

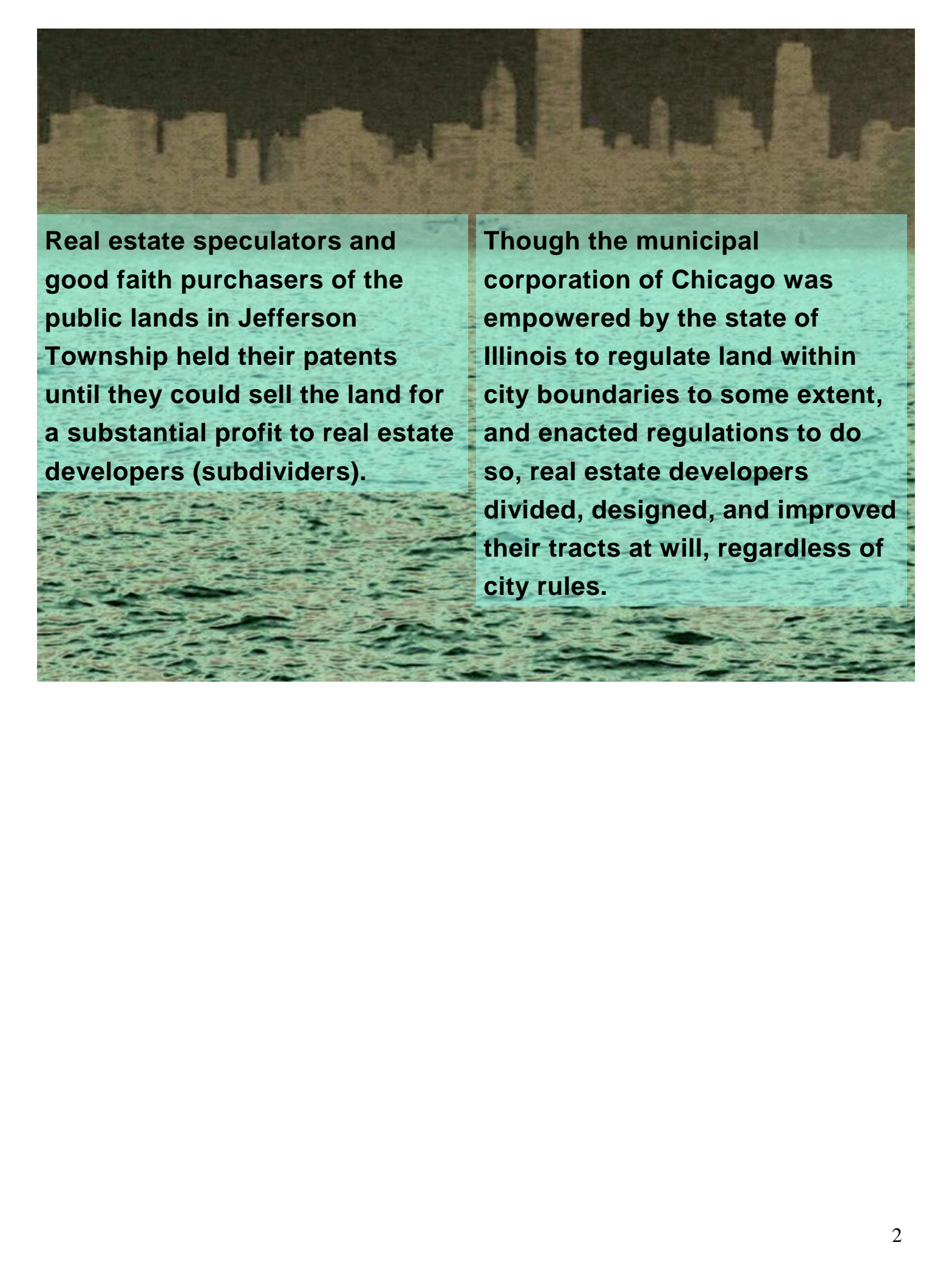


**JEFFERSON TOWNSHIP
[TOWNSHIP 40N]**

**SURVEY, ORIGINAL SALES,
AND SUBDIVISIONS**

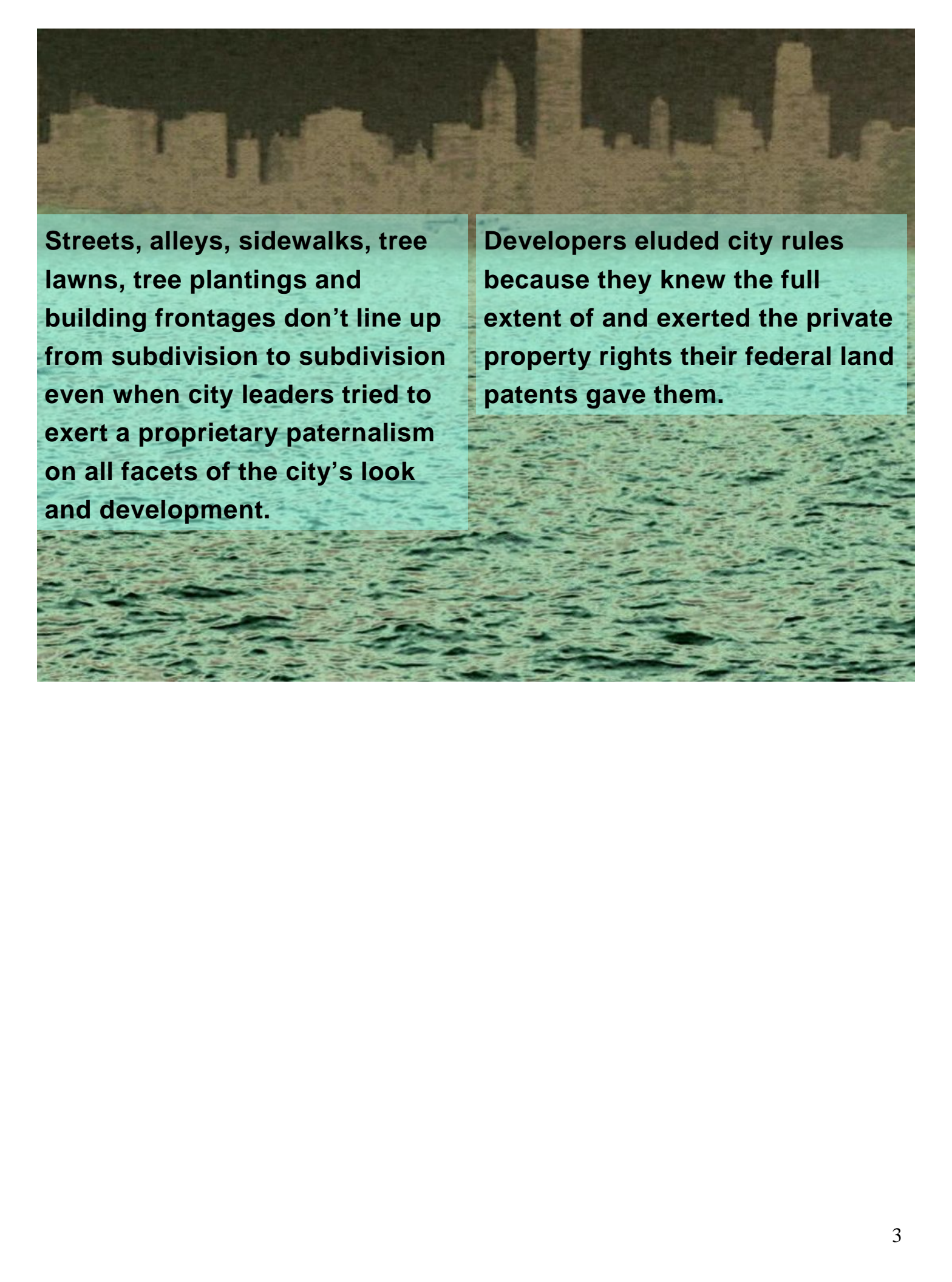
PART C

Background: Chicago skyline from Planetarium promontory.



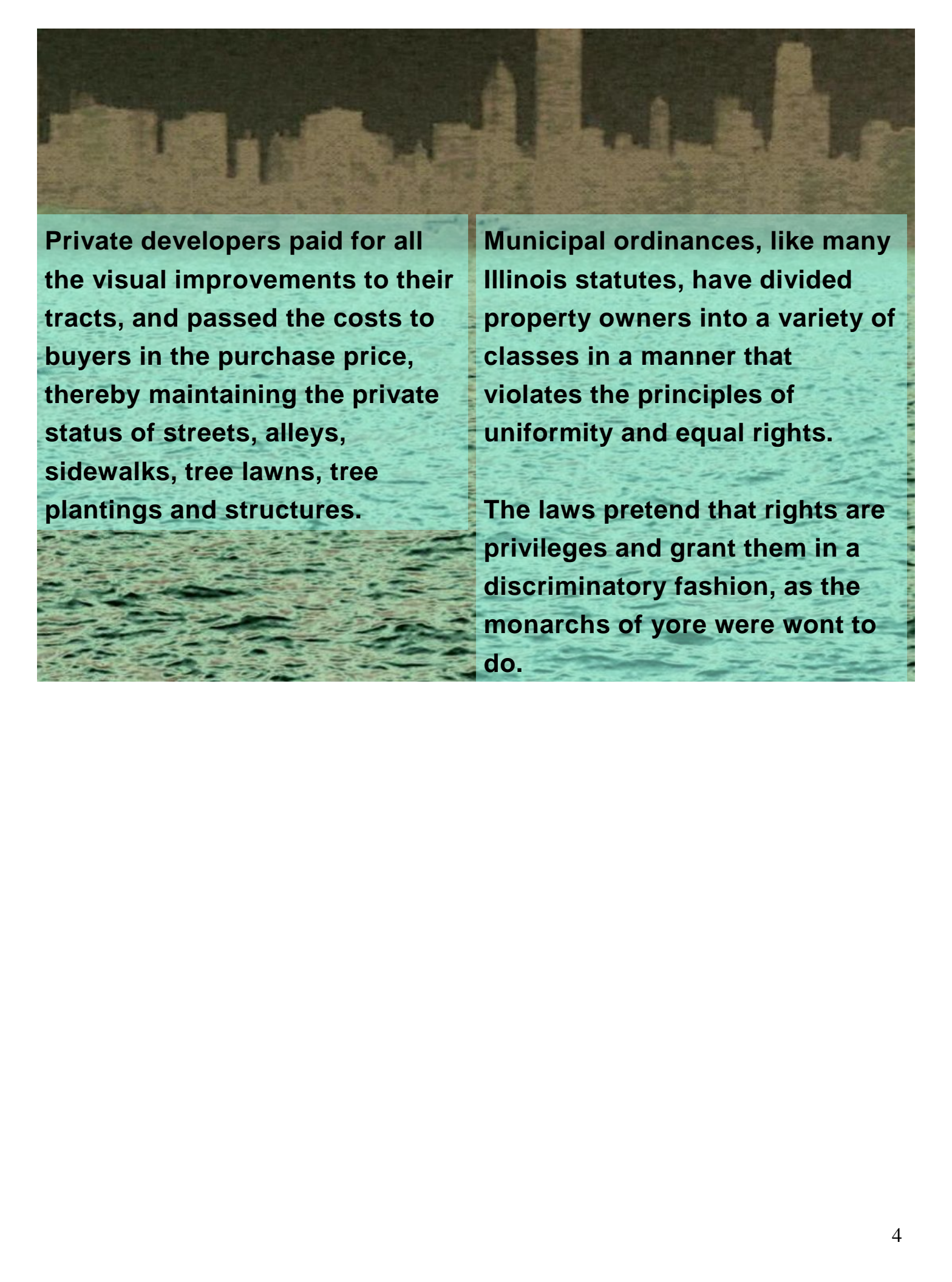
Real estate speculators and good faith purchasers of the public lands in Jefferson Township held their patents until they could sell the land for a substantial profit to real estate developers (subdividers).

Though the municipal corporation of Chicago was empowered by the state of Illinois to regulate land within city boundaries to some extent, and enacted regulations to do so, real estate developers divided, designed, and improved their tracts at will, regardless of city rules.



Streets, alleys, sidewalks, tree lawns, tree plantings and building frontages don't line up from subdivision to subdivision even when city leaders tried to exert a proprietary paternalism on all facets of the city's look and development.

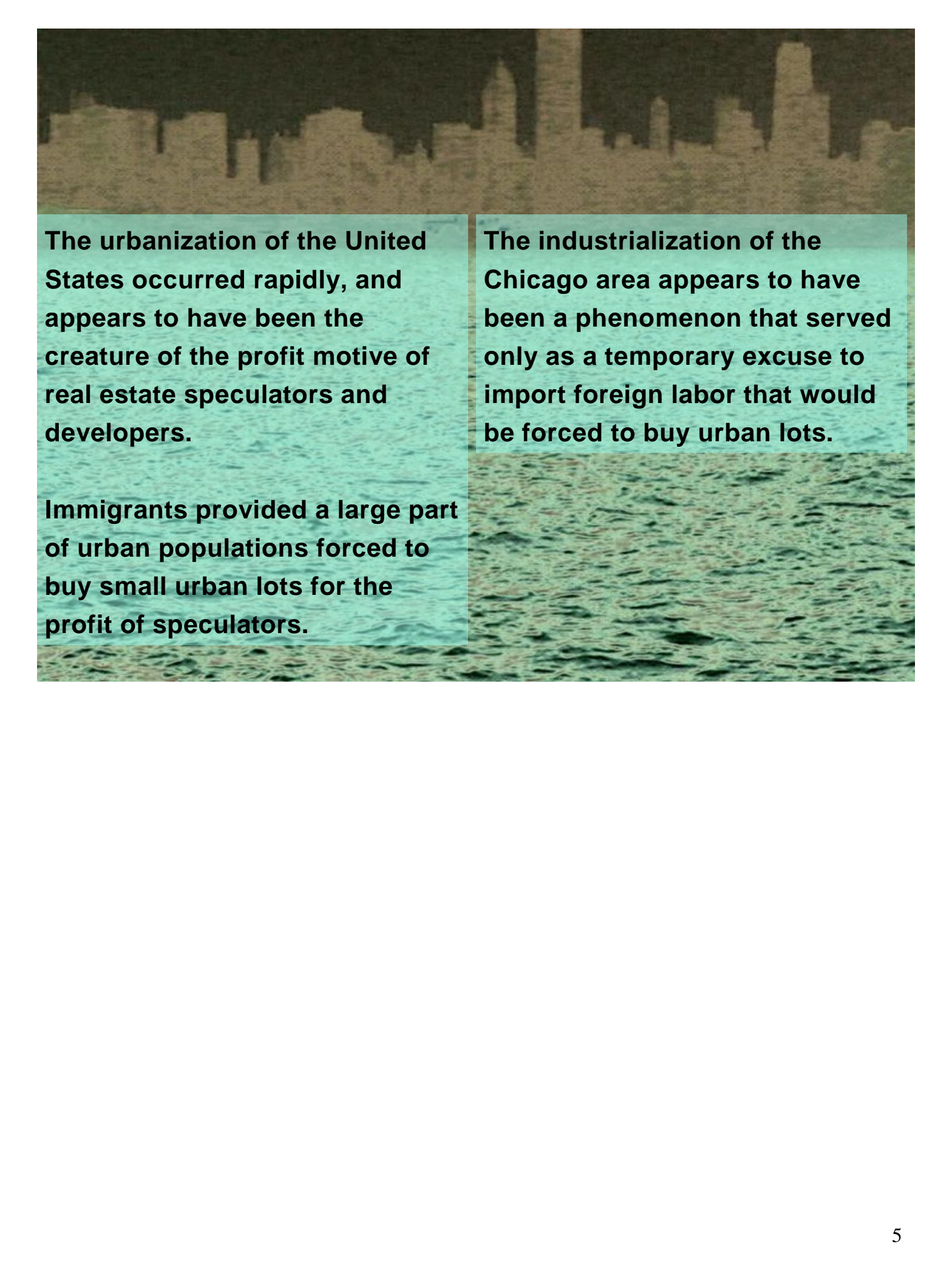
Developers eluded city rules because they knew the full extent of and exerted the private property rights their federal land patents gave them.



Private developers paid for all the visual improvements to their tracts, and passed the costs to buyers in the purchase price, thereby maintaining the private status of streets, alleys, sidewalks, tree lawns, tree plantings and structures.

Municipal ordinances, like many Illinois statutes, have divided property owners into a variety of classes in a manner that violates the principles of uniformity and equal rights.

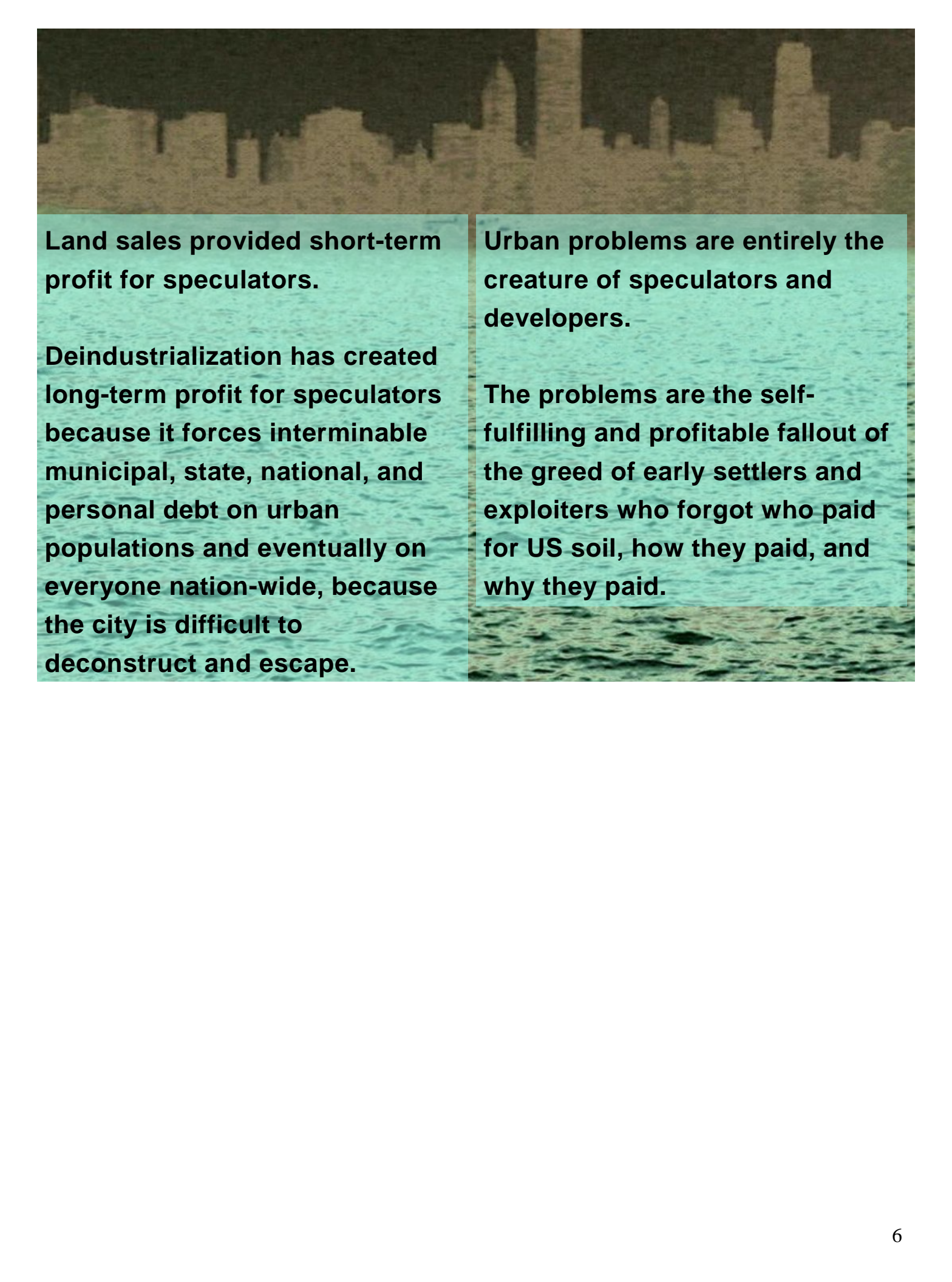
The laws pretend that rights are privileges and grant them in a discriminatory fashion, as the monarchs of yore were wont to do.



The urbanization of the United States occurred rapidly, and appears to have been the creature of the profit motive of real estate speculators and developers.

Immigrants provided a large part of urban populations forced to buy small urban lots for the profit of speculators.

The industrialization of the Chicago area appears to have been a phenomenon that served only as a temporary excuse to import foreign labor that would be forced to buy urban lots.




Land sales provided short-term profit for speculators.

Deindustrialization has created long-term profit for speculators because it forces interminable municipal, state, national, and personal debt on urban populations and eventually on everyone nation-wide, because the city is difficult to deconstruct and escape.

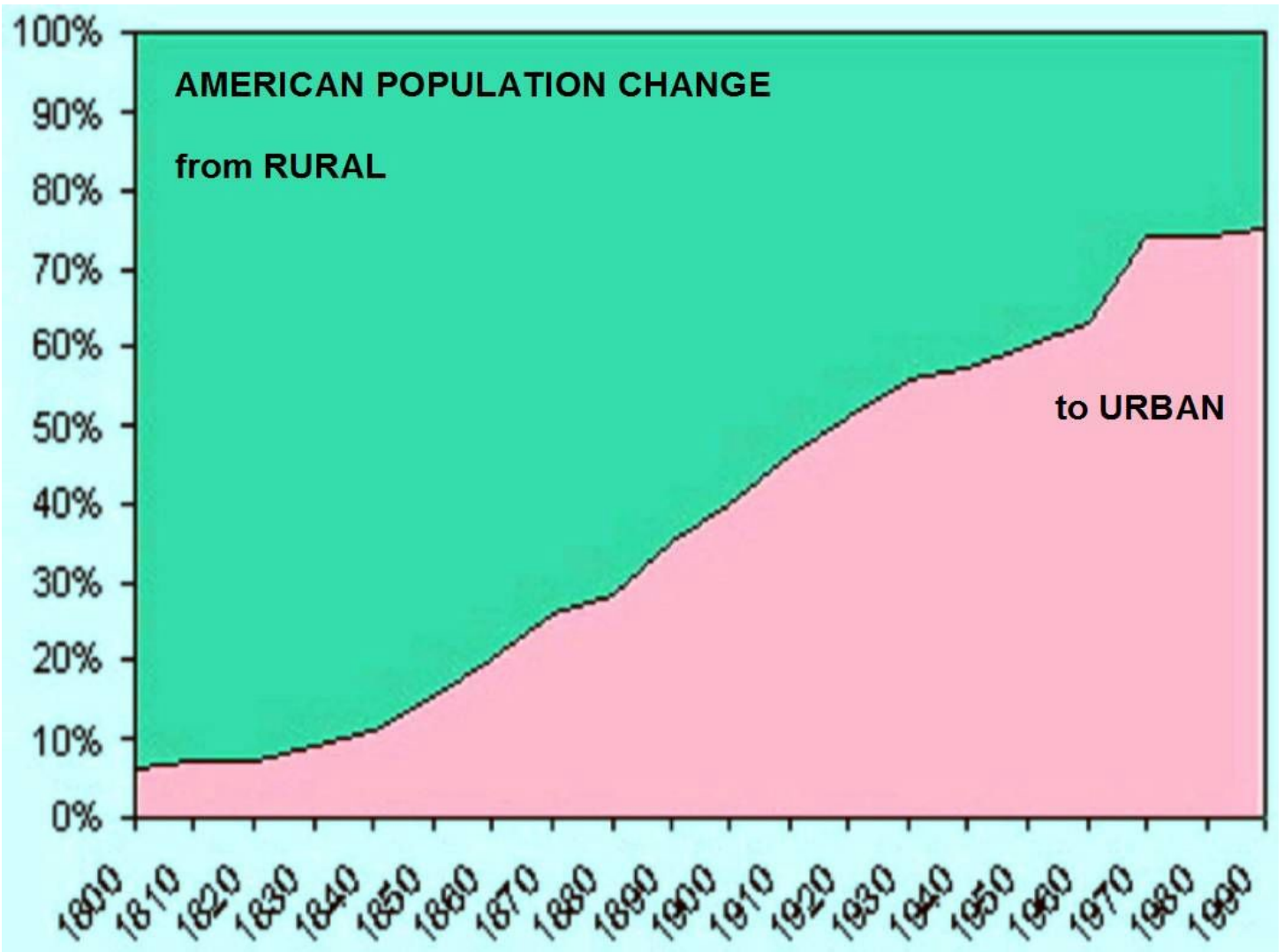
Urban problems are entirely the creature of speculators and developers.

The problems are the self-fulfilling and profitable fallout of the greed of early settlers and exploiters who forgot who paid for US soil, how they paid, and why they paid.

The background of the slide features a city skyline at night, with various skyscrapers illuminated against a dark sky. A semi-transparent teal overlay covers the top portion of the image, where two text boxes are placed. The bottom portion of the image shows a close-up of water with small, dark ripples.

A majority of Americans paid for the acquisition of US soil with their lives and their modest wealth so they could be free.

Americans didn't give up their lives and assets for US soil so they could be enslaved by debt.





(1907) Jefferson Township Section 9.

Exterior view of the Henry Wulff residence, located between 4921 and 4925 North Milwaukee Avenue (formerly 4361 Milwaukee Avenue) in the Jefferson Park community area of Chicago, Illinois.

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

Cite as: DN-0005191, Chicago Daily News negatives collection,
Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

This image is similar to DN-0005192.



(1917 April 9) Jefferson Township Section 28.

Exterior view of the home of Laughlan Falconer, located at 3000 North Cicero in the Belmont community area of Chicago, Illinois.

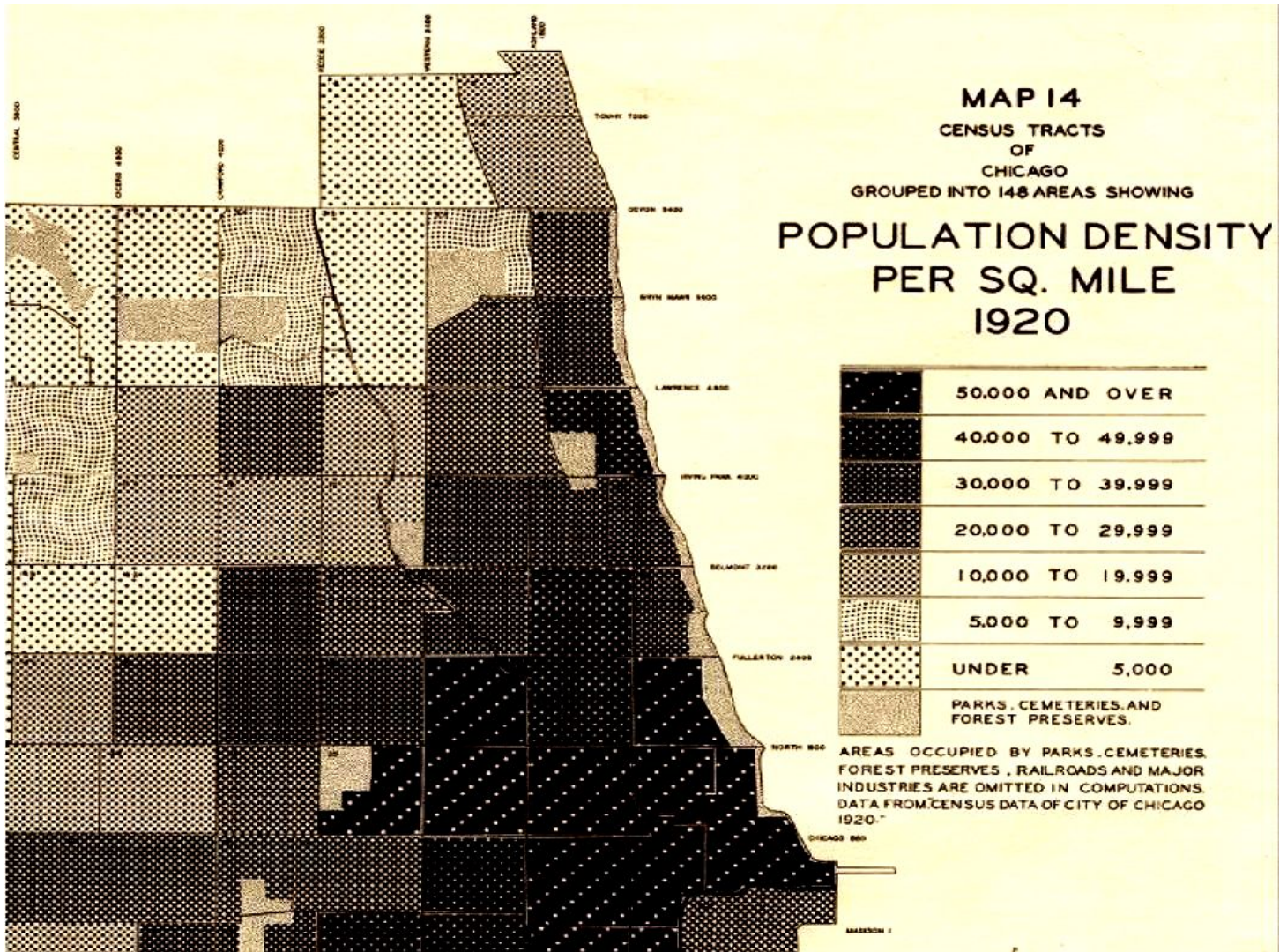
This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper.

Cite as: DN-0067818, Chicago Daily News negatives collection.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

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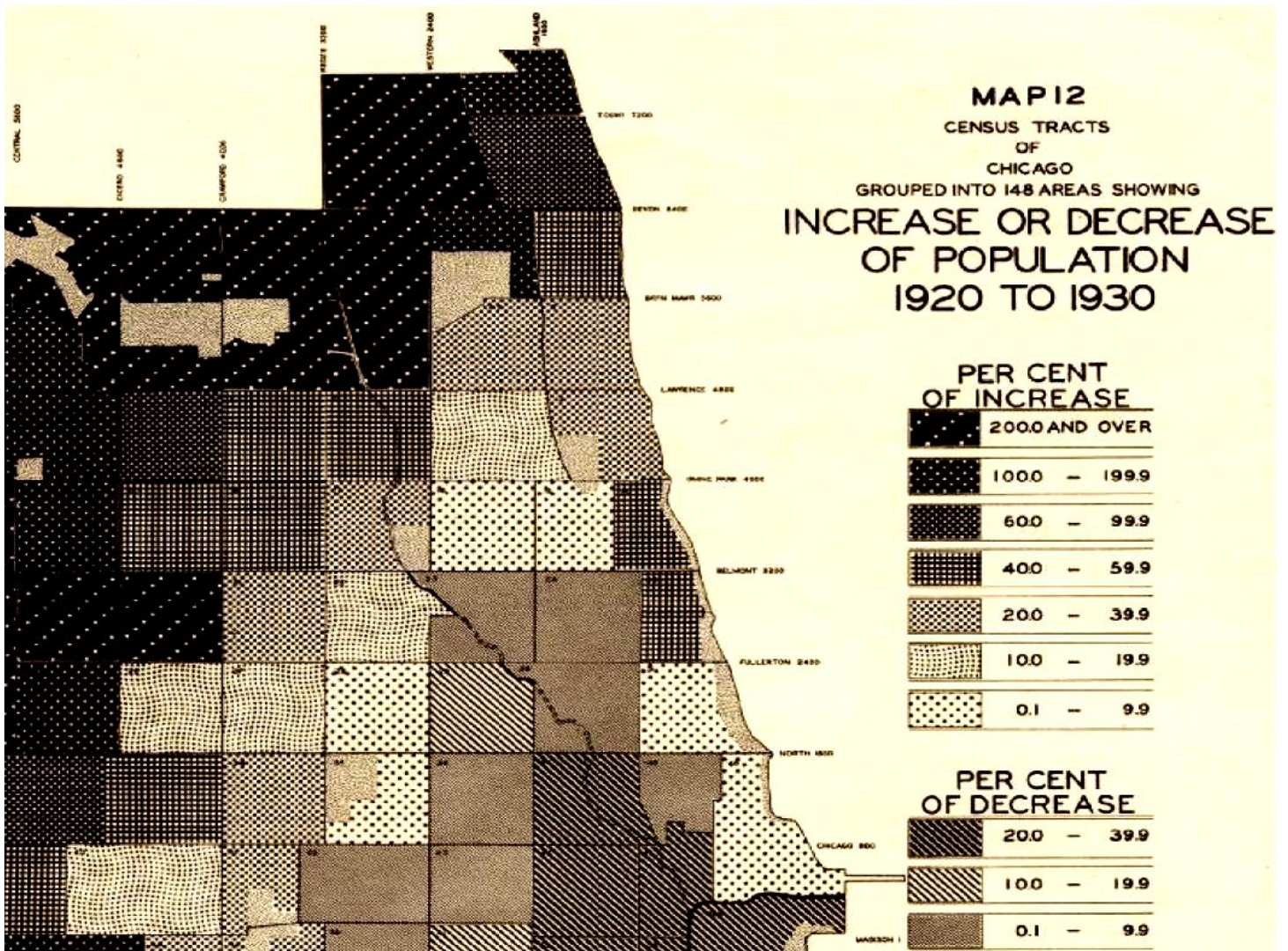
found at http://memory.loc.gov/cgi-bin/query/l?cdn:2:./temp/~ammem_uXUZ::displayType=1:m856sd=ichicdn:m856sf=n067818:@@@



Chicago (1920). Census tracts of Chicago grouped into 148 areas showing population density per sq. mile, 1920. Chicago: University of Chicago (1934).

Found at University of Chicago on-line presentation: Chicago in the 1920s and 1930s: view from the Chicago School.
<http://www.lib.uchicago.edu/e/su/maps/ssrc/>

<http://www.lib.uchicago.edu/e/su/maps/ssrc/G4104-C6E2-1920-U5.html>



Chicago (1930). Census tracts of Chicago grouped into 148 areas showing increase or decrease of population, 1920 to 1930. Chicago: University of Chicago (1934).

Found at University of Chicago on-line presentation: Chicago in the 1920s and 1930s: view from the Chicago School.
<http://www.lib.uchicago.edu/e/su/maps/ssrc/>

<http://www.lib.uchicago.edu/e/su/maps/ssrc/G4104-C6E24-1930-U5.html>



(1924). Jefferson Township Section 28.

View of groups of men and a boy standing in front of the West City Trust and Saving Bank, located at Fullerton and Cicero Avenues in the Belmont Cragin community area of Chicago, Illinois. The Sweetland store is visible in the background, next door to the bank.

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

Cite as: DN-0077770, Chicago Daily News negatives collection.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.



(1924). Jefferson Township Section 28.

Informal three-quarter length portrait of Detective Raymond and Lieutenant Michael Hughes of the Chicago Police Department, standing in front of the West City Trust and Saving Bank, located at Fullerton and Cicero Avenues in the Belmont Cragin community area of Chicago, Illinois. An unidentified man is partially visible standing in the background.

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

Cite as: DN-0077769, Chicago Daily News negatives collection.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.



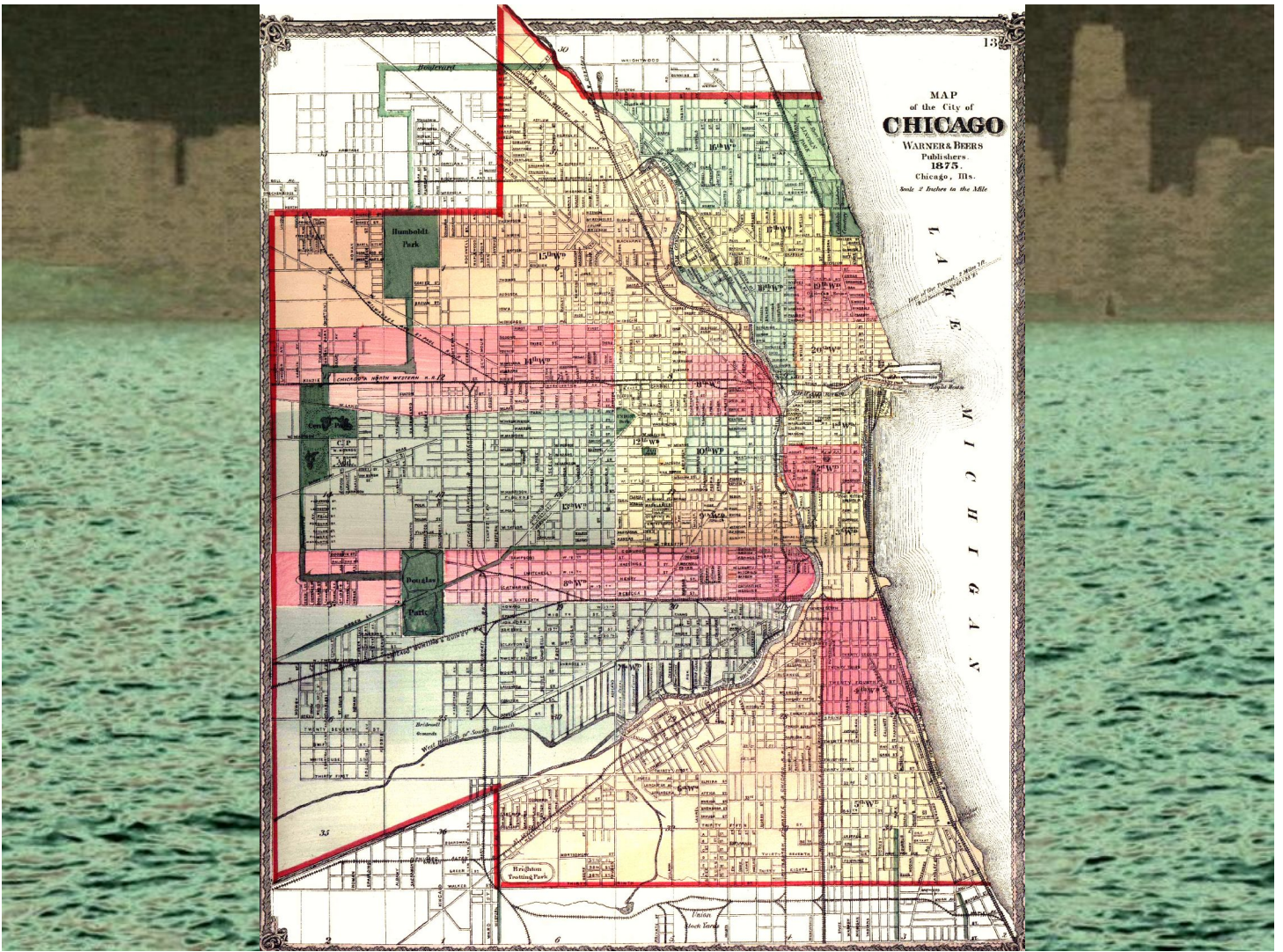
(1924). Jefferson Township Section 28.

Informal three-quarter length group portrait of Charles Ostrom, Wana Wolowski, and Rudolph B. Braver standing in front of the Sweetland Store and the West City Trust and Saving Bank, located at Fullerton and Cicero Avenues in the Belmont Cragin community area of Chicago, Illinois.

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

Cite as: DN-007772, Chicago Daily News negatives collection.

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.

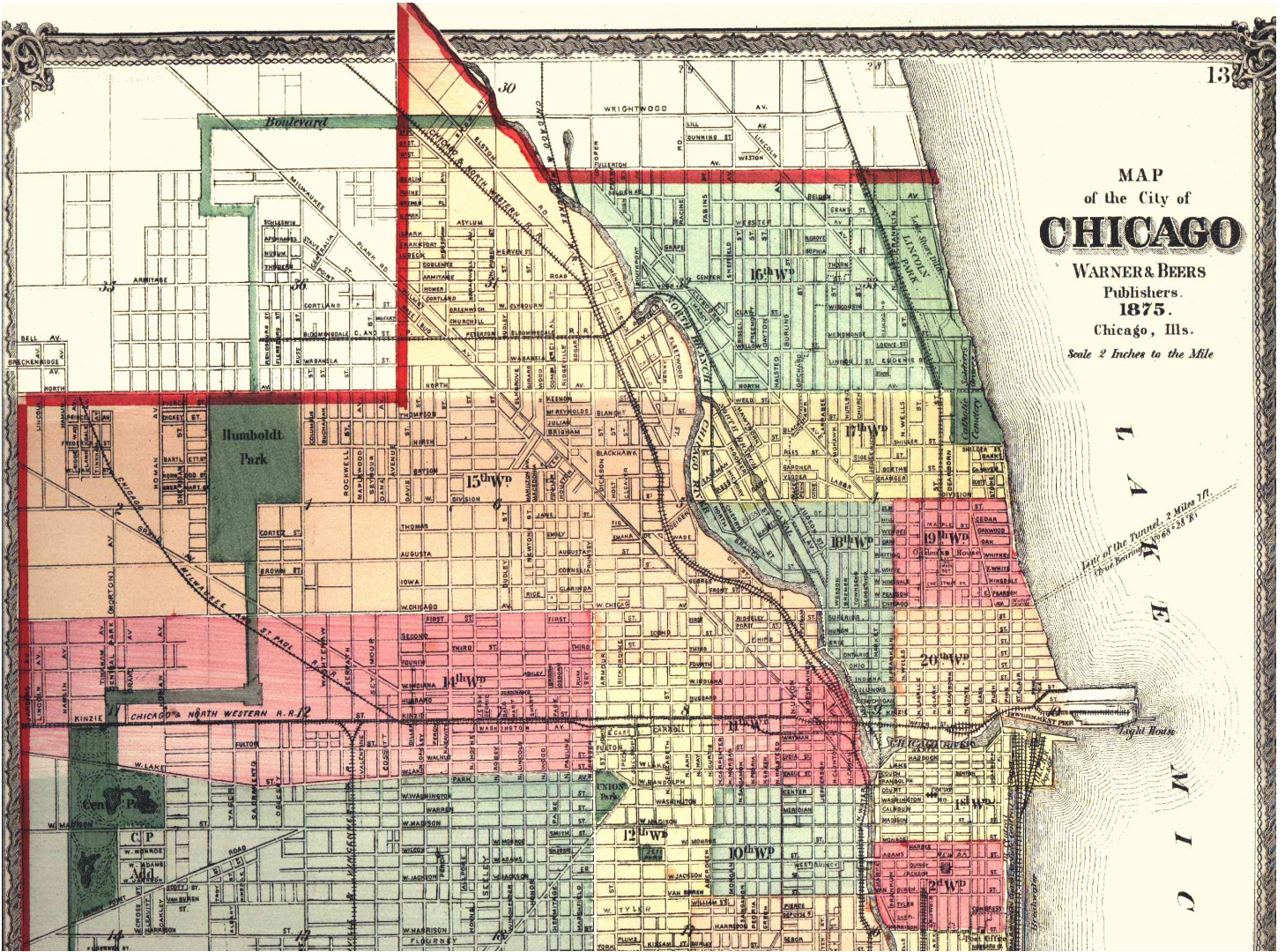


Chicago (1875). Map of the City of Chicago. Chicago: Warner & Beers Publishers (1875).

MAP of the City of **CHICAGO**

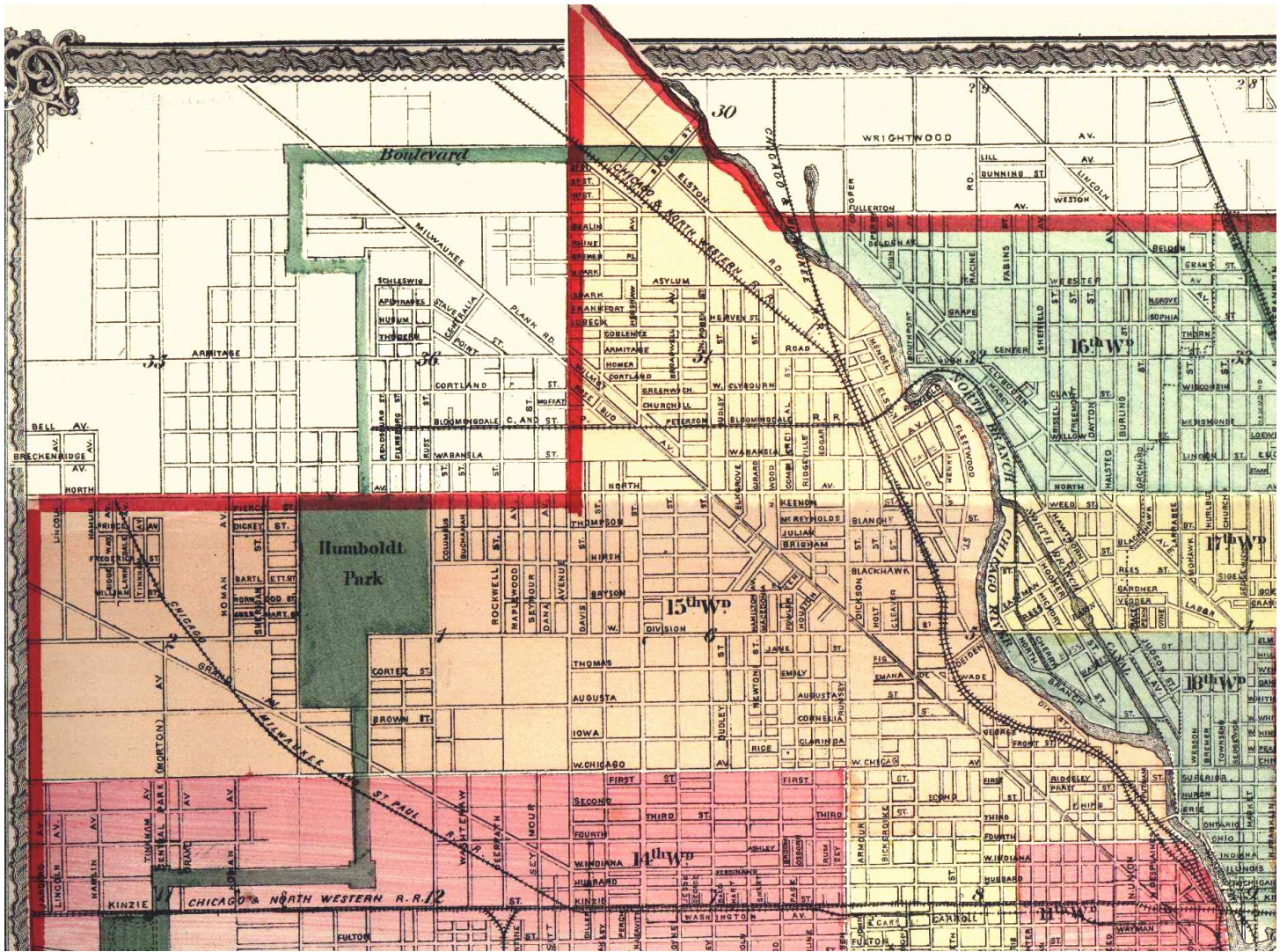
WARNER & BEERS
Publishers.
1875.
Chicago, Ills.

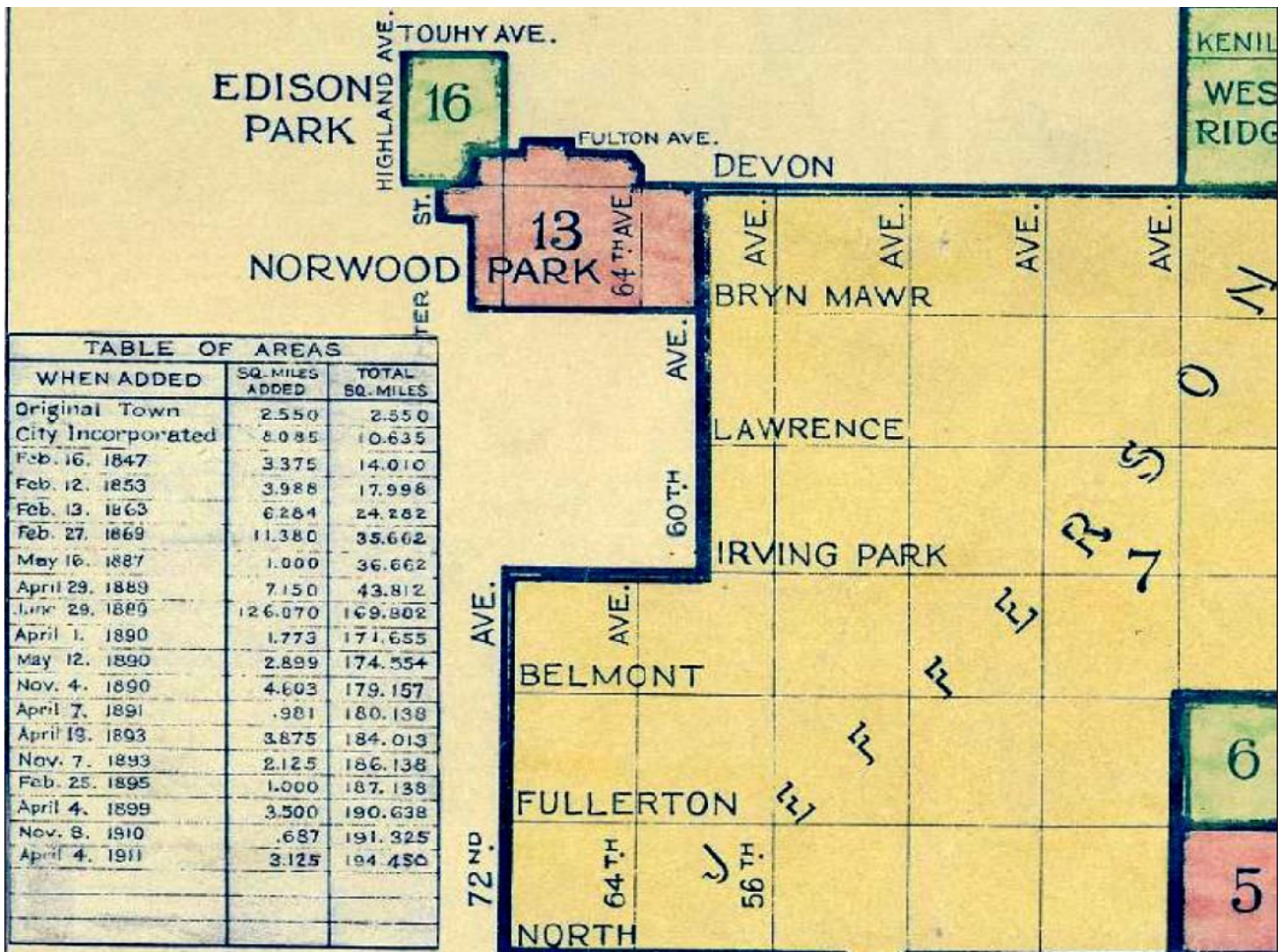
Scale 2 Inches to the Mile



Part of the Tunnel, 2 Miles 77.
From Railroad No. 68 & 87

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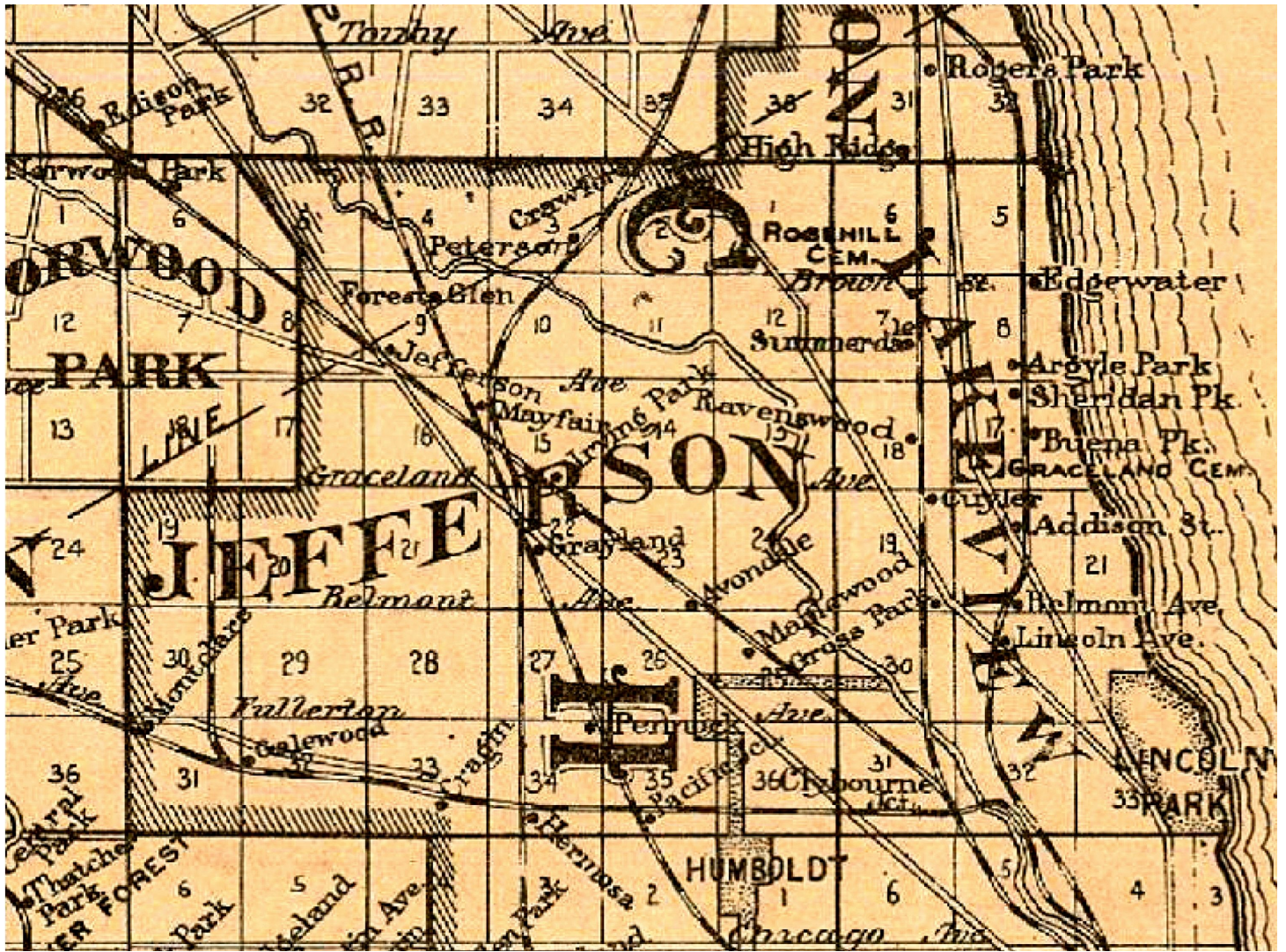
Township 40N (Jefferson Township) (at time of annexation to Chicago in 1889).

Map of Chicago showing growth of the city by annexations. Chicago: City of Chicago (1911).

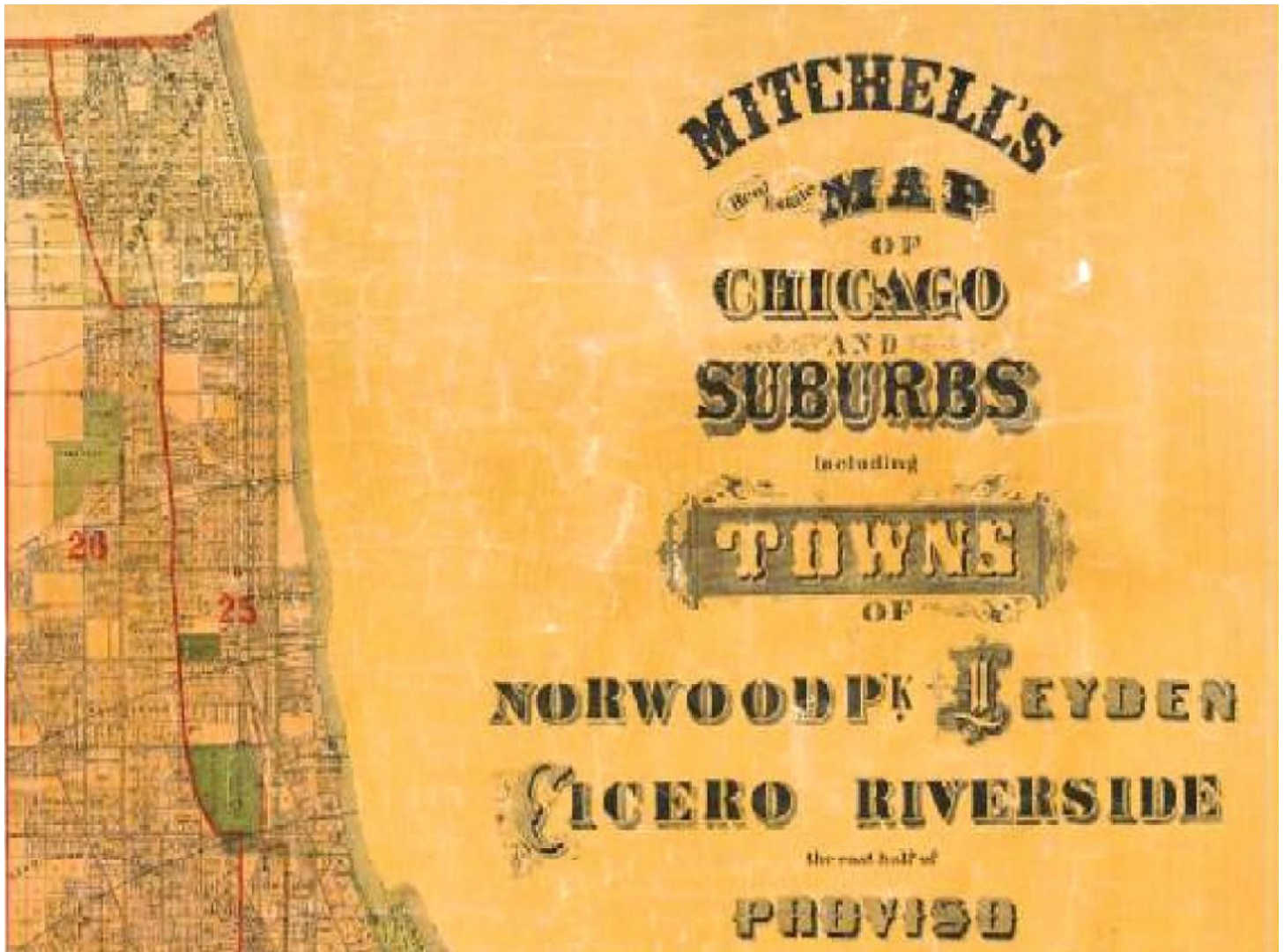
Found at University of Chicago Library on-line presentation: Chicago 1900-1914.

<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

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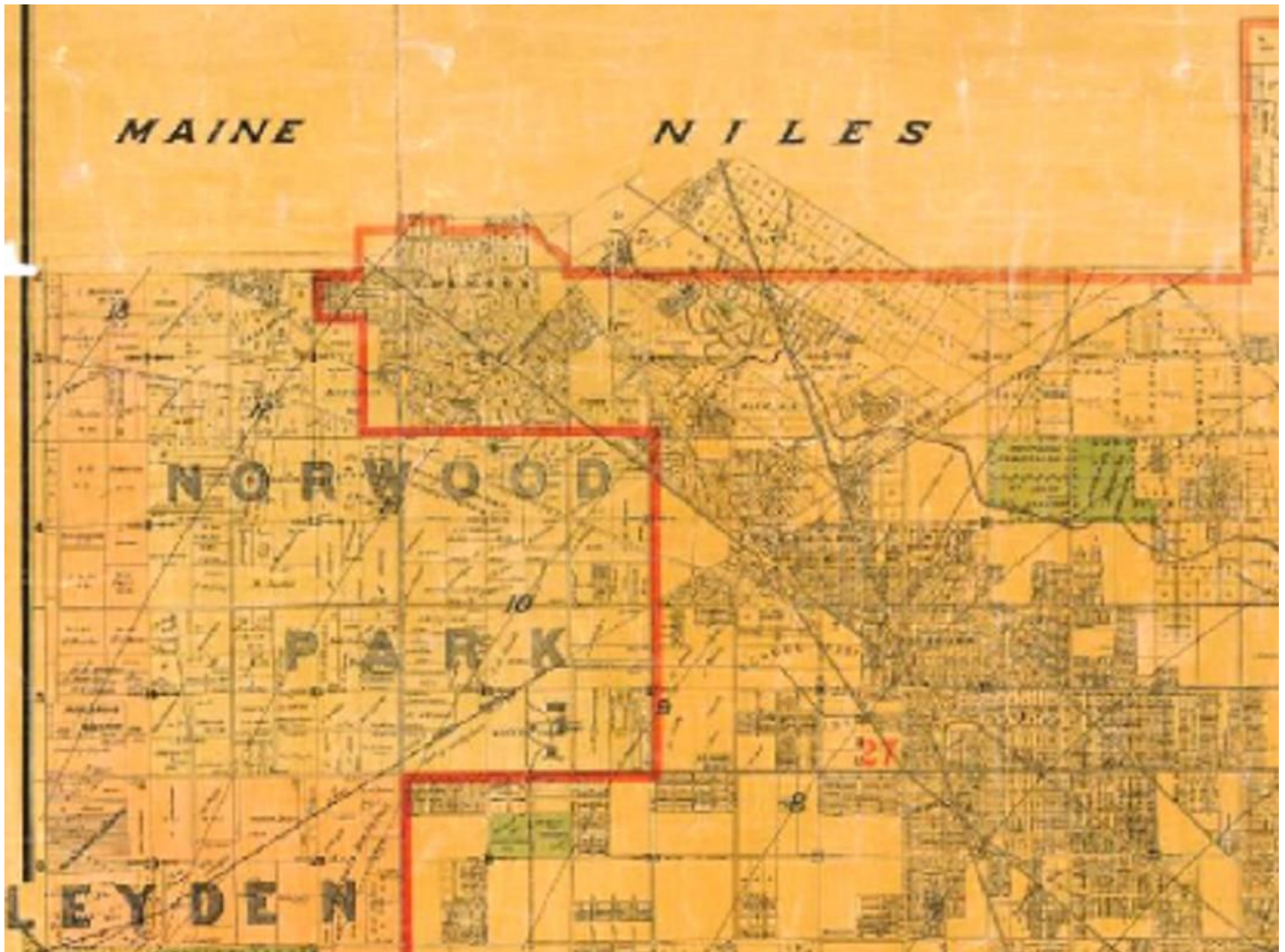
1903



Jefferson Township (1903). Rondonell, Max (draughtsman). Mitchell's real estate map of Chicago and suburbs : including towns of Norwood Pk., Leyden, Cicero, Riverside, the east half of Proviso, Lyons, Stickney, Calument, Worth, and the east half of Palos, Cook County, Illinois. Chicago: William L. Mitchell (1902, 1903).

Found at University of Chicago Library on-line presentation: Chicago 1900-1914.
<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

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Jefferson Township (1903). Rondonell, Max (draughtsman). Mitchell's real estate map of Chicago and suburbs : including towns of Norwood Pk., Leyden, Cicero, Riverside, the east half of Proviso, Lyons, Stickney, Calument, Worth, and the east half of Palos, Cook County, Illinois. Chicago: William L. Mitchell (1902, 1903).

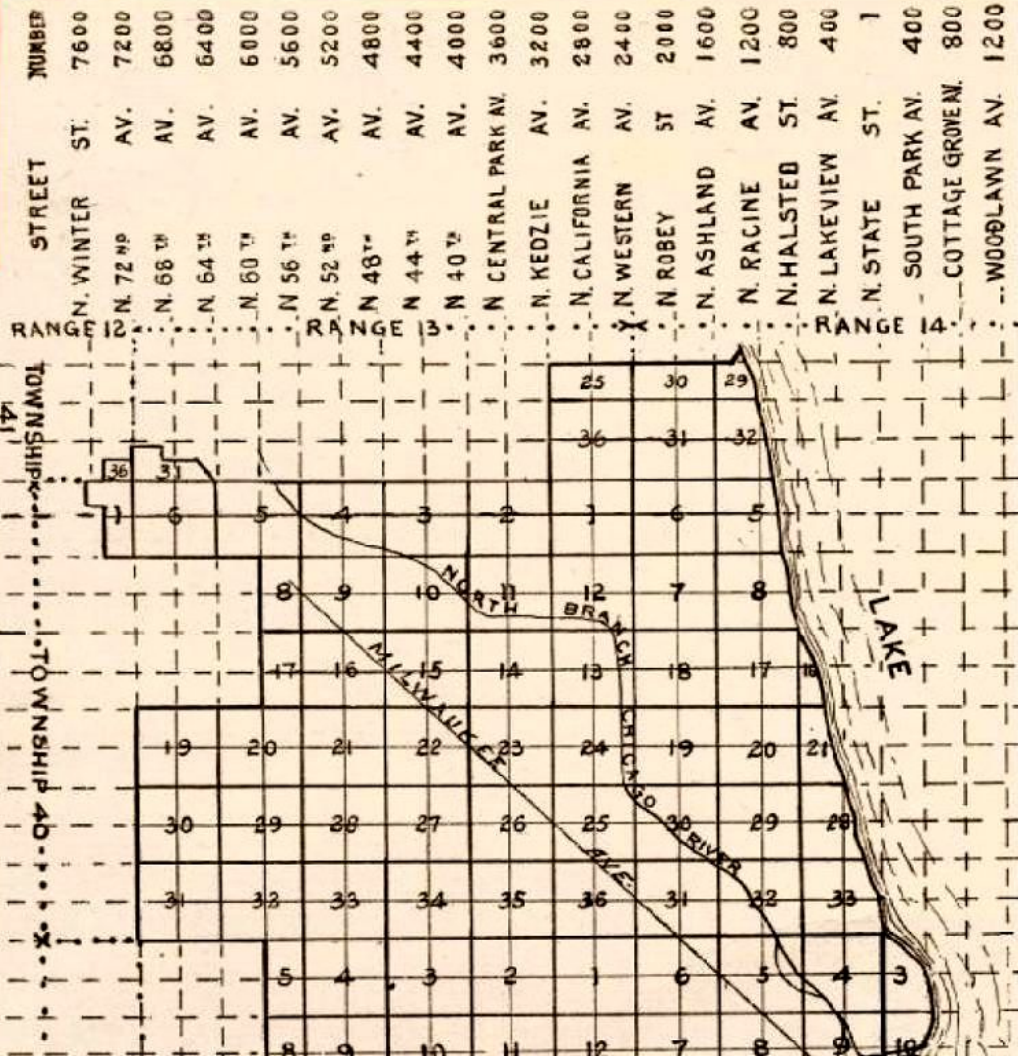
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MAP

Showing House Numbers on section and half section line streets under Plan for re-numbering Streets in the City of Chicago as required by Ordinance in Effect on and after September 1, 1909, and Printed on Back Hereof.

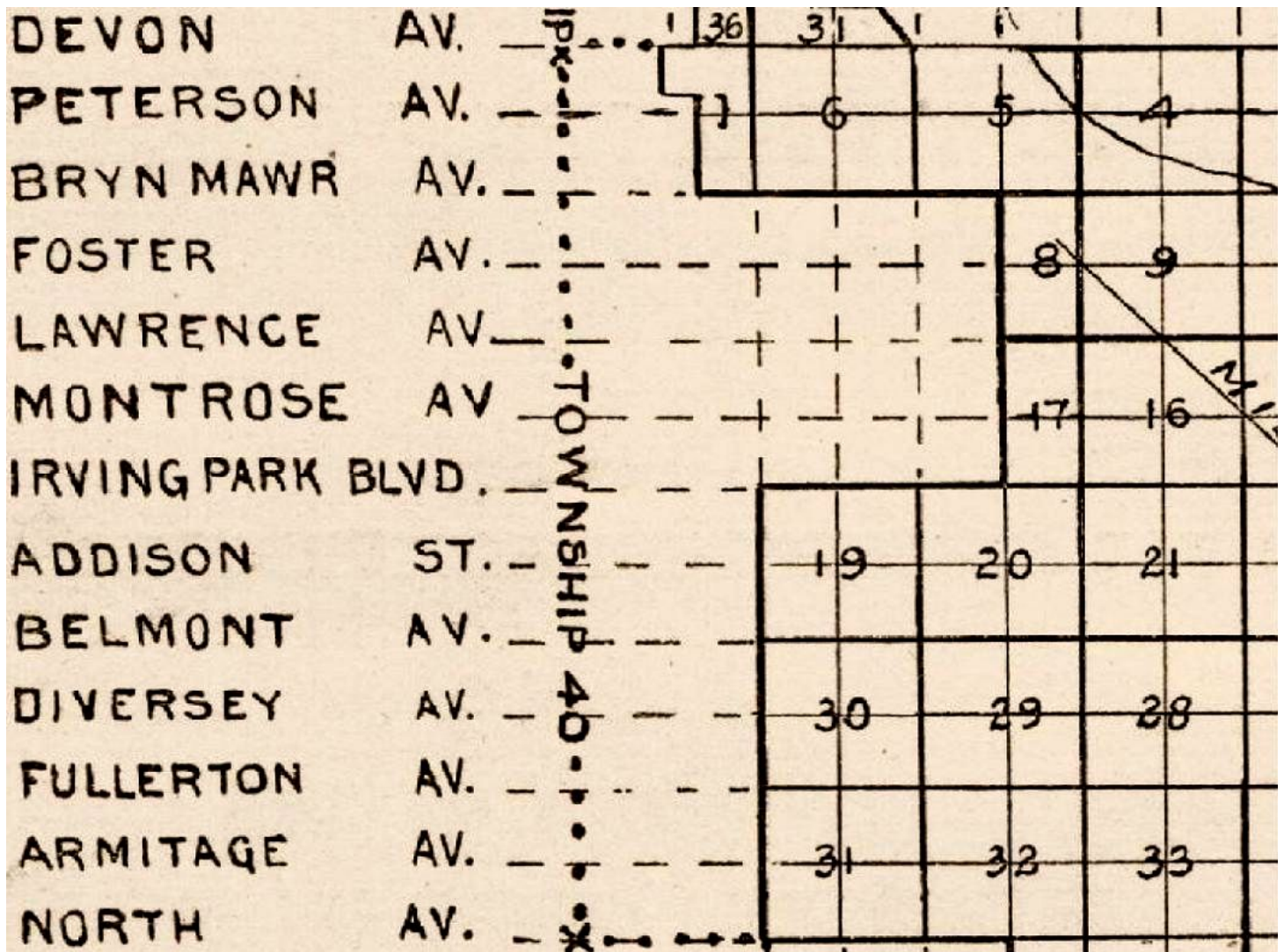
NUMBER	STREET
7600	HOWARD AV.
7200	TOUHY AV.
6800	PRATT AV.
6400	DEVON AV.
6000	PETERSON AV.
5600	BRYN MAWR AV.
5200	FOSTER AV.
4800	LAWRENCE AV.
4400	MONTROSE AV.
4000	IRVING PARK BLVD.
3600	ADDISON ST.
3200	BELMONT AV.
2800	DIVERSEY AV.
2400	FULLERTON AV.
2000	ARMITAGE AV.
1600	NORTH AV.
1200	DIVISION ST.
800	CHICAGO AV.
400	KINZIE ST.



Jefferson Township (1908). Map showing house numbers on section and half section line streets under plan for re-numbering streets in the City of Chicago, as required by ordinance in effect on and after September 1, 1909, and printed on back hereof. Chicago: Chicago Title & Trust (1908)..

Found at University of Chicago Library on-line presentation: Chicago 1900-1914.
<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

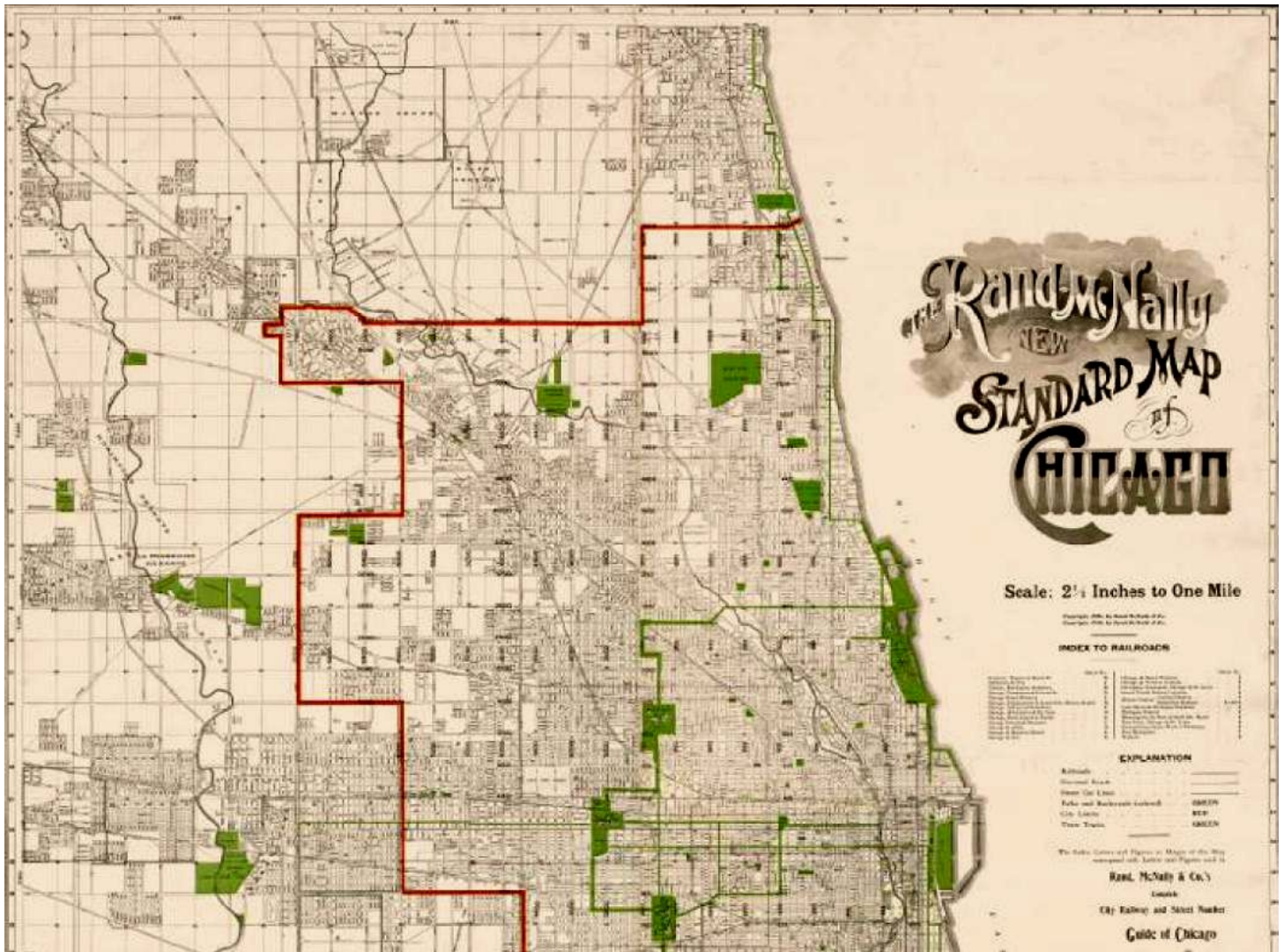
http://www.lib.uchicago.edu/lib/public/full_screen.html?http://www.lib.uchicago.edu/e/su/maps/chi1900/G4104-C6A11-1908-C7-recto/



Jefferson Township (1908). Map showing house numbers on section and half section line streets under plan for re-numbering streets in the City of Chicago, as required by ordinance in effect on and after September 1, 1909, and printed on back hereof. Chicago: Chicago Title & Trust (1908)..

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<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

http://www.lib.uchicago.edu/lib/public/full_screen.html?http://www.lib.uchicago.edu/e/su/maps/chi1900/G4104-C6A11-1908-C7-recto/

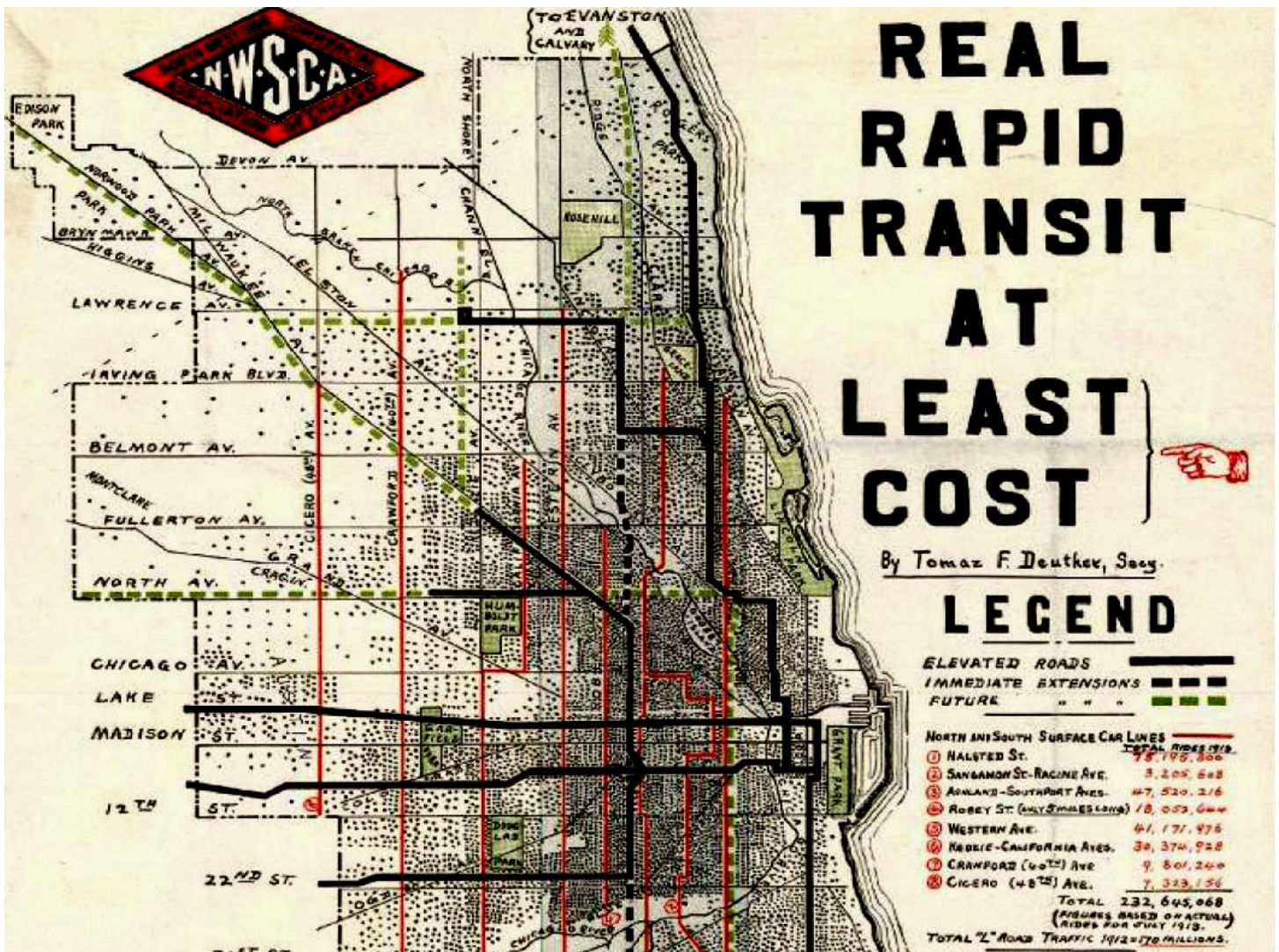


Jefferson Township (1910). Rand McNally new standard map of Chicago. Chicago: Rand McNally & Co. (1910).

Found at University of Chicago Library on-line presentation: Chicago 1900-1914.

<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

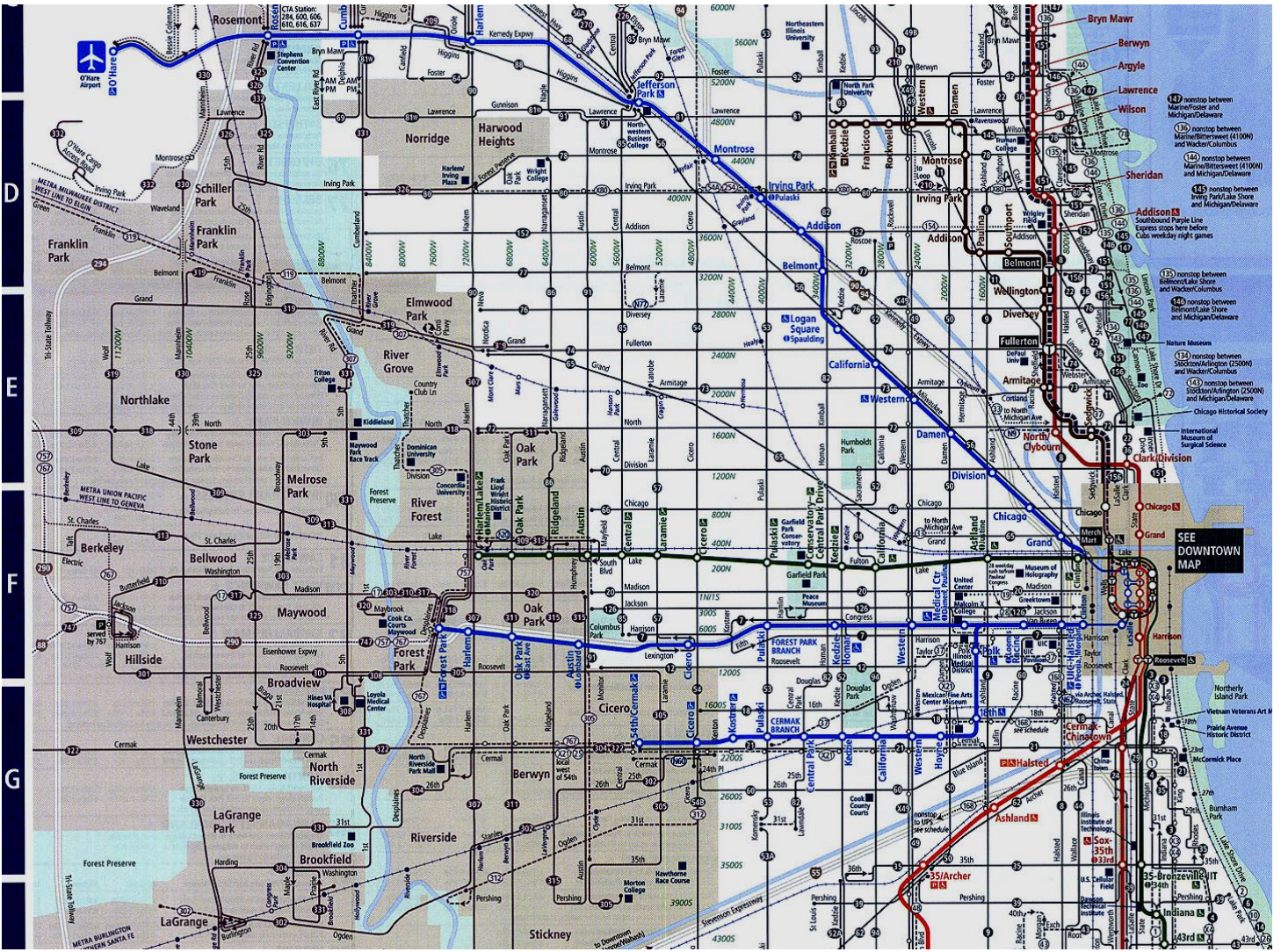
http://www.lib.uchicago.edu/lib/public/full_screen.html?http://www.lib.uchicago.edu/e/su/maps/chi1900/G4104-C6-1910-R3-N/



Jefferson Township (1913). Deuther, Tomaz F. (artist). Real rapid transit at least cost. Chicago: North-West Side Commercial Association of Chicago (1913).

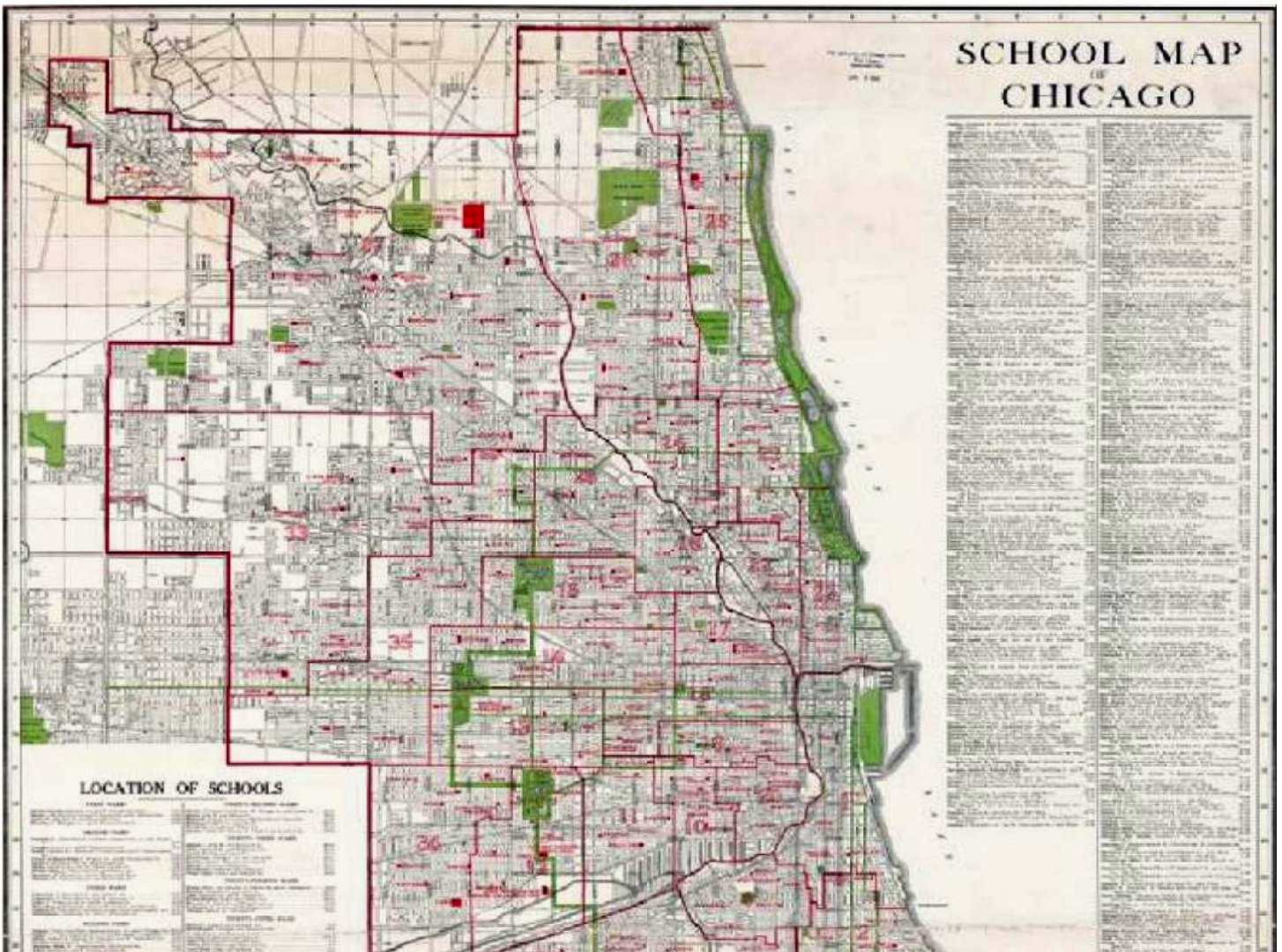
Found at University of Chicago Library on-line presentation: Chicago 1900-1914.
<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

<http://www.lib.uchicago.edu/e/su/maps/chi1900/G4104-C6P33-1913-D4.html>



Jefferson Township Section 28.

Chicago (2006). Chicago Transportation Authority Map.

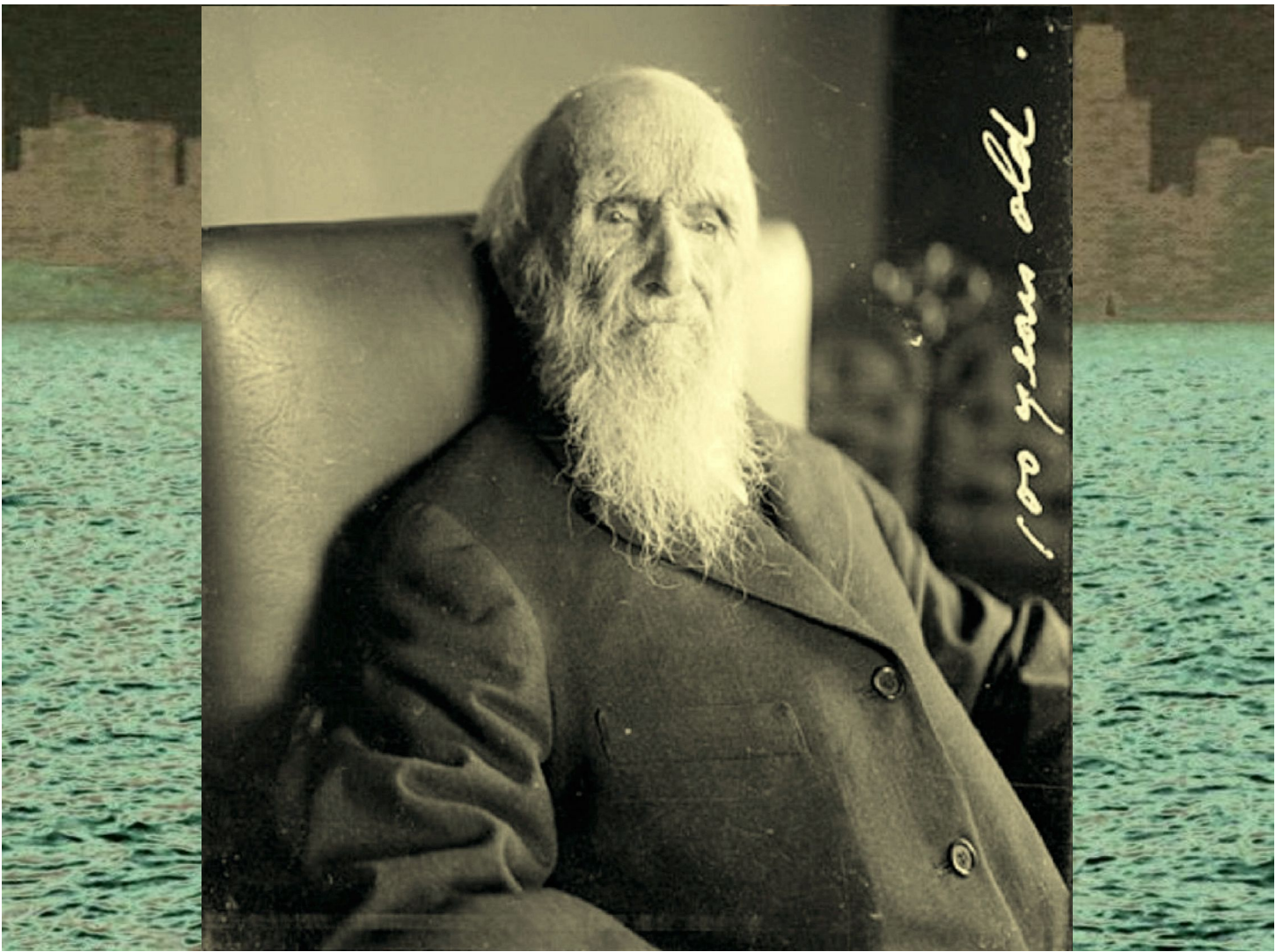


Jefferson Township (1914). School Map of Chicago. Chicago: Board of Education of the City of Chicago (1914).

Found at University of Chicago Library on-line presentation: Chicago 1900-1914.

<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

http://www.lib.uchicago.edu/lib/public/full_screen.html?http://www.lib.uchicago.edu/e/su/maps/chi1900/G4104-C6E68-1914-C7/



Portrait of Laughlan Falconer, a farmer, sitting in a room in Chicago, Illinois. Falconer was 100 years old (ca. 1917 Apr. 9.)

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

Cite as: DN-0067817, Chicago Daily News negatives collection, Chicago Historical Society.
DN-0067817

Chicago Historical Society, Clark Street at North Avenue, Chicago, IL 60614-6071.
(original negative) ichicdn n067817

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CHICAGO

AND

ITS SUBURBS.

BY EVERETT CHAMBERLIN.

CHICAGO:

T. A. HUNGERFORD & CO.

1874.



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I put the pages into jpeg format and enhance them for readability to support the assertions I make in tutorials about US soil and government.

AUSTIN.

Austin is the first suburban point on the Galena Division of the Chicago & Northwestern railroad. It was laid out in 1866, having, as its projectors, a clock manufacturing company. Fire, however, soon brought this enterprise to an end by the destruction of the factory. But the location possessed intrinsic merits of its own, which, when once attention had been attracted, rendered its settlement as a suburban town a matter of certainty. Its original subdivision comprised a mile square; now it has grown to twice that size. At first nobody lived in it except on the north side of the railroad, now there is a large number of neat cottage residences on the south side also. There are, it is claimed, 1,000 people living at the place, nearly all the heads of families, who do business in the city.

Austin is the seat of government of Cicero township, and the town-house, a fine brick building, two stories in height, stands in the center of a tract of four acres known as "Holden Park." The building contains a hall capable of seating five hundred persons. The cost of the structure was \$25,000. Almost directly north of the town-hall is located the public-school building, three stories in height, with excellent basement accommodations, and spacious play grounds, the whole costing about \$18,000. This has been pronounced by educational experts one of the very best schools in the county. The number of scholars in attendance is over 150, and is constantly increasing.

The oldest organized church denomination in the village is the Methodist Episcopal, the members of which have recently completed the erection of a handsome edifice at a cost of \$8,000. It is capable of seating two hundred persons. The pastor is the Rev. Mr. Marsh. The Baptist people organized in 1871, and last year erected a substantial building at a cost of \$7,000. Its pastor, since the organization of the society, has been the Rev. Mr. Alex. Blackburn. The seating capacity of this church is two hundred. The Presbyterian church is under the care of the Rev. E. N. Barrett. Mr. I. W. Bennett donated the lot at the southeast corner of Central avenue and Frink street—a beautiful site—and \$10,000 has been subscribed toward the cost of erecting the church edifice. From these statements it will be readily seen that the village is well provided with educational and religious advantages.

The increase in the value of real estate in this suburb has given the early purchasers a handsome profit. Good lots were to be had near the depot in the early part of 1869 at \$5 per foot. The same land to-day would sell readily for \$30, \$40, and \$50 per front foot. In all parts of the town the ratio of increase has been nearly as great, except in the case of some undivided tracts lying at the outskirts which have never been put upon the market. In Mr. Austin's tracts, lying west and northwest of the center of the town, some lots 120 feet square, and some 120x150 feet, are offered at from \$12.50 to \$25 per foot.

On the south side of the railroad track an active movement in real estate has sprung up within the past two years, and already many improvements have been made. Lots with from 25 feet to 50 feet frontage by 175 feet in depth, have been selling at prices ranging from \$15 to \$40 per front foot, according to location.

A subdivision was recently made by Mr. C. E. Crafts, a real estate operator in this city, of a plat south of the railroad track, possessing graveled and sewered streets, and accessible from Madison street. Parties resident in Austin, or on the lands lying east owned by Mr. Crafts, are within easy distance of the west side parks. In the immediate future, Central Park, with all its sylvan beauties, will be open to the residents in this suburb, free from all park assessments.

An excellent drainage system is one of the characteristics of Austin. Sewers are already laid half a mile in length from west to east, and one mile in length from north to south; and will be extended in both directions as fast as public necessities demand them. The location of the village upon a high ridge, 36¼ feet above the Chicago river, and with a gentle slope to the south, renders the successful drainage of the village a comparatively easy task.

Among the other attractions of this place is Merrick Park, a tract of seven acres, located in the center of the village and moderately well improved. The park takes its name from Mr. C. C. Merrick, who donated it for public use.

Four years ago, the number of Austin people traveling to and from the city was less than ten. Trains run hourly during the day between the two points. The commutation rate of tickets is one hundred rides for \$7.50; yearly tickets \$50. The time occupied is only twenty-five minutes.

In the eastern part of the suburb known as Bridges' addition to Chicago are quite a number of residences all built within the past three years. Property here shows a rapid appreciation in value.

The village government is vested in a Board of Trustees, who have the same powers as those pertaining to our City Council.

Among the prominent persons living at this superb are the following: Col. Warner, C. E. Crafts, Col. Lyman Bridges, Messrs. Sprague, Hughes, Bassett, Sherwood, Barker, Hitchcock, Philbrick and others.

RIDGELAND.

On the line of the Northwestern railroad, between Austin and Oak Park, and one mile from either of these stations, is located the young and thrifty village of Ridgeland. The town is three miles west of the city limits, and seven and three-fourths miles from the Wells street depot. The original owners of the town were J. W. Scoville, President of the Prairie State Loan and Trust Company, Hon. W. B. Ogden, Mahlon D. Ogden, Joel D. Harvey, and Josiah Lombard. The cost of the tract to these parties was about \$700 an acre, except that held by the Ogden interest, which was bought from the Government at \$1.75 per acre. Platting was commenced in the fall of 1871, but it was not until May, 1872, that the first work of improvement was begun. The streets were then graded, maple trees planted, and a depot costing about \$4,000 was erected. It is one of the best suburban depots on the Northwestern road. A large amount of sidewalk has also been laid, probably three or four miles. An artesian well was commenced, and a depth of 1,200 feet had been reached, when the drill was lost, and the contractors had to

sink a new shaft. The second attempt was more successful. At a depth of 1,630 feet, a fine flow of water was reached. The well is the second largest in the county.

At the present time there are some fifteen or twenty houses in the place, all of fair proportions, and costing from \$2,000 to \$5,000 each. The work of building new residences was carried on with energy during the fall of 1873. Among the parties who are now living at Ridgeland are E. A. Cummings, of the real estate firm of S. M. Moore & Cummings, LaSalle street; J. Frank Richmond, attorney; George Butters, of the firm of Wm. A. Butters & Co.; Geo. W. Schoonhoven, insurance agent; F. E. Spooner, manager of the firm of T. M. Avery & Co., lumber dealers; Col. Kungle; and others.

The land has good drainage towards the south, and is forty-six feet above the level of the lake. The lots are 50 x 170 feet in size, and sell at from \$15 to \$20 per foot. They all front on 80-foot streets.

Ridgeland, from its position between the suburbs of Oak Park and Austin, cherishes hopes that it may yet incorporate the two. Already it is thinking of organizing a company to supply gas for both places, and the project of erecting a hotel is contemplated. Next spring it is intended to plant more trees, to lay sewerage pipes through the town, and mains to connect the artesian well with every lot in the suburb.

The population reside, for the most part, on the north side of the railroad, but a prosperous settlement may be looked for on both sides. In addition to the railroad facilities, the suburb is accessible by three principal streets — Chicago avenue, Lake and Madison streets.

OAK PARK.

Oak Park, with its twin sister Harlem, is one of the oldest suburbs of the city. These towns were settled about the year 1854, and have progressed quietly, but surely, ever since. Both places have been remarkable from the fact that they have not been the subject of reckless speculation, and have in consequence acquired a most gratifying measure of esteem among suburban people, which bears its fruit in high prices and excellent society. Oak Park is some sixty feet above the level of the lake, and possesses excellent drainage. The water supply is obtained from wells, which furnish good, wholesome water, at a depth of fifteen to twenty feet. The subsoil is gravelly, and the whole surroundings of the suburb are conducive to health.

Oak Park has always been a favorite resort for literary and religious people. It possesses several handsome churches, one or two of which call for special mention. The Congregationalists living in this suburb have in process of erection a church building which will cost \$30,000, and in the lower rooms of which they expect to hold service during the coming winter. Mr. J. W. Scoville, who lives in an elegant residence at the east part of the town, is one of the most liberal contributors to the building fund, and has been ably seconded by the hearty liberality of many of the residents of the suburb. The church is built of Lyons stone, and occupies a prom-

inent position in the village. The steeple rises to a height of one hundred and fifty feet. The congregation are to be congratulated in having secured the Rev. George Huntington, an able divine, as their pastor. The Methodists are also erecting a substantial church of brick, with stone cappings, at a cost of about \$15,000. The work on this church is somewhat more advanced than on that of the Congregationalists, and the congregation expects to be able to worship in the large room within a few weeks. The minister, appointed by the late conference, to occupy the pulpit of this church, is the Rev. Mr. Strowbridge, late pastor of the Ada street Methodist church. The Episcopalians have a neat church edifice in Harlem; the Unitarians a modest sanctuary in Oak Park. The latter place has as yet no town organization, but there are excellent graded schools, and substantial buildings covering the plat.

The sale of real estate in the suburb has been rather quiet during the year, no attempt whatever having been made to force it. Prices have ranged from \$10 to \$75 a foot, according to location. The original owner of the land was Mr. Joseph Kettlestrings, who purchased at the Government price of \$1.25 per acre. Mr. Kettlestrings still lives in the village, and has seen his property increase in value in rapid ratio. Two years ago, it was sold at \$3,000 per acre. The village was subdivided in 1858; for some years, however, but little was done in the way of settlement. In the neighborhood of this suburb, land can be purchased at from \$1,000 to \$3,000 per acre. During the present season, about thirty houses have been built, at an average cost of \$3,000 to \$5,000.

The houses in Oak Park, with very few exceptions, are substantial, large and handsome; and generally they are on good sized lots. Among the wooded groves which surround the town, and from which it derives its name, are to be found many elegant residences. Noticeable among them are those of Hon. H. W. Austin, member of the late Legislature; J. W. Scoville, President of the Prairie State Loan and Trust Company; J. H. Hurlburt, of the Board of Trade; T. P. Stone, and W. H. Wood, trustees for the Couch estate. Among other handsome houses, are to be mentioned those of J. K. Russell, E. O. Gale, A. J. Cheney, J. W. Middleton, Geo. Sharp, Geo. Eckhart, O. C. Blackmer, Geo. Everts, J. Kettlestrings, P. Smith, A. T. Hemingway, real estate dealer, and others. In Harlem, Mr. J. H. S. Quirk has perhaps the finest residence. In addition to the clergymen mentioned above, Rev. J. E. Roy, Superintendent of Home Missions, and Rev. S. J. Humphrey, Western Superintendent of Foreign Missions, have excellent residences in this delightful suburb.

RIVER FOREST.

The three several subdivisions of the tract known as River Forest were made about four years ago, by Roger Fowler, Geo. L. and S. Thatcher, and Mr. Lathrop. The plat is 500 acres in area, located in sections 1, 2, 11 and 12, in township 35, range 12, eleven miles directly west of the city, and adjoining Harlem on the west, on the line of the Galena division of the Chicago & Northwestern railroad. The station has a service of 12 trains each day. The fare is \$65 for annual tickets, \$12.50 for 100 rides, and 35 cents single ticket.

On the east shore of the Desplaines, which here takes a deep bend to the west,

about 70 acres are laid out in private park grounds, covered with natural growth timber, and divided into very eligible sites for homesteads of the better class. West of this, 130 acres is figured with curvilinear avenues 100 feet wide, and the lots laid out accordingly. East of this piece, 100 acres are laid out in a park, which will be preserved without subdivision for ten years. This is ornamented in a style which favorably compares with the *regime* of our city parks improvement. The regularly laid out lots and blocks lie to the north of the portions above described. They are from 50 to 100 feet in width and from 200 to 300 feet deep. Lake street passes through the southern portion of the village tract, and is continued by a bridge over the Desplains river. The public improvements consummated are a brick school-house, with graded departments, and which was built at an outlay of \$10,000 in 1865. On the last examination day of the county schools outside of the city, this was voted the banner school. A Methodist church is also about completed at a cost thus far of about \$10,000.

About fifty houses are completed, ranging in value from \$2,000 to \$25,000 each. Gen. S. Thatcher's house cost the maximum amount above named. Mr. Geo. L. Thatcher's house, which stands in the center of a handsomely improved lot of six acres, cost \$12,000, and with the site is worth \$35,000. Mr. E. W. Alexander's residence cost him \$16,000. Among the other prominent homesteads are those owned by Messrs. Geo. A. Drake, Auditor of the American Express Co.; James Fuller and Thos. L. Rattle, of the Northwestern Railway Co.; James Schute, S. D. Tole, B. L. Chamberlain, D. W. and D. A. Thatcher, all of the American Express Company; I. R. Andrews, real estate dealer; H. Odell, Robt. Odell, S. F. Counts, C. O. Reed, Prof. Ford, Geo. O. Blair and Prof. Beal.

All the untimbered lots are bordered with two rows of planted trees. The prices of land are from \$10 to \$40 per foot, according to location.

MAYWOOD.

Maywood is one of the youngest and yet one of the most prosperous suburbs of the city. It is located on a high table-land, west of and more than thirty feet above the Aux Plaines river, ten miles from the Chicago depot of the Galena Division of the Chicago & Northwestern railroad.

The Maywood Company was organized in April, 1869. Building operations were begun in July of that year, and the town has been wholly built since that time.

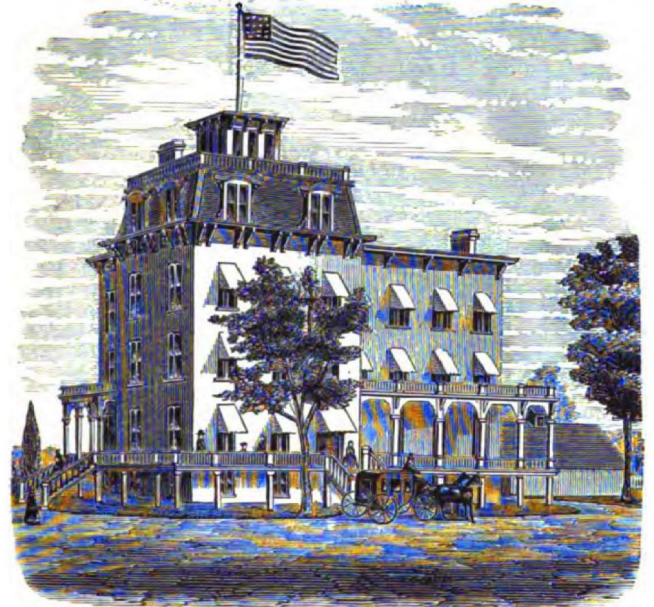
The population is now over one thousand. The buildings of all kinds number nearly two hundred. In the year 1872, 83 houses were erected — all by parties who occupy them for their own use.

Aside from the location, the facilities for drainage and ease of transit to and from the business center of the city, the rare success of the town is mainly due to the financial strength and practical common sense of the Company which started it.

There are three public schools upon the graded system in operation. The school buildings are centrally located; one is brick, costing some \$9,000. The schools are alike the pride and care of the people.

The Congregational, Episcopalian, Baptist, Methodist and Presbyterian denomi-

nations have organizations and maintain services at regular periods. The Maywood Company, in their original plan, set apart for church purposes a sufficient amount of land, so that the avails of the sales will build all the churches. The Presbyterians have a neat church, costing something over \$6,000. The Congregationalists are now building, and the other denominations are making preparations to build as soon as a judicious prudence will warrant them in so doing. A union Sabbath



MAYWOOD HOTEL.

school, of more than 130 scholars, in which all have heartily labored, has been maintained for two years.

The Maywood hotel is of brick, four stories high, with mansard roof. It is thoroughly built and elegantly furnished, and is kept open during the summer and winter. There is no saloon in the hotel. There are several stores in operation, a post-office, etc.

The streets (over 30 miles) are all made in Maywood proper. Some six miles of sidewalks have been put down, and a park laid out, containing 16 acres.

Proviso, in which Maywood is situated, has no funded or floating debt, and, for a wonder, has money in the treasury to meet all contingent expenses.

The titles of the Maywood Company are perfect, and full warrantee deeds are given; but a clause is inserted in all deeds against cattle being allowed to run at large, and requiring buildings to be placed a given distance from the street; and no property is sold by the Company except to be built upon. The prices are about \$15 per foot, and any amount of time is given, at low interest, requiring no payments down, nor until final payment at the end of the term. In case parties choose to pay part down, say \$1,000, the Company will cause a loan to be made to the party of \$2,500 to enable him to build a good house.

Railway trains run very frequently, the fare being 40 cents; 30 rides, \$6.50; 100 rides, \$13.50; by the year, \$70.

MELROSE.

Melrose, a beautiful subdivision, six miles west from the city limits, on the Galena Division of the Chicago & Northwestern railway, and thirty minutes ride from the Wells street depot, is a part of an original tract of land purchased some four years ago, and subdivided for the establishment of a town. The eastern portion of this tract was vigorously pushed forward to development, by the Maywood Company, and a depot was built and called Maywood. In 1873, the western portion of said tract was platted and named Melrose, by the Melrose Company, and this was done for the purpose of establishing another depot, and also for securing additional resources for development, thereby affording to this beautiful suburban spot double advantages in eligibility and resources, and giving it a priority and force seldom equaled in any other subdivision. Under the influence brought to bear upon the Melrose tract, and from the strength derived from its mother town, Maywood, some fifty residences were built and occupied by their respective owners long before the Melrose depot building was finished, and even before the Company were ready to place their lots in market. Now the town presents an appearance, both of age and life, characteristic only of older places; and it has already a manufactory of steel car springs, employing a large force and doing a successful business. Melrose and Maywood are then, in reality, but one place, bordering upon the Desplaines river, and having the advantage of two depots instead of but one, thereby making their entire lands extremely eligible, and affording double resources for development in everything essential to a beautiful and inviting town.

Melrose is situated on a high table land, fifty-nine feet above the level of Lake Michigan, and twenty-five feet above the Desplaines river, into which it is easily drained. Its streets are all graded, and trees are planted, and the general appearance of the improvements would lead a stranger to suppose that they had been in existence for ten years. There are already at the two places three churches, one high school and one normal school, two hotels, one livery stable, three factories, lumber, brick, coal and wood yards, post-office, express office, drug store, meat market, ice house, dry goods and grocery stores, and shops of all kinds. Maywood Park

embraces a beautiful tract of land, bordering on the Desplaines river, and is beautifully diversified by uneven ground and native trees, has two artificial lakes, is provided with various kinds of amusement, has a music stand, rustic bridges and walks, and contains an observatory two hundred feet high, from the top of which may be seen an extent of territory for thirty miles' around, and which affords one of the finest views in the west.

Ovington avenue, running northwest from the Melrose depot, is one hundred feet wide; has a double row of maple trees on either side, and is the highest point of land for miles around. It is almost incredible to recognize these substantial improvements, made within the short time of four years, and still it is easily understood when we contemplate the desirability and accessibility of the spot on which they are located. The population now numbers three thousand; and the advantages offered in location and prices are making almost daily accessions to the numbers already there.

The Wells street depot, from which the hourly trains start for Melrose, is just across the bridge from the heavy business center, and is nearer the Court-house than any other depot. Furthermore, this is a double-track railroad; hence, trains run regularly, without delay on side-tracks for belated or passing trains.

The already populous towns of Austin, Ridgeland, Oak Park, River Forest, and Maywood, made up only of the families of merchants and business men of Chicago, give us the most select class of passengers, and make it to the railroad's interest to run early, frequent and late trains for the accommodation of all. The Railroad Company has also located the turn-table at Melrose, as the end of the line of hourly trains, and the fare is only thirteen and one-half cents. For those who keep their own conveyance, and wish to drive, there is a macadamized road, a continuation of Lake street, and passing through the beautiful towns of Austin, Ridgeland, Oak Park and River Forest—being the main road to Elgin, from Central Park to Melrose depot—making an elegant drive, of not over an hour's time from the Court-house.

There are excellent school and church advantages, and the high ridge on which Melrose is located, between the waters flowing east into Lake Michigan and west into the Mississippi river, affords a spot excelled by no other suburb for health and desirability. At Melrose and Maywood there is no funded debt and no local assessments, and the taxes are but a fraction on each lot; unlike the excessive burdens of our city taxation and special assessments.

The Melrose Company is located at 157 Washington street; and, by application to D. Knight Carter, who is an extensive land owner, maps and all needful information may be had.

ELMHURST.

On the Galena division of the Chicago & Northwestern railroad, about sixteen miles from the city, is situated the attractive village of Elmhurst, formerly known as Cottage Hill. It has shown a rapid development during the past two or three years, and gives promise of becoming one of the favorite resorts of city business men. The place bears an attractive rural appearance, and gives an impression of quiet ease and homelike comfort to all who visit it. The first substantial improvement was the erection, in 1858, by Mr. Thomas B. Bryan, of an elegant country seat. Located on the top of a hill, with a pleasant prospect, but one fault could be found with the spot he fixed upon for a home; it was devoid of tree or shrub of any kind. But Mr. Bryan quickly decided to help transform the scene and by means of transplanting a large number of all kinds of trees and evergreen shrubs, soon his homestead became a very Forest of Arden. The successful accomplishment of this feat of transplanting so great a number of large trees was the subject for much interesting discussion in the horticultural publications at that time.

Among other residences which have also been beautified in the same manner, are those of I. H. Lathrop and Seth Wadhams. Both of these places bear conclusive testimony to the practicability of transplanting full-grown trees. The principal residents at Elmhurst include the following: Lucian Hagans, John R. Case, George F. Rumsey, B. R. Cutler, Geo. M. Higginson, Mrs. Tibbatts, George Bates, J. R. Shipperd, C. Wade, G. Sawin, and others.

Lots are valued at from \$10 to \$15 per foot, according to location. They have a uniform depth of 264 feet. An acre lot on the main avenue is worth \$1,000 to \$1,500; and lands in the neighborhood outside the village sell at from \$75 to \$100 per acre. Things move along quietly in this suburb, and in keeping with its one great feature — that of its genuine rural character, undisturbed by town-like innovations. In this, it stands almost alone among Chicago's suburbs.

LOMBARD.

Lombard, formerly known as Babcock's Grove, is an incorporated village, twenty miles west of Chicago, on the Chicago & Northwestern railway. The original owners of the land on which the village stands, D. C. Ferguson, Isaac Claffin, N. Chapin, the Williams and Smith heirs, K. Mink, J. B. Hull and others, sold to Isaac Claffin and Josiah L. Lombard, most of the lands now included in the town plat. General Sweet and H. C. Childs platted a portion of the village. The original Babcock's Grove was known only as the Railway Station; and not until Mr. Lombard secured the lands and obtained an act of incorporation did the place grow to any extent.

The part laid out and built upon is mostly high rolling prairie, but to the west is the beautifully wooded grove owned by Messrs. J. Johnstone, Isaac Claffin, D. C.

Ferguson and Rufus Blanchard. This grove is also about to be platted as an addition to Lombard.

The inhabitants number about five hundred. There are in the village about sixty dwellings, one hotel, two stores, a school-house, two churches and a railway station.

In 1867, the land sold at \$100 per acre. At present lots of about half an acre sell at from \$250 to \$1,500.

The Ramble estate adjoining the suburb has recently been purchased by Mr. Jos. Johnston, who has erected a model homestead thereon, and intends this year to subdivide his lands and sell the lots for building purposes. This subdivision is known as West Lombard.

The residents of the village are mostly Chicago business men. The following are among the most prominent of the place: Messrs. N. Matson, N. S. Cushing, N. Chapin, D. C. Ferguson, W. F. Brewster, Isaac Claffin, Reade, Haines, W. L. Rogers, Jas. F. Claffin, Chas. F. Brewster, Rev. Mr. Phelps, Chas. Phelps, W. R. Plum, Jas. Kelly, S. K. Cromwell, Newell, J. B. Hull, S. Churchill, D. Sheahan, J. Snyder, Gen. Sweet, Capt. Blake, R. L. Miller, and Messrs. Ballou, Long, Wrisley, Leroy, Northrop, Potter, Gregory and Barnard.

The buildings projected for the coming season promise well for the prosperity of the suburb. At West Lombard, Edson P. Albee has a beautiful homestead. The place is remarkable for its healthfulness, being built partly on high land, and partly in a most beautiful grove, about one-half mile east of the DuPage river.

DANBY.

This fine old village is situated on the Galena Division of the Chicago & Northwestern railway, 22½ miles from Chicago, on the skirts of a fine belt of timber land, which forms a crescent about it. The ground is high and rolling, the place being situated on two wooded ridges, with a deep glen between them. It was settled many years ago by people from New England, who brought to bear upon it the intelligence and steady, industrious habits characteristic of themselves. At the date of its settlement Chicago was but a small village. Danby now numbers 500 inhabitants, and has lately received new impetus from the hegira of city residents, who flock to the suburbs to avoid the high rates of rent and living charged in the city.

In the center of the glen stands a neat church edifice, and above it, on the ridge, is an excellent school-house. Delightful building sites can be secured at from \$100 to \$500 per acre, according to their proximity to the depot. Fourteen trains, running on a time-table adapted to the wants of city workers, call daily at the station, and the commutation rates are fixed at a figure liberally discounting the regular rates of fare. The running time between Chicago and the station at Danby is fifty-three minutes. The farming country about the place sends more produce to this depot for transfer to Chicago than is forwarded from any other point east of the Fox river.

Mr. W. C. Newton, whose father, Dr. L. R. Newton, was the oldest settler and the largest landholder in the place, and to whom these estates fell, will erect a residence, next summer, which will cost \$5,000. Messrs. Hicks, Fennemore, John

Walls, Dr. Tongue and others, will also improve their home sites by building handsome houses in the spring. Mr. H. W. Phillips is engaged in adding to his excellent improvements already completed. Col. James H. Meyers is busy with his scheme for constructing a mammoth henery—the first of its kind near Chicago—and has sent to Europe for his plans. Messrs. Emmans & Morrison are engaged in re-constructing the Danby House for business purposes. Mr. Miles Allen's house, at the corner of Pennsylvania avenue and Main street, is surrounded by very tastefully laid out grounds. Mr. James Ward has a substantial brick residence and handsome grounds. Mr. W. H. Jacobs has finished an elegant cottage near his residence, which is of the same class of architecture. Mr. L. C. Cooper is putting up a neat gothic residence on the edge of the grove; and Mr. Hicks will shortly build a new wagon manufactory and residence. Mr. W. L. Emmans, a merchant of the place, has one of the prettiest homes in the village. Messrs. Fennemore, Churchill and Cox are about to erect handsome dwellings. Messrs. W. H. and M. H. Wagner each have attractive residences fronting south on Pennsylvania avenue. Mr. F. B. Angel has a cozy homestead, embowered in evergreens and shrubbery, just south of the depot.

Opposite the church, on Main street, is the residence of Mr. C. A. Phillips, real estate dealer, of Chicago. He has made a subdivision near the station, and offers fine inducements to those who purchase with a view of actual settlement and improvement.

Mr. J. S. Dodge has just finished and is about to occupy a two-story residence; and the Postmaster, Mr. J. H. McChesney, has completed and occupies a large and attractive residence.

HUMBOLDT.

This village, four miles from the Court-house, is destined, under the vigorous management of Mr. Henry Greenebaum, the leading German banker of Chicago; and Mr. Chas. Proebsting, President of the Humboldt Park Residence Association, to take rank among our leading suburbs at an early day. An excellent artesian well is sunk, and a beautiful and extensive park about completed.

The place had its origin in the operations of the Association, commenced in 1872, by the purchase of forty acres in section 1, 39, 13, for \$180,000. The tract was originally owned by Alexander White, who, in 1855, paid the Canal Trustees \$1,080 for it. It was sold for \$60,000, cash, in 1870; and in two months thereafter to F. Arnold & Co., for \$100,000. The Association purchased of these last named parties. It was disposed of to the members, in lots, for \$500 each, in the following manner: An auction was called for, choice of localities and premiums were paid for, one-half of the lots amounting to an aggregate sum which, when equally divided, reduced the cost to the Association from \$500 to \$350 for each lot. This saving is applied to reducing yearly payments.

The above described property is the first series in the division of lands. The Association has 1,200 feet front on Humboldt Park. The second series lies north of the park, between Humboldt boulevard and California avenue, and contains

about twenty acres. The manner of distributing the lots is similar to that followed with the first series. The lots belonging to members of the Association now range in value from \$40 to \$70 per front foot. Humboldt station is situated in the second series, on the Chicago & Pacific railroad, and has four passenger trains each day. An effort will be made to annex the second series to the city, next spring. This lies just beyond the northern limits now, and ought to be incorporated within the city. The inhabitants are anxious to have the gas and water improvements, and will pay for them cheerfully.

KELVYN GROVE.

Kelvyn Grove embraces an area of something over seven hundred acres of land, in sections 27, 28 and 33, township 40, range 14, and is located about four miles from the center of the city, being only half a mile from the western city limits.

A large portion of the property has been recently platted by the owner, Hon. S. S. Hayes. Most of it is high ground, lying from twenty-five to eighty feet above the water level. The surface is agreeably diversified with native groves. The aspect of the place is picturesque and attractive, and the plan of subdivision the result of great skill and study. The main feature of this plan is a boulevard, two hundred feet in width, extending for three miles through the property; and every alternate street is one hundred feet wide, with a building line thirty feet from each side. The lots are large, and of unusual depth, and will be continually beautified from the extensive nurseries owned by Mr. Hayes, and in which he has over one hundred thousand trees of choice varieties.

Kelvyn Grove has the advantage of three railways to the city—the Chicago & Pacific, Milwaukee & St. Paul, and the Chicago & Northwestern roads, on all of which trains will be run at favorable rates and hours. It can also be reached by carriages from the city over several pleasant drives: Humboldt boulevard, Grand avenue, and other improved streets.

For some time past, several Scotch families have resided on a portion of the land, and gave it the name of Kelvyn Grove. Mr. Hayes adopted this name for the whole suburb when he laid out the plat.

Five thousand trees have already been set out in regular and beautiful order along the lines of the streets, and on the lots. A considerable number of important improvements are projected, in addition to those completed. Among them will be the erection of two churches by Mr. Hayes, and a school-house; the setting out of additional shade trees, and the laying out and graveling of streets. When all this is done, and the lots put upon the market, doubtless the new settlement will attract a great deal of attention, and be speedily filled up with the homes of a high-toned population, such as the place is likely to attract thither.

The price of lots will be from \$15 to \$20 per front foot, and very favorable terms will be given to those who purchase to build. Mr. Hayes has owned the tract for many years, and will put it upon the market this winter.

PACIFIC.

The plat of this place was made but recently, and as yet there is but little growth to be noticed. It has a very advantageous location, only one mile west of Humboldt Park, and contiguous to the thriving settlements which have sprung up like magic around that splendid improvement. With the suburban trains passing through the plat, will soon come a population which will place it far in advance of its present status of development. Messrs. Warren, Keeney & Co., Judge Gookins, and J. F. Sinclair & Co., have abundant confidence in the early and rapid settlement of the plat, and to this end, have, at a large outlay, opened up streets, planted trees, sunk an artesian well, and built a handsome depot. The present area of the place is 160 acres, and the lots and blocks are held at prices which can hardly fail to take.

GALEWOOD.

In the year 1838, Abram Gale bought at a nominal price 320 acres of land, being the southeast quarter of section 31, 40, 13, and the southwest quarter of section 32, 40, 13. It was cultivated as a farm until last year, when the Chicago & Pacific railway decided to run through its borders, and then Mr. Gale sold that road a half interest in the property. It was immediately subdivided and christened Galewood in honor of its old landlord, and in consonance with the character of the land, which lies in the midst of a fine grove, sixty to eighty feet above, and overlooking Lake Michigan.

The plat is situated only two and one-half miles from the city limits, and has many natural and added attractions about it which commend it to public favor.

Among the improvements completed are two fine houses, erected and owned by Mr. Gale, which cost respectively \$4,000 and \$8,000. Mr. C. P. Kellogg, of the firm of C. P. Kellogg & Co., wholesale clothiers, is erecting a first-class residence at a cost of \$25,000. He will improve his spacious grounds in a way to correspond with the style of the house. With his homestead he has enclosed an eighty-acre tract which he recently purchased. Mr. Gale is realizing from \$5 to \$25 per foot for lots on his property. A neat station is erected, and all trains stop for passengers.

MONT CLARE,

Situated nine miles from the Court-house, on the Chicago & Pacific railroad, is seventy-one feet above the lake. Its prospects of becoming a new suburban town is flattering. An old Galena gentleman, Judge I. K. Platt, now doing business in this city, has in process of erection a fine residence, and talks in the most sanguine way about the rush of neighbors that he expects to see flocking around him in the course of a few years.

Messrs. Snyder & Lee, the well-known real estate men, whose office is in the Nixon Block, have taken a heavy interest in this suburb, and are men of sufficient means and enterprise to push it through to success. The prospected improvements to be made before next spring, so that the property may come fairly on the market, include the planting of shade trees, the grading of streets, and the erection of a nice brick depot. The land is naturally rolling, and offers an excellent location for a suburban town.

Lots are selling at from \$250 to \$500 to parties who will build. The original price paid on the 178 acres included in the plat was \$1,000 an acre.

Mrs. Sayers is about building a handsome residence, and before winter closes in, it is expected there will be three or four other houses erected.

RIVER PARK.

River Park, one of the newest of Chicago's suburbs, and one of the promising series, situated on the line of the Chicago & Pacific railroad, lies 12 miles from the Court-house, and 6 miles from the city limits. It bears the same relation of distance and position to the northern part of the city that Riverside does to the southern.

The land from which the village plat of River Park has been carved is a part of Laframboise Reservation, a division of territory granted to Claude Laframboise in the treaty of 1829. It was through that treaty that the United States obtained the title from the Indians of a very large part of what is now Northern Illinois. These lands were granted by the various tribes only on condition that certain choice tracts should be reserved to various chiefs and others, and of those tracts this reservation was one. Laframboise long ago journeyed toward the setting sun, along with the tribes whose blood had mingled with that of his French ancestors, but many of the grand old trees on his reservation have been spared from the woodman's axe, so that the natural beauty of the place which attracted the first *quasi* civilized owner is preserved for the use and delight of those who are succeeding him.

The river at this point flows with a gentle but decided current, between banks that rise, sometimes gradually and sometimes abruptly, to the height of fully 20 feet on either side. On the east, for over half a mile from the river, stretches the forest; while to the west, after leaving the timber that skirts the banks, is a high and undulating prairie, broken by ravines running at right angles with the river, and serving the double purpose of giving beauty to the landscape and affording a thorough and rapid drainage to the town.

To beautify those portions of the town not already furnished with ample shade, nearly 6,000 forest trees, of the best varieties, have been planted. They include elm, maple, walnut, ash, birch, willow, poplar, and wild cherry, and are so placed as to give a distinctive character to each street and avenue, which is therefore named after the kind of tree composing the street line of each.

River Park can also justly assert its title to its name in that it has two public parks, one of five acres surrounding the railway station, and one of twenty acres of most beautiful land, lying on both sides of the river, and extending entirely through the town from north to south. The river meanders irregularly through it, and the

banks, sometimes abrupt and sometimes sloping, and broken by the ravines of which we have spoken, furnish greater natural advantages for the art of the landscape gardener than almost any other locality in our entire system of suburbs. In this park, also, are some of the largest trees, noble elms, 10 feet in circumference, which must have stood for at least 200 years. It is also proposed to put down three artesian wells in the two parks, the flow of which turned into the meandering ravines will be so managed as to form beautiful little cascades as it runs through the ravines to the river. These wells ought to discharge not less than two million gallons of water per day, which, with proper appliances, will raise the summer level of the river not less than three feet, and this, added to the natural current, will make the Desplaines—if indeed anything were needed to that end—a most delightful and romantic stream.

Another point of attraction enjoyed by River Park is the splendid river drive. This is a hard and excellent road extending through the skirting trees for miles both above and below the town, on the west bank of the river. Passing sometimes on the edge of a perpendicular bank 20 feet above the water, and sometimes separated from the river by woods and grassy mounds, and frequently crossing romantic little ravines filled with trees, among which the rabbit and the squirrel hide, this drive furnishes a delightful relaxation from the heat and cares of the city.

River Park is also worthy of note on account of the altitude of its site, being 48½ feet above the level of Lake Michigan,—an altitude scarcely excelled anywhere within the same distance from Chicago, perhaps Norwood Park and Mont Clare being the only exceptions, while all our other suburbs are nearer the level upon which the city stands. The quality of the soil also is very fertile, thus enabling dwellers to at once enjoy the cultivation of flowers and shrubbery without the trouble and expense of creating the necessary richness of soil.

The original plat of River Park consists of 300 acres, which was purchased by Messrs. Sayles & Walker, real estate dealers, in June, 1872, at an average of \$240 per acre. These gentlemen, recognizing the demand for larger lots than are found in many other suburbs, have subdivided their property into lots 50x200 feet, which they are selling at from \$200 to \$500 each, with special prices and terms to parties who agree to build and thus aid in developing the town. For instance, they have just sold a block of 22 lots, at a discount from these figures, to a party who binds himself to erect a store costing \$2,000, and to stock the same, and two houses costing \$2,000 each. The store was to be erected by Nov. 1, and the houses to be built within one year from September 1st. To parties who are willing to contribute to the general prosperity, opportunity is here given to realize a large advance upon a certain amount of property in addition to the lots such parties are required to improve. In this way, everybody living at River Park has a co-interest with the proprietors in building up and beautifying the place; the great natural attractions of which, taken in connection with its accessibility and nearness to the city, and the unparalleled cheapness at which the lots are sold, commend it to the admiration of all.

OTHER SUBURBS ON THE CHICAGO & PACIFIC RAILROAD.

A number of other points than those above noted on the line of the Chicago & Pacific railroad are coming into notice, and will receive brief attention, as follows:

ALMIRA lies but half a mile west of Humboldt, and partakes, of course, of all the benefit of the park improvement. It is the second suburban station on the road, and is but a few minutes ride from business. The parties having the land in charge will expend the full amount required to develop all the advantages of the place.

TIOGA has been recently platted, and already has a number of building improvements, including a good store. A post-office is established, and an extensive lumber yard has been started.

SALT CREEK boasts of a cheese factory, doing a good business. A few other good, substantial improvements are also consummated at this station.

ITASKA also has a cheese factory, and is being rapidly settled. A coal and lumber yard is in operation.

At **BARTLETT**, a neck-yoke manufactory is in operation, and doing a good trade.

ROELLE is twenty-four miles from the city, and forms the center of a good agricultural district, with four small villages located off the road, named **BLOOMINGDALE**, **SHAUMBURG**, **ELK GROVE** and **ADDISON**. The people of this locality are all well-to-do farmers, and make Roselle their market town. Lumber and coal yards are established; and a grist-mill, store, wagon and blacksmith shop are in operation. A large tract (1,000 acres) is being platted into lots, and an artesian well is being put in. The town is on a rolling prairie, interspersed with native groves. It is a delightful locality, and its future prosperity is assured. There are now eight cheese factories within a few miles of this place, which are shipping their product to Chicago. Numerous streams, fed by springs, traverse this part of the country; excellent pasturage is found there, and it is admirably adapted to agriculture and stock raising. The dairy interest is becoming an important source of revenue.

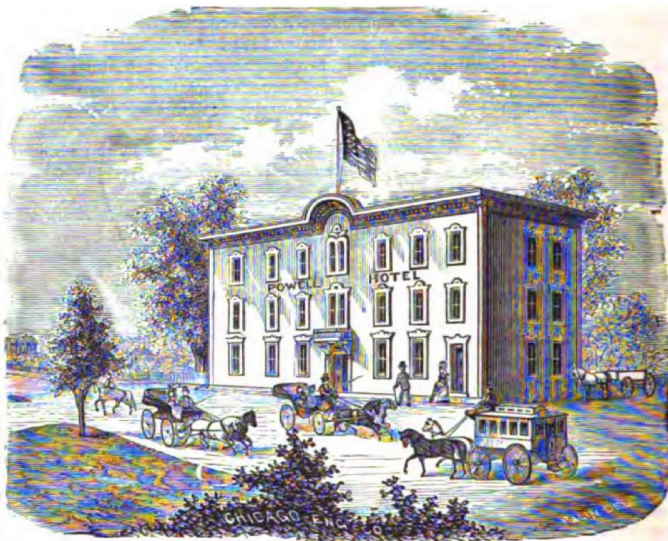
A hotel, post-office, several stores, hay-press, wagon-shop, and a number of dwellings, constitute the improvements thus far at Roselle.

SPAULDING, **HAMMOND**, **ONTARIO**, **MEACHAM**, **WINDSOR** and **ORRISON** are at present merely stations without development.

MAPLEWOOD.

In 1838, the one hundred and sixty acres, being the southeast quarter of section 25, 40, 13, was bought for \$200 by Maria Adams. She sold the west half of it in the same year to John C. Dodge and Henry Tucker, for \$200. This half was again sold in 1844, to Samuel B. White, for \$2,356.52. Mr. White sold it to Wing & Farlin, in February, 1869, for \$52,352.83. They subdivided it, named it Maplewood, and began immediately the sale of lots. They are realizing from \$400 to

\$1,000 per lot, according to difference in locality with reference to the boulevard. The first sales brought \$250 per lot. They have improved the property by setting out elm and maple trees on all the lots, and have all along advanced money to parties who desired to build. Since the land was placed on the market four hundred lots have been sold, and some thirty houses, costing from \$2,000 to \$6,500 each.



POWELL HOUSE.

have been finished. Most of them are in modern Gothic. L. C. Welch, architect; David A. Cashman, printer; and M. J. Whitman, insurance agent, own three of the finest houses in the place. An artesian well 700 feet deep and flowing 350 gallons of water per minute, was sunk on the boulevard by the Park Commissioners and Messrs. Wing & Farlin, jointly. It stands about in the center of Maplewood. A store and a Post-office have been opened in the town, and business is thriving in both. They are located on Hoffman avenue.

Maplewood is located on the Wisconsin Division of the Chicago & Northwestern railroad, only four miles from the Court-house. The ride is fifteen minutes each way, and the commutation fare only 6½ cents, or \$48 per year. Nine trains stop each day at the depot, affording as frequent access as the present number of the population requires. The place adjoins the old city limits, Western avenue, and the improvements in gas and water privileges, grading and curbing of streets, etc.

will soon reach its vicinity. The natural effect of this will be a rapid enhancement of values and consequent activity in making improvements and building up the place.

The Powell estate is located between the city limits and Maplewood, and consists of seventy-five acres, lying between Milwaukee and Fullerton avenues, north and south, and Hoffman and Western avenues, east and west, in the angle of the northern and eastern extensions of Humboldt boulevard, from which it is distant one-fourth of a mile south and one-half of a mile east.



RESIDENCE OF W. H. POWELL.

It is a part of one hundred and sixty acres entered, in 1832, by G. M. Powell under patent from the United States Government. Immediately after Mr. P. received his title he erected an inn on the property for the accommodation of travelers "coming to town" from the northwest, in which direction most of the rural people near the city lived at that day. The old Powell house stood as one of the old landmarks of Chicago's cradle-days until about two years ago, at which time it was razed to make room for the present handsome hostelry which stands in its place on the south side of the tract.

The Powell house of the present stands at the corner of Milwaukee and Armitage avenues. It was erected at a cost of \$15,000 and, as will be seen by our illustration, is a neat and commodious structure, and a credit to its locality. In 1850, Mr. Powell sold fifty-three acres to James Morgan for \$15 per acre, which Mr. M.

subsequently sold out at different periods, realizing an average consideration of \$500 per acre. The tract is now worth \$5,000 per acre. In 1851 Mr. Powell died, leaving 107 acres to his heirs. Afterwards, in 1856, a guardian's auction sale was held, and forty-three acres transferred at an average price of \$200 per acre. It is now worth \$4,000 per acre. The Powell brothers, children of G. M. Powell, now hold sixty-three acres of the original tract above described. They subdivided it three years ago, and began the sale of lots at \$12 per front foot. The figures now asked is \$30 per foot, with liberal inducements to builders.

The omnibuses running on Milwaukee avenue every five minutes have their terminus at the Powell house. This gives superior means of access to the property. The land lies forty feet higher than the lake level, and has natural groves of cottonwood upon it. The soil is a black loam three feet deep, under which lies a gravel bed of the same depth, affording excellent drainage, and giving good cellarage. Water in abundance is obtained at depths of from sixteen to twenty feet.

The blocks are all surrounded with good fences and rows of planted trees, and a large amount of sidewalks is being put down. The settlement on and around the property consists mostly of Americans. A few wealthy Germans have substantial houses on pretty lots, and, in fact, most of the people are in good circumstances and have homes of a like character.

The residence illustrated, belonging to one of the Powell brothers, is a first-class frame structure costing \$8,000, located on Western avenue on a five-acre lot, which is covered with fruit and shade trees. Mr. P. sells from 500 to 600 bushels of cherries from his trees every year. The land and improvements are held worth \$100,000; an offer of \$75,000 was recently refused by Mr. Powell.

Among the persons having the most prominent improvements on their property are Samuel Smith, F. Hunneman, Frank Bals, J. Ralf, E. Frederick, John Austin, Geo. Kline, P. P. Powell and others. The proprietors built, last year, on Hoffman avenue, four Gothic houses, and sold them all before they were completed, obtaining the full value set upon them. A number of parties are under contract to build in the spring of 1874. A good, brick school-house is being built, and will be completed in a few months at a cost of \$15,000.

The reader will conclude from the above facts that the locality possesses many advantages not common to all our vicinage. Its nearness to business is a decided desideratum.

IRVING PARK.

Irving Park, situated on the Wisconsin Division of the Northwestern railway, two miles north of the city limits, ranks very high among Chicago's suburbs, both with respect to the natural advantages of its site, and the extent and character of the improvements already achieved.

The location may be more exactly specified as being in the south half of section 15, and the north half of section 22, in the township of Jefferson, and seven miles from the Court-house of Chicago, either via the Northwestern road, or via Milwaukee avenue.

The impression which the visitor to Irving Park receives, on landing at the sta-

tion of the Northwestern road, is an exceedingly pleasant one—most assuredly not derived from the station building itself, or its surroundings, which are, like most of those belonging to this road, mean and meagre. Standing upon the platform of the station, however, he takes in at a glance of the eye some sixty houses of unexceptionably neat pattern, and almost endless variety. The most conspicuous are those of Mr. Charles T. Race, father of Mr. Richard T. Race, the active manager of the enterprise; and that of the heirs of J. S. Brown, one of the early proprietors, who died lately. Both these houses are of large size, of the Italian villa style of architecture, and, as to material, of red brick. The cost of the Race mansion, with the very elaborate ground improvements now going forward, is about \$20,000; that of the Brown mansion, about \$15,000, the grounds being still comparatively unimproved.

Both these elegant dwellings front south on Irving Park boulevard, a splendid avenue, running from the lake shore drive, at Graceland cemetery, to the Milwaukee plank road, a much frequented thoroughfare just west of Irving Park. On this boulevard also front the residences of Mr. Stephen A. Race (a \$12,000 structure, of brick now being finished) Mr. Jacob M. Hepp (an ornate and capacious frame house, costing \$10,000, recently completed), Dr. A. E. Brown, Mr. H. J. Edwards, and others.

The principal thoroughfare, next to the boulevard, is Irving avenue, which runs north and south, dividing the original subdivision into equal segments. On this, north of the boulevard, stands a handsome Gothic church, roomy and well furnished, and costing \$10,000; denomination doubtful—the American Reformed church having furnished the most of the money to build the edifice, but having as yet no nucleus of a denominational organization, though the Rev. Mr. Gulick, of that sect, ministers with entire acceptability. Nearly opposite the church is a fine frame house, owned by J. R. Wheeler, a non-resident. South of the boulevard, on Irving avenue, are seven houses, fronting east, belonging respectively to Maj. Willis, Custom-house Auditor; Mr. S. M. Greene, Mr. J. M. Fleming, Mr. Wilson, Mr. Frank Nevens, Mr. Bronson, and Mr. Chamberlain; and averaging about \$3,500 each, in cost, all built within twelve months' time. The finest of them is the residence of Mr. J. M. Fleming, superintendent of Field, Leiter & Co.'s handsome retail store. Nearly all this row, extending two long squares, are built after plans by Mr. H. Rehwoldt, who is a citizen of Irving Park, and who has been uncommonly successful as a designer of dwelling-houses for this meridian. The house of Mr. Chamberlain, one of the series named, has been ordered in duplicate several times for other places since its construction.

On St. Charles avenue are a dozen or more tasteful and, in some cases, expensive structures. The most picturesque of them is the dwelling of Mr. A. J. Nowlan; a frame structure, in the pointed style, with showy tower and verandas. There are also on this street the residences of Dr. C. S. Whittlesey, D. S. Pride, Esq., Mr. Patching, Mr. Hull, Mr. Pearson (who owns two new octagon front bricks), and Mr. F. F. Browne, editor of the "Lakeside Monthly;" none of which cost less than \$3,000. Other noticeable structures are the houses of Mr. Washington Dewey, Mr. Geo. Jones, Mr. Alfred Osborne, Mr. H. Rehwoldt (a well built but homely brick affair, the external style of which seems to suggest that the owner was busy with a job somewhere else when the plan was prepared), Mr. Robert Champlin, Mr. Fox,

S. M. Davis, Esq., Mr. W. S. Warren, Mr. J. S. Quigg, Mr. Miles, Mr. Compton, Mr. A. Paige, and others.

The principal advantages offered by Irving Park are, first, such proximity to the city as to afford quick transit, cheap fares, and an entirely practicable resort to horse-and-buggy or carriage transportation, or even walking if necessary; second, good drainage into the North Branch (at this point a clear running stream), a mile and a half east; third, the Chicago, Milwaukee & St. Paul as an alternative railroad, offering first class accommodation, and landing passengers in the heart of the residence quarter; and fourth, and perhaps chiefly, a copious supply of artesian well water, furnished in pipes to all householders, and flowing in sufficient volume (300,000 gallons per day,) to supply a population of 5,000, or double that number if fountains, and other like "extras" are dispensed with. These advantages, coupled with a remarkably pushing policy, have enabled the Races and those associated with them, to populate their village with surprising rapidity and enormous profit to themselves, within the short period of four years, one of which was seriously cut into by the great conflagration. Some estimate of the profits may be formed from the fact that the average cost of each acre in 1869 is now being got back six times over, in every lot 50x150 odd feet sold by the proprietors.

Here is the history of the enterprise in a nut shell. The ground which now constitutes the village plat was bought as follows: 160 acres of it in 1869, by C. T. Race, from one Noble, an old settler, who, having paid \$2.50 per acre for it in 1833, thought \$135 per acre as large a price as he could ask and still have a hope of heaven; 100 acres by R. T. Race from John Gray, in the same year, at \$325 per acre; and 140 acres more by A. E. Brown and others at prices varying from \$500 to \$1,000 per acre. The first year, lots were sold at \$10 per foot, with the understanding that the buyer should build. From that they gradually rose until now boulevard lots command \$40 per front foot, and the east fronts on other choice streets \$35 per foot. The plan followed by the proprietors of affording aid to parties who will build, enable them to push off many more lots than they otherwise would sell, and usually to get ten per cent. interest on the capital thus invested.

Mr. Benj. Lombard purchased sixty lots, located around the lower depot, eighteen months ago, selecting them from the best sites for business and other purposes. He has realized on the forty lots since sold from \$30 to \$50 per front foot; the lots which brought the highest figures being business property adjacent to the station. He paid \$20 per foot for his interest in exchange for the old Lombard block.

The northwest quarter of the southwest quarter of section 15, being a portion of the Irving Park plat, was bought by Chas. Dickinson, a number of years ago, for \$100 per acre. In 1872, he sold his interest at from \$4,000 to \$5,000 per acre.

The first addition to Irving Park was made by James Baxter in 1869. His interest was twenty acres in section 15, 40, 13. One-half of this has been sold at a profit of 400 per cent., and the balance of the property has increased much more since the erection, only two blocks distant from it, of a depot building by the Chicago & Milwaukee railroad company.

Railroad fares to Irving Park are \$7.20 per hundred and \$3.50 per thirty rides (the latter transferable within the family), and \$35 per year. These rates are offered by both the roads running to Irving Park, which, between them, furnish seven trains each way per day stopping at this station.

GRAYLAND

Adjoins Irving Park on the southwest, and is situated near the center of the town of Jefferson, on the line of the Chicago, Milwaukee & St. Paul railroad. The subdivision was made in the spring of 1873, and was originally the extensive farm of Mr. John Gray, and hence the subdivision was christened Grayland. The tract is well situated, and is high and healthful, and has the advantage of a station on the Chicago, Milwaukee & St. Paul railroad, whose policy in passenger traffic is more liberal than that of the majority of the railroads leading from the city. The commutation rate on this road is an almost perfect arrangement, there being ten, twenty and thirty-ride tickets, besides the usual hundred-ride and transferable family tickets. The Chicago & Northwestern railroad Cut-off crosses the Chicago, Milwaukee & St. Paul railroad, at a point a few hundred feet northwest of Grayland station. The Company has decided to put on suburban trains which will make, at least, four trips a day. This railroad corporation has spared no expense in perfecting the road. It is laid with steel rails, and is handsomely graded. The rolling stock is all new and first class in every respect.

Another advantageous mode of transit between the city and Grayland, is by the Milwaukee plank-road, a splendid drive, which passes directly through the subdivision. It is highly convenient for farmers living beyond. A resident of Grayland is, by this means, enabled to purchase anything which is usually furnished by farmers, as hundreds of wagon loads of provisions, etc., pass along the plank-road every day.

An artesian well, now completed, supplies the entire subdivision with water. Pipes are being laid throughout the town, and as fast as houses are erected, water is conveyed to the premises.

The station has a telegraph office and operator, which is a convenience rarely met with in small places. The subdivision is yet new, still with the bright prospects now before it, the place must soon become populous.

The suburb is three and a quarter miles from the city limits. Land values have largely advanced during the past five years, as the following citations indicate: Acre property was sold five years ago at \$100 per acre; three years afterwards, \$700 per acre was obtained, and recently \$20 per foot was refused, thus showing that land at that point is continually appreciating in value.

About \$30,000 worth of improvements were made during the summer of last year. They are of a character that will tend to attract first-class inhabitants.

Mr. John Gray is building an excellent residence, two stories and French roof, besides basement, in height, which will cost upward of \$20,000. It is constructed of brick, and is elaborately finished, and supplied with all modern appliances. The grounds about the mansion are to be highly ornamented, and will be in perfect keeping with the manifold beauties of the surroundings.

MONTROSE.

This place is located at the junction of the Chicago, Milwaukee & St. Paul with two branches of the Chicago & Northwestern railroad, in the town of Jefferson. It is distant from the Court-house eight miles, in a north-west direction. The railways



MAP OF MONTROSE, SHOWING DISTANCE FROM COURT-HOUSE.

have each a depot erected, at different points. Water is had in abundance from artesian wells sunk in different places.

The suburb is one of the pleasantest, nearest and most accessible about the city. To show how these advantages have been appreciated, some facts connected with its history are mentioned.

Eighty acres of the plat now embraced in Montrose was purchased by Dr. Gibbs, twenty years ago, from its first proprietor, a Mr. Kippe, for \$800. The doctor, after owning it nineteen years, sold to J. F. Eberhardt, at \$75 per acre. Three years later, Mr. John Souerby purchased it for \$325 per acre and sold, immediately after the purchase, an undivided three-quarter interest, to a company of non-residents, for \$24,000, and has recently transferred ten acres of the remainder to Messrs. Reynolds and Warren, for \$17,000. This leaves ten acres still under his ownership.

Mr. Joseph Liebenstein has forty acres on the west side of the place, extending along Forest and Sherman avenues and Montrose boulevard, which were purchased by Theobald Maurer, at an early date, at \$3 per acre. He sold to Mr. Liebenstein for \$26 per acre, about nineteen years ago. The latter gentleman is now selling lots at from \$20 to \$25 per foot, or from \$6,500 to \$10,000 per acre. There are several good houses erected upon Mr. Liebenstein's subdivision. One of the depots stands in the center of it, and another only a few rods away from its south border.

The Benjamin Lombard interest is the west one-half of the southwest quarter of section 15, 40, 13, running north from Irving Park boulevard to Montrose boulevard, and along the east side of Jefferson avenue. All the streets are graded, and the lots surrounded with trees and two-inch dressed plank sidewalk. Twenty-three houses are built upon it, costing from \$1,800 to \$3,500 each. A large sewer put in on Lombard avenue gives perfect drainage to the tract. A contract is now closed for the erection, in the spring of '74, of thirty-six new houses. A good church and school-house stand on this interest. This tract last described is a part of eighty acres purchased in 1855, by Timothy Fay, for \$5,000. Including the sale to Mr. Lombard, the sum realized on this tract, thus far, is about \$125,000. Lots in Lombard's subdivision sell now at from \$20 to \$30 per foot.

In 1869, Mr. F. D. Cossett purchased eighty acres lying east of the railroads. This is subdivided, and realizes from \$20 to \$25 per foot. An excellent artesian well is situated on this tract. Montrose is only twenty-eight minutes ride from the city, and commutation rates are seven cents and a fraction per ride, or at a less rate by the year.

JEFFERSON.

Jefferson is located on Milwaukee avenue, eight miles from the Court-house, on the Northwestern railroad. In 1855, Mr. D. L. Roberts, the owner of the lands, laid out and recorded a map of the village of Jefferson. Its settlement was active, and nearly fifty dwellings were erected at that time. Mr. Roberts died shortly after, and his heirs having held the property until 1868, Mr. D. W. Eldred made a purchase of the interest lying east of the railroad, amounting to 154 acres. In the two succeeding years, this tract was re-subdivided into lots of 25 feet and 50 feet frontage, and of 125 to 160 feet depth. The streets are all graded, and have shade trees set and sidewalks laid. The village being 70 feet higher than the level of the lake, the drainage is perfect. Fine views of the surrounding country are obtained from all portions of the tract.

The population of Jefferson is about 800 persons, and nearly all the trades and professions are represented. There are two taverns, two dry-goods stores, a drug store, markets and other business improvements in operation. A pleasant church has been erected by Congregationalists, and two schools are provided. Among the principal residents of this suburb are Clark Roberts, Deacon Dunning, Dr. Farnsworth, Jas. D. Mattison, Joel Ellis, Chas. Peters, T. Shultz, D. N. Kelsey, D. L. Perry, N. E. Davison, R. P. Williams and D. W. Eldred.

The price of land in Jefferson has shown a steady advance. Mr. Eldred paid \$100 an acre in 1868 for his purchase. Recently 100 feet of this have been sold at \$30 per foot. The place is more a market town for the surrounding agricultural population than a suburb of Chicago; though the latter function is rapidly gaining upon the former.

NORWOOD PARK

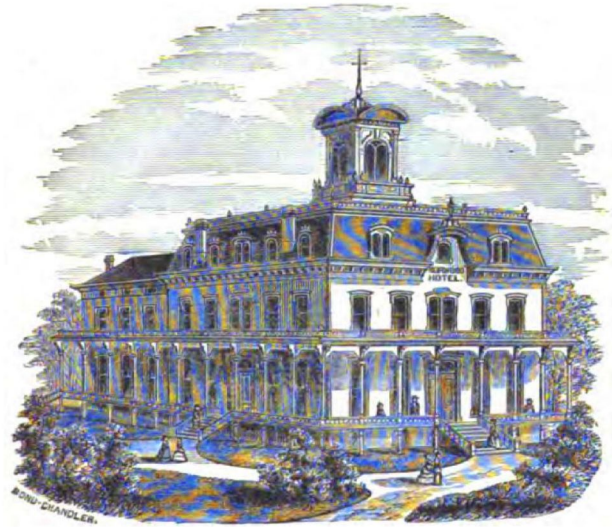
Is located about eleven miles from the city, on the Wisconsin Division of the Chicago & Northwestern railroad. It contains about 860 acres of land, subdivided in the year 1860, by a company composed of Chicago gentlemen known as the "Norwood Park Land and Building Association." This Company had the exclusive control of the place for three or four years, during which time many improvements were made.

The work accomplished while the village was under the jurisdiction of the Company alluded to consisted of laying out and perfecting streets, constructing sidewalks, planting shade trees and building houses. It was managed by a board of trustees, composed of John F. Eberhardt, Jas. E. Tyler and George Field. This Board was compelled, by agreement, to build twenty houses, which they did; and from the time of the completion of these dwellings the success of the place was substantially established. The property was placed in the hands of many different agents; the agency of Mr. L. Hodges proving the most effectual, he having transferred more of the property than any of the others. The suburb has become popular with suburban buyers, by reason of the excellent improvements already consummated, the eligibility of the lands, and the healthfulness of the locality. The plat is a beautiful ridge of considerable elevation, and overlooks many miles of country. The consequent gradual slope from the apex furnishes a perfect drainage. The plan of subdivision is tasty and pleasing, and is the result of a careful study of the topography of the land. The streets are laid out both rectangular and curvilinear—the idea being to provide the most pleasant residence sites for parties who are able to build handsome mansions upon them, and add the appliances of art and taste to the natural attractiveness of their grounds.

At the time of purchase, the price paid was from \$100 to \$125 per acre. The land is now being sold at from \$10 to \$35 per front foot, or from \$2,500 to \$8,750 per acre. In the plan, a number of fine parks are laid out, and form an important and attractive feature of the place. One of these, five acres in area, is situated on West Circle avenue and Colfax place; a second, of the same extent, on Myrtle avenue and Grant place; another in a circular form, 400 feet in diameter, in

the center of which is the neat depot building; and another around the elegant hotel building illustrated with this article. All these parks have been made the objects of considerable outlay, and are handsome in plan, and in improvements made upon them.

The hotel was erected by the Association at an expense of \$10,000. The grounds about it are very handsomely improved. The structure is supplied with water in abundance and of excellent quality by the artesian well sunk for that purpose.



NORWOOD PARK HOTEL.

The American Reformed Society has a \$10,000 church edifice on Mulberry avenue, and the Baptist congregation have a handsome building, which cost \$2,000, on the corner of Vine and West Circle avenues. These churches are certainly of a better class than those generally found in suburbs of so recent an origin.

At the corner of Walnut and Chestnut streets stands a good brick school-house, with accommodation for 150 scholars.

The building improvements are at present situated almost entirely on the south side of the railroad track, though the north side is equally as eligible, and a company has been formed, with an authorized capital of \$100,000, for the purpose of improving this portion of the town plat. The officers are John F. Eberhardt, President; C. J. Corse, Secretary; and George Dunlap, Treasurer. Their title is the Norwood

Park Building Company, and, as the name implies, their plans are to erect buildings for settlers and make other improvements requisite to the success of their venture.

The commutation rates of railway fare are 13 cents per ride, or \$68 for annual tickets.

The values of the dwellings—of which there are a large number built and occupied—range from \$2,500 to \$6,000 each. A number of our own business citizens have chosen this suburb for a home.

Among the residents are the following well-known Chicago business men: George Dunlap, L. B. Shephard, F. H. Seymour, M. D. Stevens, C. J. Corse, John F. Eberhardt, Pleasant Amick, B. Holbrook, L. C. Collins, James Guilbert, R. Pollock, D. H. Lincoln, C. J. De Berard, Frank Duck, M. Winchell, A. D. Reid, G. H. Thayer, H. V. Reed.

Thos. Wilson purchased at various times numerous blocks on the north side of the railroad track, at prices ranging from \$3 to \$5 a foot, and in 1873 laid out and platted a new subdivision, known as "Wilson's re-subdivision of blocks 75, 76, 77, 83, 84, 85, 86, 92, 93 and 94 in Norwood Park," containing 404 lots. About half of these have since been sold at prices ranging from \$7 to \$11 a foot, and the remainder are firmly held at prices still higher. Mr. Wilson has also purchased block 67, and re-subdivided it. This is a large and beautiful block, high, and near the railway depot. The property of the Building Company adjoins this.

RIDGELAWN.

This place was, until recently, known as Canfield. The first purchasers of the tract, the Illinois and Wisconsin Land Company, paid \$21 per acre some twenty years ago. The Company laid out the three hundred acres included in the plat, into lots and blocks, with the intention of making a town. The crisis of '57, and the failure of the railway project, on which the operations were based, caused the abandonment of the plan, and the land was sold at from \$40 to \$50 per acre. Thus the subdivision remained at a stand-still until the summer of 1873, when Mr. A. C. Badeau purchased sixty-five acres of it at \$600 per acre, and rechristened his interest Ridgelawn. The name is appropriate, as the suburb lies on the dividing ridges on the line of the Chicago & Northwestern railroad, fully ninety-five feet above the lake level, in full view of the thriving villages of Norwood Park and Park Ridge, and only a short distance from either. Its distance from the city is eleven miles. Messrs. A. & L. S. Pierce have held a heavy interest in this place, which is now owned by Mr. Geo. H. Pierce. All the proprietors are about to improve on a large scale.

Mr. Badeau will build several fine houses immediately, and will open up and grade streets, lay sidewalks and plant trees. He will include in his building operations a handsome residence for himself. Mr. Pierce has already done a great deal of grading and tree-planting on the tract owned by him, and will build a number of houses in the spring.

Among the advantages peculiar to this suburb is its easy walking distance from the schools and churches of Norwood Park and Park Ridge. The slope each way from the top of the ridge affords excellent drainage, and consequently insures a healthy atmosphere. Great inducements are offered by all the owners to parties buying under obligation to build. The railway fare, by the year, amounts to 11 cents a ride, and six trains stop each way. A handsome park is being laid out near the depot grounds. Excellent and never failing water is obtained at depths of from 20 to 30 feet from the surface. The high and dry nature of the soil is favorable to good cellars, and the effective arrangement of grounds. Artesian wells will be sunk without delay, from which pipes will be run to any part of the town.

PARK RIDGE.

This eligible suburb is on the Wisconsin Division of the Chicago & Northwestern railroad, about thirteen miles from the Court-house. It is situated on the dividing ridge between the waters of Lake Michigan and the Mississippi river, and has an altitude of one hundred and thirty feet above the lake. Owing to this altitude, it is especially noted for the salubrity of its atmosphere. It is especially exempt from malarious diseases, and, in the seasons most remarkable in ague history, it wholly escaped the attacks of the shaking demon. In common with most of the suburbs of Chicago, the land was, in the first place, pre-empted and occupied as farms. The first owners were Mancel Talcott, Joseph Mitchell, Josias Warner, Stephen Selker, and Mr. Balo, a German.

Away back in 1855, when the railroad was located, a brick manufactory was started on the present location of Park Ridge, and the unpoetical founders contented themselves with the dull, practical name of Brickton. But the manufacture of bricks proceeded equally well in a hamlet of that name, and, until the occurrence of the great fire, Brickton supplied a large quantity of the red bricks which were sold in the Chicago market. With the fire there came a change—not that the demand for bricks was less, but that the call for good, healthy suburban residence property was more. Brickton shook itself up, and merged into a new name—Park Ridge—one of the best located, as also one of the most promising of the city's suburbs.

The original plat of Brickton comprised only one hundred and sixty acres; but since the name was changed, large additions have been made, chiefly by Leonard Hodges, Esq., J. H. Burns, and J. H. Butler. The village was recently organized, with corporate powers and privileges, and now includes some twelve hundred acres of choice lands. The sentiment of the people being decidedly adverse, there has not, since the settlement of the village, been a single saloon or tippling-house tolerated within its borders. Following this, perhaps almost necessarily, the society of Park Ridge is first class, and its members all reputable, religious and law-loving people. They appreciate so well their pleasant country retreat, that they are decidedly adverse to allowing any objectionable element to obtrude therein. Hitherto they have succeeded, and the future is not likely to see any change in this respect.

The town possesses excellent school facilities, a prosperous Methodist church, a Congregational society, and two well attended Sabbath-schools. There are two or three stores; blacksmith's and carpenter's shops; a lumber, wood and coal yard; and a planing mill. A large and extensive manufactory of brick, drain tiles and pottery is in operation; and excellent supplies of building material are to be obtained on the ground.

Among the chief improvements which have been recently completed, must be mentioned the elegant suburban hotel structure, erected, at a cost of \$15,000, by L. Hodges, Esq. The hotel occupies a square, being sixty feet in width by sixty feet in length, and is built in the favorite Gothic style of architecture. This hostelry is located near the depot, and is surrounded by handsome parks, from which graveled drives lead to all parts of the suburb. Mr. Hodges purchased two hundred acres, in 1872, at a cost of from \$125 to \$300 per acre, and since that time has been offered \$1,200 per acre for portions lying near the railroad track, and has refused the money. This enterprising gentleman has set out many hundreds of shade trees, has graded four miles of streets lying north and south of the railroad, and established two parks on his property.

Mr. Balo, one of the original owners, sold out his interest in April, 1873, to Mr. Wm. E. Smith, who agreed to give \$25 per acre. In the following June, Messrs. D. B. Dewey & Co. bought of Mr. Smith, at \$300 per acre, and subdivided the tracts into blocks and lots, under the name of Union Subdivision. They have held the property at from \$5 to \$10 per foot. The first sales made were of ten lots, at \$10 per foot. They were offered \$500 per acre for the whole tract of forty acres, but refused.

W. W. Powell bought forty acres at the Ridge, recently, of Gustin, Wallace & Dale, paying \$18,000 for it.

The residents of Park Ridge include many business men of Chicago who have generally chosen to erect pleasant, substantial residences, and to adorn the grounds in which the houses stand with all the talent and ingenuity that the landscape artist or lover of esthetics could desire. Among the residences specially worthy of note are those owned by G. A. Carpenter, Gilbert Hubbard, Mrs. Penny, A. Dickenson, R. W. Meacham, M. C. Sherwin, and J. C. Outhet. On the south side of the line, the following gentlemen, in addition to Mr. Hodges, have purchased tracts of land, and are engaged in making valuable and extensive improvements: Messrs. R. Gustin, J. M. Wallace, D. B. Dewey, J. T. Dale, and W. E. Smith.

DESPLAINES.

This town is situated seventeen miles from the Court-house, on the Wisconsin Division of the Northwestern railroad, and on the banks of the Desplaines river. It is one of the oldest settlements in the vicinity of Chicago, and, though possessing many natural advantages, has made but little progress as a suburb until about a year ago.

The first settler was Mr. Alfred Parsons, who, in the year 1847, purchased four sections of land on the banks of the Desplaines river at this point, two sections from the General Government and two from the State Government, at \$5.00 per acre. He built himself a small house thereon and farmed the land. This house was for years the only human habitation for miles around. Mr. Parsons, a few years ago, built himself a better and larger house on the site of the old one, at a cost of about \$3,500, in which he lives at present. He still owns 1,900 acres of the land, which he values at from \$200 to \$500 per acre.

In the year 1856, the Illinois & Wisconsin Land Company purchased a large amount of territory at this point, and founded a village, which they named Rand. The railroad station being called after the river, "Desplaines," the post office "Maine," and the village, Rand, led to some confusion, but finally the name of Desplaines was adopted. It remained, however, but little more than a name for several years. The financial crisis of 1857 crippled the Land Company so that little was done by that concern to improve the many natural advantages of the new suburb.

Mr. Simeon Lee settled there in 1859, and invested considerably in real estate, established a lumber business, planing mill, coal yard, etc., which he still carries on. Mr. Lee has displayed considerable energy in building up and improving the place.

In 1860, the "Chicago District Camp-ground Association" was organized by the Methodist churches of the northwest, and thirty-three acres of beautiful grove land on the east side of the Desplaines river and near the village, was purchased for the purpose of holding annual camp meetings.

There are several hundred cottages, some of them handsome and commodious, and all of them neat looking, on the camp-ground, making quite a village. Indeed, the camp meetings have hitherto been the feature of the place. It is claimed that there were some 30,000 people present at the National Camp Meeting held here in 1870; and the meetings are attended by multitudes of earnest christians every year.

The Chicago & Northwestern Agricultural and Mechanical Association own a large tract of land on the west side of the river, opposite the camp-ground, where the annual fair of the Association is held.

In 1870, under the old constitution, an act of incorporation was obtained for the village which placed all the territory for two miles square under the control of the town authorities, which limit includes the camp-ground. The village is situated in the center of the square on the banks of the river. The land is high and rolling, with alternate hills and ravines, covered irregularly with clusters of timber of

many varieties. The natural lay of the land is such as would render it desirable as a place of residence, being a high, rolling plateau sloping toward the river, giving easy surface drainage. The banks of the river rise twenty feet above the surface of the water, and the land around is about one hundred and twenty-five feet above the surface of Lake Michigan. Excellent water is obtained from wells twenty feet deep. The river affords good boating in the summer season.



RESIDENCE OF IRA BROWN.

The physical and spiritual wants are equally well supplied; the former by four stores, which keep every article of family use on hand, and the latter by four well conducted churches—a Congregational church, which cost \$25,000, and which will seat 750 people; a Methodist church which will seat 600, and cost \$15,000; a Lutheran church which cost \$5,000; and a Catholic church, costing \$3,000. These churches are all well attended. There are four hotels, a post-office and telegraph-office, two good schools, and shops of every kind in the village.

Among the principal residents, are Messrs. J. N. W. Sherman, Maj. Bradley, M. Southworth, Elias A. Thomas, E. G. Stiles, Simeon Lee, Theodore Tillotson, W. Gruss, Charles Racine, Julius Cook, Hiram Jefferson, E. Bennett, Messrs. Whitcomb, Jones, Cluster, and many others.

While the Land Company held the property little was done toward improvement, but that concern having disposed of its interest, and private individuals having taken hold of the property, considerable enterprise has recently been displayed in developing the suburb. Mr. Ira Brown, of Chicago, purchased two hundred and twenty acres a year ago, which he subdivided into lots of twenty-five foot front and offered for sale at \$100 each, at which rate he has sold some two hundred lots. He has also built several neat cottages, which he has sold on credit, to be paid for in monthly installments by actual settlers.

Several other real estate dealers have invested in the town, and are improving and disposing of their property by aiding persons to build. Among the best residences in the village are those of Messrs. Ira Brown, McPherson, Thomas, Parsons and Lee, which cost from \$3,000 to \$5,000 each. The elegant mansion which we illustrate, is to be erected by Mr. Brown during the coming spring.

A fine park of two and one-half acres, running from the depot to Mr. Brown's addition, has been laid out and ornamented with trees. The property owners have contributed \$10,000 toward improving this park, which will greatly add to the beauty of the village.

The inhabitants of the village at present number about 800; and there can be no doubt but that, as property in other suburbs advances, the natural advantages of Desplains will become more generally known and appreciated. At present, property is held at a much lower figure than at most other points of equal importance and equal distance from the city.

The railway facilities for reaching the city are all that could be desired. There are eight daily trains each way, all stopping at Desplains.

ARLINGTON HEIGHTS.

(FORMERLY DUNTON.)

Like many others of Chicago's suburban villages, Arlington Heights deserves special notice in this volume. It dates back to 1837, when Mr. Asa Dunton, because of the excellence and desirability of the land and location for farming purposes, laid "claim" for the sake of his sons, W. H. and James, then minors, to a half section, by plowing a furrow around that amount of land. In the year 1844, W. H. Dunton entered the site of the original town, the title coming from the Government. In 1853, the Northwestern Railroad was constructed to this place, and trains commenced running in November of that year. The name "Dunton" was given the town by the railroad company.

The original town plat consisted of 80 acres, but other subdivisions and additions have since been made, so as to increase the total acreage of the town to 250. This tract is located 22 miles from the Court-house, on the dividing ridge between the Desplains river and Salt Creek, descending to the south and east. It is free from malarial atmosphere, and in consequence is remarkably healthy.

Arlington Heights has not until recently assumed any considerable suburban

importance, but Chicago parties, in connection with the Messrs. Dunton, have laid out a new subdivision, on which they have graded streets, constructed sidewalks, set out large shade trees, etc., and already some of the purchasers are under contract to build, which, together with a new brick block which is to be erected soon, and one already finished, gives a fresh impetus, and everything betokens a flattering future for the newly-christened suburb.

As a fruit-bearing region, this section has no equal about the city. The soil for this purpose is peculiarly adaptable. Although it has many reasons to claim prominence as a business and manufacturing town, its fruit-growing tendencies are something of no small moment. In and about the village, for it has grown to be such, may be seen some of the finest orchards and vineyards in the State. Cherries, apples, pears, berries, grapes, and the like, abound in profusion; while the dairy and vegetable business is carried on to a considerable degree.

Its most attractive feature is to be found in the depot grounds, which consist of 20 acres, laid out and fenced off into romantic parks, ornamented with shade, evergreen trees, and shrubbery in great variety.

The original proprietors of the place, after contributing largely towards the general improvements, stopped for a time to see what the result of their labors would bring forth. They felt confident that the beauty and natural advantages of the locality would, in time, prove to them that their town would become not only popular but populous. The purchase of Mr. Chas. H. Atkins was the first to prove the correctness of the prediction. Mr. Atkins is of the firm of Atkins & Burgess, Vulcan Iron Works, of this city. His was a purchase of 75 acres, some years ago, paying at the rate of \$40 per acre. The same land is now worth \$200. Again, recently, Messrs. Bigsby & Mitchell bought a number of acres of the original plat, and have since subdivided them. These purchases seemed to give renewed vigor to all concerned, and the whole village has been materially improved. Among the improvements most worthy of note are Messrs. Bray & Bros.' three-story brick store building; the Higgins' carriage manufactory, a large and conveniently arranged two-story brick structure; and a two-story building for Mr. Hurson. The material is on the ground for the erection, next spring, of a large three-story brick block by the Messrs. Tague & Co. and Lutge & Co., which will be an ornament to the place. Mr. Bloom contemplates building a large addition to his hotel. Mr. J. M. Olmstead contemplates building a very fine mansion at an early day. There are two large grain elevators in the town, owned and conducted by Messrs. Tewksbury & Peter and Johnson & Guile. Both firms are doing a large and prosperous business. Mr. David Peter is the pioneer in that line, having erected the first elevator. At the extensive carriage and planing establishment of an old and respected citizen of the place, Mr. John Fleming, a large number of workmen are engaged the year round.

Adjoining the village, Mr. W. H. Dunton and Mr. David Peter have each an elegant farm, which are places of considerable interest. The soil is admirably adapted to fruit culture, which is carried on by them to considerable extent. The great abundance of evergreens naturally tend to give beauty to the surroundings, and the farms are considered two of the best in that section of the country.

Mr. James Dunton owns a very fine farm of 200 acres, which is in a high state of cultivation. His building site is ornamented with evergreens, shade trees and shrubbery.

There are about 150 dwellings in the place, some of which are homelike and handsome. Around many of the better residences are from one to five acres of land, all well improved. Prominent among them are those of Mr. Amaza Allen, Mr. Joseph Kennicott, Mr. Macnab, Mr. Sherra, Mrs. Kennicott, Mr. Burlingame, Mr. J. Peter, Mr. John Fleming, Mr. Newhall, Mr. Loomis and Mr. Thurbor.

The residence of Mr. Chas. H. Atkins deserves special mention. It is Mr. Atkins' country home, and is known as "Spring Lawn," which is an appropriate



CHAS. H. ATKINS' RESIDENCE.

name, taking everything into consideration. Though the house itself is not an elaborate affair, yet the surroundings are such as to make up one of the most desirable homes that could be imagined. The grounds enclosed about the house consist of 10 acres, and are beautifully ornamented with shrubbery and trees. In the enclosure stands a handsome pagoda, erected over an artesian well, which flows 120 gallons of pure water per minute. The well is 640 feet deep, and the water is free from all unwholesome and obnoxious tastes. The grounds are exceedingly artistic in all their appointments. Adjacent to his residence site is an orchard of 15 acres, containing every variety of fruit trees, and the choicest of fruit is grown in great abundance. He has also a deer paddock, in which five or six deer and a pair of buffalo roam in view of passing trains. Being a stock fancier, Mr. Atkins owns large numbers of thoroughbred horses, cattle, sheep, hogs, etc.; and for the comfort of his animals

has built ample barn accommodation, pens and yards. Duck and fish ponds are also to be found there, which contribute in no small degree to the general beauty and attractiveness of Spring Lawn.

The place contains three churches—Presbyterian, Methodist and Lutheran; a fine brick school building—four departments for graded schools; three cheese factories; steam flouring mill; steam saw mill; three wagon and carriage shops; four dry goods stores; two hardware stores; three millinery stores; boot and shoe, drug, grocery, harness, furniture stores, etc. There are three hotels, all doing a good business. The three nurseries there furnish the property owners with every variety of trees and vegetable plants. Joseph Kennicott and John Clem are owners of the nurseries.

Taking the above facts into consideration, we look upon Arlington Heights as being on the high road to success. It extends every inducement to persons seeking suburban homes, supplying at its very doors every article necessary to make home comfortable.

PALATINE.

A distance of a few miles from business forms no impediment to the settlement of a suburb by people doing business in Chicago, as is evidenced by over sixty comfortable residences erected by this class of people alone, in Palatine. The place owing to priority of settlement, is more familiar to the reader than some of the others noted in this volume; and the gathering of 1,500 people at that place has made it a flourishing village. It is a market for the agricultural products of the southwest vicinage of Chicago, and thirteen business houses are in operation. Two elevators are built, from which were shipped, last year, 400,000 bushels of small grain. The place lies on the high divide between the Aux Plaines and Fox rivers, and consequently all the land is eligible to settlement and cultivation. Its location is twenty-two miles from the city, on the Wisconsin Division of the Chicago & Northwestern railroad, and sixteen passenger trains call at its depot each day. The commutation rate of fare is \$95 for an annual ticket.

An artesian well is being sunk, which will supply abundance of water for fire and other purposes.

Three church edifices, and a handsome graded school-building, worth \$11,000, rank among the most prominent improvements. In dwellings, those of Messrs. M. H. Lytle, Geo. C. Whipple, M. S. Johnson, James Wilson, Chas. Chery and R. S. Williamson are among the best.

All the streets are lighted and excellently finished, provided with sidewalks, etc. Palatine was platted seventeen years ago, by Joel Wood, and since that time has been steadily growing, and values moving gradually upward, though the morbid excitement in the land market of nearer districts has caused no rapid or extraordinary jumps in prices. The lots retail at from \$5 to \$60 per foot, and tracts circumjacent are selling at from \$75 to \$300 per acre.

It is universally conceded to be the best town lying near the city, and on the line of the Wisconsin Division.

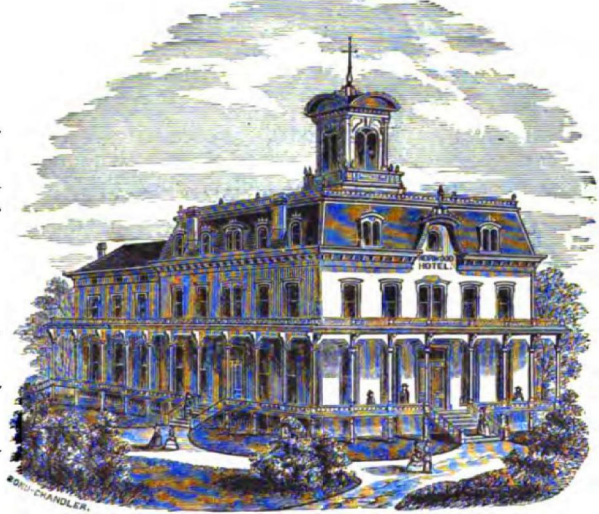
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CYRUS J. CORSE. PLEASANT AMICK. THOS. MANAHAN.

The proprietors of River Park offer to the public a method of investment in real estate wholly unlike those heretofore in vogue. They sell to parties who will assist in building up the town, to the extent of erecting, within one year from the date of sale, a house costing \$2,000, or over, four lots at prices 33⅓ per cent. less than the market rates. They also sell under the same conditions, otherwise, to parties erecting still more costly houses, a correspondingly larger number of lots, at the same rates of deduction from their cash value. The advantages of this plan are reciprocal, and are two-fold both to the purchaser and to the proprietors. The purchaser secures a lot upon which to erect his residence, and also becomes possessor of other lots adjoining it, at less than their actual value, and which value is also materially increased by the very improvement he agrees to make. The proprietors are benefited in that, in making such sales they realize money with which to carry on their system of general improvements; and also in the enhanced value of all their property remaining from time to time unsold.

This method of selling is believed to be of more real benefit to either party, than either the plan of giving a single lot in exceptional cases, to desirable parties who will build; or the plan of selling a lot at its full or more than its full value, and then loaning money to the party buying, with which to construct his home. It is superior to the first in that it gives the buyer one-third of four lots, or in case of the erection of a better building, one-third of six, eight, or ten lots, and sells him the other two-thirds at market value, instead of merely giving him a single lot without the benefit to be derived from the advance in value of the additional ones. It is better than the latter, in that it gives him property without cost, instead of loaning him money on interest. It adds to the assets instead of to the liabilities of the purchaser.

To a party, however, who prefers to purchase only one lot, and upon that to erect his home, a discount of 50 per cent. from the cash value will be made, and the terms of payment will be adjusted to the convenience of the purchaser, whether in the form of monthly, quarterly, or annual installments, as they also will be in the cases of those who avail themselves of the privilege of buying the larger number of lots, at the smaller discount.

Another important feature in this method of sale consists in the fact that all the lots, of which there are nearly a thousand in the town, are carefully appraised, reference being had to location, frontage, depth, and natural beauty, and the price attached to each is published in a printed list, from which no deviation will be made in selling, except in the case of the discount made to parties who build. These peculiarities of the method of sale adopted by the proprietors, they confidently commend, together with the various other advantages of River Park, to all persons desiring a suburban home.

SAYLES & WALKER,
149 LaSalle street, Chicago.

WE PURCHASE FOR OTHERS!

WE SELL FOR OTHERS!

PARTIES WHO ARE LOOKING FOR INVESTMENTS IN

SUBURBAN REAL ESTATE,

are respectfully invited to call on us. We make a specialty of

Suburban Property.

We will buy for others, and subdivide and sell in lots, guaranteeing a handsome advance on the purchase price. During the present season we have sold more property in

NORWOOD PARK

than all other firms combined, and the prices realized have been quite satisfactory to the parties interested. Call and see us. We can furnish you a single lot, block or acre, as desired.

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TO

COOK COUNTY REAL ESTATE ON THE RECORDS OF, AND
CONTAINED IN LETTER PRESS BOOKS

IN THE

RECORDER'S OFFICE,

OF

COOK COUNTY.

JAS. W. BROCKWAY, OTTO PELTZER,
Recorder. Dep. Recorder.

CHICAGO, ILLINOIS,
CLARK & EDWARDS, PRINTERS, 102 AND 104 SOUTH CLARK ST.,
MAY, 1877.

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UNSUBDIVIDED LANDS IN TOWN 40, RANGE 13.
RECORDED ABSTRACTS.

SEC.	PART OF SEC.	FROM	TO
1	S W 1/2 of S E 1/2 except } the S 20 R of W 40 } Rods.....	Government	Apr. 15, 1873
5	Part of S E 1/4 & S W 1/4	"	Apr. 13, 1869
"	Part W 1/2, N W 1/2 N of } Road E 4 rds..... }	"	May 28, 1875
6	Lot 1 being the W 1/2 } N E 1/4..... }	"	June 10, 1868
"	Also W 25 10/100 chs of } N 1/2, N E 1/4..... }	"	"
"	N W 1/4.....	"	"
"	Lot 2 of W 1/2 S W 1/4...	"	Aug. 19, 1869
"	N 1/2 except E 30 ac of } N 1/2 N E 1/4..... }	"	Feb: 11, 1871
"	Lot 2 and N 1/2 of } S W 1/4..... }	"	"
"	S E 1/4.....	"	"
"	S 1/2 Lot 1 of S W 1/4...	"	"
"	N 1/2 Lot 1 of S W 1/4...	"	Aug. 19, 1869
"	N 1/2 of S E 1/4.....	"	"
"	Lots 1 and 2 of S W 1/4..	"	July 20, 1871
"	S 1/2 of S E 1/4.....	"	Aug. 19, 1869

UNSUBDIVIDED LANDS, IN TOWN 40, RANGE 13.

RECORDED ABSTRACTS.—Continued

SEC.	PART OF SEC.	FROM	TO
7	N 8 1/2 ac of W 1/2 N E 1/4.	Government	Aug. 19, 1869
8	Part S 1/2 of S E fr 1/2 S } of I B Line..... }	"	Nov. 25, 1869
"	Part	"	Apr. 13, 1869
"	S W 1/2 S W 1/4.....	"	Aug. 31, 1874
"	1 ac part S 1/2 S E fr 1/4..	"	Sep. 29, 1870
10	E 1/2 of S E 1/4.....	"	May 15, 1873
"	E 1/2 of S E 1/4 of S E 1/4..	"	July 14, 1873
"	15 ac in N E 1/4.....	"	Sep. 29, 1873
11	W 10 chs of N 13 chs } of S W 1/4..... }	"	July 30, 1873
12	S W 1/4 of S E 1/4.....	"	Oct. 31, 1864
"	Part " "	"	Apr. 11, 1876
14	W 1/2 E 1/2, S E 1/4.....	"	June 27, 1874
15	N of R R S W 1/4.....	"	Feb. 18, 1873
"	Part of N E 1/4 of S E 1/4 } being blk 6 and E 1/2 } B 5 Irving Park.... }	"	May 27, 1873
"	E 1/2 of N W 1/4.....	"	Dec. 27, 1872
"	S E 1/4 except 10 ac.....	"	Oct. 2, 1868
"	Part.....	"	Sep. 21, 1869
"	20 ac off E end S 1/2 S } W 1/4..... }	July 29, 1870....	Sep. 2, 1872
16	N 1/2, N 1/2, N 1/2, S E 1/4...	Government	Jan. 14, 1874
17	E 1/2 of N E 1/4.....	"	May 30, 1860
"	S 60 ac E 1/2 S E 1/4.....	"	Mch. 11, 1873

UNSUBDIVIDED LANDS IN TOWN 40, RANGE 13.

RECORDED ABSTRACTS.—Continued.

SEC.	PART OF SEC.	FROM	TO
19	N 20 ⁶ / ₁₀₀ chs of the W } 25 ⁴ / ₁₀₀ chs of N W 1/4 }	Government	Oct. 20, 1868
21	N 1/2 of S E 1/4.....	"	Mch. 30, 1850
22	N 30 ac of W 1/2 E 1/2 S } W 1/4..... }	"	
"	S E 1/4 I L Warners Int.	"	Mch. 19, 1872
"	E 10 ac and W 10 ac } of 40 ac S of Rd. W } and adj. E 16 ⁶ / ₁₀₀ chs } of S E 1/4..... }	"	Apr. 21, 1873
"	40 ac S of Rd W and } adj E 16 ⁶ / ₁₀₀ chs of S } E 1/4..... }	"	Oct. 26, 1872
"	Same ex. E 10 & W 10 ac	"	Mch. 31, 1873
"	N E 1/2 N of Rd.....	"	May 12, 1869
"	" parts.....	"	Nov. 25, 1869
"	E 1/2 E 1/2 of S W 1/4.....	"	Sep. 2, 1873
"	W 1/2 S W 1/4.....	"	Apr. 13, 1871
"	Same ex N 1/2 of E 40 ac	"	July 29, 1872
"	Same ex E 40 ac	"	Sep. 24, 1872
"	N W 1/4 of N E 1/4	"	Dec. 30, 1869
"	N W 1/4.....	"	May 26, 1869
"	N E 1/4 N E 1/4 N W 1/4...	"	June 25, 1873
"	Pt N E 1/4 S W of Rd ..	"	Aug. 21, 1874
23	Pt W 1/2 S E 1/2 N of R R	"	June 8, 1869
"	N W 1/4.....	"	July 29, 1870
"	S W 1/4 N 120 ac.....	"	June 3, 1870
24	E 1/2 N W 1/4 part.....	"	Feb. 19, 1872

UNSUBDIVIDED LANDS IN TOWN 40, RANGE 13.

RECORDED ABSTRACTS.—Continued.

SEC.	PART OF SEC.	FROM	TO
24	W 1/2 of N E 1/4 N E 1/4 } N W 1/4..... }	Government	Mch. 24, 1869
"	E 1/2 N W 1/4.....	"	Sep. 8, 1869
"	E 1/2 N W 1/4 part.....	"	Mch. 22, 1870
"	E 1/2 N W 1/4.....	"	Sep. 8, 1869
"	S 1/2 pt of.....	"	Oct. 10, 1873
"	E 1/2 N W 1/4 pt.....	"	Mch. 22, 1870
"	E 1/2 N W 1/4 pt.....	"	Aug. 21, 1873
25	S E 1/4 of S W 1/4.....	"	Nov. 5, 1872
"	Pt of S W 1/2 S W 1/4....	"	Oct. 3, 1870
"	Pt of S W 1/2 S W 1/4....	"	Mch. 10, 1873
"	S E 1/4 of S W 1/4.....	"	Nov. 5, 1872
"	5 acs W of Rd a Pt S } W 1/2 S W 1/4..... }	"	May 3, 1870
"	S 1/2 N W 1/4.....	"	Feb. 19, 1869
"	S W 1/4 of N W 1/4.....	"	Mch. 15, 1870
"	S E 1/4 of N W 1/4.....	"	May 27, 1873
"	S 1/2 S E 1/4 N W 1/4.....	"	June 18, 1873
"	E 1/4 of N E 1/4.....	"	Sep. 26, 1875
26	S 1/2 S E 1/4 N W 1/4 S E } 1/4 and N 1/2 S W 1/4 N } W 1/4 S E 1/4..... }	"	Apr. 22, 1874
27	N 1/2 S E 1/4 of N W 1/4 } S E 1/4..... }	Government	June 28, 1871
28	W 1/2 of N W 1/4.....	S. C. Holden....	Sep. 23, 1861
28	5 ac pt of same.....	"	May 16, 1872
28	N 50 ac of W 1/2 N W 1/4.	Government	June 20, 1873

UNSUBDIVIDED LANDS IN TOWN 40, RANGE 13.
RECORDED ABSTRACTS.—Continued.

SEC.	PART OF SEC.	FROM	TO
31	S W ¼	Government	Nov. 8, 1868
31	S W ¼ W 22 ²⁵ / ₁₀₀ ch...	"	Nov. 22, 1872
31	S E ¼	"	Aug. 27, 1873
31	S W ¼	"	Oct. 2, 1871
32	N E ¼ of N E ¼	"	June 13, 1868
32	S W ¼ of N E ¼	"	Aug. 17, 1859
32	W ½ N E ¼ S of Rd...	"	Mch. 21, 1872
32	E ½ of W ½ N E ¼ S of Rd	"	Mch. 14, 1873
"	S W ¼	"	Aug. 27, 1873
"	S E ¼ N E ¼ N of Rd..	"	June 13, 1868
34	S W ¼ of N E ¼	"	Aug. 22, 1874
"	W ½ of S W ¼	June 6, 1851	Apr. 18, 1874
35	W ½ of S W ¼ S W ¼	Government	Apr. 2, 1852
"	E ½ W ½ S W ¼	"	"
"	S W ¼ S W ¼	"	May 12, 1869
"	Und ½ N E ¼	"	June 13, 1868
"	S 16 ³ / ₈ acs of E ½ of W ½ } ½ of N E ¼	"	Jan. 20, 1869
36	E 19 acs of W 38 acs } of N W ¼ S W ¼	"	Oct. 14, 1872
"	N ¼ pt of	"	Jan. 26, 1870
"	J McGovern's Int W } 284 ft of S93 Rods } N W ¼	"	Mch. 10, 1873
"	E ½ S W ¼	"	Sep. 23, 1869
"	20 ² / ₈ acs in N W ¼	"	Jan. 27, 1870

UNSUBDIVIDED LANDS IN TOWN 40, RANGE 13
RECORDED ABSTRACTS.—Continued.

SEC.	PART OF SEC.	FROM	TO
36	N W ¼ S W ¼	Government	Mch. 1, 1861
"	Pt N W ¼	"	Aug. 24, 1870
"	22 ² / ₈ acs in N W ¼	"	May 16, 1870
"	S W ¼ S W ¼ ex E 125 ft	"	June 11, 1874
"	N W ¼ pt.	Oct. 7, 1850	Dec. 20, 1869
"	W ½ of S ½ of N 44 rds } of N W ¼ W of Ave } 10 acs.	Government	Jan. 31, 1873

LETTER PRESS COPIES.

1	N ½ of N W ¼ frl. ¼	Government	Sept. 4, 1869
5	Part of S W ¼	"	Aug. 14, 1871
6	S ½ S E ¼	"	"
6	E 30 ac N E ¼ N E ¼	"	Nov. 11, 1869
8	5 ac. in N E ¼	"	June 27, 1870
8	N ½ N W ¼	"	Aug. 14, 1871
14	N ½ S ½ W ½ N W ¼	April 27, 1859	Dec. 30, 1869
17	W ½ E ½ N W ¼ N E ¼	Oct. 24, 1859	Aug. 24, 1867
19	E 40 ac. N ½ N W ¼ } and N ½ N E ¼	Government	Nov. 14, 1870
19	S ½ N E ¼	May 10, 1862	Feb. 26, 1868
21	W ½ W ½ N W ¼	Government	Jan. 10, 1870
22	W ½ S W ¼	"	July 30, 1869
22	N W ¼	"	May 26, 1869
25	5 ac. in S W ¼ S W ¼	"	July 27, 1870
25	N 29 ac. W ½ N E ¼, } known as lots 1 & 2.	"	June 7, 1867

UNSUBDIVIDED LANDS IN TOWN 40, RANGE 13.

LETTER PRESS COPIES.—Continued.

SEC.	PART OF SEC.	FROM	TO
25	W ½ S E ½ N W ½.....	Government	June 7, 1867
26	W ½ S E ½ & E ½ SW ½	"	Mch. 5, 1869
26	Part W ½ S E ½.....	"	Jan. 20, 1871
36	S W ½ S W ½ and E 2 } ac. of N W ½ S W ½. }	"	Jan. 31, 1869
36	22 3-5 ac. in N W ½.....	"	May 2, 1870
36	Part of N 5 chs and 50 } lks of N W ½..... }	"	June 3, 1870

KAY'S SUBDIVISION,

S. W. FRL. ¼, 4, 40, 18.
LETTER PRESS COPIES.

LOT	FROM	TO
3.....	Government	May 7, 1870

NORWOOD PARK.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
	Subdn. except sundry L	Government	July 29, 1871
9	20 to 32	"	Nov. 16, 1871
16	1 to 9.....	Oct. 10, 1871.....	Oct. 26, 1872
16	19 to 28.....	Government	Feb. 13, 1874
40	26 to 29.....	"	Aug. 28, 1874
53	.....	" ....	Oct. 15, 1873
60	.....	" ....	May 14, 1874
63	.....	Oct. 9, 1871.....	July 1, 1873
91	5 to 12.....	"	Jan. 15, 1874

WAITE'S SUBDIVISION,

P^T N. W. ¼, N. W. ¼ SEC. 6, 40, 18.

	FROM.	TO
Subdivision	Government	Mar. 23, 1874

ANDERSON ESTATE SUB.

S. E. ¼ N. W. ¼ SEC. 9, 40, 18.

BLK.	LOT.	FROM	TO
5		Subdivision	Mch. 20, 1873
8		Government	Nov. 5, 1857

VILLAGE OF JEFFERSON.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
1	.....	Government	Jan. 24, 1872
3	Except L 4	"	"
4	.....	" ....	Aug. 14, 1868
5	Except L 7, 9 and 10...	"	Jan. 24, 1872
6	.....	" ....	"
"	14 to 20.....	"	Oct. 26, 1874
7	.....	" ....	Jan. 24, 1872
8	.....	" ....	June 11, 1872
"	15, 16, 40 to 43	"	Apr. 14, 1874
"	1 to 8, 10, 12 to 14, 21 to 30, 33 to 39, 44 to 48	"	June 6, 1874
9	.....	" ....	Feb. 8, 1869
"	23, 43.....	"	Mar. 22, 1870
"	9 to 22, 34, 35, 36, 39 to 42	"	May 25, 1871

VILLAGE OF JEFFERSON.

RECORDED ABSTRACTS.—*Continued.*

BLK.	LOT.	FROM	TO
9	7, 8, 37, 38.....	Government	Jan. 24, 1872
10	.....	" .....	Feb. 8, 1869
"	17, 18, 30 to 35.....	"	May 25, 1871
"	19, 20, 25, 26, 27, 36 to 41	"	Jan. 24, 1872
11	.....	" .....	Feb. 8, 1869
"	13 to 24, 29 to 37.....	"	Mar. 22, 1870
"	1 to 8, 38 to 48.....	"	May 25, 1871
"	9, 10, 11.....	"	Jan. 24, 1872
12	.....	" .....	Feb. 8, 1869
"	10 to 16, 31 to 48.....	"	May 25, 1871
"	1 to 9, 17 to 24.....	"	Jan. 24, 1872
13	.....	" .....	Feb. 8, 1869
"	2, 3, 15, 16, 40 to 46....	"	May 25, 1871
"	47, 48.....	"	Jan. 24, 1872
14	.....	" .....	Feb. 8, 1869
"	13 to 17, 25, 26, 27.....	"	Jan. 24, 1872
15	.....	" .....	Nov. 22, 1870
16	(Ex.) L 1, 4 to 8.....	"	Feb. 8, 1869
"	17.....	"	Aug. 13, 1874
17	9 to 19, 23 to 48.....	"	May 25, 1871
"	1 to 8, 20, 22.....	"	Jan. 24, 1872
18	.....	" .....	"
19	.....	" .....	Feb. 8, 1869
"	1 to 8, 17 to 24.....	"	May 25, 1871
"	9 to 13.....	"	Jan. 24, 1872

VILLAGE OF JEFFERSON.

RECORDED ABSTRACTS.—*Continued.*

BLK.	LOT	FROM	TO
20	.....	Government	Feb. 8, 1869
"	1 to 13, 38 to 48.....	"	Mar. 22, 1870
"	14 to 24.....	"	May 25, 1871
21	.....	" .....	Feb. 8, 1869
"	1, 2, 3, 9.....	"	May 25, 1871
"	10, 11, 12, 40, 41, 42....	"	Jan. 24, 1872
22	.....	" .....	Feb. 8, 1869
23	.....	" .....	"
"	1 to 4, 6 to 24.....	"	May 25, 1871
24	.....	" .....	Feb. 8, 1869
25	.....	" .....	Jan. 24, 1872
26	.....	" .....	Feb. 8, 1869
27 } 28 } 29 }	.....	" .....	May 7, 1869
29	1 to 24, 33 to 48.....	"	Feb. 7, 1870
30	.....	" .....	May 7, 1869
31	.....	" .....	Oct. 26, 1870
"	5 to 22, 24 to 33, 38 to 48	"	Jan. 24, 1872
32 } 33 } 34 }	.....	" .....	Jan. 24, 1872
35 } 36 }	.....	" .....	Feb. 8, 1869
37	.....	" .....	"
"	7 to 10, 31 to 34, 42....	"	May 25, 1871
"	35 to 41.....	"	Jan. 24, 1872

VILLAGE OF JEFFERSON.

RECORDED ABSTRACTS.—*Continued.*

BLK.	LOTS.	FROM.	TO
38	.....	Government	Feb. 8, 1869
"	14, 15, 32, 33, 34.....	"	Jan. 24, 1872
39	.....	" .....	Aug. 14, 1868
41	6, 7.....	"	"
44	.....	" .....	"
45	11 to 20.....	"	"
"	20.....	"	May 18, 1870
46	8, 14 to 26.....	"	Aug. 14, 1868
47	1 to 12.....	"	"
48 } to 56 }	.....	" .....	"
57	6 to 9, 12 to 22.....	"	May 18, 1870
58	1 to 20.....	"	Aug. 14, 1868
"	21 to 37.....	"	May 18, 1870
59	13 to 23.....	"	"

LETTER PRESS COPIES.

19	40 to 48.....	Government	Sep. 15, 1871
21	37, 38, 39.....	"	July 12, 1870
30	3 to 8.....	"	June 3, 1870
37	20, 27, 28, 29, 30.....	"	Nov. 5, 1869
"	20 to 30.....	"	Aug. 12, 1869

SECRETST'S SUBDIVISION,

E. ½, S. E. ¼, S. E. ¼ 10, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
2	1, 4, 5, 8, 9, 12, 13 & N ½ 16	Government	Jan. 23, 1874

CITY OF CHICAGO'S SUBDIVISION

OF N. ½ OF SEC. 11, 40, 13.

RECORDED ABSTRACTS.

LOT.	FROM	TO
26	Government	Dec. 7, 1875

LETTER PRESS COPIES.

10 & 11	}	Government	Dec. 31, 1870
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SUBDIVISION

OF S. W. ¼, S. E. ¼, N. W. ¼ SEC. 11, 40, 13.

LETTER PRESS COPIES.

LOT.	FROM	TO
8	Government	June 14, 1869
27	"	June 12, 1868

BOWMANVILLE

IN N. ¼, W. ½, S. E. ¼ 12, 40, 13.

LOT.	FROM	TO
5 and 16	Government	Sept. 19, 1868

CONDON'S SUBD.

W. 1/2, E. 1/2, S. E. 1/4 SEC. 14, 40, 18.

RECORDED ABSTRACTS.

LOT.	FROM	TO
All of Subdivision.	Government	June 27, 1874

PEARSON AND KINNE'S ADD. TO IRVING PARK,

A SUB. OF S. 1/2, S. W. 1/4, N. W. 1/4 SEC. 14, 40, 18.

BLK.	LOT.	FROM	TO
2,3	.....	Government	Aug. 26, 1871
"	(Ex. L. 1 & 2, B 3).....	"	June 12, 1872
	Subdivision.....	"	May 3, 1870
1	.....	" .....	Aug. 24, 1870
4	.....	" .....	Oct. 11, 1873

EDWARDS AND DANA'S ADD. TO IRVING PARK,

IN SEC. 14, 40, 18.

BLK.	LOT.	FROM	TO
2	Sept. 26, 1870....	June 28, 1873

HICOX AND FITCH'S SUBD.

OF N. E. 1/4 SEC. 15, 40, 18.

LOT.	FROM	TO
21	Government	Jan. 28, 1874

JOHN MILLER'S IRVING PARK ADDITION.

N. E. 1/4 SEC. 15, 40, 18.

RECORDED ABSTRACTS.

	FROM	TO
All of Subd.....	Government	Apr 18, 1873

MONTROSE

IN SEC. 15, 40, 18.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
1
to
4
17	Government	Jan. 24, 1873
to
20
24
1	"	Mar. 13, 1873
2
20
23	"	Apl. 21, 1873
37
38
W. 1/2	"	Apl. 21, 1873
39
39	4 to 12.....	"	Aug. 4, 1873
40	1 to 12.....	"	"
39	1, 2, 3.....	"	May 7, 1873

BAXTER'S ADD'N TO IRVING PARK.

RECORDED ABSTRACTS.

	FROM.	TO
Subdivision.....	July 29, 1870....	Sept. 2, 1872

IRVING PARK,

TOWN 40, 13,

RECORDED ABSTRACTS.

BLK.	LOT	FROM.	TO
29	1, 2, 3, 6, 7.....	} May 3, 1869.....	June 21, 1873
30	W 48 ft of 1, 4, 5.....		
39	.....	
40	1 to 17.....		
41	22 and 23.....		
42	1 to 4.....		
32	Ex pts.....		
BLK.	29, 30, 32, 39, 40 & parts of Blks 41 and 42.....	"	Aug. 10, 1871
2	Ex. L. 13, 16, 17, 20, 21, 24.....	Mar. 18, 1871.....	May 19, 1874
2	.....	.....	Jan. 9, 1872
3	1 and 4.....	April 7, 1873.....	July 8, 1873
5	.....	Government	Apl. 21, 1873
9	7 to 22, 24.....	"	Sept. 2, 1873
9	5.....	"	Apl. 21, 1873
10	1, 4 to 14, 16.....	"	" "
12	1 to 12.....	"	July 28, 1873
26	4, 5, 8, 9, 12, 13, 16, 17, 20, 21 and 24.....	"	" "
29	8 to 12.....	"	Dec. 12, 1872
30	.....	"	" "
30	1 to 10, 12, 13, 16, 18, 19, 22, 23.....	"	Feb. 7, 1874
31	18 and 19.....	Oct. 9, 1871.....	Mch. 26, 1873
31	21.....	Dec. 30, 1869.....	Nov. 6, 1872

IRVING PARK.

RECORDED ABSTRACTS.—Continued.

BLK.	LOT.	FROM	TO
31	21.....	Dec. 30, 1869.....	Dec. 21, 1873
41	2, 3, 6, 7, 10, 11, 14, 15, 18, 19.....	Government	Dec. 12, 1872
42	5, 6.....	"	Dec. 12, 1872
1, 2	13 to 16, 21, 22, 27, 28..	"	Nov. 10, 1873
BLK.	4, 5, 8 to 11, 18, 19, 20, 23, 24, 25.....	"	Oct. 13, 1869
"	1, 13 to 16, 21, 22, 27, 28	"	Apl. 21, 1870

LEWIS' ADDITION TO MONTROSE.

SEC. 16, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
	Subdivision.....	Government	Jan. 14, 1874

E. L. SMITH'S ADDITION TO IRVING PARK.

SEC. 22, 40, 13.

BLK.	LOTS.	FROM.	TO
1	19 to 26, and 31 to 36 inc	Government	Aug. 6, 1873
2	8 to 42 inc.....	"	"
3	1 to 8 inc.....	"	"
5	6 to 24 inc.....	"	"
6	1 to 4 inc.....	"	"

J. L. WARNER'S SUBDIVISION.

OF PART S. E. $\frac{1}{4}$, SEC. 22, 40, 13.

BLK.		FROM	TO
	Warner's int S E $\frac{1}{4}$ of sec	Government	Mar. 19, 1872
8 & 9	.....	" . . . .	May 14, 1874
1	.....	" . . . .	June 22, 1872

GUNN'S SUBDIVISION.

SEC. 22, 40, 13.

BLK.	LOT.	FROM	TO
1 to 5	.....	Government	May 9, 1873
6	1 to 24, 35 to 48.....	"	"
3, 5	.....	" . . . .	June 18, 1874
2	4 to 7.....	"	"

WHEELER'S ADDITION TO IRVING PARK.

SEC. 23, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
1	11 to 16.....	Government	Mar. 16, 1872
"	4, 5, 22 and 23.....	July 29, 1870.....	May 24, 1873
2	11 to 16.....	Government	Jan. 28, 1873
"	N 47 $\frac{1}{2}$ ft of 11, 12, 13...	"	Jan. 6, 1874
"	S 80 ft of 14, 15, 16....	"	"
"	4, 25 and 26.....	July 29, 1870.....	May 24, 1873

ASSESSOR'S SUBDIVISION,

W. $\frac{1}{2}$, S. E. $\frac{1}{4}$, SEC. 23, 40, 13.

BLK.	LOT.	FROM.	TO
10	5 to 8, 20 to 25.....	Government	Woodbury's Int.
"	" "	"	June 16, 1875

RACE'S SUBDIVISION.

E. $\frac{1}{2}$, N. W. $\frac{1}{4}$, N. E. $\frac{1}{4}$ and W. $\frac{1}{2}$, N. E. $\frac{1}{4}$, N. E. $\frac{1}{4}$, 23, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT	FROM	TO
1	7 to 29, 40 to 49.....	May 5, 1873....	Apr. 7, 1874
"	1 to 15, 30 to 47.....	"	Aug. 8, 1873
"	7 to 29, 40 to 49.....	"	Apr. 7, 1874
"	7 to 15, 40 to 47.....	"	Apr. 7, 1874
"	16 to 29, 48 and 49....	"	Apr. 7, 1874
5	5 to 32.....	"	Aug. 8, 1873
7	8 to 41.....	"	"
8	1 to 15, 26 to 34, 38, 39, 40	"	Mar. 4, 1874
"	21 to 24.....	"	Aug. 8, 1873

RACE'S SUBDIVISION.

LETTER PRESS COPIES.

BLK.	LOT.	FROM	TO
3 & 6	Government	Nov. 26, 1873

COOK'S SUBDIVISION.
OF W. 10 AC. S. E. $\frac{1}{4}$, N. W. $\frac{1}{4}$, 24, 40, 13.
LETTER PRESS COPIES.

BLK.	LOT.	FROM.	TO
1	13 to 17.....	B. Davis.....	Feb. 27, 1873

KINZIE'S SUBDIVISION.
OF N. E. $\frac{1}{4}$, 14, 40, 13.
LETTER PRESS COPIES.

BLOCK.	FROM.	TO
1, 2, 3, 12, 19 and 20...	Government	Dec. 28, 1866
4 and 5.....	"	June 1, 1868
6.....	John H. Kinzie..	Sep. 22, 1868
11, 13, 14, 15, 16, 17 & 18	Government	Dec. 8, 1866
15 and 16.....	"	Apr. 12, 1870

MAPLEWOOD.
S. E. $\frac{1}{4}$ SEC. 25, 40, 13.
RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
1	4 to 20 and 25 to 48....	Government	May 15, 1871
2	.....	" .....	"
3	.....	" .....	"
4	.....	" .....	"
5	.....	" .....	"
6	.....	" .....	"
7	.....	" .....	"
8	5 to 22	"	"

MAPLEWOOD.

RECORDED ABSTRACTS.—Continued.

BLK.	LOT.	FROM	TO
9	1 to 8, 27 to 34, 41 to 48	Government	"
10	12 to 33	"	"
11	1 to 3, 4, 5, 8, 9, 10, 11..	"	"
12	3, 4, 5 and 33.....	"	"
13	.....	" .....	"
14	.....	" .....	"
15	1 to 7, 21 to 26, 29, 37..	"	"
16	.....	" .....	"
17	14 to 24, 31 to 34 and 28	"	July 20, 1874
18	5 to 13, 16 to 37.....	"	"
19	1 to 22, 27 to 37	"	"
20	.....	" .....	"
29	.....	" .....	"
30	.....	" .....	"
31	.....	" .....	"
32	.....	" .....	"
1	10	"	Aug. 21, 1874
1	1, 2, 3	Nov. 1, 1870....	Feb. 15, 1871
8	25 to 48	"	"
12	6 to 23, 34 to 45	"	"
10	36, 37	H Farlin.....	Aug. 21, 1874
11	15, 16	"	"
12	29, 30	"	"
17 } to } 32 }	.....	Government	July 23, 1873

MAPLEWOOD.

LETTER PRESS COPIES,

BLK.	LOTS.	FROM	TO
10	5 to 35.....	March 1, 1869...	Oct. 28, 1870
11	1 to 11	"	"
12	3, 4, 5, 33.....	"	"
1 8 9 15	}	"	Dec. 7, 1870

DIVISION OF N. E. ¼ S. W. ¼ SEC. 25, 40, 13.

RECORDED ABSTRACTS.

LOT.	BLK.	FROM	TO
3	Government	Mch. 24, 1876
4	"	Aug. 25, 1871

BRAND'S SUBDIVISION.

N. E. ¼ SEC. 26, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM.	TO
8 9 11 12	}	Government	Nov. 2, 1871
"	Ex Sundry Lots	"	Oct. 1, 1872

LETTER PRESS COPIES.

15 16	}	Government	Mch. 8, 1869
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WISNER'S SUBDIVISION. SEC. 26, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
1	1 to 5, 8 to 15, 31 to 34, } 37 to 42, 44 to 49... }	Government	Sep. 27, 1873
2	12 to 15, 17, 18, 31 to 35	"	"
3	21 to 26, 31 to 37, 42, 43	"	"
4	1 to 34	"	"
5	3 to 6, 11 to 13	"	"
6	1 to 8, 13 to 18, 24 to } 27, 36 to 45, 48 to 55, } 57 to 65, 71 to 83, 88 } and 89!..... }	"	"
7	7 to 15, 22, 32 to 38, } 43 to 49..... }	"	"
8	1, 2, 3, 4, 10 to 23, 32 } to 38, 41, 48, 49	"	"
2	41 to 44	"	Sep. 28, 1871
7	54 to 78	"	Mch. 17, 1873
7	70, 73 to 78	"	Sep. 8, 1874

CARTER'S ADDITION TO MAPLEWOOD.

N. E. ¼ SEC. 25, 40, 13.

RECORDED ABSTRACTS.

	FROM	TO
All of Subdivision	Government	Sep. 26, 1874

SNOW ESTATE SUB.

N. E. ¼ SEC. 25, 40, 13.

LOT	FROM	TO
4, 5, 7, 8, 10, 11, 13, 15, 19	Government	Nov. 2, 1876

DAVLIN ET AL. SUB.

N. W. ¼ SEC. 26, 40, 13.
RECORDED ABSTRACTS.

BLK.	FROM	TO
8	Government	Oct. 8, 1873

DAVLIN ET AL. SUB.

OF N. W. ¼ 26, 40, 13.
LETTER PRESS COPIES.

BLK.	LOT.	FROM.	TO
8	S Easterly ½	Government	June 30, 1874
12 } 13 } 15 }	. . . . .	Apr. 27, 1863	Mar. 8, 1869
II	. . . . .	Apr. 6, 1865	Dec. 7, 1869

PECK'S ADDITION IN SEC. 32, 40, 13.

BLK.	LOT.	FROM	TO
II 38	I to 17 } 28 to 34 }	Aaron Peck	Aug. 3, 1871

CUSHING'S SUB.

W. 50 ACS. OF N. 120 ACS. N. E. ¼ SEC. 27, 40, 13.
RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
10	I and 2 of 5 and 6.	June 23, 1870	July 17, 1870

HAGAN & BROWN'S ADDITION.

S. W. ¼ S. W. ¼ SEC. 35, 40, 13.
RECORDED ABSTRACTS.

BLK.	LOT.	FROM.	TO
2	2, 3, 7, 10.	Government	May 31, 1871
3	2, 3, 7, 10.	"	May 22, 1871
2	5, 6, 8.	"	June 6, 1871
2	I to 8, II, 12, 13 and } 30 of 5, 6 and 8 }	"	Dec. 9, 1872

SIMONS' SUB.

S. E. ¼ SEC. 35, 40, 13.

BLK.	LOT.	FROM	TO
13	9 to 14	Nov. 27, 1838	Apr. 16, 1873

HAMBLETON'S SUB.

E. ¼ N. W. ¼ SEC. 35, 40, 13.
RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
2	. . . . .	Government	Apr. 15, 1870
6	. . . . .	" . . . . .	Dec. 2, 1872
6	II	"	Apr. 12, 1872

LETTER PRESS COPIES.

BLK.	FROM.	TO
2	Government	Mch. 10, 1873

CIRCUIT COURT PARTITION.

OF E. ½ N. E. ¼ N. OF ROAD. SEC. 36, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM.	TO
3 to 8		Government	Mch. 4, 1869
3, 5,		"	May 13, 1870
"	6 and 8.	"	Feb. 20, 1874
6	E 7 acs of.	"	Sep. 10, 1873
4		"	Apr. 22, 1871
"	Part	"	Nov. 26, 1875
3, 5,	Part of 2.	"	"
"	3	"	May 21, 1873
"	2, 3, 4 of 9	"	"

LETTER PRESS COPIES.

BLOCKS.	FROM.	TO
3, 4, 5, 6, 7, 8.	Government	Mar. 4, 1869
7	"	Nov. 9, 1869

L. STAVE'S SUB.

N. E. ¼ S. W. OF ROAD. SEC. 36, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOTS	FROM	TO
1		Government	Feb. 13, 1869
"	S Ely 4 acs of.	"	Aug. 29, 1870
"	130, 131, 134, 135, and } 138 to 143 of White } & Cole's Re-Sub . . . }	"	July 11, 1871
2, 3, 5	Parts of	Dec. 16, 1868 . . .	Nov. 6, 1871

L. STAVE'S SUB.

RECORDED ABSTRACTS.—Continued.

BLK.	LOTS.	FROM	TO
2, 3, 5		Nov. 2, 1859	May 31, 1873
1	128, 129, 132, 133, 136, } 137 and 144 to 153 of } White & Cole's Re- } Sub }	Government	May 5, 1871
2	26 to 29	"	June 25, 1874
"	2 to 9 of 26 to 29	"	Aug. 7, 1874

LETTER PRESS COPIES.

2	10 to 15, 22 to 25, 30 } to 35, 42 to 47 and 54 }	Henry Attrill . .	Feb. 23, 1869
3	7 to 12, 19 to 26, 33 to 36		
5	7 to 12, 19 to 23		
5	19 to 28	June 23, 1854. . . .	Jan. 11, 1869

GRAY'S SUB.

OF 8 AC. E. AND ADJ. W. 25 AC. N. OF ROAD OF N. E. ¼ SEC. 36, 40, 13.

RECORDED ABSTRACTS.

BLK.	LOT.	FROM	TO
2		Government	Mar. 8, 1871
5 to 11		Aug. 10, 1854. . . .	Mar. 8, 1873
12 to 15		"	Apr. 1, 1874
"	1, 2, 6, 7.	"	June 19, 1874
"	1.	"	Sep. 15, 1874

JOHNSTON'S SUB.E. $\frac{1}{2}$ S. E. $\frac{1}{4}$ SEC. 36, 40, 13.

BLK.	LOT.	FROM	TO
2		Government	Nov. 8, 1873
3	E $\frac{1}{2}$	"	May 22, 1871
"	1 to 6 of E $\frac{1}{2}$	"	Jan. 17, 1872
6		"	Aug. 25, 1875
2 & 4		"	Mar. 2, 1868
7 & 8		"	Mar. 20, 1869
8		"	Mar. 29, 1872
"	E $\frac{1}{2}$	"	Aug. 2, 1872

HANSBROUGH & HESS' SUB.E. $\frac{1}{2}$ S. W. $\frac{1}{4}$ SEC. 36, 40, 13.

BLOCKS.	FROM	TO
2, 4, 6, 8	Government	Dec. 14, 1870

BORDEN'S SUB.OF W. $\frac{1}{2}$ S. E. $\frac{1}{4}$ SEC. 36, 40, 13.

BLK.	LOT.	FROM	TO
3	S $\frac{1}{2}$	Government	Nov. 27, 1869
"	20 to 24 of 2	"	May 13, 1875
4	4 and 5	John Borden	Nov. 4, 1868
7		Government	June 29, 1872
8	1 and 2	John Borden	Nov. 4, 1868

BORDEN'S SUB.

LETTER PRESS COPIES.

BLK.	LOTS.	FROM.	TO
2	8	John Borden	May 5, 1866
4	3	Government	May 3, 1871
6	6, 7 and 8	"	May 20, 1871

McGOVERN'S SUB.OF PART N. W. $\frac{1}{4}$ SEC. 36, 40, 13.

RECORDED ABSTRACTS.

LOTS.	FROM	TO
11 to 14, & 19	Government	Jan. 19, 1870
13, 14	"	June 18, 1872
1 to 10	"	Mar. 28, 1873

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20	Geo. N. Powell	Oct. 16, 1867
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TOWN OF SCHLESWIG.BEING A SUB. OF S. E. $\frac{1}{4}$ N. W. $\frac{1}{4}$, 36, 40, 13.

LETTER PRESS COPIES.

BLK.	LOTS.	FROM	TO
4	5 to 10	Government	Sep. 5, 1870
9	5 to 7	"	"