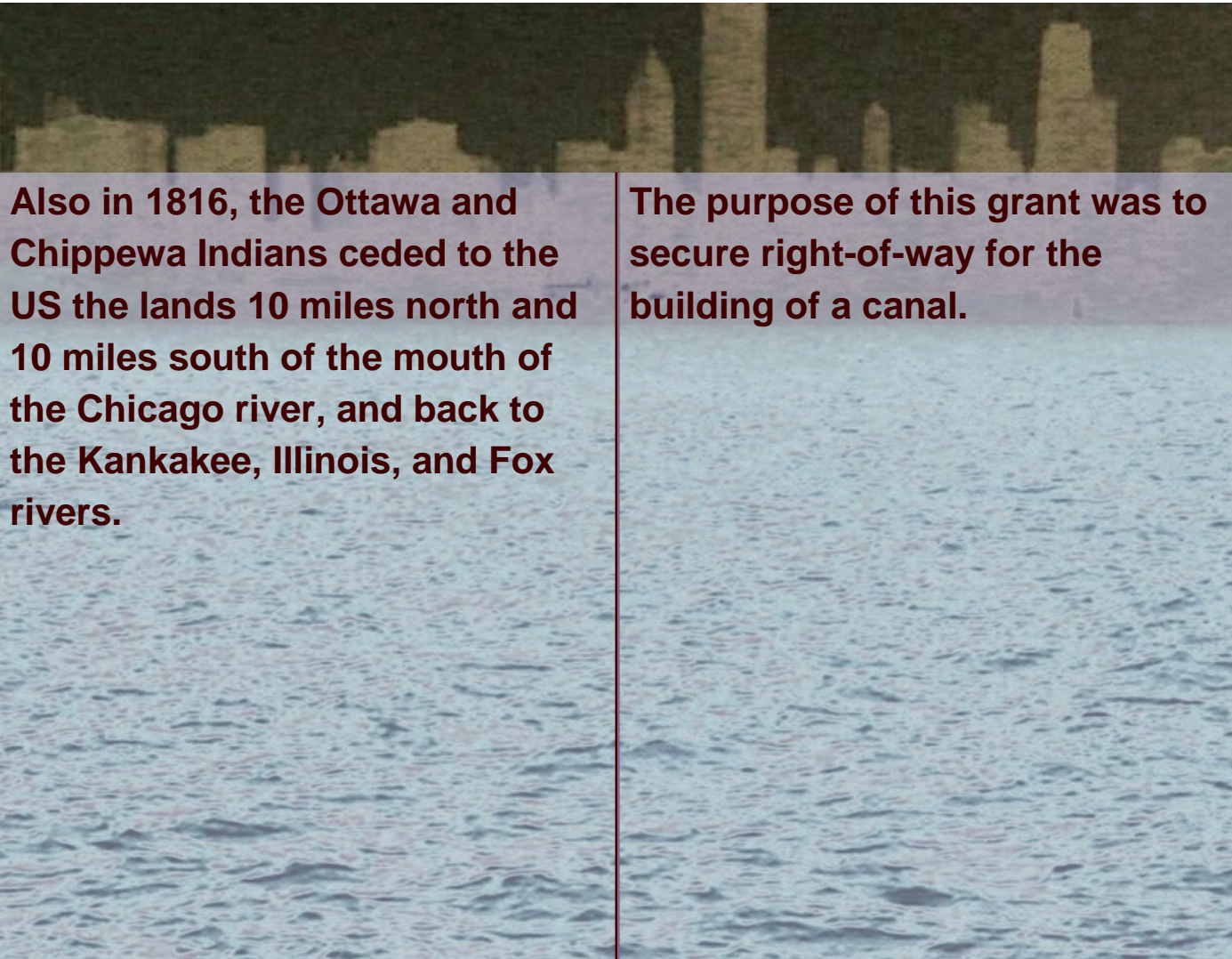


In the Treaty of Greenville 1795 August 10, the Indians relinquished claim to the territory of eastern Ohio and to 3 small parcels of strategically located land, one of which was '6 miles square at the mouth of Chicago river emptying into the south end of Lake Michigan.'

In 1816, following the Treaty of Ghent which closed the War of 1812 ... John Kinzie returned with his family to reoccupy his deserted home and trading post (as) an agent for John Jacob Astor's American Fur Company.

A State Within a County (Chapter 1). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

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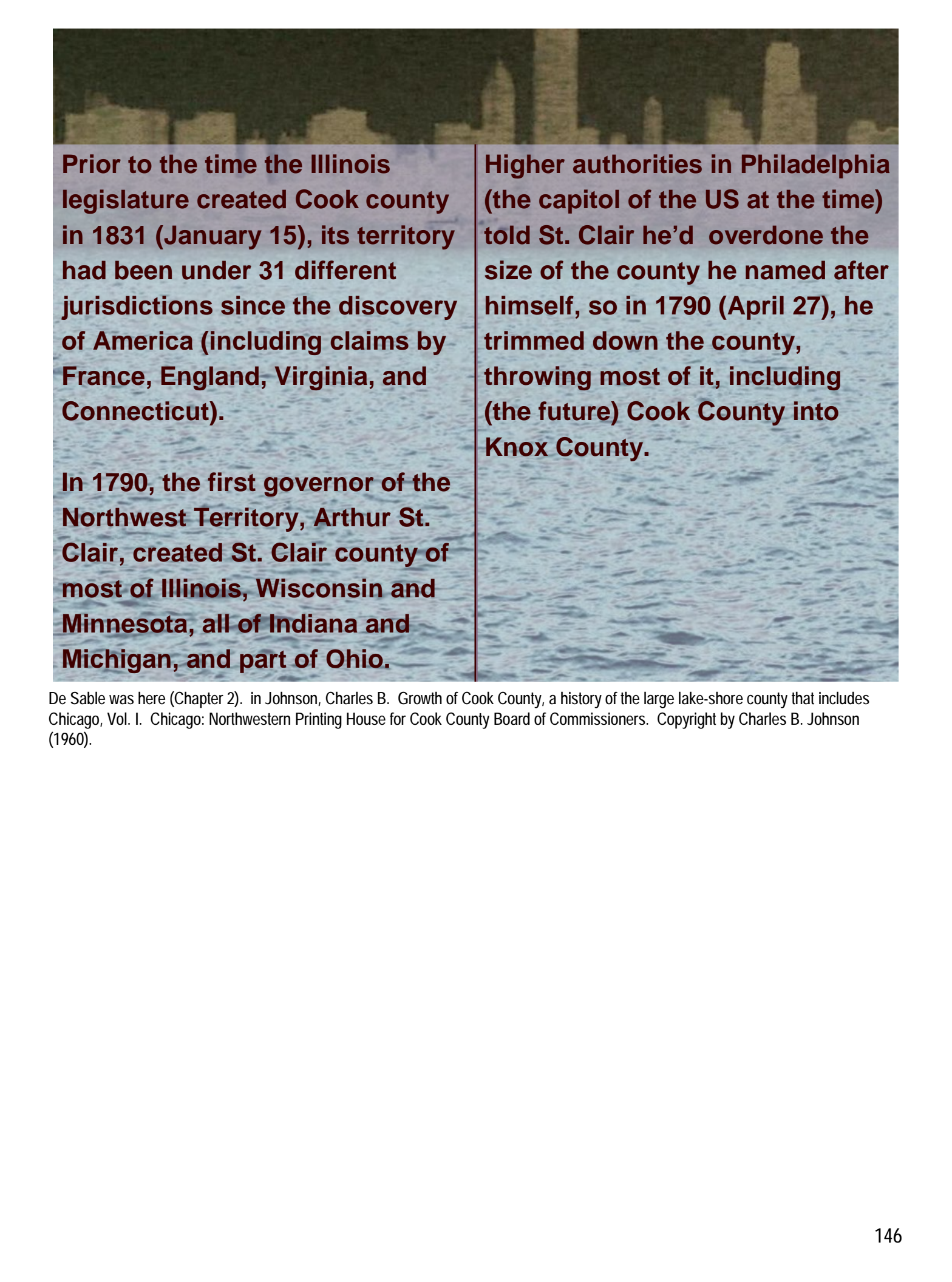


Also in 1816, the Ottawa and Chippewa Indians ceded to the US the lands 10 miles north and 10 miles south of the mouth of the Chicago river, and back to the Kankakee, Illinois, and Fox rivers.

The purpose of this grant was to secure right-of-way for the building of a canal.

A State Within a County (Chapter 1). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

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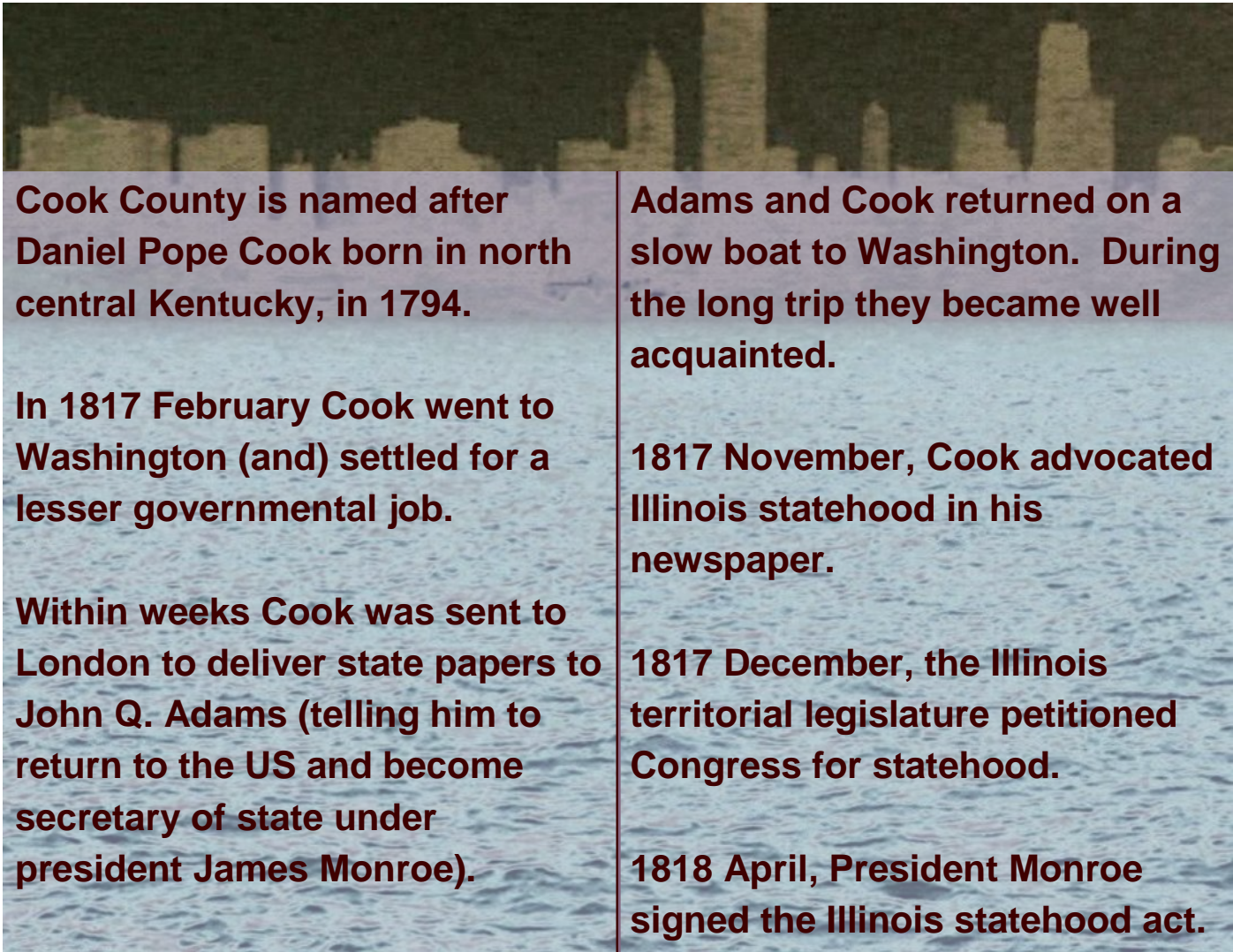


Prior to the time the Illinois legislature created Cook county in 1831 (January 15), its territory had been under 31 different jurisdictions since the discovery of America (including claims by France, England, Virginia, and Connecticut).

In 1790, the first governor of the Northwest Territory, Arthur St. Clair, created St. Clair county of most of Illinois, Wisconsin and Minnesota, all of Indiana and Michigan, and part of Ohio.

Higher authorities in Philadelphia (the capitol of the US at the time) told St. Clair he'd overdone the size of the county he named after himself, so in 1790 (April 27), he trimmed down the county, throwing most of it, including (the future) Cook County into Knox County.

De Sable was here (Chapter 2). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).



Cook County is named after Daniel Pope Cook born in north central Kentucky, in 1794.

In 1817 February Cook went to Washington (and) settled for a lesser governmental job.

Within weeks Cook was sent to London to deliver state papers to John Q. Adams (telling him to return to the US and become secretary of state under president James Monroe).

Adams and Cook returned on a slow boat to Washington. During the long trip they became well acquainted.

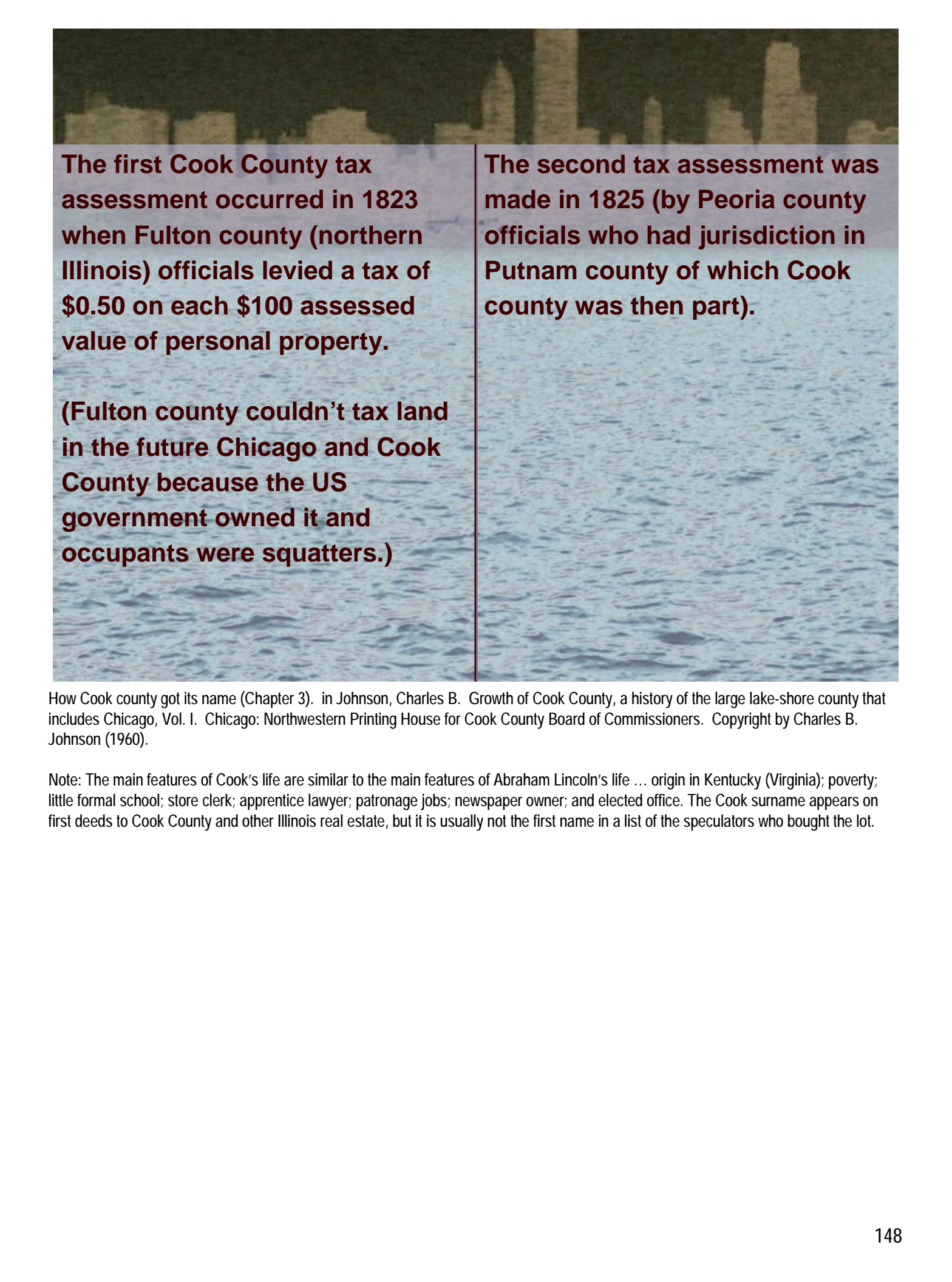
1817 November, Cook advocated Illinois statehood in his newspaper.

1817 December, the Illinois territorial legislature petitioned Congress for statehood.

1818 April, President Monroe signed the Illinois statehood act.

How Cook county got its name (Chapter 3). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

Note: The main features of Cook's life are similar to the main features of Abraham Lincoln's life ... origin in Kentucky (Virginia); poverty; little formal school; store clerk; apprentice lawyer; patronage jobs; newspaper owner; and elected office. The Cook surname appears on first deeds to Cook County and other Illinois real estate, but it is usually not the first name in a list of the speculators who bought the lot.



The first Cook County tax assessment occurred in 1823 when Fulton county (northern Illinois) officials levied a tax of \$0.50 on each \$100 assessed value of personal property.

(Fulton county couldn't tax land in the future Chicago and Cook County because the US government owned it and occupants were squatters.)

The second tax assessment was made in 1825 (by Peoria county officials who had jurisdiction in Putnam county of which Cook county was then part).

How Cook county got its name (Chapter 3). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

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In 1825, 14 Chicago area taxpayers were assessed at \$9,047 and taxed \$90.47.		\$4.00
	Clark. John K. (\$250)	\$2.50
	Robinson. Alexander (\$200)	\$2.00
Crafts. John (\$5,000)		\$50.00
	Clermont. Jeremy (\$100)	\$1.00
Beaubien. John B. (\$1,000)		\$10.00
	Laframboise. David (\$100)	\$1.00
Clybourne. Jonas (\$625)		\$6.25
	Piche. Peter (\$100)	\$1.00
Wolcott. Alexander (\$572)		\$5.72
	Laframboise. Joseph (\$50)	\$0.50
Kinzie. John (\$500)		\$5.00
	Coutra, Louis (\$50)	\$0.50
Ouilmette. Antoine (\$400)		\$0.50

How Cook county got its name (Chapter 3). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

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(Cook county commissioners asked readers to do the math):

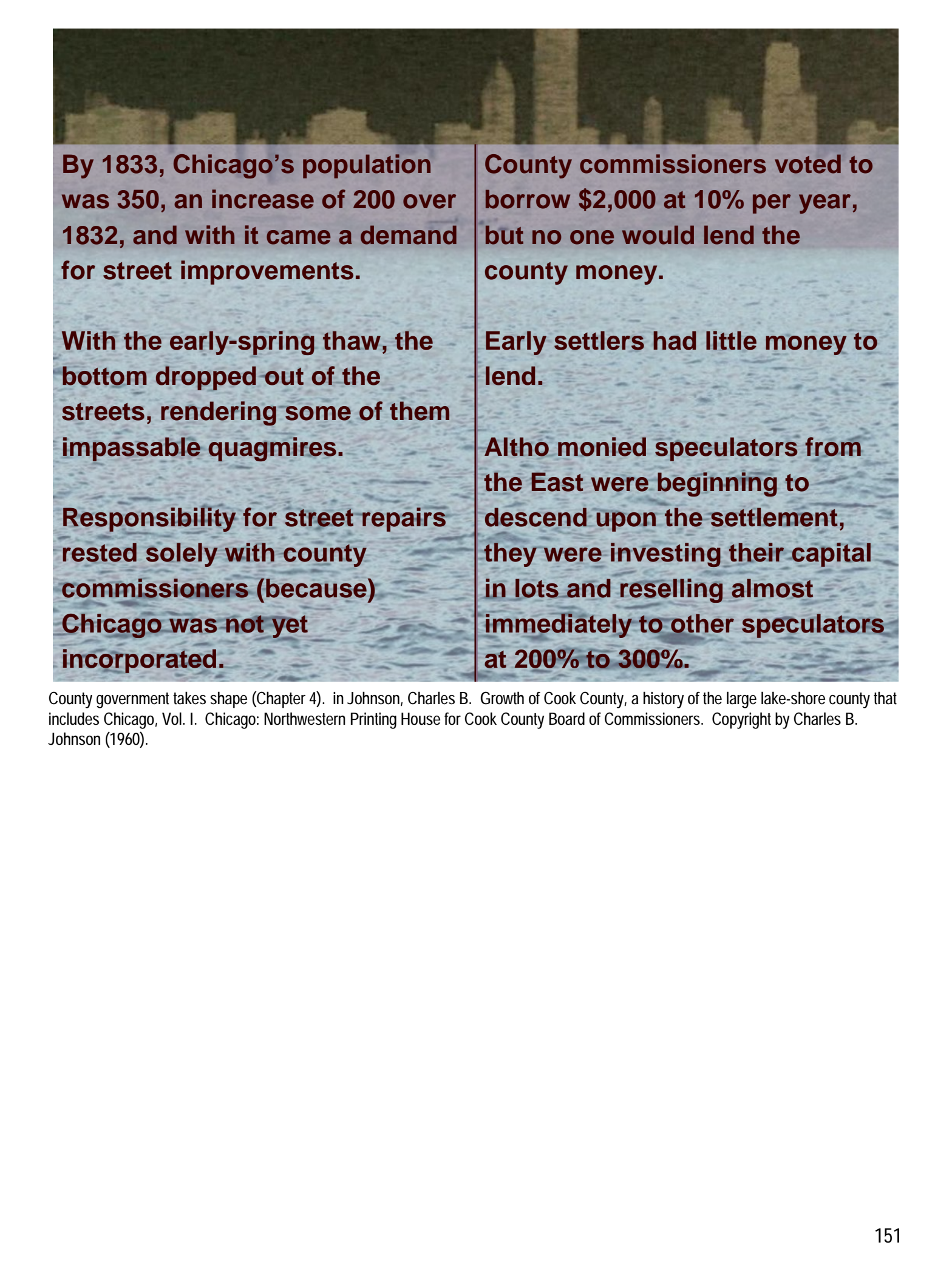
**1825 wage \$0.50 per day.
1960 wage \$16.00 per day.
1960 wage 3200% of 1825 wage.
1960 tax 400% of 1825 tax.
1960 dollar 22% of 1825 dollar.**

If present-day (1960) taxpayers, whose rate is \$3.75-\$4.00 on \$100 assessed value, yearn for the 'good old days', they should remember that taxpayers of those times (1825) had no ...

- public schools
- streets or roads
- fire or police protection
- sewers
- running water
- health departments
- care for destitute and indigent sick

How Cook county got its name (Chapter 3). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).

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By 1833, Chicago's population was 350, an increase of 200 over 1832, and with it came a demand for street improvements.

With the early-spring thaw, the bottom dropped out of the streets, rendering some of them impassable quagmires.

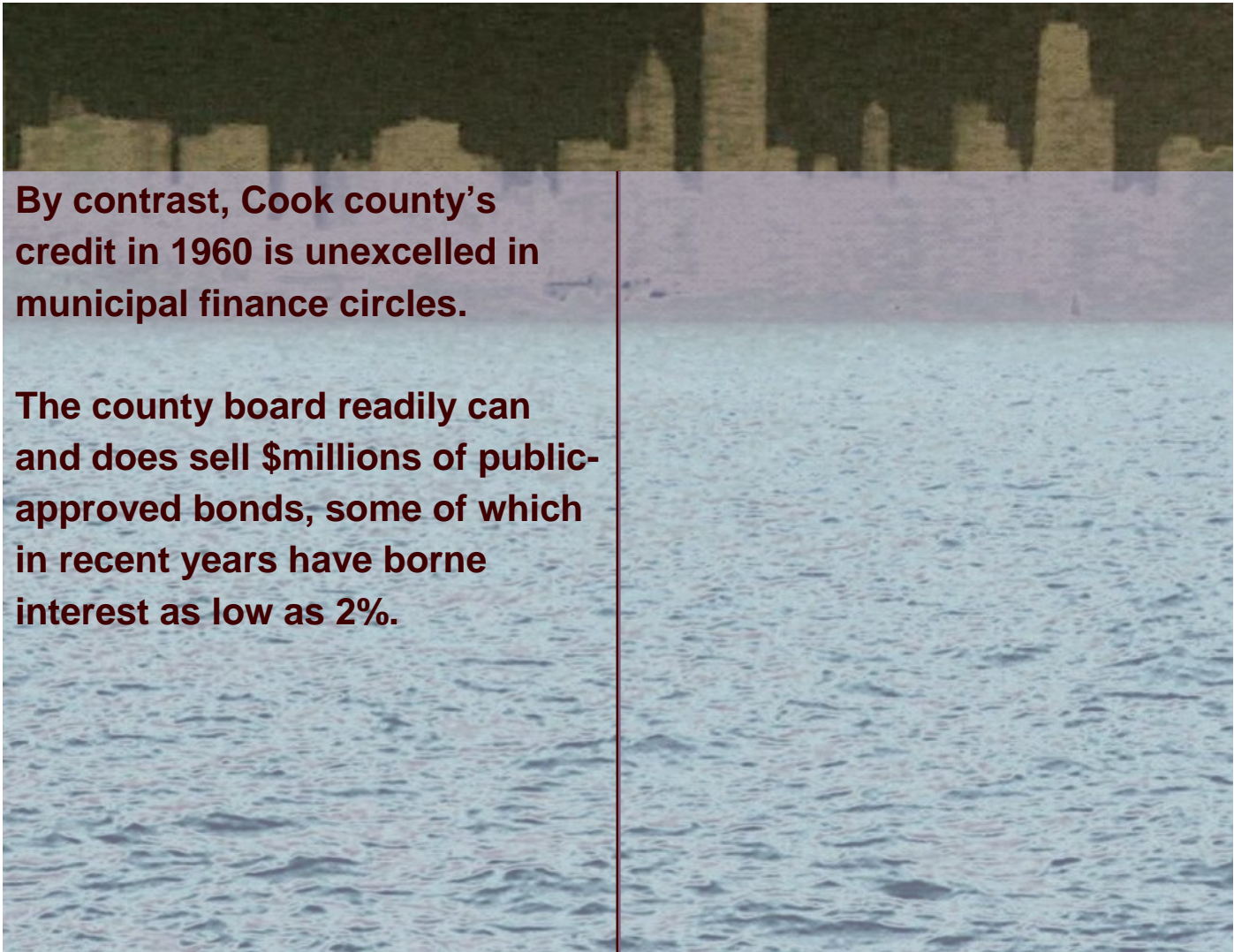
Responsibility for street repairs rested solely with county commissioners (because Chicago was not yet incorporated.

County commissioners voted to borrow \$2,000 at 10% per year, but no one would lend the county money.

Early settlers had little money to lend.

Altho monied speculators from the East were beginning to descend upon the settlement, they were investing their capital in lots and reselling almost immediately to other speculators at 200% to 300%.

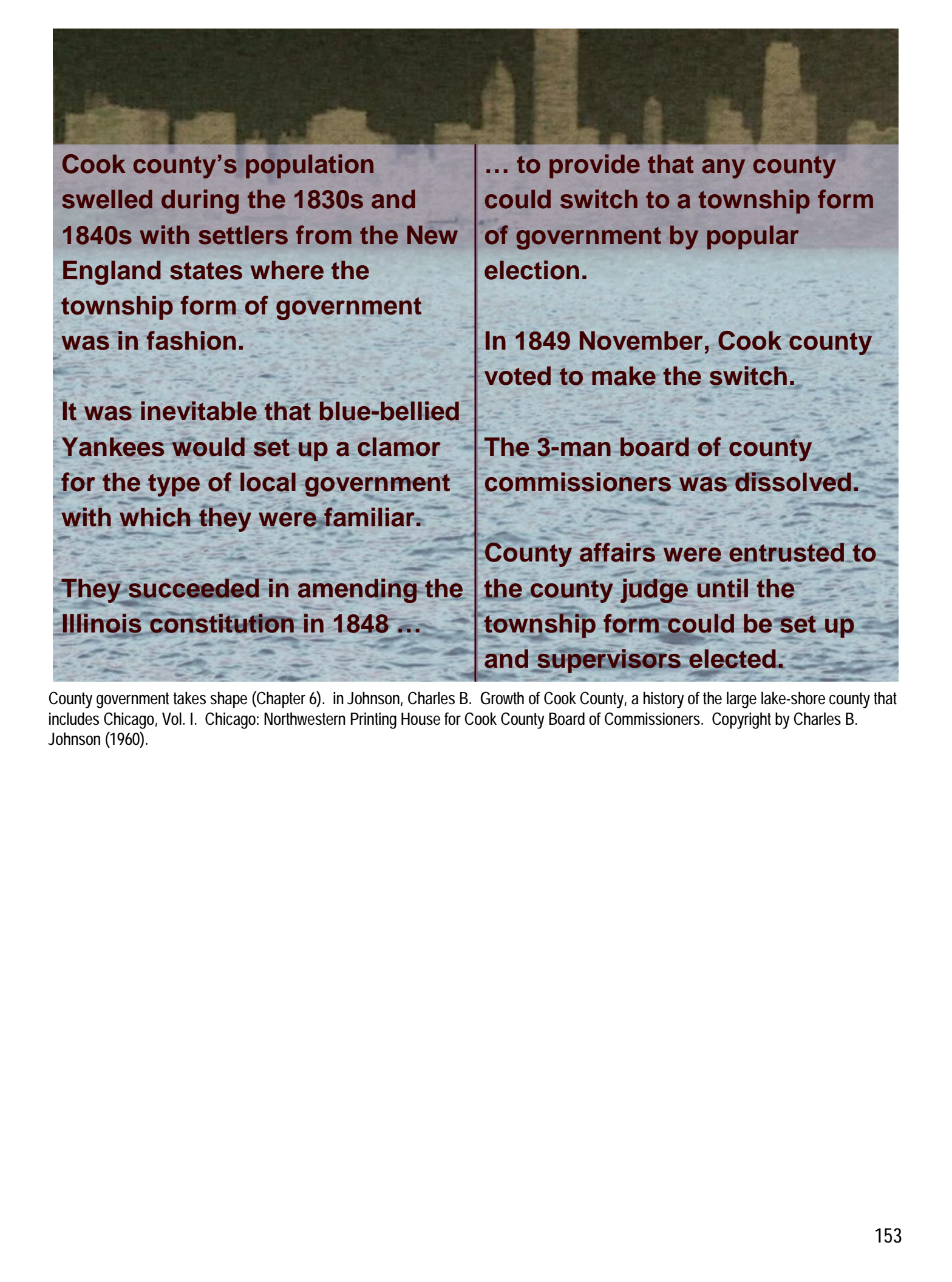
County government takes shape (Chapter 4). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).



By contrast, Cook county's credit in 1960 is unexcelled in municipal finance circles.

The county board readily can and does sell \$millions of public-approved bonds, some of which in recent years have borne interest as low as 2%.

County government takes shape (Chapter 4). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).



Cook county's population swelled during the 1830s and 1840s with settlers from the New England states where the township form of government was in fashion.

It was inevitable that blue-bellied Yankees would set up a clamor for the type of local government with which they were familiar.

They succeeded in amending the Illinois constitution in 1848 ...

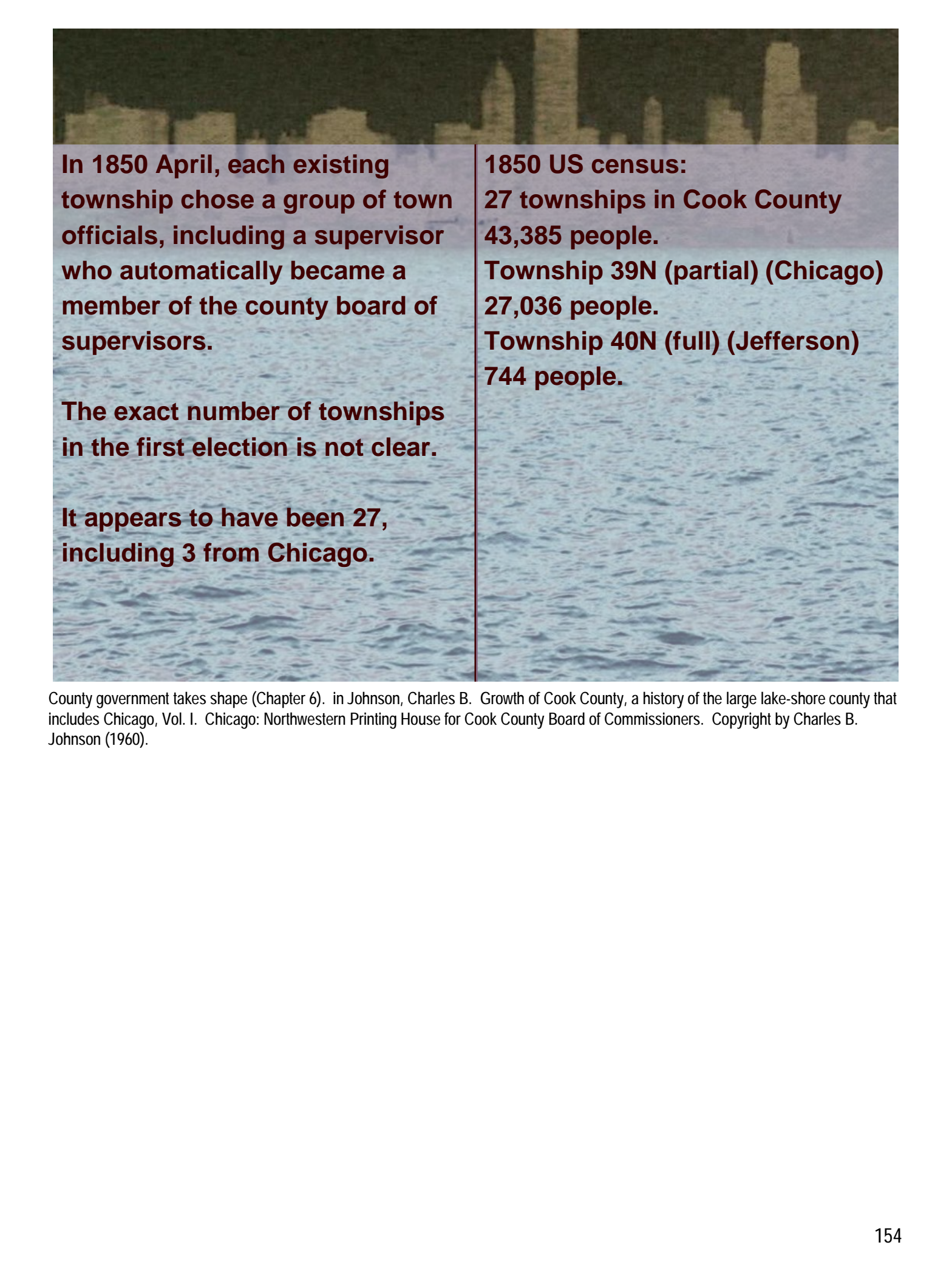
... to provide that any county could switch to a township form of government by popular election.

In 1849 November, Cook county voted to make the switch.

The 3-man board of county commissioners was dissolved.

County affairs were entrusted to the county judge until the township form could be set up and supervisors elected.

County government takes shape (Chapter 6). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).



In 1850 April, each existing township chose a group of town officials, including a supervisor who automatically became a member of the county board of supervisors.

The exact number of townships in the first election is not clear.

It appears to have been 27, including 3 from Chicago.

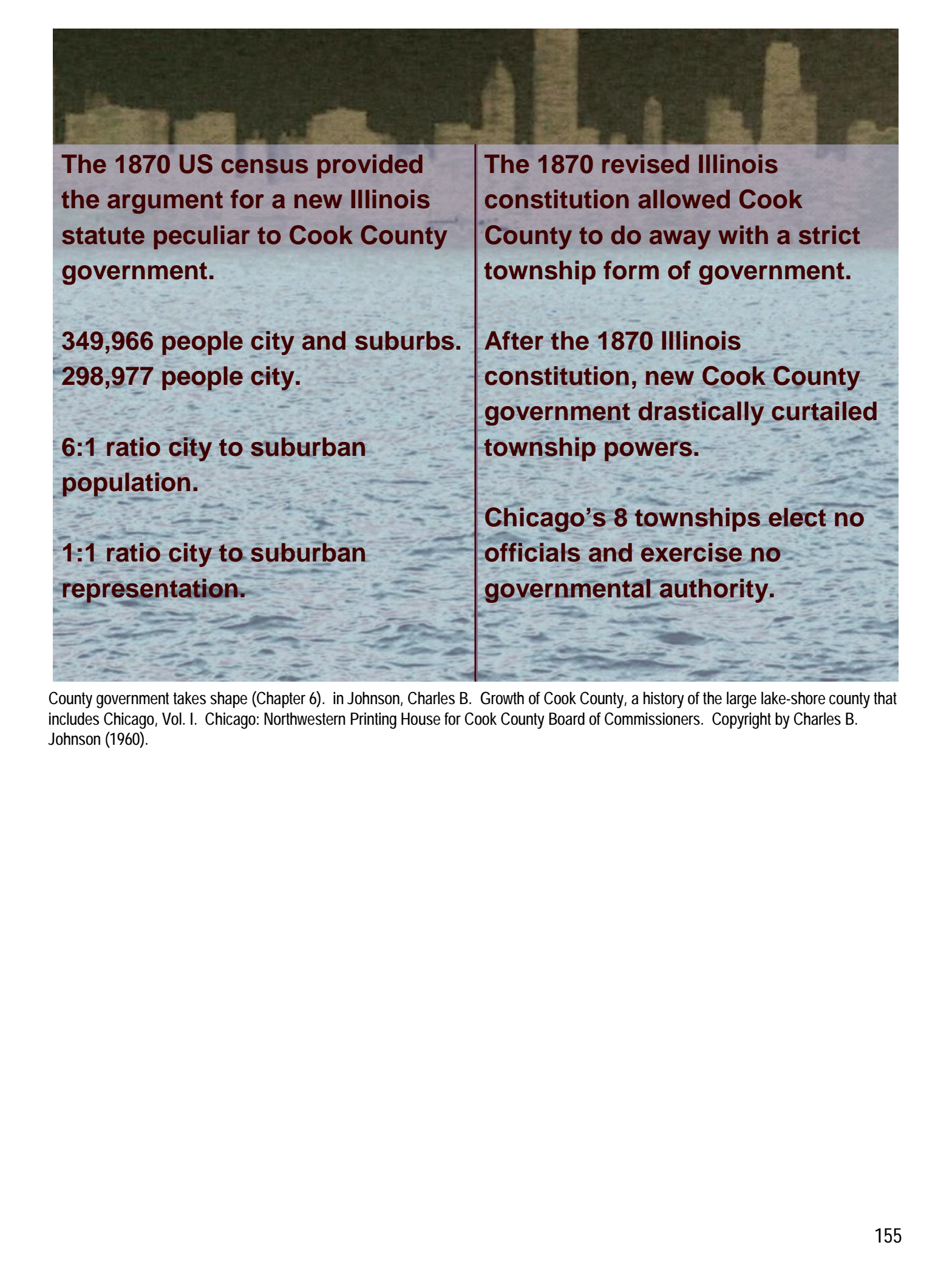
1850 US census:

**27 townships in Cook County
43,385 people.**

**Township 39N (partial) (Chicago)
27,036 people.**

**Township 40N (full) (Jefferson)
744 people.**

County government takes shape (Chapter 6). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).



The 1870 US census provided the argument for a new Illinois statute peculiar to Cook County government.

**349,966 people city and suburbs.
298,977 people city.**

6:1 ratio city to suburban population.

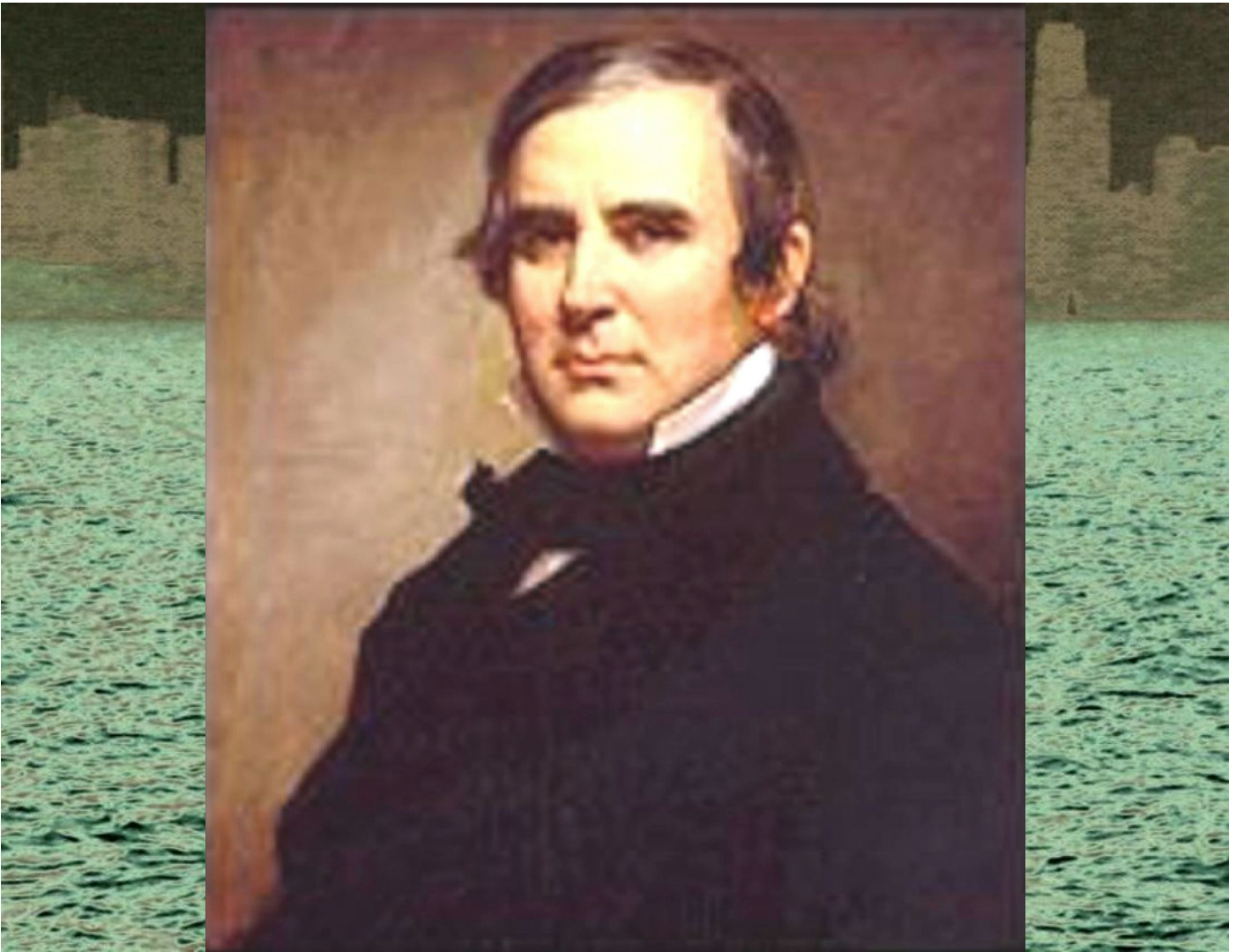
1:1 ratio city to suburban representation.

The 1870 revised Illinois constitution allowed Cook County to do away with a strict township form of government.

After the 1870 Illinois constitution, new Cook County government drastically curtailed township powers.

Chicago's 8 townships elect no officials and exercise no governmental authority.

County government takes shape (Chapter 6). in Johnson, Charles B. Growth of Cook County, a history of the large lake-shore county that includes Chicago, Vol. I. Chicago: Northwestern Printing House for Cook County Board of Commissioners. Copyright by Charles B. Johnson (1960).



William Ogden. in K. Torp (author). Chicago mayors.
genealogytrails.com/illcook/chicagomayors.html



William Ogden, from Chicago Historical Society. Illustration in Chicago. Found at www.pbs.org/wgbh/amex/chicago/peopleevents/p_capital.html



Library. Lockport, New York.
http://www.lockport-ny.com/Allegheny/Walton_Library.jpg




View of Rush Street bridge from Norton's Block at River Street. in. Whitefield, E. Views of Chicago from nature. Chicago: E. Whitefield at Rufus Blanchard's (1861). Lithographed and printed by Charles Shober, Chicago.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(color film copy transparency) cph 3g02334 <http://hdl.loc.gov/loc.pnp/cph.3g02334>
(b&w film copy neg.) cph 3a18221 <http://hdl.loc.gov/loc.pnp/cph.3a18221>
(color film copy slide) cph 3b49683 <http://hdl.loc.gov/loc.pnp/cph.3b49683>



Concutti (artist?). The Illinois and Michigan Canal, connecting Illinois and the West with the head waters of the Mississippi. in Frank Leslie's Illustrated Newspaper, volume 7, number 178 (1859 April 30), page 339. No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(b&w film copy neg.) cph 3c26972 <http://hdl.loc.gov/loc.pnp/cph.3c26972>



The first mayor Chicago, William Ogden, came as a land agent and found land prices tripling within a few years.

He was one of many Eastern speculators who bought land in the area.


In the early days it seemed that the business of Chicago was selling land in Chicago to other Chicagoans.

John Wentworth, another early Chicago mayor said, 'Men exchanged lots with each other very much as boys swap jack-knives.'

The story of Chicago is often told as the story of capitalism and corruption unchecked, and material ambition rewarded.

As the city grew, business and money-making drove nearly every major decision in town, for good or ill.

Chicago.
www.pbs.org/wgbh/amex/chicago/peopleevents/p_capital.html



The first great capital enterprise of the city, the Chicago Board of Trade, was predicated on the guarantee of quality.


By setting up a strict system to grade wheat (and later other grains, and livestock), farmers could warehouse their products for a receipt, and those receipts could be bought and sold with the assurance that the paper stood for wheat of a known value.

Like the Board of Trade, Chicago was invented to make men rich.

But also like the Board, Chicago's success in that endeavor depended on proving that the goods, services, and even the buildings were worthy of an investor's dollar.

Ambition was only rewarded over the long term when married to quality products.

Chicago.
www.pbs.org/wgbh/amex/chicago/peopleevents/p_capital.html



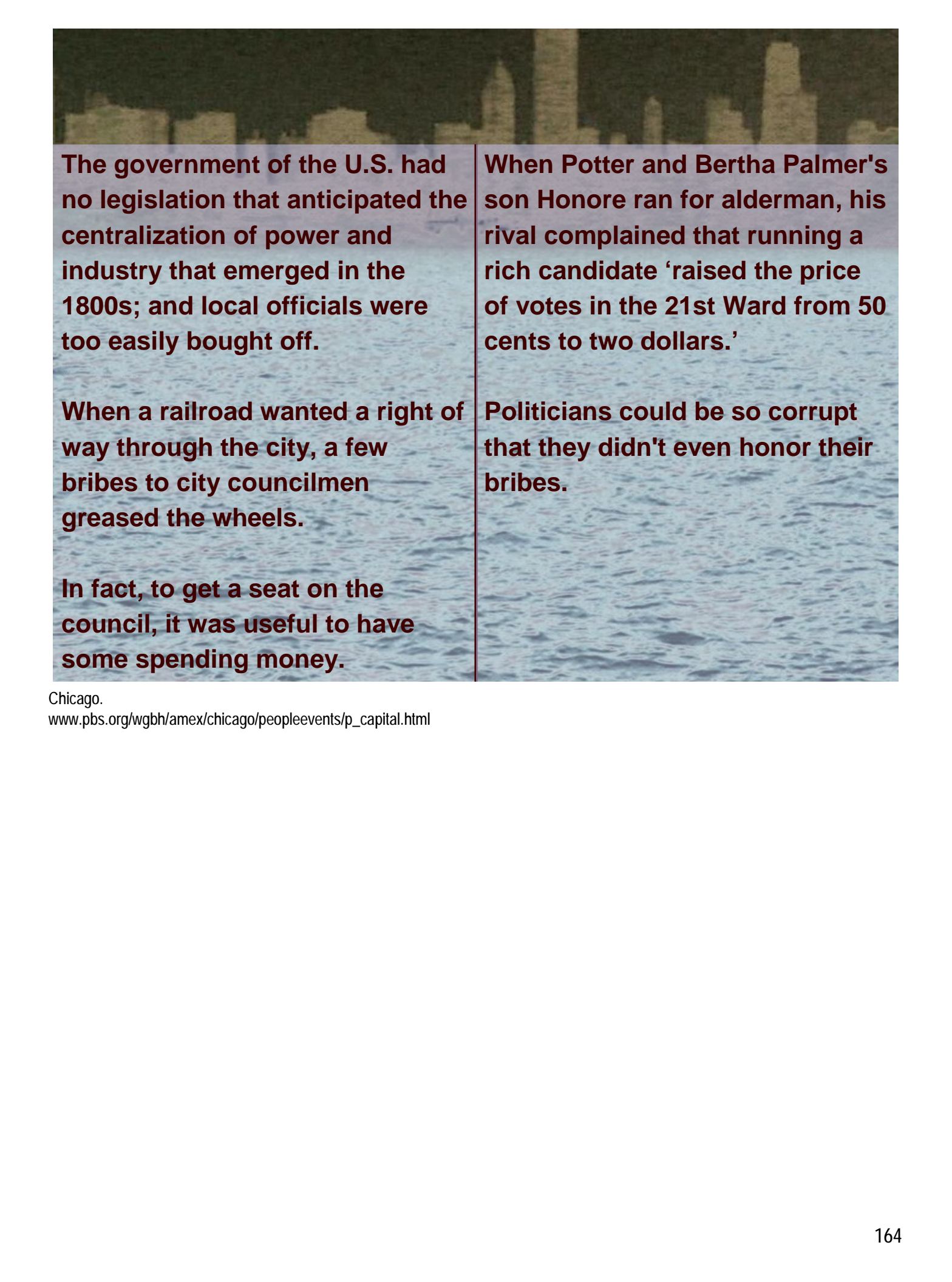
Gustavus Swift may be admired for controlling his sale of beef from the slaughterhouse to the local butcher shop, but he got there by selling meat below cost to put local butchers across the country out of business.

Not only that, but Swift colluded with other meat-packers to divide markets among themselves, to suppress unionization of their workers, and to fix prices.

After Chicago's initial boom, its reputation as a lawless, corrupt town occasionally deterred new investment, as when Ogden tried to create the first railway in the city.

With railways bringing new victims to Chicago, the city was an ideal place for confidence men looking for an easy profit.

Chicago.
www.pbs.org/wgbh/amex/chicago/peopleevents/p_capital.html



The government of the U.S. had no legislation that anticipated the centralization of power and industry that emerged in the 1800s; and local officials were too easily bought off.

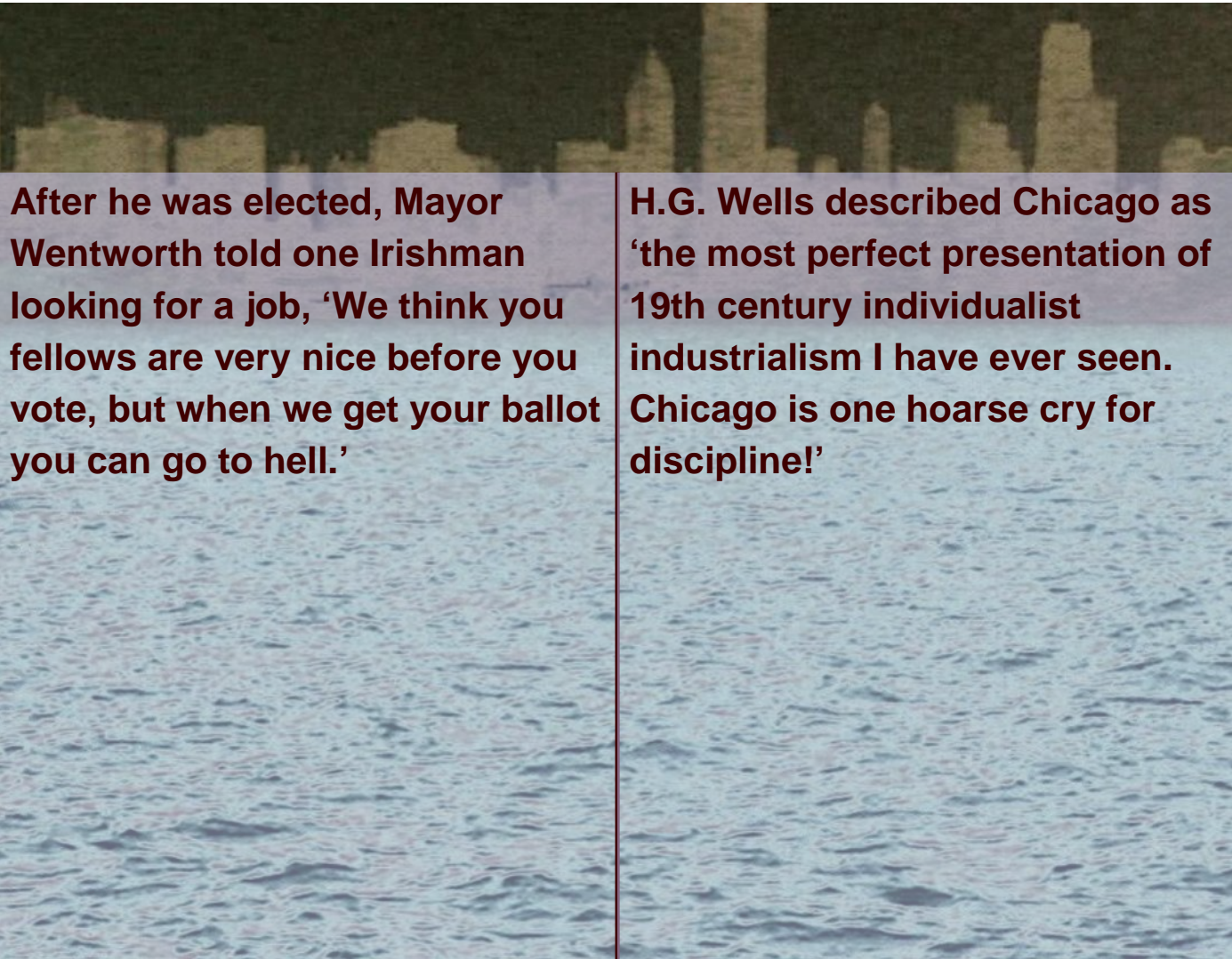
When a railroad wanted a right of way through the city, a few bribes to city councilmen greased the wheels.

In fact, to get a seat on the council, it was useful to have some spending money.

When Potter and Bertha Palmer's son Honore ran for alderman, his rival complained that running a rich candidate 'raised the price of votes in the 21st Ward from 50 cents to two dollars.'

Politicians could be so corrupt that they didn't even honor their bribes.


Chicago.
www.pbs.org/wgbh/amex/chicago/peopleevents/p_capital.html



After he was elected, Mayor Wentworth told one Irishman looking for a job, ‘We think you fellows are very nice before you vote, but when we get your ballot you can go to hell.’

H.G. Wells described Chicago as ‘the most perfect presentation of 19th century individualist industrialism I have ever seen. Chicago is one hoarse cry for discipline!’

Chicago.
www.pbs.org/wgbh/amex/chicago/peopleevents/p_capital.html



William Butler Ogden
born 1805, Walton, New York.
died 1877.

Ogden was a founding father not only of the city (because he wrote its first charter) but of the Chicago & North Western Railway, and was a principal in the nation's first transcontinental railroad.

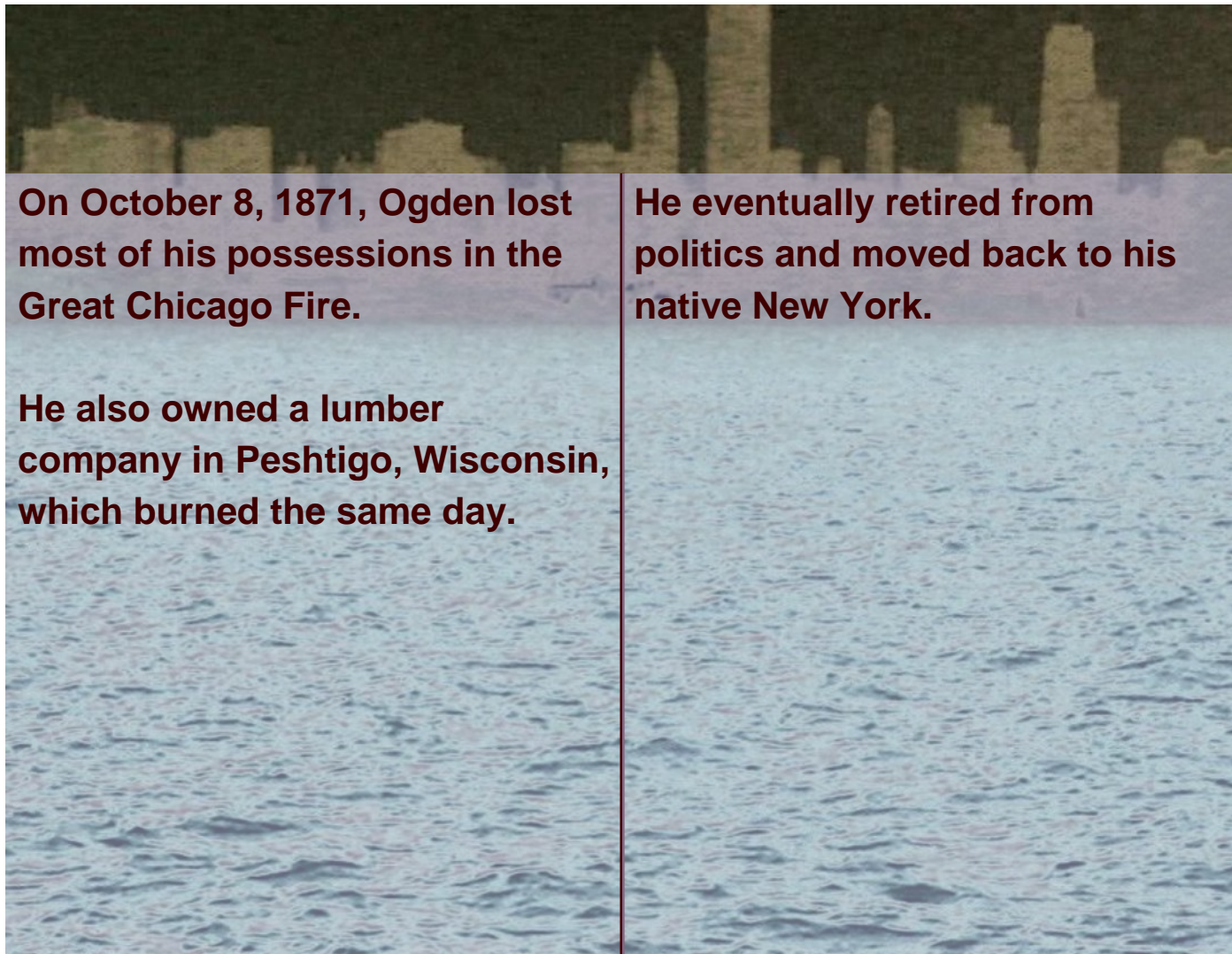
Ogden Flats, Utah, where the Golden Spike was driven, was named for him.

He built the city's credit reputation as well as his own by keeping the city solvent during the depression of 1837.

He initiated Chicago's first railroad in 1848.

He designed the first swing bridge over the Chicago River and donated the land for Rush Medical Center.

K. Torp. Chicago mayors.
genealogytrails.com/illcook/chicagomayors.html

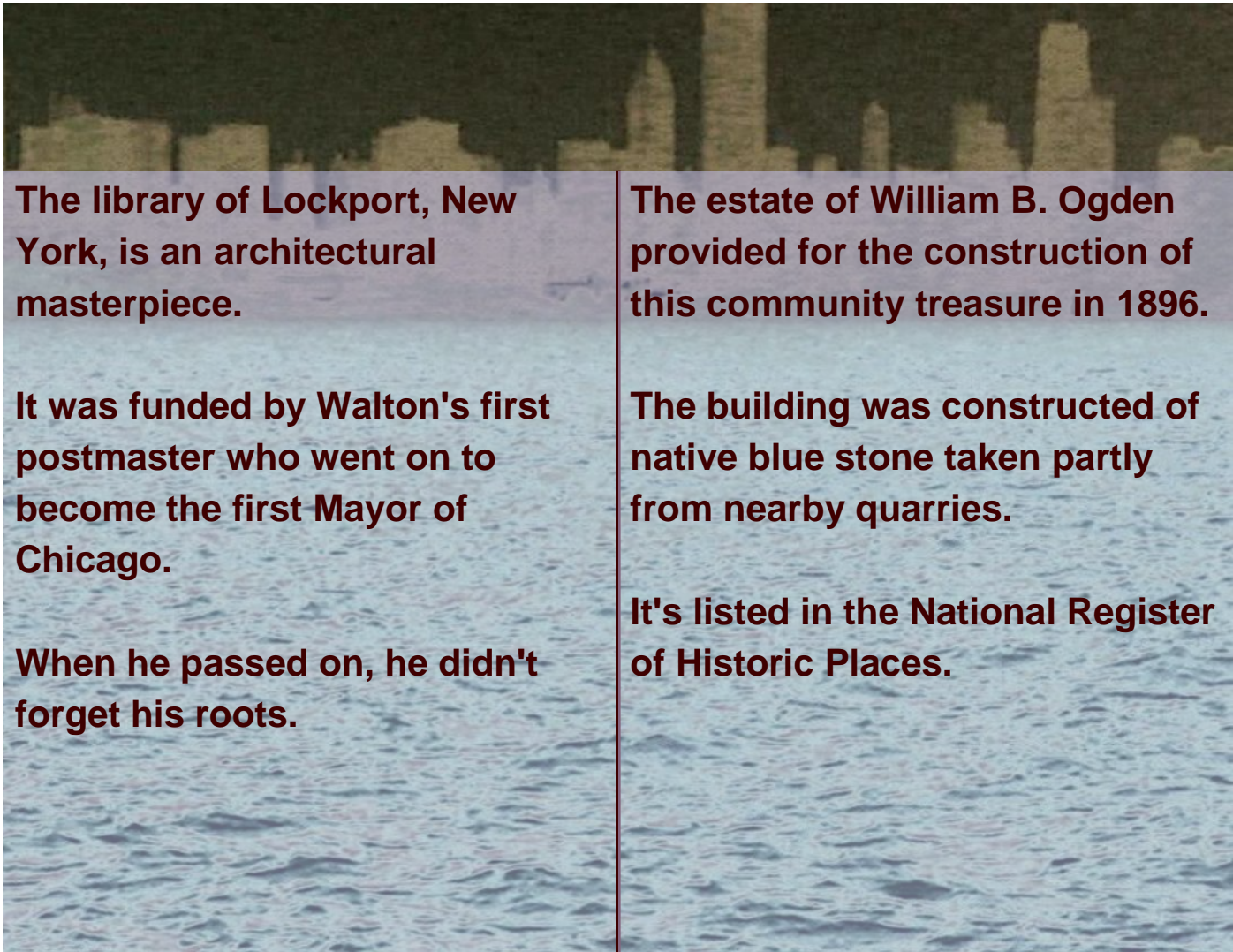


On October 8, 1871, Ogden lost most of his possessions in the Great Chicago Fire.

He also owned a lumber company in Peshtigo, Wisconsin, which burned the same day.

He eventually retired from politics and moved back to his native New York.

K. Torp. Chicago mayors.
genealogytrails.com/illcook/chicagomayors.html



The library of Lockport, New York, is an architectural masterpiece.

It was funded by Walton's first postmaster who went on to become the first Mayor of Chicago.

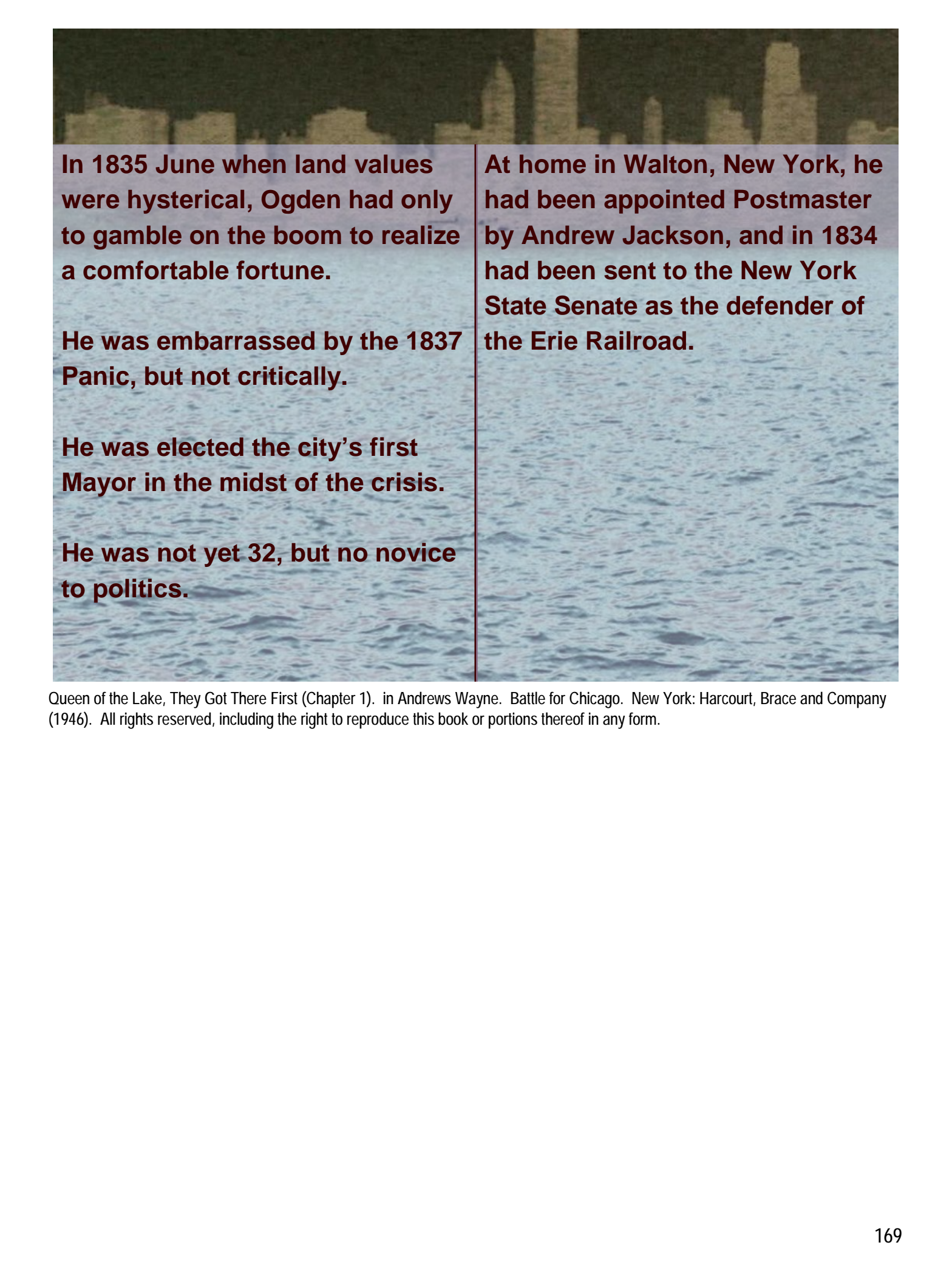
When he passed on, he didn't forget his roots.

The estate of William B. Ogden provided for the construction of this community treasure in 1896.

The building was constructed of native blue stone taken partly from nearby quarries.

It's listed in the National Register of Historic Places.

Lockport, New York.
http://www.lockport-ny.com/Allegheny/Walton_Library.jpg



In 1835 June when land values were hysterical, Ogden had only to gamble on the boom to realize a comfortable fortune.

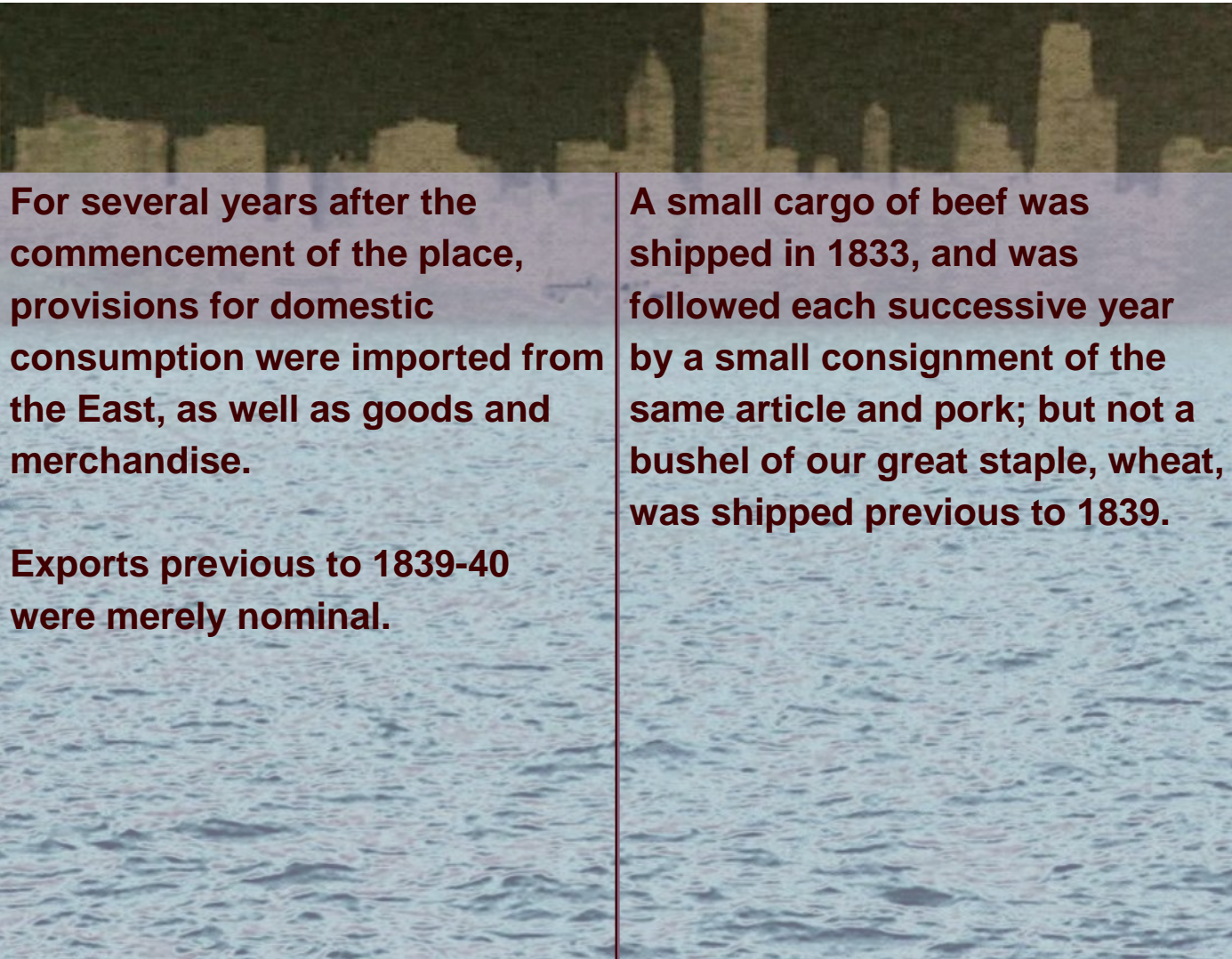
He was embarrassed by the 1837 Panic, but not critically.

He was elected the city's first Mayor in the midst of the crisis.

He was not yet 32, but no novice to politics.

At home in Walton, New York, he had been appointed Postmaster by Andrew Jackson, and in 1834 had been sent to the New York State Senate as the defender of the Erie Railroad.

Queen of the Lake, They Got There First (Chapter 1). in Andrews Wayne. Battle for Chicago. New York: Harcourt, Brace and Company (1946). All rights reserved, including the right to reproduce this book or portions thereof in any form.



For several years after the commencement of the place, provisions for domestic consumption were imported from the East, as well as goods and merchandise.

Exports previous to 1839-40 were merely nominal.

A small cargo of beef was shipped in 1833, and was followed each successive year by a small consignment of the same article and pork; but not a bushel of our great staple, wheat, was shipped previous to 1839.

Trade and Commerce of Chicago.

Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company)

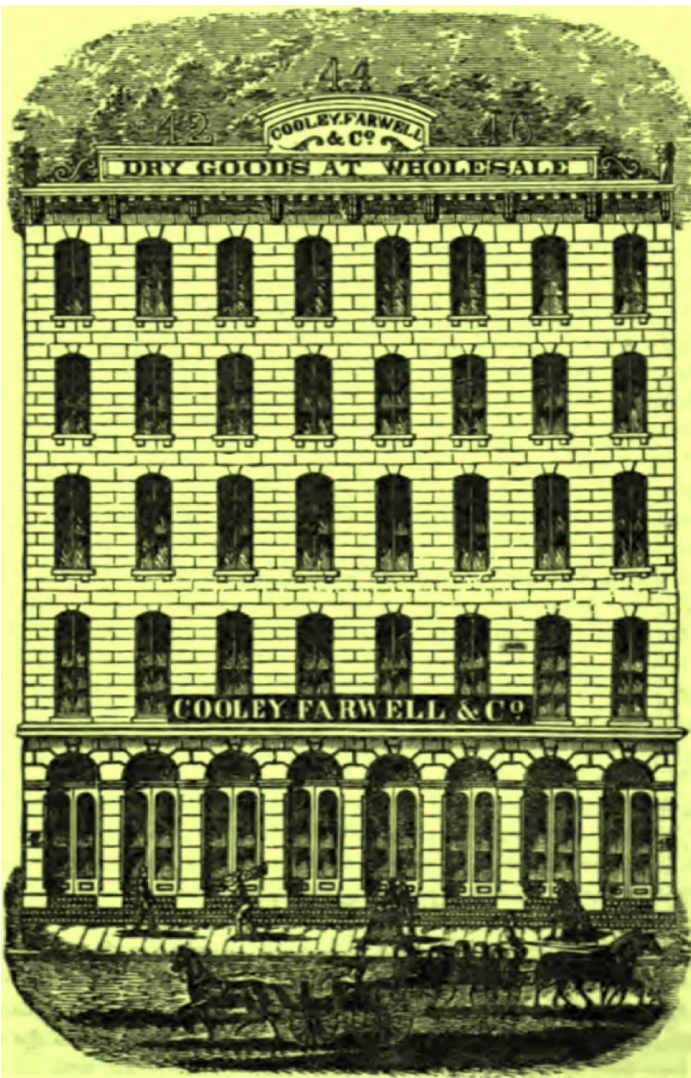
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HISTORY OF CHICAGO;

ITS

Commercial and Manufacturing

INTERESTS AND INDUSTRY;

TOGETHER WITH

SKETCHES OF MANUFACTURERS AND MEN WHO HAVE MOST CONTRIBUTED TO ITS
PROSPERITY AND ADVANCEMENT,

WITH

GLANCES AT SOME OF THE BEST HOTELS;

ALSO THE

PRINCIPAL RAILROADS WHICH CENTER IN CHICAGO.

BY I. D. GUYER.

CHICAGO:

CHURCH, GOODMAN & CUSHING, BOOK AND JOB PRINTERS,
51 & 53 La Salle Street.
1862.

Guyer, I.D. History of Chicago: The Commercial and Manufacturing Interests and Industry (1862). Chicago: Church, Goodman & Cushing, Book and Job Printers.



THE IMPERIAL CITY.

NEW YORK has fully vindicated her claim to the title of the Empire State; for she has concentrated or developed on her soil the highest elements of supremacy. Standing as her chief city does, on the verge of an European ocean, with the gigantic arms of the sea thrown around her, and washed on the west by the lordly Hudson, which came down from her distant hills, she still cast a glance of exploration towards the chain of great inland lakes, and determined to bring the tribute of their waters to her feet. It was a startling conception; but under the guidance of Clinton this work was done. It was the boldest and the best work that had been achieved by mankind since the days of the Cæsars.

The Erie Canal had, however, been opened but a few years before the indomitable genius of New York enterprise began to think of opening an iron road direct to

Guyer, I.D. History of Chicago: The Commercial and Manufacturing Interests and Industry (1862). Chicago: Church, Goodman & Cushing, Book and Job Printers.

the shores of lake Erie, a distance of four hundred and seventy miles, bringing the chief sea ports of the Atlantic within forty-two hours of the Mississippi valley. But the immediate execution of this more than imperial work was beyond even New York daring. It was arrested by the terrible revulsion of 1837, which struck down the nation. In 1841, less than fifty miles had been built. But the recovered energies of the Metropolis were once more directed to the work, and from that period it went on. Through forests and mountains, across rivers and gorges, this Roman Road forced its irresistible way till at last, in the summer of 1851, the inspiring announcement was made that a train of cars, bearing the President of the United States and his Cabinet, would leave the Metropolis for the great lakes of the West. Once more the firing of cannon proclaimed the opening of a new avenue through the Empire State, and within an hour from the first note on the Hudson, the reverberations had penetrated every valley and crossed every mountain and river, and gone rolling along the blue waters of lake Erie. This immense road, after many financial embarrassments, is now in full and successful operation.

Guyer, I.D. History of Chicago: The Commercial and Manufacturing Interests and Industry (1862). Chicago: Church, Goodman & Cushing, Book and Job Printers.

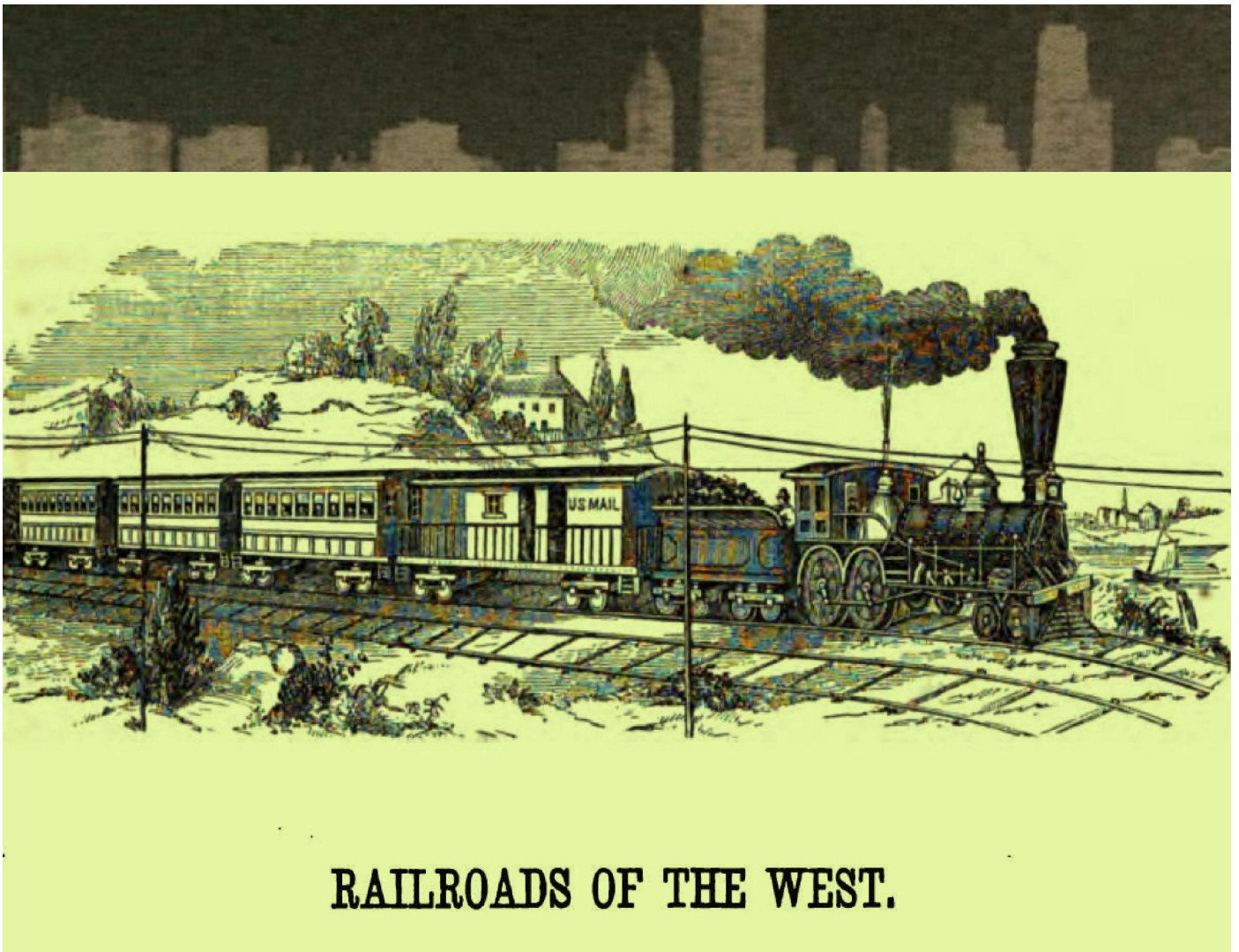
CHICAGO THE GREATEST PRIMARY GRAIN MART IN THE WORLD.—In the “Annual Review of the Commerce of Chicago,” for 1854, this announcement was made, and in 1856, the shipments of flour and grain, (reducing flour into wheat,) was shown to be 21,583,221 bushels. As this statement has been called “braggadocia” by some would-be rivals of Chicago, we reproduce a table from the Review, for 1856, showing the exports of the principal grain ports of the world, as compar'd with Chicago.

	Wheat, bushels.	Indian Corn, bushels.	Oats, Rye & Barley, bu.	Total, bushels.
Odessa.....	5,600,000		1,440,000	7,040,000
Galatz and Ibrelia.....	2,400,000	5,600,000	320,000	8,320,000
Dantzic.....	3,080,000		1,328,000	4,408,000
St. Petersburg.....		all kinds,		7,200,000
Archangel.....		“		9,528,000
Riga.....		“		4,000,000
CHICAGO, (1854).....	2,644,060	6,837,899	8,419,551	12,902,310
CHICAGO, (1856).....	6,115,250	7,517,625	2,000,938	16,633,813
CHICAGO, (1856).....	8,337,420	11,129,668	1,082,188	21,583,241
CHICAGO, (1861).....	15,835,953	24,372,725	2,253,384	52,462,062

Guyer, I.D. History of Chicago: The Commercial and Manufacturing Interests and Industry (1862). Chicago: Church, Goodman & Cushing, Book and Job Printers.



Guyer, I.D. History of Chicago: The Commercial and Manufacturing Interests and Industry (1862). Chicago: Church, Goodman & Cushing, Book and Job Printers.



RAILROADS OF THE WEST.

Guyer, I.D. History of Chicago: The Commercial and Manufacturing Interests and Industry (1862). Chicago: Church, Goodman & Cushing, Book and Job Printers.

PUBLIC LAND INVENTORY 1835-1847

Chicago district, total acres	1835 May 29	3,626,536		
School land, acres	1835 May 29		104,520	
Canal land, acres	1835 May 29		228,580	
Selected for state use, acres	1835 May 29		93,782	
Sold to individuals, acres	1835			370,043
	1836			202,364
	1837			15,697
	1838			87,881
	1839			160,635
	1840			137,382
	1841			138,583
	1842			194,556
	1843			229,460
	1844			235,258
	1845			220,525
	1846			198,849
	1847 Nov 1			98,569
Total allocated and sold, acres	1847 Nov 1	2,716,684	426,882	2,289,802
Chicago district, balance unsold, acres	1847 Nov 1	909,852		

For the last two years, a large proportion of the sales were in tracts of 40 acres, and to actual settlers who improved farms in the vicinity.

Table showing the aggregate quantity of public land subject to entry, in the Chicago land district, on the 29th day of May, 1835 (when the public sale commenced) (amount reserved from sale, and the amount sold, and subject to sale) up to the 1st of Nov., 1847. (page 186) Trade and Commerce of Chicago.

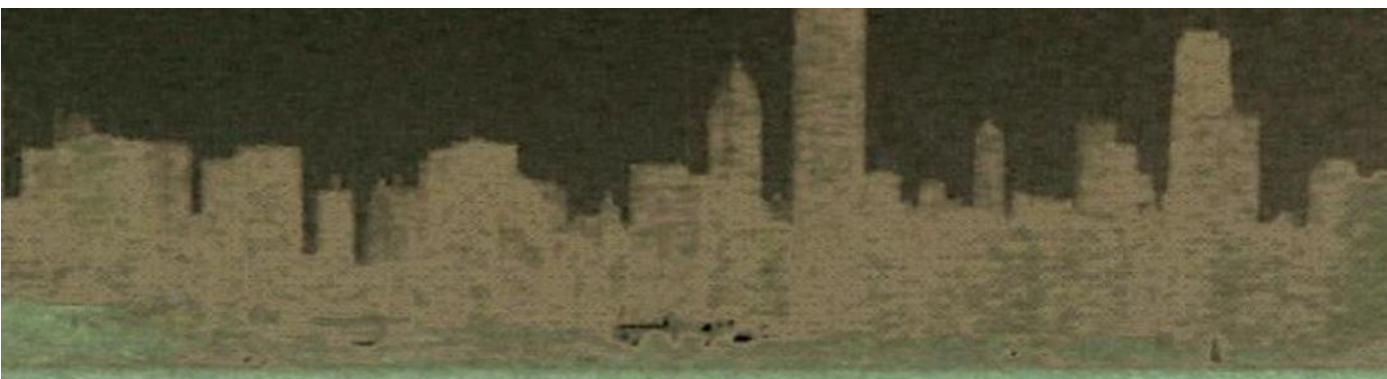
Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company) Permission: Newberry Library [WMH:Chicago].

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1845 COOK COUNTY	population	subject to military duty	livestock	bushels grain produced	value other agric product	pounds wool produced
Chicago (city)	12,088	3,037	44,834			9,000
Chicago (Heights?)	575	160	1,354	4,583	3,134	33
Athens	593	125	8,695	2,062	1,094	
Blue Island	234	49	8,735	5,201	815	10,728
York	346	73	10,043	11,365	2,651	524
Monroe	786	200	18,625	11,497	4,471	324
Lake	699	141	13,156	7,518	2,473	659
Lyons	554	164	10,290	4,755	985	3,600
Summit	619	299	3,370	1,670	600	
Des Plaines	999	276	18,295	19,155	6,080	1,598
Gross Point	738	204	8,670	6,335	3,893	150
Hanover	710	170	23,240	28,130	3,019	2,402
Barrington	594	118	15,405	25,260	1,910	769
Bridgeport	449	147	6,999	800	960	
Thornton	546	109	12,940	11,550	1,915	1,423
Salt Creek	1,073	268	24,975	24,731	6,045	4,204
TOTAL	21,581	5,540	241,793	164,835	42,045	26,414

Population of the City of Chicago and the several precincts in Cook County in 1845; showing the number subject to military duty, the value of live-stock, and the amount of grain and the number of pounds of wool produced. (page 187)

Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company)

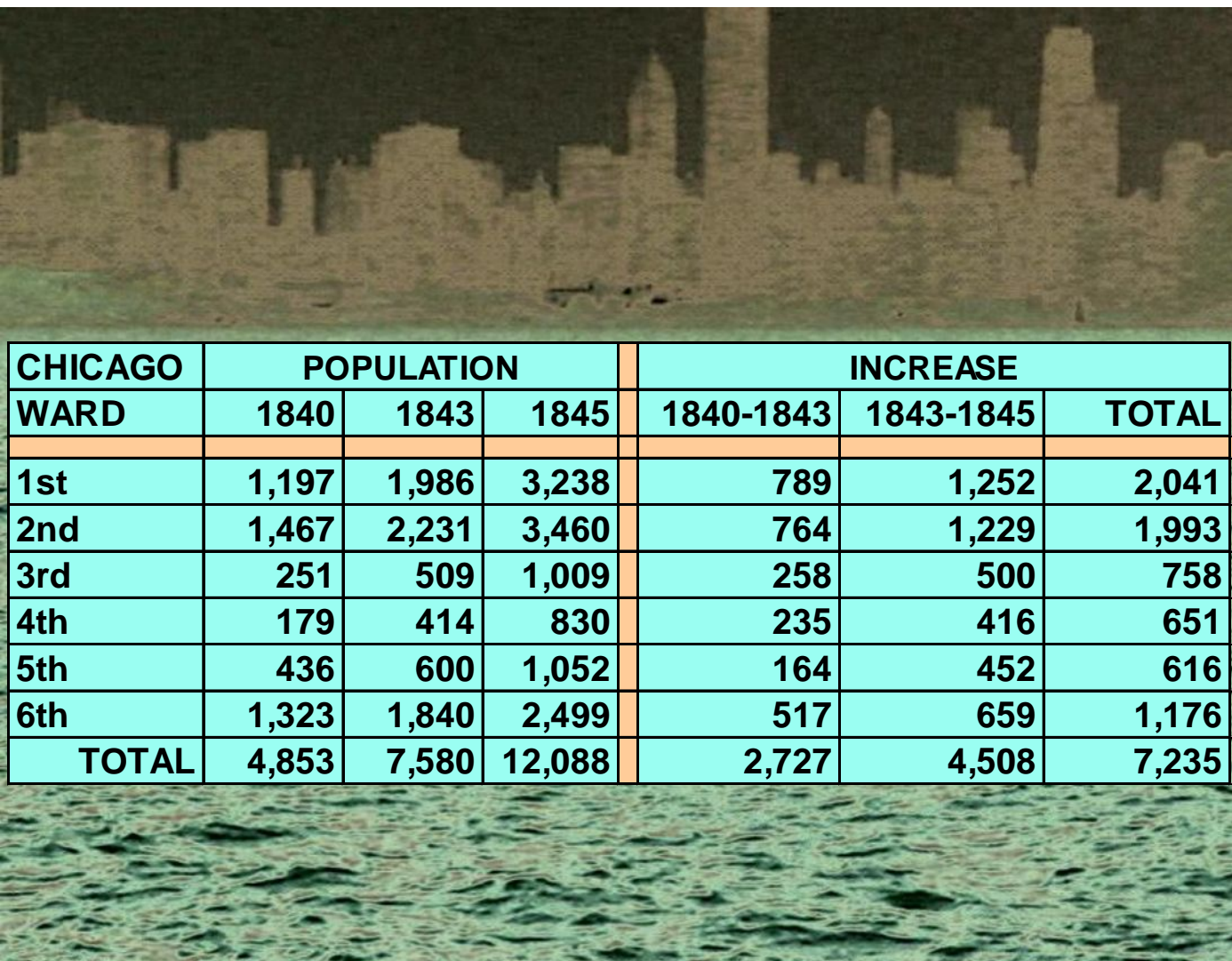
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CHICAGO WARD	POPULATION			INCREASE		
	1840	1843	1845	1840-1843	1843-1845	TOTAL
1st	1,197	1,986	3,238	789	1,252	2,041
2nd	1,467	2,231	3,460	764	1,229	1,993
3rd	251	509	1,009	258	500	758
4th	179	414	830	235	416	651
5th	436	600	1,052	164	452	616
6th	1,323	1,840	2,499	517	659	1,176
TOTAL	4,853	7,580	12,088	2,727	4,508	7,235

Population of the City of Chicago (page 187)

Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company)

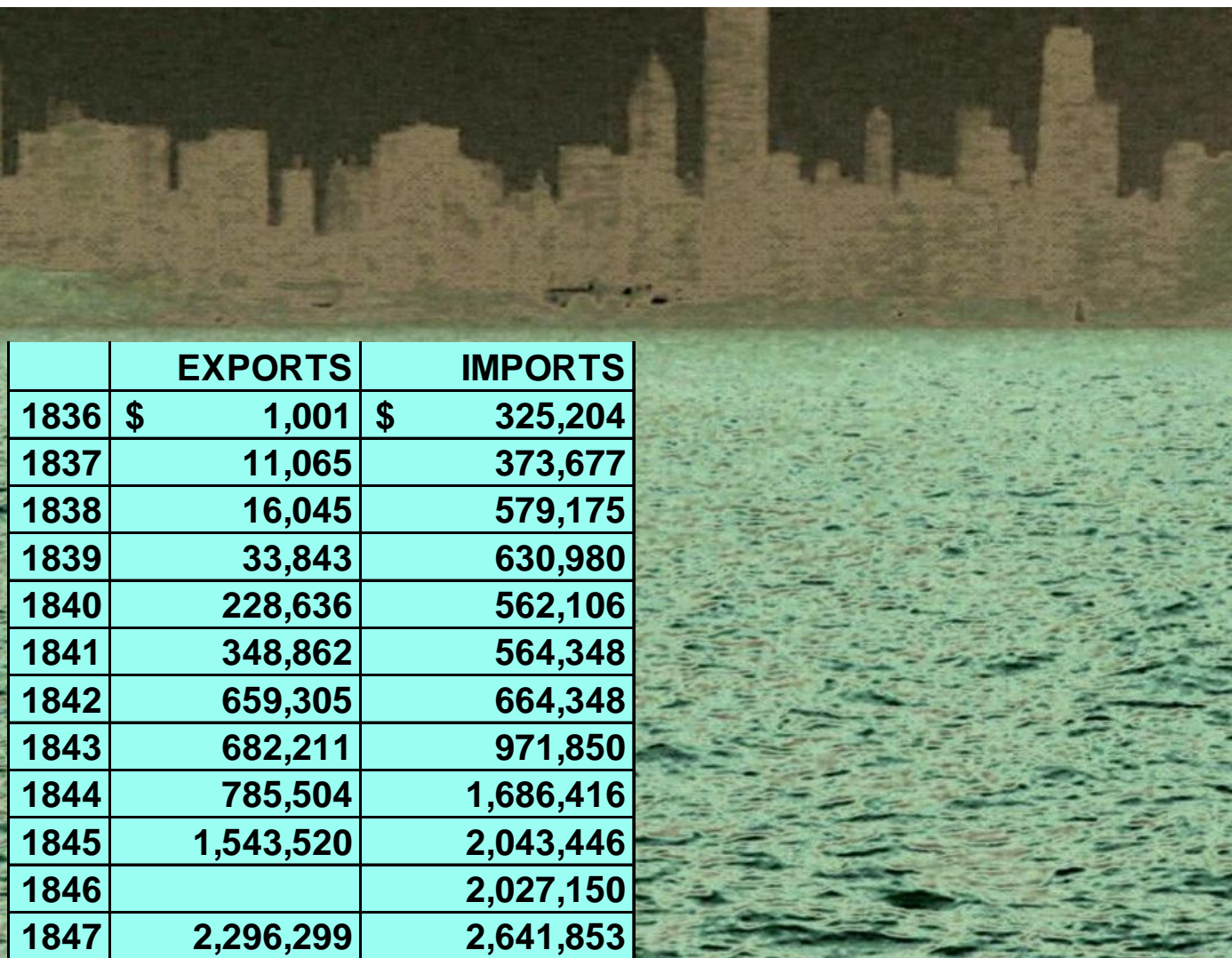
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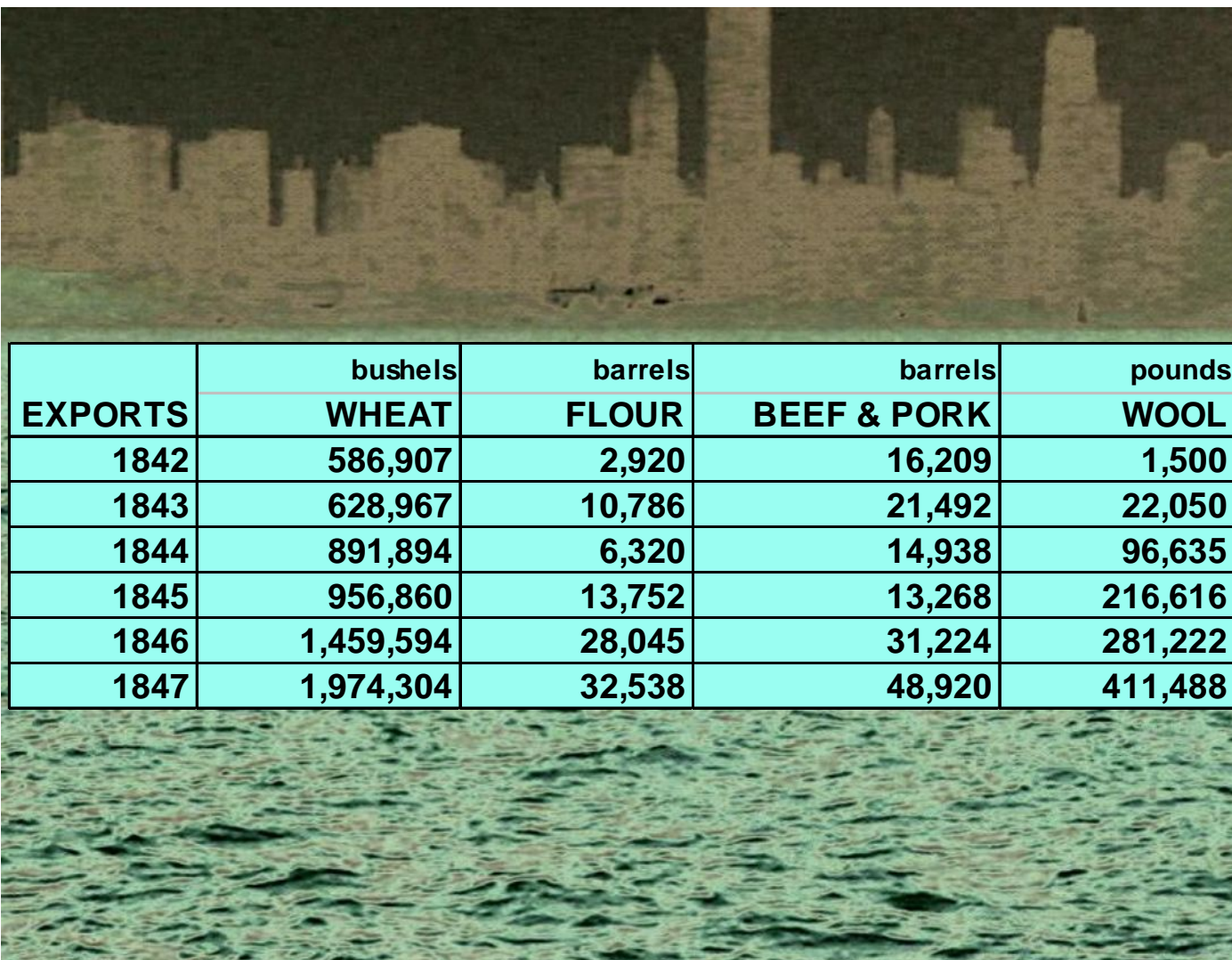


	EXPORTS	IMPORTS
1836	\$ 1,001	\$ 325,204
1837	11,065	373,677
1838	16,045	579,175
1839	33,843	630,980
1840	228,636	562,106
1841	348,862	564,348
1842	659,305	664,348
1843	682,211	971,850
1844	785,504	1,686,416
1845	1,543,520	2,043,446
1846		2,027,150
1847	2,296,299	2,641,853

Table showing the value of Exports and Imports to and from Chicago, from 1836 to 1847, inclusive (page 184). Trade and Commerce of Chicago.

Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company)
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The foregoing is as correct a view of the commercial transactions of the City as it is possible to obtain. It is believed to be generally correct. Perfect accuracy can not, under existing circumstances, be attained. Results have been arrived at circuitously, and have been attended with considerable labor. Not having the benefit of custom-house regulations, and consequently no official record of imports and exports received and discharged from this port, the only resort for information has been to the invoices of our merchants, the shipping books of forwarders, and the books of lumber and other dealers in miscellaneous articles. These have been carefully examined, and our results compiled from them.



	bushels	barrels	barrels	pounds
EXPORTS	WHEAT	FLOUR	BEEF & PORK	WOOL
1842	586,907	2,920	16,209	1,500
1843	628,967	10,786	21,492	22,050
1844	891,894	6,320	14,938	96,635
1845	956,860	13,752	13,268	216,616
1846	1,459,594	28,045	31,224	281,222
1847	1,974,304	32,538	48,920	411,488

Table showing the exports of leading articles from Chicago in six years, from 1842 to 1847, inclusive. Trade and Commerce of Chicago. Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company) Permission: Newberry Library [WMH:Chicago].

It is quite supposable, and indeed certain, that articles, both of export and import, have escaped us. We know that many shipments have been made from this port to the lumber regions, and the mining regions of Lake Superior, consisting of merchandise of various kinds, provisions, produce, salt, etc., of which no record has been kept. Steamboats and vessels have obtained supplies here, amounting to a large figure in the course of the season. Horses constitute a considerable item of export the past year.

EXPORTS 1847

Flour	barrels	32,598	Sheep Pelts	hides	1,133
Beef	barrels	26,504	Furs, Packages	hides	278
Pork	barrels	22,416	Buffalo robes, bales	hides	60
Whitefish	barrels	1,229	Brooms	items	3,168
Ashes	barrels	16	Wool	pounds	411,088
Wheat	bushels	1,974,304	Tallow	pounds	208,435
Corn	bushels	67,315	Lard	pounds	139,069
Oats	bushels	38,892	Butter	pounds	47,536
Flax, Seed	bushels	2,262	Hams and Shoulders	pounds	47,248
Timothy Seed	bushels	536	Tobacco	pounds	28,243
Mustard Seed	bushels	520	Lead	pounds	10,254
Beans	bushels	430	Hemp	pounds	6,521
Barley	bushels	400	Beeswax	pounds	5,490
Cranberries	bushels	250	Bristles	pounds	4,548
Oil	gallons	8,793	Ginseng	pounds	3,625
Deer Skins, pounds	hides	28,259	Glue	pounds	2,480
Dry Hides	hides	8,774	Hay	tons	415
Leather, pounds	hides	2,740	VALUE		\$ 2,296,299

Table exhibiting the exports from the port of Chicago from the opening of navigation, 1847, to Nov. 1st, 1847. Trade and Commerce of Chicago.

Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company)

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On the other hand, goods, in some instances, perhaps entire stocks, have been introduced into the place and disappeared without leaving any trace by which their amount and value can be ascertained. We have given no account of the merchandise landed here for the numerous towns in the interior. Heavy shipments of goods have been made through this place, the present year, for Galena, Springfield, and St. Louis. These are legitimate portions of our commerce, and should be considered with it. We may safely estimate the value of this business at \$1,500,000.


IMPORTS 1847

Marble	\$ 800		Paints & Oils	\$ 25,460
Coaches, etc.	1,500		Machinery, etc.	30,000
Sportsmen's Articles	2,000		Crockery	30,405
Looking Glasses, etc.	2,500		Books & Stationery	43,580
Oysters	2,500		Jewelry, Etc.	51,000
Tobacco & Cigars	3,716		Hats, Caps & Furs	68,200
Scales	4,045		Stoves & Hollowware	68,612
Furniture Trimming	5,564		Liquors	86,335
Musical Instruments	6,426		Iron & Nails	88,275
Printing Paper	7,284		Drugs & Medicines	92,081
Presses, Type, Printing mater.	7,433		Boots & Shoes	94,275
Glass	8,949		Hardware	148,812
Tools & Hardware	15,000		Groceries	506,028
Ship Chandlery	23,000		Dry Goods	837,451
			TOTAL VALUE	\$ 2,259,310

Table exhibiting the dollar value of goods, wares, and merchandise received at Chicago, from the opening of navigation in the spring of 1847, to Nov. 1st, near the close of navigation, 1847, not including goods landed here and taken to the interior; compiled from the original invoices of merchants.

Trade and Commerce of Chicago.

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IMPORTS 1847

MISCELLANEOUS IMPORTS			LUMBER RECEIVED AT CHICAGO		
Salt	barrels	24,817	Tanner's Bard	ords	600
Salt	sacks	5,537	Shingle-Bolts	ords	328
Water Lime	bushels	1,618	Planks, Boards	feet	32,118,225
Coal	tons	15,782	Square Timber	feet	24,000
	VALUE	\$ 117,210	Spokes	items	100,000
Add pig-iron, whitefish and trout, fruit, grindstones, cider, etc., the precise quantity not known, but in considerable amount.			Staves	items	50,000
			Shingles	M	12,148,500
			Lath	M.	5,655,700
				VALUE	\$ 265,332

Table exhibiting the dollar value of goods, wares, and merchandise received at Chicago, from the opening of navigation in the spring of 1847, to Nov. 1st, near the close of navigation, 1847, not including goods landed here and taken to the interior; compiled from the original invoices of merchants.

Trade and Commerce of Chicago.

Convention: An Account of Its Origin and Proceedings, Together With Statistics Concerning Chicago (Chicago: Fergus Printing Company)

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August Belmont. New York: Brady (1855-1865).
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(digital file from original neg.) cwpbh 02771 <http://hdl.loc.gov/loc.pnp/cwpbh.02771>



The people of these United States are the rightful masters of both congresses and courts, not to over-throw the Constitution, but to over-throw the men who pervert that Constitution". New York: Geo. Whiting, 87 Fulton St.. (1864). Hartford (CT): E.B. & E.C. Kellogg, 245 Main Street. No known restrictions on publication.

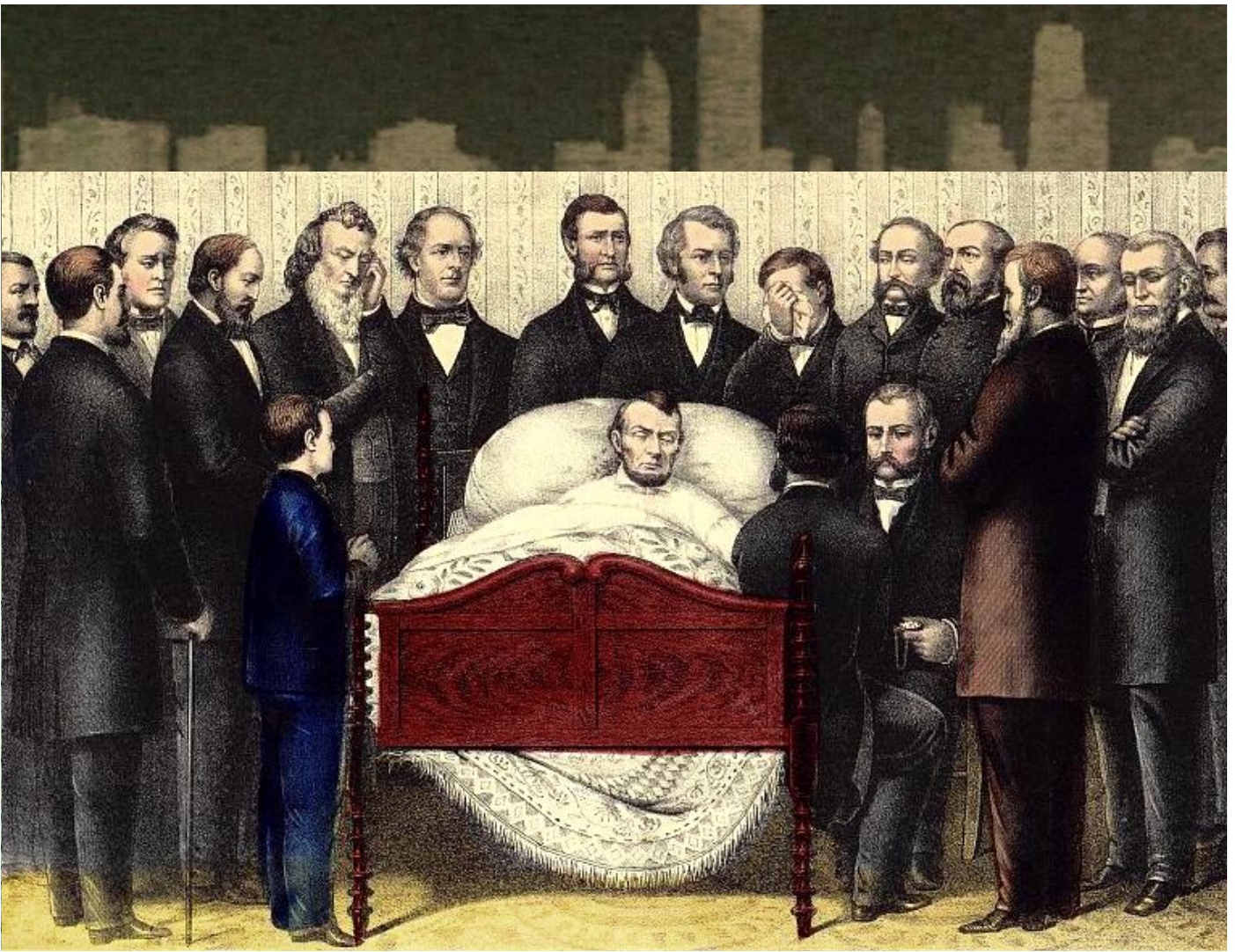
Print showing three-quarter portrait of Abraham Lincoln standing, holding a book, facing right. his picture is a good likeness of the original. Includes facsimile signatures of Abraham Lincoln, E. S. Cleveland, Hartford, Conn., and Philip Wadsworth, Chicago, Ills. Gift; Estate of Henry P. Fletcher.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA <http://hdl.loc.gov/loc.pnp/pp.print>
(digital file from original) [ppmsca 19243 http://hdl.loc.gov/loc.pnp/ppmsca.19243](http://hdl.loc.gov/loc.pnp/ppmsca.19243)



Battle of Lookout Mountain--November 24' 1863 - 4' & 14' Corps, Army of the Cumberland & Geary's Div. o. 12' Corps, & 11' & 15' Corps A.O.T. Tenn. engaged. Chicago: Kurz & Allison, Art Publishers (1889 copyright 13774U US).

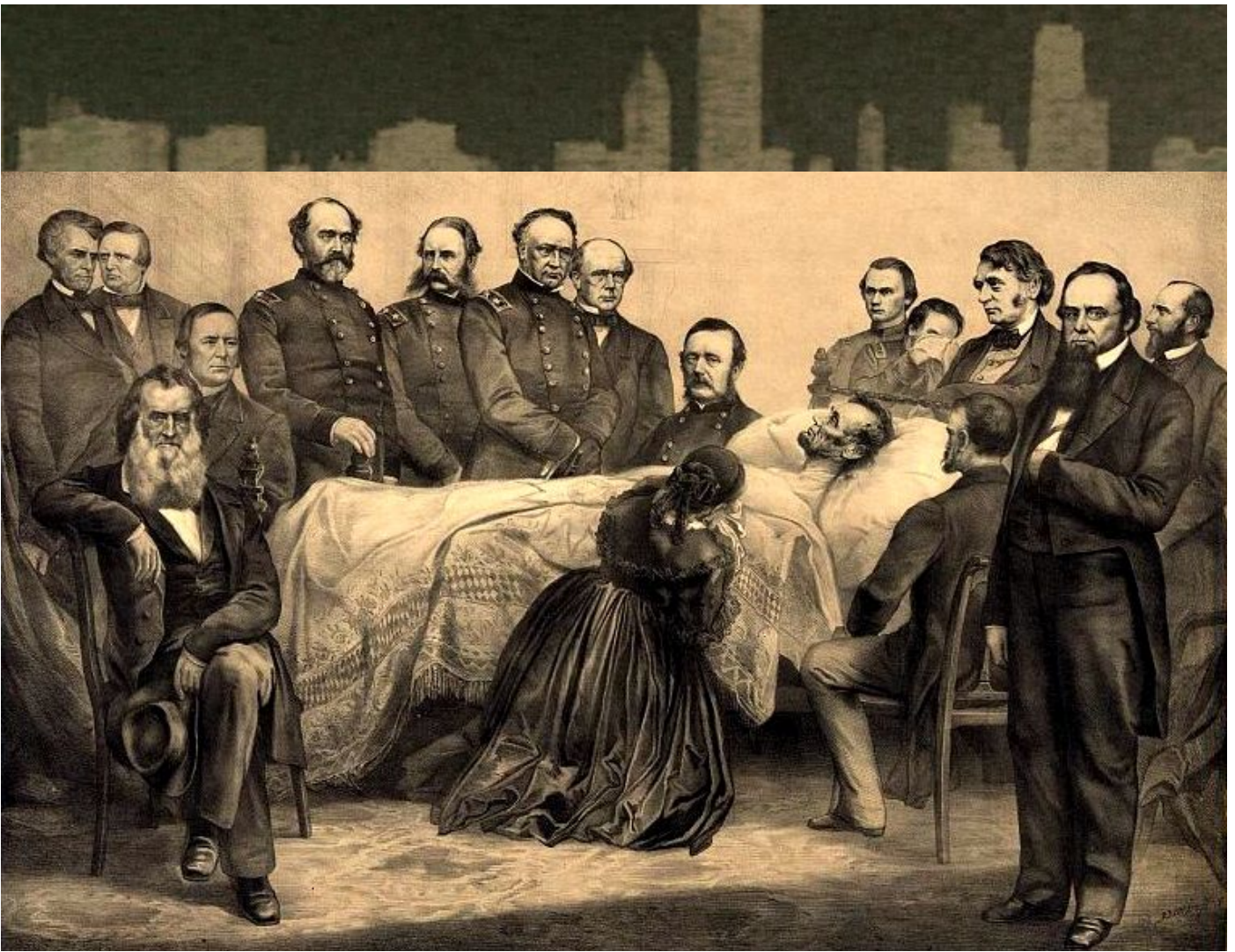
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(b&w film copy neg.) cph 3a18008 <http://hdl.loc.gov/loc.pnp/cph.3a18008>



Death of Abraham Lincoln, April 15th 1865.. No. 259. Hartford (CT): E.B. & E.C. Kellogg, 246 Main St. (1865). New York: F.P. Whiting, 87 Fulton St.. No known restrictions on publication.

Print shows Abraham Lincoln on his deathbed surrounded by large group of men, each identified on the print.
Exhibited: American Treasures of the Library of Congress, Library of Congress, 2005-2006.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original print) ppmsca 07755 <http://hdl.loc.gov/loc.pnp/ppmsca.07755>
(digital file from color film copy transparency) cph 3g11329 <http://hdl.loc.gov/loc.pnp/cph.3g11329>
(digital file from b&w film copy neg.) cph 3c33085 <http://hdl.loc.gov/loc.pnp/cph.3c33085>



Death bed of Lincoln. Brett, A. & Co. No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original print) pga 00291 <http://hdl.loc.gov/loc.pnp/pga.00291>
(digital file from b&w film copy neg.) cph 3a10092 <http://hdl.loc.gov/loc.pnp/cph.3a10092>



Fassett, Samuel Montague (photographer). Lincoln lying in state. Chicago (1865). No known restrictions on publication.

Funeral procession entering(?) Cook County Courthouse in Chicago where President Abraham Lincoln's body lay in State.

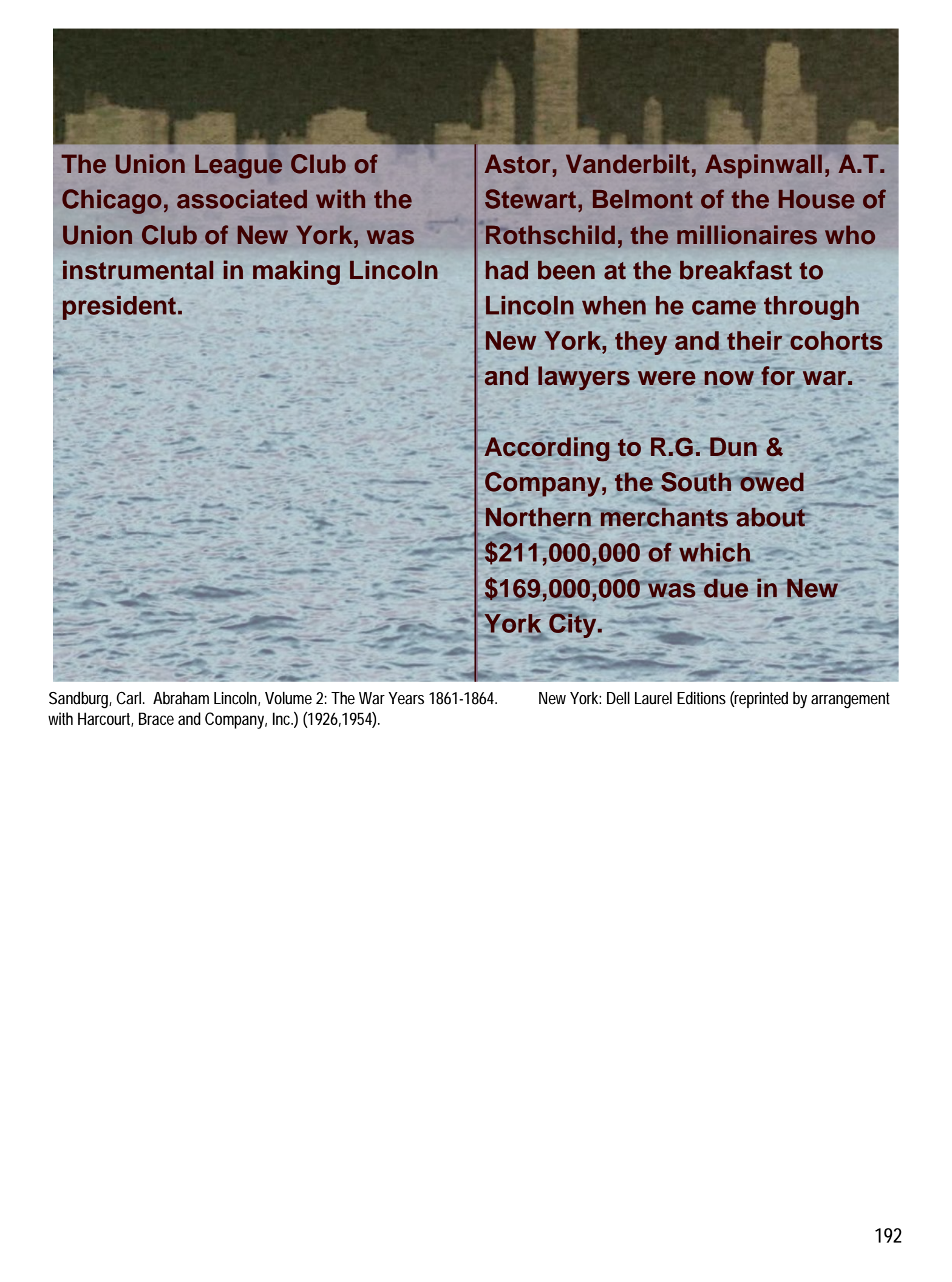
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(b&w film copy neg.) cph 3a14020 <http://hdl.loc.gov/loc.pnp/cph.3a14020>



Zelinsky, Charles L. (artist). Mr. August Belmont's Potomac [Hamilton up] and Masher [Bergen up]: by St. Blaise, dam Susquehanna by Lexington by the ill used. dam Magnetism by Kingfisher. The celebrated horses which ran first and second for the great futurity stakes at Sheepshead Bay, New York, August 30, 1890. Currier & Ives (1891).

Currier & Ives : a catalogue raisonné / compiled by Gale Research. Detroit, MI : Gale Research, c1983, no. 4615

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(color film copy slide) cph 3b51315 <http://hdl.loc.gov/loc.pnp/cph.3b51315>



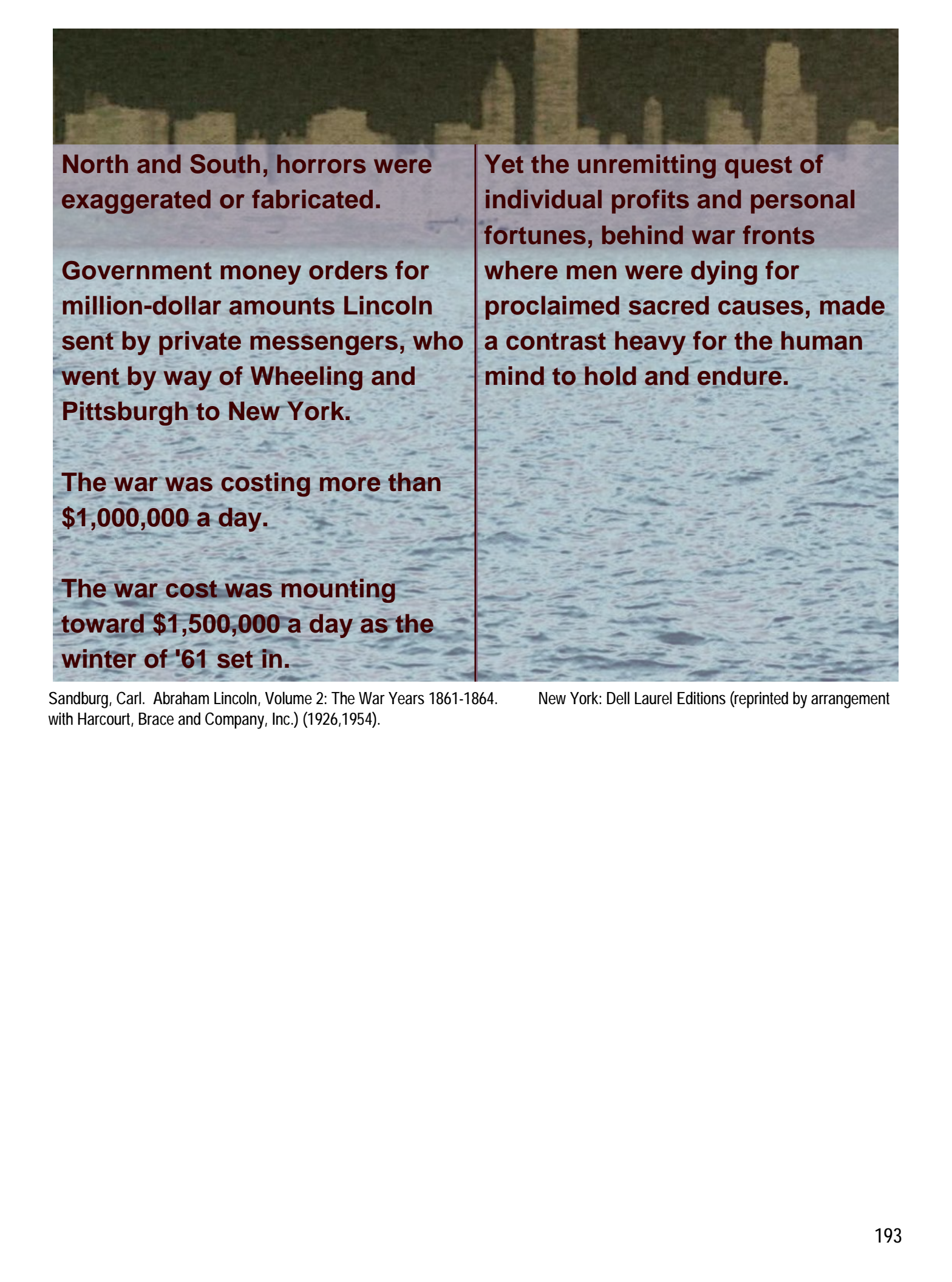
The Union League Club of Chicago, associated with the Union Club of New York, was instrumental in making Lincoln president.

Astor, Vanderbilt, Aspinwall, A.T. Stewart, Belmont of the House of Rothschild, the millionaires who had been at the breakfast to Lincoln when he came through New York, they and their cohorts and lawyers were now for war.

According to R.G. Dun & Company, the South owed Northern merchants about \$211,000,000 of which \$169,000,000 was due in New York City.

Sandburg, Carl. Abraham Lincoln, Volume 2: The War Years 1861-1864. with Harcourt, Brace and Company, Inc.) (1926,1954).

New York: Dell Laurel Editions (reprinted by arrangement



North and South, horrors were exaggerated or fabricated.

Government money orders for million-dollar amounts Lincoln sent by private messengers, who went by way of Wheeling and Pittsburgh to New York.

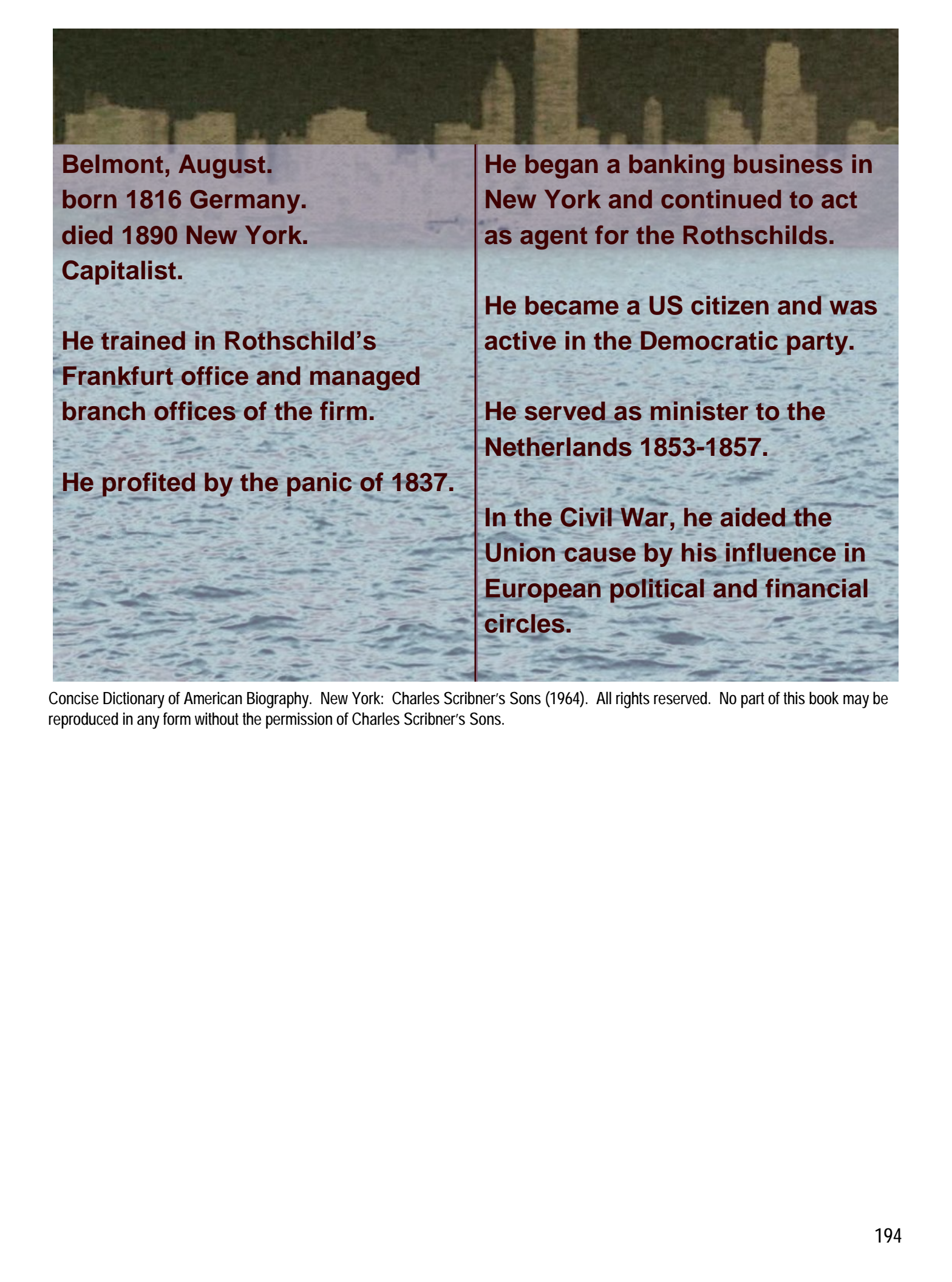
The war was costing more than \$1,000,000 a day.

The war cost was mounting toward \$1,500,000 a day as the winter of '61 set in.

Yet the unremitting quest of individual profits and personal fortunes, behind war fronts where men were dying for proclaimed sacred causes, made a contrast heavy for the human mind to hold and endure.

Sandburg, Carl. Abraham Lincoln, Volume 2: The War Years 1861-1864. with Harcourt, Brace and Company, Inc.) (1926,1954).

New York: Dell Laurel Editions (reprinted by arrangement



Belmont, August.
born 1816 Germany.
died 1890 New York.
Capitalist.

**He trained in Rothschild's
Frankfurt office and managed
branch offices of the firm.**

He profited by the panic of 1837.

**He began a banking business in
New York and continued to act
as agent for the Rothschilds.**

**He became a US citizen and was
active in the Democratic party.**

**He served as minister to the
Netherlands 1853-1857.**

**In the Civil War, he aided the
Union cause by his influence in
European political and financial
circles.**

Concise Dictionary of American Biography. New York: Charles Scribner's Sons (1964). All rights reserved. No part of this book may be reproduced in any form without the permission of Charles Scribner's Sons.



Chicago, as it was. New York: Currier & Ives (1856 and 1907).

Currier & Ives : a catalogue raisonné / compiled by Gale Research. Detroit, MI : Gale Research, c1983, no. 1124

Exhibited: "A Perfect Fit: The Garment Industry and American Jewry, 1860-1960" at the Yeshiva University Museum, New York, New York, 2005-2006.

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(digital file from color film copy slide) cph 3b49975 <http://hdl.loc.gov/loc.pnp/cph.3b49975>

<http://memory.loc.gov/service/pnp/ppmsca/09500/09545v.jpg>



The Great fire at Chicago Oct. 9th 1871. View from the west side. Cincinnati (OH): Gibson & Co.'s Steam Press (1871). Copyright 10032B U.S.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(color film copy slide) cph 3f03788 <http://hdl.loc.gov/loc.pnp/cph.3f03788>
(b&w film copy neg.) cph 3a06648 <http://hdl.loc.gov/loc.pnp/cph.3a06648>



Chicago in flames: Scene at Randolph Street Bridge. New York: Currier & Ives (1872-1874).

People fleeing burning city.

Currier & Ives : a catalogue raisonné / compiled by Gale Research. Detroit, MI : Gale Research, c1983, no. 1125.

Library of Congress.

(color film copy transparency) cph 3g03936 <http://hdl.loc.gov/loc.pnp/cph.3g03936>

(color film copy slide) cph 3b49976 <http://hdl.loc.gov/loc.pnp/cph.3b49976>

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(b&w film copy neg. LC-USZ6-334) cph 3a00324 <http://hdl.loc.gov/loc.pnp/cph.3a00324>



The great fire at Chicago, Oct. 8th 1871. New York: Currier & Ives (1871).

Currier & Ives : a catalogue raisonné / compiled by Gale Research. Detroit, MI : Gale Research, c1983, no. 2835

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(b&w film copy neg.) cph 3a16372 <http://hdl.loc.gov/loc.pnp/cph.3a16372>



Chicago, 1871. Chicago: Charles Shober (18871). No known restrictions on publication.

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Maas, A. Chicago after the fire. No known restrictions on publication.

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World's Fair, Columbian Exposition committee.
Found at <http://www.encyclopedia.chicagohistory.org/pages/972.html>



Rand, McNally & Co.'s continental view of the World's Columbian exposition, Chicago, U.S.A.. Copyright G140 US (1892 June 11). No known restrictions on publication.

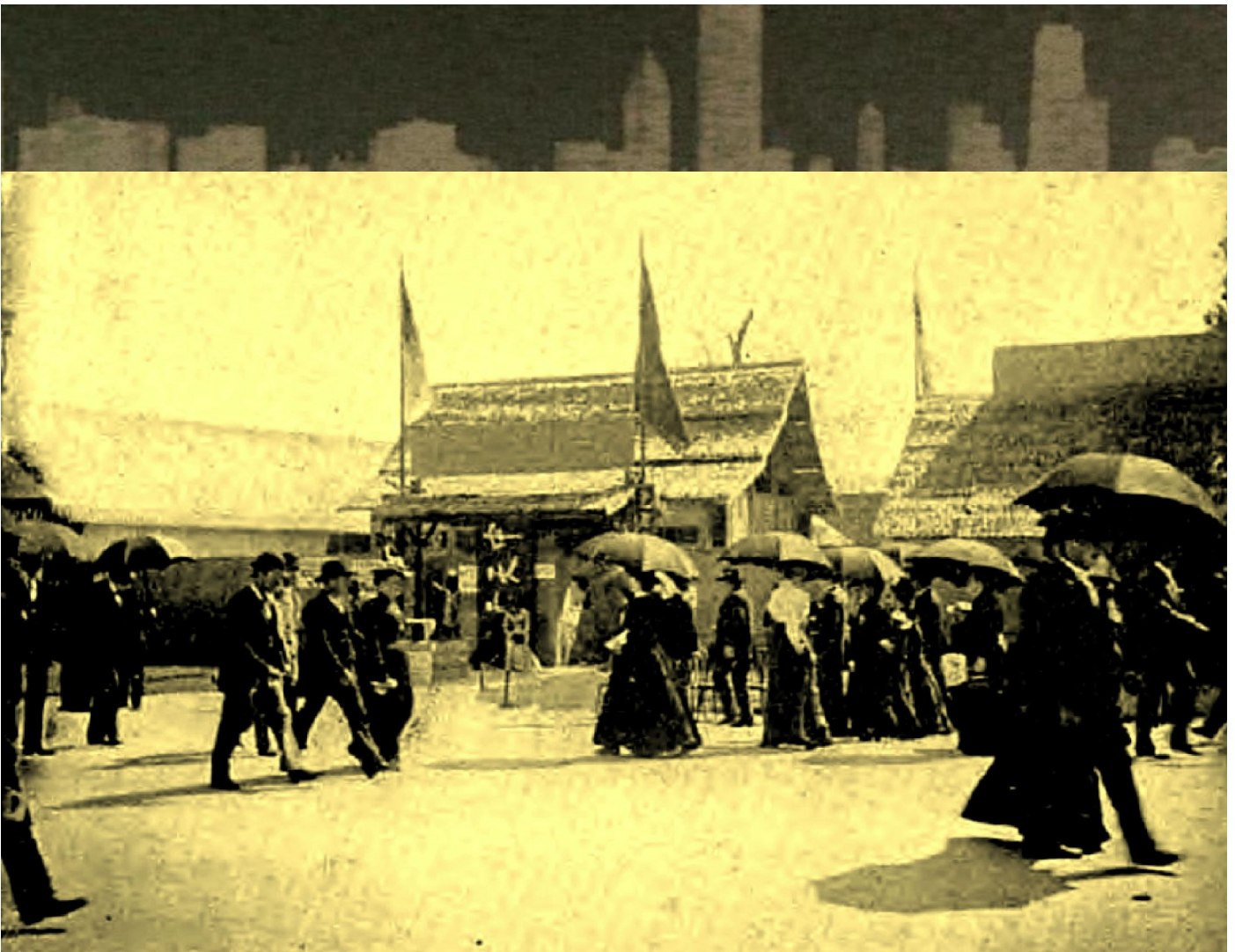
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Opper, Frederick Burr (1857-1937) (artist). Grand finale of the stupendous spectacular success, "Uncle Sam's show". Illustration in Puck, 1893 October 30, page 314. Copyright Keppler & Schwarzmann (1893).

Caricature of Uncle Sam dancing with eight men, representing other countries, at end of the Chicago World's Fair.

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(b&w film copy neg.) cph 3b37514 <http://hdl.loc.gov/loc.pnp/cph.3b37514>



Johore Bungalow. Glimpses of the World's Fair: A Selection of Gems of the White City Seen Through a Camera. Chicago: Laird & Lee (1893).

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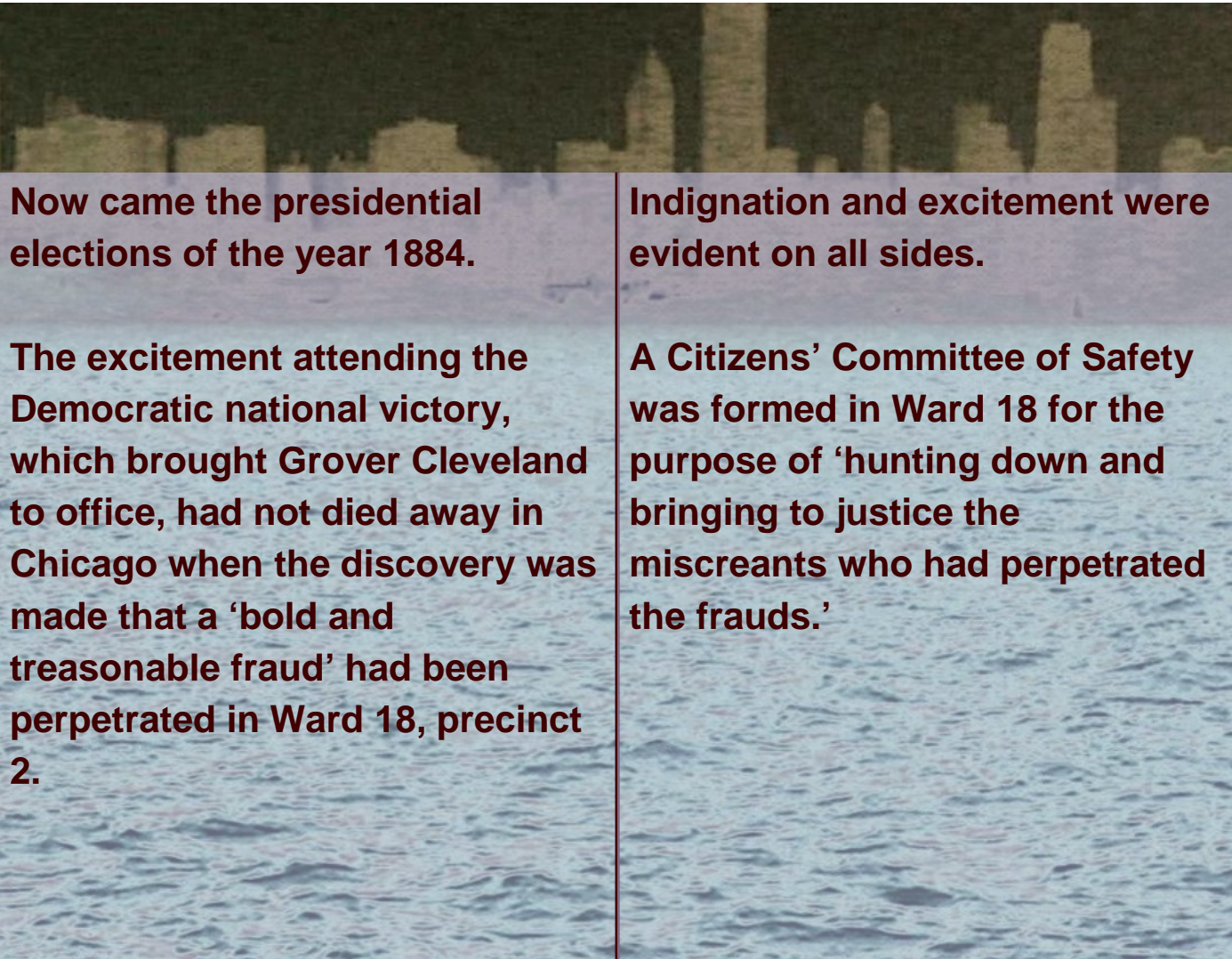
Portrait and biographical record of Cook and Dupage counties, Illinois, containing biographical sketches of prominent and representative citizens of the county, together with biographies and portraits of all the presidents of the United States. Chicago: Lake City Pub. Co. (1894). Not in copyright.

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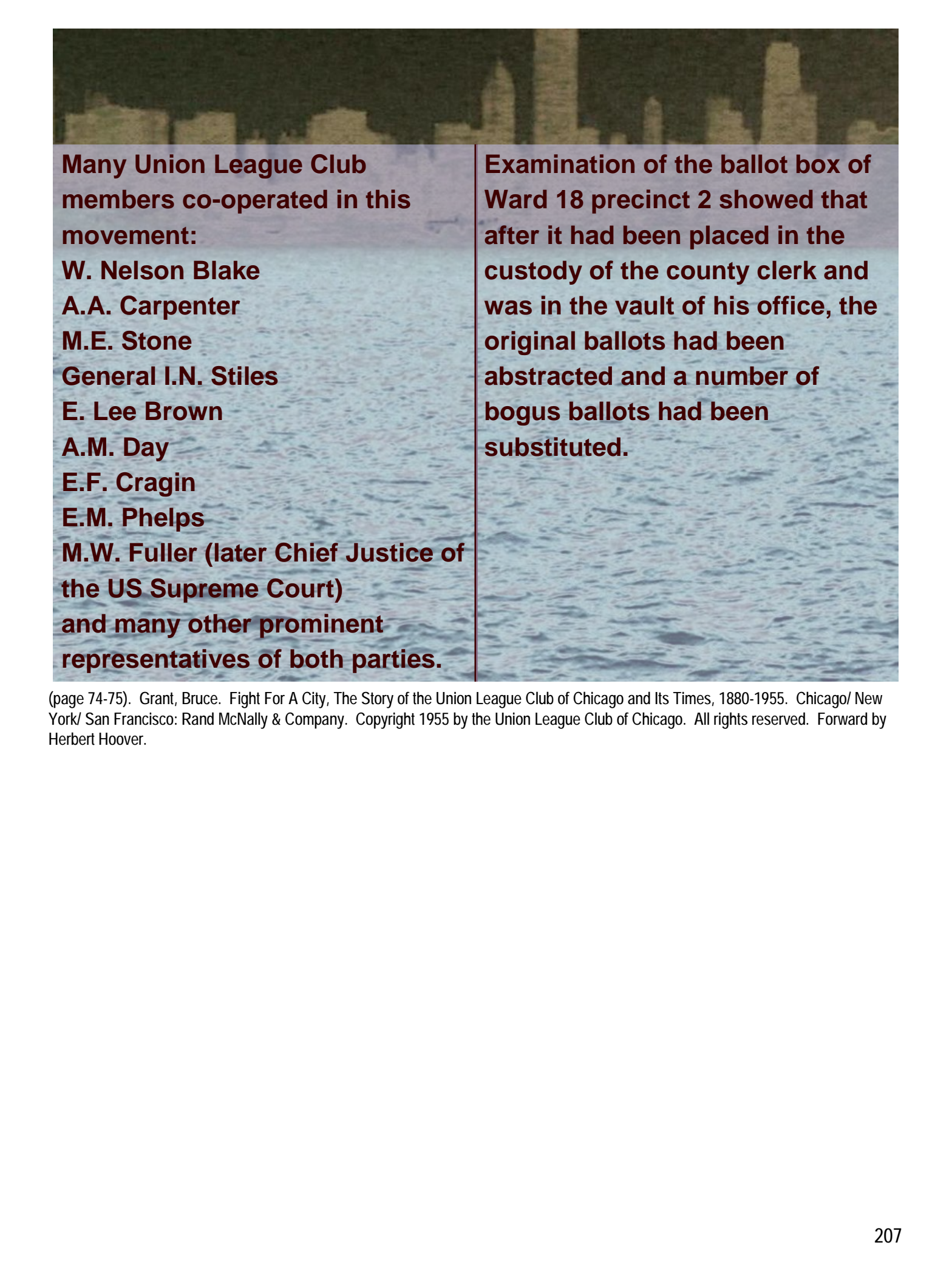
Now came the presidential elections of the year 1884.

The excitement attending the Democratic national victory, which brought Grover Cleveland to office, had not died away in Chicago when the discovery was made that a 'bold and treasonable fraud' had been perpetrated in Ward 18, precinct 2.

Indignation and excitement were evident on all sides.

A Citizens' Committee of Safety was formed in Ward 18 for the purpose of 'hunting down and bringing to justice the miscreants who had perpetrated the frauds.'

(page 74). Grant, Bruce. *Fight For A City, The Story of the Union League Club of Chicago and Its Times, 1880-1955*. Chicago/ New York/ San Francisco: Rand McNally & Company. Copyright 1955 by the Union League Club of Chicago. All rights reserved. Forward by Herbert Hoover.



Many Union League Club members co-operated in this movement:

W. Nelson Blake

A.A. Carpenter

M.E. Stone

General I.N. Stiles

E. Lee Brown

A.M. Day

E.F. Cragin

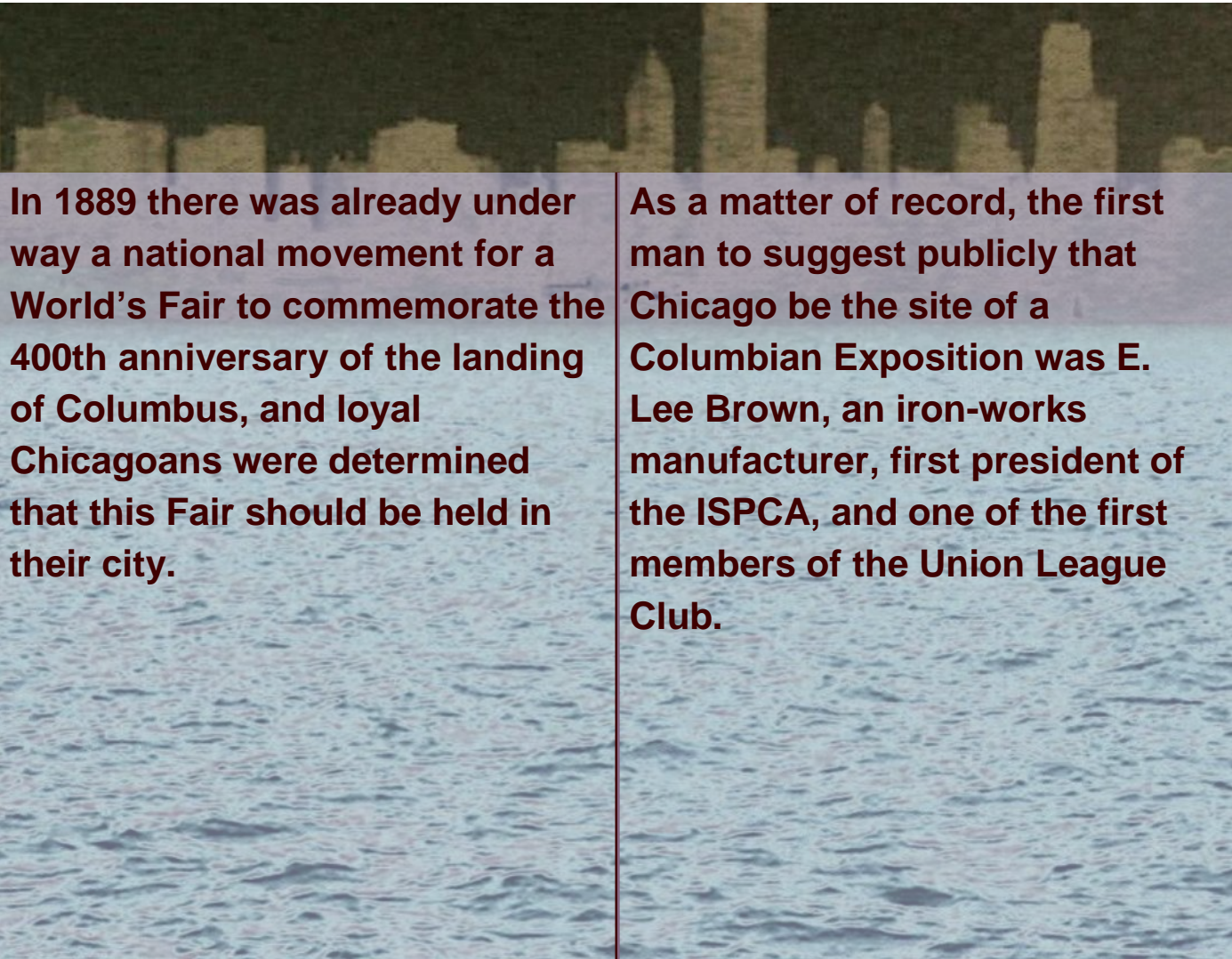
E.M. Phelps

M.W. Fuller (later Chief Justice of the US Supreme Court)

and many other prominent representatives of both parties.

Examination of the ballot box of Ward 18 precinct 2 showed that after it had been placed in the custody of the county clerk and was in the vault of his office, the original ballots had been abstracted and a number of bogus ballots had been substituted.

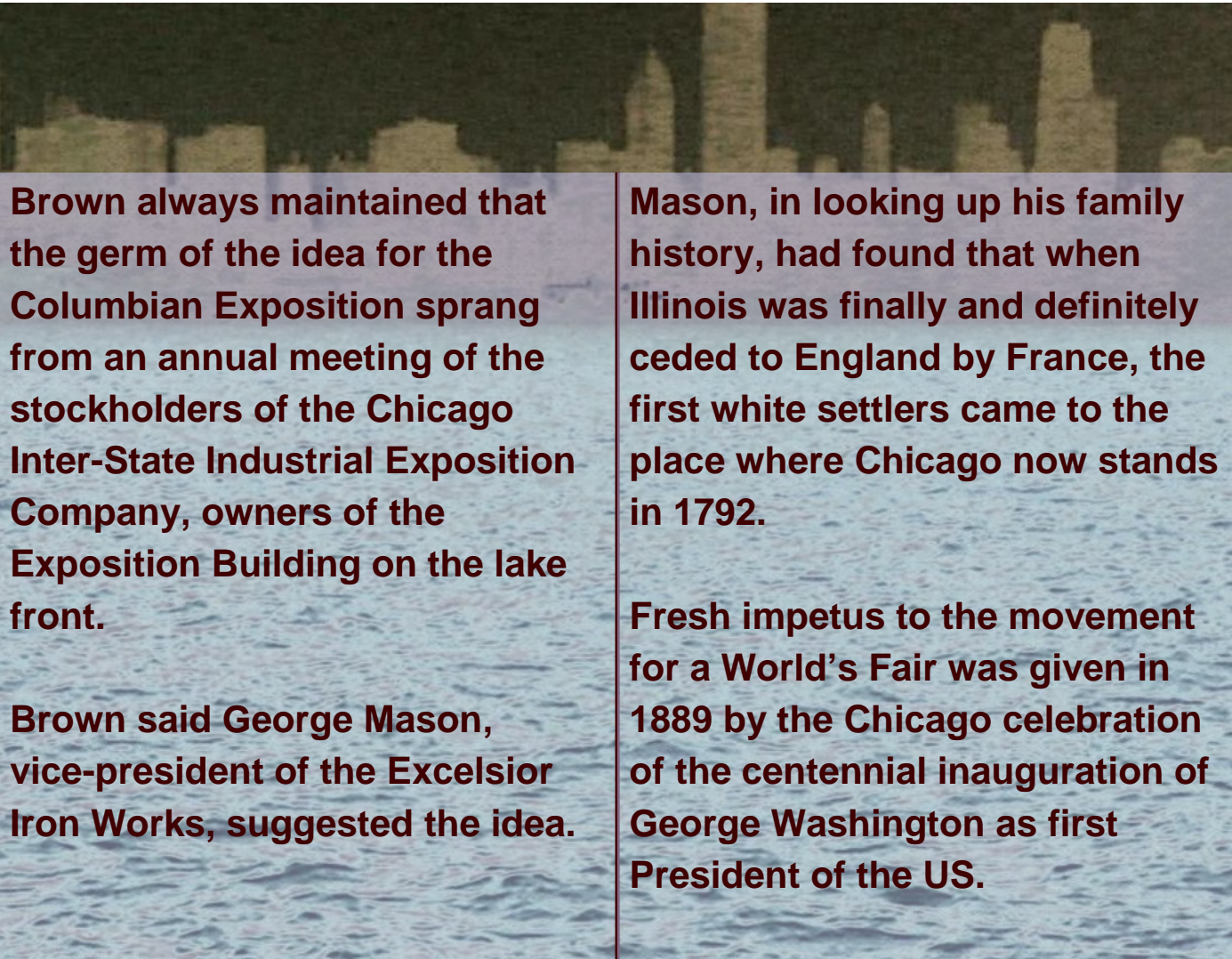
(page 74-75). Grant, Bruce. Fight For A City, The Story of the Union League Club of Chicago and Its Times, 1880-1955. Chicago/ New York/ San Francisco: Rand McNally & Company. Copyright 1955 by the Union League Club of Chicago. All rights reserved. Forward by Herbert Hoover.



In 1889 there was already under way a national movement for a World's Fair to commemorate the 400th anniversary of the landing of Columbus, and loyal Chicagoans were determined that this Fair should be held in their city.

As a matter of record, the first man to suggest publicly that Chicago be the site of a Columbian Exposition was E. Lee Brown, an iron-works manufacturer, first president of the ISPCA, and one of the first members of the Union League Club.

(page 130). Grant, Bruce. *Fight For A City, The Story of the Union League Club of Chicago and Its Times, 1880-1955*. Chicago/ New York/ San Francisco: Rand McNally & Company. Copyright 1955 by the Union League Club of Chicago. All rights reserved. Forward by Herbert Hoover.



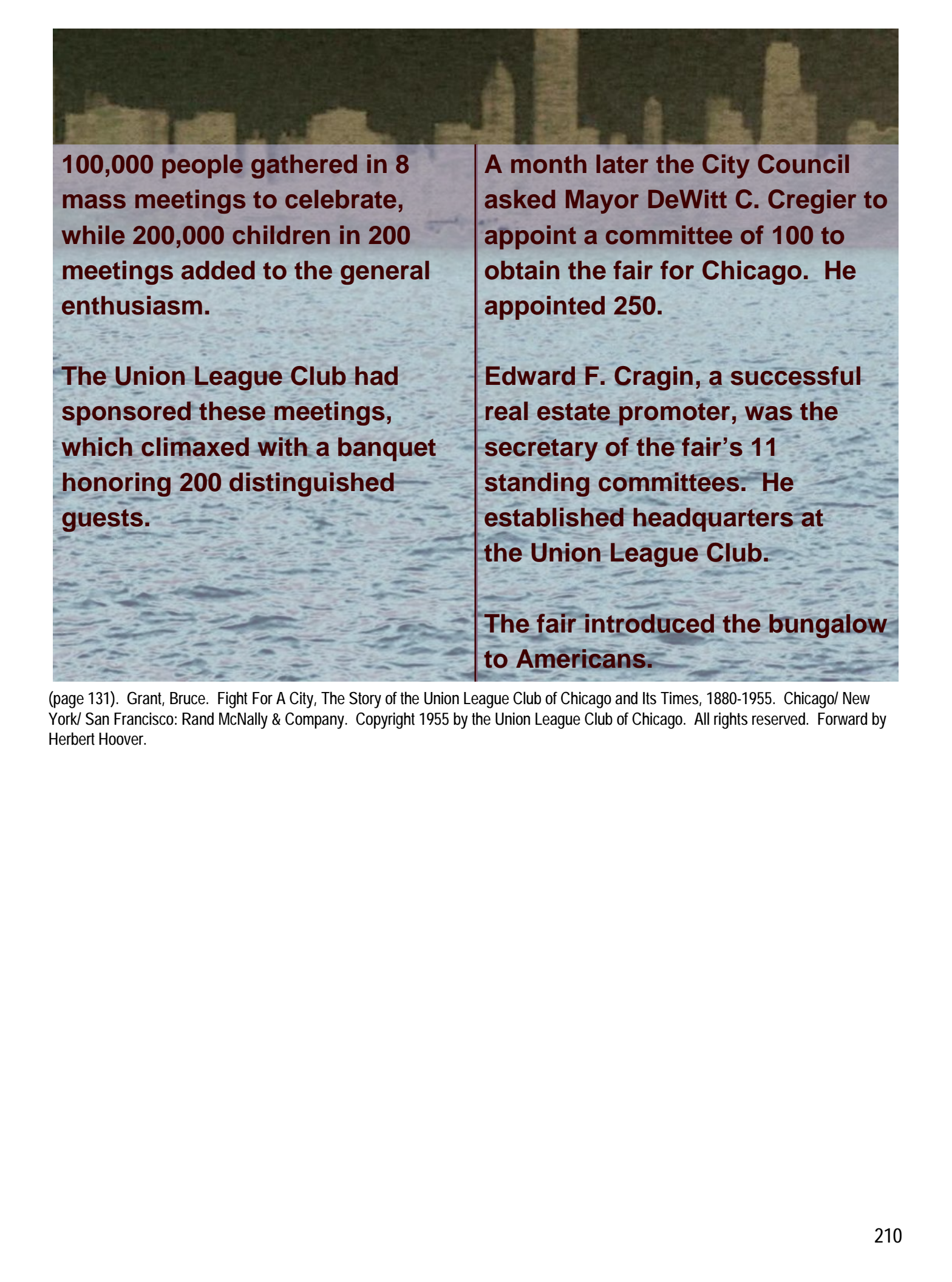
Brown always maintained that the germ of the idea for the Columbian Exposition sprang from an annual meeting of the stockholders of the Chicago Inter-State Industrial Exposition Company, owners of the Exposition Building on the lake front.

Brown said George Mason, vice-president of the Excelsior Iron Works, suggested the idea.

Mason, in looking up his family history, had found that when Illinois was finally and definitely ceded to England by France, the first white settlers came to the place where Chicago now stands in 1792.

Fresh impetus to the movement for a World's Fair was given in 1889 by the Chicago celebration of the centennial inauguration of George Washington as first President of the US.

(page 130-131). Grant, Bruce. *Fight For A City, The Story of the Union League Club of Chicago and Its Times, 1880-1955*. Chicago/ New York/ San Francisco: Rand McNally & Company. Copyright 1955 by the Union League Club of Chicago. All rights reserved. Forward by Herbert Hoover.



100,000 people gathered in 8 mass meetings to celebrate, while 200,000 children in 200 meetings added to the general enthusiasm.

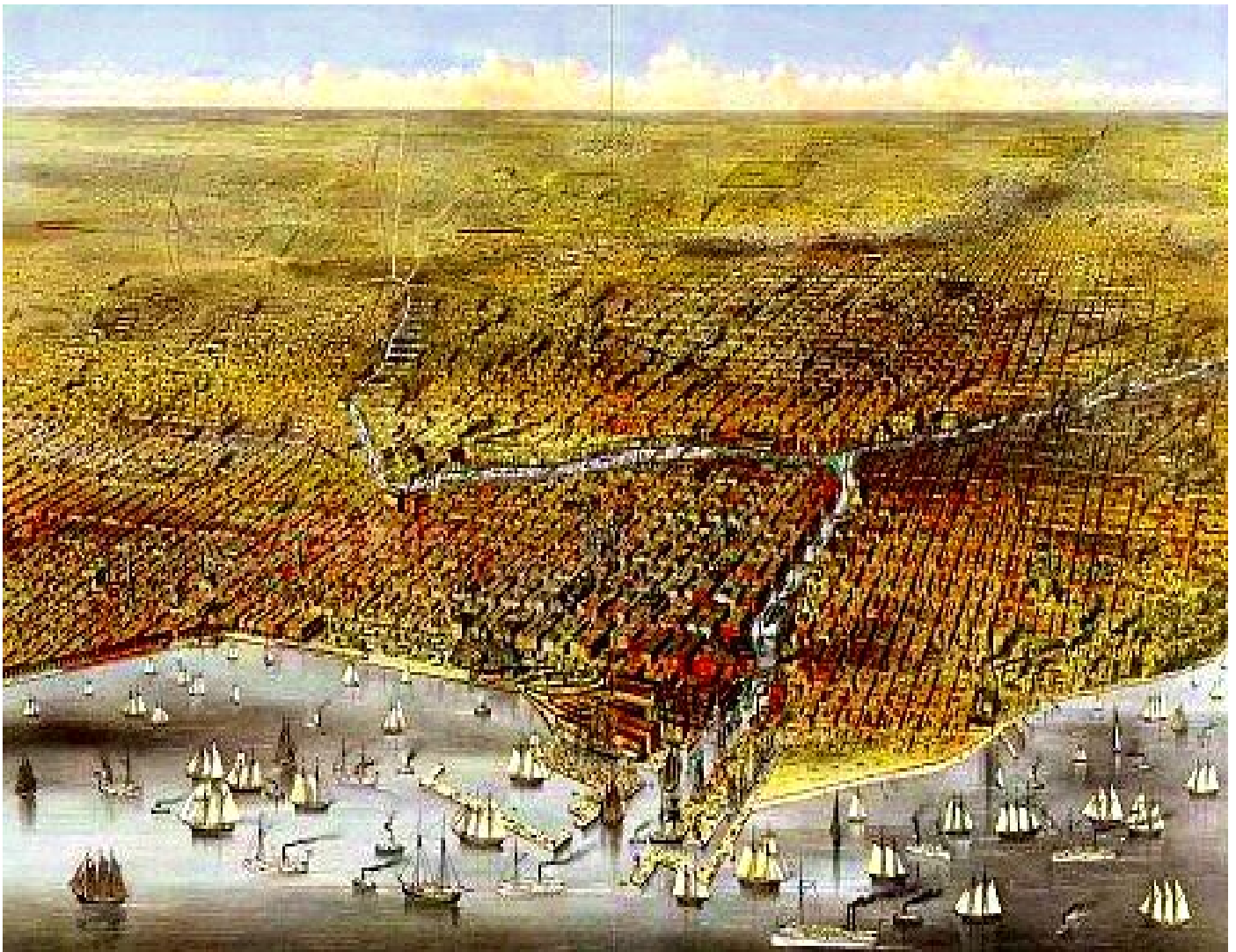
The Union League Club had sponsored these meetings, which climaxed with a banquet honoring 200 distinguished guests.

A month later the City Council asked Mayor DeWitt C. Cregier to appoint a committee of 100 to obtain the fair for Chicago. He appointed 250.

Edward F. Cragin, a successful real estate promoter, was the secretary of the fair's 11 standing committees. He established headquarters at the Union League Club.

The fair introduced the bungalow to Americans.

(page 131). Grant, Bruce. *Fight For A City, The Story of the Union League Club of Chicago and Its Times, 1880-1955*. Chicago/ New York/ San Francisco: Rand McNally & Company. Copyright 1955 by the Union League Club of Chicago. All rights reserved. Forward by Herbert Hoover.



Parsons & Atwater. The City of Chicago. Sketched & drawn on stone. New York: Currier & Ives (1874).

Bird's-eye view of Chicago, Illinois from above Lake Michigan; prominent features listed below image.

Reference: Currier & Ives : a catalogue raisonné / compiled by Gale Research. Detroit, MI : Gale Research, c1983, no. 1207

Reference: LC Panoramic maps (2nd ed.), 149.2

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA. (raster image copy) g4104c pm001492
<http://hdl.loc.gov/loc.gmd/g4104c.pm001492> (digital file from original print) ppmsca 08968 <http://hdl.loc.gov/loc.pnp/ppmsca.08968> (color film copy transparency) cph 3g06093 <http://hdl.loc.gov/loc.pnp/cph.3g06093> (b&w film copy neg.) cph 3a24735
<http://hdl.loc.gov/loc.pnp/cph.3a24735>

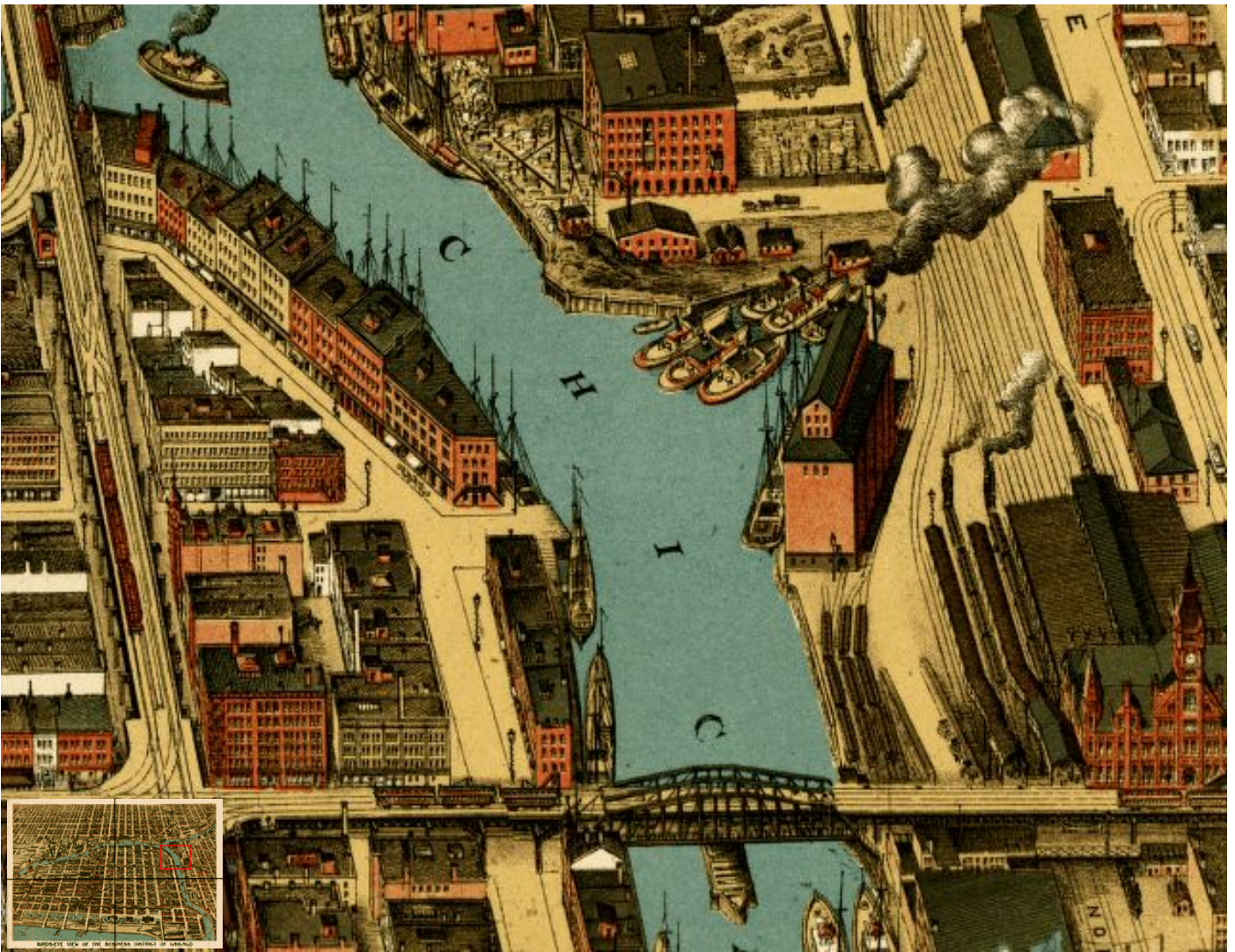


BIRD'S-EYE VIEW OF THE BUSINESS DISTRICT OF CHICAGO

Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

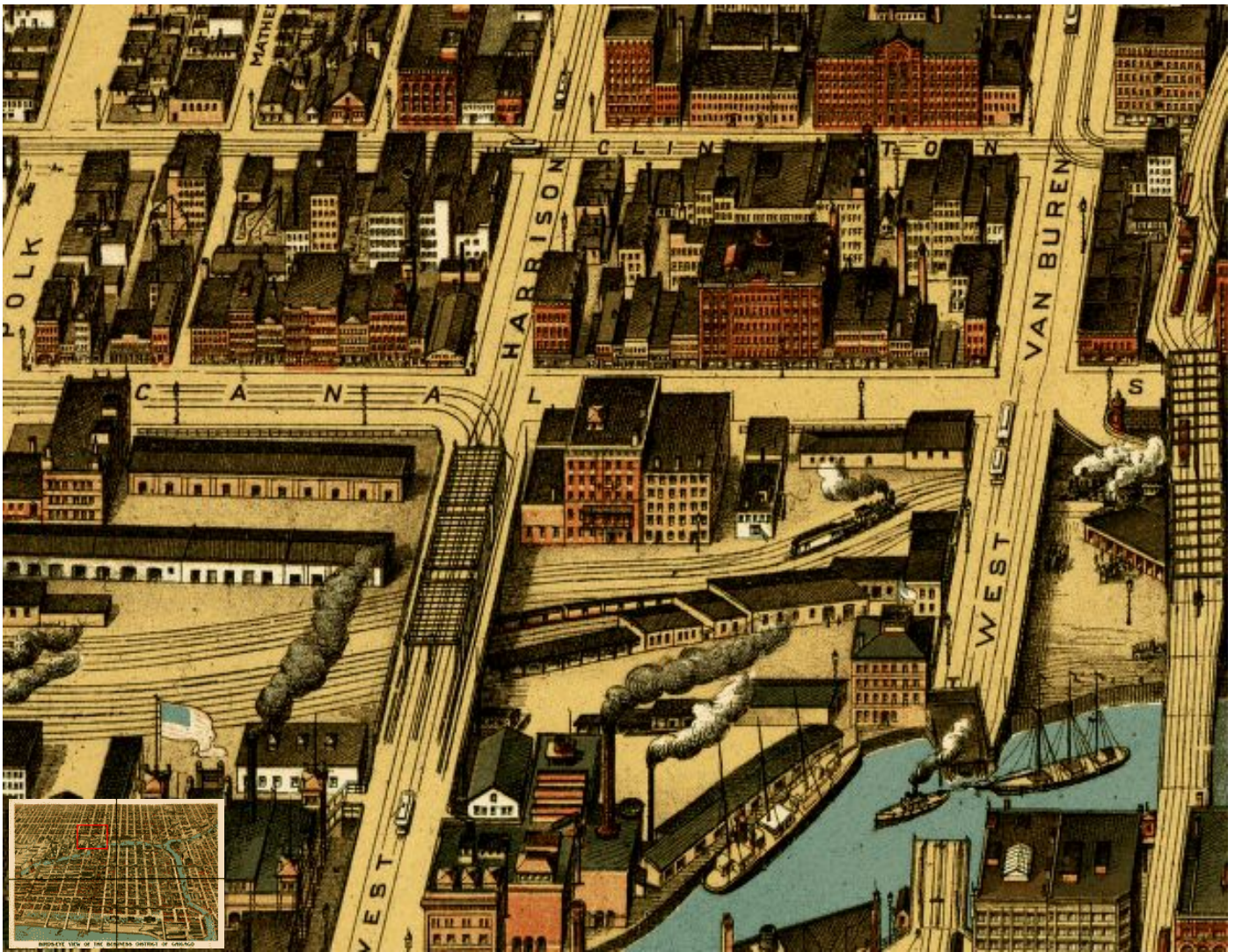
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<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

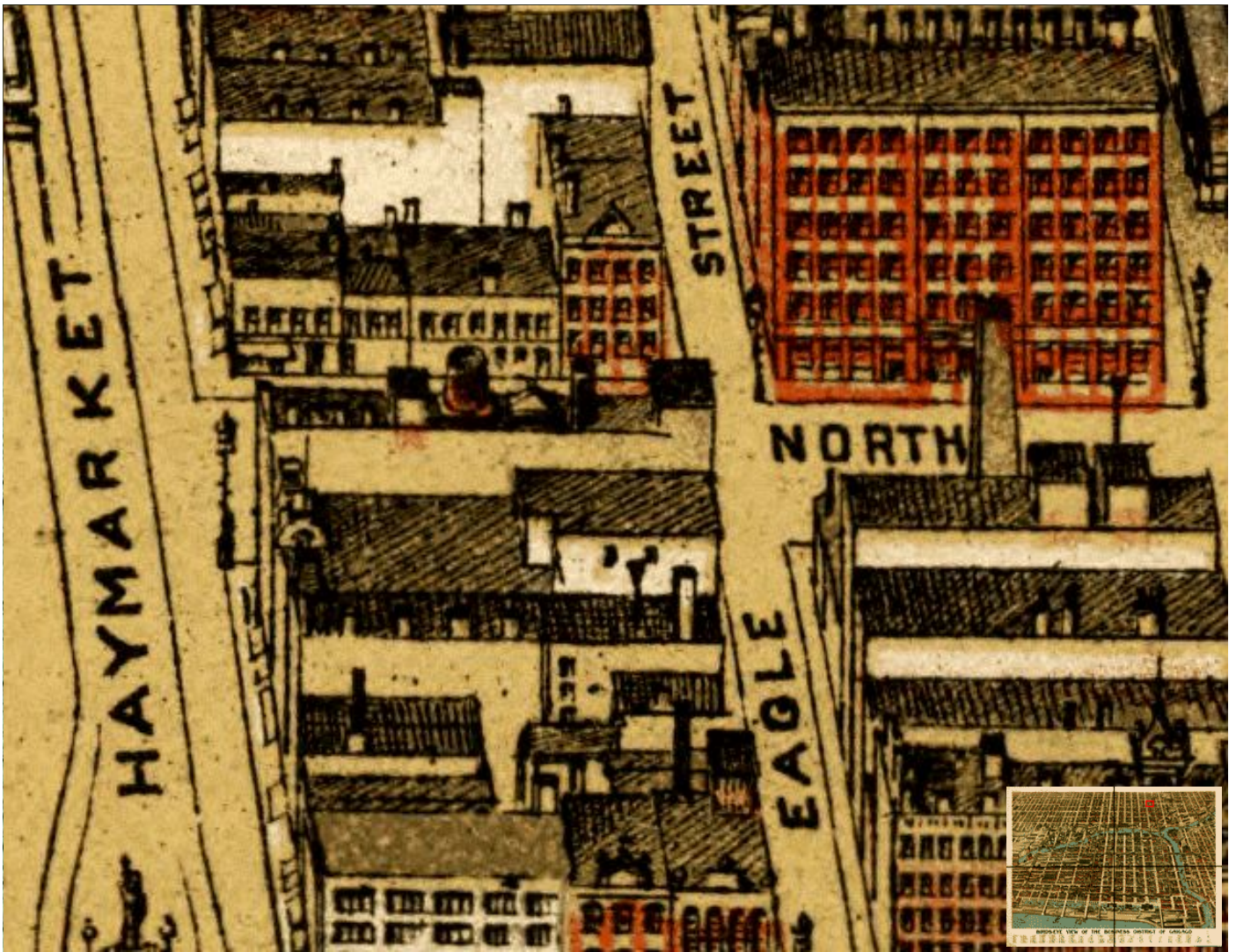
Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

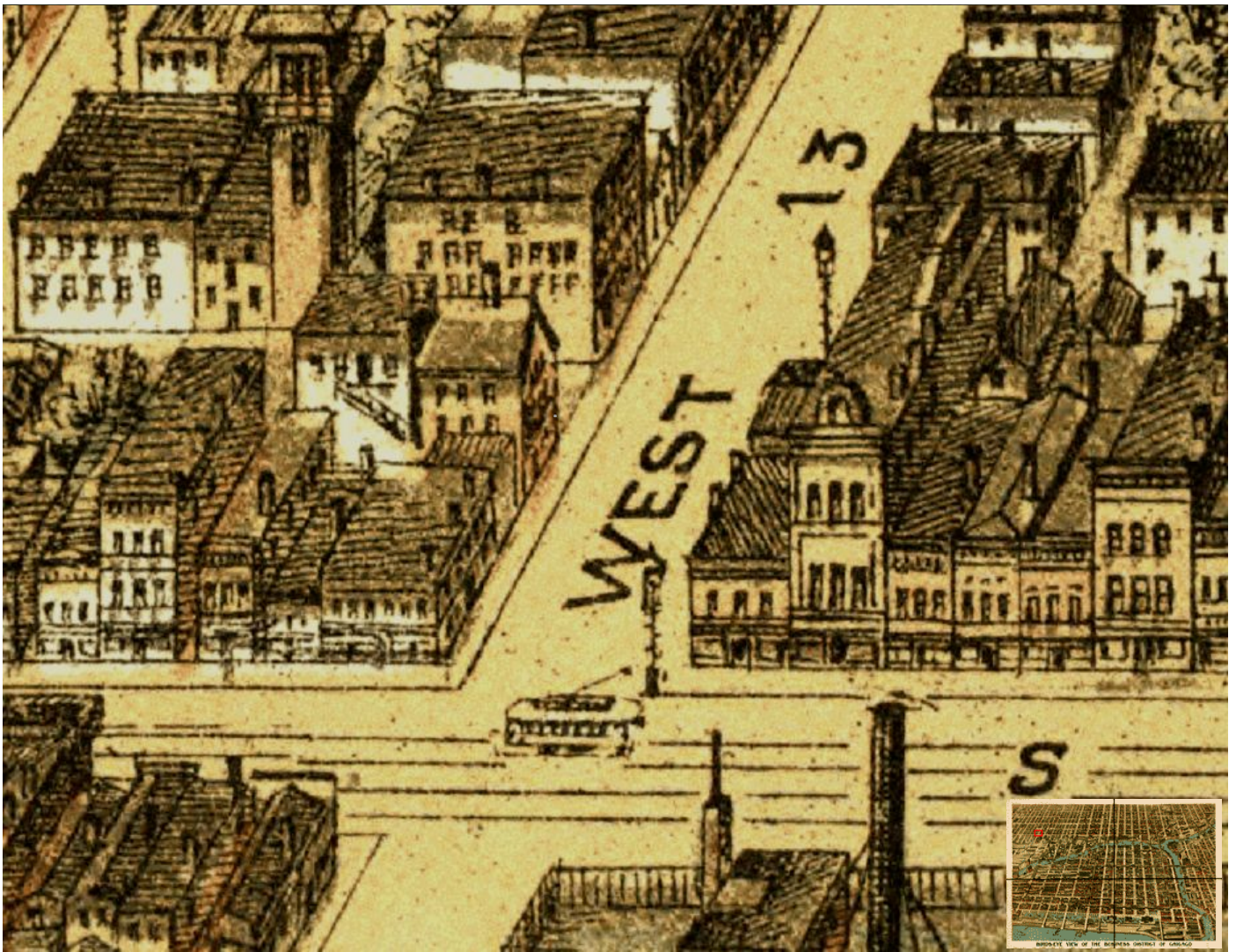
Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

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Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Detail on Bird's-eye-view of the business district of Chicago. Chicago (IL): Poole Brothers (1898).

Reference: LC Panoramic maps (2nd ed.), 153

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001530
<http://hdl.loc.gov/loc.gmd/g4104c.pm001530>. #G4104.C6A3 1898 .P6



Benjamin F. Butler clerked for Martin Van Buren and moved to Albany with him in 1809, living in the Van Buren household until his marriage in 1819.

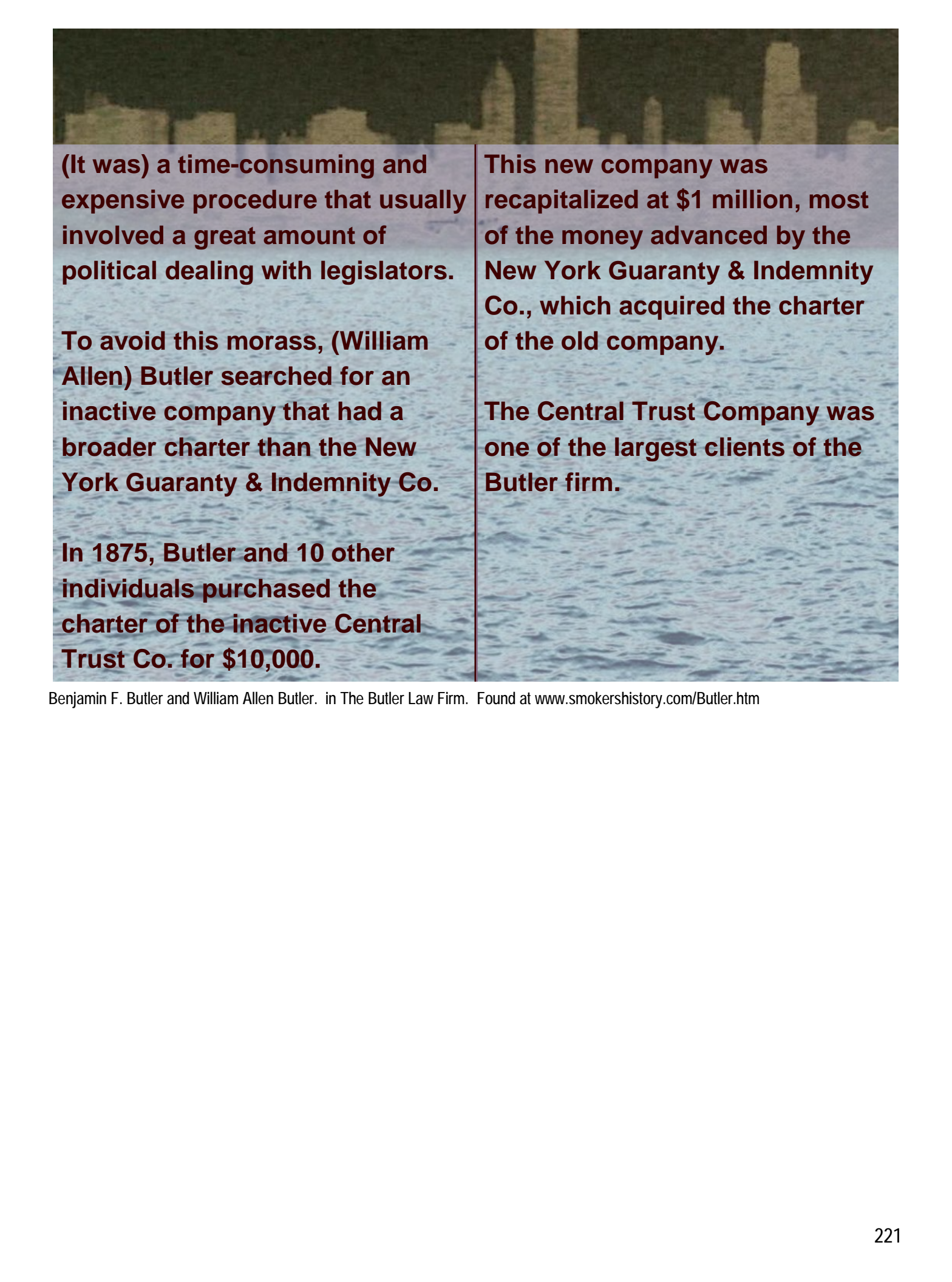
In 1848, he opened the law firm of Butler & Butler with his son.

One of the more notable commercial transactions that involved Butler, Stillman & Hubbard, attorneys, was the founding of the Central Trust Company.

In 1873, the directors of the New York Guaranty & Indemnity Co., in the business of lending money against collateral security, wanted to expand into other lines of business, but were prohibited from doing so by their restrictive charter.

Until 1887, when New York finally passed a general incorporation law, every corporation had to come before the legislature and argue for the specific provisions they wanted in their charter.

Benjamin F. Butler and William Allen Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm



(It was) a time-consuming and expensive procedure that usually involved a great amount of political dealing with legislators.

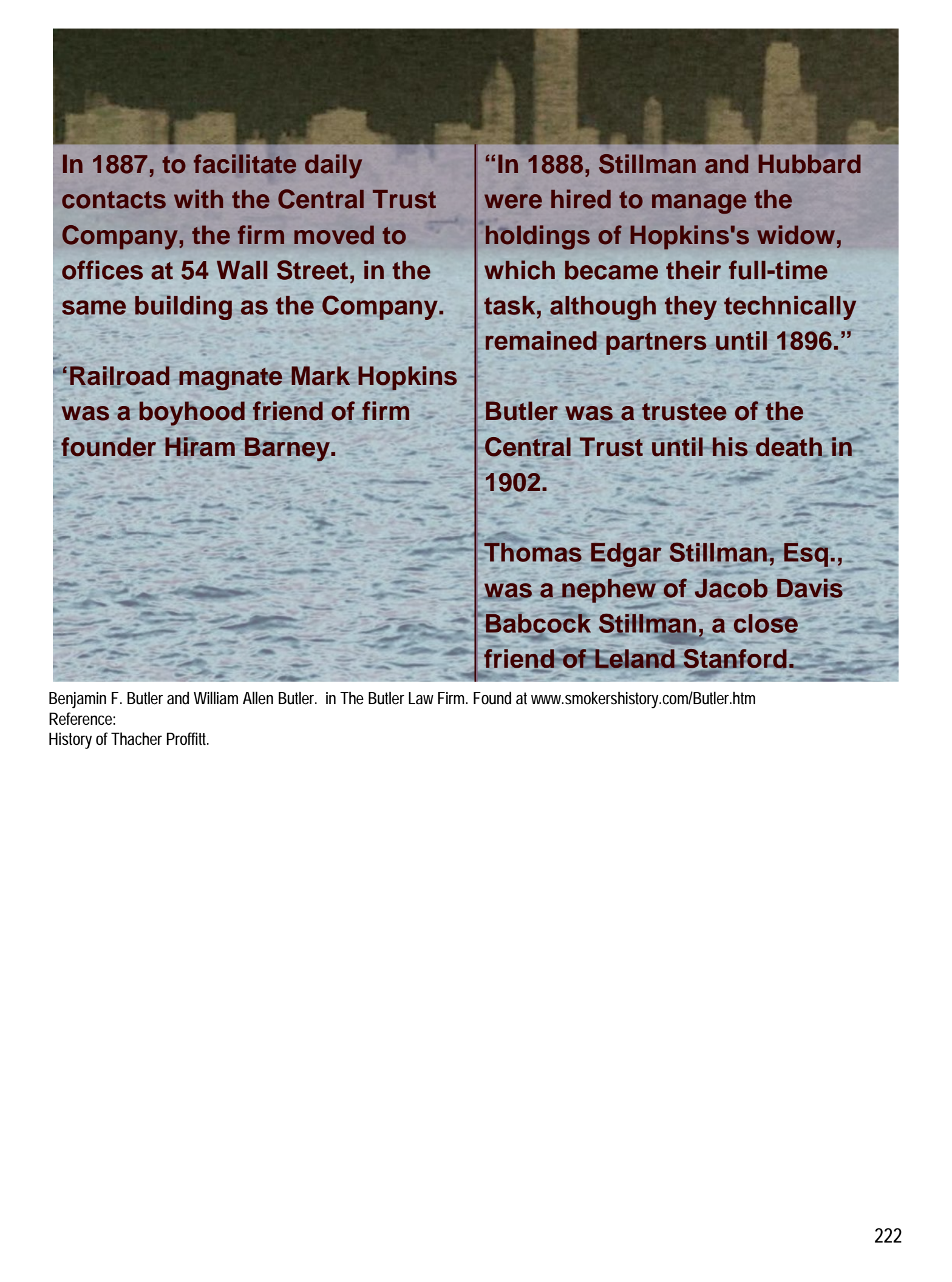
To avoid this morass, (William Allen) Butler searched for an inactive company that had a broader charter than the New York Guaranty & Indemnity Co.

In 1875, Butler and 10 other individuals purchased the charter of the inactive Central Trust Co. for \$10,000.

This new company was recapitalized at \$1 million, most of the money advanced by the New York Guaranty & Indemnity Co., which acquired the charter of the old company.

The Central Trust Company was one of the largest clients of the Butler firm.

Benjamin F. Butler and William Allen Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm



In 1887, to facilitate daily contacts with the Central Trust Company, the firm moved to offices at 54 Wall Street, in the same building as the Company.

‘Railroad magnate Mark Hopkins was a boyhood friend of firm founder Hiram Barney.

“In 1888, Stillman and Hubbard were hired to manage the holdings of Hopkins's widow, which became their full-time task, although they technically remained partners until 1896.”

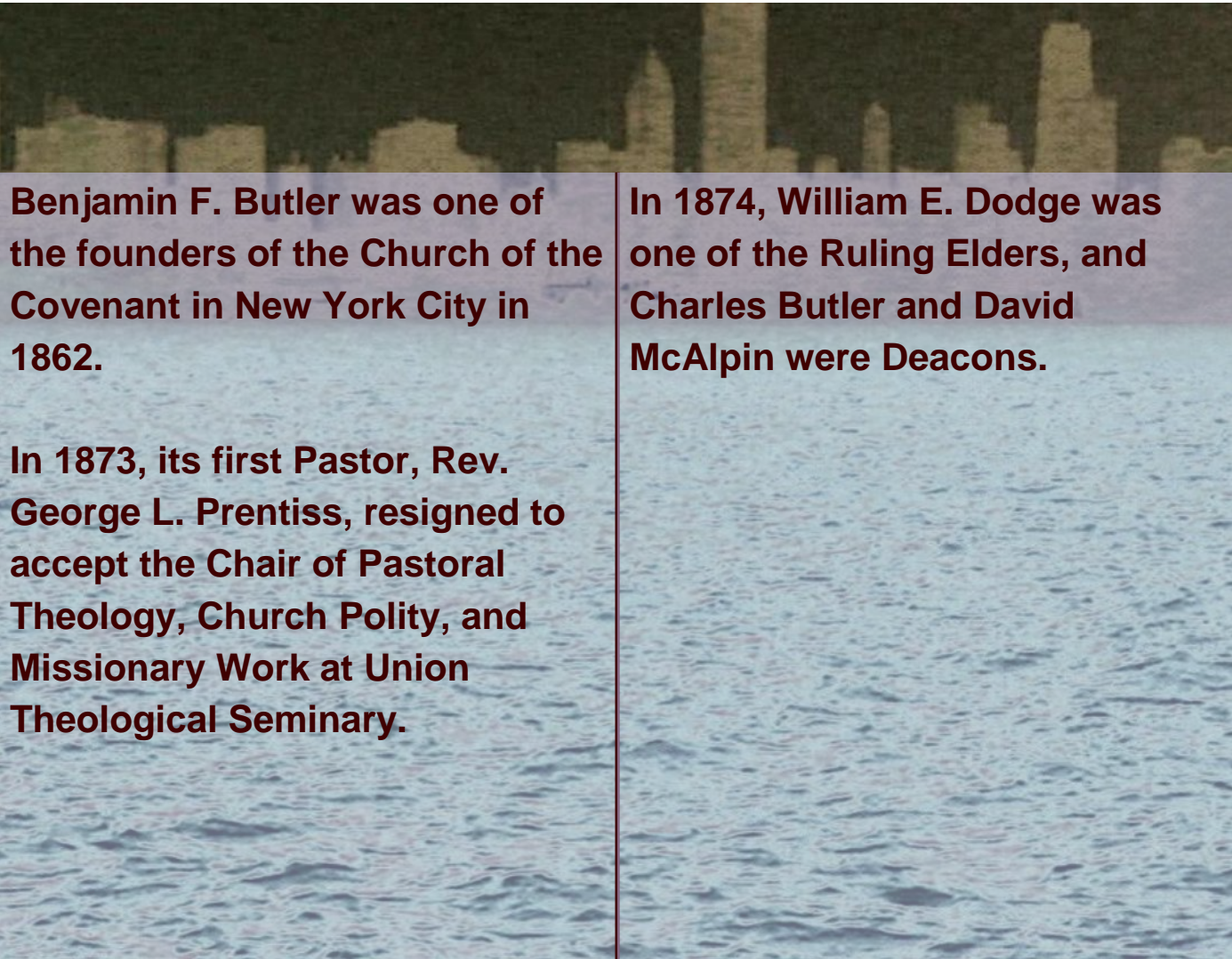
Butler was a trustee of the Central Trust until his death in 1902.

Thomas Edgar Stillman, Esq., was a nephew of Jacob Davis Babcock Stillman, a close friend of Leland Stanford.

Benjamin F. Butler and William Allen Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

Reference:

History of Thacher Proffitt.

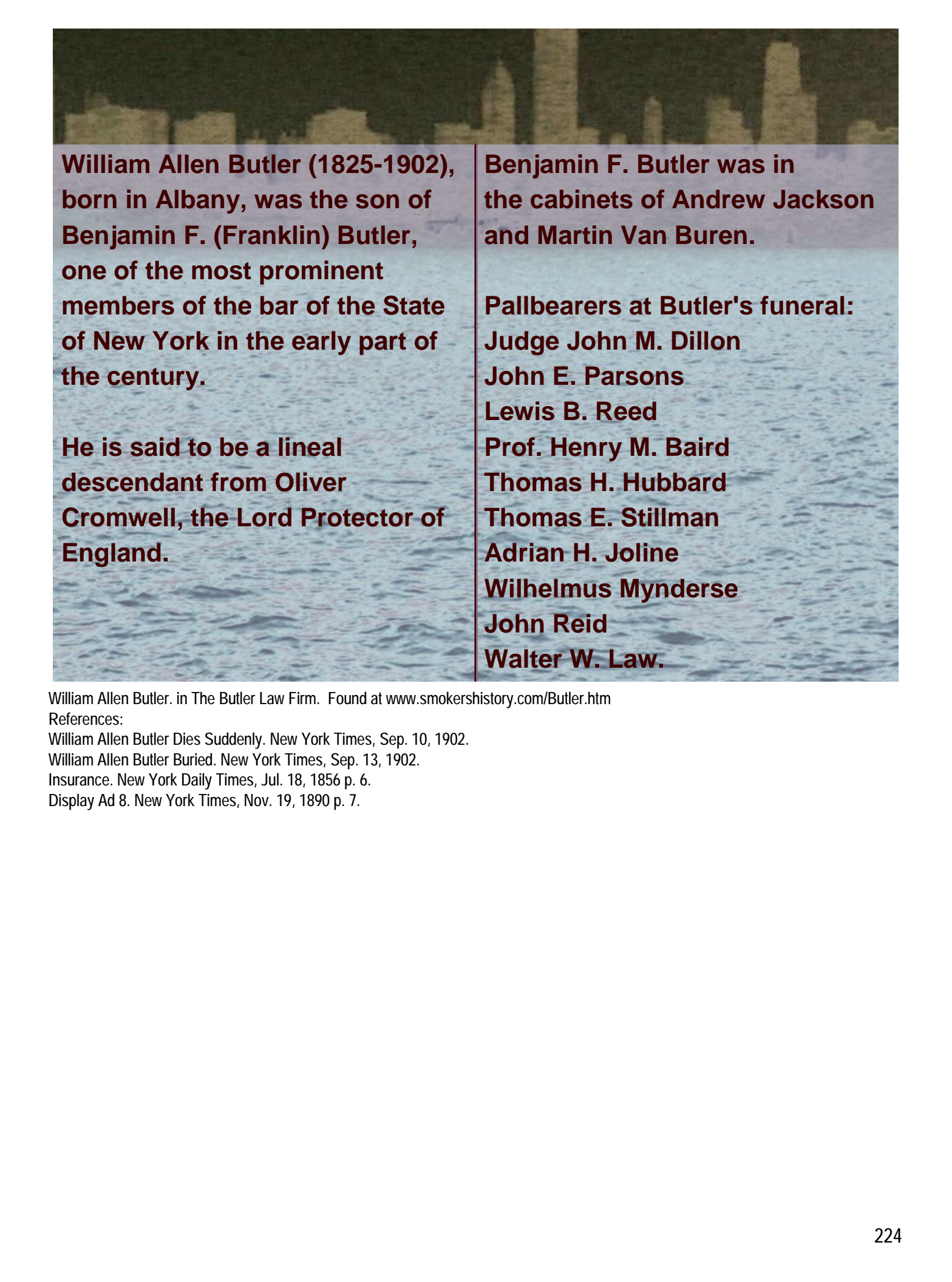


Benjamin F. Butler was one of the founders of the Church of the Covenant in New York City in 1862.

In 1873, its first Pastor, Rev. George L. Prentiss, resigned to accept the Chair of Pastoral Theology, Church Polity, and Missionary Work at Union Theological Seminary.

In 1874, William E. Dodge was one of the Ruling Elders, and Charles Butler and David McAlpin were Deacons.

The Stanford Gang. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm
Reference: Church of the Covenant. New York Times, Sep. 21, 1874.



William Allen Butler (1825-1902), born in Albany, was the son of Benjamin F. (Franklin) Butler, one of the most prominent members of the bar of the State of New York in the early part of the century.

He is said to be a lineal descendant from Oliver Cromwell, the Lord Protector of England.

Benjamin F. Butler was in the cabinets of Andrew Jackson and Martin Van Buren.

Pallbearers at Butler's funeral:

Judge John M. Dillon

John E. Parsons

Lewis B. Reed

Prof. Henry M. Baird

Thomas H. Hubbard

Thomas E. Stillman

Adrian H. Joline

Wilhelmus Mynderse

John Reid

Walter W. Law.

William Allen Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

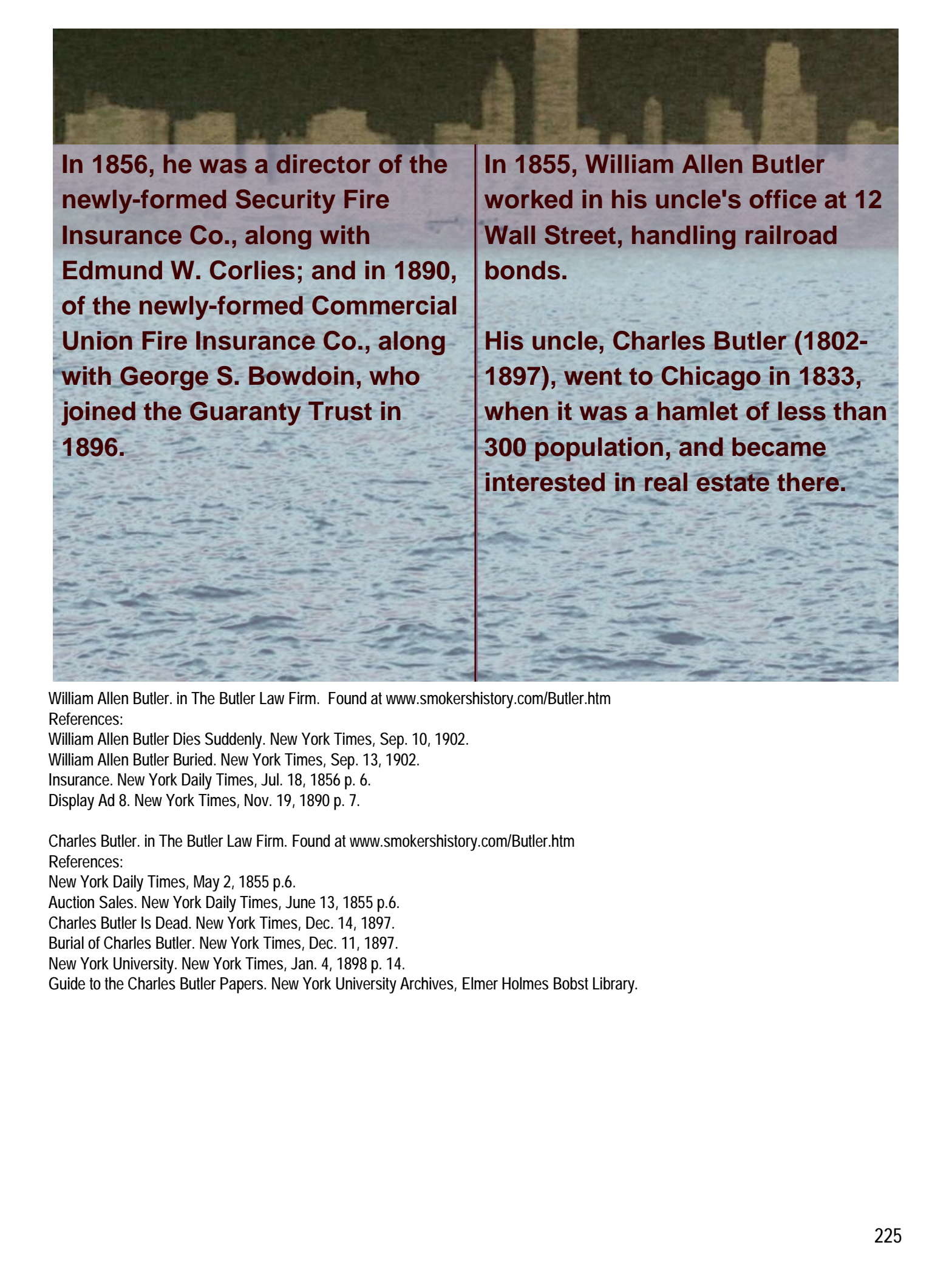
References:

William Allen Butler Dies Suddenly. New York Times, Sep. 10, 1902.

William Allen Butler Buried. New York Times, Sep. 13, 1902.

Insurance. New York Daily Times, Jul. 18, 1856 p. 6.

Display Ad 8. New York Times, Nov. 19, 1890 p. 7.



In 1856, he was a director of the newly-formed Security Fire Insurance Co., along with Edmund W. Corlies; and in 1890, of the newly-formed Commercial Union Fire Insurance Co., along with George S. Bowdoin, who joined the Guaranty Trust in 1896.

In 1855, William Allen Butler worked in his uncle's office at 12 Wall Street, handling railroad bonds.

His uncle, Charles Butler (1802-1897), went to Chicago in 1833, when it was a hamlet of less than 300 population, and became interested in real estate there.

William Allen Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

William Allen Butler Dies Suddenly. New York Times, Sep. 10, 1902.

William Allen Butler Buried. New York Times, Sep. 13, 1902.

Insurance. New York Daily Times, Jul. 18, 1856 p. 6.

Display Ad 8. New York Times, Nov. 19, 1890 p. 7.

Charles Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

New York Daily Times, May 2, 1855 p.6.

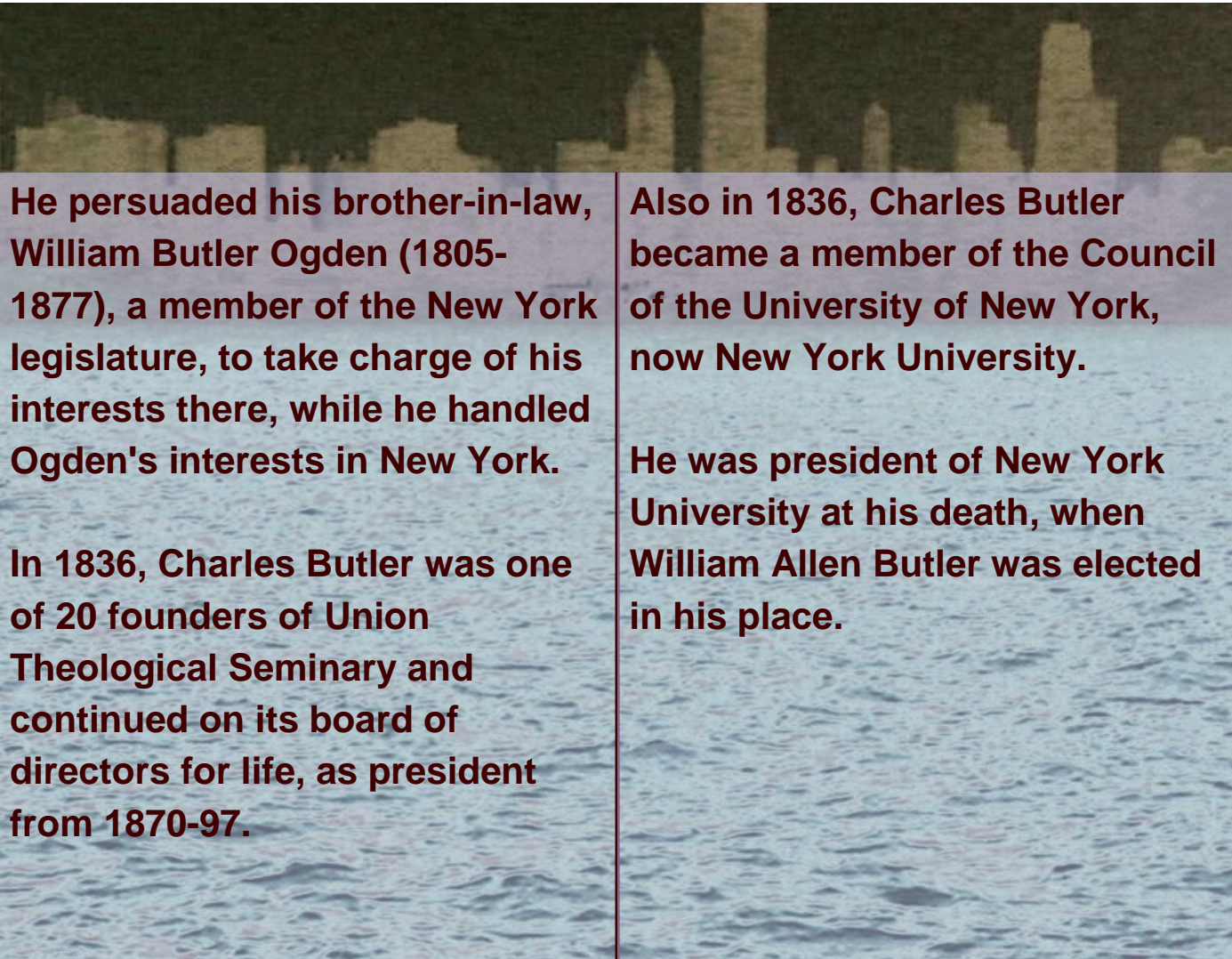
Auction Sales. New York Daily Times, June 13, 1855 p.6.

Charles Butler Is Dead. New York Times, Dec. 14, 1897.

Burial of Charles Butler. New York Times, Dec. 11, 1897.

New York University. New York Times, Jan. 4, 1898 p. 14.

Guide to the Charles Butler Papers. New York University Archives, Elmer Holmes Bobst Library.



He persuaded his brother-in-law, William Butler Ogden (1805-1877), a member of the New York legislature, to take charge of his interests there, while he handled Ogden's interests in New York.

In 1836, Charles Butler was one of 20 founders of Union Theological Seminary and continued on its board of directors for life, as president from 1870-97.

Also in 1836, Charles Butler became a member of the Council of the University of New York, now New York University.

He was president of New York University at his death, when William Allen Butler was elected in his place.

Charles Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

New York Daily Times, May 2, 1855 p.6.

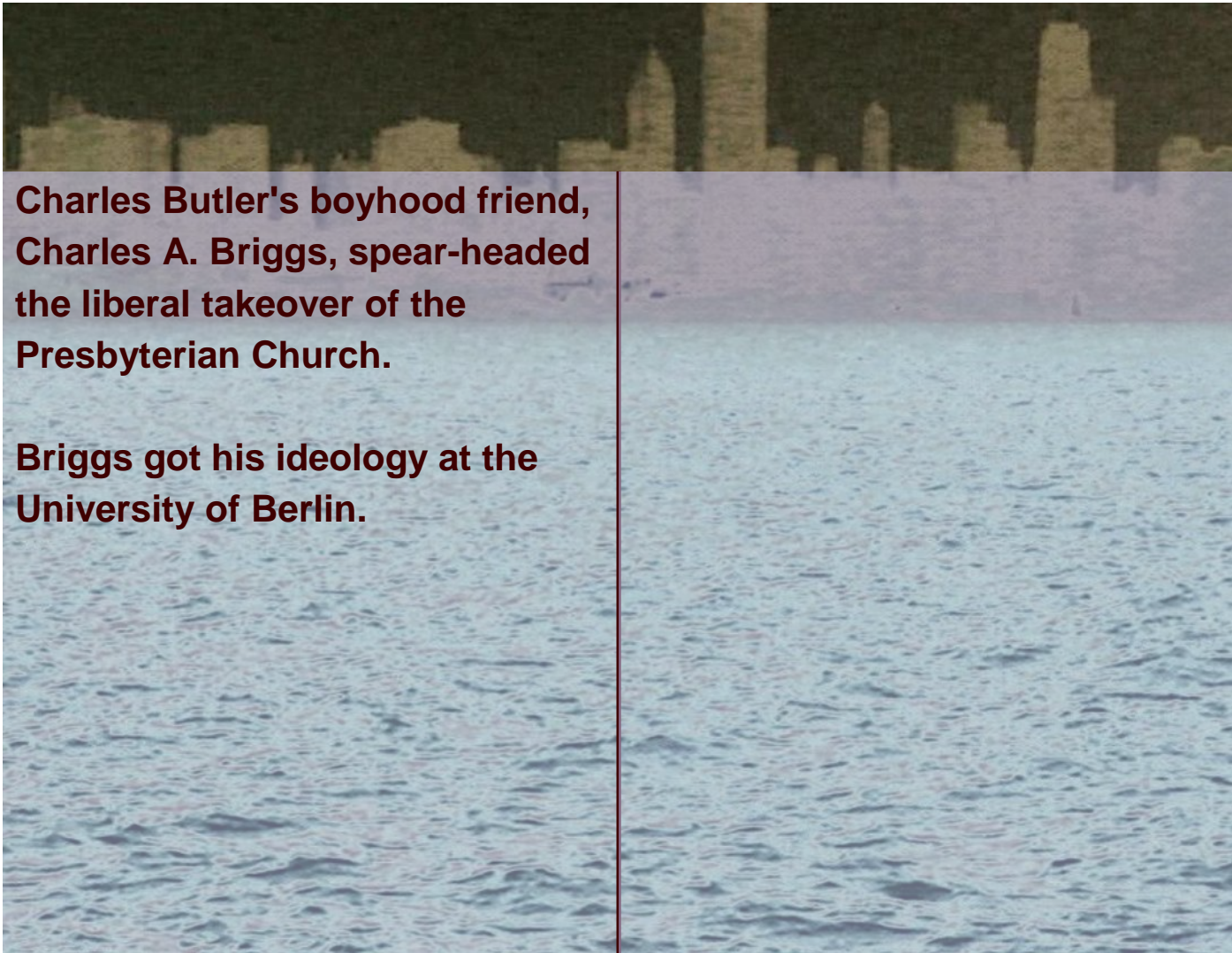
Auction Sales. New York Daily Times, June 13, 1855 p.6.

Charles Butler Is Dead. New York Times, Dec. 14, 1897.

Burial of Charles Butler. New York Times, Dec. 11, 1897.

New York University. New York Times, Jan. 4, 1898 p. 14.

Guide to the Charles Butler Papers. New York University Archives, Elmer Holmes Bobst Library.



**Charles Butler's boyhood friend,
Charles A. Briggs, spear-headed
the liberal takeover of the
Presbyterian Church.**

**Briggs got his ideology at the
University of Berlin.**

Charles Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

New York Daily Times, May 2, 1855 p.6.

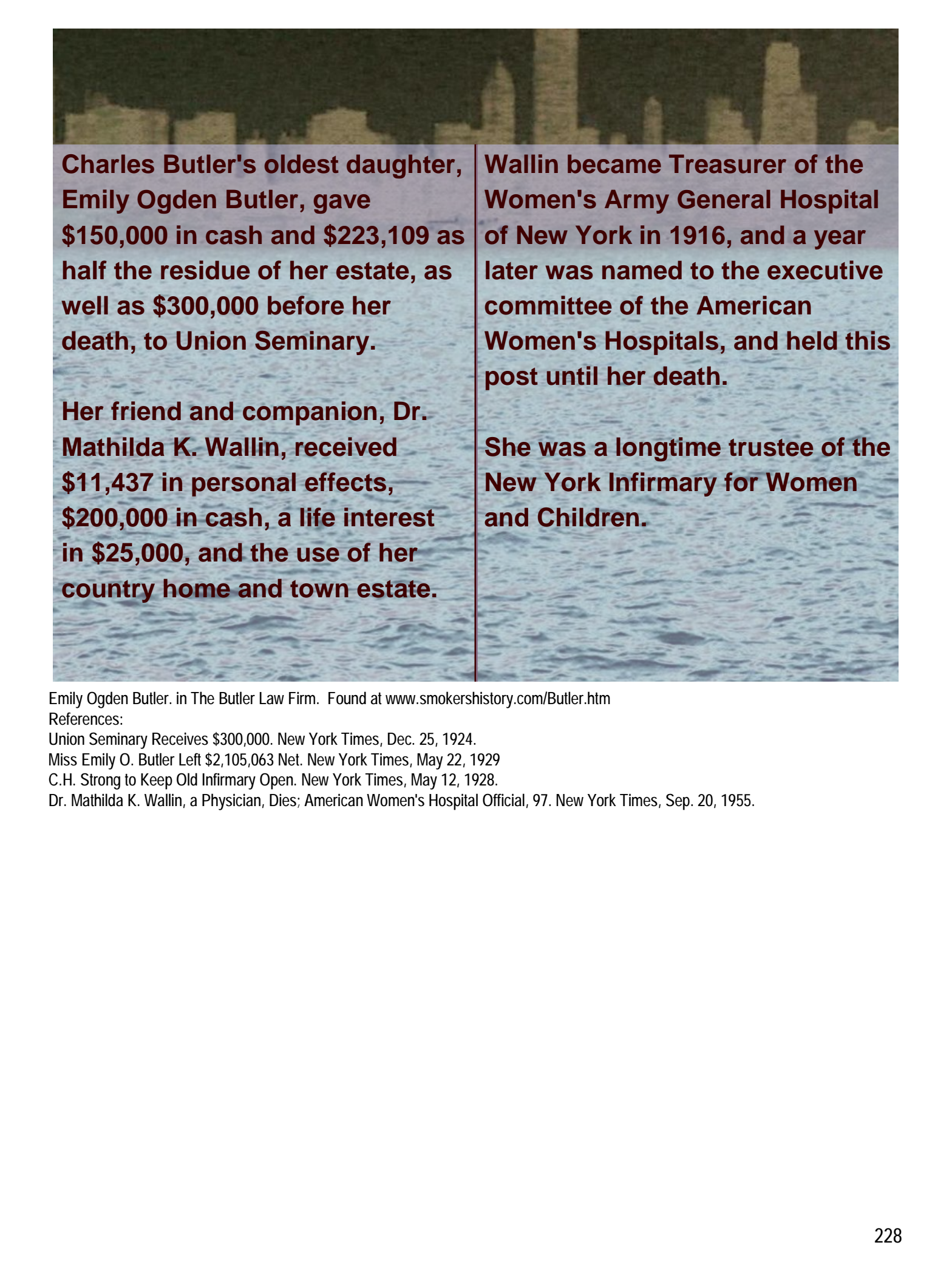
Auction Sales. New York Daily Times, June 13, 1855 p.6.

Charles Butler Is Dead. New York Times, Dec. 14, 1897.

Burial of Charles Butler. New York Times, Dec. 11, 1897.

New York University. New York Times, Jan. 4, 1898 p. 14.

Guide to the Charles Butler Papers. New York University Archives, Elmer Holmes Bobst Library.



Charles Butler's oldest daughter, Emily Ogden Butler, gave \$150,000 in cash and \$223,109 as half the residue of her estate, as well as \$300,000 before her death, to Union Seminary.

Her friend and companion, Dr. Mathilda K. Wallin, received \$11,437 in personal effects, \$200,000 in cash, a life interest in \$25,000, and the use of her country home and town estate.

Wallin became Treasurer of the Women's Army General Hospital of New York in 1916, and a year later was named to the executive committee of the American Women's Hospitals, and held this post until her death.

She was a longtime trustee of the New York Infirmary for Women and Children.

Emily Ogden Butler. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

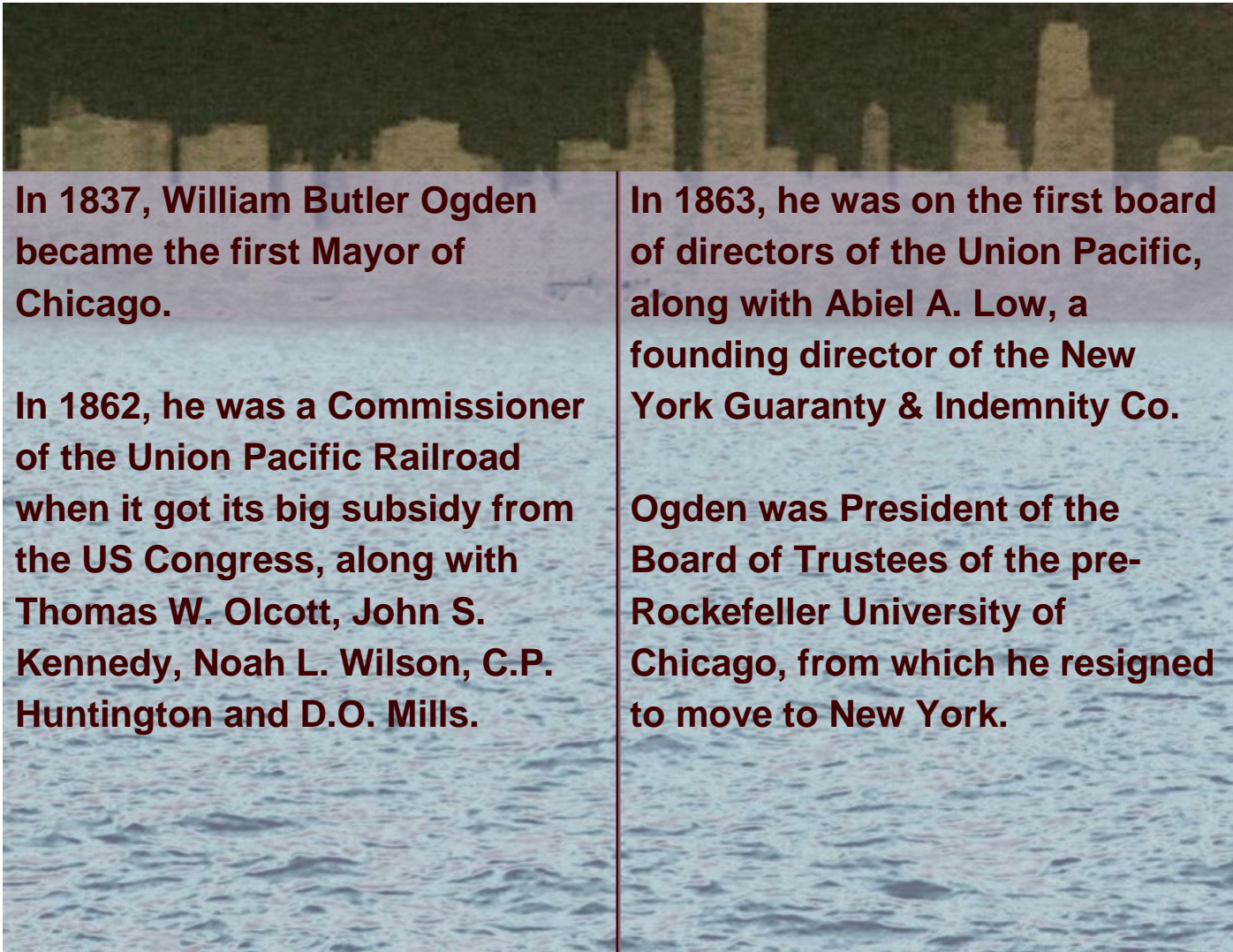
References:

Union Seminary Receives \$300,000. New York Times, Dec. 25, 1924.

Miss Emily O. Butler Left \$2,105,063 Net. New York Times, May 22, 1929

C.H. Strong to Keep Old Infirmary Open. New York Times, May 12, 1928.

Dr. Mathilda K. Wallin, a Physician, Dies; American Women's Hospital Official, 97. New York Times, Sep. 20, 1955.



In 1837, William Butler Ogden became the first Mayor of Chicago.

In 1862, he was a Commissioner of the Union Pacific Railroad when it got its big subsidy from the US Congress, along with Thomas W. Olcott, John S. Kennedy, Noah L. Wilson, C.P. Huntington and D.O. Mills.

In 1863, he was on the first board of directors of the Union Pacific, along with Abiel A. Low, a founding director of the New York Guaranty & Indemnity Co.

Ogden was President of the Board of Trustees of the pre-Rockefeller University of Chicago, from which he resigned to move to New York.

William Butler Ogden. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Public Notices. New York Times, July 14, 1862.

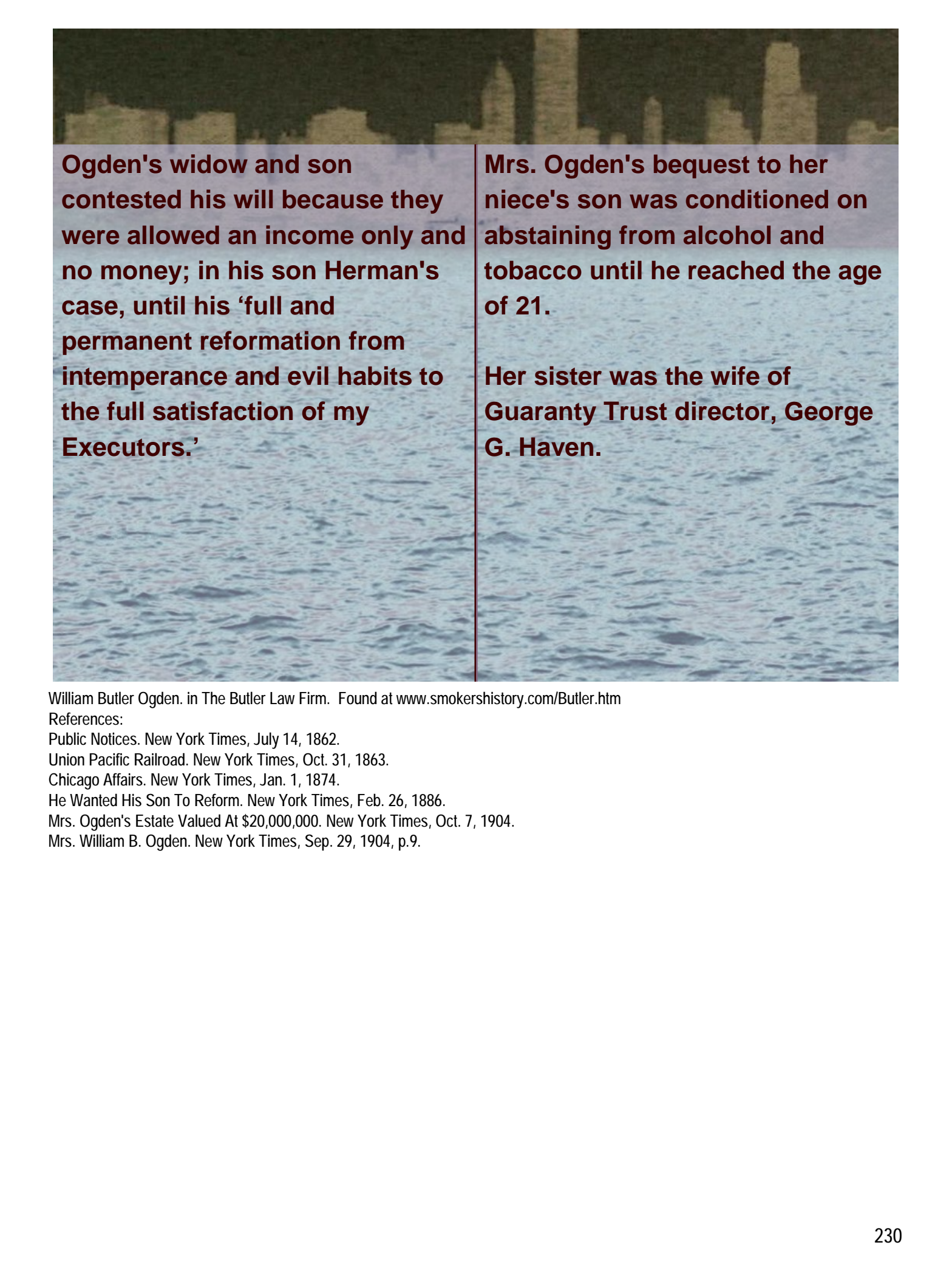
Union Pacific Railroad. New York Times, Oct. 31, 1863.

Chicago Affairs. New York Times, Jan. 1, 1874.

He Wanted His Son To Reform. New York Times, Feb. 26, 1886.

Mrs. Ogden's Estate Valued At \$20,000,000. New York Times, Oct. 7, 1904.

Mrs. William B. Ogden. New York Times, Sep. 29, 1904, p.9.



Ogden's widow and son contested his will because they were allowed an income only and no money; in his son Herman's case, until his 'full and permanent reformation from intemperance and evil habits to the full satisfaction of my Executors.'

Mrs. Ogden's bequest to her niece's son was conditioned on abstaining from alcohol and tobacco until he reached the age of 21.

Her sister was the wife of Guaranty Trust director, George G. Haven.

William Butler Ogden. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Public Notices. New York Times, July 14, 1862.

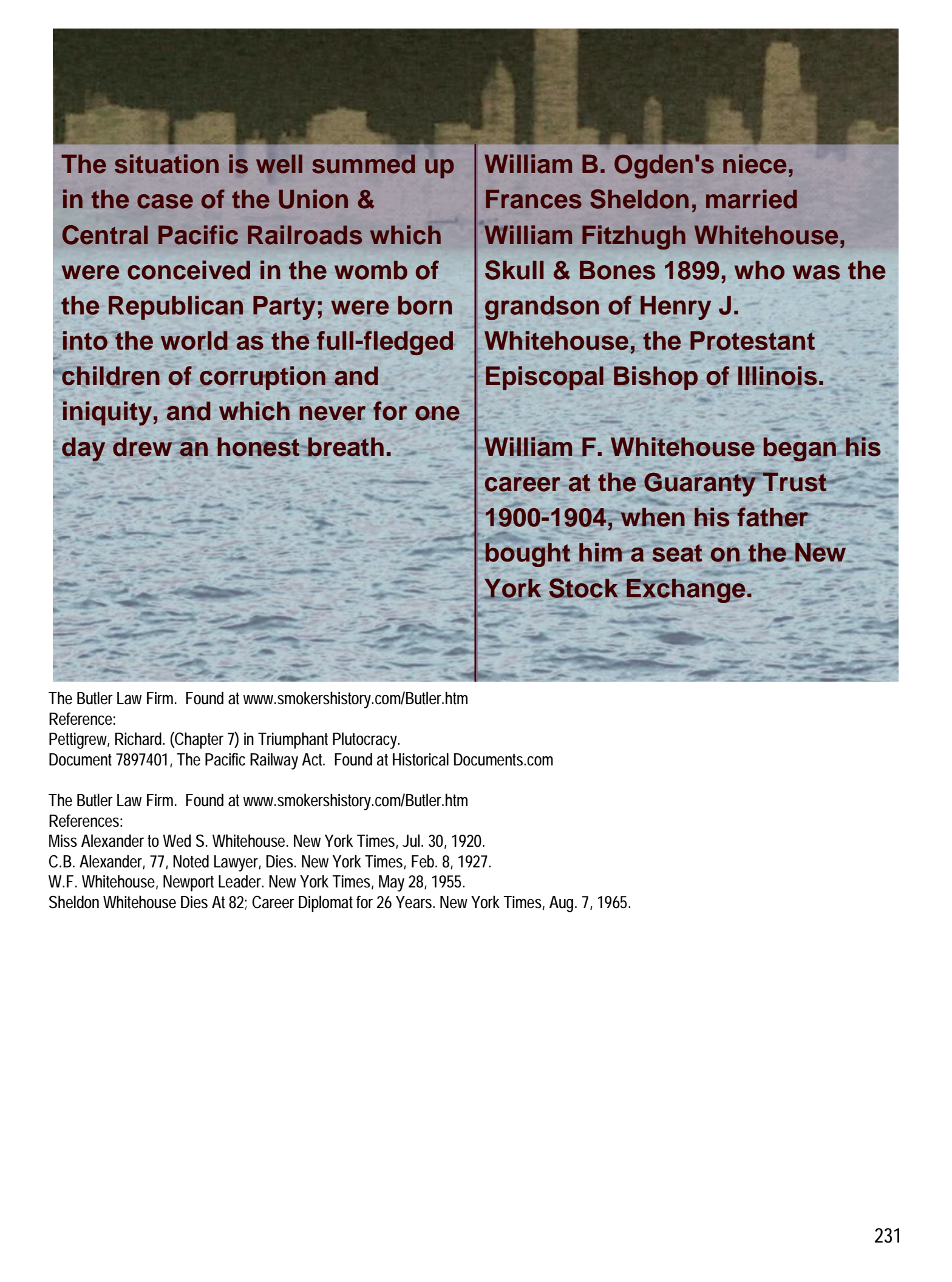
Union Pacific Railroad. New York Times, Oct. 31, 1863.

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He Wanted His Son To Reform. New York Times, Feb. 26, 1886.

Mrs. Ogden's Estate Valued At \$20,000,000. New York Times, Oct. 7, 1904.

Mrs. William B. Ogden. New York Times, Sep. 29, 1904, p.9.



The situation is well summed up in the case of the Union & Central Pacific Railroads which were conceived in the womb of the Republican Party; were born into the world as the full-fledged children of corruption and iniquity, and which never for one day drew an honest breath.

William B. Ogden's niece, Frances Sheldon, married William Fitzhugh Whitehouse, Skull & Bones 1899, who was the grandson of Henry J. Whitehouse, the Protestant Episcopal Bishop of Illinois.

William F. Whitehouse began his career at the Guaranty Trust 1900-1904, when his father bought him a seat on the New York Stock Exchange.

The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

Reference:

Pettigrew, Richard. (Chapter 7) in *Triumphant Plutocracy*.

Document 7897401, *The Pacific Railway Act*. Found at Historical Documents.com

The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

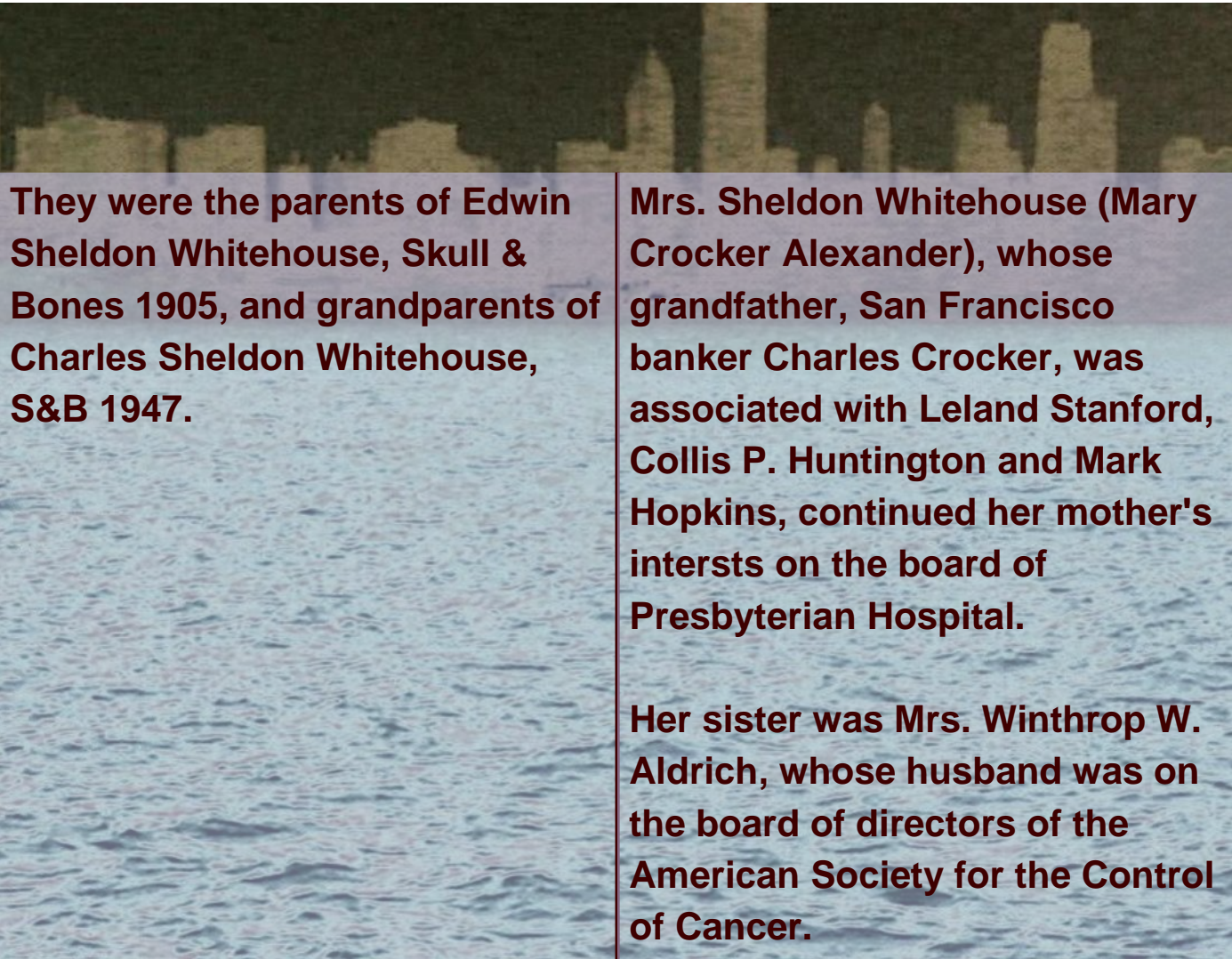
References:

Miss Alexander to Wed S. Whitehouse. *New York Times*, Jul. 30, 1920.

C.B. Alexander, 77, Noted Lawyer, Dies. *New York Times*, Feb. 8, 1927.

W.F. Whitehouse, Newport Leader. *New York Times*, May 28, 1955.

Sheldon Whitehouse Dies At 82; Career Diplomat for 26 Years. *New York Times*, Aug. 7, 1965.



They were the parents of Edwin Sheldon Whitehouse, Skull & Bones 1905, and grandparents of Charles Sheldon Whitehouse, S&B 1947.

Mrs. Sheldon Whitehouse (Mary Crocker Alexander), whose grandfather, San Francisco banker Charles Crocker, was associated with Leland Stanford, Collis P. Huntington and Mark Hopkins, continued her mother's interests on the board of Presbyterian Hospital.

Her sister was Mrs. Winthrop W. Aldrich, whose husband was on the board of directors of the American Society for the Control of Cancer.

The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

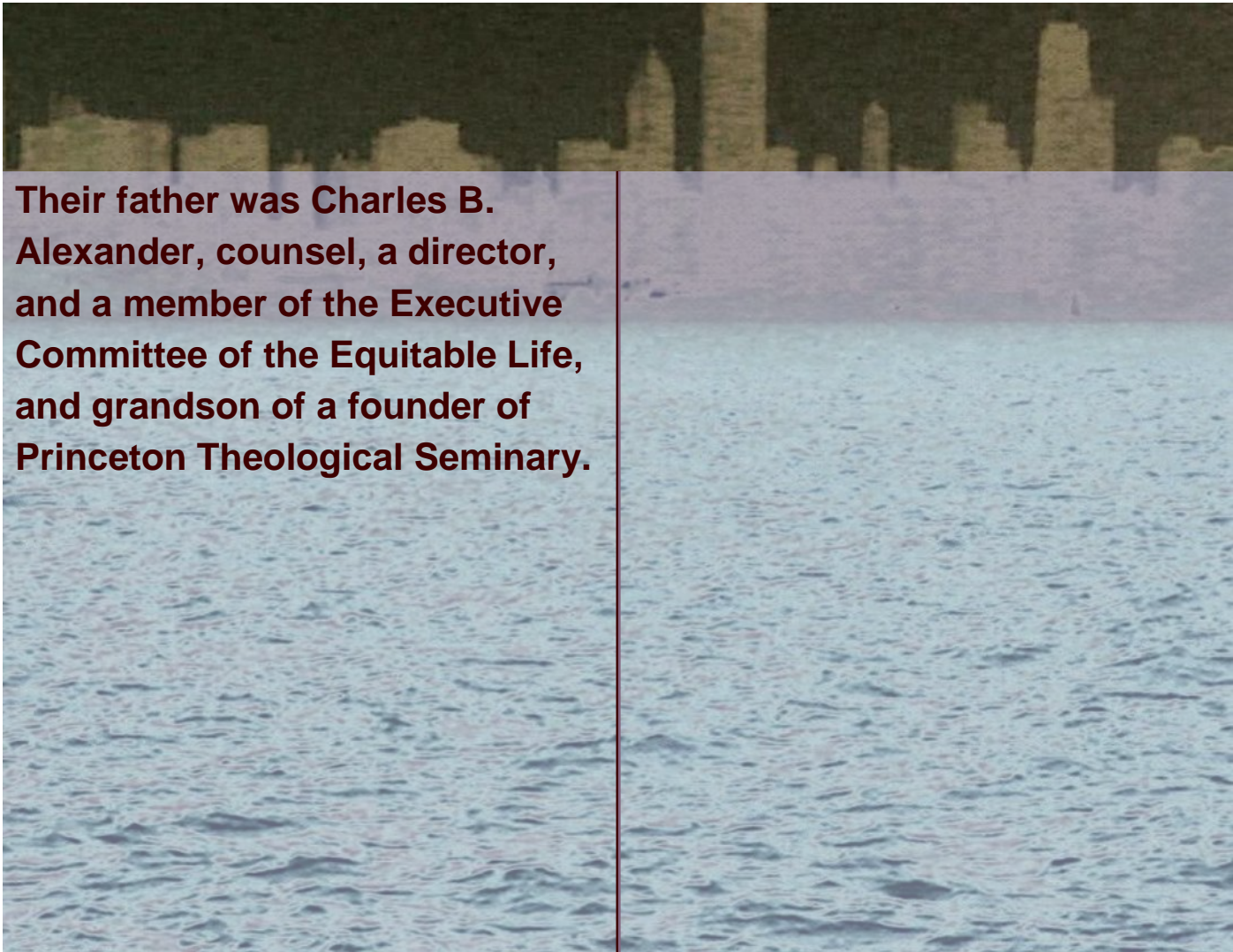
References:

Miss Alexander to Wed S. Whitehouse. New York Times, Jul. 30, 1920.

C.B. Alexander, 77, Noted Lawyer, Dies. New York Times, Feb. 8, 1927.

W.F. Whitehouse, Newport Leader. New York Times, May 28, 1955.

Sheldon Whitehouse Dies At 82; Career Diplomat for 26 Years. New York Times, Aug. 7, 1965.



Their father was Charles B. Alexander, counsel, a director, and a member of the Executive Committee of the Equitable Life, and grandson of a founder of Princeton Theological Seminary.

The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

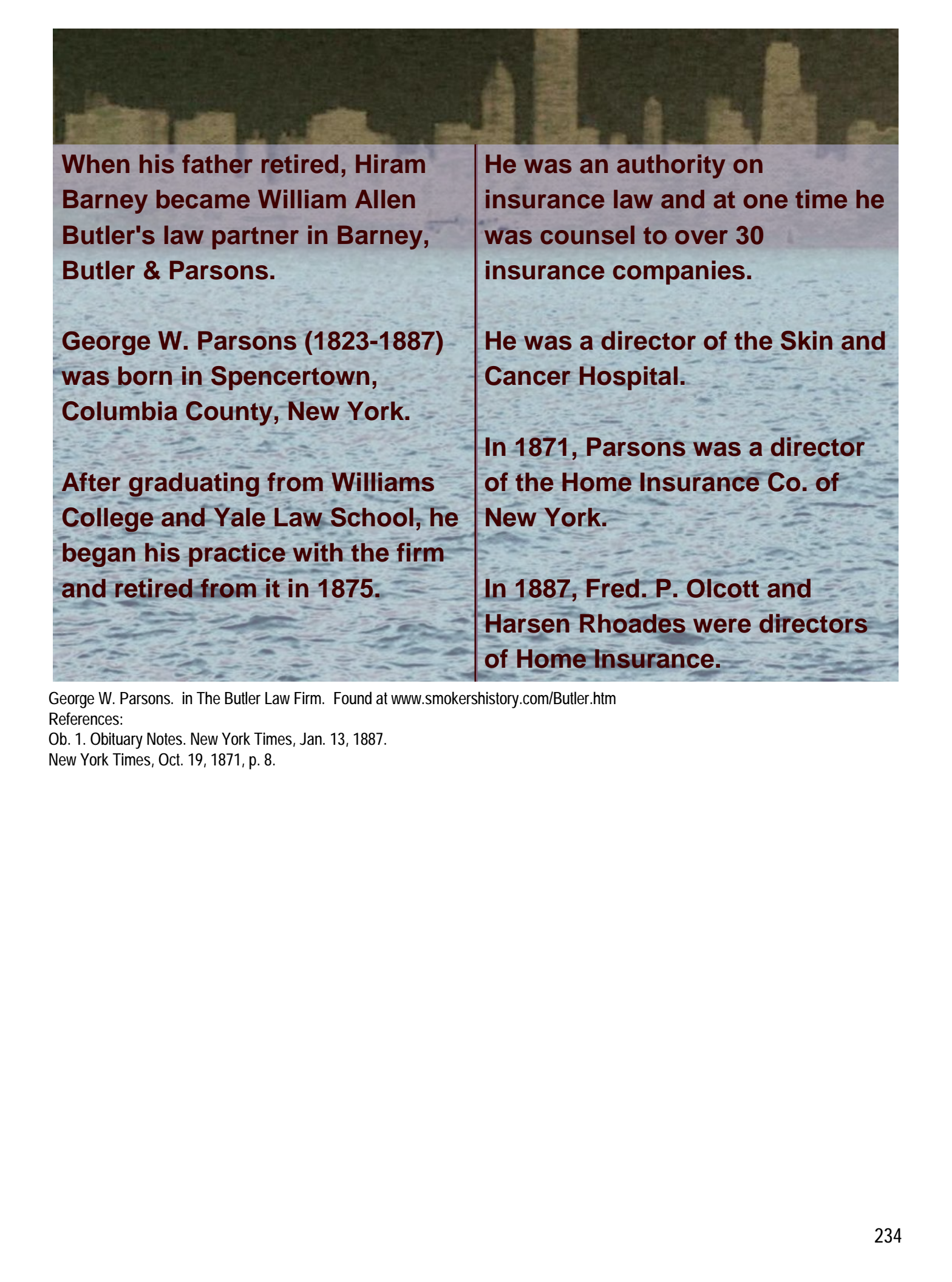
References:

Miss Alexander to Wed S. Whitehouse. *New York Times*, Jul. 30, 1920.

C.B. Alexander, 77, Noted Lawyer, Dies. *New York Times*, Feb. 8, 1927.

W.F. Whitehouse, Newport Leader. *New York Times*, May 28, 1955.

Sheldon Whitehouse Dies At 82; Career Diplomat for 26 Years. *New York Times*, Aug. 7, 1965.



When his father retired, Hiram Barney became William Allen Butler's law partner in Barney, Butler & Parsons.

George W. Parsons (1823-1887) was born in Spencertown, Columbia County, New York.

After graduating from Williams College and Yale Law School, he began his practice with the firm and retired from it in 1875.

He was an authority on insurance law and at one time he was counsel to over 30 insurance companies.

He was a director of the Skin and Cancer Hospital.

In 1871, Parsons was a director of the Home Insurance Co. of New York.

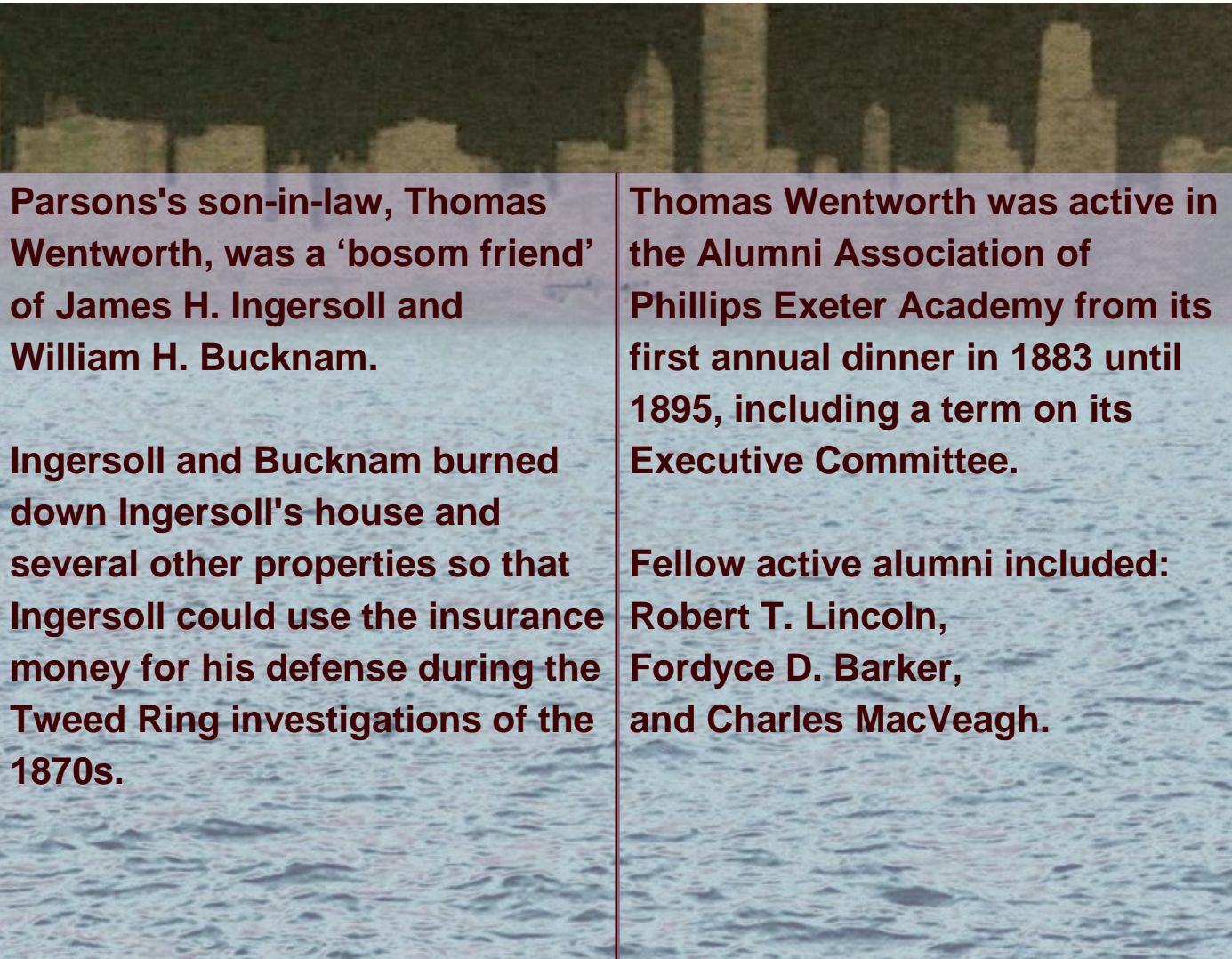
In 1887, Fred. P. Olcott and Harsen Rhoades were directors of Home Insurance.

George W. Parsons. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Ob. 1. Obituary Notes. New York Times, Jan. 13, 1887.

New York Times, Oct. 19, 1871, p. 8.



Parsons's son-in-law, Thomas Wentworth, was a 'bosom friend' of James H. Ingersoll and William H. Bucknam.

Ingersoll and Bucknam burned down Ingersoll's house and several other properties so that Ingersoll could use the insurance money for his defense during the Tweed Ring investigations of the 1870s.

Thomas Wentworth was active in the Alumni Association of Phillips Exeter Academy from its first annual dinner in 1883 until 1895, including a term on its Executive Committee.

Fellow active alumni included: Robert T. Lincoln, Fordyce D. Barker, and Charles MacVeagh.

Thomas Wentworth. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

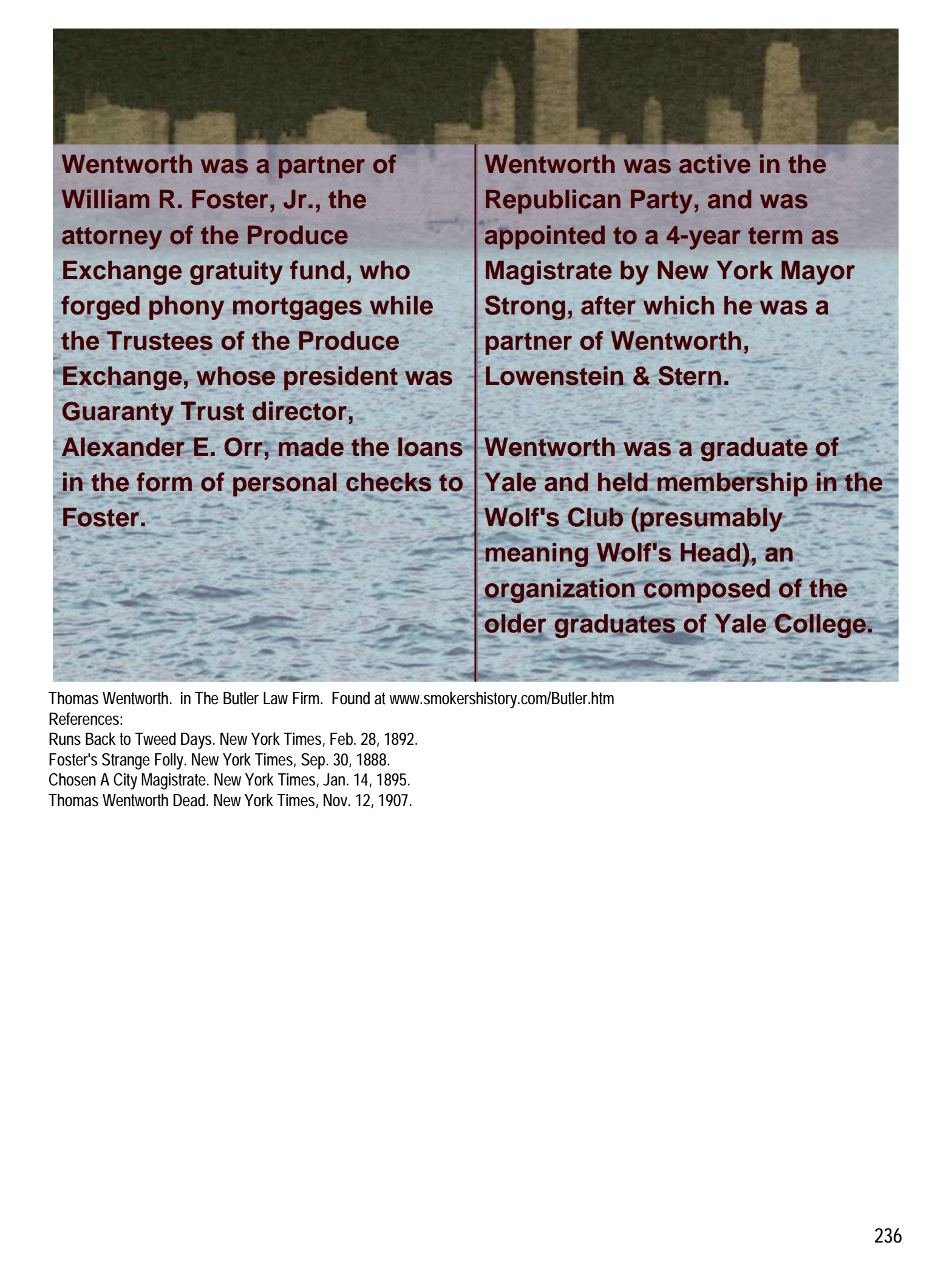
References:

Runs Back to Tweed Days. New York Times, Feb. 28, 1892.

Foster's Strange Folly. New York Times, Sep. 30, 1888.

Chosen A City Magistrate. New York Times, Jan. 14, 1895.

Thomas Wentworth Dead. New York Times, Nov. 12, 1907.



Wentworth was a partner of William R. Foster, Jr., the attorney of the Produce Exchange gratuity fund, who forged phony mortgages while the Trustees of the Produce Exchange, whose president was Guaranty Trust director, Alexander E. Orr, made the loans in the form of personal checks to Foster.

Wentworth was active in the Republican Party, and was appointed to a 4-year term as Magistrate by New York Mayor Strong, after which he was a partner of Wentworth, Lowenstein & Stern.

Wentworth was a graduate of Yale and held membership in the Wolf's Club (presumably meaning Wolf's Head), an organization composed of the older graduates of Yale College.

Thomas Wentworth. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

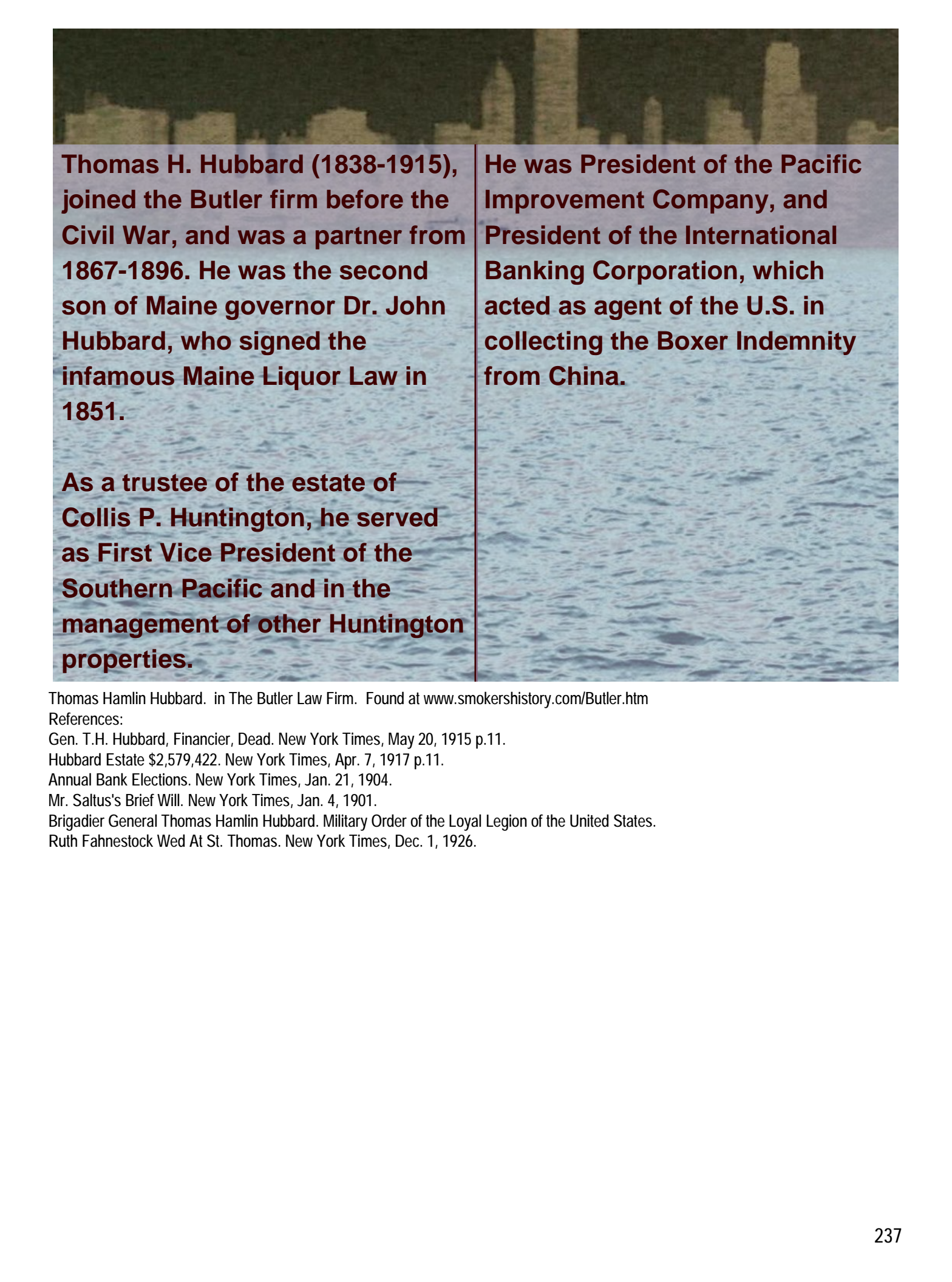
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Runs Back to Tweed Days. New York Times, Feb. 28, 1892.

Foster's Strange Folly. New York Times, Sep. 30, 1888.

Chosen A City Magistrate. New York Times, Jan. 14, 1895.

Thomas Wentworth Dead. New York Times, Nov. 12, 1907.



Thomas H. Hubbard (1838-1915), joined the Butler firm before the Civil War, and was a partner from 1867-1896. He was the second son of Maine governor Dr. John Hubbard, who signed the infamous Maine Liquor Law in 1851.

As a trustee of the estate of Collis P. Huntington, he served as First Vice President of the Southern Pacific and in the management of other Huntington properties.

He was President of the Pacific Improvement Company, and President of the International Banking Corporation, which acted as agent of the U.S. in collecting the Boxer Indemnity from China.

Thomas Hamlin Hubbard. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Gen. T.H. Hubbard, Financier, Dead. New York Times, May 20, 1915 p.11.

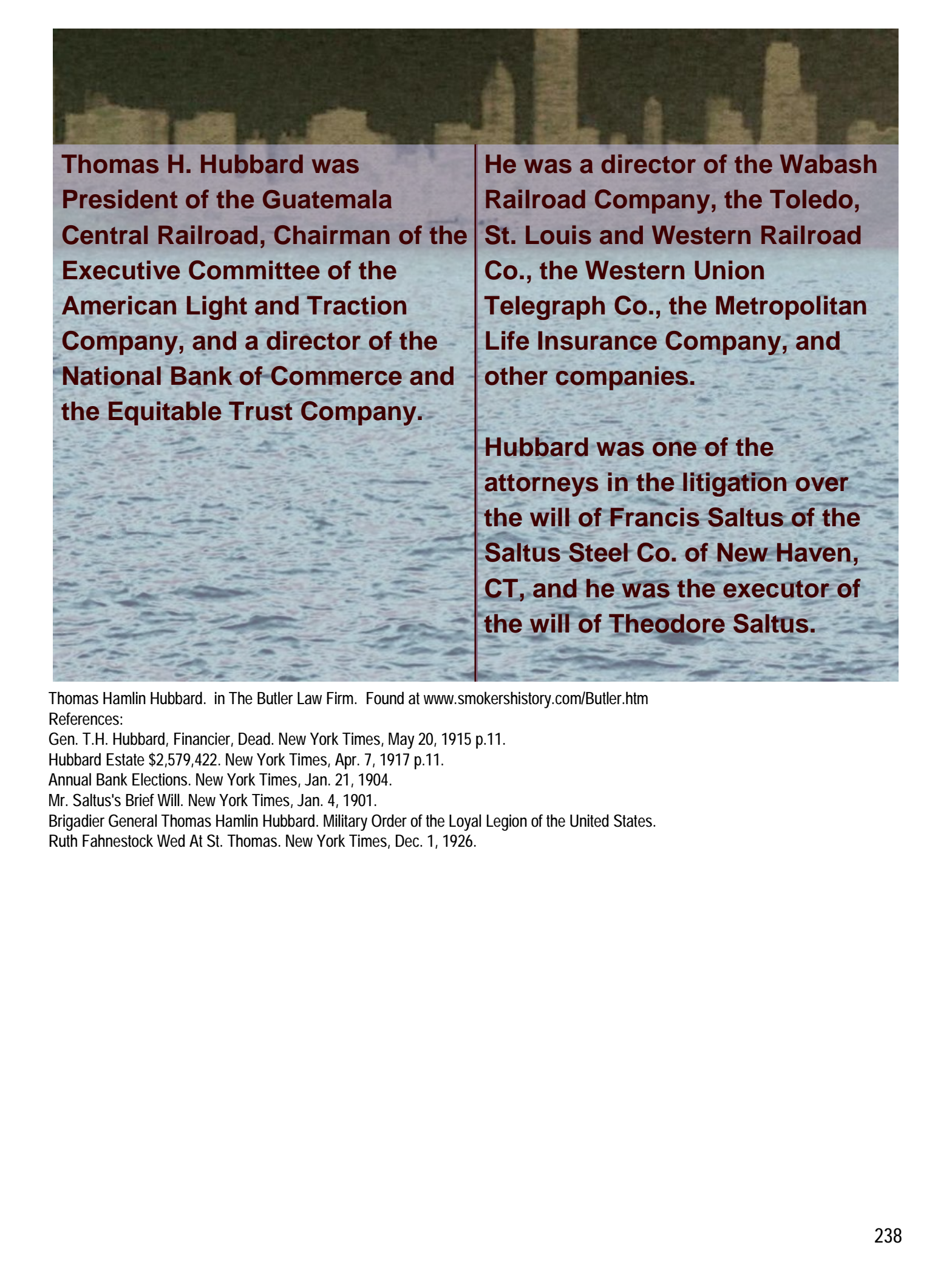
Hubbard Estate \$2,579,422. New York Times, Apr. 7, 1917 p.11.

Annual Bank Elections. New York Times, Jan. 21, 1904.

Mr. Saltus's Brief Will. New York Times, Jan. 4, 1901.

Brigadier General Thomas Hamlin Hubbard. Military Order of the Loyal Legion of the United States.

Ruth Fahnestock Wed At St. Thomas. New York Times, Dec. 1, 1926.



Thomas H. Hubbard was President of the Guatemala Central Railroad, Chairman of the Executive Committee of the American Light and Traction Company, and a director of the National Bank of Commerce and the Equitable Trust Company.

He was a director of the Wabash Railroad Company, the Toledo, St. Louis and Western Railroad Co., the Western Union Telegraph Co., the Metropolitan Life Insurance Company, and other companies.

Hubbard was one of the attorneys in the litigation over the will of Francis Saltus of the Saltus Steel Co. of New Haven, CT, and he was the executor of the will of Theodore Saltus.

Thomas Hamlin Hubbard. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Gen. T.H. Hubbard, Financier, Dead. New York Times, May 20, 1915 p.11.

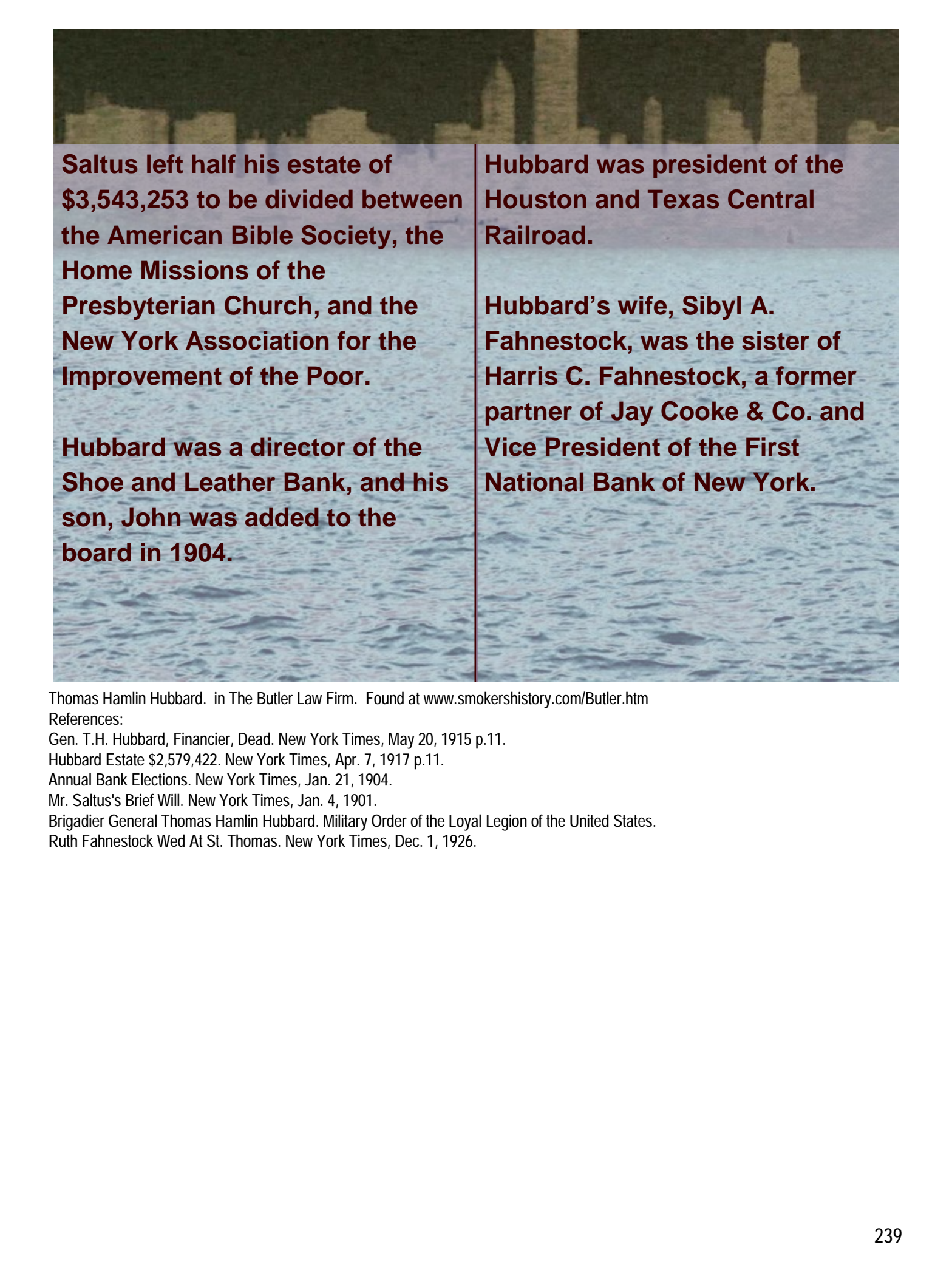
Hubbard Estate \$2,579,422. New York Times, Apr. 7, 1917 p.11.

Annual Bank Elections. New York Times, Jan. 21, 1904.

Mr. Saltus's Brief Will. New York Times, Jan. 4, 1901.

Brigadier General Thomas Hamlin Hubbard. Military Order of the Loyal Legion of the United States.

Ruth Fahnestock Wed At St. Thomas. New York Times, Dec. 1, 1926.



Saltus left half his estate of \$3,543,253 to be divided between the American Bible Society, the Home Missions of the Presbyterian Church, and the New York Association for the Improvement of the Poor.

Hubbard was a director of the Shoe and Leather Bank, and his son, John was added to the board in 1904.

Hubbard was president of the Houston and Texas Central Railroad.

Hubbard's wife, Sibyl A. Fahnestock, was the sister of Harris C. Fahnestock, a former partner of Jay Cooke & Co. and Vice President of the First National Bank of New York.

Thomas Hamlin Hubbard. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Gen. T.H. Hubbard, Financier, Dead. New York Times, May 20, 1915 p.11.

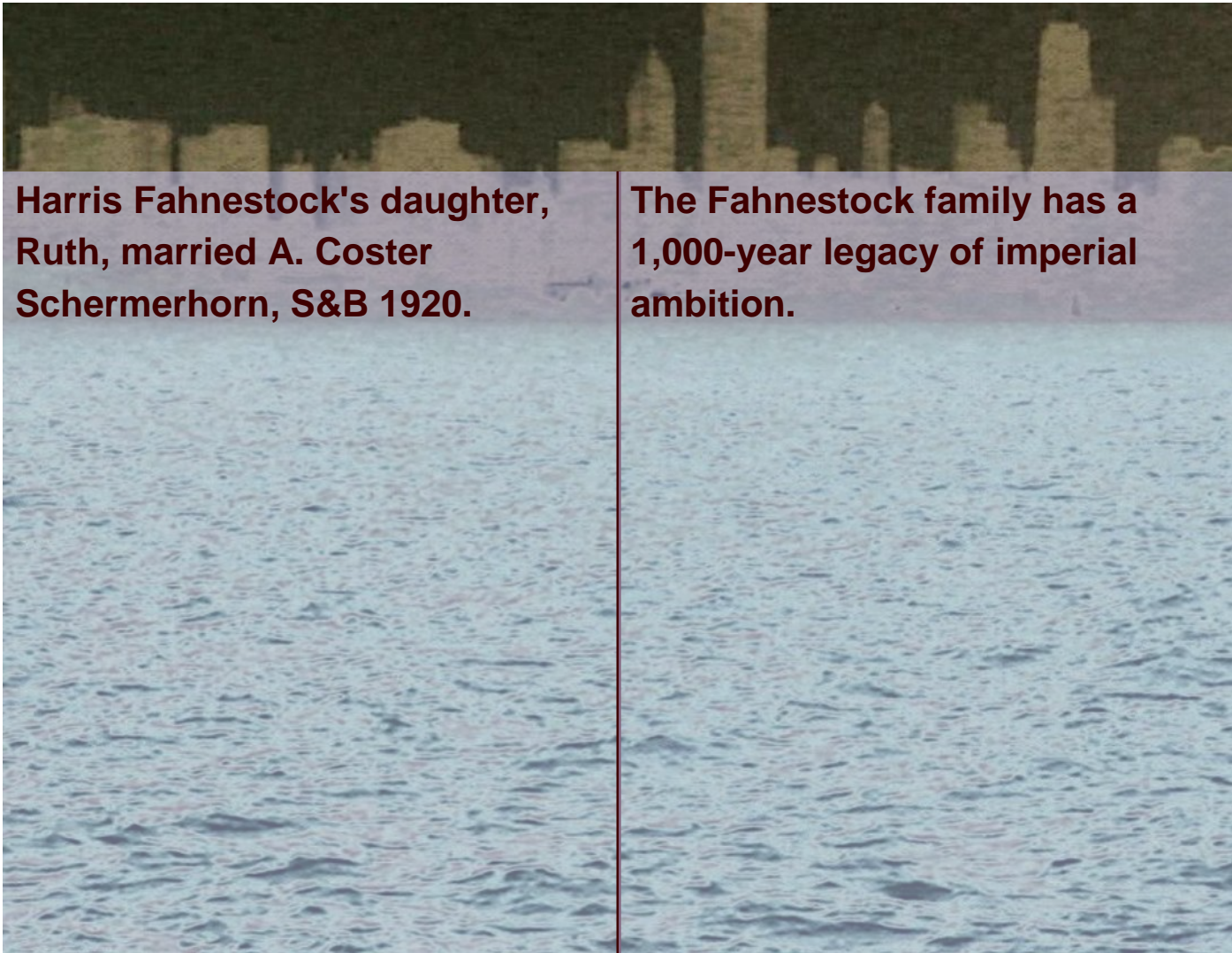
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Annual Bank Elections. New York Times, Jan. 21, 1904.

Mr. Saltus's Brief Will. New York Times, Jan. 4, 1901.

Brigadier General Thomas Hamlin Hubbard. Military Order of the Loyal Legion of the United States.

Ruth Fahnestock Wed At St. Thomas. New York Times, Dec. 1, 1926.



**Harris Fahnestock's daughter,
Ruth, married A. Coster
Schermerhorn, S&B 1920.**

**The Fahnestock family has a
1,000-year legacy of imperial
ambition.**

Thomas Hamlin Hubbard. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Gen. T.H. Hubbard, Financier, Dead. New York Times, May 20, 1915 p.11.

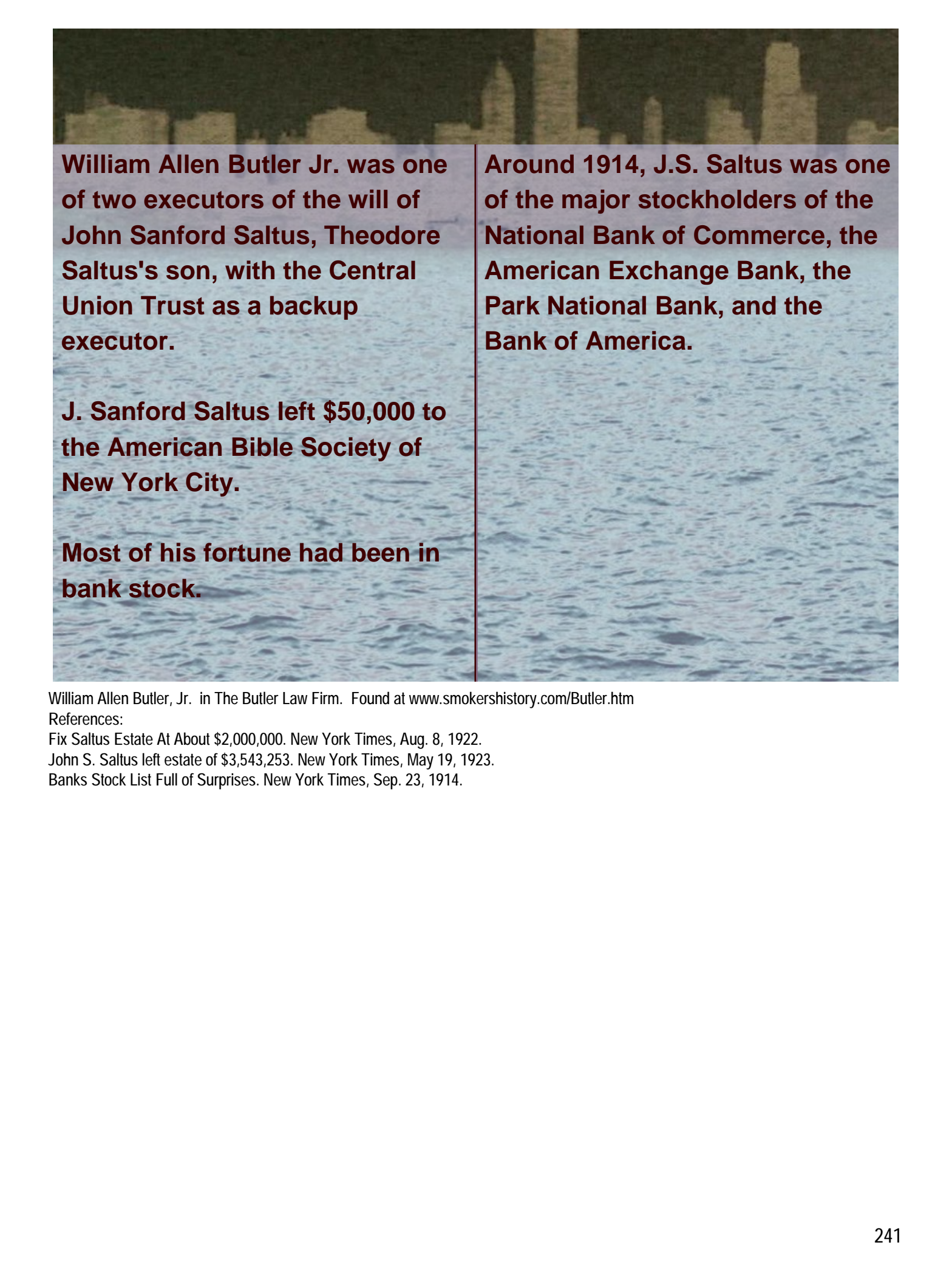
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Annual Bank Elections. New York Times, Jan. 21, 1904.

Mr. Saltus's Brief Will. New York Times, Jan. 4, 1901.

Brigadier General Thomas Hamlin Hubbard. Military Order of the Loyal Legion of the United States.

Ruth Fahnestock Wed At St. Thomas. New York Times, Dec. 1, 1926.



William Allen Butler Jr. was one of two executors of the will of John Sanford Saltus, Theodore Saltus's son, with the Central Union Trust as a backup executor.

J. Sanford Saltus left \$50,000 to the American Bible Society of New York City.

Most of his fortune had been in bank stock.

Around 1914, J.S. Saltus was one of the major stockholders of the National Bank of Commerce, the American Exchange Bank, the Park National Bank, and the Bank of America.

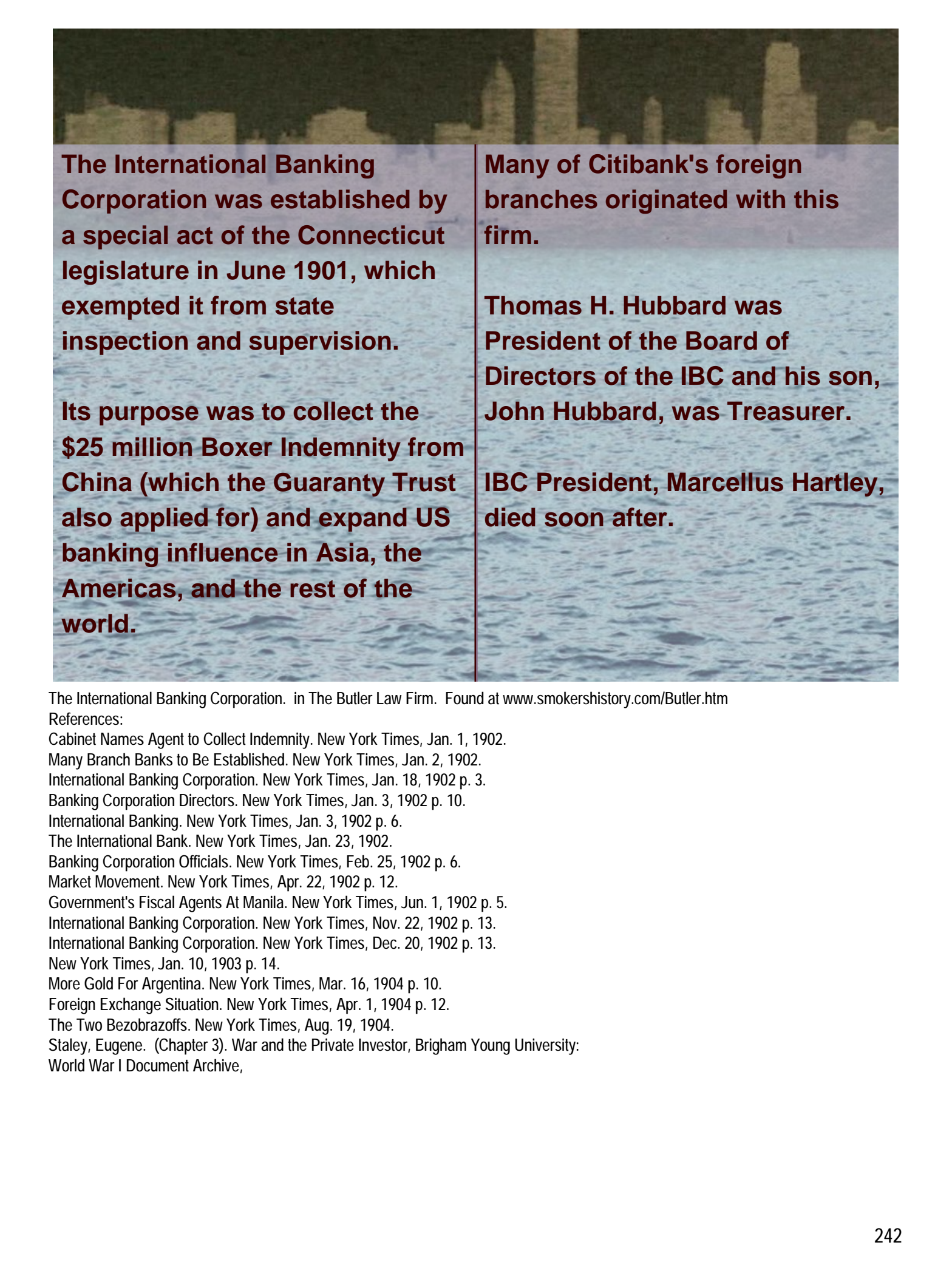
William Allen Butler, Jr. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Fix Saltus Estate At About \$2,000,000. New York Times, Aug. 8, 1922.

John S. Saltus left estate of \$3,543,253. New York Times, May 19, 1923.

Banks Stock List Full of Surprises. New York Times, Sep. 23, 1914.



The International Banking Corporation was established by a special act of the Connecticut legislature in June 1901, which exempted it from state inspection and supervision.

Its purpose was to collect the \$25 million Boxer Indemnity from China (which the Guaranty Trust also applied for) and expand US banking influence in Asia, the Americas, and the rest of the world.

Many of Citibank's foreign branches originated with this firm.

Thomas H. Hubbard was President of the Board of Directors of the IBC and his son, John Hubbard, was Treasurer.

IBC President, Marcellus Hartley, died soon after.

The International Banking Corporation. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Cabinet Names Agent to Collect Indemnity. New York Times, Jan. 1, 1902.

Many Branch Banks to Be Established. New York Times, Jan. 2, 1902.

International Banking Corporation. New York Times, Jan. 18, 1902 p. 3.

Banking Corporation Directors. New York Times, Jan. 3, 1902 p. 10.

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The International Bank. New York Times, Jan. 23, 1902.

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Market Movement. New York Times, Apr. 22, 1902 p. 12.

Government's Fiscal Agents At Manila. New York Times, Jun. 1, 1902 p. 5.

International Banking Corporation. New York Times, Nov. 22, 1902 p. 13.

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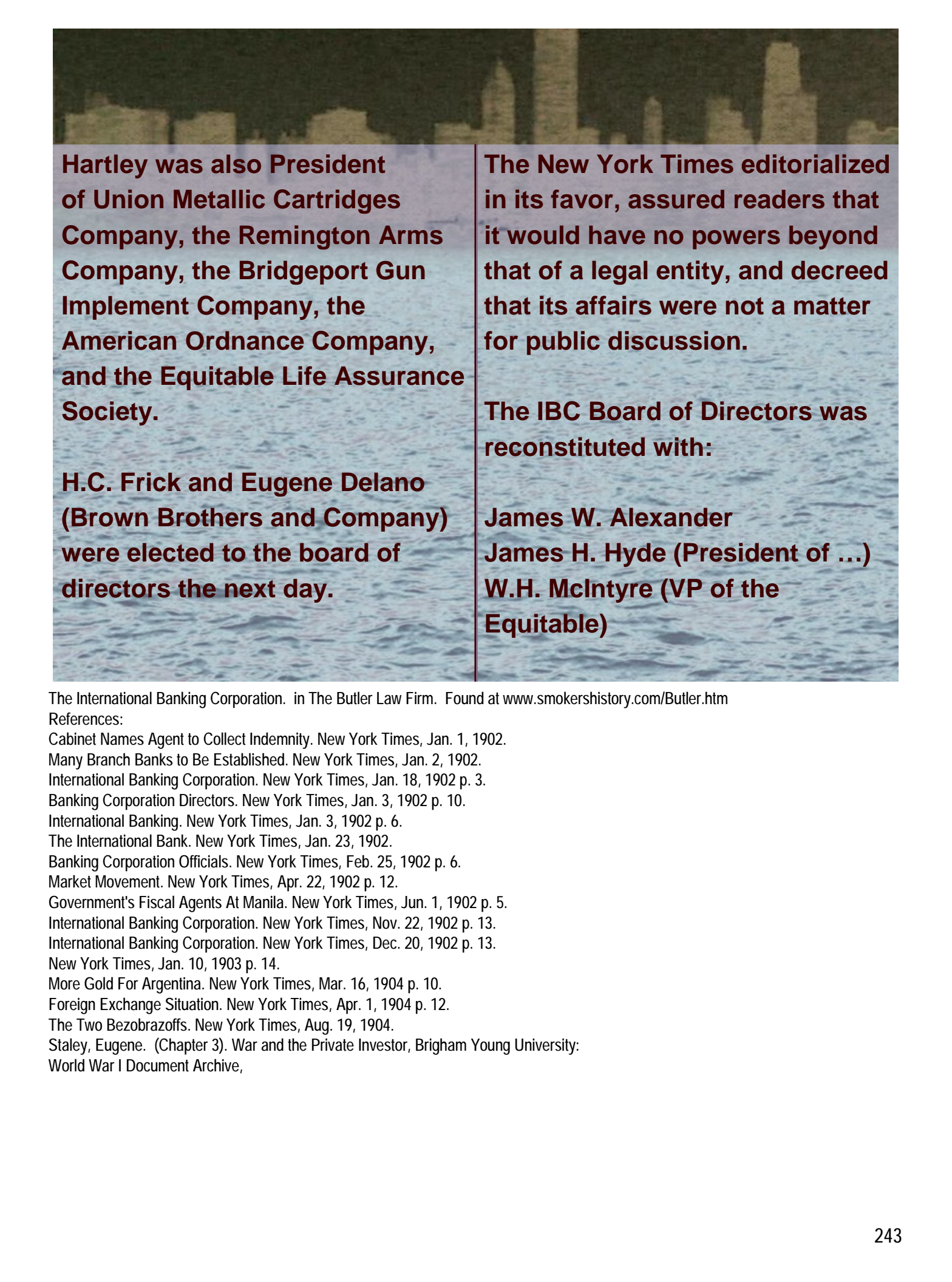
New York Times, Jan. 10, 1903 p. 14.

More Gold For Argentina. New York Times, Mar. 16, 1904 p. 10.

Foreign Exchange Situation. New York Times, Apr. 1, 1904 p. 12.

The Two Bezobrazoffs. New York Times, Aug. 19, 1904.

Staley, Eugene. (Chapter 3). War and the Private Investor, Brigham Young University: World War I Document Archive,



Hartley was also President of Union Metallic Cartridges Company, the Remington Arms Company, the Bridgeport Gun Implement Company, the American Ordnance Company, and the Equitable Life Assurance Society.

H.C. Frick and Eugene Delano (Brown Brothers and Company) were elected to the board of directors the next day.

The New York Times editorialized in its favor, assured readers that it would have no powers beyond that of a legal entity, and decreed that its affairs were not a matter for public discussion.

The IBC Board of Directors was reconstituted with:

**James W. Alexander
James H. Hyde (President of ...)
W.H. McIntyre (VP of the Equitable)**

The International Banking Corporation. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

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Many Branch Banks to Be Established. New York Times, Jan. 2, 1902.

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The Two Bezobrazoffs. New York Times, Aug. 19, 1904.

Staley, Eugene. (Chapter 3). War and the Private Investor, Brigham Young University: World War I Document Archive,

The reconstituted IBC Board of Directors also included:

E.H. Harriman (Chairman, Union Pacific)

Abram S. Hewitt (ex-mayor of New York) (who died in 1903)

Luther Kountze (Kountze Brothers)

Edwin Gould (President, St. Louis Southwestern Railway)

H.E. Huntington (Director of the Southern Pacific Railroad);

George Crocker (President of the Pacific Improvement Co.)

John J. McCook (Alexander & Green, attys, 120 Broadway, where the meeting was held)

J.M. Ceballos (J.M. Ceballos & Co., shippers)

Edward F. Cragin (director)

H.S. Manning (vice president) (Trust Company of America)

R.A.C. Smith (Vice President, American Surety Co.)

A.W. Paige (of Bridgeport, CT)

Jules S. Bache (VP, Toledo, St. Louis and Kansas City Railroad)

John B. Jackson (President, Fidelity Title & Trust, Pittsburgh).

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The Two Bezobrazoffs. New York Times, Aug. 19, 1904.

Staley, Eugene. (Chapter 3). War and the Private Investor, Brigham Young University: World War I Document Archive,

Reconstituted IBC Board of Directors also included:

**H.P. McIntosh (President, Guardian Trust Co., Cleveland)
H.S. Rogers (VP) and
H. Hardy (Secretary) (Merchants National Bank, Cincinnati)
Crane (ex-governor, MA).**

**Alfred Gwynne Vanderbilt,
Isaac Guggenheim, and
John Hubbard
joined the IBC directorate.**

J.B. Lee (22-year veteran of the Chartered Bank of India, Australia, and China) was appointed manager.

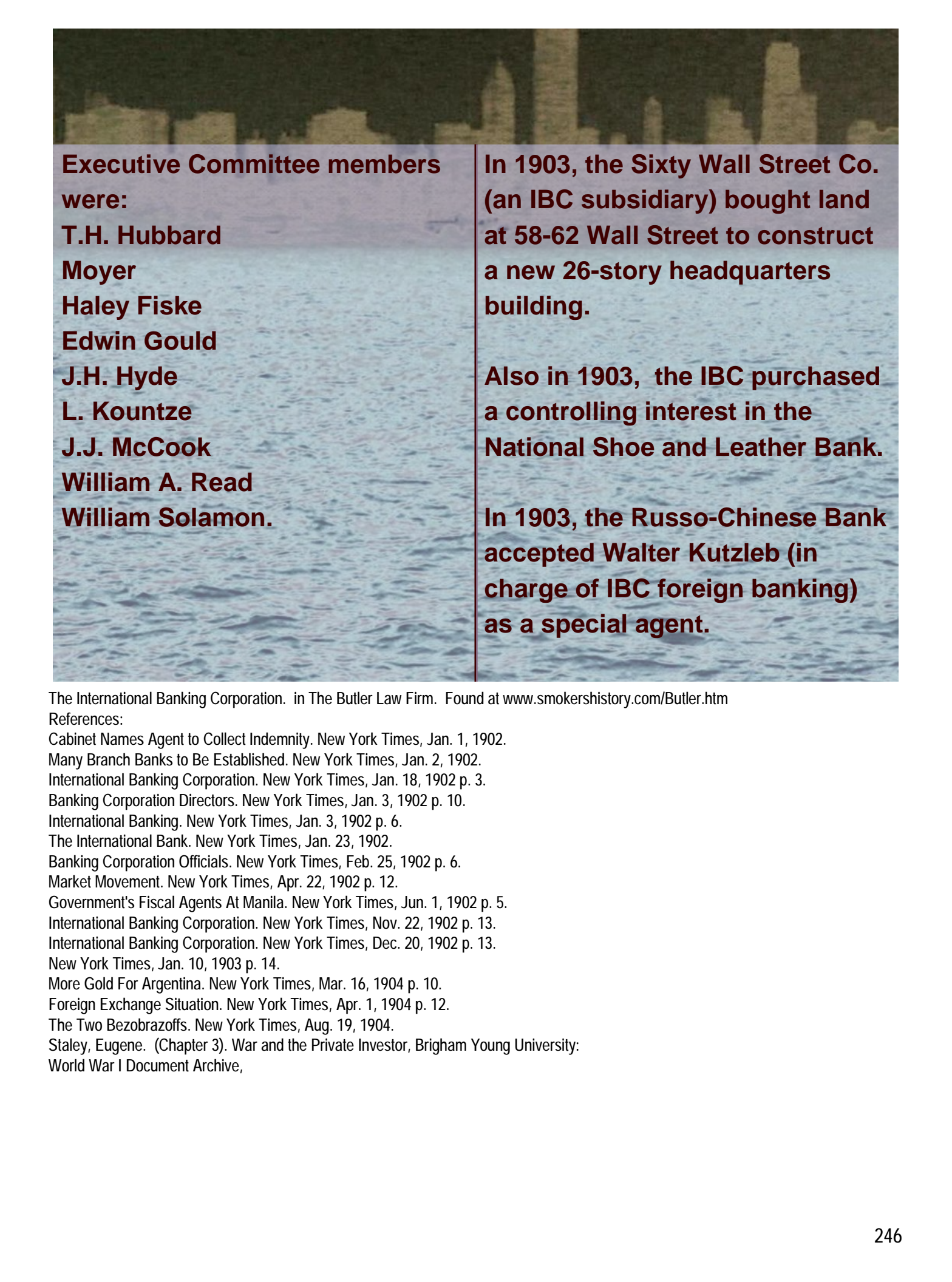
W.H. McIntyre (New York associate agent of the Colonial Bank of London) was Lee's assistant.

William L. Moyer (President, National Shoe and Leather Bank) was elected IBC President; Alexander Green, Secretary; and Allen W. Page, Attorney.

The International Banking Corporation. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

- Cabinet Names Agent to Collect Indemnity. New York Times, Jan. 1, 1902.
- Many Branch Banks to Be Established. New York Times, Jan. 2, 1902.
- International Banking Corporation. New York Times, Jan. 18, 1902 p. 3.
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- The Two Bezobrazoffs. New York Times, Aug. 19, 1904.
- Staley, Eugene. (Chapter 3). War and the Private Investor, Brigham Young University: World War I Document Archive,



Executive Committee members were:

T.H. Hubbard

Moyer

Haley Fiske

Edwin Gould

J.H. Hyde

L. Kountze

J.J. McCook

William A. Read

William Solamon.

In 1903, the Sixty Wall Street Co. (an IBC subsidiary) bought land at 58-62 Wall Street to construct a new 26-story headquarters building.

Also in 1903, the IBC purchased a controlling interest in the National Shoe and Leather Bank.

In 1903, the Russo-Chinese Bank accepted Walter Kutzleb (in charge of IBC foreign banking) as a special agent.

The International Banking Corporation. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Cabinet Names Agent to Collect Indemnity. New York Times, Jan. 1, 1902.

Many Branch Banks to Be Established. New York Times, Jan. 2, 1902.

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By March 1904, IBC had shipped \$1.5 million of gold to Argentina, and planned to send several million dollars more in April. Paris was the ultimate destination.

The Russo-Japanese War broke out during this time.

The Yalu River Timber Co. interests, headed by a courtier named Bezobrazoff, had been a major incitement.

Wolf Von Schierbrand wrote a letter to the New York Times saying that Bezobrazoff took good care to disappear from the scenes of his exploits (St. Petersburg and Far Asia) at the very commencement of this present war.

Von Schierbrand reported that Bezobrazoff lived in Paris, enjoying his ill-gotten gains in luxurious idleness, but in disgrace with his monarch.

The International Banking Corporation. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Cabinet Names Agent to Collect Indemnity. New York Times, Jan. 1, 1902.

Many Branch Banks to Be Established. New York Times, Jan. 2, 1902.

International Banking Corporation. New York Times, Jan. 18, 1902 p. 3.

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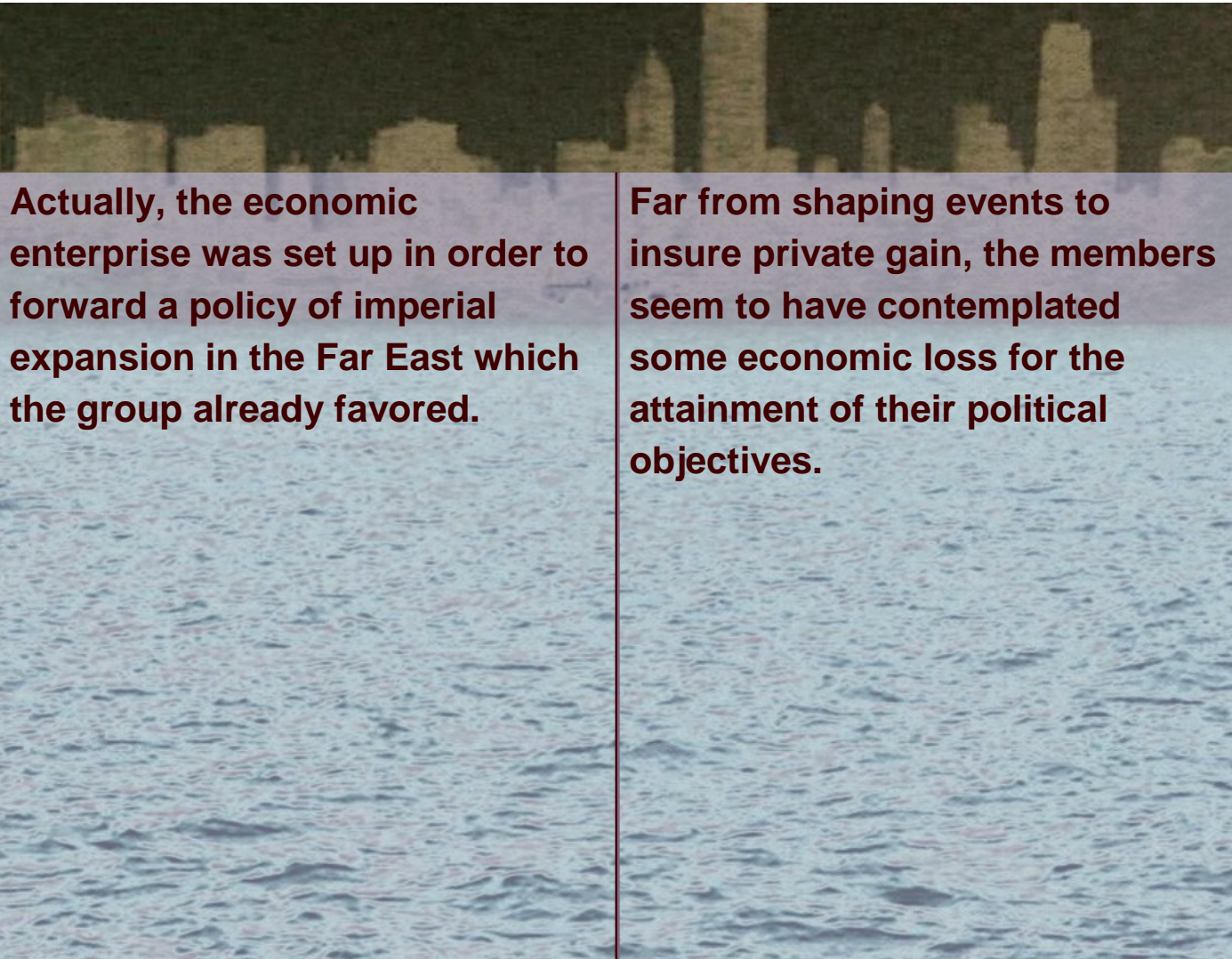
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Foreign Exchange Situation. New York Times, Apr. 1, 1904 p. 12.

The Two Bezobrazoffs. New York Times, Aug. 19, 1904.

Staley, Eugene. (Chapter 3). War and the Private Investor, Brigham Young University: World War I Document Archive,



Actually, the economic enterprise was set up in order to forward a policy of imperial expansion in the Far East which the group already favored.

Far from shaping events to insure private gain, the members seem to have contemplated some economic loss for the attainment of their political objectives.

The International Banking Corporation. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Cabinet Names Agent to Collect Indemnity. New York Times, Jan. 1, 1902.

Many Branch Banks to Be Established. New York Times, Jan. 2, 1902.

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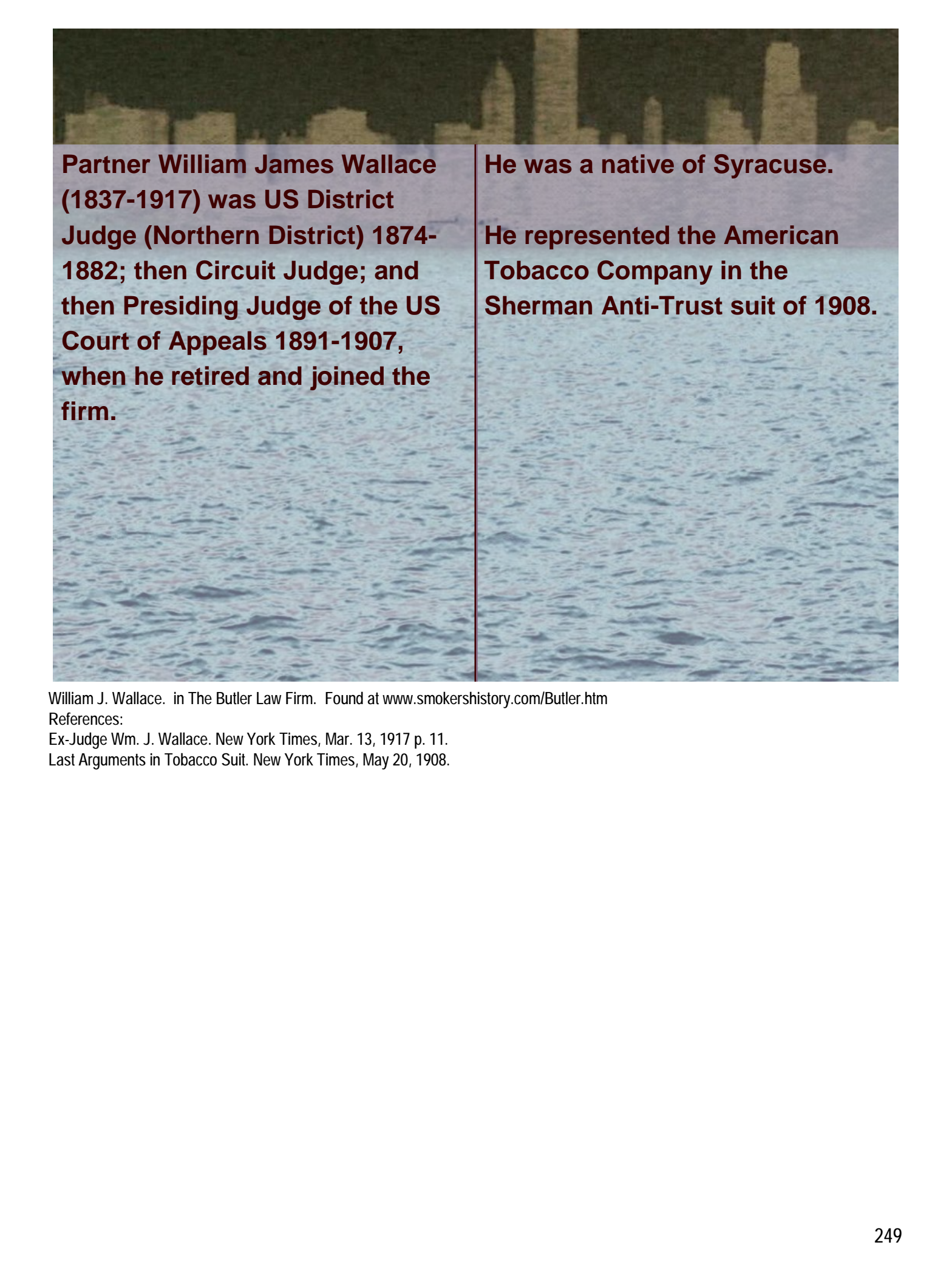
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The Two Bezobrazoffs. New York Times, Aug. 19, 1904.

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Partner William James Wallace (1837-1917) was US District Judge (Northern District) 1874-1882; then Circuit Judge; and then Presiding Judge of the US Court of Appeals 1891-1907, when he retired and joined the firm.

He was a native of Syracuse.

He represented the American Tobacco Company in the Sherman Anti-Trust suit of 1908.

William J. Wallace. in The Butler Law Firm. Found at www.smokershistory.com/Butler.htm

References:

Ex-Judge Wm. J. Wallace. New York Times, Mar. 13, 1917 p. 11.

Last Arguments in Tobacco Suit. New York Times, May 20, 1908.



Harris & Ewing (photographer). J. Ogden Armour. 1918. No known restrictions on publication.

Gift; Harris & Ewing, Inc. 1955.

Harris & Ewing Collection. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA

<http://hdl.loc.gov/loc.pnp/pp.print>

(digital file from original negative) hec 11615 <http://hdl.loc.gov/loc.pnp/hec.11615>

<http://memory.loc.gov/master/pnp/hec/11600/11615u.tif>



J. Ogden Armour. National Photo Company (1922 November 16). No known restrictions on publication.

Gift; Herbert A. French; 1947.

National Photo Company Collection. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original) npcc 07376 <http://hdl.loc.gov/loc.pnp/npcc.07376>



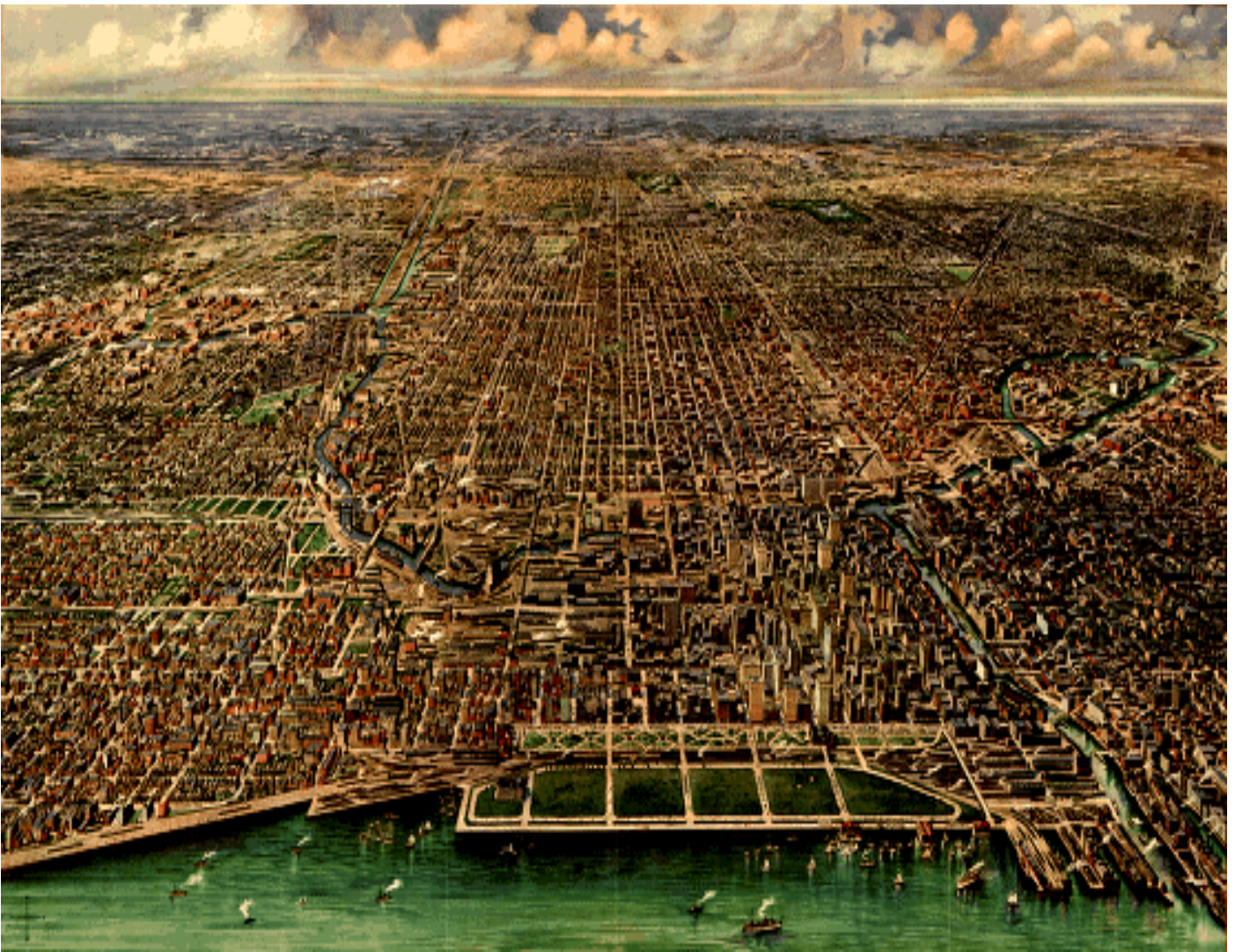
J. Ogden Armour. Bain News Service, publisher. No known restrictions on publication.

George Grantham Bain Collection. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original neg.) ggbain 06054 <http://hdl.loc.gov/loc.pnp/ggbain.06054>



J. Ogden Armour. Copyrighted by Moffett, 1916. No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
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<http://memory.loc.gov/master/pnp/cph/3a40000/3a42000/3a42800/3a42874u.tif>



Reincke, Arno Bo. (1916). Chicago, central business section. Chicago: Aeroview Co. (1916). Reincke-Ellis Company (engravers-printers).

Bird's-eye view.

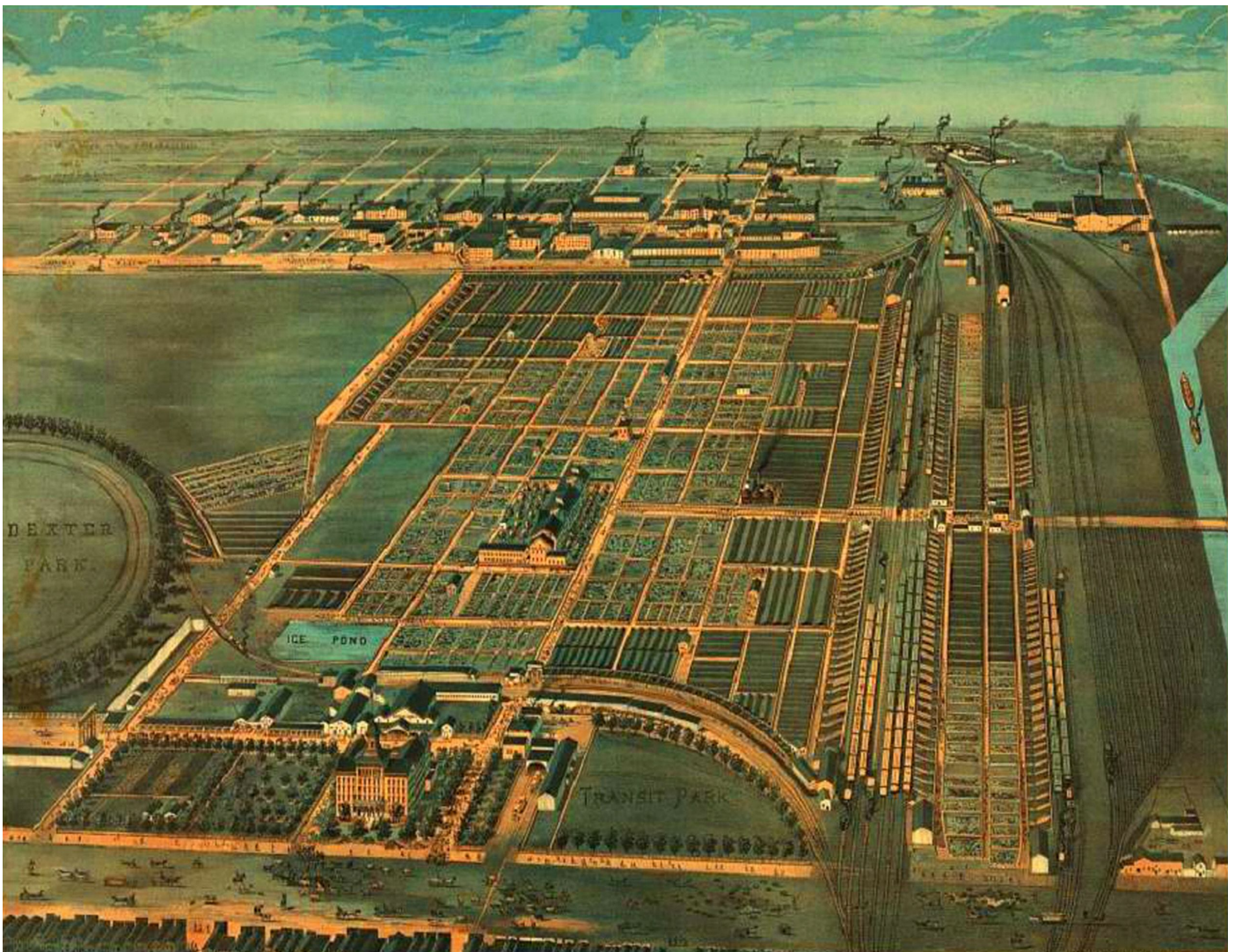
Advertisement and location of Intertype Corporation overprinted in red.

Reference: LC Panoramic maps (2nd ed.), 155.

Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. g4104c pm001552

<http://hdl.loc.gov/loc.gmd/g4104c.pm001552>. g4104c pm001550 <http://hdl.loc.gov/loc.gmd/g4104c.pm001550>. #G4104.C6A3 1916 .R39

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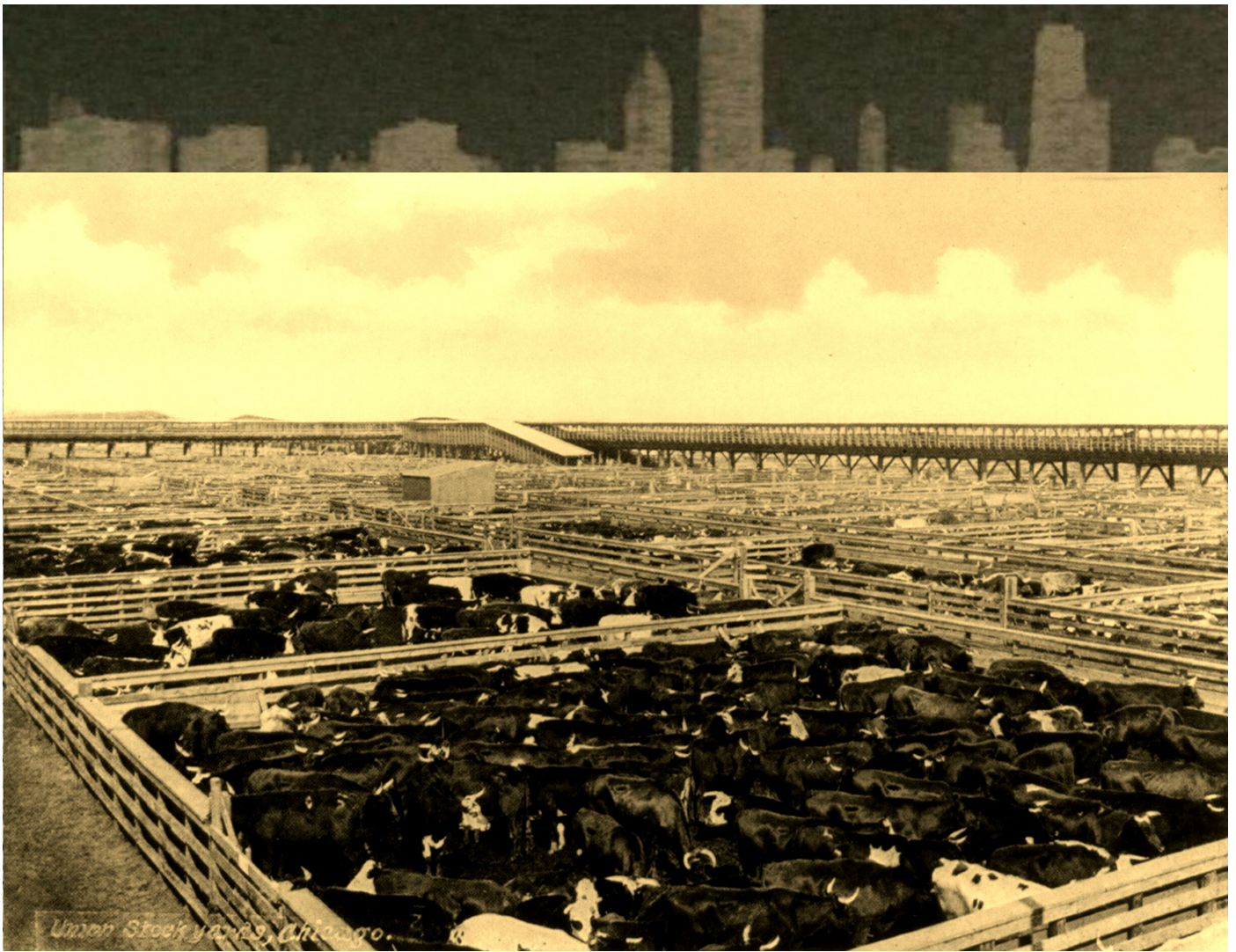


Rascher, Charles. The Great Union Stock Yards of Chicago. Chicago: Published by Walsh & Co. (copyright 103163, 1878).

Bird's-eye view, with identification key listing the names of 37 commercial pack houses, fertilizer factories, slaughterhouses, and other businesses shown in the print.

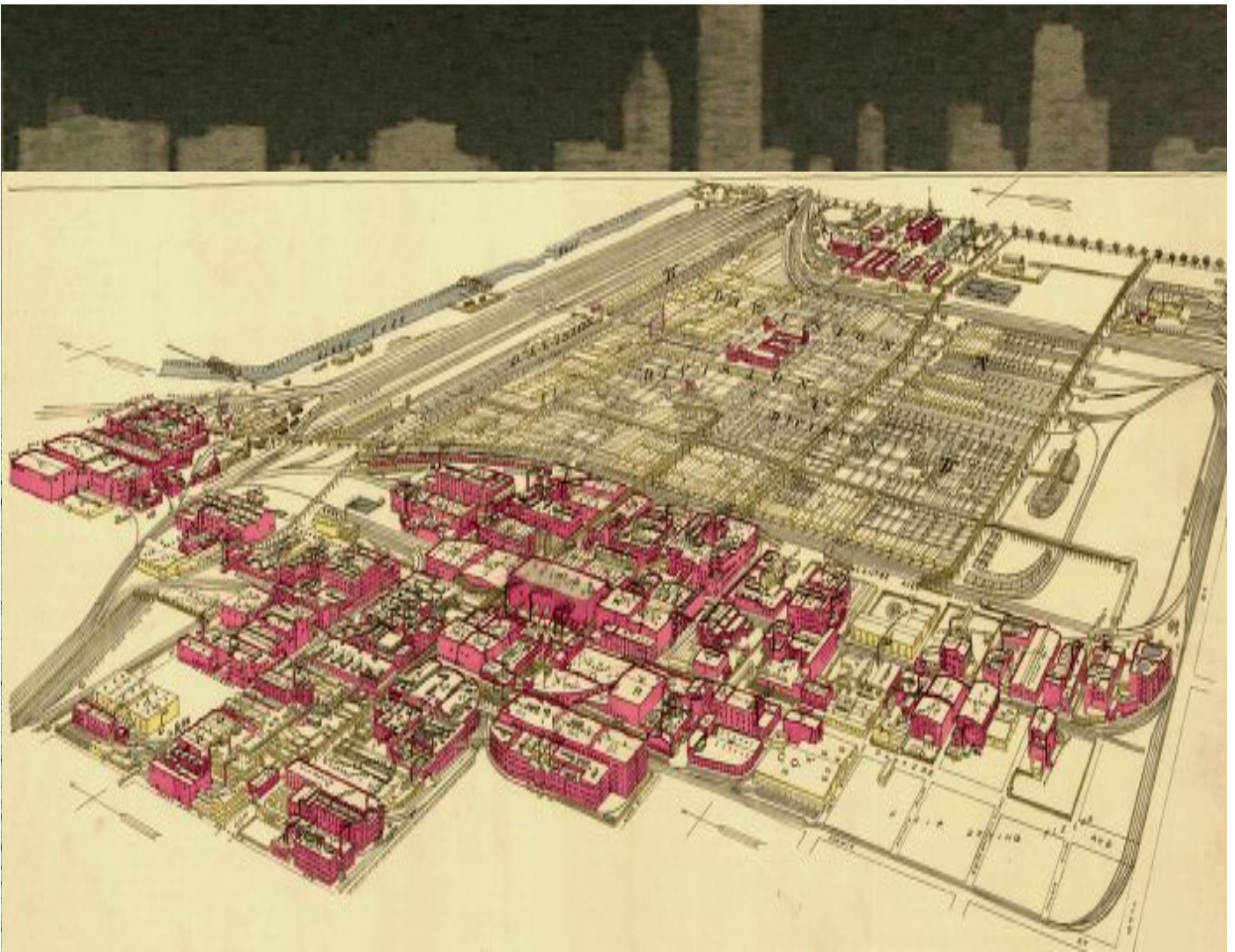
Packing houses in the distance. Covered pens for hogs and sheep; open pens for cattle. Area of yards, 75 acres; 50 miles railroad tracks. Daily capacity: 25,000 head cattle, 160,000 hogs, 10,000 sheep, and 1,000 horses.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original print) pga 02434 <http://hdl.loc.gov/loc.pnp/pga.02434>
(color film copy transparency) cph 3b53127 <http://hdl.loc.gov/loc.pnp/cph.3b53127>
(color film copy slide) cph 3b51460 <http://hdl.loc.gov/loc.pnp/cph.3b51460>



Union Stock Yards. Copyright V.O. Hammon Publishing Company (1907). No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
digital file from b&w film copy neg.) cph 3b09376 <http://hdl.loc.gov/loc.pnp/cph.3b09376>



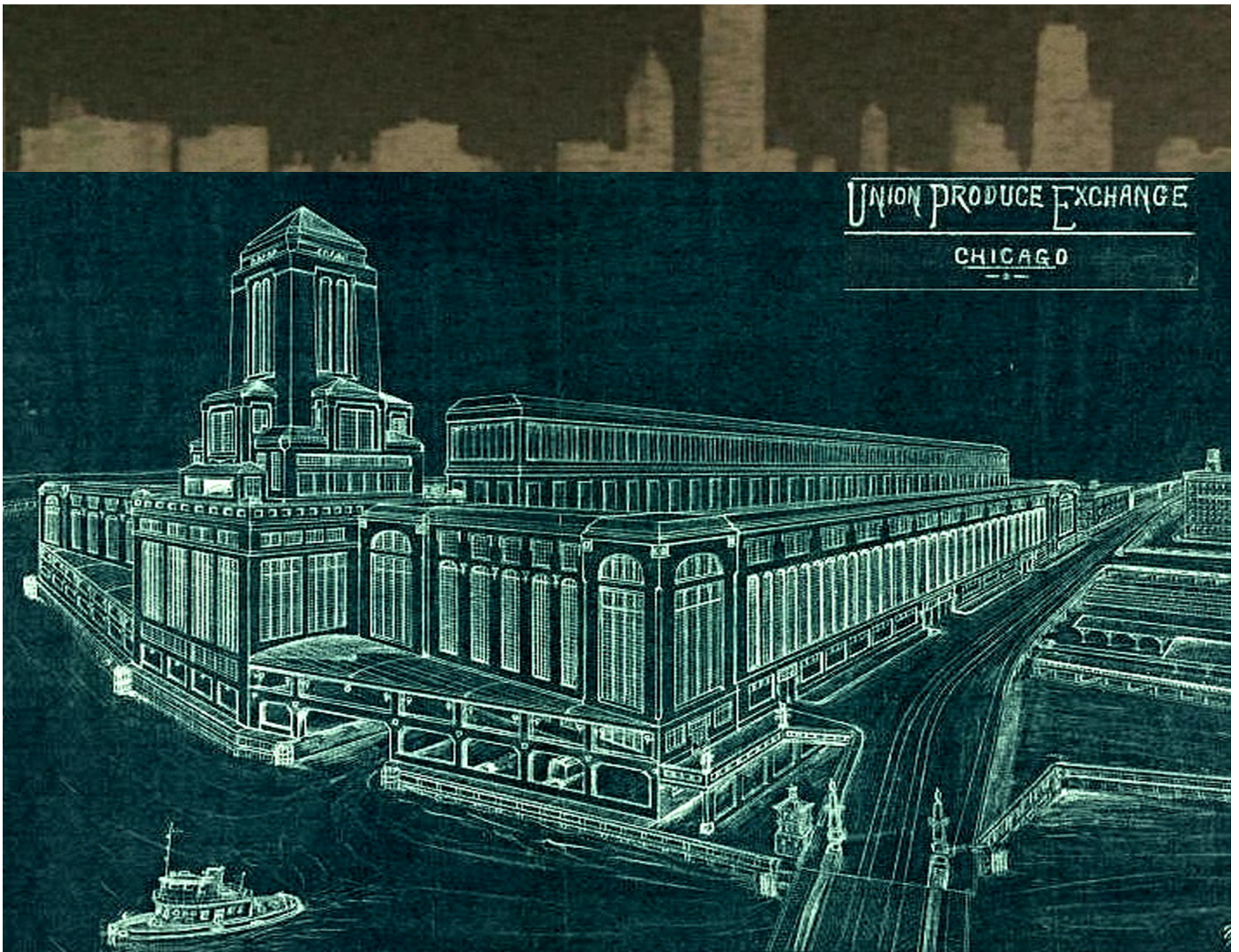
Rascher, Charles (1890). Birds eye view of the Chicago packing houses & union stock yards.

Library of Congress Geography and Map Division Washington, D.C. 20540-4650. g4104c pm001494
<http://hdl.loc.gov/loc.gmd/g4104c.pm001494>. #G4104.C6A3 1890 .R3 TIL



Bunnell, C. and Upham, Charles (artists). Illinois - the anarchist-labor troubles in Chicago - a police patrol-wagon attacked by a mob of 12,000 rioters, May 3d. Frank Leslie's Illustrated Newspaper, Volume 62, Number 1599 (1886 May 15), page 205. No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(b&w film copy neg.) cph 3b29951 <http://hdl.loc.gov/loc.pnp/cph.3b29951>



Ahlborn, Theodore. Union Produce Exchange, Chicago. Copyright 16094, Theodore Ahlborn, 1921). No known restrictions on publication.m.

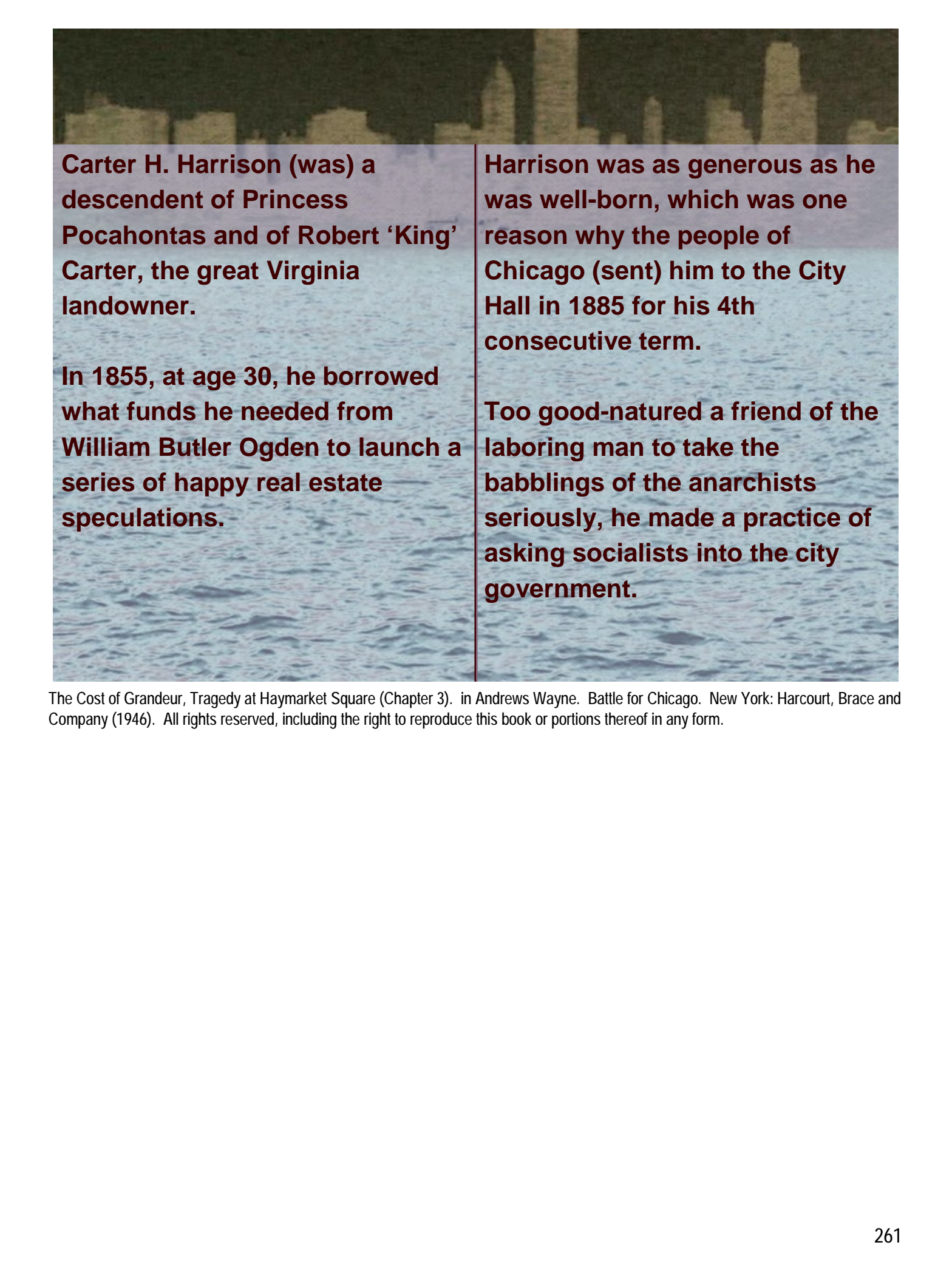
No. 691921.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original item) ppmsca 12835 <http://hdl.loc.gov/loc.pnp/ppmsca.12835>



View of Chicago from Majestic Building. Copyright H97577, Geo. R. Lawrence Co., Chicago, 1907 August 3. No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from intermediary roll film copy) pan 6a34584 <http://hdl.loc.gov/loc.pnp/pan.6a34584>



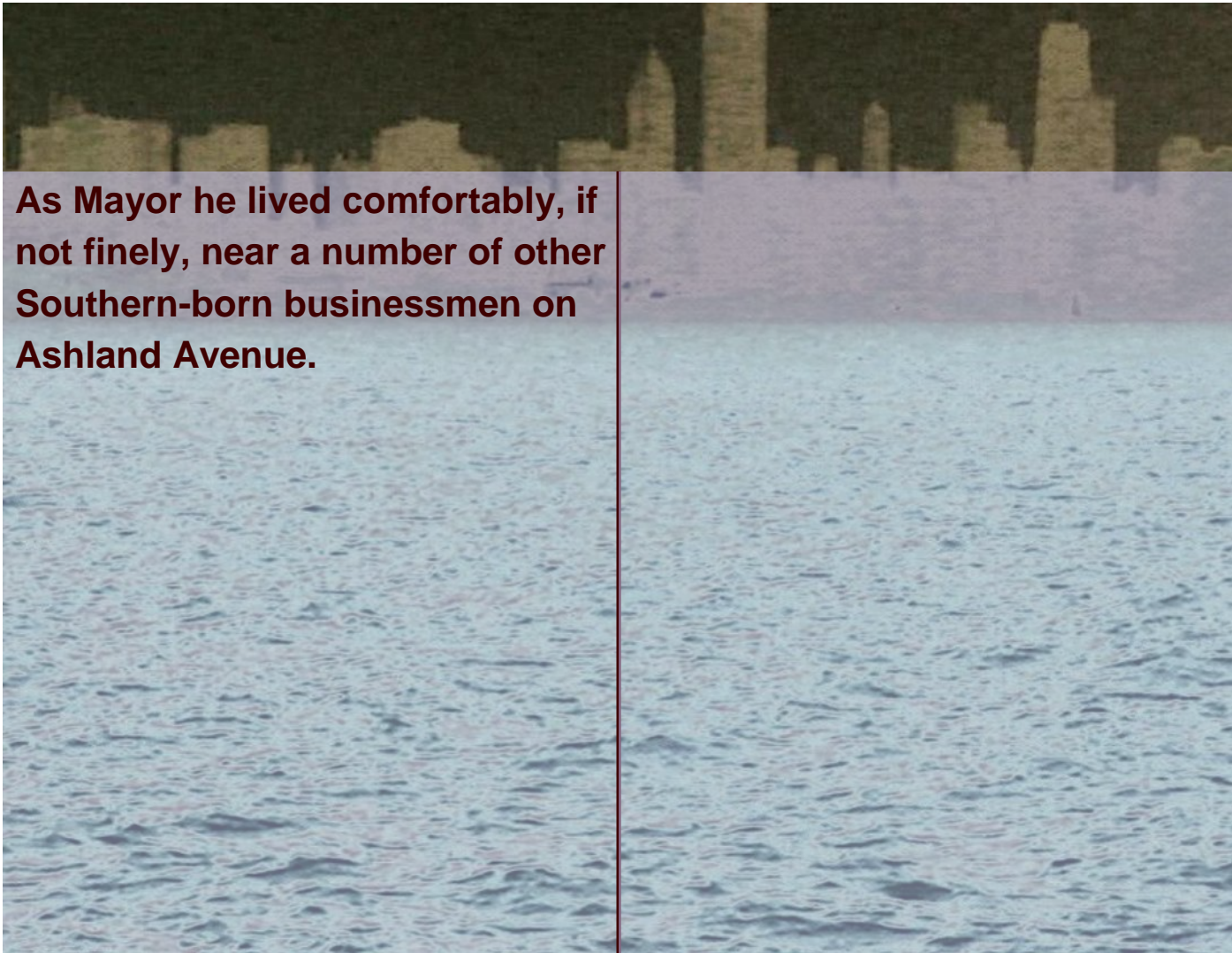
Carter H. Harrison (was) a descendent of Princess Pocahontas and of Robert ‘King’ Carter, the great Virginia landowner.

In 1855, at age 30, he borrowed what funds he needed from William Butler Ogden to launch a series of happy real estate speculations.

Harrison was as generous as he was well-born, which was one reason why the people of Chicago (sent) him to the City Hall in 1885 for his 4th consecutive term.


Too good-natured a friend of the laboring man to take the babblings of the anarchists seriously, he made a practice of asking socialists into the city government.

The Cost of Grandeur, Tragedy at Haymarket Square (Chapter 3). in Andrews Wayne. Battle for Chicago. New York: Harcourt, Brace and Company (1946). All rights reserved, including the right to reproduce this book or portions thereof in any form.



As Mayor he lived comfortably, if not finely, near a number of other Southern-born businessmen on Ashland Avenue.

The Cost of Grandeur, Tragedy at Haymarket Square (Chapter 3). in Andrews Wayne. Battle for Chicago. New York: Harcourt, Brace and Company (1946). All rights reserved, including the right to reproduce this book or portions thereof in any form.



Marshall Field's schooling ended when he was 17.

In later years he never regretted that he missed a college education, for he suspected that such advantages spoiled young men for business.

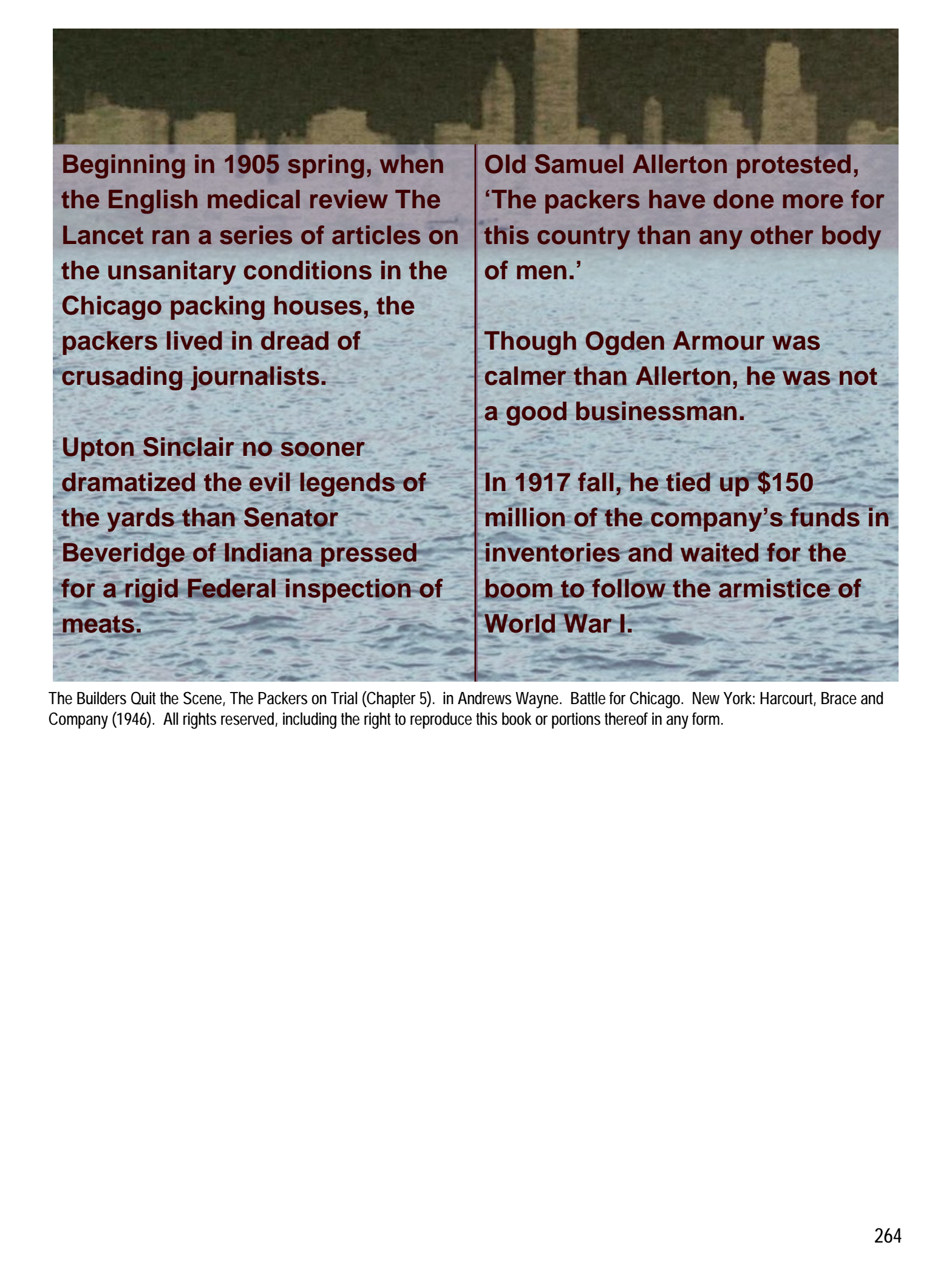
'The truth is,' he declared, 'that for most young men a college education means that just at the time when they should be having business principles instilled into them and be getting themselves

energetically pulled together for their life's work, they are sent to college.

'Then intervenes what many a young man looks back on as the jolliest time of his life.

'Often when he comes out of college the young man is unfitted by this good time to buckle down to hard work, and the result is a failure to grasp opportunities that would have opened the way for a successful career.'

Queen of the Lake, Meet Marshall Field (Chapter 1). in Andrews Wayne. Battle for Chicago. New York: Harcourt, Brace and Company (1946). All rights reserved, including the right to reproduce this book or portions thereof in any form.



Beginning in 1905 spring, when the English medical review The Lancet ran a series of articles on the unsanitary conditions in the Chicago packing houses, the packers lived in dread of crusading journalists.

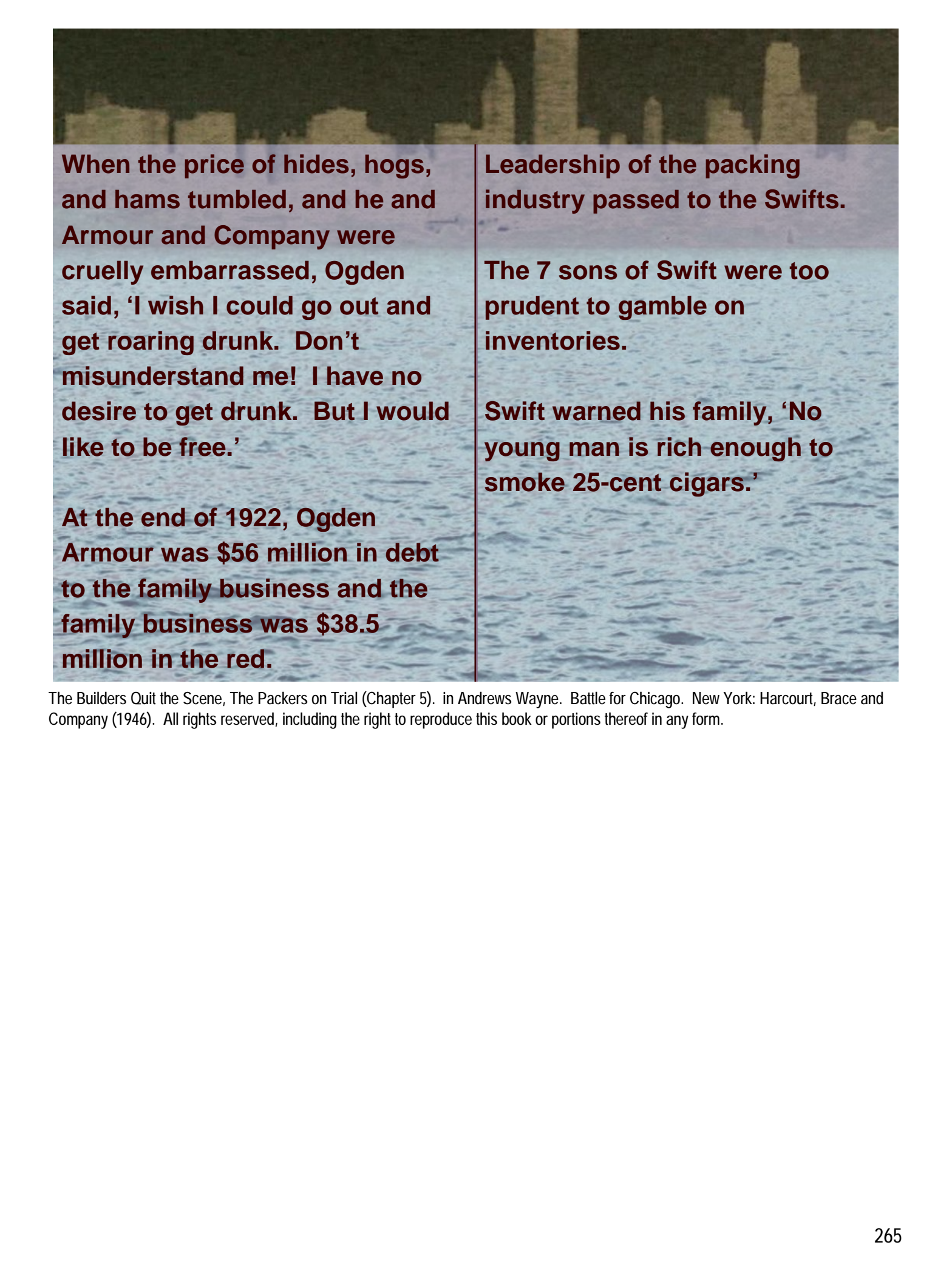
Upton Sinclair no sooner dramatized the evil legends of the yards than Senator Beveridge of Indiana pressed for a rigid Federal inspection of meats.

Old Samuel Allerton protested, 'The packers have done more for this country than any other body of men.'

Though Ogden Armour was calmer than Allerton, he was not a good businessman.

In 1917 fall, he tied up \$150 million of the company's funds in inventories and waited for the boom to follow the armistice of World War I.

The Builders Quit the Scene, The Packers on Trial (Chapter 5). in Andrews Wayne. Battle for Chicago. New York: Harcourt, Brace and Company (1946). All rights reserved, including the right to reproduce this book or portions thereof in any form.



When the price of hides, hogs, and hams tumbled, and he and Armour and Company were cruelly embarrassed, Ogden said, ‘I wish I could go out and get roaring drunk. Don’t misunderstand me! I have no desire to get drunk. But I would like to be free.’

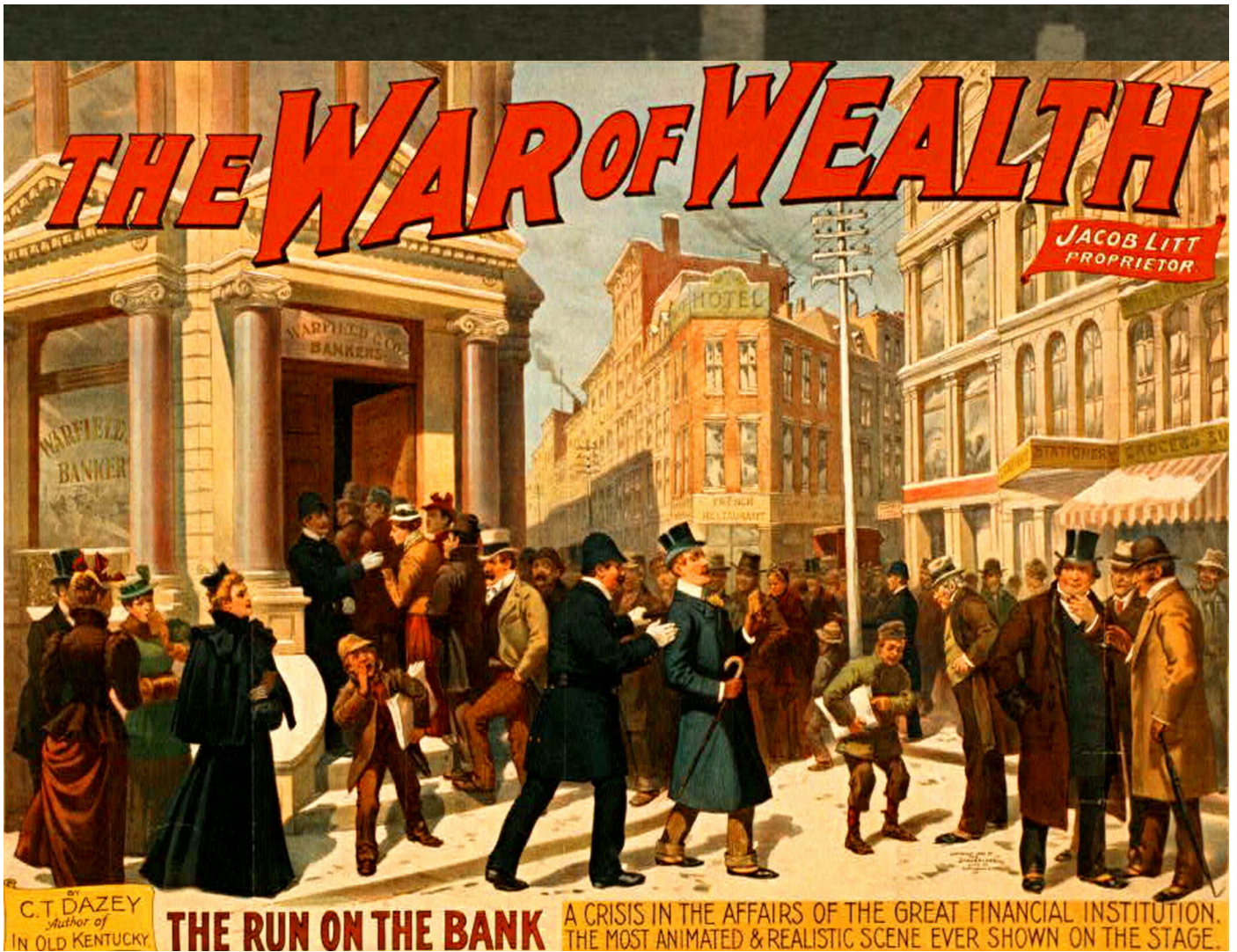
At the end of 1922, Ogden Armour was \$56 million in debt to the family business and the family business was \$38.5 million in the red.

Leadership of the packing industry passed to the Swifts.

The 7 sons of Swift were too prudent to gamble on inventories.

Swift warned his family, ‘No young man is rich enough to smoke 25-cent cigars.’

The Builders Quit the Scene, The Packers on Trial (Chapter 5). in Andrews Wayne. Battle for Chicago. New York: Harcourt, Brace and Company (1946). All rights reserved, including the right to reproduce this book or portions thereof in any form.



Dazey, C.T. (author). The war of wealth. Cincinnati (NY): Jacob Litt, Strobridge Lithographing Company (copyright 6312, New York, 1895). No known restrictions on publication.

The run on the bank : a crisis in the affairs of the great financial institution. The most animated and realistic scene ever shown on the stage.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from intermediary roll copy film) var 0760 <http://hdl.loc.gov/loc.pnp/var.0760>



Will it pay? D.L. Moody and J.V. Farwell's first Sunday school class, North Market Hall, Chicago, Ill.. Chicago: G.H. Flood & Co. (copyright G2249, 1876). Jackson, Ruehlow & Company, Lithographers. No known restrictions on publication.

Print showing D.L. Moody and J.V. Farwell standing with group of 14 boys on street in front of a building. The "street names of the boys" are listed by number on the color impression; only no. 1 "Red Eye" (standing far left) and no. 7 "Madden the Butcher" (sitting with broom far right) are numbered, those sitting on the ground in the front row must represent nos. 8-14.

Caption continues: "Go out into the highways and hedges and compel them to come in." As a whole it represents the mission work in the streets and alleys of Chicago.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original print, color) pga 03372 <http://hdl.loc.gov/loc.pnp/pga.03372>
(digital file from original print, b&w) pga 01680 <http://hdl.loc.gov/loc.pnp/pga.01680>
(digital file from b&w film copy neg.) cph 3a04911 <http://hdl.loc.gov/loc.pnp/cph.3a04911>



Chicago Daily News, Inc.(photographer). [Julius Rosenwald, Chicago merchant and philanthropist, exiting building. This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper (1915).

Image of Julius Rosenwald exiting a building in Chicago, Illinois. Rosenwald (b. August 12, 1862; d. January 6, 1932) was a Chicago U.S. merchant and philanthropist. He became president of Sears, Roebuck and Company in 1910, and was named chairman of the Sears board of directors in 1925. Under Rosenwald's leadership, Sears began to manufacture its own merchandise and instituted the policy of guaranteeing full refunds to dissatisfied customers. In 1917, he established the Julius Rosenwald Fund for the improvement of education for African-Americans. In 1929, Rosenwald established the Museum of Science and Industry. He also contributed heavily to the University of Chicago and founded dental infirmaries in the public schools.

Cite as: DN-0063902, Chicago Daily News negatives collection, Chicago Historical Society.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

(original negative) ichicdn n063902

Reproduction #DN-0063902



Chicago Daily News, Inc. (photographer). Superintendent of Schools, Mrs. Young, and Superintendent of Juvenile Protection, Mrs. Britton, Twelfth Street Railroad Station. 1914 August 25. This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper.

Full-length portrait of Mrs. Ella Flagg Young, Superintendent of Schools and Mrs. Gertrude Howe Britton, Superintendent of the Juvenile Protection Agency, standing at the Illinois Central Railroad Station at West 12th Street east of South Michigan Avenue in the Near South Side community area of Chicago, Illinois.. They had travelled to Europe to study European public school systems, but were caught in the beginning of the war and had a perilous return journey. This image was taken in Chicago, Illinois.

Cite as: DN-0063355, Chicago Daily News negatives collection, Chicago Historical Society.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

(original negative) ichicdn n063355

Reproduction #DN-0063355



Chicago Daily News, Inc. (photographer). School children at Raymond School, Minnie and Pauline McDowell, working on hats. This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper (1914).

Portrait of Minnie and Pauline McDowell, African American school children at Raymond School, working on hats. A blackboard covered with writing is visible in the background. The school was located at South Wabash and East 36th Street in the Douglas community area of Chicago, Illinois.

This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper.

Cite as: DN-0063338, Chicago Daily News negatives collection, Chicago Historical Society.

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(original negative) ichicdn n063338

Reproduction #DN-0063338



Chicago Daily News, Inc. (photographer). Mrs. Cyrus Hall McCormick standing outdoors with four school children at the McCormick School. This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper (1911).

Portrait of Mrs. Cyrus Hall McCormick standing outdoors with four schoolchildren at the McCormick School, an open air school in Chicago, Illinois.

Cite as: DN-0058023, Chicago Daily News negatives collection, Chicago Historical Society.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

(original negative) ichicdn n058023

Reproduction #DN-0058023



Chicago Daily News, Inc. (photographer). Police overseeing men climbing aboard a trolley during the 1904 Stockyards Strike. Articles related to this photonegative taken by a Chicago Daily News photographer were published in the newspaper between June and Sept., 1904.

Image of a policeman overseeing men climbing aboard a trolley during the 1904 Stockyards Strike in the New City community area of Chicago, Illinois.

Cite as: DN-0000922, Chicago Daily News negatives collection, Chicago Historical Society.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

(original negative) ichicdn n000922

Reproduction #DN-0000922



Chicago Daily News, Inc. (photographer). Soldiers with horses standing in a public square. This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper (1905).

Image of soldiers with horses standing in a public square in Chicago, Illinois.

Cite as: DN-0002519A, Chicago Daily News negatives collection, Chicago Historical Society.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

(original negative) ichicdn n002519a

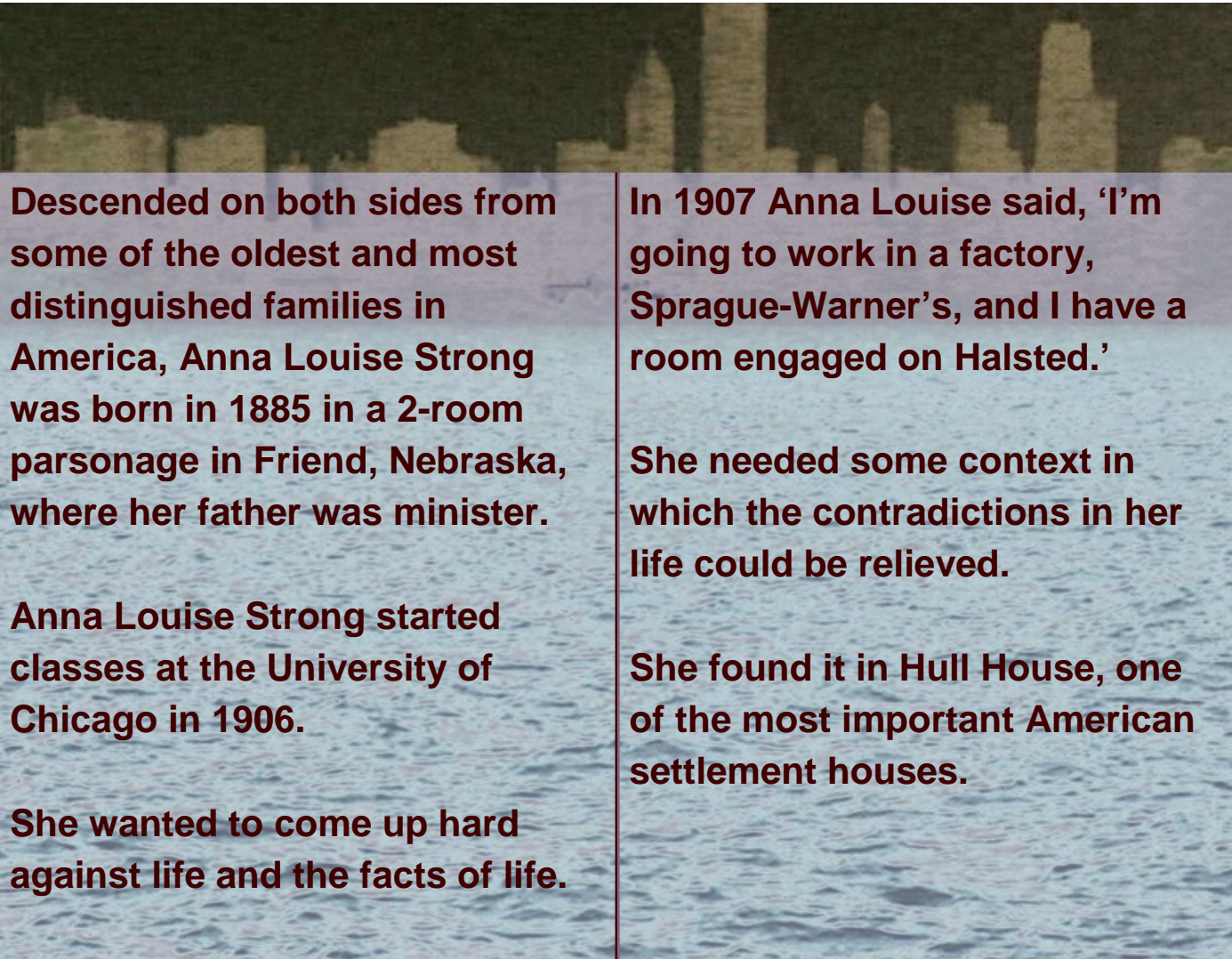
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Future Public Housing Museum. Ada 921S (1300W at Taylor). Chicago, Illinois.



Future Public Housing Museum. Ada 921S (1300W at Taylor). Chicago, Illinois.



Descended on both sides from some of the oldest and most distinguished families in America, Anna Louise Strong was born in 1885 in a 2-room parsonage in Friend, Nebraska, where her father was minister.

Anna Louise Strong started classes at the University of Chicago in 1906.

She wanted to come up hard against life and the facts of life.

In 1907 Anna Louise said, 'I'm going to work in a factory, Sprague-Warner's, and I have a room engaged on Halsted.'

She needed some context in which the contradictions in her life could be relieved.

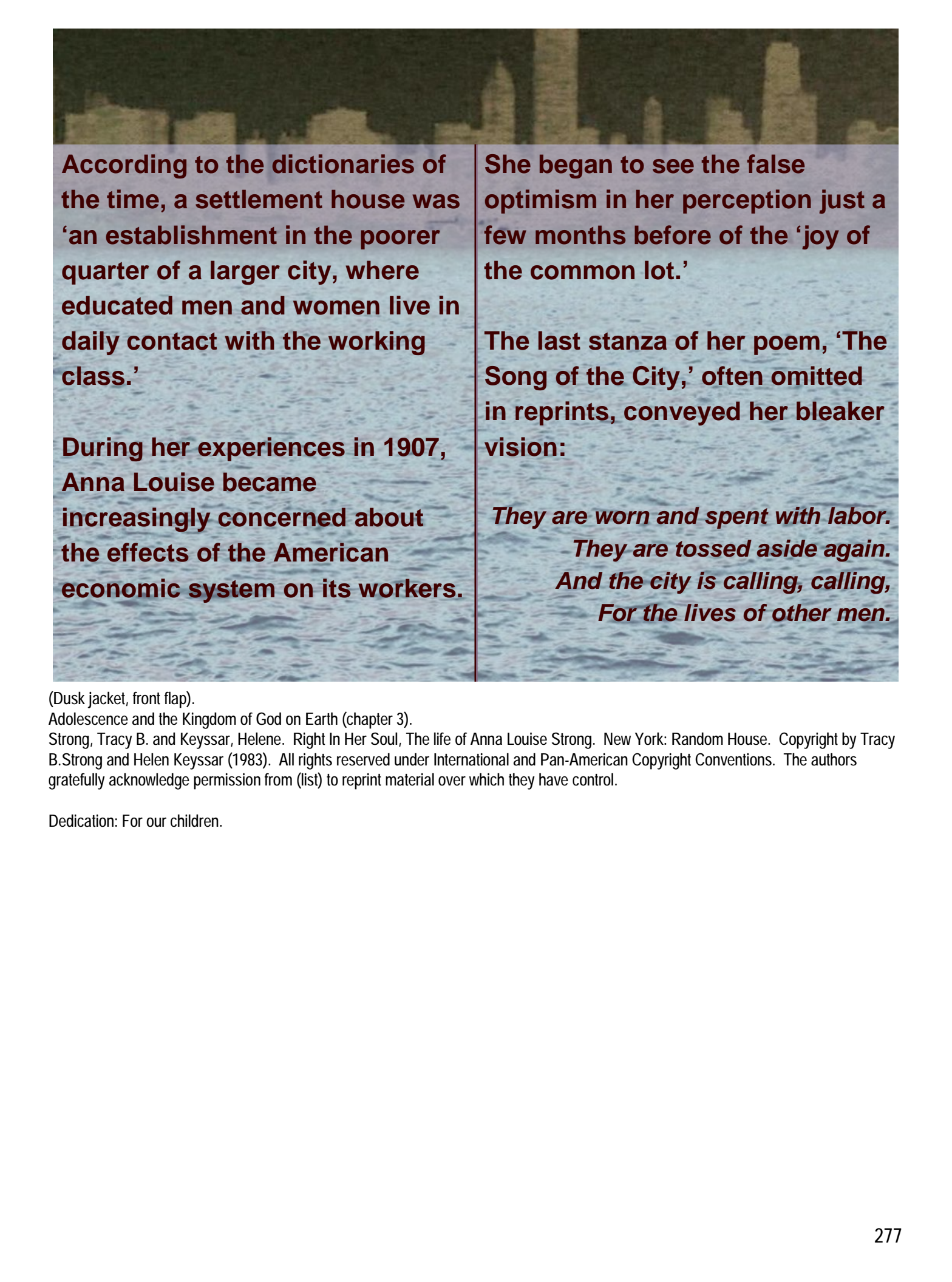
She found it in Hull House, one of the most important American settlement houses.

(Dusk jacket, front flap).

Adolescence and the Kingdom of God on Earth (chapter 3).

Strong, Tracy B. and Keyssar, Helene. *Right In Her Soul, The life of Anna Louise Strong*. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.

Dedication: For our children.



According to the dictionaries of the time, a settlement house was ‘an establishment in the poorer quarter of a larger city, where educated men and women live in daily contact with the working class.’

During her experiences in 1907, Anna Louise became increasingly concerned about the effects of the American economic system on its workers.

She began to see the false optimism in her perception just a few months before of the ‘joy of the common lot.’

The last stanza of her poem, ‘The Song of the City,’ often omitted in reprints, conveyed her bleaker vision:

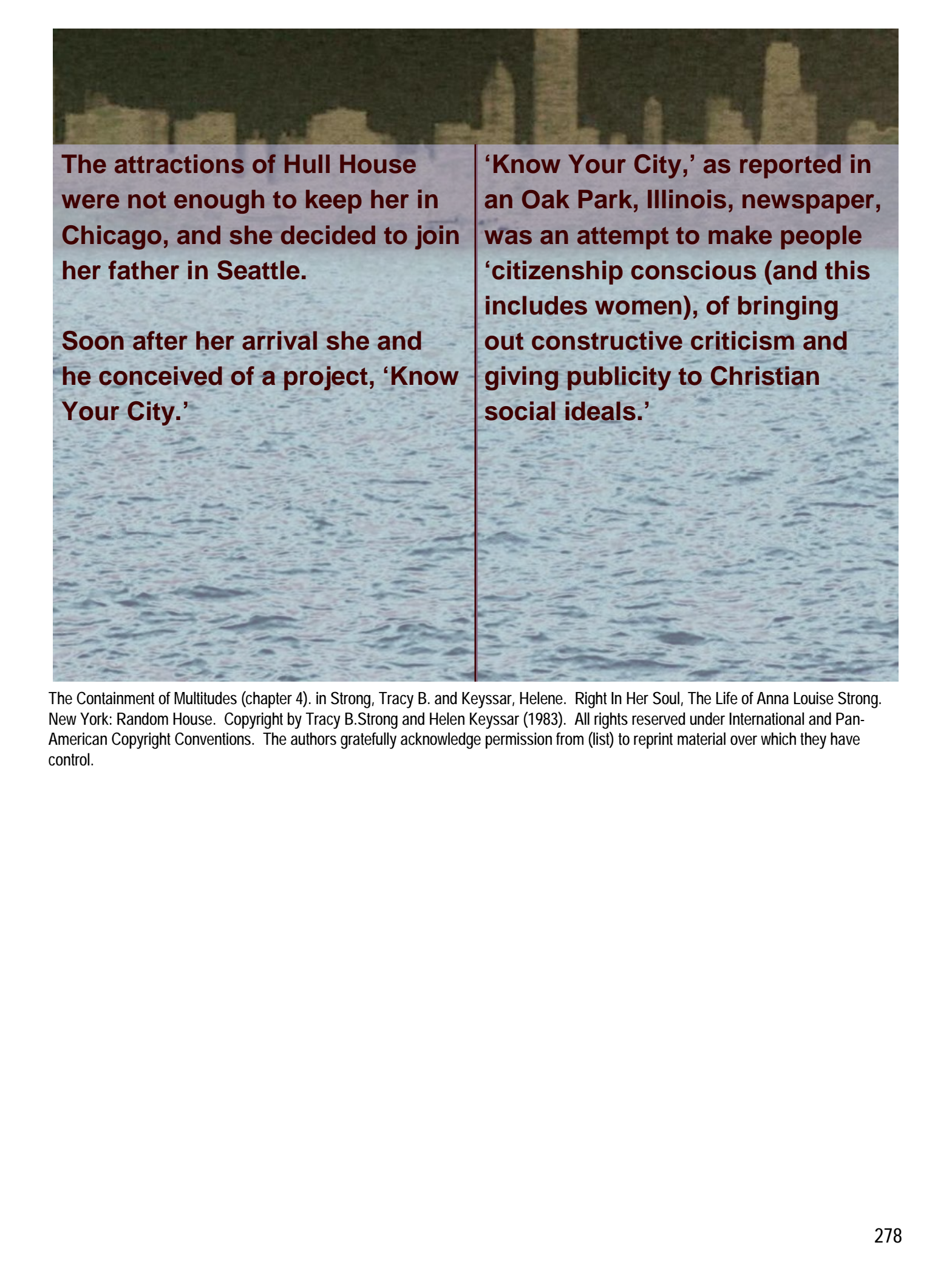
***They are worn and spent with labor.
They are tossed aside again.
And the city is calling, calling,
For the lives of other men.***

(Dusk jacket, front flap).

Adolescence and the Kingdom of God on Earth (chapter 3).

Strong, Tracy B. and Keyssar, Helene. *Right In Her Soul, The life of Anna Louise Strong*. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.

Dedication: For our children.

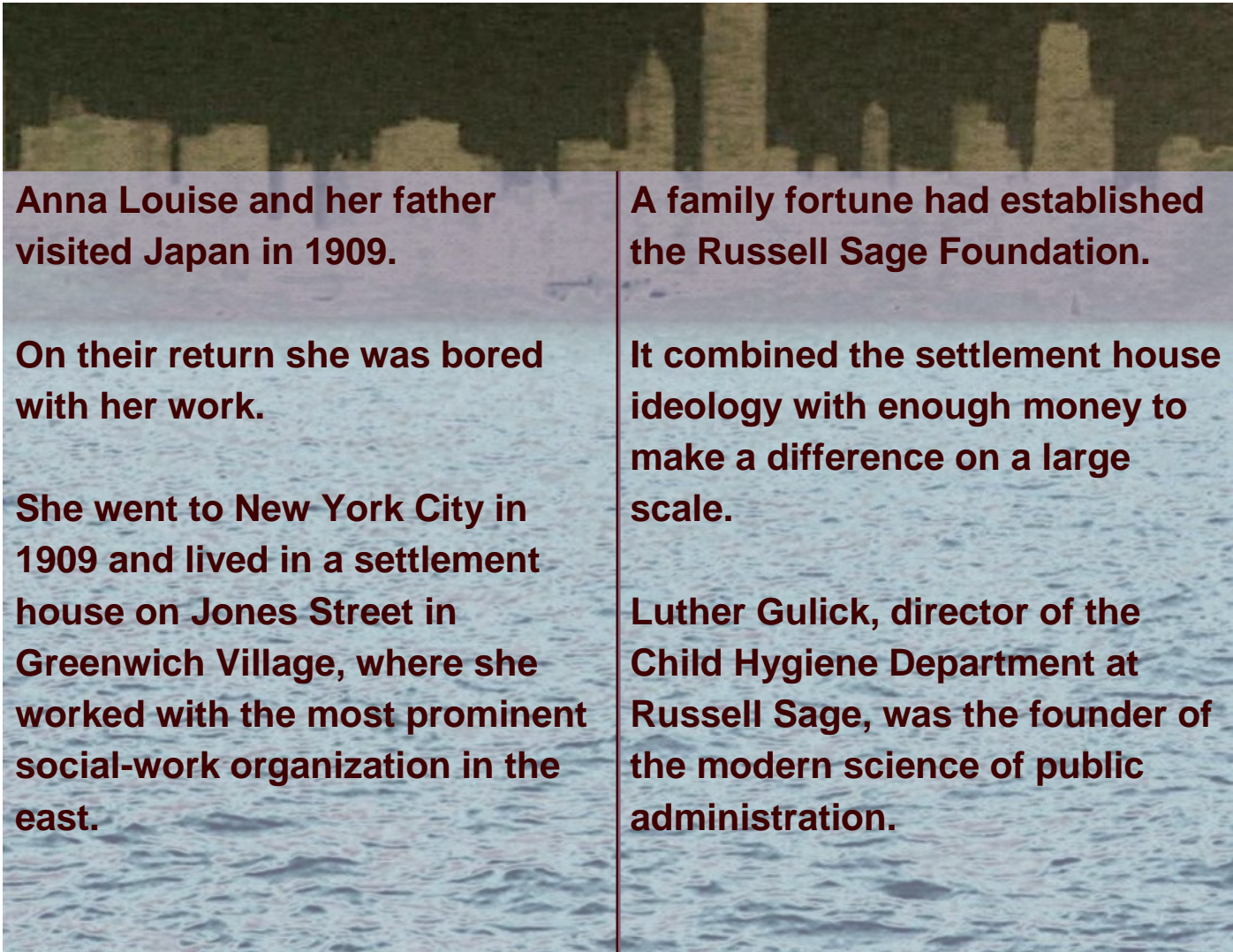


The attractions of Hull House were not enough to keep her in Chicago, and she decided to join her father in Seattle.

Soon after her arrival she and he conceived of a project, 'Know Your City.'

'Know Your City,' as reported in an Oak Park, Illinois, newspaper, was an attempt to make people 'citizenship conscious (and this includes women), of bringing out constructive criticism and giving publicity to Christian social ideals.'

The Containment of Multitudes (chapter 4). in Strong, Tracy B. and Keyssar, Helene. *Right In Her Soul, The Life of Anna Louise Strong*. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



Anna Louise and her father visited Japan in 1909.

On their return she was bored with her work.

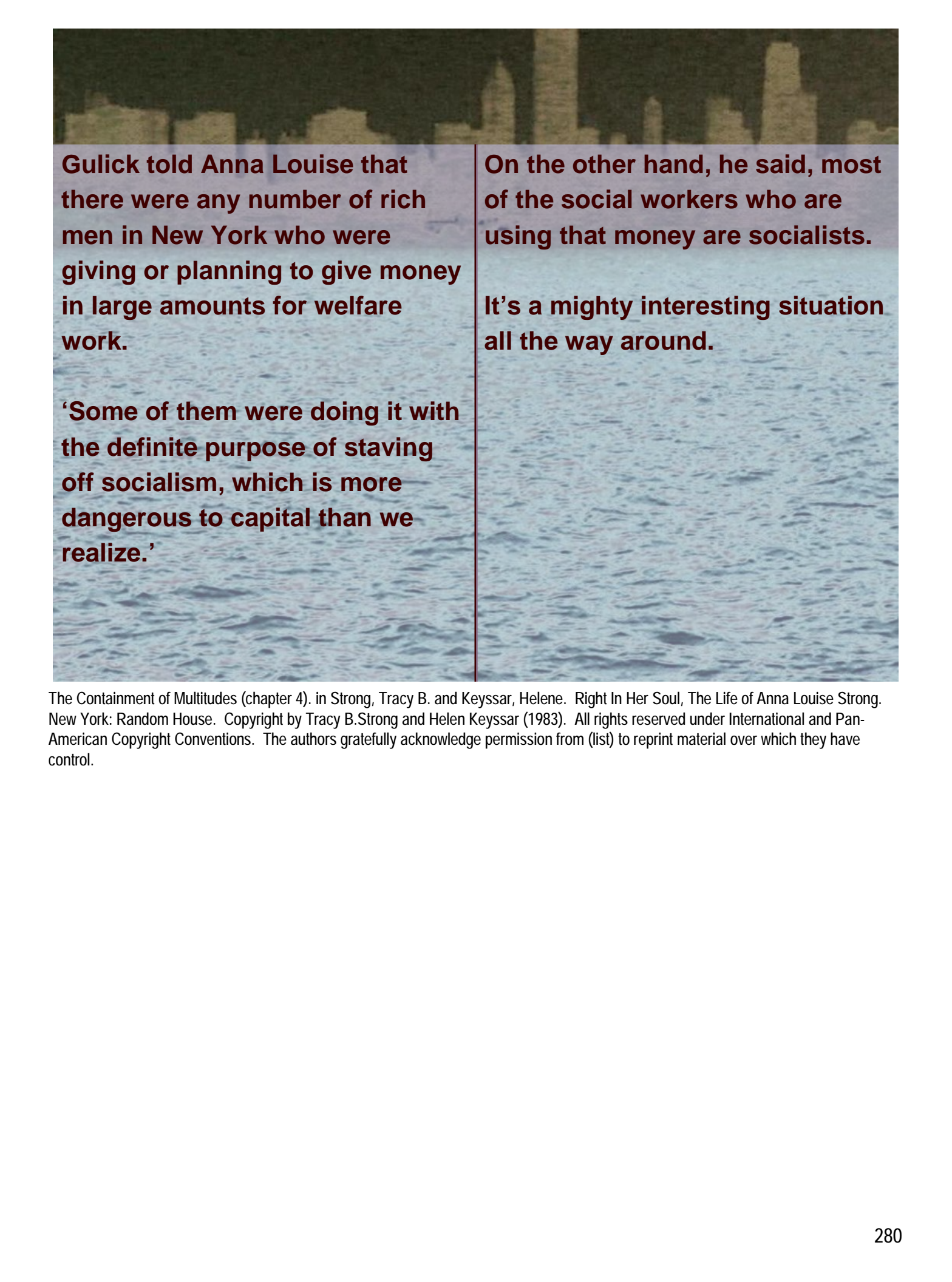
She went to New York City in 1909 and lived in a settlement house on Jones Street in Greenwich Village, where she worked with the most prominent social-work organization in the east.

A family fortune had established the Russell Sage Foundation.

It combined the settlement house ideology with enough money to make a difference on a large scale.

Luther Gulick, director of the Child Hygiene Department at Russell Sage, was the founder of the modern science of public administration.

The Containment of Multitudes (chapter 4). in Strong, Tracy B. and Keyssar, Helene. Right In Her Soul, The Life of Anna Louise Strong. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.




Gulick told Anna Louise that there were any number of rich men in New York who were giving or planning to give money in large amounts for welfare work.

‘Some of them were doing it with the definite purpose of staving off socialism, which is more dangerous to capital than we realize.’

On the other hand, he said, most of the social workers who are using that money are socialists.

It’s a mighty interesting situation all the way around.

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In 1910, Anna Louise accepted a job offer from Owen Lovejoy for a position on the National Child Labor Committee.

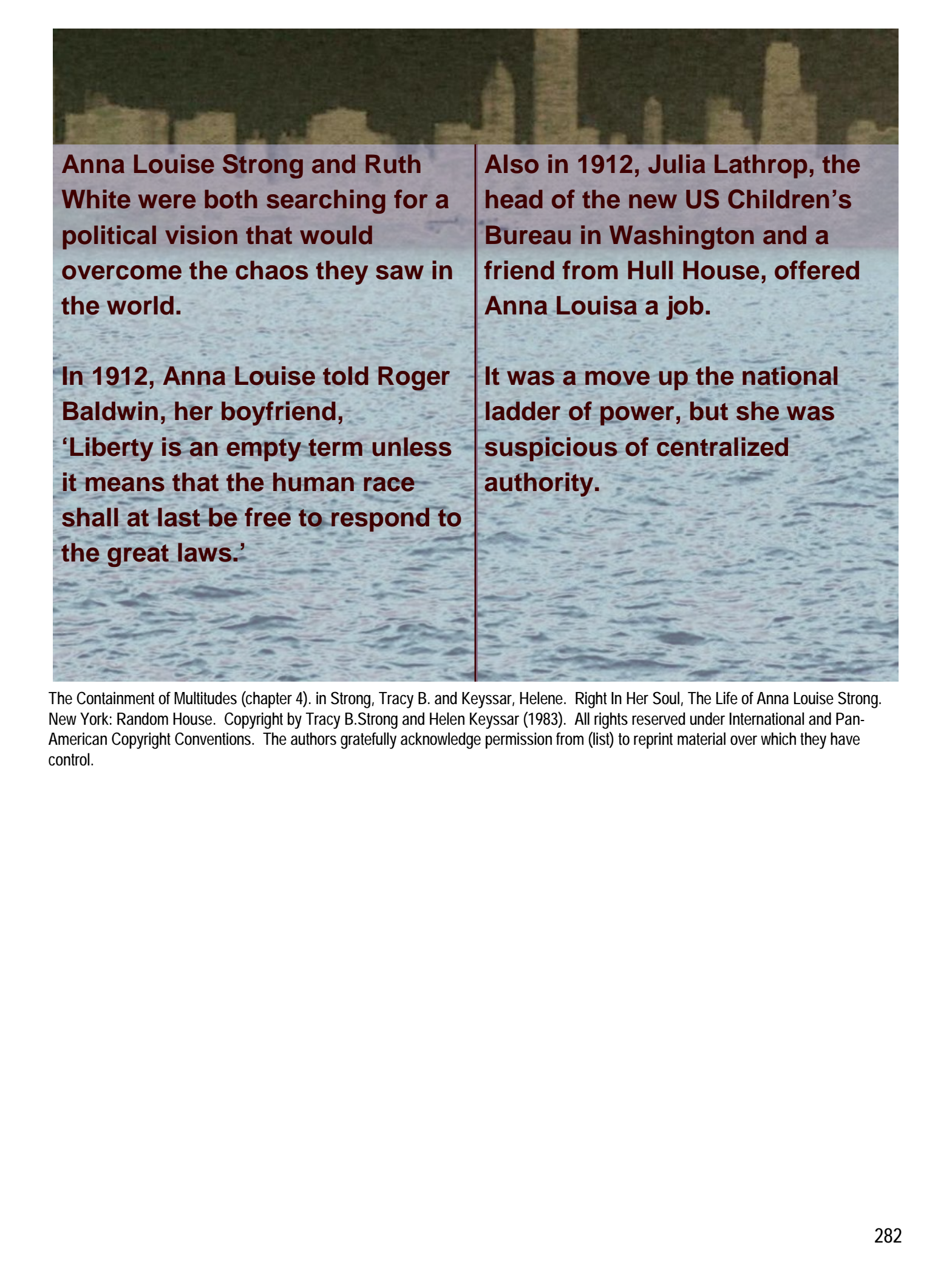
No one was precisely sure what they wanted her to do, but they thought of her as a person whom it was important to have around.

Ostensibly, her job was to take exhibits all over the US, to speak and educate local communities to the dangers of child labor and to raise questions about hygiene, birthing, infant mortality, and delinquency.

She met Ruth White in 1911 in Kansas City.

White was head of the Standards of Living and Minimum Wage Committee and daughter of a prominent industrialist.

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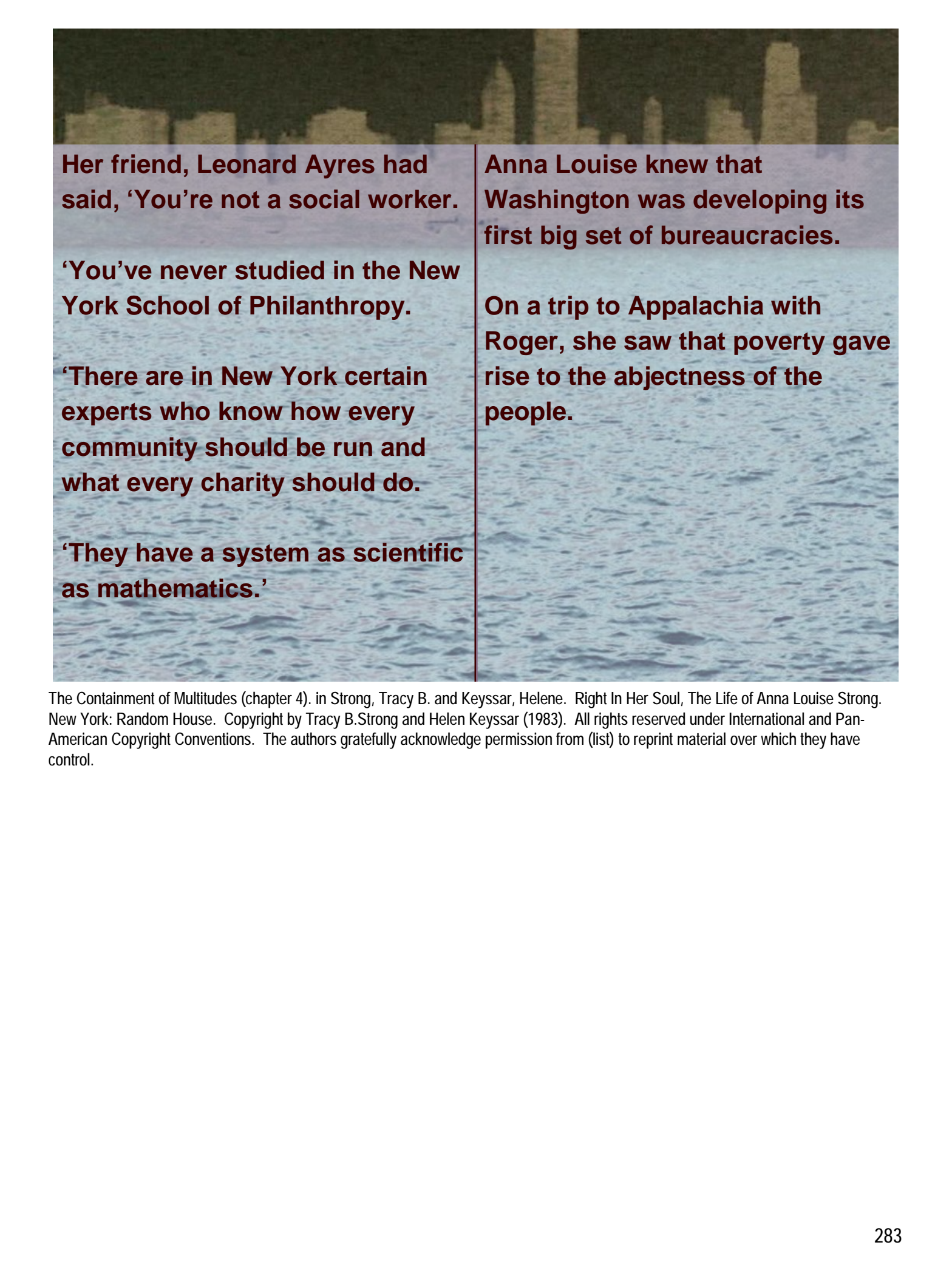
Anna Louise Strong and Ruth White were both searching for a political vision that would overcome the chaos they saw in the world.

In 1912, Anna Louise told Roger Baldwin, her boyfriend, 'Liberty is an empty term unless it means that the human race shall at last be free to respond to the great laws.'

Also in 1912, Julia Lathrop, the head of the new US Children's Bureau in Washington and a friend from Hull House, offered Anna Louisa a job.

It was a move up the national ladder of power, but she was suspicious of centralized authority.

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Her friend, Leonard Ayres had said, 'You're not a social worker.

'You've never studied in the New York School of Philanthropy.

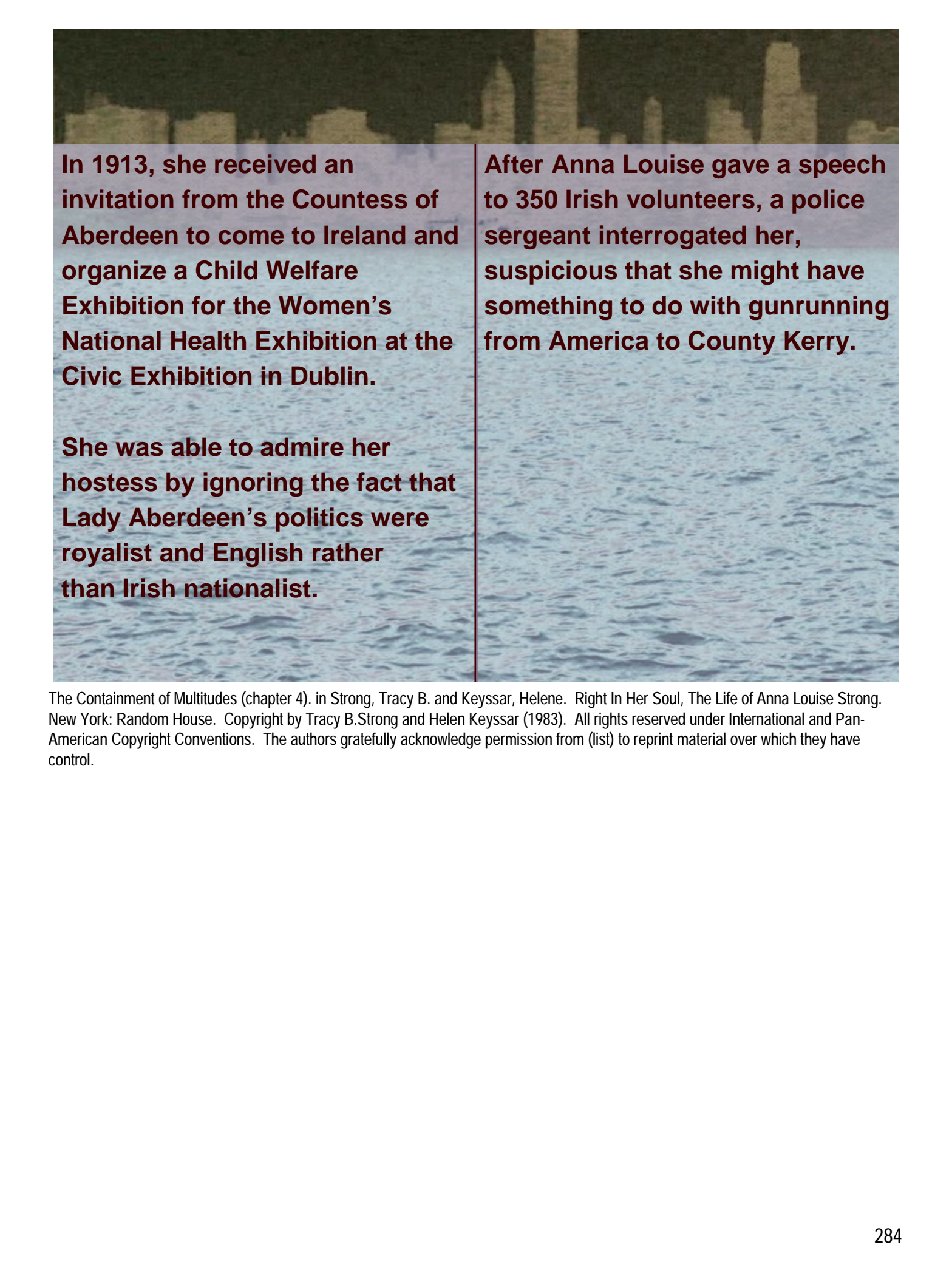
'There are in New York certain experts who know how every community should be run and what every charity should do.

'They have a system as scientific as mathematics.'

Anna Louise knew that Washington was developing its first big set of bureaucracies.

On a trip to Appalachia with Roger, she saw that poverty gave rise to the abjectness of the people.

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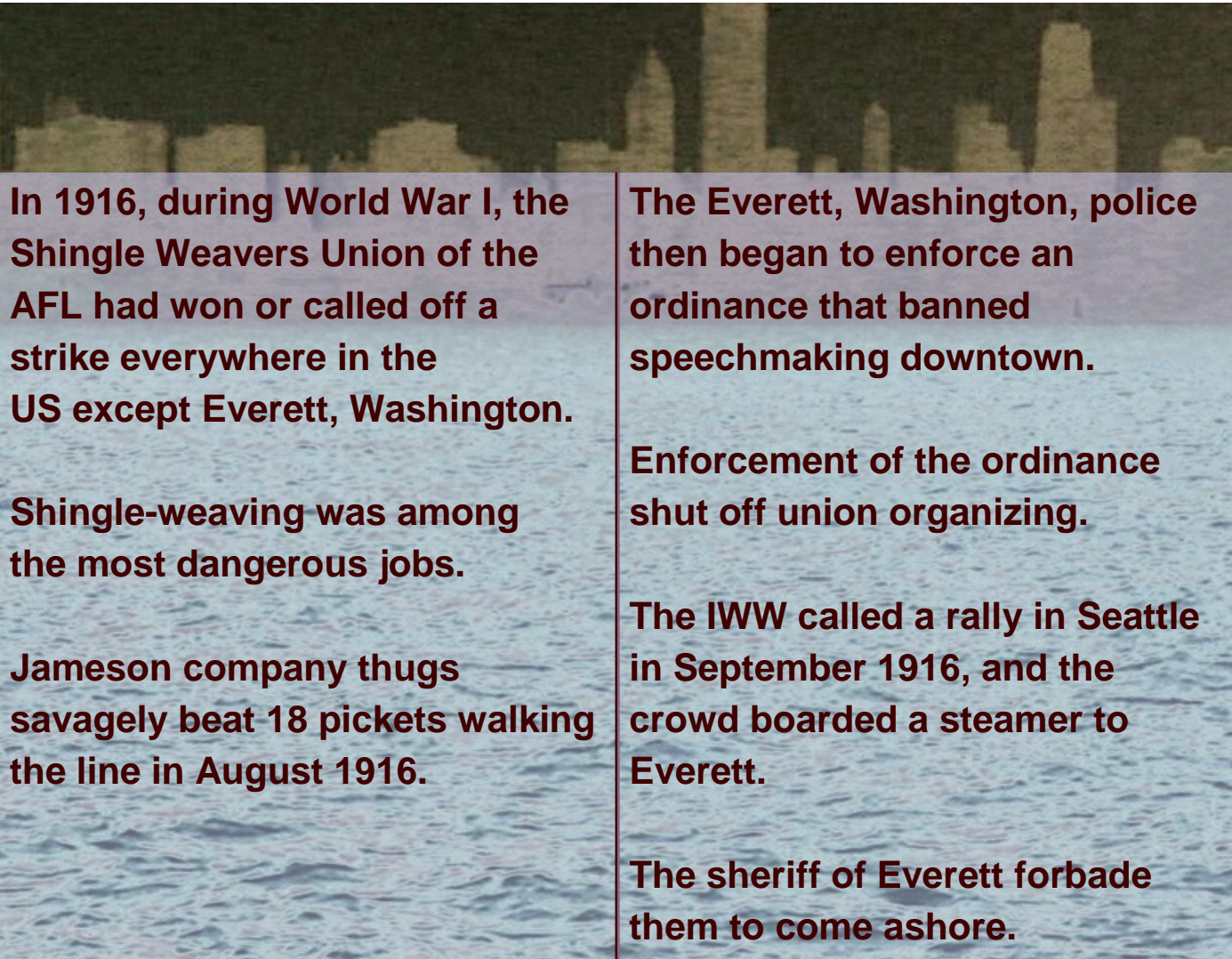


In 1913, she received an invitation from the Countess of Aberdeen to come to Ireland and organize a Child Welfare Exhibition for the Women's National Health Exhibition at the Civic Exhibition in Dublin.

She was able to admire her hostess by ignoring the fact that Lady Aberdeen's politics were royalist and English rather than Irish nationalist.

After Anna Louise gave a speech to 350 Irish volunteers, a police sergeant interrogated her, suspicious that she might have something to do with gunrunning from America to County Kerry.

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In 1916, during World War I, the Shingle Weavers Union of the AFL had won or called off a strike everywhere in the US except Everett, Washington.

Shingle-weaving was among the most dangerous jobs.

Jameson company thugs savagely beat 18 pickets walking the line in August 1916.

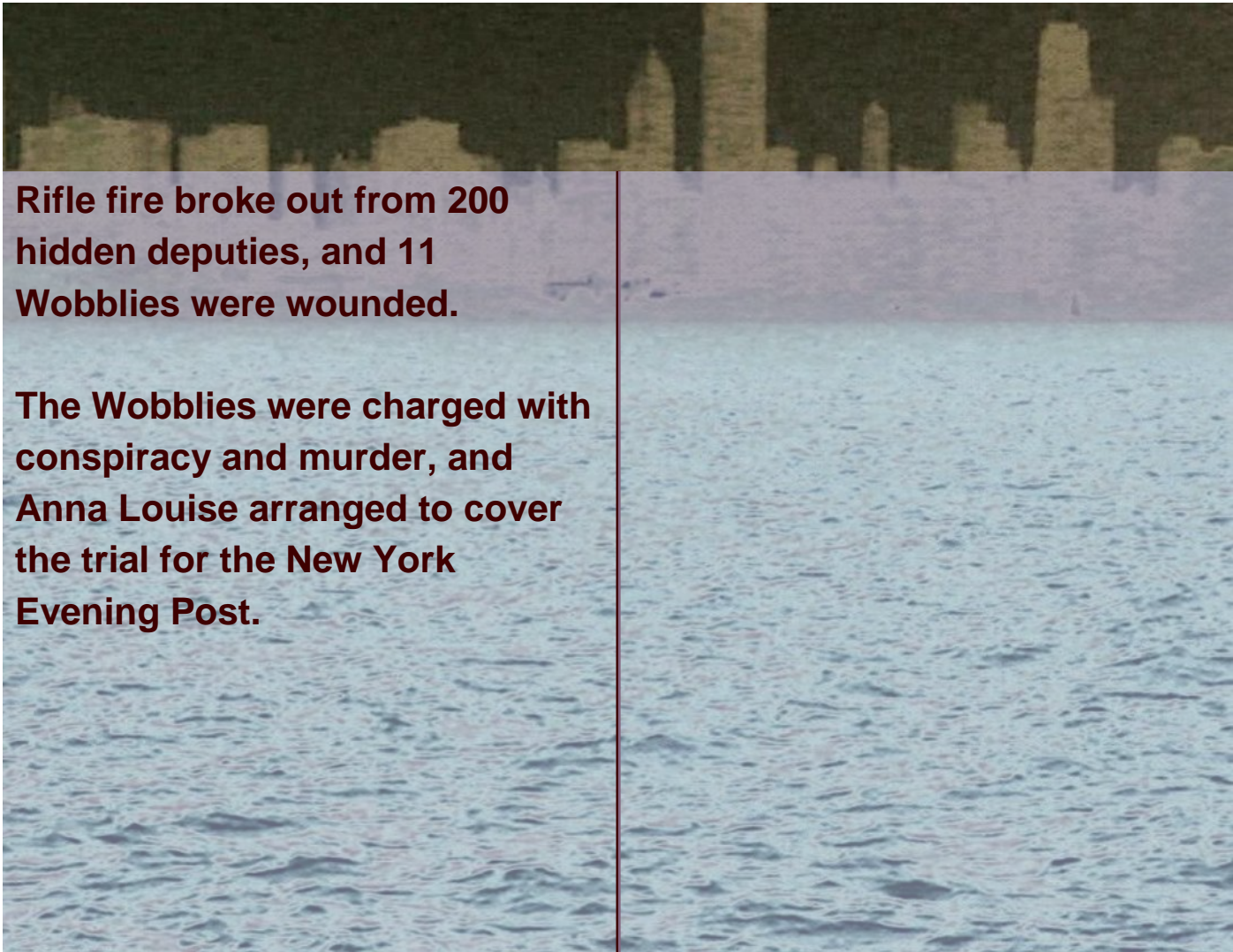
The Everett, Washington, police then began to enforce an ordinance that banned speechmaking downtown.

Enforcement of the ordinance shut off union organizing.

The IWW called a rally in Seattle in September 1916, and the crowd boarded a steamer to Everett.

The sheriff of Everett forbade them to come ashore.


A Glimmer on the Hills (chapter 5). in Strong, Tracy B. and Keyssar, Helene. Right In Her Soul, The Life of Anna Louise Strong. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



**Rifle fire broke out from 200
hidden deputies, and 11
Wobblies were wounded.**

**The Wobblies were charged with
conspiracy and murder, and
Anna Louise arranged to cover
the trial for the New York
Evening Post.**

A Glimmer on the Hills (chapter 5). in Strong, Tracy B. and Keyssar, Helene. Right In Her Soul, The Life of Anna Louise Strong. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



Reports of April 1917 said that Germany offered the southwest US states to Mexico if Mexico would enter World War I on Germany's side.

Anna Louise saw World War I as what the 'interests' wanted, so she was against it.

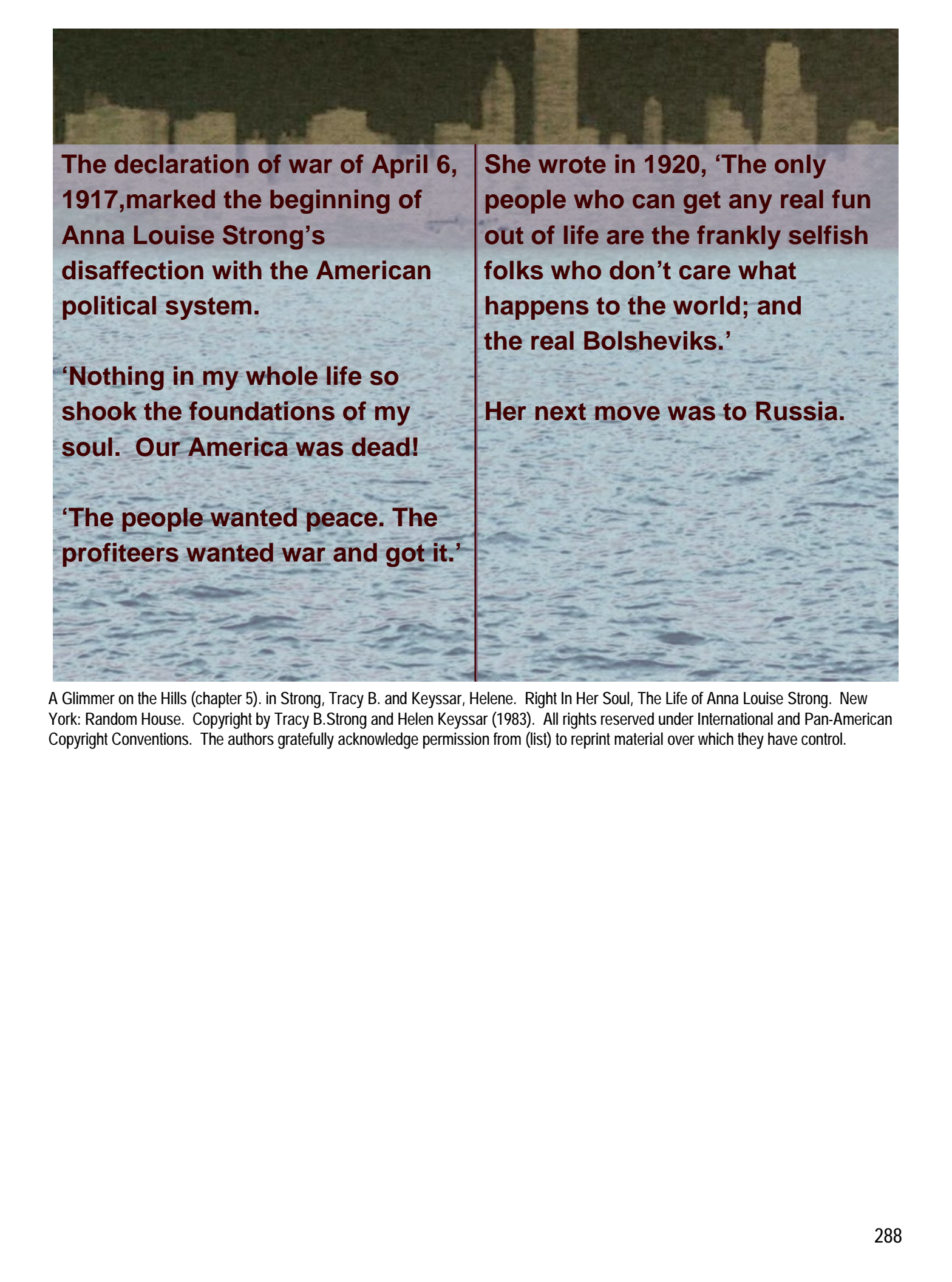
It was respectable to wish to keep the US out of the European war before President Wilson declared for war in 1917.

Then pacifism became illegal,

Anna Louise's friends in the labor movement remained pacifist and anti-conscription, and she became an important witness for the defense at the trial of persons who signed an anti-war pamphlet.

She conducted street polls that initially showed strong antiwar sentiment, and then suddenly the polls swung in the opposite direction.

A Glimmer on the Hills (chapter 5). in Strong, Tracy B. and Keyssar, Helene. Right In Her Soul, The Life of Anna Louise Strong. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



The declaration of war of April 6, 1917, marked the beginning of Anna Louise Strong's disaffection with the American political system.

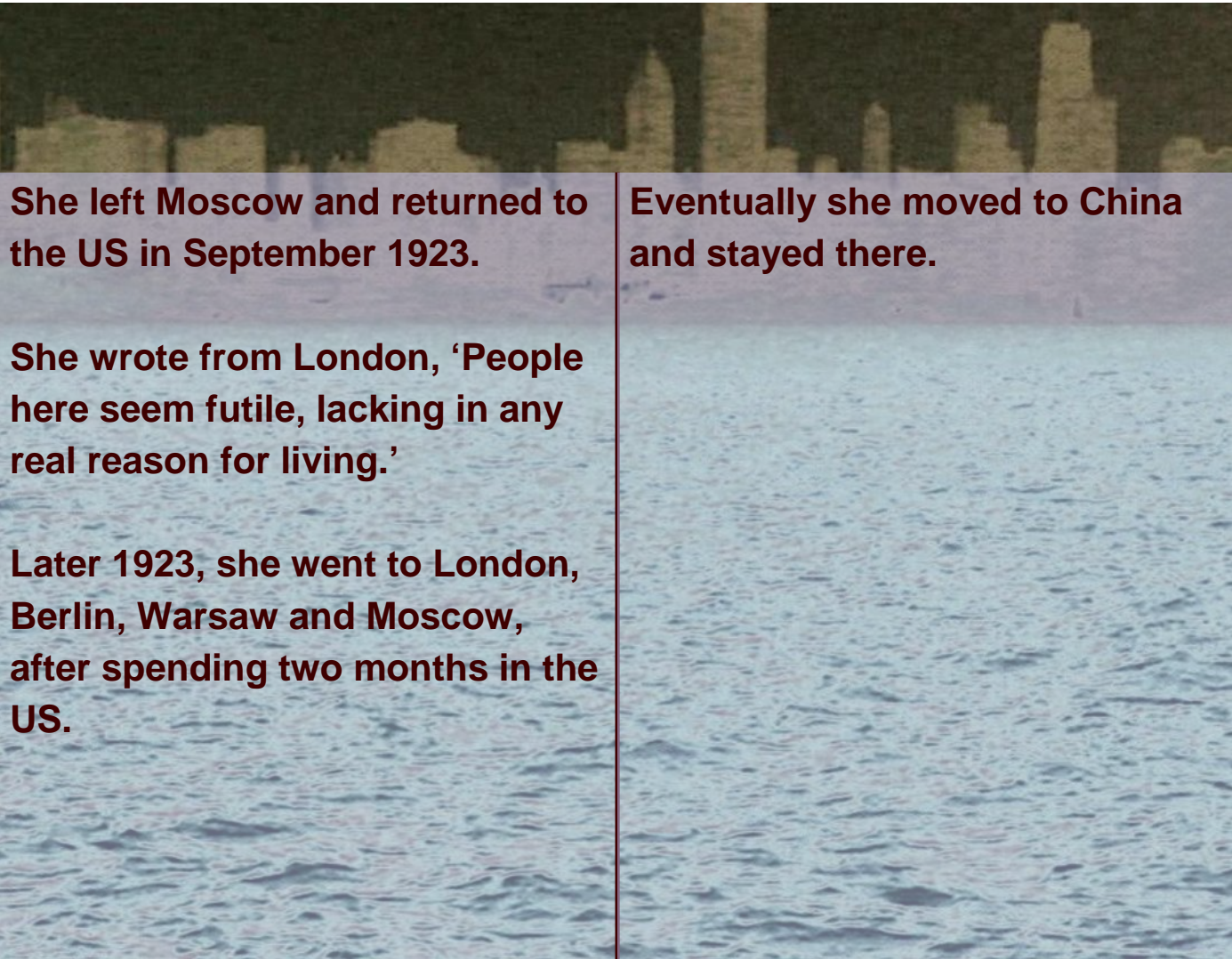
'Nothing in my whole life so shook the foundations of my soul. Our America was dead!

'The people wanted peace. The profiteers wanted war and got it.'

She wrote in 1920, 'The only people who can get any real fun out of life are the frankly selfish folks who don't care what happens to the world; and the real Bolsheviks.'

Her next move was to Russia.

A Glimmer on the Hills (chapter 5). in Strong, Tracy B. and Keyssar, Helene. Right In Her Soul, The Life of Anna Louise Strong. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



She left Moscow and returned to the US in September 1923.

She wrote from London, 'People here seem futile, lacking in any real reason for living.'

Later 1923, she went to London, Berlin, Warsaw and Moscow, after spending two months in the US.

Eventually she moved to China and stayed there.

Crossing the Bar (chapter 6). in Strong, Tracy B. and Keyssar, Helene. Right In Her Soul, The Life of Anna Louise Strong. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



She wrote from China in 1969, 'I do not expect to live to see the end of US imperialism.'

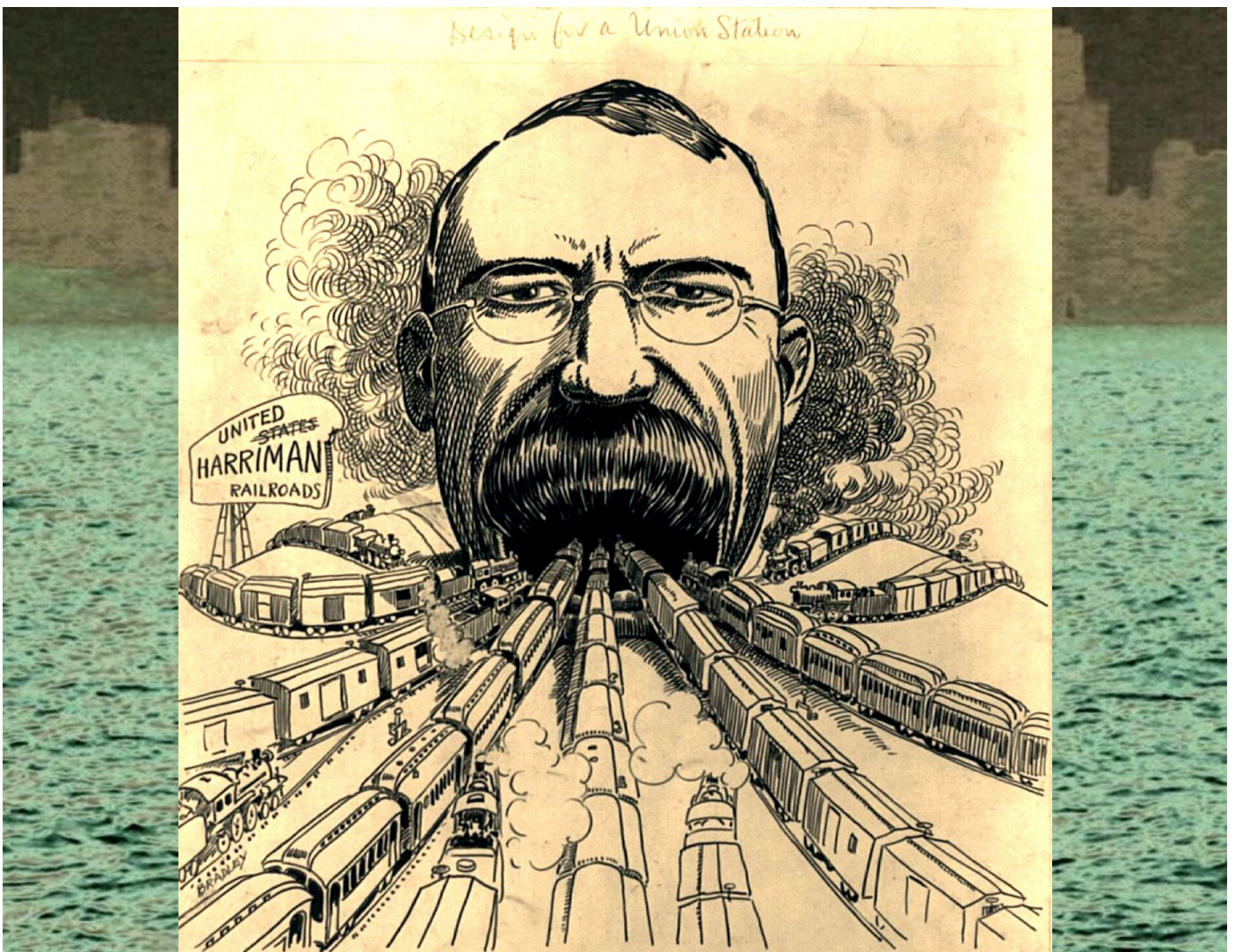
Therefore, I had better put in what strength I still possess in doing a bit of fighting against US imperialism in the only land where it counts - the USA.'

But in 1970, she died in Peking and was buried with full honors in the cemetery of Revolutionary Martyrs.

The End of the Visit (chapter 15).

(Dusk jacket, front flap).

in Strong, Tracy B. and Keyssar, Helene. *Right In Her Soul, The Life of Anna Louise Strong*. New York: Random House. Copyright by Tracy B.Strong and Helen Keyssar (1983). All rights reserved under International and Pan-American Copyright Conventions. The authors gratefully acknowledge permission from (list) to reprint material over which they have control.



Bradley, Luther Daniels (1853-1917) (artist). Design for a Union Station. Chicago Daily News (1907 October 18). No known restrictions on publication. No renewal in Copyright Office. Bequest and gift; Caroline and Erwin Swann; 1974; (DLC/PP-1974:232.1546)

Bradley depicts the commission's view of the situation by showing numerous train lines riding towards a giant head of Harriman. His mouth, wide open as if to form a tunnel, is about to swallow the various railways. A sign to the left pointing in the direction of the railroad magnate reads, "United States [States has a line going through it] Harriman Railroads."

From 1906-07 the holdings and business practices of railroad administrator and financier Edward Henry Harriman, became the focus of an investigation by the Interstate Commerce Commission. The committee charged that Harriman's use of Union Pacific resources (the company of which he was president since 1903) to invest in the stocks, bonds, and securities of competing railways, was an unlawful attempt to squelch competition and gain control of the market.

Published in: The image of America in caricature & cartoon / Amon Carter Museum of Western Art. Fort Worth : The Museum, 1975, p. 99.
Exhibited: Amon Carter Museum of Western Art, "The Image of America in Caricature & Cartoon," 1976.

Caroline and Erwin Swann Collection of Caricature & Cartoon. Library of Congress Prints and Photographs Division Washington, D.C. 20540 (digital file from b&w film copy neg.) cph 3b30626 <http://hdl.loc.gov/loc.pnp/cph.3b30626>



UNION PACIFIC RAIL ROAD,
Excursion to the 100th Meridian, October 1866.

Photographed by J. Carbutt, Chicago,
Under the Auspices of the Union Pacific Rail Road Company.

208.—*Westward, the Monarch Capital Makes its way.*

Carbutt, John (1832-1905) (photographer). Westward, the monarch capital makes its way. (1856 October). No known restrictions on publication.

Includes either Samuel B. Reed, chief engineer of construction, U.P.R.R., or Thomas Chase Durant, engineer. (Source: Nothing Like It in the World, 2000).

No. 208. Union Pacific Rail Road, Excursion to the 100th Meridian, October 1866.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original photo, front) stereo 1s00077 <http://hdl.loc.gov/loc.pnp/stereo.1s00077>
(b&w film copy neg.) cph 3a00284 <http://hdl.loc.gov/loc.pnp/cph.3a00284>
(b&w film copy neg.) cph 3a53165 <http://hdl.loc.gov/loc.pnp/cph.3a53165>



Passenger terminal, Madison Street entrance, Chicago, Chicago & North Western Railway. Copyright J165443, Detroit Publishing Company (1912).

No. 072520.

Library of Congress. (b&w film copy neg.) cph 3c01582 <http://hdl.loc.gov/loc.pnp/cph.3c01582>
<http://memory.loc.gov/service/pnp/cph/3c00000/3c01000/3c01500/3c01582v.jpg>



Delano, Jack (1914-) (photographer). In the roundhouse at a Chicago and Northwestern Railroad yard, Chicago, Ill. U.S. Office of War Information (1942 December).. No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-1. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA
(digital file from original transparency) fsac 1a34655 <http://hdl.loc.gov/loc.pnp/fsac.1a34655>



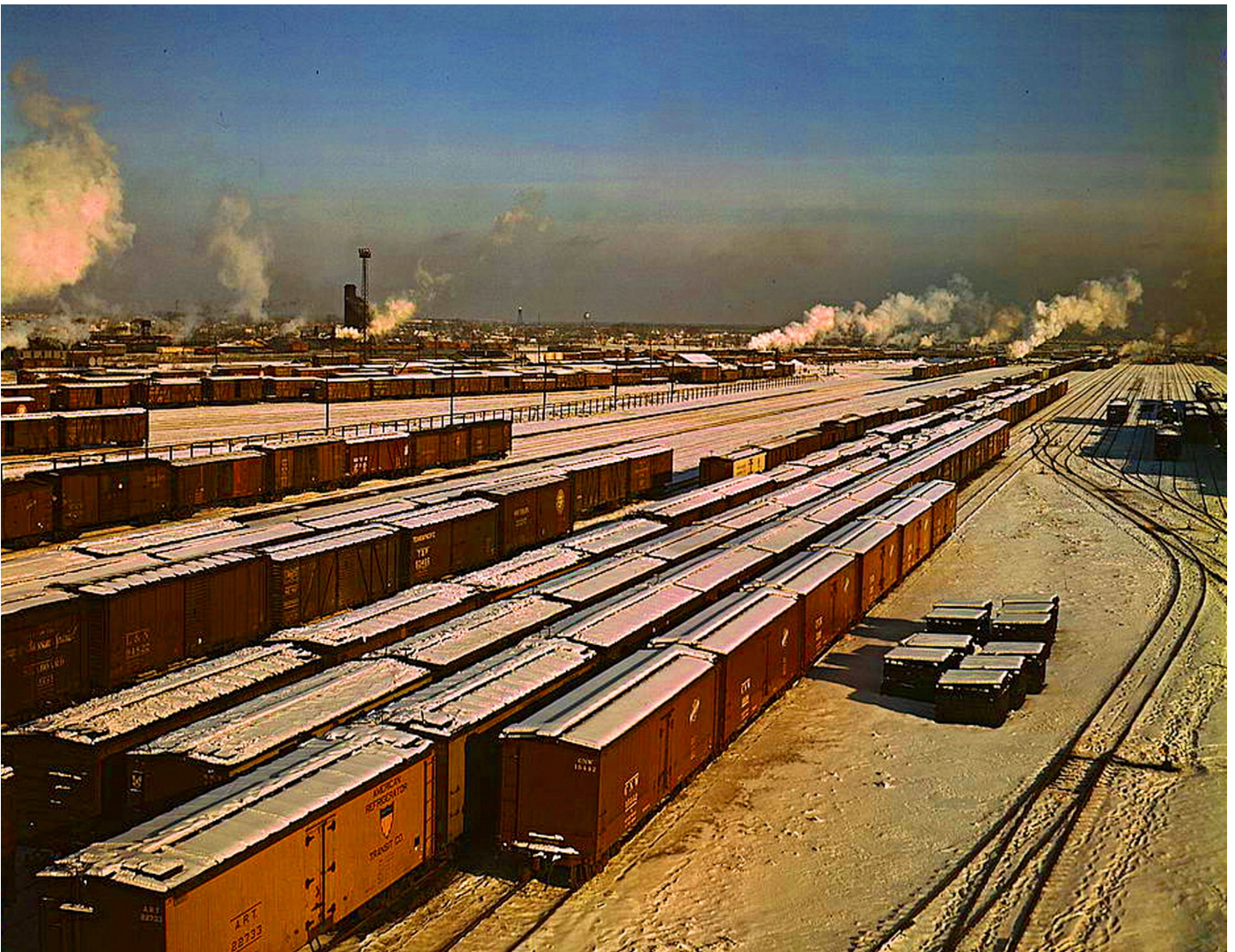
Delano, Jack (1914-) (photographer). John Kelseh, blacksmith, at his forge in the blacksmith shop at the roundhouse, Rock Island R.R., Blue Island, Ill. U.S. Office of War Information (1943 April). No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-12. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA
(digital file from original transparency) fsac 1a34794 <http://hdl.loc.gov/loc.pnp/fsac.1a34794>



Delano, Jack (1914-) (photographer). Switchman throwing a switch at C & NW RR's Proviso yard, Chicago, Ill. U.S. Office of War Information (1943 April). No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-1. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA
(digital file from original transparency) fsac 1a34657 <http://hdl.loc.gov/loc.pnp/fsac.1a34657>



Delano, Jack (1914-) (photographer). General view of a classification yard at C & NW RR's Proviso yard, Chicago, Ill. U.S. Office of War Information (1942 December). No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-1. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA
(digital file from original transparency) fsac 1a34625 <http://hdl.loc.gov/loc.pnp/fsac.1a34625>



Delano, Jack (1914-) (photographer). A general view of a classification yard at C & NW RR's Proviso yard, Chicago, Ill. U.S. Office of War Information (1942 December).. No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-1. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA
(digital file from original transparency) fsac 1a34622 <http://hdl.loc.gov/loc.pnp/fsac.1a34622>



Delano, Jack (1914-) (photographer). C & NW RR, a general view of a classification yard at Proviso Yard, Chicago, Ill. U.S. Office of War Information (1942 December).. No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-1. Library of Congress Prints and Photographs Division
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(digital file from original transparency) fsac 1a34681 <http://hdl.loc.gov/loc.pnp/fsac.1a34681>



Delano, Jack (1914-) (photographer). Illinois Central R.R., freight cars in South Water Street freight terminal, Chicago, Ill. U.S. Office of War Information (1943 April).. No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-11. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA
(digital file from original transparency) fsac 1a34791 <http://hdl.loc.gov/loc.pnp/fsac.1a34791>



Delano, Jack (1914-) (photographer). General view of part of the South Water street Illinois Central Railroad freight terminal, Chicago, Ill. U.S. Office of War Information (1943 April).. No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-11. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA

(digital file from original transparency) fsac 1a34780 <http://hdl.loc.gov/loc.pnp/fsac.1a34780>

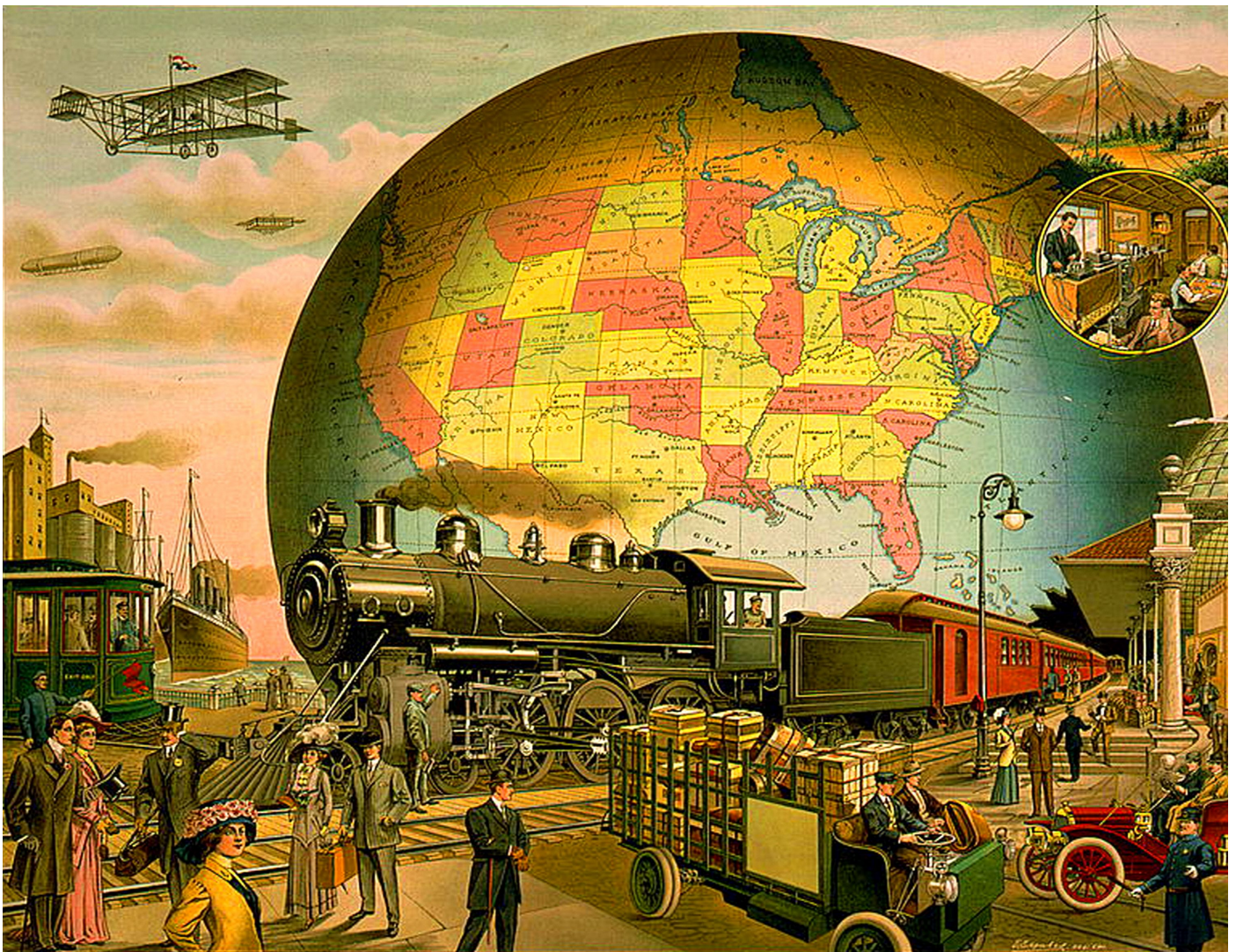
(color film copy neg.) cph 3j00096 <http://hdl.loc.gov/loc.pnp/cph.3j00096>



Felthousen, Charles I. (artist?). The world's railroad scene. Copyright 14132, Swain & Lewis, des. & lith. 103 State, Chicago (1882). No known restrictions on publication.

Print showing well-dressed passengers waiting as the Illinois Central Railroad train pulls into the station; also shows a steamship, horse-drawn carriage, stagecoach, and canal boat, along with a large globe displaying the United States and the extent of the I.C.R.R. lines.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA <http://hdl.loc.gov/loc.pnp/pp.print>
(digital file from original print) pga 03505 <http://hdl.loc.gov/loc.pnp/pga.03505>
(digital file from color film copy transparency) cph 3b52284 <http://hdl.loc.gov/loc.pnp/cph.3b52284>
(digital file from b&w film copy neg.) cph 3a05171 <http://hdl.loc.gov/loc.pnp/cph.3a05171>
<http://memory.loc.gov/service/pnp/pga/03500/03505v.jpg>



Yates, E.S. (artist). Twentieth century transportation. Copyright Felthousen, Charles I., E.S. Yates, des. Chicago (1910). Published: Delmont Company. .

People, train, automobile, trolley, and truck at railroad station, with airplanes and ship in background, in front of large globe; with insert of people working in communications office.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from original print) pga 01017 <http://hdl.loc.gov/loc.pnp/pga.01017>
(color film copy transparency) cph 3g05383 <http://hdl.loc.gov/loc.pnp/cph.3g05383>
(b&w film copy neg.) cph 3a13717 <http://hdl.loc.gov/loc.pnp/cph.3a13717>
<http://memory.loc.gov/service/pnp/cph/3g00000/3g05000/3g05300/3g05383v.jpg>



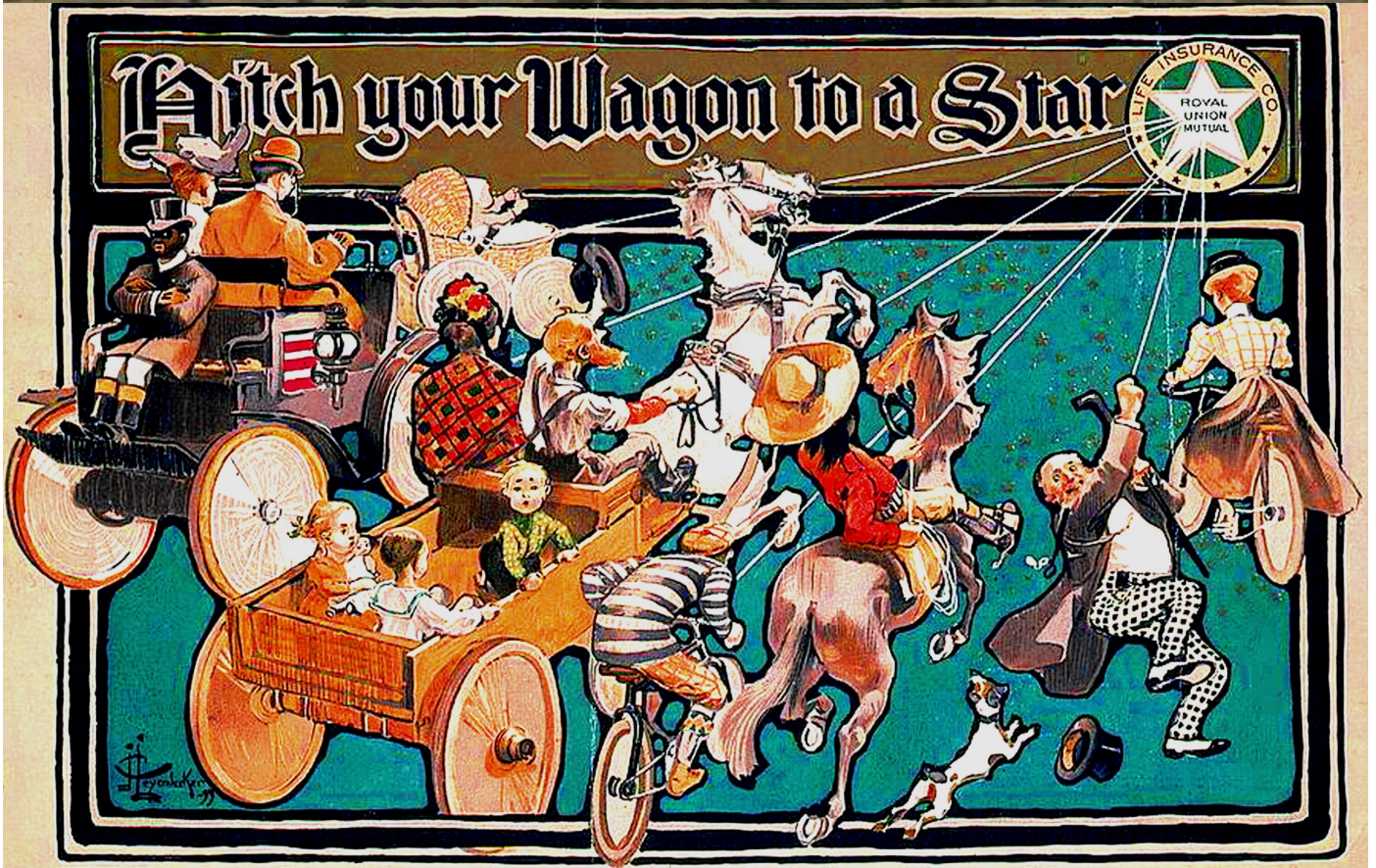
Delano, Jack (1914-) (photographer). C & NW RR, putting the finishing touches on a rebuilt caboose at the rip tracks at Proviso yard, Chicago, Ill.

U.S. Office of War Information (1943 April).. No known restrictions on publication.

Farm Security Administration - Office of War Information Collection 12002-1. Library of Congress Prints and Photographs Division
Washington, D.C. 20540 USA

(digital file from original transparency) fsac 1a34685 <http://hdl.loc.gov/loc.pnp/fsac.1a34685>

(color film copy neg.) cph 3j00097 <http://hdl.loc.gov/loc.pnp/cph.3j00097>



Levendeker, Joseph Christian (1874-1951) (artist). Hitch your wagon to a star. Copyright Cohen, M.I., Chicago (1898).

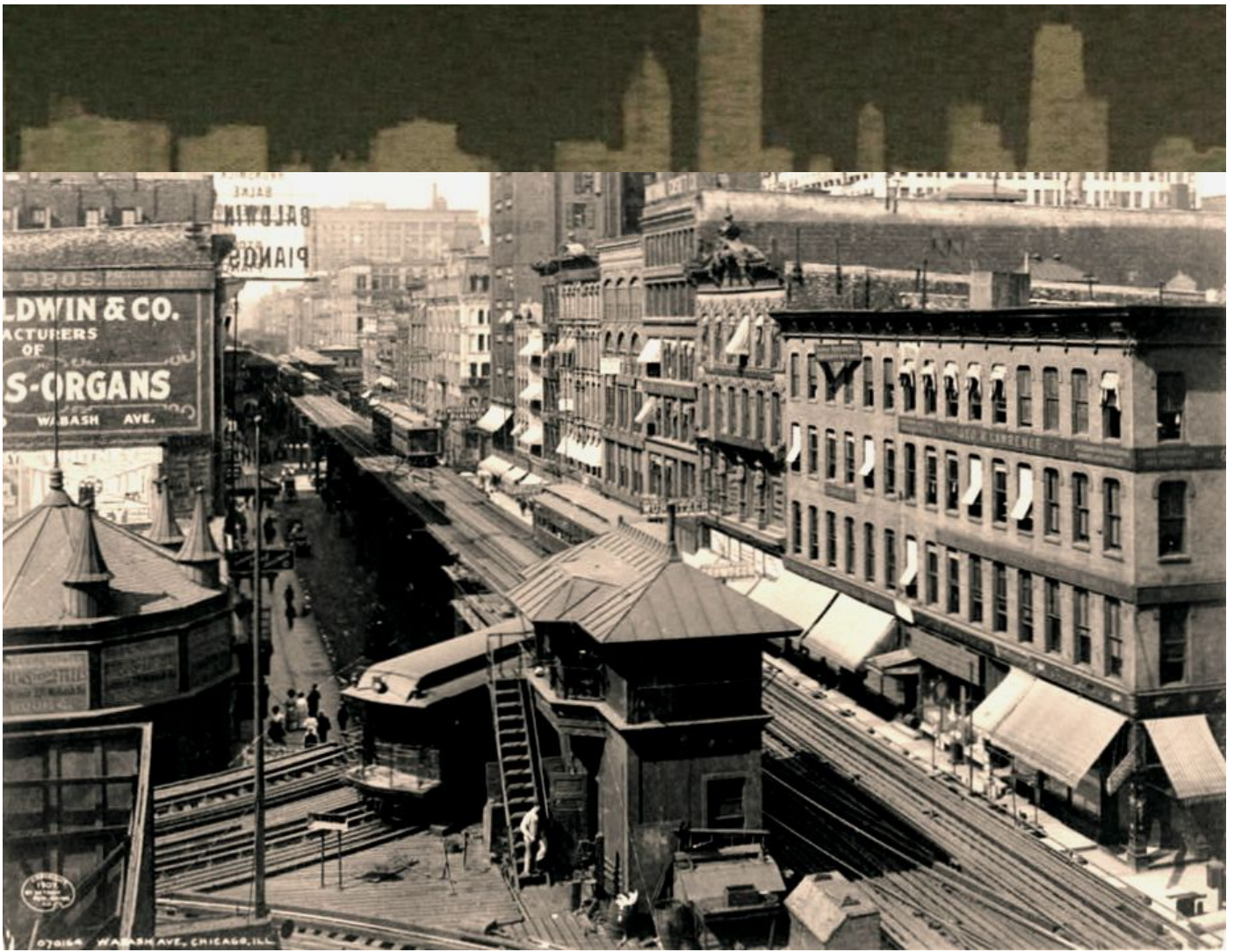
Poster showing people hitching themselves to a star with the words "Royal Union Mutual".
Promotional goal: U.S. G81. 1899.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(color film copy transparency) cph 3g02259 <http://hdl.loc.gov/loc.pnp/cph.3g02259>



Airplane with engine running on a White truck in Preparedness parade in New York City or Chicago. Bain Photographs (1916). No known restrictions on publication.

George Grantham Bain Collection. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(b&w film copy neg.) cph 3b26643 <http://hdl.loc.gov/loc.pnp/cph.3b26643>



Wabash Ave., Chicago, Ill. Bird's-eye view of Wabash Ave., Chicago, Illinois, showing elevated railroad. Copyright 070164, Detroit Publishing Co. (1907).

Library of Congress. (b&w film copy neg.) cph 3c16114 <http://hdl.loc.gov/loc.pnp/cph.3c16114>



Wright, George Hand (1872-1951) (artist). There is no peace in Chicago. in: George, W.L. (author). Hail Columbia, Harper's magazine, 142:139 (1921 January).

Accession no. DLC/PP-1934:0068.

Cabinet of American Illustration. Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from intermediary roll film copy) cai 2a15379 <http://hdl.loc.gov/loc.pnp/cai.2a15379>



<http://memory.loc.gov/service/pnp/ppmsca/19200/19241v.jpg>



Moshier, Charles Delevan (1829-1897). Carter Henry Harrison (1825-1893). Moshier's memorial offering to Chicago. Chicago: C.D. Moshier, National Historic Photographer to Posterity, 125 State Street (1876). No known restrictions on publication.

Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA
(digital file from b&w film copy neg.) cph 3c34211 <http://hdl.loc.gov/loc.pnp/cph.3c34211>

POLITICS AND POLITICIANS

OF

CHICAGO, COOK COUNTY, AND ILLINOIS.

MEMORIAL VOLUME,

1787-1887.

A COMPLETE RECORD OF MUNICIPAL, COUNTY, STATE AND NATIONAL POLITICS
FROM THE EARLIEST PERIOD TO THE PRESENT TIME.

COMPILED BY

FREMONT O. BENNETT.

Designed to be a Book of Reference and Authority for every important incident connected with the early settlement of Chicago and Northern Illinois, containing data of City, State and National Conventions, Campaigns, Elections and Administrations, important Public Meetings, complete List of Officials, Biographical Sketches of Noted Men, Valuable Public Records, Mayors' Messages, Resolutions of the Common Council, Official Election Returns, Tables of Population and of Voters by Wards and Neighborhoods, Occupations, Valuations, Taxation, Summary of Council Proceedings, General Index of same, etc., Adoption of City Election Law, Summary of same, Municipal Election of 1886,

AND AN ACCOUNT OF THE

HAYMARKET MASSACRE OF MAY 4, 1886,

AND THE ANARCHIST TRIALS.

COMPLETE IN ONE VOLUME.

CHICAGO:
THE BLAKELY PRINTING COMPANY.
1886.

354

POLITICS AND POLITICIANS,

CARTER H. HARRISON.

The Mayor of Chicago for the fourth time, Hon. Carter H. Harrison, was born in Fayette county, Kentucky, February 25, 1825. Richard A. Harrison, Oliver Cromwell's Lieutenant-General, who led Charles I. to the block, is his earliest ancestor, record of whom is preserved in the family archives. The name

Politics and politicians of Chicago, Cook County, and Illinois

By Fremont O. Bennett

Published by The Blakely Printing Company, 1886

found at <http://books.google.com/books?id=uZkGAAAAMAAJ&oe=UTF-8>

was conspicuous in Virginia during the colonial periods, and Carter H. Harrison, his grandfather, and his brother, Benjamin Harrison, the signer of the Declaration of Independence, and father of President William Henry Harrison, are enrolled in the annals of the infancy of the United States. Early intermarriages linked the Harrison family with the Randolphs and Carters of Virginia. Through the former family Thomas Jefferson and John Randolph were of near kin; through the latter, the Reeves of Virginia, and the Breckenridges of Kentucky. Robert Carter Harrison, grandfather of Carter H. Harrison, located in Kentucky in 1812. His father and grandfather were graduates of William and Mary college. When Carter H. Harrison was eight months old his father died, but the circumstances of the family were left in an unusually promising condition. When he was fifteen he was placed under the scholastic care of Dr. Lewis Marshall, brother of the Chief-Justice, and father of the famous Kentucky orator, Thomas T. Marshall. In 1845 he graduated from Yale college. He then studied law, but did not practice. A short time spent on his father's farm, six miles from Lexington, preceded a trip to Europe in 1851, when he visited every part of England and Scotland, and passed into Egypt, and, in company with Bayard Taylor, explored Syria and Asia Minor. Taylor's "Land of the Saracen" was the result of the tour. In 1853 Mr. Harrison entered the Pennsylvania Law School at Lexington, and finished the course in 1855. In the same year he came to Chicago, at once commenced courting the city, which in after life it so pleased him to call his bride. Real estate transactions from that time forward engaged his attention aside from his political ventures. His political life commenced in 1871, when he was elected a County Commissioner. In 1872 he was nominated by the Democrats to Congress, to represent a strongly Republican district, but was defeated. He reduced the Republican majority so materially, however, that in 1874 he was again placed in the field, and elected by a majority of eight votes. At the time he was nominated he was traveling with his family in Germany, Austria, the Tyrol and Switzerland. He at once came home to represent his district; but in 1875 went back, and after traveling through Northern Europe, ended his trip in Paris. His family went to Germany, and he came to Chicago only to be recalled by the death of his wife. While absent he was re-elected to Congress. In 1878 he declined a renomination.

In 1879 his name was first suggested for the Mayoralty, and

in April following he was elected by a majority of over 5,000. In 1881 he was re-elected by a majority of 8,000. In this campaign, not only the press but the pulpit opposed him. In 1883 he was re-elected by an increased majority. He was nominated in July, 1884, for Governor of Illinois, and in the succeeding campaign greatly reduced the Republican majority; his opponent being Richard J. Oglesby. In 1885 he was re-nominated and re-elected Mayor of Chicago, but by a decreased majority, his opponent, Judge Sidney Smith, receiving the united vote of all opposing elements and being the strongest and most popular man the Republicans could put forward. A contest followed this election, which was terminated by the withdrawal of Judge Smith, and the virtual breaking down of the prosecution. Mayor Harrison was put forward as a candidate for United States Senator in the memorable contest waged in the Legislature in the winter of 1885-6, and he received a flattering vote. He was strongly urged to become a candidate for Congress in the Third Chicago district in the fall of 1886, and his many friends have great confidence in his future political career.

WILLIAM EDGAR.

William Edgar, Secretary of the Chicago Department of Buildings, was born in Stranraer, Scotland, February 25, 1848, being the second son of Thomas Edgar and Mary (Stewart) Edgar. William attended, when a lad, the Stranraer Academy and afterward the Free Church School, connected with the Free Church of Scotland. He came to the United States in 1869, when twenty-one years of age, and his parents came in 1883. When Mr. Edgar arrived in Chicago he did not have a dollar in his pocket. He set to work to win his way, and engaged with a lumber company in Bridgeport, teaching night school in the meantime. In the winter of 1869 he taught at the Holden school;

in 1880 under Prof. Hanaford in the Sedgwick street school, and the following winter in the Scammon school. He yet retains city and county certificates as a school teacher. When "Uncle" Dan O'Hara was elected Clerk of the Recorder's Court, now the Criminal Court, Edgar served a clerkship under him. He next worked as a mechanical draughtsman for Ex-Governor Farwell of Wisconsin, and afterward for Col. S. V. Shipman in the same capacity. In the fall of 1873 he was appointed Deputy City Clerk under City Clerk Joseph K. C. Forrest, and remained in the position until the election of Caspar Butz. He then acted as a Clerk in the County Clerk's office under E. F. C. Klokke for a season. June 19, 1879, he was appointed Secretary of the City Building Department and yet retains the office, his experience as a draughtsman and acquaintance with buildings fitting him especially for this important position. Since his incumbency of the office he has examined the plans and collected the assessments on buildings the aggregate cost of which amounts to nearly \$200,000,000, many of them the most substantial and costly edifices in the city. Mr. Edgar has been a Democrat since his first arrival in this country, but has independent predilections and is not backward about expressing personal views when occasion demands. Mr. Edgar is popular, respected, and gains the high esteem of all with whom he comes in contact. He is a member of the St. Andrews Society; and of Apollo Blue Lodge, A., F. and A. M.; of Chicago Chapter, Royal Arch Masons; of St. Bernard Commandery, K. T.; of the Illinois Council of the Royal Arcanum; of Medinah Temple of the Nobles of the Mystic Shrine, and is Vice-Ruler of the Thirteen Club, an organization of bold and hardy spirits, banded together to combat superstition, under a charter from the original Thirteen Club of New York. Mr. Edgar was Regent of his Council of the Royal Arcanum for three years, and upon his retirement was presented by his brother members with a diamond mounted Regent's jewel, which is pronounced one of the most splendid testimonials of the kind ever devised. Mr. Edgar has a well appointed home at No. 819 Warren avenue, in the Twelfth ward, where he is always ready to dispense hospitality to his friends. He was married October 7, 1875, to Miss Jeannette Law Kirkland, daughter of Alexander Kirkland, Esq., and is the father of five children, the oldest a daughter, born July 4, 1876, and the youngest, a daughter also, born April 6, 1886. Mr. Edgar has several times been offered the nomination of his party for political offices, and has invariably declined to allow the use of his name in such a connection.

HON. GEORGE A. MEECH.

George Appleton Meech, eldest of three sons of Appleton and Sibyl (Brewster) Meech, was born in Norwich, Connecticut, January 19, 1824, and he comes of a long line of ancestors noted for patriotism and Puritan virtues. His father was born in Preston, New London county, Connecticut, as was also his paternal grandfather, and his mother was born in Griswold in the same county, a daughter of Elias Brewster. His father, Appleton Meech, was Captain of an American war vessel in the privateer service during the war of 1812-14, and afterward had command of a vessel engaged in the East India trade, and his grandfather, Jacob Meech, was Captain in the Continental Army during the Revolutionary war; was a member of Washington's historic bodyguard; was taken prisoner at one period, and was wounded at the battle of White Plains. His mother was a descendant of the Rev. William Brewster, of the Mayflower, and Brewster's Neck, on the Thames River, is named after a son of the preacher, who at one time relieved Uncas, when the great chief was besieged by the Narragansetts or Pequots, and who attested his gratitude for the service by ceding his friend a large tract of land.

George A. Meech first attended private school in Norwich and then in New Haven. He entered Yale College in 1839 and graduated in 1843, with the degree of A. B. He taught a district school in Bozrah for a short time and then became principal of the Academy of Norwich, and at the same time read law with the Hon. Lafayette S. Foster, afterward President of the United States Senate. He next went to the South and remained until 1847, teaching at Demopolis, Marengo county, Alabama, and reading law with Mr. Manning of that place. Returning to New England he completed his legal studies with Hubbard and Watts and Hon. Robert Rantoul of Boston, and was admitted to practice in 1848. The next year he was appointed Justice of the Peace in New London county, and in the spring of 1853 was elected Judge of Probate of the Norwich district. These positions he filled with dignity and ability, but he could not remain in a field so auspiciously entered for the reason that an invalid wife demanded his entire attention, and he resigned the office of Probate Judge and, with the view of improving his wife's health, removed to the West in the fall of 1853. He settled in Chicago and entered upon the practice of law, and his first case became a celebrated one and gave him prominence and a lucra-

tive practice followed. He was assigned by the late Judge Robert S. Wilson to defend a criminal who was being prosecuted by the noted Daniel McIlroy, who was then State's Attorney. Lawyer Meech attacked the prejudices of the jury and the result was that the culprit was convicted and sentenced to twenty-seven years' imprisonment. The young lawyer immediately applied for a new trial; secured it, and promptly cleared his unprofitable client. In the important practice which immediately came into his hands he found full scope for the exercise of his superior legal talents. In the spring of 1862 he was made the Democratic nominee for City Attorney, on the same ticket with Mayor Francis C. Sherman, and, although the war feeling was at its height, and the Republicans were carrying everything, he was elected by a decisive majority. He discharged the duties of the office with signal ability and retired, standing high in public favor. The following year (1864) he was appointed City Assessor, receiving the unanimous vote of the Common Council, which was evenly composed of Republicans and Democrats. This office he conducted for two years, with conspicuous fidelity to public interests. From 1864 to 1875 he devoted his attention to the practice of his profession and secured a wealthy and prominent clientele. In 1865 he became the attorney of Commodore Bigelow, and was given the management of the celebrated Bigelow estate, and this important trust he conducted with great prudence and business and legal tact up to the transfer to the Government for \$1,250,000, of the portion now occupied by the Custom House. In 1875 he was selected by the Judges as a Justice of the Peace. In 1879, and again in 1883 he was re-appointed, and both times indorsements were presented to the Judges, requesting his re-appointment for the publicly known reason that he was able, experienced, and his faithfulness and rectitude were well known, and that he had already filled the office with the intelligence and dignity becoming a court of justice. The petitions represented, besides lawyers and judges, many prominent men in business circles, containing the names of such well known men as Thomas Hoyne, F. H. Kales, Leonard Swett, E. B. McCagg, Van H. Higgins, Judge George Gardner, Elliott Anthony, B. F. Ayer, S. Corning Judd, Robert T. Lincoln, I. N. Stiles, Arno Voss, Thomas Dent, Sol. Smith, Lyman J. Gage, Nelson Ludington, George Schneider, George L. Otis, James D. Sturgis, John DeKoven, and others, many of whom wrote personal appeals for his retainment on the score of public interest, and his acknowledged ability and fitness for

the position. In August, 1885, Justice Meech was designated by the Mayor and Common Council to preside over the Police Court. In this position his ability and knowledge of the law again came into play. He was thorough in his analysis, clear, prompt and decisive in his rulings, and unbiased in his judgment. The position was one which had always had certain political connections and incited the antagonism of many persons having political influence, and Justice Meech, like all his predecessors in the office of Police Justice, was made the object of partisan attacks, directed in the main at the city administration, of which he was held to be the representative. In this trying position Justice Meech has ever retained the confidence and respect of his friends, and has steadfastly pursued the even tenor of his way, and performed his duties in an exemplary manner. He made many improvements in the method of conducting the court; established rules of cleanliness and proper conduct and dispensed justice tempered with mercy. Of his personal traits a Chicago journal once said: "As a citizen he is loyal and true, and has been especially faithful to the community in which he lives. As a man he possesses most admirable qualities; warm and sympathetic in his friendships; courteous, affable, social and genial, he possesses that plain style and matter-of-fact directness of purpose, and that modest, unobtrusive manner, to be expected in one who, like himself, has an utter contempt for all shams and mere pretense."

For a period of thirty-three years Justice Meech has now been before the people of Chicago, and identified with many of the most important interests of the city. He is a polished and high bred gentleman of the old school; firm in his convictions, blunt, honest, and straightforward; his integrity is unimpeachable. During his earlier years, when the care of his invalid wife and a number of dependent relatives fell to his lot, he passed through trials and performed duties which firmly established him in the respect of his friends, and their admiration of his character has increased with years, nor been diminished by the vicissitudes attending public office. In politics Justice Meech has always been a Democrat, as the term applies to the theory of government; but he has always had personal and independent views, and during the Lincoln-Douglas campaign was an ardent supporter of the "Little Giant." He has long been a member of the Masonic fraternity; a life member of Waubansia Lodge; a life member of Washington Chapter Royal Arch Masons; a Knight Templar and life member of Apollo Commandery.

Justice Meech was first married in 1850 to a daughter of the Rev. Daniel Dorchester, of Norwich, Conn., who died in 1859. In 1861 he married a daughter of the Hon. Milo Hunt, of Chenango county, New York, who died in 1878, and in 1880 he married Florence, the accomplished daughter of Capt. William Story, of Norwich, Conn., by whom he has his only living child, Harold Appleton Meech, aged five years, a precocious, bright and promising boy.

HON. CHARLES B. FARWELL.

Hon. Charles B. Farwell was born at Painted Post, a small village in Steuben county, New York, July 1, 1823. He was educated at the Elmira Academy, and at the age of fifteen years came west with his father. The family settled on a farm in Ogle county, Illinois, and for some time young Farwell followed land surveying. After a time he found agricultural life incompatible, and in January, 1844, he came to Chicago to seek his fortune, having nothing upon which to build it up save energy and determination. The first post he obtained was that of assistant or deputy clerk to George Davis, then County Clerk. He had not been in the department very long before Davis was incapacitated by illness, and the task of opening the County Commissioner's Court devolved upon young Farwell. He carried on the affairs of the office in the absence of his principal for four months, when the latter returned and the young man resumed his accustomed sphere, adding, meanwhile, to his not too abundant resources by spending his evenings in the employ of a dry goods house. That he was economical and husbanded his resources is evidenced by the fact that in November, 1845—less than two years after his arrival in the city—he effected his first purchase of real estate. He turned his attention to the piece of land on Jefferson street, on which Crane Brothers' ironworks now stand, and finally bought it out, paying for it \$100 in cash and giving a note for the balance. The value of the same piece of property is now estimated at all the way from \$25,000 to \$35,000. He left the County Clerk's office early in 1846, having received \$200 and board for the preceding year's service. He entered the real estate office of J. B. F. Russell at \$400 a year and staid there three years, receiving an advance of \$100 in salary for the last two years of service. In 1849 he entered the banking house of George Smith and became principal teller, remaining there until 1853. In the latter year he was nominated for County Clerk, and was duly elected, his defeated opponent being Dr. E. S. Kimberly. Mr. Farwell served a term of four years; was re-elected and retired from the office in 1861, again turning his attention to real estate and business pursuits. He reorganized the entire system of keeping the county records, and his administration of the office was particularly able. In 1864 he formed a connection with his brother in the house of John V. Farwell & Co., purchasing an interest from his brother. With Mr. Farwell's keen insight in the business, and his able management, the house at once took rapid strides toward its present great proportions.

In 1867 Mr. Farwell was elected to the Board of Supervisors and was made Chairman of the Board, and during his term the wings of the old Courthouse which was destroyed in the fire were erected. In 1870 he was nominated by the Republicans for Congress against John Wentworth, who was running as an Independent candidate. A notable campaign ensued, which resulted in the election of Mr. Farwell by a large majority. He was re-elected in 1872, and again in 1874. He forsook politics for a season when his latter term expired, but in 1878 he ran again for Congress and was duly elected. Of late years Mr. Farwell has been conspicuously brought forward for Governor, United States Senator, Mayor, and other important offices, but has evinced no personal desire to again enter official life. Mr. Farwell has been active in politics since 1844; a member of the Republican State Central Committee for many years; Chairman of the Committee in 1872, and he has ever been one of the principal contributors to campaign funds. He has always been found a faithful supporter of the Republican party and its candidates, and has played an important part in many State and National conventions and campaigns. The public services of Mr. Farwell are many, and he has been one of the principal builders up of the business district, owning many fine structures occupied for business purposes. It was through his instrumentality also that the completion of the Washington street tunnel was effected, after the original contractors had left it in a condition of almost total wreck. He furnished the bulk of the capital for its reconstruction, and under his supervision the work was pushed forward to a finish in a creditably short space of time. His public-spiritedness and liberality in assisting all worthy enterprises is a matter of note, and though avoiding ostentation himself, there are many who know of his benefactions to various charities, and innumerable instances where he has held out a helping hand to the deserving unfortunate. For many years he has been the largest contributor to the funds of the Lake Forest University, an institution under the management of the Presbyterian Church, which is of great public usefulness. In connection with Col. Abner Taylor and others he is now conducting the construction of the great State Capitol building of Texas. He is a member of the Union League Club; the Commercial Club; the Banker's Club, and Chicago Club, having been one of the founders of the latter. Mr. Farwell was married October 11, 1852, to Miss Mary E. Smith, of Williamstown, Mass., and has a family of four children.

HON. ABNER TAYLOR.

Abner Taylor was born in Bangor, Maine, January 19, 1829. His father, Daniel W. Taylor, and his mother, Sophia (Dean) Taylor, were both born in Maine, and his father was a farmer. His parents removed to Ohio when Abner was four years old and settled in Champaign county, and Abner was raised on a farm and attended district school until he reached his majority. In 1851 he removed to Illinois, settling in McLean county, and went into the business of buying cattle. For a period of three years he bought and herded cattle and drove them to Philadelphia, the trip consuming one hundred days. He next located in Clinton, De Witt county, and entered government land until 1857, when he went to Fort Dodge, Iowa, and took the contract for building the Courthouse there, and also entered the business of merchandising, buying out and conducting a dry-goods store. He remained in Fort Dodge until 1860, when he removed to Aurora, Ill., and bought out E. and A. Woodworth's wagon manufactory in company with Thomas Snell, Samuel L. Keith and Hiram Butterworth, and here he continued in business for three years. At the outbreak of the war he was in Fort Dodge and enlisted there, but was rejected on account of a defect in his eyesight; he again enlisted at Aurora, but did not succeed in passing examination. When General Orme was appointed Special Agent of the Treasury to supervise the admission of supplies through the lines and take charge of goods abandoned by the Confederates, he selected Col. Taylor as his deputy, and he joined Gen. Orme at his headquarters in Memphis and remained until after the close of the war. From Memphis he came to Chicago and engaged in buying real estate, which he has followed ever since, although at times he has engaged in railroad building and other extensive contract work. His first purchase of Chicago real estate was twenty-seven acres near Milwaukee and Chicago avenues from the agent, Judge Van H. Higgins, for \$81,000, or \$3,000 an acre, on which he paid \$3,000 down and owed the balance. This property he subdivided and sold in lots. He had great confidence in the future greatness of Chicago, and that the speculation was a wise one is evidenced by the fact that while the balance of the purchase price was paid many years ago, Col. Taylor yet holds some of this valuable property. His first contract after locating in Chicago was one for street paving in Memphis; amounting to a million dollars, which he sold out when about half completed. In

1869, in company with Thomas Snell and James Aiken, he went to railroad building, and built some of the most important main lines and branches in Illinois and Iowa, among others the Chicago and Southwestern; the La Fayette, Bloomington and Mississippi; the La Fayette and Muncie; the Cincinnati and Decatur Short Line; a line for the I. B. & W., and smaller branches. In 1881 he became connected with the Chicago and Pacific Elevator Company in connection with W. H. Harper, and is President of the Company. Two elevators were built by the Company, both on Goose Island, and they are among the largest in Chicago, each having a storage capacity of 1,500,000 bushels of grain. When the panic of 1873 disturbed the business of the country, Col. Taylor closed up his contracts and went to Europe, where he remained a year. Again in 1879 he went abroad for a year and he did no further business in the line of contracting until in 1882, in connection with J. V. and C. B. Farwell and Col. A. C. Babcock, he took a contract to build the Texas Statehouse, at Austin, the largest capitol building in the United States, except the National Capitol at Washington. For the construction of this building, according to the plans adopted by the state, the builders received a grant of 3,000,000 acres of land in Northwest Texas, on the "Panhandle," and they now have this land all under fence and 75,000 head of cattle on it. When this contract is completed, it is Col. Taylor's intention to again retire from active business pursuits. He is an entirely self-made man and his success in life is due to habits of toil and self-sacrifice, and a faculty for seeing and taking advantage of favorable opportunities for progress. He is a bachelor, and as he says himself, has had no time to get married. For several years he has taken an active interest in politics and has been given prominence in connection with important offices. In 1884 he was elected to the Illinois Legislature from the Third Chicago district, and took a prominent part in the Haines Speakership contest and the famous fight of the "103" for Gen. John A. Logan for United States Senator.

Biographical Sketches
of the
Leading Men of Chicago.



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BIOGRAPHICAL SKETCHES

OF THE

LEADING MEN OF CHICAGO,

WRITTEN BY THE BEST TALENT OF THE NORTHWEST.

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INTRODUCTION.

"Art is long, but Life is short," is a proverb which, in its Latin form, "*Ars longa, vita brevis*," has been handed down through the ages and passed from lip to lip by *savans* and students. But it was reserved to the men of the present century to exhibit a living faith in the apothegm, by crowding into the experience of a decade the activities of a patriarchal term of existence. Man lived, and learned, and labored in former days, and improvements in his condition were effected, but the processes were slow; human elevation was wrought out like the toilsome accretions of the coral reef, whose crest is reared up from the ocean valley only by the scarcely sensible additions of untold centuries, by myriads of laborers, whose work was but the construction of their own tomb. We of the present day can compare with them but by contrast. The progress of the past fifty years has been rather that of the force which upheaves an island in a day, or builds a palace in a night. Within that short period several peoples have been raised to the condition of freemen, the yoke of bondage has been stricken from the necks of a race, the mirror of science burnished up from a few bright spots on its surface, education has become popularized, a continent settled, and steam made useful; the iron horse, unfoaled at the commencement of that cycle, is now pawing his way through every land, and neighing his triumph from the tops of the Rocky Mountains, while the electric spark has flashed intelligence into every hamlet, and wakened into life the slumbering activities of a world.

Fifty years! Less than the life of one man, the last half century has been more heavily laden with human happiness than the whole of that preceding period of a hundred lunar cycles, at whose beginning was borne through the air by angel voices the glad tidings—"Peace on earth; good will to men!" And yet we may lessen the duration of even that brief jubilee by a quarter. Thirty-seven years ago, the passage of the Reform Bill in Great Britain opened the path along which the masses of England are now marching towards liberty; in the same year (1831) Cook County was organized and the first actual step made towards opening up the interior of the American continent to travel and discovery, though the passage of the Canal Bill three years previously was the order to hew out a path in the wilderness. Since then, freedom and progress have been the watchwords of civilization. Six years thereafter the negroes in Jamaica were freed, and Chicago was made a city. Both were but beginnings, but the results have been magnificent. Over both hemispheres, from the Texan plains to the

fastnesses of Siberia, the human form and the human mind have thrown off the manacles which bound them, and what was then little more than a narrow strip along the Atlantic shore has expanded, till now the United States and Territories spread their area over a third part of the solar journey, their mineral wealth enriching, their fertile fields feeding, their institutions teaching, and their power awing the world.

Chicago is thus not only a wonderful city in herself, but Apostolic in her character—preaching the truth in the desert, and sowing the seed which has now blossomed forth into the fruits of a Garden of Eden. She it was who, first planted in the prairie like the staff of St. Patrick, has since grown forth even more wonderfully than his wand, becoming not a trefoil, but a banyan tree, whose shoots flourish from ocean to ocean. Chicago was the surveyors' station from which the land beyond was prospected, and the villages and cities subsequently laid out that now dot the West. Her example has stimulated to wondrous enterprise in city building elsewhere, and while in her proud position at the head of the great chain of Lakes, she is the central point to which all else converges, as the meridian lines towards the poles, she is still more distinguished as the originator of Western progress—the maker of Northwestern history.

Thirty-one years since, Chicago was first called a city, and Mayor Ogden looked round on the new-born corporation, and with true prophetic eye noted its future magnitude. That is nearly one generation ago; a few months more, and we shall have turned the first leaf in our civic history. The early workers-out of the great problem of Western commerce are even now passing away from among us, breaking through the death cloud, seen in the vision of Mirza, into the great ocean of eternity. It is a grateful task to turn the camera on the little throng who are now walking over the senior arches in the bridge of life, and photograph for preservation the prominent features in the lives of that little band who have made so much of our history. We essay the work in the following pages; they contain life sketches of over one hundred of the leading citizens of Chicago—the men to whose foresight, energy, enterprise, and influence, the proud municipality of to-day so largely owes its greatness.

These are bright ensamples, but the list does not include all whom we should delight to honor. Some are absent in Europe, enjoying the fruits of their earlier toil, while even before we write the cloud has closed over many of the shining ones, and we are reminded of the old sun-dial motto—"Dum spectas fugio"—even while we gaze they pass away. Among the honored dead we may not soon forget the names of many whose labors were not less worthy, or lives more glorious, than those of the present living. Among the more prominent of these we may note the names of Thomas Dyer, former Mayor of our city; Luther Haven, Collector of the Port of Chicago, and for a long time a member, and the President, of the Board of Education; Flavel Moseley, whose benefactions to the public schools will never be forgotten; Colonel R. J. Hamilton, of whom it has been said that he held simultaneously almost every office in Cook County; Judge Douglas, the great statesman, whose bones now repose near the Soldier's Home; George Manierre, the upright Judge; R. S. Blackwell, the compiler of our Illinois Statutes; Doctor Brainard, the founder of Rush Medical College; Doctor Egan, whose real estate transactions were carried into the practice of his profession so largely that he used to prescribe pills to be taken "on canal time;" Solomon Sturges, the banker and founder of the grain warehouse system; W. H. Brown, the scientific man and philanthropist, who died recently in Holland; J. B. Beaubien, the original native; J. L. Scripps, late Postmaster, and for

years one of the editors of the "Press and Tribune," and R. L. Wilson, whose genius and enterprise did so much for the "Journal." These, and many more, will long live in memory as the salt of the earth—men whose deeds have not followed them to the grave, but exist in their fruits, and cause their names to be blessed.

It may be claimed for our book that it will change the meaning of a word—a great influence to exert. After this, let no one use the word "adventurer" in the European sense—as a disparaging allusion. Very many of our best men were literal adventurers, coming here with nothing of worldly wealth, setting foot in Chicago as the gold hunter prospects among the mountains, looking out for the best chance, and willing to make money in any (honest) way that might offer. All honor to them! They have rescued a term from obloquy and re-made it honorable, while the usages of the Old World have debased this, as many other good old Saxon terms; the American sovereign has ennobled his language while enriching himself.

In the compilation of this work we have met with many difficulties, and some of them may have been so much of the insurmountable order that defects will be found in the book. We can only urge in apology for these shortcomings, that every care has been taken, no effort spared, to produce a work which should be a creditable, as well as a faithful, exponent of the histories and character of the leading men of Chicago. A few names have been omitted from the list in consequence of the absence or modesty of their bearers, as the compilers did not feel at liberty to publish a sketch without having obtained personal permission in each instance, while in the case of some, whose names will be found following, objection was made to this or that mode of treatment. Of course, where so many different tastes were to be consulted, and such a mass of information needed to be gathered and put into shape, it was next to impossible to obtain unvarying accuracy. We may be permitted to say, that the services of many of the leading writers of Chicago were secured to put the material into shape, and to prevent the monotony of expression which might otherwise have been met with.

In making the selection of names, the publishers aimed to give to the public a view of the principal business interests of Chicago, and their growth from nothingness to their present magnitude, as represented in the histories of the leading men in each branch of enterprise. No consideration of a partisan character has been allowed to interfere with entire impartiality in the choosing, and though many of the parties mentioned are old citizens, the list is far from being confined to them. There are many branches of activity whose origin in this city are of comparatively recent date, and many of our best citizens, and those who have done as much as any other for Chicago, have reputations of but a junior growth. Especially is this true since the war for the preservation of the Union called out the best energies and tested the patriotism of our people, and hence the presence in the book of so many sketches of military men—those who have carved out the history of the nation, and inscribed their own names high on the scroll of fame, with the point of the sword or bayonet.

THE GROWTH OF CHICAGO.

We do not propose, under this head, to give a history of the rise and progress of the wonderful Garden City; that is supplied in the lives of its builders. We intend simply to draw a few contrastive outlines of the past and present, showing how the early landmarks have been swept outwards by the swift-advancing tide of settlement.

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Forty years ago, there was no Chicago—except the river of that name, marked on the maps of the seventeenth century as the "Chicaqua." Previous to 1827, it was simply a United States fort, the old block-house standing on what is now River street; it was demolished in 1856. One small frame building—a relic of the officers' quarters—is still standing on the west side of Michigan avenue, near Rush street bridge, the property of Henry Fuller. That was then on the shore of the Lake, and a long way from the mouth of the River, which there made a bend to the south, emptying into the Lake near the present foot of Madison street. A muddy, narrow peninsula separated them, having been formed by the deposition of earth and sand where the two currents had met for ages, and the difference between the earth and water levels was so small that a very slight rain was sufficient to make of the entire scene an open sea. The Kinzie trading hut and the Beaubien House, built in 1817, were about the only un-Indian structures outside the fort. It was the passage of the bill, in 1827, providing for the construction of the Illinois and Michigan Canal, that warmed into germination the seed whose vitality had lain dormant for centuries. Two years more, and there were five families living outside the fort, and, in 1831, when Cook County was organized, embracing what are now Cook, Will, DuPage, Lake, Kane and Kendall counties, there were some sixty persons here, all living on the river banks. The next year there was a large accession to the fort, and one or two shanties were erected. In the course of 1833, the future city began to take to itself a real growth, about one hundred and fifty frame houses being built, giving the first departure from the model log, under the Canal pressure. The town of Chicago was now a large one—it contained a whole half section, being bounded by State, Halsted, Madison and Kinzie streets, while the Government of the United States, for protection from future encroachments, had set apart to its own uses the Dearborn Reservation, lying east of State street, between Madison street and the main channel. Even this extended area was not great enough. In November of that year, the Indians having been paid off, money being plenty, and the Canal prospects brilliant, the town government took on an enlarged jurisdiction, asserting its authority over the one square mile lying east of Jefferson street, between Ohio and Jackson streets. Two months previous to this they had established a free ferry over the River at Dearborn street, to accommodate the increasing travel between what are now the North and South Divisions, and twelve months thereafter passed a Sunday law, to keep the people in order. Two years from the establishment of the ferry, the town numbered over three thousand inhabitants, and it was decided to build a bridge at Randolph street, the River at that point being but forty feet wide. It was not much of a bridge, as may be judged from the fact that twenty-five dollars was paid for the plan, and the structure, when first put down, would compare unfavorably with the lumbering concern now floating at Twelfth street; but it was a great improvement, and the people were thankful.

Chicago progressed with considerable rapidity thenceforward until 1837, when she took on herself the honors of a city corporation, with 4,170 inhabitants. But then came the period of her trial. The crisis of that year found her but badly prepared to meet it. Business became dull, money scarce; the work on the Canal was continued for some time, but was finally suspended, and people began to leave the city. The migration was, however, compensated by the arrival of others, who came here out of the storm which raged elsewhere. The next seven years was a period of difficulty and doubt, during which the population was doubled, and the value of real estate increased in about the

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same ratio, the business of pork-packing being the only one that made headway. Three years of unprecedented activity followed, and then another period of financial depression, but much less disastrous than the former. It was succeeded by a season of prosperity.

At the close of the first half of the nineteenth century, Chicago boasted about thirty thousand inhabitants, and then first began to realize her mission. Up to that time, every act had been of a temporizing character, except the building of the Dearborn, Seaman and Kinzie Schools. Then she began to lay out the magnificent system of railroads which now connects her with the entire continent. Soon the necessity of lifting herself out of the mud became apparent, and she commenced the toilsome work of elevating her lowest locations fourteen feet above the original level; shortly thereafter she set in motion the machinery which has since made her the great source of supply for pork and grain to the famishing nations of Europe. Internal improvements followed apace; her harbor was cleared out and protected, her River deepened and straightened, docks and warehouses built, public schools erected, drainage and the supply of water and gas provided for, streets filled and paved, and bridges built, mammoth hotels erected, fine residences and workshops put up; in a word, everything done that could be done to attract hither the riches of the West, and the capital, brain and muscle of the East and of the Old World. How well the work was done, the present greatness of Chicago attests only less eloquently than will the future. How it was done, the ensuing biographies will tell.

The growth of the city will best be exhibited in the following statistics:

VITAL STATISTICS.

The following table contains the vital statistics of the city. The second column shows the population each year, which is an approximation only, when marked by a *. The third column shows the number of marriages recorded, being five-sixths of those in the whole county. The last column gives the recorded mortality—lost for years anterior to 1847:

Year.	Population.	Marriages	Deaths.	Year.	Population.	Marriages	Deaths.
1831.....	60*	5	Deaths not reported.	1850.....	29,963	607	1,335
1832.....	500*	6		1851.....	34,000*	617	844
1833.....	350*	14		1852.....	28,734	792	1,648
1834.....	1,800*	29		1853.....	59,130	995	1,203
1835.....	3,265*	69		1854.....	65,872	1,614	3,820
1836.....	4,000*	61		1855.....	80,923	1,800	1,983
1837.....	4,170	103		1856.....	84,113	2,080	1,865
1838.....	4,000*	102		1857.....	93,000*	2,067	2,167
1839.....	4,200*	104		1858.....	80,000*	1,868	2,049
1840.....	4,479	128		1859.....	90,000*	1,659	1,826
1841.....	5,500*	109		1860.....	109,290	1,411	2,056
1842.....	6,500*	101		1861.....	120,000*	1,438	2,069
1843.....	7,580	128		1862.....	138,186	1,672	2,575
1844.....	8,000*	178		1863.....	150,000*	1,866	3,322
1845.....	12,088*	259		1864.....	169,553	2,516	4,933
1846.....	14,160	287		1865.....	178,492	2,575	3,651
1847.....	16,859	373		1866.....	200,418	3,239	5,932
1848.....	20,023	480		1867.....	210,000*	3,518	4,604
1849.....	25,042	512					

The estimate of population for the year 1867 is based on a recent canvass by the Health Inspectors. Many well-informed people claim for Chicago a present population of 250,000.

PROPERTY AND TAXATION.

The following tables show the municipal valuations of real estate in the city for the years named, the total valuations of real and personal property, with the income to the city treasury from taxes. No personal estate was noted for the first few years of the city's existence. The real estate valuations were about one-fourth of the actual values, they were raised to one-third in 1866, and to nearly, or quite their full worth, for 1867:

YEAR.	Real Estate.	Total Valuation.	Tax Income.
1837.....	\$236,842	\$236,842	\$8,905
1840.....	94,437	94,437	4,722
1843.....	962,221	1,411,314	8,648
1845.....	2,273,171	3,053,022	11,678
1846.....	3,064,425	4,521,656	18,826
1847.....	4,965,440	5,849,170	18,159
1848.....	4,998,236	6,390,440	22,052
1849.....	6,181,657	6,674,684	30,045
1850.....	5,985,905	7,329,249	29,271
1853.....	13,130,677	16,841,831	135,662
1855.....	21,657,590	26,902,893	206,209
1856.....	28,802,598	31,736,684	330,562
1860.....	31,198,195	37,068,512	373,315
1862.....	31,587,545	37,139,845	664,033
1864.....	37,148,023	48,732,782	974,656
1865.....	44,064,499	64,709,177	1,294,184
1866.....	66,456,116	85,565,250	1,719,064
1867.....	140,857,040	192,249,644	2,489,245

THE CITY OF TO-DAY.

The following is the distribution of real and personal values in the three divisions, with the enumerated populations in 1867:

DIVISION.	Real Estate.	Personal.	Total.	Population.
South.....	\$73,100,720	\$28,748,080	\$111,848,800	58,755
West.....	44,148,820	7,252,377	51,401,197	90,739
North.....	23,607,500	5,392,247	28,999,747	50,924
Totals.....	\$140,857,040	\$41,392,604	\$192,249,644	200,418

Allowing for undervaluations in real estate, and omissions of personal property, the wealth of the city may be estimated in round numbers at \$200,000,000.

The municipal taxation of 1867, independent of licenses, fines, and the large sums paid as special assessments for improvements, is..... \$2,489,245
 Taxation for State, County and Town..... 855,631
 Taxation for internal revenue, about..... 3,953,459

Total taxation..... \$7,298,335

Giving a taxation for all purposes of about three and three-quarters per cent. per annum on the selling cash value of the property in Chicago, or \$30.00 to each of the 210,000 residents of the city.

The amount of business transacted during 1867 may be roughly estimated at:

Commercial.....	\$905,000,000
Manufacturing.....	75,000,000
Total transactions of the year.....	\$980,000,000

The area of the city is about 23½ miles, or 15,050 acres. The average value of real estate within the limits, on the Assessor's valuation, is \$9,359 per acre. The distribution of population, if made equally, would give 16 persons to the acre, or three persons to every two residence lots in the city.

In looking round on the Chicago of to-day, with its myriad improvements and its substantial character, it is difficult to believe that so little time has elapsed since the old block house was "all and singular" of the scene above water; that but about thirty years ago Monroe street was out of town, and that much later the present Tremont House site was hunting ground. Who, of all those living here at that early period, would have believed that this city could give thirty thousand men for the suppression of the rebellion; that she would build a tunnel two miles under Lake Michigan; that she would spend \$347,731 annually in maintaining twenty-six public schools, employing 316 teachers to instruct 16,393 children, besides furnishing a surplus population of 8,000 juveniles to the Catholic schools, and a ragged brigade, unnumbered, to cry out for more room? Few indeed would have believed the prediction, that Chicago to-day would contain six hundred miles of streets, with many acres of Nicholson pavement laid over the then level of their heads; that her citizens would require twelve millions of gallons of water daily, and be obliged to tunnel under the river to evade the continuous fleet of vessels which require constant opening of the bridges; or that that river could become so filthy that the quarter of a million inhabitants would turn this great canal into a sewer, at a possible expense of three or four millions of dollars. Still less would they have anticipated that Cincinnati and St. Louis, then old established cities, would to-day be so far distanced in the race as to content themselves with grumbling at the superior enterprise which placed them hopelessly in the rear. The prediction that Chicago would now be the centre of a system of railroads, bringing into her warehouses the treasures of a settled country to the west of us, large as the Eastern States; that she would cut up and pack nearly a million hogs, and receive sixty millions of bushels of grain yearly, might have flattered their vanity, but would have been set down as "buncombe" equal to that of the man who was called insane because he believed that he would live to see Lake street property worth one thousand dollars a foot. Where is it now?

We forbear to speak of the future, preferring that the million of people who will ere long claim Chicago as their home, should tell of their own greatness. We will content ourselves with commending to them our volume, that they, as the readers of the present day, may learn to whom they are so largely indebted for the proud position held by Chicago among the cities of the western continent.

The portraits for the work have been prepared by Mr. J. Carbutt, the well known photographic artist, No. 131 Lake street. We need not say more than that they are all in his usual excellent style, a credit alike to Chicago art, to the book, and to the parties whose facial lineaments are here presented.

WILLIAM B. OGDEN.

WILLIAM B. OGDEN is a native of Delaware County, N. Y. He was born in the town of Walton, on the 15th of June, 1805. He is of the Eastern New Jersey Ogden family.

His grandfather was in the Revolutionary War. His father, Abraham Ogden, when eighteen years old, left Morristown, N. J., soon after the close of that war, intending to settle in the new city of Washington, the future Capital of the United States. He had proceeded on his journey as far as Philadelphia, when he met a brother or relative of his friend, the late Governor Mahlon Dickerson, of New Jersey, who gave him such a glowing account of the Upper Delaware country, and of the immense forests of pine timber upon the banks of the Delaware, promising great prospective wealth from its accessibility to the Philadelphia market, that he was induced to accompany Mr. Dickerson to that, then, wilderness country, where he finally settled, and passed a life of active usefulness, engaged in such employments as were best suited to develop and build up the home of his adoption. He was regarded as a man of sound judgment and good business tact. He was social and domestic, fond of reading, yet very hospitable in his disposition. His advice was sought and valued, especially by those younger than himself. His active usefulness was much impaired by a stroke of paralysis in 1820. He died in 1825.

The mother of William B. Ogden was a daughter of an officer of the Revolutionary War, James Weed, of New Canaan, Fairfield County, Connecticut. Mr. Weed seems to have been very patriotic, or somewhat military in his character, for we find him, at the early age of fourteen years, volunteering in the "French War."

At the termination of the Revolutionary struggle, like most of his

brother officers, he was out of cash and out of business. Several of these officers, including Mr. Weed, determined to colonize and settle upon and around a "patent" of land which one of their number held upon the Delaware River. This land was a primitive forest, west of the Catskill Mountains, eighty miles (those were not railroad days) beyond the Hudson, and sixty miles beyond the, then, Western frontier or any carriage road. It was a great undertaking; yet these brave men had the courage to seek an independent home with their families in the wilderness. In 1790-2, they took their families, upon pack-horses, to their forest homes; established a settlement in that "Sequestered Section" of the State, as it was afterwards called by Governor Clinton, where, though remarkable for neither numbers nor wealth, patriotism found a home, amid dignified courtesy and genuine hospitality. The society formed and developed through the influence of these pioneers was distinguished through all the surrounding country no less for its general intelligence and intellectual cultivation, than for its moral and religious character. It was here that the parents of the subject of this sketch were married, and the earlier years of the latter were passed. Allusion has not been made to the ancestors of Mr. Ogden from any feeling that worthy parentage can confer honor without regard to the character of the offspring. The writer holds that such ancestry only add to the dishonor of him who is not true to his inherited blood. But when worthy parentage is blessed and honored by corresponding qualities in the child, any biography of the latter is deficient, which does not acknowledge the indebtedness of its subject to its parent stock.

Mr. Ogden, when a lad, was large for his years. When not more than ten or twelve years old, he was very fond of athletic exercise, and the sports of robust boyhood. It was his delight to hunt, to swim, to skate, to wrestle and to ride. These were the sports suited to his "Sequestered" home; and if they trespassed too much upon his time, it was from no indisposition to study, or want of fondness for books. He must have been very fond of these sports in his early youth, for he recollects that his father was obliged to limit his hunting and fishing excursions to two days in the week. As he grew older, the advice of his father awakened in him a consciousness of the necessity of greater application to books, and of the duty of preparing himself for the serious business of life. His father's counsels were not unheeded.

Permitted by his indulgent father to choose his future occupation, he determined to acquire a liberal education, and devote himself to the

practice of law. No sooner had he made this determination, than, with the decision of character and earnestness which have marked all his subsequent life, he set to work to fit himself for his chosen profession. He had but little more than commenced his academic course, when the sudden prostration of his father's health required him, though only sixteen years of age, to return home, to take his father's place in the management of the latter's business, and the care of the family. It was with no little regret that the young Ogden bade adieu to the academic halls, yet he could not hesitate between inclination and duty.

The management of his father's business exacted great activity and energy from its youthful conductor. It took him much over the country, and frequently to the large cities, and in it he acquired that taste and inclination for diversified business pursuits which have rendered his subsequent life one of untiring and diversified activity.

Although his father's business required great attention, it did not absorb all his strength. He found opportunity to cultivate his mind by reading; and, being a ready observer, and his mind of a strong practical turn, he did not fail to profit by every tour he made. Travel proved to him, as it always does to persons of thought and observation, an efficient educator. It enlarged his views, expanded his thoughts, and increased his powers. Yet, at this time, he had not seen very much of the world. He was only twenty-one years of age, when he was induced to engage as a partner in a mercantile firm, and enlarge his operations. These were moderately successful, but did not satisfy his ambition. After spending a few years more in his native county, his unwearied exertions being rewarded by only moderate gains, he determined, in 1835, to turn his attention westward. He arrived at Chicago in June, 1835, having then recently united with friends in the purchase of real estate in this city. He and they foresaw that Chicago was to be a good town, and they purchased largely, including Wolcott's Addition, and nearly the half of Kinzie's Addition, and the block of land upon which the freight-houses of the Galena and Chicago Union Railroad now stand.

Before leaving his native State, at eighteen, the age at which military duty was at that time required of young men in the State of New York, Mr. Ogden entered upon that service. He was elected a commissioned officer, the first day of doing duty; and on the second was appointed Aid to his esteemed friend, Brigadier-General Frederic P. Foote, a gallant and polished gentleman, long since deceased. The late Hon. Selah R. Hobbie,

the distinguished Assistant Postmaster-General of the United States, for so many years, and from boyhood the intimate friend of Mr. Ogden, was a member of General Foote's Staff, at the same time, as Brigade Inspector, with the rank of Major. Mr. Ogden succeeded his friend, Major Hobbie, in the office of Brigade Inspector, and did its duties for several years.

In General Jackson's time, Mr. Ogden was made Postmaster of his village (Walton,) and so remained until after his removal to Chicago.

The year before coming to Chicago (1834,) Mr. Ogden was elected to the Legislature of the State of New York, especially to advocate the construction of the New York and Erie Railroad, and to obtain the aid of the State for that great work, which then commanded his hearty exertions, and in which he has ever since felt a deep interest. He spent the winter of 1834-5 in the Assembly at Albany, but it was not until the following year that aid was granted by the State.

Chicago was selected as his place of residence, because of its prominent position at the head of Lake Michigan, or rather, because of its being the Western terminus of Lake navigation.

His attention had been more particularly drawn to it by his brother-in-law, Charles Butler, and his friend, Arthur Bronson, of New York, both of whom had visited Chicago, in 1833, and made purchases here.

At first Mr. Ogden's principal business in Chicago was the management of the real estate which he and his friends had purchased; but gradually, and almost accidentally in the beginning, he established a Land and Trust Agency in Chicago, which he carried on in his own name from 1836 to 1843, when it had so increased that he associated with himself the late William E. Jones. Since then the business has been carried on successively by Ogden, Jones & Co., and Ogden, Fleetwood & Co., in which last name it is still managed. The business has become so large that it may be called one of the institutions of Chicago.

Mr. Ogden was very successful in his operations in 1835-6; but he became embarrassed in 1837-8, by assuming liabilities for friends, several of whom he endeavored to aid, with but partial success. He struggled on with these embarrassments for several years. Finally, in 1842-3, Mr. Ogden escaped from the last of them; and, since then, his career of pecuniary success has been unclouded. They were gloomy days for Chicago when the old internal improvement system went by the board, and the Canal drew its slow length along, and operations upon it were

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finally suspended, leaving the State comparatively nothing to show for the millions squandered in "internal improvements."

His operations in real estate have been immense. He has sold real estate for himself and others, to an amount exceeding ten millions of dollars, requiring many thousand deeds and contracts which have been signed by him. The fact that the sales of his house have, for some years past, equalled nearly one million of dollars per annum, will give some idea of the extent of its business. He has literally made the rough places smooth, and the crooked ways straight, in Chicago. More than one hundred miles of streets, and hundreds of bridges at street corners, besides several other bridges, including two over the Chicago river, have been made by him, at the private expense of himself and clients, and at a cost of probably hundreds of thousands of dollars.

Mr. Ogden's mind is of a very practical character. The first floating swing-bridge over the Chicago River was built by him, for the city, on Clark street, (before he ever saw one elsewhere), and answered well its designed purpose. He was early engaged in introducing into extensive use in the West, McCormick's reaping and mowing machines, and building up the first large factory for their manufacture—that now owned by the McCormicks. In this manufactory, during Mr. Ogden's connection with it, and at his suggestion, was built the first reaper sent to England, and which, at the great Exhibition of 1851, in London, did so much for the credit of American manufactures there.

He was a contractor upon the Illinois and Michigan Canal, and his efforts to prevent its suspension, and to resuscitate and complete it, were untiring.

There is no brighter page in Mr. Ogden's history than that which records his devotion to the preservation of the public credit. The first time that we recollect to have heard him address a public meeting was in the autumn of 1837, while he held the office of Mayor. Some frightened debtors, assisted by a few demagogues, had called a meeting to take measures to have the courts suspended, or some way devised by which the compulsory fulfilment of their engagements might be deferred beyond that period, so tedious to creditors, known as the "law's delay." They sought by legislative action, or "relief laws," to virtually suspend, for a season, the collection of debts. An inflammatory and *ad captandum* speech had been made. The meeting, which was composed chiefly of debtors, seemed quite excited, and many were rendered almost desperate by the recital by

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designing men, of their sufferings and pecuniary danger. During the excitement, the Mayor was called for. He stepped forward, and exhorted his fellow citizens not to commit the folly of proclaiming their own dishonor. He besought those of them who were embarrassed, to bear up against adverse circumstances, with the courage of men, remembering that no misfortune was so great as one's own personal dishonor. That it were better for them to conceal their misfortunes, than to proclaim them; reminding them that many a fortress had saved itself by the courage of its inmates, and their determination to conceal its weakened condition, when, if its real state had been made known, its destruction would have been inevitable and immediate. "Above all things," said he, "do not tarnish the honor of our infant city."

To the credit of Chicago, be it said, this first attempt at "repudiating relief" met, from a majority of that meeting, and from our citizens, a rebuff no less pointed than deserved; and those who attempted it merited contempt.

Since then has our State needed all the exertions of its truest and most faithful citizens to repel the insidious approaches of the demon of repudiation. When Mississippi repudiated, and Illinois could not pay, and with many sister States had failed to meet her interest, there were not wanting political Catalines to raise the standard of repudiation in Illinois. The State seemed almost hopelessly in debt; and the money for this immense indebtedness, except so much as had been expended upon the Canal, had been wasted, chiefly in the partial construction of disconnected pieces of railroads, which were of no value to the State or people.

The State was bankrupt, and private insolvency was rather the rule than the exception. Many were discouraged by their misfortunes, some of the hopeless were leaving the State on account of its embarrassments, and immigration was repelled by fear of enormous taxation. Then it was that the wily demagogue sought to beguile the simple and unsuspecting, and to preach the doctrine of repudiation as a right, because "no value had been received" for the money which our public creditors had loaned us, and on account of the hopelessness and utter impossibility of our ever paying our indebtedness. Mr. Ogden then, though his party in its State Convention refused to adopt a resolution which was submitted, "repudiating repudiation," in common with the great mass of his Northern fellow citizens, did not hesitate to proclaim the inviolable nature of our public faith, and the

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necessity of doing our utmost to meet our obligations, and redeem the credit of our noble State.

In politics, Mr. Ogden, though not much of a partisan, has always been a democrat of the Madisonian school. He has not hesitated to oppose the nominations of his party, when, in his opinion, the public interest required it. He has often been in the City Council, and frequently solicited to be a candidate for official positions. He was nominated in 1840, by the Canal party, for the Legislature, and in 1852, by the Free Democracy for Congress. This nomination he declined. In the recent struggle, he was found with freedom's hosts, in support of the nominees of the Republican party, believing, in common with the great mass of the North, that the encroachments of slavery upon territory dedicated to freedom by the plighted faith of the nation, must be resisted; and that the "principles promulgated in the Declaration of Independence, and embodied in the Federal Constitution, are essential to the preservation of our republican institutions."

Mr. Ogden is a man of great public spirit, and in enterprise unsurpassed. To recapitulate the public undertakings which have commanded his attention, and received his countenance and support, would be to catalogue most of those in this section of the Northwest. He has been a leading man—President or Director, or a large stockholder—in so many public bodies or corporations, that we shall not undertake to make a list of them. Among the prominent places he has occupied, we recollect the following:

In 1837, at the first election under the city charter, he was chosen Mayor. He was the first and only President of Rush Medical College. He was President of the Galena and Chicago Union Railroad Company, from its resuscitation on its present basis, until its construction, in part, and earnings had raised its stock to a premium, when he resigned. He was President of the National Pacific Railroad Convention of 1850, held in Philadelphia; of the Illinois and Wisconsin Railroad Company; of the Buffalo and Mississippi Railroad Company, in Indiana, until merged in the Michigan Central; of the Chicago Branch of the State Bank of Illinois, at Chicago; and is President of the Board of Sewerage Commissioners for the City of Chicago.

It was Mr. Ogden who first started the resuscitation and building of the Galena and Chicago Union Railroad. He negotiated for the purchase of the charter and assets of the Company, of the proprietors in

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New York, in 1847, and was the first President of the Company. He was indefatigable in his exertions to commend the enterprise to public attention, and secure its commencement and energetic construction. But for his exertions, and those of J. Y. Scammon, it could not have started when it did. It was their exertions, in the country and in Chicago, that obtained the necessary subscriptions to justify the commencement of the undertaking. Without them, it would not have moved for years.

In 1854-5, Mr. Ogden visited Europe, and was away from Chicago for about a year and a half. He was an accurate observer, while abroad, of men and things. The institutions and great public works of Europe did not escape his attention, and some of them were carefully examined by him. It was the canals of Holland, and especially the great ship canal at Amsterdam, that first suggested to him the practicability, as well as importance and necessity of a channel for the free flow of the waters of Lake Michigan, through the Chicago and Des Plaines Rivers, into the Illinois and Mississippi Rivers, in aid of navigation in those rivers; and at the same time furnishing free, direct and unbroken steamboat navigation between the Mississippi River and all its tributaries and Chicago. His letters from Europe were published in the "Chicago Democratic Press" at the time, and have attracted attention to this great subject, which has already many strong friends. While in Europe, Mr. Ogden gave attention, also, to works of art, and purchased quite a number of pictures and articles of *virtu*, many of them the productions of American artists of merit abroad, and which not only adorn his mansion, but do credit to their authors, and are valuable contributions for the improvement and gratification of the public taste in this new world.

Mr. Ogden is a man of commanding person, and most agreeable manners—of extensive general information, and cultivated taste. We have never known a more amiable or gentlemanly man in intercourse with others. His strong practical sense and great presence of mind make him at home almost everywhere. He is rarely at a loss. Although his education has not been such as to make him a *belles lettres* scholar, or an accomplished orator, he writes well, and is always listened to with attention when he addresses an audience; and few, if any men, exert more influence in a public body, upon any practical subject, than he does.

As a traveling companion, we have never seen his equal. His prudence and foresight, and his love of doing the agreeable to others, relieve his *compagnons de voyage* of all care. It is natural for him to

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love to aid others. It affords him great satisfaction to be of service to his friends. Amidst the pressure of his enormous business, he finds time to relieve the distressed and to aid the deserving; and many a family in Chicago, who are now basking in prosperity, owe their success to his kind assistance; many a poor widow and orphan have been preserved from want by his care and foresight.

Mr. Ogden is now immensely rich; yet he retains the same fondness for enterprise, the same love for building roads, and developing the country, which have characterized his previous life. He is now President of the Chicago, St. Paul and Fond du Lac Railroad Company, and of the Wisconsin and Superior Land Grant Railroad Company; and, under his auspices, Chicago will, ere long, in all probability, be brought into direct communication with Lake Superior; and should he live long enough, we should not be surprised to see him building the Northwestern Railroad to the Pacific Ocean.

Mr. Ogden has never married. In 1837, he built a delightful residence, in the centre of a beautiful lot, thickly covered with fine native growth forest trees, and surrounded by four streets, in that part of the city called North Chicago; and there, when not absent from home, he indulges in that hospitality which is, at the same time, so cheering to his friends and so agreeable to himself.

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The preceding sketch of the life of our eminent townsman was written and published in 1857. In continuing it to the present date, we but recount the history of Chicago and the Northwest for the last ten years.

Impelled by his love of public improvement, and desire to develop the great West, Mr. Ogden, during the year 1857, was pushing forward with all his energy the construction of the Chicago, St. Paul and Fond du Lac Railroad, two sections of which, from Chicago to Janesville, and twenty-eight miles from Fond du Lac south, were completed and in operation when the memorable financial crisis of that year swept over this country and the commercial world, upsetting many of the strongest commercial houses, and producing general embarrassment in all the business enterprises of the land. The Fond du Lac Railroad was carrying a large floating debt, pending a sale of its mortgage bonds, and the negotiations abroad suddenly failing, in the crash the paper of the Company went to protest. Upon this paper Mr. Ogden was endorser to the extent of nearly a million and a half of dollars, and was consequently

called upon to provide for the payment of this large sum. With his usual energy he set about the herculean task. These were days of trial, requiring fortitude and good judgment. Aided by the advice and confidence of such friends as William A. Booth, President of the American Exchange Bank, Caleb O. Halsted, President of the Manhattan Company, and his Counsellor, Samuel J. Tilden, of New York, he made an exhibit of his affairs, and was allowed by the creditors of the road to continue in its control, and arrange and liquidate its paper, according to his own judgment; and through the assets of the Company, and the free use of a large portion of his private estate, he succeeded ere long in retiring all the paper of the Company upon which he was endorser. It is due to our common humanity that we should here acknowledge several acts of confidence and good will, so noble as to deserve especial mention.

The house of which Mr. Ogden was the head at Chicago, had for many years been the agents of Samuel Russell, of Middletown, Connecticut, a wealthy retired merchant, the founder of the well-known house of Russell & Co., of Canton, India. Immediately upon learning that his friend was embarrassed, Mr. Russell wrote to Mr. Ogden's partner at Chicago, to place his entire estate in their hands, amounting to near a half million of dollars, at Mr. Ogden's disposal. Robert Eaton, of Swansea, in Wales, an English gentleman of wealth and cultivation, at once sent to Mr. Ogden eighty thousand dollars to use in his discretion. Our well-known citizen, Matthew Laffin, wrote from Saratoga, where he was sojourning, and tendered, from himself and friends, a hundred thousand dollars; and Colonel E. D. Taylor, long an enterprising citizen of Chicago, repeatedly tendered like substantial aid. Although this princely liberality was not accepted, we can readily understand how gratifying it must have been to Mr. Ogden, and how such exhibitions of confidence and esteem at such a time cheered and encouraged him in his trying and difficult position. The responsibility which he had assumed for the road was not prompted, mainly, by the prospect of private gain. Others had a larger pecuniary interest in the road than he, and others in Chicago had as large an indirect interest as he in the extension of the road, and the development of the country, and of the city of his adoption. Undaunted by the reverse which had overtaken him, and confidently forecasting the future in a large mould, he did not hesitate, before he had retired all the paper of the road upon which he was endorser, to push on the project towards completion. In the summer of 1859, he

undertook the construction of sixty miles of the road from Janesville northward, to connect the two sections of the line already in operation, and this was accomplished in the, then, unprecedented time of fifty-eight working days. The failure of the road, in 1857, involved its sale and re-organization, after which it took the name of the Chicago and Northwestern Railway, and, under that title, Mr. Ogden and his friends continued to push on the line towards Lake Superior, competing for the trade of the Northwest. The old Galena road was seeking for the same trade, and each company was projecting competing lines through territory already supplied with facilities for transportation. Mr. Ogden thought this policy injurious to both interests, and that neither the trade and commerce of Chicago, nor the great region lying beyond the points then reached by the roads, were being developed and benefitted in a degree at all commensurate with the capital likely to be expended. He thought that by a concentration of interests, mutually beneficial to the stockholders, it would be possible for Chicago, through these roads, and to their profit, to speedily put herself in communication, by rail, with Lake Superior to the North, St. Paul and Minnesota to the Northwest, and the Missouri River, with the boundless region and resources to the West. Moved by these considerations, in the winter of 1864, Mr. Ogden projected the purchase of the Galena Railroad; and this being accomplished by himself and a few friends, the two rival interests were consolidated at the next annual election. The Directors of the Galena Company having, some years previously, abandoned to the Illinois Central their line from Freeport to Galena, the word "Galena" was dropped at the consolidation as a *misnomer*, and thenceforward that line took the name of its younger and more enterprising rival. The wisdom of this movement has been more than vindicated by results already accomplished.

At an early day Mr. Ogden was interested in securing railroad connections for our city with the East—at first by the Michigan Central, and subsequently by the Michigan Southern road. On the organization of the Fort Wayne and Chicago Company, in 1853, he became a Director, and has, we believe, always continued his active interest in that enterprise. The line to Pittsburgh then embraced three distinct companies, all weak and all engaged, with limited means and credit, in the work of construction. He regarded a grand trunk line, under one management, from Chicago to Pittsburgh, as essential to a valuable business connection with the latter city, as well as with Philadelphia. The roads were subsequently

united, but, wanting the strength of a completed line, the enterprise was forced to succumb to the pressure of the times, and in 1859 steps were taken for the appointment of Receivers—and a Sequestrator was appointed in Pennsylvania, and a Receiver in Ohio. A want of harmony in the several States seemed likely to end in ruinous litigation, and in defeating the project, or at least suspending it indefinitely. This would have been a great misfortune to Chicago; would have involved large losses on the line, not to individuals only, but to counties which had subscribed largely to the stock, and the danger was so imminent that a general meeting of stock and bondholders, as well as creditors, was convened at Pittsburgh. We have been informed by gentlemen who were present on that occasion, that the sagacity and discretion of Mr. Ogden were never more strikingly illustrated than on this occasion. He had such a clear perception of what was certain to follow division and strife on the one hand, and of the favorable results sure to be attained by harmony and co-operation on the other, and he spoke with such earnestness and power that he succeeded, to the surprise of his friends, in reconciling the conflicting parties. The plan which he urged with so much force, provided for preserving existing preferences and priorities, sacrificed no interest, but created a new or re-organized company, composed of holders of bonds, stockholders and creditors, all sharing equally in the future control and management of the road. The adoption of it involved the appointment of a Receiver for the whole line, pending the proceedings which were necessary to carry out the project. The Receivership was at once tendered to Mr. Ogden, at a salary of \$25,000 per annum, with entire unanimity. This he was forced to decline, as he was already overburdened with his private affairs, and his health seriously impaired. It was found difficult, if not impossible, however, to unite upon any other name, and after again and again declining, he yielded to the solicitation of some of his personal friends, whose fortunes were largely involved, and accepted the position, although declining the large compensation proposed, as not warranted by the circumstances of the road. This action secured the reorganization on the plan proposed, and the completion of the line—and to-day it is one of the longest, most successful and important roads in the country, with a daily connection between Chicago and New York, without change of cars.

We have reverted to Mr. Ogden's early interest in a railroad to the Pacific. When the Company was organized under the Act of Congress, incorporating the Union Pacific Railroad Company, Mr. Ogden was

chosen its first President. His accumulated business cares, however, induced him, subsequently, to retire from this position, although advising and co-operating in the construction of the road, and having an active interest in all that concerns it. He has an abiding faith that, ere many years are past, a second road will be constructed to the Pacific, on what is known as the Northern route, and steps have already been taken to inaugurate that project.

Mr. Ogden's practical mind and enterprising spirit have led him into great and varied undertakings. In 1856, he became interested in a large lumbering establishment on the Peshtigo River, in Northern Wisconsin. To this estate he has been adding, from time to time, until the company which he organized, and of which he is the principal owner, now has nearly a hundred thousand acres of pine lands, on which are extensive mills; a thriving village of several hundred inhabitants; a fine harbor, constructed on Green Bay, at the mouth of the Peshtigo River, and the company manufactures for the Chicago market some 16,000,000 feet of lumber annually. A large steam mill has just been commenced at the mouth of the river, which will increase this product to 50,000,000 a year.

In 1860, he purchased at Brady's Bend, on the Alleghany River, in Pennsylvania, an estate of 5,000 acres, on which were extensive mines of iron and coal, rolling-mills and furnaces, and a village of some fifteen hundred inhabitants. Here, with some friends, who subsequently joined him, he organized the Brady's Bend Iron Company, with a capital of \$2,000,000, which employs some six hundred men, and makes two hundred tons of rails daily.

His business causing him, of late years, to spend much of his time in New York, he purchased a handsome villa, in the spring of 1866, in Westchester County, at Fordham Heights, adjoining the High Bridge. To this he has made some additions, so that he now has a farm of a hundred and ten acres, with a frontage of near half a mile on the Harlem River. He has recently enlarged and improved his old homestead at Chicago, where he still retains his residence, and at both of these establishments he continues to dispense that large-hearted hospitality for which his name has become almost a synonym.

Nearly every public institution in Chicago, including the Rush Medical College, the Theological Seminary of the Northwest, the Historical Society, the Academy of Sciences, the Astronomical Society, and the University of Chicago, are greatly indebted to him for timely aid. He is

President of the Board of Trustees of the latter institution, and his presence at all meetings of the Board is welcomed by every friend of the University with great satisfaction.

We have previously alluded to Mr Ogden's political life. Since the former sketch was written, he has mainly eschewed politics, and concentrated his energies upon internal improvements—his great central idea being the growth and development of the great Northwest. Nevertheless, in 1860-1, he consented to accept from the Republican party a seat in the State Senate, where, though laboring under great anxiety on account of the disturbed condition of the country, and feeling under great apprehension as to the result of the threatened rebellion, he rendered good service to his constituents and the public in seeking in all things to promote the welfare of his adopted State, and increase the facilities for making Chicago, what it is destined to be, the great interior city of America.

William B. Ogden is a man of noble mould. We claim not that he is faultless, or free from the imperfections and failings of our common humanity; but as a man, a brother, a citizen, a public-spirited, charitable, benevolent, and capable man, we acknowledge no superior, and no name in the Northwest calls up so many acknowledgments of public indebtedness for general benefits resulting from individual energy, enterprise, and ability, as that of William B. Ogden.

Former generations have commemorated the deeds of the worthy in monuments of bronze and marble. It is the glory of the nineteenth century, that general utility and the elevation and amelioration of the condition of all classes are its primary objects. In this century, men are to be measured and praised or censured by their works.

The public improvements of the Northwest, radiating from the home of his adoption, are noble monuments, commemorating in their usefulness both the character and enterprise of the subject of this sketch.

JONATHAN YOUNG SCAMMON.

JONATHAN YOUNG SCAMMON was born in Whitefield, Lincoln County, Maine, in the year 1812. He is descended from an honorable stock on the sides of both parents. His father, the Hon. Eliakim Scammon, who now lives in Gardiner, Maine, is well known and esteemed in the State, and during many years of his long and useful life represented Pittston and Kennebec counties in the two houses of the Legislature. His mother was the daughter of David Young, a pioneer of East Pittston, and, when Maine was included in Massachusetts, he represented his neighborhood in the General Court of the State. He was a soldier in the army of the Revolution, and accompanied the expedition against Quebec.

Mr. Scammon was educated at the Maine Wesleyan Seminary, Lincoln Academy, and Waterville College. He read law in Hallowell. As soon as he was admitted to the bar in Kennebec County, he left his home for a tour of observation in several States. In the course of this journey he reached Chicago in September, 1835. He made the voyage on a steamer from Buffalo, *via* Green Bay, and the passengers were landed at Chicago by means of small boats, the steamer being unable to enter the harbor. He put up at the old Sauganash Hotel, which was reached from the landing by a devious path through prairie grass and deep mud. The hotel was crowded, the weather horrible, and large numbers of the people were sick with bilious fever. Chicago presented no very inviting prospect to the stranger. At that time the late Col. Richard J. Hamilton was Clerk of the Courts of Cook County, and Mr. Henry Moore, an attorney, was his deputy. When the weather had improved sufficiently to justify his traveling, Mr. Scammon made ready to depart; but on the very eve of his leaving, Mr. Moore called upon him, stating that the Circuit Court had commenced its session, that he could no longer serve as deputy, that the person employed in his place had been stricken down with fever,

and therefore he desired Mr. Scammon to assist Col. Hamilton during the term. The request was complied with under the circumstances, they promising the opportunity of becoming acquainted with the forms of practice in this State, and it was this accidental combination of events that resulted in the permanent residence here of a gentleman whose name has become identified with every step of the progress of Chicago since then.

The services of young Scammon during the term were so satisfactory that he was offered, and accepted, the office of deputy Clerk, with the privilege of using the Clerk's office as his own, for such law business as he might have. At that time Col. Hamilton was Judge of Probate, Clerk of the Circuit Court, Clerk of the County Commissioner's Court, School Commissioner, Recorder of Deeds, Notary Public and Bank Commissioner, and the business of all these offices was transacted in the same small brick building, which was located at the northeast corner of the present Court House Square. In one of the rooms of this building Mr. Scammon performed the duties of Clerk of the Court, received his clients, and lodged at night. In 1836, he entered into partnership with B. S. Morris, Esq., in the law business, which continued for eighteen months. A year later, he formed a law partnership with Norman B. Judd, which continued until 1847. At that time, Mr. Scammon had become largely interested in the Galena Railroad enterprise, and devoted his time principally to that business.

The men of the present day can hardly be expected to comprehend fully the courage and enterprise necessary at that time to keep alive the project of a railroad extending westward from Chicago. The construction at the present day of two or more railroads across the continent, with branches and cross-roads, is not one half so imposing and startling an enterprise as that which in those days was projected by Messrs. Ogden and Scammon. When these gentlemen came to Chicago, Illinois was in the full glow of excitement upon the grand system of internal improvements. This system, which, so far as railroads were concerned, excluded Chicago, culminated in 1837, and sunk rapidly. A most disastrous torpidity of enterprise followed. Capitalists avoided Illinois, and the hope of any railroads was abandoned by even the most sanguine. Messrs. Scammon and Ogden stood almost alone, amid the ruins, unappalled by the overwhelming disaster. The Michigan Central Railway eventually extended its line to Lake Michigan, at New Buffalo, and there it had

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stopped. Messrs. Ogden and Scammon, after a long effort, succeeded in reviving an abandoned Indiana charter, giving the exclusive right to construct a railroad from Michigan City to Chicago, and to this law was Chicago indebted for its first continuous railroad communication eastward.

Previous to this, these gentlemen had traveled repeatedly from Chicago to Galena, holding meetings in every village, and at every cross-roads, urging the people to a united effort to secure a railroad communication from the Mississippi to Chicago and thence east. They both had invested largely in the enterprise, and they, by personal pledges, eventually succeeded in obtaining subscriptions to stock to an amount sufficient to authorize the commencement of the railroad—being the pioneer railroad in the vast combination of roads which now bring the treasures of the West to the lap of Chicago.

The vast labor necessary to accomplish even a commencement of this work may be understood, when it is stated that the majority of the stockholders took only single shares, and that the aggregate of the stock was held by over fifteen hundred persons. These shares were taken in many cases by persons having no faith in the success of the work, and were continually surrendered to either Mr. Ogden or Mr. Scammon, upon whose personal pledges they were subscribed. Even after the work was under way, so little confidence was felt in it by the general public, that the Board of Directors, with few exceptions, abandoned all hope. Applications at the East were responded to by reference to the lack of confidence at the West; yet, in the face of all these depressing circumstances, the two gentlemen persevered, until they had demonstrated a partial success, and thereby enlisted confidence among Eastern capitalists.

In 1837, Mr. Scammon was selected as the attorney of the State Bank of Illinois, and two years later was appointed Reporter of the Supreme Court of the State, which office he held until 1845. His volumes of Reports, the first ever published in Illinois, were issued in a style that was superior to anything of the kind previously produced in the Western States.

Mr. Scammon was one of those early agitators to whose efforts Illinois, and Chicago especially, is indebted for its system of public schools. An act was obtained from the Legislature for the establishment of public schools, applicable only to the city of Chicago, which act was conditional upon its acceptance by the people of the town, by a vote of the majority, at an election held for that purpose. The vote was taken in 1836, and

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the law was rejected—the residents who were mere speculators outnumbering those who had families and had made the town their permanent home. His efforts in favor of free schools did not relax in consequence of this failure. The first charter of the city of Chicago soon followed, and in that charter he procured the insertion of a clause providing for free schools. The schools established under this law were valueless. Public opinion had not been educated up to that point. In 1839, Mr. Scammon became one of the Inspectors, and by his efforts the schools were revived and provided with a systematic government. In 1844 the Dearborn School building—now an eyesore to the public—was erected on Madison Street, near State, and its cost and dimensions were furiously denounced. The Mayor of the city, in 1845, in his inaugural, recommended that the big school house should be sold or converted into an insane asylum, and one more suitable to the wants of the city provided. Mr. Scammon that year entered the Board of Aldermen as a friend of the schools, and he not only protected the “big school house,” but secured the erection of a similar one (Kinzie) in the North Division, and another (Scammon) in the West Division. Thus, owing to the persistent efforts of one man, was inaugurated the Chicago system of schools and school buildings, which is not surpassed by that of any other city in the country.

Mr. Scammon has always taken an active part in national politics, though never as an office seeker. He was a member of the Whig party until that party was abandoned, and was always a leading member of it in Illinois. While a member of that party, he always was an advocate of the principles of human freedom, and opposed slavery in every legal and rational manner. Though a Freesoiler, he voted for Clay as against Polk, and for Gen. Taylor as against Cass. Since 1852 he has voted with the Republican party, in which he has always been an active and leading member. He utterly repudiated all association with the party known in 1844 as the “Native American,” or “Know Nothing” party. He has avoided all nominations for office, and except upon three occasions has refused all requests to be a candidate. The exceptions were, first, in 1845, when he was elected Alderman, that he might promote the school system; second, in 1848, when he accepted the Whig nomination for Congress in an overwhelmingly Democratic district, when he obtained a majority in Chicago, however, although his party was in a minority of over one thousand votes; third, in 1860, when he was elected to the Legislature.

In 1836, the Chicago Marine and Fire Insurance Company was chartered, with banking privileges; subsequently, it suspended business. In 1849, Mr. Scammon became a large stockholder, and the company was revived, and newly organized with Mr. Scammon as its President. It commenced with an actual cash capital of \$25,000. During the ensuing ten years the institution grew in wealth and credit, until in 1857 it had a capital of half a million of dollars, and was at the head of the monied institutions of the State and of the Northwest.

In 1857, Mr. Scammon, with his family, visited Europe, leaving his bank in the prosperous and commanding condition we have described. He returned in 1860, to be informed that, during his absence, a great defalcation had taken place in the institution, but that the directors had hopes that they had secured the ultimate repayment of the greater part of the missing funds. This hope would probably have been realized but for the rebellion which followed in the succeeding winter and spring, and which destroyed the value of the securities, and compelled him to suspend the operations of the bank. On examination it appeared that the entire capital of the bank had been used by the defaulters during his absence in Europe. Mr. Scammon at first thought that as he had been in Europe during the entire period of the defalcation he would not go into the bank again; but upon examination of its affairs, and yielding to the demands of his associates, he concluded, as a matter of duty, to resume his position, hoping thereby to avert still greater losses to the public and stockholders. Again he buckled on his financial armor, and both in the bank and the Legislature, (to which he had in the meantime been elected), labored incessantly to improve the currency and arrest the financial crash that soon after came, when the Illinois banks, whose circulation was largely based upon the stocks of the Southern States, went to the wall. In no wise daunted by this second disaster, under which so many others sunk to rise no more, he remained at his post, enduring patiently the opprobrium which belonged exclusively to others, dealing out to all the customers of the bank equal and exact justice.

In the mean time, while thus engaged in adjusting the affairs of the Marine Company, he opened a private banking-house in his own name, which was subsequently merged into the Mechanics National Bank, of which he is President, and having eventually paid off all the indebtedness of the institutions which had been robbed in his absence, and ruined by the financial crisis of 1860-'61, he restored them to capital and credit, and

again opened them to business. He now presides over the Marine Company of Chicago, at its banking-house, corner of Lake and LaSalle streets, where, with a capital of \$500,000, is transacted a large foreign as well as domestic banking business, the bank being the correspondent of several important banking-houses in England, France and Germany.

As a banker, Mr. Scammon has always been opposed to a depreciated currency. When the new States and Territories of the West began to fill up with population and recuperate after the disasters of 1837, the development and business of this part of the country demanded greater facilities in the shape of a circulating medium. The new States had all prohibited banks of circulation by constitutional provisions. The consequence was, that from the necessities of the case there grew up an illegal and depreciated currency. This was tolerated and used because there was no other. This currency had its centres mainly at Milwaukee, St. Louis and Chicago. In 1851, under the new Constitution of Illinois, a general banking law was enacted, and Mr. Scammon, in establishing the first bank under that law, endeavored to get such a construction of its terms as would prevent the establishment of any bank without a *bona fide* capital of at least \$50,000. This was the manifest intention of the act, but those who wanted banks without capital opposed and defeated his effort. He succeeded, however, in securing the passage of a law prepared by himself, which absolutely prohibited all illegal currency, and banished it from the State. Those engaged in it then obtained bank charters from the Legislature of Georgia and flooded the Northwest with Georgia bank notes, which necessarily were depreciated. The success of this scheme tempted others to evade and pervert the general banking law of the State, by establishing banks of mere circulation at inaccessible points, without actual capital, and from the difficulty, delay and expense attending the presenting of their notes for redemption, the latter became sufficiently depreciated to compete successfully with the Georgia bank notes.

On Mr. Scammon's return from Europe, in 1860, he found from \$8,000,000 to \$10,000,000 of depreciated Illinois bank notes in circulation, they having driven out of general use the bills of such of the other Illinois banks as were accessible to demands for redemption. Much of this circulation was secured by the deposit of bonds of the Southern States, which had also become depreciated. Mr. Scammon zealously endeavored, through the Bank Commissioners and otherwise, to diminish this circulation and get rid of the doubtful currency. He at length

succeeded in getting an order for that purpose, which would have accomplished the desired end if it had not been rescinded or postponed by the subsequent action of the Commissioners.

On taking his seat in the Legislature, January, 1861, he introduced a bill which, after having been opposed during all the early weeks of the session by those interested in the "wild cat" or depreciated currency, was substantially adopted and became a law. This act, by requiring a central redemption, would have restored a good currency, had not the depreciation of the bonds of the Southern States, under the impending danger of rebellion, destroyed the principal security for the redemption of the notes of all the Illinois banks. Those of the banks which survived the crash, under the provisions of that law, furnished a satisfactory currency until the national banking-law supplanted all other bank bills by a national currency. The enemies of Mr. Scammon endeavored to place the odium of bank failures in Illinois upon him, and to identify him with a depreciated currency, when, in point of fact, nearly every amendment to the banking law increasing the security of the bill-holders and of the public, and the entire law against illegal currency in this State, originated and was prepared by him.

While engaged in banking and railroad matters, he never failed to contribute his full share to the development and improvement of the city of Chicago. He has expended hundreds of thousands of dollars in substantial improvements, and always responds liberally to every demand for the advancement of the permanent prosperity of the city.

Since the disasters of 1860-61, Mr. Scammon, though constantly doing a large business, seems to have devoted his energies more to the preservation and maintaining of his institution than to an extension of its business, and he has made no effort for new customers, contenting himself with pursuing the even tenor of his way.

As a lawyer, Mr. Scammon has always had a commanding position at the bar of Illinois. From the day he first hung out his shingle in the Clerk's office until this time, though engaged in a variety of other and engrossing pursuits, he has maintained his identity as a leading member of the legal profession, and the firms of which he has been a member have enjoyed a large and lucrative business. When he first commenced business in Chicago every one was a speculator, and the majority looked forward to riches acquired in that manner rather than by assiduous labor. He declined all offers to enter that business, and applied himself arduously

to his profession. His ability soon won for him the attention of the public, and his fidelity and promptness in paying over his collections were followed by the unlimited confidence of his clients—a confidence which was subsequently of great value to him as a banker, and which he has retained under all circumstances since then. He has made integrity the first consideration in all his dealings with his fellow men; his word is as sacred as his bond, and his credit as a banker and as an attorney he has made superior to all mere personal advantages or conveniences. His approval or endorsement of a financial scheme is sufficient to give it character with the public, and this, because he has never swerved on any occasion from the strict line of scrupulous fidelity to the trusts and confidence reposed in him.

After his association with Mr. Judd as a law partner had been dissolved because of his engagement in the railroad business, he, in 1849, took Mr. Ezra B. McCagg, who had been his confidential law clerk for some time, into partnership, and since then the firm has been enlarged by the introduction of Mr. Samuel W. Fuller. The firm now does a large business under the style of Scammon, McCagg & Fuller, although Mr. Scammon has not been for some time actively engaged in the profession of the law.

He has always been a friend as well as preceptor to young men, and students who have been called to the bar from his office have entered upon the profession as thoroughly versed in the details of practice and principle as it was possible for them to become.

As a general business man, his success is sufficient evidence of his ability. He has made money, but none by speculation. He has accumulated his wealth by the exercise of judicious business qualities. His policy has been to invest his surplus earnings in the most promising offer. He has, therefore, never wasted, but has continually added to his stock. His real estate was bought from his surplus earnings, which in that form have proved an immensely valuable investment.

He is a scholar, of refined culture and great attainments. In all his varied and complicated business engagements he has had time to bestow upon letters and the arts. He has written much on political economy, and has also given repeated expression to his views upon religious subjects. He has been a frequent contributor to the newspaper press, both editorially and otherwise. He reads and speaks several languages, and in social intercourse is always the refined, instructive and courteous

gentleman. He is benevolent and charitable. Though his name and his subscriptions are familiar in connection with all public charities, he is known more generally to the humble poor, to the needy and suffering, and as the aider and supporter of industry crippled by poverty. His benevolence is as broad as the human family. Color, race, nationality nor creed are known or asked when he extends relief. He aids his fellow man as he would a member of his own family—as a child of the same and common Father.

One of the early settlers of Chicago, he has been one of the early founders of many of its institutions. He was the first of the New Church or Swedenborgian body of Christians in Chicago. He and his wife and one other person were the founders of that body in Northern Illinois; and he has lived to see himself surrounded by a numerous circle of religious associates, and worshipping in one of the finest church buildings in the city. He organized the Church of the New Jerusalem in Chicago. He was also the first man of any prominence in Chicago who favored the practice of the medical school of Hahnemann. He was, as we have seen, a pioneer in the railroad system; he established the first bank under the general banking law of this State; he was one of the original founders of the Chicago Academy of Sciences, and of the Chicago Astronomical Society, and is the President of the Board of Trustees of each of these societies. The Dearborn Tower, the western tower of the grand edifice of the Chicago University, in which is placed the Alvan Clark Telescope, the largest refracting telescope in the world, was built at his expense, and named in honor of his deceased wife, whose maiden name was Dearborn. He was elected one of the Trustees of the Chicago University on his return from Europe, and one of its professorships was endowed by his munificence. The family of Mr. Scammon consists of one son and two daughters.

While in Europe in 1857–1860, he was bereft of his wife, a lady every way qualified to be his companion, and to intensify the happiness of home. She was buried in the cemetery in Soden, near Frankfort-on-the-Main, in Germany, where her resting-place is marked by an appropriate marble monument. His son, Charles T. Scammon, Esq., in partnership with Robert Lincoln, is engaged in the practice of law in Chicago.

Mr. Scammon, though yet in the prime of life, is one of the fathers of this city of giant progress. With right aims, good objects, battling all

obstacles, and overcoming every difficulty, he has won for himself the enduring friendship of his fellow-citizens, and no man is more universally respected than he for his qualities of head and heart.

Although the monuments of progress upon which his name is indelibly inscribed are many, and such as he may well be proud of, yet he is as actively engaged in business as ever, and no doubt will live to see the day when a still greater degree of eminence will be attained, as time, with its countless changes, gives him opportunity.

The great success of Mr. Scammon may be attributed—first, to his strong determination at the commencement of his business career to avoid speculation, and trust to a legitimate and steady progress; secondly, to his straightforward method of conducting all transactions, thereby securing the lasting confidence of those with whom he dealt. In these respects, we see a model for young men just pushing out into active life, which, if imitated, will certainly insure success.

THOMAS HOYNE.

THE subject of this sketch was born in New York City in 1817. He was the son of respectable Irish parents, who had been compelled to emigrate in 1815, in consequence of troubles in which his father had become involved with the English Government. Though never put on trial, he was suspected of treasonable designs, and in case of an outbreak would have been made the victim of immediate prosecution, so that prudence dictated emigration as the only safety from prospective difficulty. Compelled to abandon his property, he arrived in New York destitute. He immediately sought and obtained employment as porter in a wholesale house, at which he labored to support his children until his death in 1829.

Thomas was the oldest of seven children. He was sent to a Catholic school attached to St. Peter's Church, on Barclay Street, New York, where he continued until the death of his father. The following year, his mother died, and he was left an orphan without any means for his support.

In 1830, he was articled as an apprentice to a manufacturer of fancy goods, traveling cases and pocket-books. He remained for a period of four or five years, during which his love of literary pursuits, which had always been a passion, led him to join a club known as "The Literary Association," of which the late Judge Manierre was a prominent member. Among others who were members of this club, and afterwards distinguished themselves, were Hon. Charles P. Daly, now Chief Justice of the Common Pleas of New York City, Hon. Wm. B. Maclay, Hon. Horace Greeley, and Hon. Elijah Ward. In this club Mr. Hoyne laid the foundation of his present eminence as an attorney, and of that friendship with Judge Manierre which lasted unbroken until the death of the latter, in 1863. Mr. Hoyne not alone attended the meetings of the club

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but also two night schools, at one of which he studied Latin and Greek, and at the other English Grammar and Elocution. He was a diligent reader and a close student, and consequently he made rapid progress in his studies, although he could snatch but a small fraction of his time to devote to study.

In 1835, Mr. Hoyne's apprenticeship expired, and he immediately obtained a situation in a law office, but his means were limited and he was compelled to look again for active business. He obtained a situation in a wholesale grocery house at \$400 per year, which gave him the opportunity of continuing his studies in the night schools. He was also about this time fortunate in making the acquaintance of, and being received as a boarder with the family of Rev. Archibald Maclay, D. D., the leading divine of the Baptist denomination in America for over fifty years. He was at once surrounded by an intellectual atmosphere congenial to his tastes, and he made rapid progress in his education. In 1836, he entered the office of Hon. John Brinkerhoff, an old resident lawyer of New York, as a law student, and by various little business schemes continued to add to the small fund which he was laying aside as the foundation of his education.

In the fall of 1835, Judge Manierre removed to Chicago. An active correspondence was kept up, and the glowing letters of young Manierre soon induced Mr. Hoyne to emigrate westward. In August, 1837, after effecting a small loan among his literary friends, he started for Chicago, journeying ten days by canal to Buffalo, by steamer from Buffalo to Detroit, and by schooner from Detroit to Chicago. The whole journey occupied four weeks, a period of time now more than enough to make the voyage to Europe and back.

Arrived at Chicago, Mr. Hoyne found his friend Manierre at the Circuit Clerk's office, acting as Clerk of the Circuit Court, Deputy for the late Col. R. D. Hamilton. The Clerk's office was then located in the only public building in the city, except the old wooden jail standing near it. It was a one-story brick structure standing on the corner of the present Court House Square, fronting east on Clark Street, with the north side running along Randolph. Mr. Hoyne entered this building on the 11th day of September, 1837, where he at once found employment as an assistant at a salary of ten dollars per week.

Rare opportunities were afforded him for becoming familiar with the course of practice under the laws of Illinois. He diligently continued his

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reading and study of law authors, while he necessarily observed all the practiced forms of pleading. His methods of study were so well systematized that he kept a common-place book, in which he noted all decisions made affecting the construction of particular statutes, as well as any modifications in practice of old common law rules, as applied to the new conditions of modern civilization.

In the second volume of Scammon's Reports, p. 199, will be found an affidavit made by Mr. Hoyne on a mandamus case against the late Judge Pearson on the Supreme Court of Illinois, which presents one of the court scenes of those days between the late Justice Butterfield and the Judge, during which Mr. Hoyne acted as the Clerk in entering a fine of twenty dollars against Butterfield for contempt of court. During the next two years he joined a literary club, organized by Judge Manierre, and comprising among its members such names as Stephen F. Gale, Esq., Hon. N. B. Judd, Henry L. Rucker, Esq., the late Dr. Kennicott, and others. He also renewed his study of Latin with a Prof. Kendall, then residing in Chicago, and with Geo. C. Collins, Esq., connected with the public schools. He also commenced the study of French with M. de St. Palais, the priest of St. Mary's, then the only Roman Catholic Church in Chicago.

In the autumn of 1838, Mr. Hoyne, being found qualified, took charge of a public school in the West Division, which, however, he resigned after teaching four months, finding that it engrossed too much of his time.

Among the leaders of the Chicago bar at this time were the Hons. J. Y. Scammon, Justin Butterfield, James H. Collins, B. S. Morris, the late Judge Spring, I. N. Arnold and Grant Goodrich. Mr. Hoyne entered J. Y. Scammon's office as a student, and completed his studies in the year 1839, just before his admission to practice, which took place during the same year. Although Mr. Hoyne and Mr. Scammon have scarcely ever agreed from that day to this on great public questions, with the exception of the vigorous prosecution of the late civil war, he has never failed to express his sincere obligations to Mr. Scammon for his counsel and instructions, and never for a moment have their personal relations been disturbed.

In 1840, the Democratic party, to which Mr. Hoyne had attached himself, carried the municipal election by choosing Alexander Lloyd Mayor, and a majority of the Aldermen. Immediately after their

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installation, Mr. Hoyne was elected City Clerk, being the third Clerk appointed since the organization of the municipal government. The salary of the office was then \$250 per annum, with some trifling fees for licenses, but the work was very light—occupying only three or four hours in a week—all the records of the city, including proceedings of the Board of Aldermen and tax rolls, with the public documents, being contained in a small office desk. It is a fact, perhaps, worthy of remembrance in a city which now collects a general revenue tax of nearly two million dollars annually, that the whole amount of the tax list of Chicago in 1840 was only about seven thousand dollars.

During this year an incident took place in the city which is worthy of note in the history of the State. It is generally known that the settlement of Illinois commenced in the southern part of the State, and that in 1838, when Judge Douglas made his first canvass for Congress, Chicago was in the Springfield district. The population was mostly composed of settlers from the Southern States. The Governor and public men paid little attention to the New England custom of Thanksgiving, but the people of Chicago, having come from the East, as the usual season approached began to think of Thanksgiving dinner, and as Gov. Carlin had made no appointment, they determined to make a thanksgiving for the State. Accordingly, at a meeting held November 18, 1840, Alderman Julius Wadsworth offered an appropriate resolution to that effect, and the first thanksgiving proclamation ever issued in the State was drawn up by Mr. Hoyne and issued at Chicago, appointing December 3, 1840, as a day of public thanksgiving.

During the year 1841, while Congress was in session, an effort was made by the people and corporate authorities of the city to induce Congress to make more liberal appropriations for the improvement of the Chicago harbor. Mr. Hoyne was requested to collect the facts and draw up a memorial,—a work which he did faithfully, and with an elaborate yet concise statement of facts.

It was while Mr. Hoyne was acting as City Clerk, on September 17, 1840, that he married the daughter of Dr. John T. Temple, one of the first settlers of Chicago. Arriving here in 1833, he established, by authority of the celebrated Amos Kendall, the first line of coaches which carried the mail from Chicago to the Illinois River. At this time, the wife of Mr. Hoyne was but eight years of age. She is now the mother of seven children; the oldest, a boy, is engaged in the practice of medicine, the

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second is a law partner in the law firm of his father, and a third is engaged as a clerk in a wholesale grocery house.

In the autumn of 1842, Mr. Hoyne removed to Galena, where he resided two years. At the expiration of that time, he returned to Chicago. While in Galena, one of the public questions agitated among the people of Illinois and Wisconsin was the claim which the latter laid to all the territory north of a line drawn east and west through the southern bend of Lake Michigan, which would include about twelve thousand square miles of territory, now lying within the borders of Illinois. Upon this question, Mr. Hoyne published a series of articles, over the signature of "Ulpian," in the "Galena Sentinel," bearing the title of "Disputed Territory." They attracted much attention at the time.

Mr. Hoyne returned to the practice of the law in Chicago, in December, 1844. In August, 1847, he was elected to the office of Probate Justice of the Peace, under the old Constitution, the office now known as County Judge. This office he held until the new Constitution went into effect and suspended the court, in the autumn of 1848. His practice increasing, he now began that active career of professional life in which he has since become eminent. In the year 1847, after he had been elected Probate Justice, he formed a law partnership with Hon. Mark Skinner, with whom he continued until the election of Mr. Skinner as a Judge of the Common Pleas Court, in 1851. He also became known in matters of general public interest. Being a strong adherent of the Democratic party, he began to take a leading part in its organization and movements. In 1847, during the Mexican war, at a public meeting held in the Court House Square, he reported resolutions calling for a vigorous prosecution of the war. In 1848, after the passage in Congress of the famous Wilmot Proviso, a large meeting of the Democracy was called at Chicago for the purpose of indorsing the war. Mr. Hoyne, after this meeting, may be said to have really opened a regular political campaign in the State for the advocacy of Free Soil principles.

On the 4th of April following, another immense Democratic meeting was held in favor of the Wilmot Proviso, over which Hon. James H. Woodworth, the Mayor, presided. A committee was appointed at this meeting to issue an address to the Democracy of the State, the members of which were Thomas Hoyne, chairman, Dr. Daniel Brainard, Isaac N. Arnold, Mark Skinner, George Manierre, E. S. Kimberley, and Asa F. Bradley. The address was prepared and written by Mr. Hoyne, and

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circulated throughout the State. It deprecated meddling with slavery where it existed, but was unalterably opposed to its further extension. It set forth that the Democracy of Cook County did not make war upon the South, or her institutions; that they did not intend to abolish slavery where it existed, but did intend to prevent the abolition of freedom in territory then free. This was the key note of the document, and it was sounded in no uncertain manner. It was a bold, manly, vigorous protest against the further extension of slavery, and is especially worthy of note as the first regular manifesto ever issued in the Free Soil campaign of 1848, in which Mr. Hoyne acted. Being called as a Democratic meeting, it was designed by Mr. Hoyne to affect the opinion of the Democratic masses of the State; and the address itself was intended to influence the creed which was to go into the platforms of the conventions and elections of that year. That it had the effect designed, was afterwards proven by the movements of the people, which soon followed.

In the Democratic Congressional Convention of the Chicago District, which Mr. Wentworth represented, held at Ottawa, to which Cook county sent Mr. Hoyne at the head of fourteen delegates, the struggle arose upon the Wilmot Proviso and the address. Mr. Wentworth was nominated by a clear majority, but the Committee on Resolutions could not unite upon a report, and the session of the Convention was prolonged until after midnight, when Mr. Hoyne, finding that no agreement could be reached upon his Free Soil platform, proposed that the committee should report "that it was deemed inexpedient for the Convention to adopt a declaration of principles." This they did, and it was carried, but only after a most violent debate and bitter opposition of the anti-Wentworth wing of the Convention.

That year, the Baltimore Democratic Convention nominated Hon. Lewis Cass for the Presidency, to the great disgust of the Free Soil wing of the Democratic party. On the 4th of July, a large mass meeting of Democrats was held at the Court House in Chicago, at which Mr. Hoyne made a powerful speech, vigorously opposing the nomination. Before this, however, the numerous friends of Free Soil in New York, at the Utica Convention, had named Martin Van Buren for the Presidency, and while they were in session a telegram was sent to them, signed by James H. Woodworth, Mayor, I. N. Arnold, and Thomas Hoyne, fully endorsing the candidate, and suggesting a National Mass Convention. In accordance with this suggestion, such a Convention was called to meet at

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Buffalo on the 22d of August. This Convention nominated Martin Van Buren for the Presidency, and Hon. Charles Francis Adams for the Vice-Presidency. These nominations were ratified at a mass meeting in Chicago, August 28, in which Mr. Hoyne took an active part. The next Convention of the Free Soil Democracy was held at Ottawa, September 30, at which an electoral ticket was put in nomination, as follows: Cook County, Wm. B. Ogden, Thomas Hoyne; Kane, Levi F. Torrey; Madison, John W. Buffum; Fulton, Henry B. Evans; Sangamon, Lewis J. Kealing; La Salle, A. Hoes; Knox, Jonathan Blanchard; Peoria, George B. Arnold. Mr. Hoyne made a very thorough canvass through the northern part of Illinois, and addressed several large meetings. The election resulted in the success of the Whig candidate and the defeat of Mr. Cass. The cause for which Mr. Hoyne had contended met with signal success in Chicago, Van Buren receiving 260 votes over Taylor, and 527 over Cass, on a total vote of 3,840.

The last time in the progress of this movement, to which so large a portion of the Democratic party had committed itself, when Mr. Hoyne appears acting in apparent opposition, was at a public meeting held in the South Market Hall, in February, 1850, to protest against the new attempt making in Congress to secure, by compromise, some of the new territory acquired from Mexico for the exclusive settlement of the slaveholders. Of this meeting the "Chicago Tribune" said: "The meeting last night was a great success. Tariffs, said Mr. Hoyne, can be made and unmade. Banks can be chartered and their charters repealed; but the extension of slavery, once granted, takes forever from the people of the States the constitutional power of revoking it. By all that we hold sacred! By the very genius of Republican liberty! By the humanitarian tendencies of the nineteenth century! By our love of the glory of our model Republic, we must not let the present crisis pass without consecrating forever to freedom the territory over which the Government has so recently extended its laws and institutions. America must not appear worse than Mexico in keeping for freedom the soil and territory she obtained free."

The compromise measures of 1850 were afterwards passed, and Mr. Hoyne, in common with thousands of other Free Soil Democrats, accepted them; but he did not relinquish his peculiar political tenets as to the extension of slavery in the Territories. On the contrary, in the autumn of 1850, when a successor came to be nominated as a Congressman to succeed

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Mr. Wentworth, Dr. R. S. Molony was selected in the Joliet Convention, entirely through Mr. Hoyne's efforts.

But Mr. Hoyne did not confine his attention altogether to political matters. In 1850, at the annual election of officers, he was chosen President of the Young Men's Association. He was the only President of that institution who was elected for a second term. Under his administration, the organization received an impulse which carried it far towards its present prominent position. Among the series of lectures delivered before the Association was one by Mr. Hoyne, on the subject of "Trial by Jury." In 1849, at the Festival of St. Patrick, he delivered a speech in response to the toast "The State of Illinois." On December 5, 1849, he organized a meeting for the relief of German refugees, and December 8, 1851, he delivered the welcoming speech at the reception of Dr. Kenkel, the compatriot of Kossuth.

The election of Pierce, as President, reunited the Democracy, and, through the influence of Mr. Wentworth, Mr. Hoyne received the appointment of United States District Attorney for the District of Illinois, which then embraced the whole State. This appointment made Mr. Hoyne the target for the most bitter and ferocious personal hostility.

With this appointment, Mr. Hoyne's business rapidly increased, and his reputation spread with equal pace. The State was then included in one judicial district, and the court sat at Springfield. Here he was brought into contact with the best legal talent of Illinois, and in his first cause—the prosecution of a mail robber—the late President Lincoln conducted the defense. Mr. Hoyne gained the cause and fixed his reputation at the Springfield bar. During his administration, both as United States Attorney, and later as United States Marshal, not a single prosecution or an arrest under the fugitive slave law occurred.

In 1854, Mr. Douglas introduced the Kansas and Nebraska bills, which kindled anew the fires of anti-slavery agitation, and, in Chicago, led to bitter partisan feelings, which manifested themselves in the shape of a mob at the famous North Market Hall meeting, upon the occasion of a speech by Mr. Douglas opposing himself to the almost universally popular sentiment, and, acting from his convictions of right, Mr. Hoyne sided with Mr. Douglas, and in the fall of that year accompanied him through the State, speaking in defense of his policy. In the Presidential canvass of 1856, Mr. Douglas again canvassed Illinois, and Mr. Hoyne, by order of

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the State Democratic Central Committee, canvassed the northern portion of the State. Mr. Buchanan was elected, and in the following March, Mr. Hoyne, feeling that unless he entered upon a personal struggle for his office some rival candidate would succeed, withdrew his claim to re-appointment. In 1858, Mr. Buchanan recommended the admission of Kansas under the Lecompton Constitution. Mr. Douglas opposed the President. Mr. Hoyne, finding that no reconciliation was possible, took the side of the President, and in Mr. Douglas' canvass for re-election he joined the ranks of the minority. The contest was very bitter, and, among others, Mr. Hoyne came in for his share of abuse. Ingratitude was charged against him for deserting Mr. Douglas, as it was supposed he owed his office to the latter, when in fact he was exclusively indebted to Mr. Wentworth for his attorneyship.

In 1859, the United States Marshal, Charles A. Pine, appointed by Mr. Buchanan for the Northern District of Illinois, became a defaulter. After Judge Breese's declination of the appointment, it was tendered to Mr. Hoyne, who was one of the sureties on Mr. Pine's bond. His co-sureties insisted upon his acceptance for their own protection, and Judge Drummond requested it, owing to the then confused condition of the Marshal's office. He finally accepted, and in April, 1859, entered upon the duties. In 1860, he superintended the United States Census for the Northern District, and was complimented by Hon. J. P. Kennedy, the National Superintendent of the Census Bureau, who reported to the Secretary of the Interior that the Northern District of Illinois was the only one in which the returns were so complete that it was unnecessary to send them back for correction.

This was the last political office held by Mr. Hoyne, but his labors in the public behalf do not end here. In 1856, the Baptist denomination accepted Mr. Douglas' munificent offer of ten acres at Cottage Grove to be devoted to University purposes. Dr. Burroughs, in behalf of the denomination, entered upon what seemed to be a herculean task. According to the contract, a University must be built in a specified time, to cost not less than \$100,000. Subscriptions were very generous. A Board of Trustees was organized, and Judge Douglas was elected first President. On the 4th of July, 1857, the corner-stone was laid, at which time Mr. Hoyne was one of the speakers. He was elected one of the first Board of Trustees, upon which he has continued to serve. Mr. Hoyne further showed his practical interest in the University by endowing a professorship of law,

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subscribing and paying five thousand dollars for that purpose. As the chairman of a committee for that object, Mr. Hoyne gave his active personal efforts towards the founding of the law school, now so ably conducted by Professor Booth. He was thoroughly successful. The school was formally opened September 21, 1859, and placed under the charge of a Board of Counselors, including such names as Judge Drummond, E. B. McCagg, Esq., Judge Seates, Hon. Mark Skinner and others, of which Mr. Hoyne was made chairman. The Board of Trustees, appreciating the services of Mr. Hoyne, properly acknowledged his endowment by establishing a chair in the faculty known as "The Hoyne Professorship of International and Constitutional Law." At the annual commencement in 1862, the University further honored him by conferring upon him the honorary degree of LL. D.

Mr. Hoyne rendered another memorable service to the University in securing the great Lalande prize telescope of Alvan Clark. Hon. J. Y. Scammon's munificent offer of the building stimulated subscriptions for the Observatory, while the practical judgment and indefatigable efforts of Mr. Hoyne secured for Chicago the greatest scientific instrument of the age. This glass, as is well known, was made by contract with Alvan Clark, of Cambridge, Massachusetts, for a Mississippi College, but the outbreak of the war left it upon his hands. Mr. Hoyne went to Boston with full power to secure a proper instrument, two only then being considered, the glass of Mr. Fitz, at New York, and Mr. Clark's. The committee, not being properly advised of the merits of either, committed entire discretion over the whole subject to Mr. Hoyne. Harvard University was already negotiating for Mr. Clark's glass, but the *savans* of Boston were slow in their subscriptions. Before Mr. Hoyne arrived at Boston, however, Cambridge had learned of the Chicago movement, and had a sufficient sum guaranteed for the purchase. The very day that Mr. Hoyne arrived, Mr. Clark was to meet the Cambridge committee. With genuine Western spirit, Mr. Hoyne determined to make the first offer. Only two hours before the time of appointment, Mr. Hoyne found Mr. Clark, offered him his price and secured the splendid instrument for Chicago. Two hours later, the great telescope which has already discovered the companion star of Sirius, the new nebulae in Orion, and many of the double stars, would have belonged to Cambridge. The equatorial mounting was also secured from the same makers, and the glass was put up in May, 1866. As a compliment to Mr. Hoyne's enterprise in securing

the instrument, he was elected first Secretary of the Chicago Astronomical Society, a position which he still holds, and a series of resolutions passed thanking him for the same.

Among other positions which Mr. Hoyne holds, it may be well to mention here that he is a life member of the Chicago Historical Society, and also a life member of the Mechanics' Institute of Chicago.

During the war Mr. Hoyne pursued no uncertain course. He labored hard to avert war, and cautioned many of the Southern leaders, among them John Slidell and Howell Cobb, with whom he was intimate, against the dangers they were incurring. When he saw that all remonstrance was useless, he gave his whole energies to the preservation of the Union. At the first great war meeting in Chicago, he was placed upon the Union Defence Committee. He subscribed a generous sum towards the enrolment and equipment of troops, and drew up the well known appeal from the Union Defence Committee to the people of Illinois. He addressed the immense mass meeting held in the Court House Square, in July, 1862. Throughout the entire war, he rose above all partisan preferences, and, more than this, never encouraged party organizations. He occupied the memorable position of a War Democrat, and as such was bitterly denounced by the ultra partisan Democrats. He was one of the first speakers solicited to address the great mass meeting upon the occasion of the fall of Richmond, and was one of the committee of escort from Illinois, appointed by the Common Council of Chicago, to accompany the remains of the lamented Lincoln from Washington to their final resting place.

After the war, he thoroughly indorsed the positions assumed by President Johnson in his conflict with Congress, and was a delegate to the Philadelphia Conservative Convention, in August, 1866. He served upon the Committee on Credentials in that Convention.

In 1866, Mr. Hoyne, at the head of a committee appointed by the Douglas Monument Association, went to Washington, and succeeded in inducing President Johnson and Secretaries Seward, Welles and others to be present at the laying of the corner-stone of that memorial. He also prepared and issued a circular to the people of the nation, urging upon them the claims of the Association.

This being the last public appearance of Mr. Hoyne, we must draw our sketch to a close with a brief notice of him as a man, professionally and socially. As a lawyer, he has been remarkably successful. As an

advocate of young Francis Bush, some eight years since, in defending him for the murder of McCarty, he will long be remembered. In the celebrated Judd-Wentworth libel cases, he displayed signal ability, and was sustained in his points of demurrer by the Supreme Court. He was also actively engaged in the Burch divorce case, in which he made a strong appeal to the jury, and was retained to defeat the famous "Wabash Swindle," so called.

As a man, Mr. Hoyne is of a very impulsive nature, quick and passionate in spirit, but never cherishing resentment or harboring ill-will against any person. Strictly honorable in all his relations with men, he is a foe to all pretenders and quacks, to shams of every description, whether in the law or out of it. He is a sworn foe to political demagoguism, and for that reason, although ambitious, prefers to remain even in obscurity, to paying the price of servility required by the partisans who control nominating conventions. His attachments are very strong, and his friendships warm. Physically, he is of medium height, well proportioned and strongly knit together; his complexion is rather dark, with black eyes and hair; his face is one of those strongly marked and clearly open ones, which at once give you an index to the inner man.

WILLIAM JONES.

WILLIAM JONES, one of the oldest, if not the oldest, of the old settlers of Chicago, was born in Charlemont, Franklin County, Massachusetts, on the 22d of October, 1789. When he was nine years of age, his parents moved to the town of Greenfield, Saratoga County, New York. There the father died, when William had reached his fourteenth year. At nineteen, he undertook to learn the trade of a millwright, but it was not to his liking. He soon came to the conclusion that he had no mechanical turn of mind, and resolved to seek his fortune further west. He walked to Hanover, Chautauqua County, New York, purchased a piece of new land, cleared a few acres, and went energetically to the tilling of the soil for a livelihood. This he continued for five years, when his health began to fail him, and he was compelled to abandon his farm.

While in Chautauqua County, he was made Constable, Collector and Deputy Sheriff, and was married to Miss Anna Gregory. He removed to Buffalo in 1824, and there tried the grocery business, but not proving successful, he accepted an appointment as lighthouse keeper at the mouth of Buffalo Creek. Here he remained until Buffalo was incorporated as a city, when he was put at the head of the police, by Dr. Ebenezer Johnson, the first Mayor. Mr. Jones was also the first Collector of Buffalo, and served in that office for three years. His health at this time being to all appearances restored, he again turned his face and bent his steps to the westward, with the determination to follow the "course of empire," and do what his hands should find to do in the way of making a living or a fortune, as the case might be.

In the summer of 1831, he went by steamboat to Detroit, from thence to Ann Arbor by stage, and to Kalamazoo by wagon. There, with a

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small party, he took skiff for the mouth of the St. Joseph, which was reached after severe hardships, endured with good pluck and high spirits. From there the party proceeded by borrowed conveyance to Elkhart, and thence, in company with a friend, Mr. Jones went to Chicago on horseback, arriving on the 1st of August, 1831.

The embryo metropolis of the Northwest consisted, at that time, of a few small shanties scattered round about the mouth of the Chicago River, and inhabited by Frenchmen, Indians and half-breeds, to the number of about three hundred. Fort Dearborn was deserted.

Mr. Jones' traveling companion falling sick, he was obliged to return with him to Elkhart; but in February, 1832, he was again in Chicago, having made up his mind that it was destined to be a great city. So deeply impressed was he with this idea, that he immediately purchased two lots, eighty by one hundred and fifty feet each, for which he paid two hundred dollars. These lots are situated on Lake and South Water, midway between Dearborn and Clark streets. Not caring to settle permanently in the midst of the swamp, he returned to Buffalo, where he lived until the spring of 1834, when he again visited Chicago, built a store, and, in 1835, went into business here, continuing to invest in real estate to the full extent of his ability. But in 1836 came the "bursting of the bubble," and Mr. Jones shared in the general financial disaster. Through sagacity and persistency, however, he was soon again in prosperous and promising circumstances. As the town grew in size, Mr. Jones increased in wealth. He met with vicissitudes, but his energy and bravery prevented him being overcome by them. He persevered through all obstacles, not the least vexatious of which was a series of lawsuits (all of which he gained), and in a few years was firm and safe upon a financial rock. He was one of the first Justices of the Peace of the city, serving in that capacity with noticeable efficiency for several years, and was afterwards a member of the Common Council from the Third Ward for two years. In the positions of trust and responsibility which he has filled, his conduct has always been guided by a scrupulous regard for his own honor and the public interests.

Mr. Jones was the first to come to Chicago for the sole purpose of investing in real estate, and may, therefore, be regarded as one of the founders of this far-famed metropolis. He came nearly a thousand miles through the woods and over the Lakes to purchase land at this village of fur traders, whom he startled and amused by telling them that this would, in twenty-five years, become a city of fifty thousand inhabitants.

He not only invested his own money, but was the means of getting that of his friends invested in Chicago town lots. His invariable advice to his friends was, "Buy lots in Chicago and hold on to them."

At a public dinner in Buffalo, Mr. Jones was twitted as a visionary, for leaving an established for a mythical town, when he replied that Chicago would, in twenty-five years, exceed Buffalo in population. He was greeted with derisive laughter.

In 1834, he went into the hardware business, in partnership with Byram King, the name of the firm being Jones, King & Co.

In the second canvass for Mayor, Mr. Jones was the Democratic candidate, but his firm and bold position in favor of temperance and against the unrestricted commerce in alcoholic liquors cost him the votes of the lower classes, and he was defeated. In this, as in every similar emergency, he was faithful to his convictions and immovable in his maintenance of them. If he had been less candid he would have been more politic; but he preferred to go without official position rather than secure it through artifice and chicanery.

Mr. Jones has always been first among the citizens of Chicago to discover, with sagacious forecast, what was necessary not only to the material, but as well to the intellectual and moral development of the city. To him the city is largely indebted for the warehouses and other buildings he has erected on its principal thoroughfares. They are, like their projector, more substantial than showy. They contribute as much to the service of our commerce as to the ornamentation of our streets. He was one of the founders and most liberal original contributors to the Chicago Orphan Asylum, and for a number of years in succession was President of its Board of Trustees.

He has always shown a lively interest in the public schools of this city, and, in conjunction with the Hon. J. Young Scammon and the late William H. Brown, Esq., did much of the pioneer work of this inestimable branch of public enterprise. For eleven years he was Chairman of the Board of School Inspectors. He contributed one thousand dollars towards a fund for the furnishing of books, etc., for the public school which bears his name.

But the public enterprise in which he has taken the deepest interest, which has shared most largely in his munificence, and for his part in the founding of which he will be longest and most widely remembered, is the University of Chicago. Mr. Jones was one of the first to appreciate the splendid opportunity presented by this great centre of population, wealth

and influence for a university to be identified, in name and interest, with the city. He has been from the first a member of the Board of Trustees, and most of the time President of the Executive Board, and has shared largely in devising and executing the plans which, in the ten years of its history, have raised this University to recognition as one of the most attractive and influential among American seats of learning. In consideration of his munificence to the University, the Board of Trustees at their last annual meeting passed the following resolutions:

"WHEREAS, William Jones, Esq., has recently made a subscription to the University of ten thousand dollars, which, together with amounts before given, makes an aggregate of thirty thousand dollars, a close approximation to the entire cost of the south wing of the University buildings; and

"WHEREAS, In the erection of that building, as in all the arduous work of carrying the University through its earlier struggles to its present prosperous condition, this Board gratefully recognizes its indebtedness to Mr. Jones in contributing to its funds as well as in tendering to it his financial credit, his time and business abilities; therefore,

Resolved, That as an expression of the honor and gratitude in which the name of Mr. Jones should ever be held by the University of Chicago, the south wing of the University buildings shall forever be known as 'Jones Hall,' and that a tablet with a suitable inscription be placed in the vestibule."

Mr. Jones is a man who has seen affliction. Two of his ten children died in infancy, and five others passed away under the blighting touch of consumption, just as they had reached maturity. His wife, one of the most faithful and affectionate of wives, died on the 15th of February, 1854, lamented not only by him of whose career she had been the faithful and beloved partner through so many eventful years, but by a large circle who had known and loved her amiable and exemplary character. For the last five years he himself has suffered extreme prostration of health, and at the ripe age of seventy-eight, with a mind still unclouded and will unsubdued, he is looking expectantly and not despairingly towards sunset.

From this imperfect sketch of his career, the reader will readily infer the leading characteristics of our subject. He is a man of irrepressible perseverance. His life has been one long battle with obstacles and disadvantages, but, thanks to a vigorous understanding and sturdy will, of victories also. He is a man more given to deeds than words. He says little and does much. As the record of his benefactions shows, he is no more fond of accumulating wealth than he is of dispensing it. He prefers to be his own executor rather than to part with his property at the gate

of the grave, with the reflection that it will very likely be divided between attorneys at law—conduct meriting of commendation and an example worthy of imitation. He reaches a decision after calm deliberation, but when it is reached it is impossible to coax or drive him from it. He could never be beguiled into what he believed unlawful, and as throughout all his long and earnest life he has maintained a character unsullied, he will leave a name unstained.

JOHN V. FARWELL.

ONE of the most eminent of the merchant philanthropists of the Northwest is he whose history we now undertake to write. Nor are there many among the noted in any branch of commerce whose life is more interesting as to incident, or more fruitful in lessons of profit for ambitious beginners in a mercantile career.

JOHN V. FARWELL is the son of Henry and Nancy Farwell, who, at the time of his birth, July 29, 1825, lived upon a farm in Steuben County, New York. They were plain and plodding people, but none in the State were their superiors in honesty and industry. They were persons, also, of candor and intelligence, and were held in uninterrupted esteem by their neighbors and acquaintances. With five children drawing upon the family exchequer, and nothing but the meagre profits of a small farm with which to honor their drafts, perseverance was indispensable, and hard toil inevitable.

According to a custom which prevails in agricultural communities, John V., who was the third born of the four brothers, as soon as he was sufficiently grown, spent his summers in manual labor, and his winters in the district school. Thus, did he educate both body and mind, until the thirteenth year of his age; the one acquired power of endurance, the other information, and both secured a discipline which was of the highest consequence in after life. The foundations of enduring health were laid, and the essentials of a good education acquired. The boy grew vigorous and intelligent. He gave evidence, even at this early age, of that capacity for achievement for which he has since become distinguished. He was the projector and the prime worker in the erection of the first brick house in the county, and in similar enterprises he showed the grit which he possessed.

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Thus thirteen years of his life passed away, and the mode of life followed in Steuben County, New York, was resumed in Ogle County, Illinois, whither the family removed in 1838. Here, however, hardships multiplied. The country was new, the farm an unbroken prairie. Agriculture was in its incipency. It was "frontier life" of the most toilsome and wearisome description; none may realize how much so but those who have experienced it.

In 1841, at sixteen years of age, young Farwell entered the Mount Morris Seminary, and there finished his equipment in the way of education. If his wardrobe was not equal in quality to that of some of his schoolmates, he had brains, which, both in quantity and quality, were excelled by none, and equalled by few, in the institution. He was poor in this world's goods, but rich in those qualities and faculties which render worldly possessions easy of acquisition. And this is the principal thing. The faculty by which riches are acquired is of more value by far than the riches themselves. The vicissitudes of commerce may give riches wings, in spite of the wisest efforts to retain them, but the talents by which they were secured have lost none of their virtue or vigor. Man is greater than his possessions.

The farmer's boy was treated with contumely by the sons of the rich. They affected superiority over the lad in homespun who brought the odor of the fields to the school room. The white hand of luxury repelled the brown hand of toil. The aristocracy of clothes disdained association with the aristocracy of brains. For, in this case, as in many a similar one, the boy with the brown hands was the ranking boy of the school, and grew to be the best man that came out of it. Farwell was too spirited to be trodden on, and of too high a calibre to be easily excelled. The embryo snobs had their laugh for their pains. They soon quit their merriment and left off their sneers. Their supercilious glances rebounded from the target, and reacted upon those who flung them.

Having received the appointment of editor of the Seminary paper, the "city boys" sought to entrap him by giving him to read pieces of composition that had been read before. Instead of doing so, however, he read those who contributed them such a lecture as "brought down the house" in applause, and carried mortification to the ranks of the juvenile aristocrats.

It was under such circumstances that the subject of this sketch made his resolve, and fixed upon his career. A few pebbles in the brook may

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change the direction of the stream. The most trifling events make destiny for men. The jeers of his school-fellows had much to do in fashioning the future of this farmer's boy, with his quickness of wit and sturdiness of purpose. He could write well; he always knew his lessons; he had a high place in his class, and kept it. He was too poor to board in the institution; he boarded himself and by himself. It was not easy to "make the two ends meet," but he did it. And, with all his hardships and harassments, he used to walk among his school-fellows, thinking to himself how one day he would "buy them all," as the phrase is, "without missing the money." They might be content with an inheritance, he would transmit one. They might be satisfied to mope along a-hold of the apron strings; he would be leader and not follower, benefactor and not beneficiary.

He mastered the practical and elementary branches with his eye upon a life of business, and a will bent upon excelling in it. He learned book-keeping and taught it. He was expert in figures and ready with the pencil, whether in mathematics or composition. He had considerable versatility of genius, and made it a point to so equip himself as to be equal to whatever might turn up in the way of employment when he should make his appearance on the stage of affairs.

And his heart was as good as his head was clear. At fourteen he became a member of the Methodist Episcopal Church. While yet in his teens, and simply dreaming of what he would come to, full of manly pride that met the coxcomb's disdain with a nobler disdain of his own, he had thoughts of doing good as well as getting gain.

In the spring of 1845, he left off his books and came to Chicago with exactly three dollars and twenty-five cents in his pocket, working his passage on a load of wheat. The road was a canal of mud. Driver and passenger frequently had to put their shoulders to the wheel, or their hands to the lever. They made their ninety-five miles in four days, without losing their temper or calling upon Hercules, who, if he were a witness of the spectacle, must have wondered afterwards as he saw in the affluent merchant the youth who pryed the load of wheat out of the prairie mud. Reaching Chicago, he drifted into the City Clerk's office and got employment at twelve dollars per month. He reported the proceedings of the Common Council at two dollars per report. His services were valuable. He could give a faithful transcript of the City Fathers' doings, and make it readable withal. But he was too faithful for his own interest.

The sensitiveness of public bodies is proverbial. Common Councils are no exceptions to the general rule. No body of men are more averse to criticism, while there are none more open to it. They have enough sense of dignity to make themselves uncomfortable, and not enough to put them at their ease. They occupy an uncertain position as to consequence and rank, and seem to be aware of the fact, and are, therefore, naturally annoyed by it. The very uncertainty of their importance keeps them morbidly on guard lest their unimportance be made certain. The very gravity of such a body is provocative of mirth, while its affectation of wisdom is sure to be the thin disguise of amusing folly.

The Common Council that Mr. Farwell reported for was a Council of this sort. He tried to be grave with them, but could not. His sense of the ludicrous got the better of his prudence. He could not refrain from making the City Fathers read in the paper as they sounded in the chamber. He did so. And the case was one in which truth was more ludicrous than fiction. The town was entertained as it often is over the proceedings of those who sit in counsel over its streets and alleys. But what was fun to the town was mortification to the Councilmen, and decapitation to their reporter.

But before being spurned from the official presence of the City Fathers, Mr. Farwell engaged himself as book-keeper in the dry goods establishment of Messrs. Hamilton & White, at eight dollars per month, for one year, at the end of which time he was offered better wages and better prospects by the house of Messrs. Hamlin & Day, and thither he went, on a salary of two hundred and fifty dollars per annum. From there he went into the employ of Messrs. Wadsworth & Phelps, dry goods merchants, where his wages were six hundred dollars per annum.

And yet, small as was the first year's salary in Chicago, one half of it went to the church of which Mr. Farwell was a member—an act of rare self-sacrifice, but as much the nature of the man as his eating or his sleeping. The leaven of benevolence was working within him. He felt the obligations of his consecration. He rose to a realization of his stewardship. He was not his own. What he had he held in trust. What he acquired he acquired for a purpose. He had an aim in earning. His means were to be means to an end. He had a high motive in wanting to be rich. He wanted to make money that he might make happiness with it. He would add to his own happiness by adding to that of his fellow-beings. The two potent ideas, benevolence and acquisitiveness, were

married within him, and he felt lifted by their partnership into a grand ambition. With such convictions and such aspirations, Mr. Farwell seized the handles of the plow of fortune, and never looked back until he had followed it to affluence.

His aptness for business was soon apparent. He had skill in trading, in managing and in planning, and energy adequate to the carrying out of his plans.

Besides this, he was one of the few who realized the possibilities of the Northwest, and fully foresaw the destiny of Chicago. While others conjectured, he was convinced; while others stood by, wondering whether to invest, he went forward and proved his faith by his works, and a great, high faith he had in this city and this section when he became a partner in the firm he had served as a salesman. His hand was felt upon the helm immediately, and his word had weight in the councils of the concern. That was in 1851, when the house did a business of about \$100,000 per annum. Its business now foots up \$10,000,000. The entire dry goods commerce of the city had a new impetus under the leadership of Mr. Farwell. For lead he did, with such boldness as to confound the wisdom of the wise in trade, and to make the most enterprising among them shake their heads in an admonitory fashion.

In 1856, through Mr. Farwell's irresistible persistency, the wholesale mart on Wabash Avenue was built, now occupied by the firm of John V. Farwell & Co., which, after several changes, came to be the name of the firm in 1865. The enterprise was stoutly opposed by the oldest member of what was then the firm, and was set down by the longest heads in the city as a project that must bring its owners to ruin. But time has demonstrated the wisdom of the undertaking. It was to the wholesale dry goods cause of the Northwest what the memorable raid of Sherman was to the cause of the National Government. If it was daring to look forward to, it was grand to look back upon.

The men who build a commerce are to be honored with those who found a commonwealth. Commerce is the corner-stone of the commonwealth. First ships, then schools; first trade in corn, then in books. What are dwelling houses without warehouses? But for commerce there had been no Chicago. Once a commercial capital, and Chicago became a seat of learning and of literature, a market for knowledge as well as for breadstuffs and dry goods. This is the metropolis which the man of this sketch helped mightily to build, by his enterprise, and then to adorn with

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his philanthropy. And such men have a fame which Chicago will never let die. Their renown is indissolubly linked with hers. And as we ramble through this buzzing and busy dry goods hive on the Avenue, with its hundred men and its piles of fabrics from every part of the commercial world, we cannot but feel a thrill of pride in the man who founded and builded it all. But we have a livelier and a nobler satisfaction when we contemplate this man as "the servant who was found faithful" to his stewardship, as well as the merchant who was found equal to every exigency. Prosperity did not quench the ardor of his convictions, deaden his sensibilities, nor blunt his moral sense. When poverty departed it did not carry conscience away with it; when riches came they did not bring penuriousness along, but openhandedness instead. The merchant had an end beyond his merchandise, the tradesman was not content with trade. Affluence was made no excuse for self-indulgence. The miserable cupidity which brings a man to his knees before the golden calf was had in scornful detestation. The groveling avarice which makes a business man a slave to his business was equally despised. The love of Christ constrained the love of money. The love of God induced the love of man, and the love of man was shown by deeds and devices for his amelioration and elevation. Mr. Farwell increased in philanthropy as he increased in means for exercising it. The world that lieth in wickedness, and the church which is as a net to save it, are the objects of his alert solicitude and unremitting liberality.

In 1856, he started the Illinois Street Mission, now known and felt as a missionary enterprise of prodigious power in this community. It was designed especially to reach saloon boys, but it rapidly grew into proportions that embraced all classes of outcast children, and from feeble beginnings, it has expanded into a church of three hundred members, and a Sunday school of nine hundred persons. For ten years, ending last year, Mr. Farwell was the Superintendent of the Mission, for the building of which he has paid about \$10,000, and \$1,000 per annum for current expenses. And it is no more sectarian than its founder, but, like him, it is simply and broadly Christian. The preaching of its pulpit ends with the proclamation of the gospel, its labor of love is confined to the compelling them to "come in," leaving them, after they are in, to their own consciences as to the disputed questions in theology and metaphysics.

Among Mr. Farwell's good works are his labors in behalf of the prisoners at the Bridewell, where he has been in the habit of holding

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religious services on Sunday, ever since 1858; and where he has been the means, through his temperance appeals and "lay preaching," of reclaiming some of the most obdurate, and of saving several men of noble parts and fine education.

During our civil war, Mr. Farwell's Christian philanthropy and patriotic zeal were conspicuous and telling. He was one of the prime movers in raising the Board of Trade Regiment, as well as the \$40,000 which its equipment and shipment cost. In the furnishing of men and money for the national army he was always foremost. He made no conditions in giving or doing, whether good report or evil report was the fate of the Administration, whether its measures met his approval or not, and whether prosperity or adversity befel the national cause, he was always ready, nay, anxious to do and to give for its preservation and advancement. He contributed liberally to the Sanitary and Christian Commissions, especially the latter, to which he gave much time, money and labor, exerting himself continually for the succor of those who fell, as well as for the support of those who stood in the day of battle.

In the Young Men's Christian Association of Chicago, Mr. Farwell has always shown a deep interest, and for its noble work an enthusiastic love. To him, perhaps, more than to any one man is it indebted for its present prosperous and promising condition, and the magnificent edifice which it now occupies. The ground upon which this building stands was sold to the Association by Mr. Farwell for \$30,000 less than its market value, and the cost of it was taken out in stock.

The progressive and enterprising spirit for which Mr. Farwell is eminent in the domain of commerce he carries into the religious and philanthropic projects to which he devotes himself. He believes in forward movements, in giving the enemy no rest, in carrying the war against Satan into Satan's country, in action at all events and under all circumstances. He believes the way to raise money for public purposes is to show the necessity for it, and then to make a raid for it upon those who have it. He has learned by experience that the bold may win in the good as well as in the bad cause, and that there is no more reason for timidity in religious than in secular affairs. With such a spirit in the leadership of the city's reform movements and the cause of Christ's Church, aggression is certain, and stagnation out of the question.

Mr. Farwell is now in his forty-third year, and although he had privations to encounter, and hardness to endure in the early years of

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his life, he is passing its meridian with unabated enthusiasm and unimpaired physical vigor. He is rather under medium size, compact and snug. His step is quick and elastic, his eye is kindly and lively, and his countenance throughout is strongly expressive of the energy of will, the purity of purpose, and the benevolence of disposition which we have seen to be his dominant characteristics.

And now, if this necessarily scanty outline of his career and imperfect analysis of his character shall induce a single one of the youth of the city to emulate his example, the writer will feel happiness in the assurance that his labor has not been in vain.

JOHN L. HANCOCK.

THERE are few among us who have not looked with a feeling of pride on the mammoth packing business of Chicago, the one branch of industry in which she has taken the lead of the world, passing Cincinnati in a race of two or three years, and taking from her the palm on which she prided herself so much as the "porkopolis" of the continent. That mighty army of hogs and cattle which yearly passes under the cleaver in this city, amounting one year to fully a million head, yield up in their death struggles a great element in the life of the community. They contribute very largely to our pre-eminence in a commercial point of view, furnish employment to thousands at that time of the year when it is otherwise scarcest, and make our city the distributing point whence are fed millions of men in all parts of the globe.

When we consider the short term of years in which this pre-eminence has been wrought, and the few firms to whom it is due, we can properly accredit them with the service they have rendered to this community. The number of packers now in the city is large, but the supremacy of Chicago was established several years ago, while yet the number was few. Among that few the house of Cragin & Co. takes a foremost rank, and to Colonel JOHN L. HANCOCK, the resident partner, the founder and manager of the business in this city, is that proud position ascribable. It is his tact and talent, his enterprise and energy, which have made the packing establishment of Cragin & Co., in this city, renowned through Europe, as well as the United States, and caused its beef and pork to be eagerly sought after by dealers as reliably of a quality which knows no superior, being of uniform excellence.

Colonel Hancock was born in the town of Buxton, Maine, March 16, 1812. He lived there until the age of fourteen, and then removed to Hiram, in the same State, where he remained several years. The early part of his life was passed, almost without incident, in connection with cattle, the only noteworthy thing being that he was known as a good judge and careful handler of stock. In 1833, he removed to the town of Westbrook, Maine, where he engaged in the business of beef packing with considerable success. He remained there until the year 1854, when he formed a business co-partnership with the house of Cragin & Co., of New York, and immediately came to Chicago as the Western member of the firm. From the first, as now, he was one of the best-known and most highly-respected men in the city, taking and maintaining a high place in commercial circles.

He arrived in Chicago in May, 1854, and immediately commenced the erection of a packing house on a large scale, which astonished the many, who could not understand where the business would come from to keep it running. That house cost thirty-two thousand dollars, and has since been enlarged and fitted with the most improved appliances for slaughtering, etc., making its whole cost fully seventy-five thousand dollars. He was soon known as a very heavy operator. At this time there was a Board of Trade in existence, but its life was weakly. Only a year or two previously it had been found necessary to set a free lunch in the room to insure the attendance of members, and in 1854 the membership was only about sixty, and the Board did business in a room rented at two hundred and fifty dollars per annum. Very soon, however, the order of things was changed. Live-stock quotations became common, and the beef and pork of Chicago found their way rapidly into the English market, where they met with great favor and a readily increasing sale. Mr. Hancock was very active on 'Change, and was early elected Second Vice-President, then First Vice-President. In 1863, he was chosen President of the Board of Trade, and twelve months afterwards the Board showed their high appreciation of his worth and ability by conferring on him the unusual honor of re-electing him to serve a second term. Meanwhile, he sedulously attended to his business, which, under careful management, has shown a steady increase amid the fluctuations experienced by others. The first year of his residence in Chicago, the business of the firm amounted to the, then, enormous figure of three hundred thousand dollars, taxing all the capabilities of the establishment, and showing the

wonderers that he knew what he was calculating on. Since then the business of the house has increased fully ten-fold, the books of last year showing a footing of over three millions on the balance sheet.

But it is not alone in the business world that he has made his mark. He has done nobly, gloriously for his country. The part taken by the Chicago Board of Trade in sustaining the hands of the Government all through the long night of its darkest trial, is well known as forming one of the brightest pages in our national history. That work was done by the Board, who rallied as one man to the glorious effort, and no individual may claim the credit of having done so much. But if there be one to whom especial praise is due, it is to Colonel Hancock. From the first moment that the boom of rebel cannon was heard, until the armies of Johnson and Lee surrendered, he was ever doing, always active, liberal to a high degree, hopeful where many others were despondent, and ever ready to cheer forward by his counsel and help with his money. In 1861, at the very outbreak of the deadly strife, he took a prominent part in raising regiments for the field, and his office, at No. 19 South Wells street, was made the headquarters for the organization of the first battalion of troops that was called out to do duty at Cairo.

Soon after their departure, Colonel Hancock was supported by the Board of Trade in the endeavor to send other men forward to the field, and entered with his whole soul into the work. Presently, it was determined to raise a body of men, to be called the "Chicago Board of Trade Battery." A meeting was called and resolutions adopted to commence at once. A War Committee was formed, of which Colonel Hancock was chosen Chairman, and soon the Battery was raised, the expense of sending it into the field being borne by the Board, with the additional responsibility of bringing back to this city, for burial, the bodies of such as should die in support of the cause all loved so well. Then came three full regiments in rapid succession, all raised by the direction of the Board and through the active exertions of the committee. A regiment of guards for the defense of the city was the last organization of this movement, under the auspices of the Board and the Union Defence Committee. This regiment was afterwards re-organized for the service as the One Hundred and Thirteenth Regiment of Illinois Volunteers.

But Herculean as was this labor, it was far from being all. The boys were not only sent out, but cared for. Every now and then would come up from the battle-field the call for aid, and that call was never unheeded;

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it ever met with a liberal response. Thousands and thousands of dollars were raised again and again on 'Change, and each succeeding time found the purse-strings open as liberally as at first. Colonel Hancock not only ascended the platform and asked for contributions, but he gave liberally himself, setting a noble example which his brother members were not slow to follow. The soldiers were cared for in going out, cheered with words of counsel and aided with creature comforts; they were followed and assisted in the field, and met on their return home with an open hand and a cordial welcome. In all this Colonel Hancock was active, untiring. As Chairman of the War Committee of the Board of Trade, his duties were ceaseless, and his heart was in the work.

In 1865, near the close of the war, Colonel Hancock was ordered to take charge of Camp Fry, then designated as the place for organizing the new regiments of troops. He took command, and under his *regime* the One Hundred and Forty-Seventh, One Hundred and Fifty-Third and One Hundred and Fifty-Sixth were organized, and several other companies completed to fill up dilapidated regiments in the field. During the time that Camp Fry was under his care, a large amount of bounty money came into his hands from recruits, and the large sum of twenty-seven thousand three hundred dollars was left with him by deserters who failed to report in the field, for whose especial benefit the regulation was made that the money be not paid to the recruit until his departure for the scene of active duty. The money was afterwards paid over by him into the State Treasury, through the Governor, in aid of the Soldiers' Orphans' Home.

The Board of Trade found itself, in 1864, too much circumscribed in its place of meeting, and, after some discussion, it was decided to form the Chamber of Commerce Association, to erect a building for its use. Colonel Hancock subscribed largely to the stock of the Association, was elected one of its Directors, and busied himself deeply in the work, giving much of his time to the preliminary arrangements, and doing all that he could to secure perfect satisfaction to all parties concerned. The result of those labors, in conjunction with others, is shown in the magnificent building which now forms the focus of the commercial activity of Chicago—a building which, for perfect adaptability to its required uses, has few equals in the known world.

Colonel Hancock was also one of the leading spirits in the movement to institute a central stock yards system, in place of the scattered yards

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around which it was necessary to travel daily in order to do business intelligently. He is to-day the only packer who is a large stockholder in the Union Yards. He is also a prominent member of the Packers' Association, and was originally elected a Director in the Packers' Insurance Company of this city.

The character of the man scarcely needs description, after reading the above sketch. It is apparent that he is the embodiment of activity, and tireless in his movements. He is one of those who know how to despatch business, getting through the work of a day in one or two hours, yet without relaxing in vigilance. There are few men who would have been able to carry on such a multifarious mass of operations, and all so successfully, during the past few years, as himself. That he is the soul of honor is known to every one who ever did business with him. He is not capable of any of those petty tricks and evasions of responsibility which some men dignify by the name of smartness. He is a firm friend—always to be relied on.

Colonel Hancock is past the middle age, but sprightly as ever, can endure as much hard work, and is equally as fond of it as in the days gone by, when working for the competence which he has long since attained. He is one who will die in harness, and, though living to be a hundred, will never enjoy other than a green old age.

ELLIS SYLVESTER CHESBROUGH.

WHILE the world is filled with admiration over the tunnel under Lake Michigan, we set ourself to the task of giving some account of the man who originated and completed this renowned achievement.

We are not surprised to learn that there is some Plymouth Rock in his composition, nor are we slow to see that that illustrious portion of the earth's surface was never put to better use than when it was infused into the blood of this distinguished engineer, since he makes us believe by what he does rather than by what he says. Deeds, not creeds, have been the fruit of his life.

His ancestors on his father's side landed at Plymouth, Massachusetts, in 1630. The two maternal streams of pedigree rose in Germany and Wales, and came together in Pennsylvania. The father's name was Isaac M. Chesbrough, a native of North Adams, Massachusetts; the mother's, before her marriage, Phrania Jones, who, as well as her son, Sylvester, by which name his parents called him, was born in the county of Baltimore, State of Maryland. Both of the grandfathers and the father of our subject were men of steadfast religious conviction. His father was a farmer, and his progenitors were farmers for several generations.

E. S. CHESBROUGH was born on the 6th of July, 1813, not long after which event the father abandoned the favorite occupation of his ancestors and tried his hand at trade. For thirty years he tried other branches of business, at first with indifferent success.

It was one of these failures in business which seriously affected, by abruptly arresting, the schooling of Sylvester, when he was only nine years of age. The father had planned broadly and devised liberally for

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the son's education, of which he knew the worth and appreciated the consequence. But his plans were thwarted and his resolution broken by the loss of the means with which he expected to carry them out. And the boy was turned from books to toil, thus early in life.

He was a boy of quick understanding and always well up in his class. But what he learned was sifted in among laborious duties. Bread was put in the balance against books, duties against studies, and, finally, the school-room was exchanged for the counting-room. What the boy learned afterward, he acquired without a regular teacher. But learn he did, constantly and increasingly.

From nine to fifteen years of age his duties were for the most part arduous and confining. During this time he went to school but about one year. His parents needed his earnings as much as he needed his schooling. He spent some time in the service of two mercantile houses in the city of Baltimore.

He was now fifteen, and his feet touched the path that was to lead him up to fame. "Nothing walks with aimless feet." The father became one of a company of engineers employed by the Baltimore and Ohio Railroad Company, and through his influence the son was admitted to a similar company, who were making surveys in and about the city of Baltimore, in May, 1828, under the command of Lieutenant Joshua Barney. Most of the engineers employed by this railroad company were officers of the United States Army, and graduates of West Point. Here he went to school again, and a grand school it was for him. The trained engineers of the company saw in the youth an appetite for knowledge which they were pleased to gratify, and a disposition to master their science, to which they willingly gave every facility and advantage necessary for success. The boy saw his opportunity and greeted it as the dawn of a new day to him. And so it was. It opened up a great and inviting field for him. It lifted his vision. It gave an aim to his life.

Every opportunity for the study and practice of his now beloved profession was afforded him. He kept his eyes and ears open, and his mind on the alert. Such was his application to both the theory and practice of his vocation, that his progress was noticeable and his proficiency a topic of commendatory remark.

In 1830, he left the service of the Baltimore and Ohio Railroad Company and entered that of the State of Pennsylvania, in the survey for the then projected Allegheny Portage Railroad, under his former chief,

Colonel S. H. Long, to whom he was much indebted for instruction and promotion.

In 1831, he joined the engineer corps of Captain, afterwards General, William Gibbs McNeill, at Paterson, New Jersey. In it he remained for eleven years, during which time he was employed in the duties of his avocation on the Paterson and Hudson River, the Boston and Providence, the Taunton Branch, and the Louisville, Charleston and Cincinnati Railroads. During the early portion of these eleven years he was immediately under the direction of Lieutenant George W. Whistler, one of the most accomplished and able engineers in the United States, who afterwards entered the service of the Emperor of Russia as consulting engineer, and died at St. Petersburg.

Mr. Chesbrough was married in 1837 to Miss Elizabeth A. Freyer, of Baltimore, Maryland.

For two years, ending in 1842, he superintended the construction of the Louisville, Cincinnati and Charleston Railroad, until it was completed to Columbia, South Carolina; after which he went to Providence, Rhode Island, where his father then resided. Here he spent the autumn and winter in the workshops of the Stonington Railroad Company, learning the use of tools.

Public improvements were still suffering the stagnation produced by the great financial crash of 1837. Workshops had gradually relapsed from the liveliest commotion into intermittent activity or utter silence. Thousands of artisans had been thrown out of employment. Skillful engineers had been forced to turn their steps away from their favorite pursuit, in search of other means of subsistence. Among these was Mr. Chesbrough, who purchased a farm adjoining that of his father, in Niagara County, New York, and became a tiller of the soil. But in this he failed. Notwithstanding the industry and economy which were now a second nature, the end of the year made a discouraging exhibit for the engineer-farmer—showing that while a good engineer may be made out of a farmer, it is not so easy to make a good farmer out of an engineer. Thanks to this fact. What was loss to agriculture was gain to engineering, for, in 1844, Mr. Chesbrough cheerfully laid aside the hoe and plough, and as cheerfully resumed the level and transit. The industrial interests of the country were now entering a new era of prosperity, and public improvements received a new impetus.

For the next two years Mr. Chesbrough labored in the path of his

profession, mostly in Massachusetts, when, at the invitation of the Water Commissioners of Boston, he became their engineer and superintended the location and construction, and planned the structures along the line of the Cochituate aqueduct. Upon its completion he was elected Water Commissioner, and then City Engineer, by the City Council of Boston, being the first occupant of the latter office.

In August, 1855, he received the appointment of Chief Engineer of the Board of Sewerage Commissioners of Chicago, which appointment was approved by the Common Council, during the administration of the Hon. L. D. Boone.

In October, Mr. Chesbrough, having closed up his duties in Boston, set about devising a system of sewerage for this city. The task was an exceedingly difficult one, but in December he presented a plan which was adopted by the Commissioners and recommended to the City Council. After much discussion, and considerable opposition, the action of the Commissioners was approved by the City Council, and the carrying out of the plan vigorously commenced in 1856. In December of this year, Mr. Chesbrough was sent by the Commissioners to Europe to obtain information relative to the drainage of cities. The results of his examinations were published by the Board, and have been considered a text-book on the subject ever since, throughout our country.

In 1861, the Board of Public Works, just then established, chose Mr. Chesbrough their Chief Engineer. Two years later his title was changed to City Engineer.

We come now to the great achievement of his life, the putting into the houses of this city the delicious water that bubbles up from the springs at the bottom of the Lake. The history and the consequences of this masterpiece of engineering the reader knows by heart, and if he be a citizen of Chicago he will rejoice at the stomach as well as at the heart, upon the recollection of this stupendous stride of sanitary enterprise. When Mr. Chesbrough reported the feasibility of the tunnel, the Board of Public Works, as well as public sentiment, were full of doubts and misgivings. The conservatives of science were incredulous; the conservatives of finance raised a sullen growl, and railed about the taxes in the satiric squibs of Sidney Smith, while even the public-spirited and progressive were jocose at the expense of the "unprecedented bore." But the City Engineer had too firm a hold on public confidence, and too secure a place in the confidence of scientific circles, to be shaken from

his position by a tax-payer's growl or a newspaper jest. He silenced both by the success of his undertaking. That success has made him famous.

Mr. Chesbrough is as agreeable in private as he is useful in public life. He remembered his Creator in the days of his youth, and has ever since honored the profession he made of the religion that he embraced, and is now a valuable and esteemed member of the New England Congregational Church of this city. He carries his honors modestly, and deports himself as all persons of good breeding and good sense do. His years are not yet so numerous as to preclude the hope of his getting still higher on the ladder of distinction, while the vigor of his body and the ingenuity of his mind warrant us in anticipating an increase of the laurels which are no more his than his country's.

LEVI D. BOONE.

It is natural, as it is proper, in commencing a brief sketch of one among the oldest and best known of our townsmen, to note his connection with the distinguished family from which he sprung. Daniel Boone, of Kentucky, is a character destined to be better known and more honored as the early records of our country yield up their treasures at the demand of a more earnest historical research. His father immigrated from England, first to Pennsylvania, where Daniel was born, and afterwards to North Carolina, where, following the impulses of a spirit naturally adventurous, and intolerant of the artificial conditions and enervating influences which had already begun to fasten themselves on Southern society, young Daniel penetrated to the wilderness of the West, and finally found a resting place in Kentucky—"my wife and daughter," he says, "being the first white women that ever stood on the banks of the Kentucky River." In this adventurous move he was accompanied by his brother Squire, who, soon after his arrival, was killed and scalped by the Indians. A son bore his name, and became a distinguished minister of the gospel in his native State. His marriage to Miss Anna Grubbs, of Virginia, occurred under circumstances characteristic of the romantic period. Kentucky consisted then of two counties, divided by the Kentucky River. The western county, in which was the home of the affianced pair, had not yet acknowledged the blessing of a single magistrate or other functionary authorized to administer the marriage vow. Squire Boone and Miss Grubbs accordingly crossed to the east bank of the river, and there, standing under the shade of a large tree, a magistrate pronounced them one.

Hon. LEVI D. BOONE, M. D., ex-Mayor of Chicago, was the seventh

son of this marriage, and, therefore, grand-nephew of the great pioneer of Kentucky. He was born December 8, 1808, while his parents were surrounded by the ravages of Indian warfare, his father, with the men of the settlement, fighting the savages in the open field and pursuing them over the country, while his mother and the few women defended the garrison, repelling attacks with fire-arms, axes and boiling water! At the battle of "Horseshoe Bend," Boone was shot through the hips, a wound from which he never recovered, and before he was ten years of age, Levi was left fatherless, and his mother a widow with no other inheritance than a large family of young children. The situation of the boy, thus bereft, in that new country, with but few, and those indifferent, schools, was anything but favorable. That young Boone rose so far above such disadvantages as to complete his medical studies at Transylvania University, at the age of twenty-one, with a good medical and general education, was due to the heroic efforts of a noble Christian mother, and to his own energy and native intelligence.

In the spring of 1829, Dr. Boone removed to Illinois, spending one year in Edwardsville, in the office of Dr. B. F. Edwards, and afterwards establishing himself in an independent practice in Hillsboro, Montgomery County. Hardly, however, had he become settled in his business, when the people of Illinois were startled by the sound with which his ancestors had been so familiar—the war-whoop of the Indian. The Blackhawk war of 1832 was upon the country. Faithful to the antecedents of his family, Dr. Boone was the first man from his county to answer the call for volunteers, and, at the head of a company of cavalry, served out the term for which the first levy of troops was called into service. At the second levy he enlisted as a private, but, immediately on the organization of the army, he was appointed, by Colonel Jacob Frye, Surgeon of the Second Regiment of the Third Brigade, in which capacity he served until the close of the war.

In March, 1833, he was married, at Edwardsville, to Miss Louisa M. Smith, daughter of the Hon. Theophilus W. Smith, for many years one of the Judges of the Supreme Court of this State. Lamartine has said that the pivot of man's career is, more than any other circumstance, the character, first of his mother, next of his wife. The maxim of the philosopher may furnish the key to the success and happiness which have marked the history of the subject of this sketch.

After six years of successful practice at Hillsboro, supplementing, each

year, the lack of fortune by such gains as close attention to business and careful economy, cheerfully shared by his young wife, were sure to bring, Dr. Boone, in the spring of 1836, sought a larger field for enterprise in Chicago. Here, yielding for a time to the temptations of business, he suspended his medical practice for an engagement as Secretary of the Chicago Marine and Fire Insurance Company, and subsequently for a contract on the canal. The failure of the State, occurring soon after, suddenly dashed the bright prospect opened by this contract, and left the Doctor free to return to the duties of his profession, which he continued without intermission until 1862, when failing health required a change of occupation.

Of the esteem in which he is held as a physician, there is no better evidence than the universal regret with which his retirement from practice was received, and the fact that many of the oldest and best families in the city still cling to his counsels in sickness. In fact, very few men ever possessed in a higher degree the qualities which constitute the true family physician. Of a mental constitution and habit instinctively thorough, a clear and independent judgment, cool and firm in critical moments, yet sympathizing and tender as a father, the cheerful and kindly presence of Dr. Boone in the sick chamber was ever hailed by his patients as the inspiration of a confidence and hope more healing than medicine. In times of prevailing sickness, as during the visitations of the cholera, his unflinching and self-denying devotion to his patients, and to all who were suffering, whether patients or not, elicited universal admiration and the gratitude of thousands who shared his care in those trying days. At the first advent of cholera, in 1848, he was chosen City Physician, and continued in that position three years. It is only a reflection of the public sentiment of the time, sustained by the records of the Board of Health, to say that his administration of the hospitals, crowded with cholera and small-pox patients, exhibited a per centage of cures not exceeded in the history of this city, and probably not of any other.

His fellow-citizens have not been unmindful of the value to the public interests of Dr. Boone's business talents and integrity. For three terms, covering a period of six years, he served as Alderman of the Second Ward; and in 1855, the city to which he came when its inhabitants scarcely numbered four thousand, having grown to a population of nearly one hundred thousand, he was elected Mayor, as the candidate of the party known as "Native Americans." The period covered by his official

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term was one of the most eventful in the history of the city. The in-coming tide of immigration was unprecedented. The business of the city was active to intensity, and the demand for municipal regulation in every department was urgent and insatiable. A glance at the records is sufficient to give some idea of the extent and importance of the measures of that administration. The High School and the Reform School were established and put in successful operation; the grade of the city was finally established, and the present sewerage system, which, taking the place of a few wooden troughs through the principal streets, has converted the quagmire of former days to a well-drained town, was organized and commenced. The Nicholson pavement was introduced—Wells street, between Lake and South Water streets, being the first specimen of its kind—and an extensive scale of street improvements was adopted. The police regulations underwent radical revision, and, whatever may be thought of the watchword of the Native American party, which originated in a direction given by Washington, viz.—“Put none but Americans on guard”—in other applications, it cannot be denied that in this instance its effect was to give to the city a police force of unequalled efficiency. Withal, it is noticeable that the tax rate during this term was but nine mills on the valuation, a rate to which the tax-payers of to-day could devoutly pray to be restored.

The slight episode known as the “lager beer riots,” an armed outburst of Teutonic affection for the national beverage against an increase of the license rate from fifty dollars to three hundred dollars, which had been recommended in the Mayor's inaugural address, for the double purpose of discouraging the business and preparing the way for the prohibitory law, enacted by the Legislature and to be submitted to the popular vote in July, might, under less decisive treatment, have proved a serious affair, but succumbed summarily under the vigorous measures of the Mayor.

In the summer of 1862, the even and prosperous tenor of Dr. Boone's life was interrupted by an incident, untoward in itself, and, to a high-minded gentleman of unspotted name, extremely painful. On a charge of complicity in the escape of a prisoner from Camp Douglas, connected, in the popular mind, with the general imputation of disloyalty, he was placed under military arrest by Colonel J. H. Tneker, Commandant of this post, and for some days confined in the camp, when, at the instance of President Lincoln, an order for his release was issued by the Secretary of War. The sole specification by which the charge was sustained, was

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the testimony of a re-captured prisoner of war, who had escaped by bribing a sentinel, that he obtained the money from Dr. Boone. On this evidence, without opportunity for answer or explanation, he was arrested, and immediately the newspapers of the city, especially the "Tribune" and "Journal," were filled with exaggerated statements, and, worst of all, bitter words of long-time friends were added to the popular clamor against him.

As this is the first word that has ever appeared in answer to charges and aspersions which have been read by thousands of persons, and will probably be the last, it is but justice to an old and honored citizen that the facts should be put on record. And,

First. It is manifest that on such a subject as this, little importance attaches to the popular judgments of those days. They were times of intense excitement, always unfavorable to calm judgment, and always taken advantage of by those who, without acts to stand as proof of their loyalty, endeavor to create a presumption of it by wordy attacks on others.

Second. It should be borne in mind that any condemnation of Dr. Boone for kindness to rebel prisoners would be a condemnation of the entire community of Chicago. For months after the arrival of the Fort Donelson prisoners, the loyal people of Chicago, men and women, vied with each other in lavishing charities upon them. Eminent men of the East wrote letters appealing to our citizens to convince the prisoners that we were their friends, and thus to send them home missionaries in the Union cause. An enthusiastic meeting was called in Bryan Hall, if we remember rightly, at the instance of the commanding officer of Camp Douglas, himself to raise means of relief for the impoverished and suffering Confederates, and a large committee was appointed as the almoner of the public bounty. Of that committee Dr. Boone was an active member, along with Mr. Thomas B. Bryan, Rev. Robert Collyer and others. In that capacity he was in the habit of dispensing to the prisoners, with other comforts, money, both that which was contributed here, and that which was sent by their Southern friends. It is true that, at the date of the Doctor's arrest, all this had changed, and that, in consequence of the brutal treatment of our own prisoners by the Confederates, and of attempts of the prisoners in Camp Douglas and their allies to break the camp, the Government had prohibited intercourse with them, and a bitter feeling had arisen against them. But it is also true that the act complained of, so far as Dr. Boone was responsible for it, occurred before any such change. This will appear from the following facts:

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Third. About the middle of June, and while acting on the committee referred to, Dr. Boone was about leaving home on a business tour of some weeks. Negotiations were then pending between the Confederate authorities and the Government for the exchange of prisoners, and it was daily expected that those in Camp Douglas would be sent South. Finding in his hands some thirty dollars, a balance of fifty dollars which had been sent him by the mother of one of the prisoners, for the relief of her son, Dr. Boone left directions with a young man in his office to pay the money on the orders of the prisoner. Three weeks afterwards, when Dr. Boone was nearly three hundred miles distant, the money was paid over accordingly. And such are the facts which furnished the grounds of the arrest and outeries of disloyalty.

It should be added that this explanation was furnished to the newspapers referred to, by Colonel Tucker himself, in connection with an expression of his own entire satisfaction, but for reasons known, doubtless, to the managers, the information was never used.

Fourth. But that which sheds the clearest light on the attitude of Dr. Boone towards the country in its time of trial, is his own acts and expressions.

It is, then, matter of history, that he was the first man in Chicago to advocate inducements to enlistments by private bounty, and at the very beginning of the war proffered, through the papers of the city, a city lot worth not less than six hundred dollars, or forty acres of farm-lands, to the widow of the first volunteer from the city who should fall in the service of the country. The widow of one of the soldiers of the gallant Mulligan to-day enjoys that bounty. Again, after the battles of Fort Donelson and Shiloh, Dr. Boone hastened to the front, and as long as his services could be of use, rendered them, without charge, to the brave men left on those bloody fields. In short, if prompt and earnest co-operation in all measures for the support of the war is any sign of loyalty, the Doctor is entitled to the benefit of the evidence.

As to expressed sentiments, all who know Dr. Boone know that the fearless and unrestrained utterance of his opinions on all subjects is with him not only a habit, but a principle, and that here, if any where, would be found evidence against him. And yet all who enjoyed his intimacy—and the writer of this is glad to have been of the number—are ready to vouch that, with opinions as to the *causes* of the war differing from the majority, no man was clearer on the question of the right and duty of the

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Government to repel war, by whosoever made, and few more confident of final triumph.

More conclusive, however, than all such expressions to Northern friends and those known to be in sympathy with the measures of the Government, are those occurring in letters to his Southern friends, during the war, some of which, by the Doctor's permission, were published in the newspapers of Kentucky, as contributions to public opinion there. From several of the original letters which have come into our hands, we cannot forbear to subjoin brief extracts:

"CHICAGO, May 20, 1861.

* * * "An awful stillness and suspense now hang over our national troubles. We are expecting, every day, that it will be broken by some decided movement of the Government troops. The opinion generally seems to be that it will be upon two or three different points in Virginia simultaneously. If so, we must have some hard fighting, or the secessionists must fall back, * * and, in that case, they will doubtless be followed up, until one position after another is surrendered to the Government, and, eventually, the old stars and stripes be again unfurled throughout the South. I feel much relieved since your election. It seems to me not at all probable, now, that Kentucky will be drawn into the folly that I so much dreaded. * * I think that my dear Kentucky friends, having had time for the sober second thought * * will not be likely to be driven from their purpose, nor from the counsels of their wise men. * * How strange that such men as Crittenden, Guthrie and others do not so entirely control the public mind as to put it beyond the possibility of McGoffin and Breckenridge and others to do any mischief."

Again, writing to the same brother, under date of June 22, 1861, after a grateful recognition of the goodness of God in the bountiful harvest, he says:

"And then, too, the delightful prospect, * * that the Union sentiment is so strong in dear old Kentucky, and that she is not likely to share in the same ruin which seems to be the fate of Virginia and Missouri. How strange it is that those States could not see their true interests. * * I have felt the most intense anxiety for fear that Kentucky would also, in an impulsive moment, make the same fatal plunge. * * But it seems to me that the trying hour with her is now over. * * The North are not prejudiced against her. They feel that she is truly a loyal and Union-loving State."

Again, under date of September 13, 1861, he writes:

"I see no hope for your fate being any better than that of Missouri and Virginia, unless it be in the immediate and hearty co-operation of the Union party of the State with the Government forces, by which the Confederate forces may be driven out or induced to leave the State, and the secessionists awed into quietude."

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Speaking of a recent visit to Washington, he continues:

"The President seemed very much worn and anxious, and I could not help feeling, as he took my hand in both of his, and expressed his pleasure at seeing me, that he was thinking of matters that much more interested him than seeing an old acquaintance. Poor man! he is to be pitied, and we ought all to sympathize with him."

In answer to a proposition of his brother, that the Doctor should purchase property and remove his residence to Kentucky, he writes:

"MY DEAR BROTHER: I have often said that no earthly consideration or condition would so accord with my feelings and wishes as to be permitted for the balance of my days to live near you and your * * beloved family. But I could not, for any consideration, under existing circumstances, think of removing my family to the South. I do not think I would do so if the McL. farm was offered me as a present, on that condition. When General Fremont and others have given all the negroes deeds of emancipation, and the country is all free, I might be willing to give fifteen dollars per acre for that farm, for the sake of living by you."

In such utterances, made to Southern friends, and, through the newspapers, to the people of his native State, we are asked to see the evidences of disloyalty and complicity with the rebel enemies of the Government!

Of the subject of this sketch, in the more private relations, the room left us only allows us to say that, as a business man, Dr. Boone belongs to that type of men "who swear to their hurt and change not." Conservative in judgment and cautious in action, his advance to fortune has been less rapid than sure. As the head of the Western department of the Union Mutual Life Insurance Company of Boston, he fills a highly responsible position and enjoys the unlimited confidence of his business associates.

At the age of seventeen, he made a profession of religion in connection with the Baptist Church, and for more than forty years has continued a member and, for most of the time, an officer, of that church. In the origin of the denomination in this city, as well as in all its subsequent history, he has borne a leading part, contributing liberally of his means, as well as his time and counsels, to its enterprises. He has also, much of the time, held official relations to many of the State and national organizations of his denomination. He was one of the first to lend his counsels and co-operation to the University of the city, has been from its incorporation a Trustee in its General and Executive Boards, and one of the largest contributors to its funds. In the work of Sabbath schools he has found a sphere of special pleasure and usefulness, his own genial

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disposition and manners attracting to him, naturally, the society and friendship of the young, and giving him influence over them.

At the present time, at the age of fifty-nine years, blest with the society of his estimable wife and six children, his home the centre, as it has always been, of a refined and generous hospitality, and of many friendships, with health and natural cheerfulness little impaired, Dr. Boone is passing gracefully to that period of life when the shadows lengthen and the lights grow dim, but hopeful in the prospects of the "Better Land."