

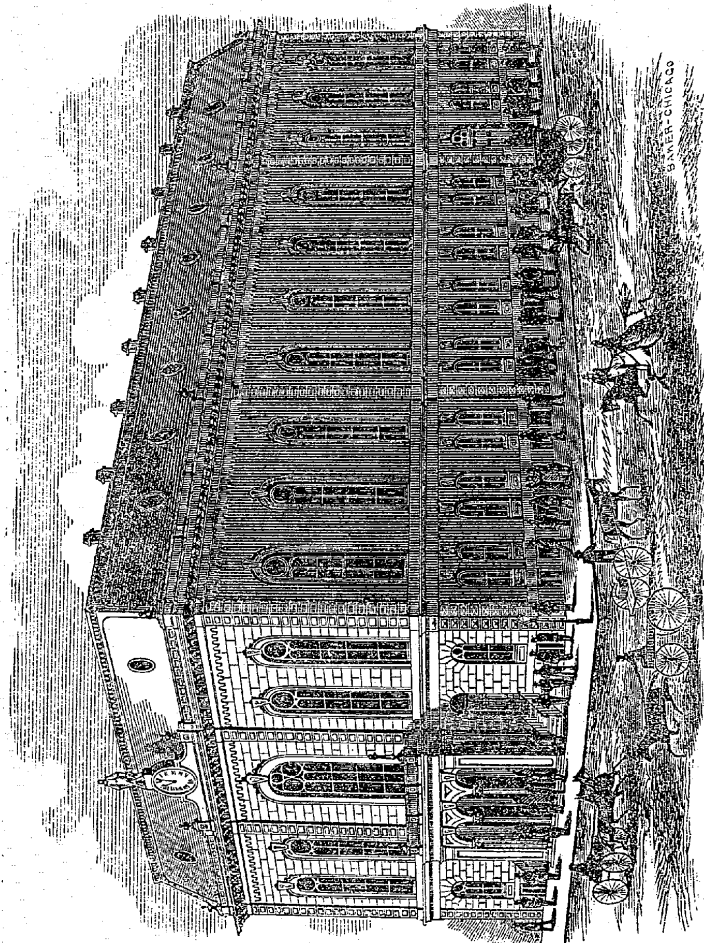
OFFICERS OF  
The Board of Trade of Chicago.

From April, 1870, to April, 1871.

B. F. MURPHY, *First Vice Pres't.* S. H. McCREA, *President.* P. W. DATER, *Second Vice Pres't.*

DIRECTORS:

Term expiring in 1871. R. STONE, C. W. KRILEGH, D. H. LINCOLN, R. W. PETTITT, J. K. FISHER, CHAS. RANDOLPH, *Secretary.*  
Term expiring in 1872. D. H. DENTON, E. F. LAWRENCE, O. S. HOUGH, W. H. GOODNOW, A. H. PICKERING, GEORGE STURGIS, *Treasurer.*



CHICAGO BOARD OF TRADE BUILDING AND CHAMBER OF COMMERCE.  
Southeast Corner of Washington and LaSalle Streets.

OFFICERS OF THE BOARD OF TRADE,  
1871-2.

J. W. PRESTON, *President.* CHAS. E. CULVER, *First Vice Pres't.* WM. N. BRAINARD, *Second Vice Pres't.*

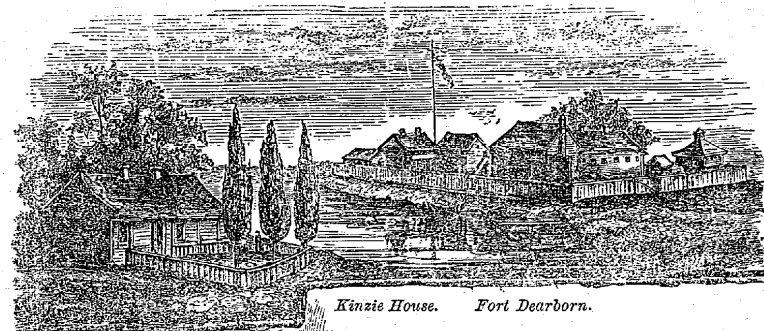
DIRECTORS:

1870-1. E. F. LAWRENCE, W. H. GOODNOW, DANIEL JONES, CHAS. RANDOLPH, *Secretary.*  
1871-2. O. S. HOUGH, A. H. PICKERING, ORSON SMITH, *Treasurer.* JOSIAH STILES, I. P. RUMSEY, I. N. ASH, CHAS. HITCHCOCK, *Attorney.* J. H. DWIGHT, A. M. WRIGHT.

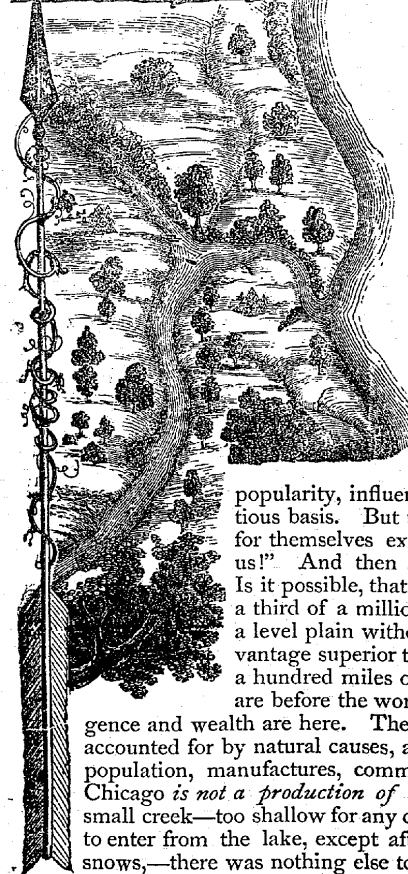
APPENDIX.

CENSUS REPORT.

STATISTICAL AND HISTORICAL REVIEW.



Kenzie House. Fort Dearborn.



Site of Chicago 1830.

THE rapid growth of Chicago—its present colossal proportions—its attraction of genius, talent, enterprise and industry—its remarkable accumulation of manufactories—its concentration of wealth and influence, and its present relative position to the world's great centers of trade and commerce have already marked it as phenomenal among cities.

Myriads demand a solution of the mystery of its unprecedented growth and wonderful prosperity. Many doubt the reports published by its citizens. They attribute them to a desire, on their part, to gain popularity, influence and wealth by submitting a fictitious basis. But those who see, inspect and examine for themselves exclaim, "The half has not been told us!" And then again ask, "Can all this be real? Is it possible, that, in one-third of a century more than a third of a million of people have been attracted to a level plain without a single natural attribute or advantage superior to those of any creek or slough within a hundred miles of Chicago?" We respond, the facts are before the world. The population, genius, intelligence and wealth are here. They are all a reality. They cannot be accounted for by natural causes, as we account for the existence, the population, manufactures, commerce and wealth of all other cities. Chicago is not a production of nature. With the exception of a small creek—too shallow for any craft, larger than an aboriginal canoe to enter from the lake, except after heavy rains or rapidly melting snows,—there was nothing else to distinguish the spot from any other

for many weary miles along the low, sandy, monotonous south-western coast of Lake Michigan.

Chicago is a production of genius, art, enterprise and indefatigable industry. All the other great cities of the world had natural resources and local advantages that attracted men of the most common discernment. The Atlantic cities are on the margin of large navigable rivers, or at the head of bays, estuaries or harbors; the former, the natural outlets of the products and business of the interior, and the latter the necessary resorts of the commercial marine, navigating coast or ocean. Take a few examples: New York has, on the east a beautiful Sound, stretching far away for more than a hundred miles, and on the west and south a magnificent harbor and bay, studded with islands, arresting the attention of the most careless observers, and rolling down from the north, for more than two hundred miles, one of the most beautiful rivers of the Continent constantly pours its richly freighted waters into harbor, bay and sound. Nature ordained the site of New York for a great city.

A man of less genius than William Penn would at once be attracted to a point of land similar to that lying between the Delaware and the Schuylkill as a charming spot to build a great city. It was, therefore, perfectly natural that there, in exact squares, the famous and pious Quaker should map out the streets and lanes of the City of Brotherly Love.

So of our interior cities: Pittsburgh could not avoid being a city of note. The Monongahela, rising in the mountains of Virginia, flows north and west—through a soil rich and productive, under which are deep strata of very superior coal, while its surface is covered with forests of the most valuable timber. The turbid waters of this river, blend with the cool, sparkling waves of the Alleghany, which takes its rise far away to the north and east, high up in the mountains of New York and northern Pennsylvania. Their junction forming the Ohio. And the point of land formed by their meeting seems properly made for a great manufacturing city.

Nature with lavish hand, has on the banks of these rivers, made to grow timber of all kinds, and in them coal and iron without stint and over them an inexhaustible soil, that responds to every effort of the husbandman. Under all these favoring circumstances the city of Pittsburgh was a necessity.

It is only necessary to notice the site and the surroundings of Cincinnati to see how much nature had done for it before it existed. A fine piece of table land, encircled with an amphitheatre of beautiful hills with rivers above and below it—the magnificent Ohio, like a lover's arm half encircling it, while the long sinuous Licking, had for ages poured the soil of Kentucky into the Ohio so lavishly as to do much towards the creation of the original site of the Queen City.

The mouths of rivers and far up to their navigable sources numerous points offer great inducements to plant commercial cities. Hence the existence and rapid growth of New Orleans, Memphis, St. Louis, Alton and St. Paul, on the Mississippi; and numerous towns and cities on its affluents and tributaries. Nature has so distinctly ordained a site for San Francisco, that every one must see at a glance that a population on the Pacific coast and a city near the golden gate must necessarily be contemporaneous events.

But nature did comparatively nothing for the original site of Chicago. Far back in aboriginal times, when deep snows melted, or when heavy thunder showers drenched the prairies, the waters naturally sought the lowest places. In so doing they formed two creeks; for the high north-east winds rushing over more than four hundred miles of bright, clear water created a sea so ponderous as to heap up the sands along the coast even higher than the immediate interior prairie. Hence the natural result of the rains, falling on the plains, and the melting snows, was to form turbid pools and malarious sloughs. These, sometimes so greatly accumulated at certain seasons of the year as to burst through the sea-wall, created by the waves of the lake, and then an outlet was formed; and, for the want of a better term has been desig-

nated as the mouth of a creek or river. But when the dry season came on and high winds again prevailed all communication by boat or canoe was cut off between the great lake and these miniature rivers. Much is said about the north and south branches of Chicago river, but these branches, were streams without lake, pond or spring to feed them! They existed only by the rains and snows that fell on the prairies. And these turbid, stagnant pools were the only original natural attractions for the ancient tribes of the Miami and the Pottawotamie Indians, where now flourishes the great city of Chicago. These calm, miniature Sounds enabled them to float their canoes for several miles, and then by carrying them over the plains, a few miles further, they were able to launch their frail light canoes into the Desplaines river, and on this they floated into the Illinois, and thence to the mighty Mississippi. The site of Chicago then became the shortest portage, or carrying place, between the Great Lakes and the affluents of the Father of waters.

This low prairie, but a few feet above the breaking waves of Lake Michigan, became an important rendezvous for the ancient inhabitants of these vast plains, because encamping here they could the more readily move by water at will either on the Lakes or the Western and Southern rivers. The French posts at Detroit, Mackinaw, Green Bay and St. Joseph, holding communication with their countrymen at Vincennes, on the Wabash and Kaskaskia, on the Okaw and other points on the Mississippi would find it convenient to use the "Chiquaqua" portage as the shortest to bear their canoes or batteaux from one water-course to another. But the site of Chicago, in its primitive state, though covered with the wigwams of a thousand Indians never suggested to an intelligent, thoughtful mind, that it possessed any of the natural advantages requisite for the site of a great commercial city. On the east a great lake—north, south and west boundless prairies of waving grass—to the ear the monotony was broken by the waves of the lake and the howl of the wolf; to the eye, by a few dwarf oaks, and two stagnant, pestiferous pools. Such was the site of Chicago before the hand of civilization was stretched over it.

Less than forty years ago Major Long, in his expedition to examine the sources of the St. Peter's river, thus writes of Chicago:

"The village presents no cheering prospects, as, notwithstanding its antiquity, it consists of but few huts, inhabited by a miserable set of men, scarcely equal to the Indians, from whom they are descended. Their log or bark houses are low, filthy, and disgusting, displaying not the least trace of comfort. Chicago is, perhaps, one of the oldest settlements in the Indian country; its name, derived from the Pottawatomie tongue, signifies either a skunk or a wild onion; and either of these significations have occasionally been given it. Mention has been made of the place as having been visited, in 1671, by Perot, who found 'Chickago' to be the residence of a powerful chief of the Miamis. The number of trails, centering all in this point, and their apparent antiquity, indicate that this was probably for a long period the site of a large Indian village. As a place of trade, it offers no inducement to the settler; for the whole annual amount of the trade of the lake did not exceed the cargo of five or six schooners, even at the time when the garrison received its supplies from Mackinaw. It is not impossible that at some distant day, when the banks of the Illinois shall have been covered with a dense population, and when the low prairies, which extend between that river and Fort Wayne, shall have acquired a population proportionate to the produce which they can yield, Chicago may become one of the points in the direct line of communication between the northern lakes and the Mississippi. But even the intercourse which will be carried on through this communication will, we think, at all times, be a limited one; the dangers attending the navigation of the lake, and the scarcity of harbors along the shore, must ever prove a serious obstacle to the increase of the commercial importance of Chicago."

Such were the opinions of a discerning military man of the site and prospects of Chicago, but half a generation since; and, judging by the position

and surroundings of all the chief cities in the United States, in 1833, he was justified in his conclusions. He saw no place of safety for a vessel during a storm. He saw no material for the erection of dwellings, no water power, no mines, no minerals, not even an isolated rock that might serve as the corner stone of building; on the one hand, the sun rose out of the great lake; on the other, it set in the boundless prairie.

With these surroundings, who would be bold enough to predict that on such a spot shall arise within a few brief years one of the largest and most enterprising commercial and manufacturing cities on the entire continent? He who would have uttered such a prediction thirty-five years ago would have been laughed at as an extravagantly visionary enthusiast.

#### NATIONAL AID.

In solving the mystery of Chicago's growth and commercial influence it is well to consider all the extraneous aid that has been afforded its citizens. In the year 1795 the Pottawatomie Indians ceded to the United States, in a treaty with General Wayne, a tract of land, at the mouth of the "Chickago" river, six miles square. In 1804 the government took formal possession of it by building Fort Dearborn. This famous central point occupied a lot next east of Michigan avenue and south of the river, below Rush street bridge. This fort was occupied by fifty United States soldiers, and mounted three pieces of artillery. For eight years the place was occupied peaceably. Our war with Great Britain, in 1812, made our tenure to frontier forts exceedingly precarious. Our American General Hull having surrendered Detroit to the British and Indians, without an effort to defend it, and without firing a gun, it was thought best to evacuate Fort Dearborn. The commander, Captain Heald, was directed to distribute the government property among the Indians, and then to march his troops to Fort Wayne. Knowing the Pottawatomies to be hostile, Captain Heald distributed only the provisions and clothing among them, throwing the guns, powder, and whisky into the water. The garrison commenced its march August 15th, under the escort of a small band of friendly Miamis. They had proceeded down the banks of the lake but about a mile and a half, near a spot now known as the foot of Sixteenth street, when they were attacked by the Pottawatomies, who were enraged by the destruction of the powder, guns, and whisky which they had so eagerly coveted. At the first fire the friendly escort galloped off, and the little party being entirely surrounded capitulated on condition that their lives should be spared. They delivered up their arms and marched back to the fort. Many of them, however, were slaughtered. Among these unfortunates were twenty-six of the regular troops, twelve militiamen, two women, and twelve children. The next day the fort was plundered and burned, and the prisoners distributed in various directions. Many of them were subsequently ransomed. In 1816, the war having closed, Fort Dearborn was rebuilt, on the old site, and again occupied by troops, under the command of Captain Bradley. The country remained quiet until the fall of 1828, when the Winnebagoes became restless and threatened to destroy the fort. The arrival of a large force from the Wabash, under General Atkinson, intimidated the Indians. In the spring of 1832 Northern Illinois was scoured by the Indians, and the settlers forced to take refuge in Fort Dearborn. During May, of that year, the fort gave shelter to some seven hundred, two-thirds of whom were women and children. Twenty-five of the men formed a company to join the troops, then at war with the Indians. The movement was a success; Blackhawk, their chief, was captured and in September of that year the Indians agreed to remove west of the Missouri. The order was not fully carried into effect till October 1835 when Col. Russell escorted some 1500 of the Indians to the Far West. Since then wars, in Illinois, have ceased with the Indians. In 1837

Fort Dearborn was abandoned by the government. The next good thing that was done for the embryo city was a grant of alternate sections of land to aid in the construction of a canal to furnish water communication between Lake Michigan and the Illinois river. This has ultimated in the union of the great lakes and the great rivers of the West. The prospect of accomplishing this was the first grand impulse to the settlement of Northern Illinois—the assurance that a harbor would be completed and a canal soon opened were the seeds that produced the city of Chicago. The Erie canal created great cities along its line, and made New York the Empire State. Knowing this many enterprising eastern men, possessing some means but much more energy and industry, anticipating still greater things to result from internal improvements in Illinois, became citizens of Chicago. For the trifling aid afforded the State in general and a few of the northeastern counties in particular how many times over has the nation been repaid! It was a handful of seed thrown into a good soil that has yielded more than an hundred-fold. During the recent rebellion Chicago voluntarily contributed to the General Government more than sixty-six millions of dollars.

#### THE PECULIAR SECRETS OF CHICAGO'S PROSPERITY

have been *individual enterprise, energy and industry*. Many of her prominent men, beginning here on a small capital, have exerted themselves like men who feel that they have been thrown upon their own resources, that the eye of the world is upon them, and, to save honor and achieve fame, they must and will succeed. The question with them has not merely been, what have others done, under certain circumstances? but each individual asks himself the question: How much is it possible for me to do? and acting on the maxim that "all things are possible to him who wills," the leading minds of Chicago have willed to excel in every department of trade, commerce and manufactures, and to build up the greatest commercial city on this continent. They are now in the flood tide of prosperity with high hopes of realizing their expectations. Individual energy and enterprise have more distinctly marked the public works of Chicago than any other city. 'Tis true in our Directory, companies extensively abound, but a little careful inquiry will develop the fact that some individual mind forms the main spring of the company. And this he does without absorbing either the genius or the energy of his associates. In this respect leading minds have ingenuously and, without doubt, unwittingly imitated the prime natural laws of force, order and motion which give life, light, harmony, beauty and prosperity to the universe. Many minds simply attract and absorb. Others again are only diffusive; but the minds which have given direction to affairs in Chicago, and have created and controlled events have constantly exerted both a centrifugal and centripetal force over mind, capital and business. Minds have been drawn to this centre to be charged with new life and energy and sent abroad to diffuse it: capital has been attracted, not to be wrapped up in a napkin, but to be judiciously used to aggregate its cent per cent; and business has been conducted with such a wise forecast of the future as to demonstrate that the men who work the wires stand on the shoulders of the commercial giants of three continents. To men unacquainted with the leading commercial minds of Chicago these reflections may seem extravagant. But they are not—they are the true solution of the unparalleled commercial prosperity of this city. A brief, simple history of the various departments of trade, commerce, and manufactures of Chicago will clearly and fully prove and illustrate these apparently extravagant propositions.

Important enterprises for the public benefit have been undertaken by individuals. Large investments have been made at a time when a profitable return seemed exceedingly doubtful. The expectations of some may not have

been realized. Losses may have been sustained, but such faith in the commercial prosperity of Chicago, has encouraged the timid and confirmed the wavering. The Tremont House, once recognized by all as the best hotel in Chicago, and even now esteemed by many as second to none, was entirely an individual enterprise—a product of the faith of Ira Couch.

The Sherman House bears the name of its originator and proprietor. It, too, is a monument of individual enterprise.

The Palmer House—towering two stories above any other building in the city—is another demonstration of individual faith in the constantly increasing prosperity of Chicago. Mr. Palmer built this, and planned another in the immediate vicinity, at a time when croakers were exclaiming: "We have too many hotels already; the business of the city will not sustain so many!" But he had already realized the value of faith in Chicago. By purchasing goods—exactly suited to the market—a little in advance of their demand, and by erecting buildings superior to any before contemplated, even by the most sanguine, he had greatly advanced his own interests and had added largely to the wealth and fame of Chicago. He therefore not only ventured an eight story hotel, at a time when a popular company had been formed to build one to cover an entire square, and when other magnificent houses were going up in the same quarter of the city, but he deliberately decides to erect another that shall take the first rank among all the hotels on this continent, if not of the world. He has employed competent architects to examine the best houses of the kind in Europe; and the hotel, whose foundations are already laid on the east side of our future "Broadway," is to combine all the excellencies of all the others.

References have been thus made to these institutions merely to illustrate the thought considered of so much value in solving the secrets of Chicago's wonderful growth and unexampled enterprise. Stock companies must be formed to erect and furnish a first-class hotel. Few of the stockholders in such companies ever expect to realize anything, directly, from the money invested. Here capitalists prove their faith in Chicago by their works. Some risk fortunes in a single house, and though they stir up a healthy, vigorous rivalry, yet they so wisely conduct their business that they make such enterprises pay a fair per cent at the outset, and ultimately realize fortunes, by the increased value of real estate, for such enterprise attracts capital and the best commercial talent of the nation.

Although we have much more faith in individual effort and enterprise than in governmental or stock companies, yet the latter are often necessary, and commercial men will be pleased to know that Chicago is soon to have a splendid hotel completed by the Pacific Hotel Company. Its exterior is already nearly completed. It has four fronts: on Jackson, 325 feet; Clark, 186; LaSalle, 178, and Quincy, 325. It is to be finished and furnished, not only elegantly, but to possess all the comforts and conveniences that the most exacting and fastidious traveler or sojourner can possibly demand. It is to be six stories above the basement, and to have 550 rooms. Hotel proprietors in Chicago need to be sanguine, hopeful men; but taking lessons from the past, of our city's prosperity, there is no room to doubt that as fast as these immense hostleries are perfected, in every part, guests will crowd their portals, until other individuals or companies shall make renewed efforts to improve upon those which we now deem to be "perfect and entire, wanting nothing."

#### OTHER ENTERPRISES.

Should the reader institute an inquiry relative to the rapid growth and remarkable prosperity of many of the foundries and machine shops of Chicago, he will find that though designated as the property of companies and regular incorporations, yet, by becoming intimately acquainted with their workings, he will soon learn that the success of the "Northwestern," the

"Phoenix," the "Vulcan," and other similar establishments, is to be attributed, primarily, to the sleepless vigilance, the untiring energy, far-reaching enterprise, and the superior executive ability of some one mind that directs all the affairs of each. It is a mind concentrated on a profession of its choice, and takes delight in its pursuit. Such establishments must excel; for the genius that forms the mainspring to their specialty is constantly improving his machinery, and daily carrying forward the education of his helpers. The healthy rivalry between the East and the West greatly redounds to the interest of the latter; for here is the market. Western habits are not so stereotyped as the eastern, neither have they so much faith in the wisdom of their ancestors, or so great reverence for the gods of their adoration. They are not afraid to launch out boldly into new and untried schemes. They keep their eyes wide open to see what the commerce, agriculture, and the times and peculiar circumstances of the public demand, and then they concentrate all their energies on the best means of supplying that demand. They lay hold of the best of everything produced in Europe and the East, and then endeavor to do better. In articles of most common use in the house, on the farm, on the railroad, in the schoolhouse, and in the mine, the productions of Chicago are rapidly supplanting, in the Northwest, all others. This is another of the grand secrets of Chicago's growth and prosperity.

Suggest, even to a Bostonian, the use of steam power to extinguish fires, and he shakes his head incredulously, and says: "It is not possible." A New Yorker says "No," emphatically: "Nothing equal to our machines." A Philadelphian or a Baltimorean begin, at once, to strip for a fight. The bare suggestion of an innovation upon the customs and usages of a century is a sufficient *casus belli*. But western men—even members of city councils—will listen attentively to any reasonable suggestion to save life and property, to save labor, to increase comfort, to overcome difficulties, or to make money. Hence the world is indebted to the west for steam fire engines, for the Pullman palace dining and sleeping cars, for the best labor-saving agricultural implements, and even for the neatest, best, and most comfortable schoolroom furniture.

When the streets and great thoroughfares of Chicago become crowded with carriages and foot passengers, we dive below our streets, rivers, and wild turmoils; though each cost half a million. And these great works are accomplished while other corporations are discussing the possibility and the propriety of such a work. When the greatness of the city demands a larger and better supply of pure water, we sink a shaft in the city and bore another far below the bottom of the lake. To be certain that we get beyond the most remote particle of the city's impurity, we go out miles to where the water is always clear, pure, and cold. These shafts are then soon connected by a tunnel, some five feet in diameter and more than thirty feet below the bottom of Lake Michigan. Such enterprise and skill deserve the rich reward of the purest water supplied to any city on the continent; and its citizens have obtained it. The water works are supplied with three engines to raise this water to such a level as shall make it flow freely to every room in the city where it is needed. These have a power and capacity of supplying 38,000,000 gallons daily; yet such soon became the demand for more water that the Board of Public Works first asked for additional pumping power and increased means for supplying this demand. Notwithstanding the capacity of the tunnel and the present local power and machinery to supply an immense amount of water, yet the citizens are building so rapidly and extending their residences to such an extent, even beyond the present city limits, that it has been definitely determined to dig another tunnel that they may always be assured of a full supply of water, especially for the southwest part of the city, in which direction population is so rapidly tending. These are very obvious indications that the population and manufacturing interests of Chicago increase more rapidly than the most sanguine of her citizens anticipated even four short years ago.

## RAISING THE CITY'S FOUNDATION.

The stereotyped objection to Chicago, thirty years ago, was that it was so low, so flat, such a morass, that even though it might become a town of some commercial importance, yet it never could become a safe place for a permanent residence. Sickness, suffering, sorrow, and death must necessarily be the fate of all who attempted to erect dwellings and occupy them, where drainage and sewerage were impossible. Men of Holland would say: "Dig ditches and build dykes, erect windmills and set pumps in operation, and thus raise and send off into the stagnant river all superfluous water and offensive matter!" The men who laid the foundations of New Orleans would say: "Build a levee, and allow the summer suns to evaporate the surface streams and the winter frosts to congeal and purify them." But the men of Chicago said: "The deficiencies of nature we can and will supply by art. We will raise the foundations of the city!" "What is to be done with the great buildings already erected? Their beauty will be marred and their conveniences rendered useless." "The owners must catch the spirit of the times, and raise themselves and their dwellings to the height of the grand proposition." They did so. The entire city grade is now, or rapidly rising to, from five to ten feet above its primitive level. Good sewerage and dry cellars are now afforded, and great brick and stone buildings, like the beautiful Tremont House—five stories high, and occupying a quarter of one of our largest squares—soon felt the power of an engine, acting through a hydraulic pump, and this through a thousand cylinders which had been placed under the foundations, and that great building rose up, without jar or crack, or for an hour interrupting any of the business of the hotel, to its present position as a first-class hotel—in all its proportions—admirable and attractive.

A city enjoying the influence and under the guidance of men so willing to do anything for its healthfulness, comfort, and beauty, however great the sacrifice—as evinced by the means used to supply it with pure water—by the elevating of its grade—by the provisions made for its perfect sewerage, and especially by their payment of millions to create a natural union between the northern lakes and the great Mississippi, thus sending through our main artery a continued stream of ever living, clear, pure water from our boundless lakes—we repeat that the men who have done all this to make Chicago a healthful city deserve well of their fellow countrymen, and are worthy the emulation of the citizens of every other city in the land.

## THE AUXILIARIES TO CHICAGO'S PROSPERITY

Have been many. To some of these passing mention has been made in the preceding pages.

## THE PROPOSED MICHIGAN CANAL

First attracted enterprising men from the middle and eastern States. Stalwart farmers, from the green mountains of Vermont, came hither, and so did many a sturdy genius from the Empire State, who had seen what the Erie Canal had done for New York. Connecticut furnished her quota of ingenious speculators. Men of other States and of Foreign lands came hither in flocks, and the little city soon became cosmopolitan. The canal furnished employment for many, and settlers near its route increased. Excellent building stone was developed within fifteen or twenty miles of the head of the south branch; and obtained the name of Athens marble. It was easily worked when first quarried, and hardened and improved by age. The elevation of the

prairie for a few miles between the waters flowing into the Illinois from those flowing into the Chicago bayou required locks, on the latter, and pumping machinery to fill them to enable the boats to overcome the elevation. The business of this canal, has, in some seasons been considerable. Its gross expenses, including its ordinary and extraordinary repairs, had a range from 1848 to 1867, both inclusive of from \$43,197 to \$162,656, while its tolls, during the same years, were from \$87,890 to \$252,231. It was open for navigation from 203 to 271 days, each year. The receipts from the tolls of the canal, and from all the lands given by the government to aid in its construction, from 1836 to 1867 were in excess of expenditures \$304,015. During these 20 years there were transported on this canal 48,390,992 lbs. of pork, 1,232,943 cubic yds of stone, 482,404 tons coal, 14,086,588 bush. wheat, 99,678,763 bush. corn, 15,498,454 bush. oats, 1,168,353,057 ft. lumber, 791,698,119 shingles and lath. This canal is 96 miles long. During its first twenty years it not only paid for its construction and expenses and more than \$300,000 besides, but it bore upon its turbid bosom, to and from Chicago, immense quantities of the products and manufactures of the country. Since these statistics were made up some three or four millions have been expended upon it by the City and State to sink its bottom below that of the Chicago river and thus to allow a free and continuous flow of water from Lake Michigan through it and the Illinois river, into the Mississippi. This is a great and valuable work and one that should be continued by the national government, until the steamers on the Lakes and the Mississippi, shall be enabled to pass and repass during all the season in which lakes and rivers are navigable. National commerce, safety and defense demand that it be made a ship canal deep enough easily to float the largest class of steamers and vessels entering Chicago river.

## RAILROADS.

Iron highways have aided Illinois in general and Chicago in particular more than any one class of improvements. The citizens of Illinois have been foremost among all the men of the West to advocate and to encourage the feasibility and profitableness of Railroads. Judge Breeze, of the supreme court of this State was the first man of the nation, publicly to advocate the practicability and utility of a railroad to the Pacific. The legislature granted a charter of a road from Chicago to Galena, when there were not more than 1000 miles of railroad in the United States. Many years passed before any extended line was completed; but the first few sections constantly increased in value and prosperous towns and villages sprang up along their route. Influential gentlemen of Chicago, were mainly instrumental in obtaining from Congress a grant of alternate sections of government lands, to aid in building the Illinois Central—in two divisions—from Dunlieth and Chicago to Cairo—a road that has done more to develop the great heart of the State, than has any other. This grant of public lands attracted to the State much foreign capital and many excellent foreign artisans.

This review will not admit of full details of the numerous roads that now connect Chicago with every part of the continent. A very brief synopsis of them will give the stranger a general idea of their extent and their value to our city: Chicago is the starting point or terminus of many railroads; among these we name: The Chicago & Northwestern. This has some eight or ten divisions in Illinois, Iowa, Wisconsin, Michigan and Minnesota; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Chicago & Great Eastern; Columbus, Chicago & Indiana Central; Pittsburgh, Fort Wayne & Chicago; Michigan Southern & Northern Indiana; Michigan Central; Grand Trunk Railway of Michigan; Northern Railway; Indiana & Blue Island, and the Union Pacific. All these roads run daily trains from Chicago. These send daily each way 96 passenger trains and 117

freight trains making 426 trains that arrive and depart every 24 hours. Twenty years ago the commerce of Chicago had not felt the first impulse of the present system of railroads. She had but one and that terminated on the western prairies. Now a train leaves or arrives every three and a half minutes during the entire 24 hours of every day. The quantity of freight and the number of passengers that constantly arrive and depart are really incomprehensible. The figures are easily enumerated and read, but we comprehend them only as we do the distance to the fixed stars.

WHAT NAVIGATION DOES FOR CHICAGO.

During eight months of the year there is an average daily arrival and departure of some fifty sailing vessels and steamers. These bring coal, iron, wood, lumber, and heavy goods. Of these Lake craft, 398 are owned in Chicago. These are of an average capacity of 214½ tons: the exact aggregate is 85,313 tons. Vessels bringing coal and iron from Buffalo and Cleveland are much larger. The entire fleet entering and clearing from the port of Chicago average 239½ tons, and the total number during the eight months of 1870—from April to November—both inclusive—was 12,546. While the arrivals and departures, during the same eight months, at the ports of New York, Philadelphia, Baltimore, New Orleans, San Francisco, Mobile and Savannah were 12,259—287 less than at the single port of Chicago. 'Tis true the sailing vessels and steamers entering New York are much larger—averaging 599½ tons, but even their aggregate tonnage is far less than the port of Chicago! The fleets of deeply laden vessels that daily arrive and depart from our youthful city would greatly surprise even a resident of New York or Liverpool.

POPULATION OF ILLINOIS.

Few States of the Union have increased in population so rapidly as Illinois. The national decennial census furnishes many facts interesting to consider. In 1810 the entire State had but 12,280 inhabitants. Soon after her admission into the Union, as a State, (1818) her population had increased—in 1820 to 55,162.

1830.....	157,445
1840.....	476,183
1850.....	851,470
1860.....	1,711,961
1870.....	2,537,910

THE POPULATION OF CHICAGO

May now be verified by an actual count of the present Report, the names, residences, nationality, business, etc., all being given. Many of the sketches published of the population from 1830 to 1840 were mere conjectures. The most reliable gives for

1830.....	70
1840..... National Census.....	4,853
1850..... " ".....	29,963
1860..... " ".....	110,973
1870..... " ".....	299,227
1871..... Edwards' Report.....	334,270

AGE AND POPULATION OF OTHER CITIES.

WHEN SETTLED.	POPULATION 1870.
Detroit... 1700.....	79,580
St. Louis... 1764.....	310,864
Pittsburgh... 1784.....	86,235
Louisville... 1785.....	100,754
Cincinnati... 1789.....	216,239
Chicago... 1830.....	299,227
Chicago, present population.....	334,270

TAXES ASSESSED FOR MUNICIPAL PURPOSES.

The City Collector—W. J. ONAHAN, Esq.—has kindly furnished the following condensed statement:

In the municipal year 1869-1870, the total valuation of property assessed for taxes was \$266,000,000, which at 1½ per cent. would yield a tax of \$3,400,000. The amount of money assessed this year for special improvements, such as curbing, filling, paving, etc., was \$3,000,000. The collection of the License Fund, which was undertaken by the collector on July 1st, 1870, is also a feature of interest in the workings of this office. Prior to that date the license money was collected in the office of the City Comptroller.

From that date, (July 1, 1870,) to Dec. 31, 1870, the Collector received for license the sum of \$125,571,81. Over two-thirds of this amount was received from saloons. Next in order coming pedlars, then drays, wagons, second-hand dealers, butchers, junk dealers, intelligence offices, auctioneers, pawn-brokers, runners, venders of powder, hacks, light scavengers,—the omnibuses bringing up the rear.

For the municipal year 1870-1871 (April 1, 1870 to March 31, 1871,) the city levied a tax of fifteen mills on the dollar, on a taxable basis of \$223,634,600, and a personal property valuation of \$52,342,950, divided as follows:

Individual personal property valuation.....	\$43,647,920
Bank " " ".....	7,511,600
Vessel " " ".....	1,183,430

In addition to these regular taxes, there are special taxes assessed in various portions of the city for curbing, filling and paving streets, the erection of lamp-posts, laying of sidewalks, etc., which amount in the aggregate to about \$400,000.

Below will be found a table, showing the number of tax-payers, respectively, who pay personal property taxes to the city from \$15,000, which is the largest sum paid by any one firm or individual, down to \$5.00 and less. This enumeration does not include the tax on banks or vessels. The aggregate tax on the former is \$112,674 and on vessels \$17,751.45.

The figures have been made up from the lists for 1870, and the tax is now in course of collection:

\$5 and less.	\$5 to 10	\$10 to 25	\$25 to 50	\$50 to 100	\$100 to 250	\$250 to 500	\$500 to 750	\$750 to 1,000	\$1,000 to 1,500	\$1,500 to 2,000	\$2,000 to 3,000	\$3,000 to 4,000	\$4,000 to 5,000	\$5,000 to 7,500	\$7,500 to 10,000	\$10,000 to 15,000
3315	3993	4172	1439	716	575	222	85	37	51	14	15	4	2	0	0	2

The following is a statement of the State and County taxes for the year 1869-1870, for city of Chicago:

	VALUATION.	RATE PER CENT.	AMOUNT OF TAX.
State.....	\$80,000,000.....	1 3-10.....	\$1,040,000
County.....	80,000,000.....	½.....	400,000
West Park.....			50,000
South Park.....			300,000

The following is a statement of the State and County tax levies for 1870 for Cook County.

## EQUALIZED VALUATION BY THE STATE BOARD.

Personal Property.....	\$17,996,778
Railroad Lands.....	3,630,494
Lands and Improvements thereon.....	2,549,421
Town and city lots and improvements thereon.....	55,507,896
<b>Total valuation State Board.....</b>	<b>\$85,684,584</b>

## AMOUNT OF TAX.

Revenue purposes 25c. on \$100.....	\$214,218,73
Payment of State debt 20c. on 100.....	171,376,17
State School Tax 20c. on \$100.....	171,376,17
	<b>\$556,971,07</b>

## EQUALIZED VALUE BY THE COUNTY BOARD.

Personal Property.....	\$19,560,803
Railroad Lands.....	3,630,494
Lands and improvements thereon.....	9,074,152
Town and City lots and improvements thereon.....	57,850,852
<b>Total valuation by County Board.....</b>	<b>\$90,116,301</b>

## AMOUNT OF TAX.

County Tax at \$1.50 on \$100.....	1,351,669.47
Aggregate amount of Town, District and other Local Taxes.....	1,474,815.77
<b>Total.....</b>	<b>2,826,485.23</b>
<b>Total State Taxes.....</b>	<b>556,971.07</b>
<b>Total County Taxes.....</b>	<b>2,826,485.23</b>
<b>Total.....</b>	<b>3,383,456.30</b>

## COMMERCIAL INTERESTS.

Business has kept pace with the population. Indeed, it has generally been in advance and this accounts for the rapid increase of population. Here are the statistics for 1870—the solid facts as presented us by Mr. COLBERT of the *Tribune*, to whom—by the way—we are indebted for much of the foregoing data, and to whom we tender our gratitude.

Without any invidious comparisons we ask the reader to compare these facts with the Board of Trade Report of any city on the continent.

## RECEIPTS AND SHIPMENTS.

The following table shows the aggregate receipts and shipments of produce and material in this city during the year, with the average value of the receipts:

	RECEIPTS.	SHIPMENTS.	VALUES RECEIPTS.
Flour, brls.....	1,766,037	1,705,977	\$ 7,947,166
Wheat, bu.....	17,394,609	16,432,535	17,394,409
Corn, bu.....	20,189,775	17,777,377	13,129,260
Oats, bu.....	10,472,078	8,507,735	4,188,740
Rye, bu.....	1,092,493	919,629	198,250
Barley, bu.....	2,335,653	2,584,692	2,668,520
Grass Seed, lbs.....	18,681,148	6,287,616	849,630
Broom Corn, lbs.....	13,658,918	8,415,346	1,230,200
Cut Meats, lbs.....	52,162,831	112,433,168	6,522,000
Beef, brls.....	20,554	65,369	266,800
Pork brls.....	40,883	165,855	961,200
Lard, lbs.....	7,711,018	49,292,249	1,079,543
Tallow, lbs.....	2,460,157	2,253,030	226,000
Butter, lbs.....	11,682,348	6,493,143	2,920,600
D. Hogs, No.....	290,214	171,183	5,984,900
Live Hogs, No.....	1,693,158	924,453	42,290,200
Cattle, No.....	532,964	391,709	21,293,000
Hides, lbs.....	28,531,668	27,245,846	3,235,750
H. Wines, brls.....	105,639	173,568	6,627,560
Wool, lbs.....	14,751,039	15,323,536	4,350,400
Potatoes, bu.....	665,575	42,091	500,000
Lumber, M.....	1,018,969	583,491	15,285,000
Shingles, M.....	652,091	666,248	2,445,340
Lath, M.....	163,322	56,077	259,500
Salt, brls.....	674,618	571,013	1,849,300
Flax Seed, lbs.....	8,694,040	275,000	271,700
Sheep, No.....	349,855	116,711	1,050,000
Cotton, lbs.....	411,000	431,000	34,200
Tobacco, lbs.....	10,093,516	2,083,304	6,036,100
Lead, lbs.....	14,445,523	7,855,473	1,400,000
Horses, No.....	3,547	3,483	233,000
Coal, tons.....	837,474	110,467	7,974,900
Wood, cords.....	144,373		1,230,000
Lake Fish, brls.....	68,253		469,500
<b>Total.....</b>			<b>\$182,743,573</b>

To which we may add the following:

	VALUE.		VALUE.
Pig Iron.....	\$ 300,000	Metals, etc.....	\$ 2,200,000
Iron Ore.....	14,600,009	Crockery, etc.....	2,800,000
Nails.....	247,530	Jewelry, etc.....	5,250,000
Carbon Oil.....	650,000	Groceries.....	58,000,000
Building Stone, etc.....	250,000	Musical Instruments.....	2,000,000
Cedar Posts.....	265,000	Cheese.....	2,100,000
Telegraph Poles.....	647,000	Miscellaneous.....	79,681,922
Boots and Shoes.....	7,500,000		
Dry Goods.....	85,000,000	Grand total.....	\$399,835,000
Drugs, Chemicals, etc.....	4,000,000	in 1869.....	412,550,000
Hardware.....	5,000,000	in 1868.....	397,552,000

This is a decrease of \$13,000,000, or about 3 per cent. Taking into account the difference in the gold value of paper in the two years, we have an actual increase in gold values to the amount of fully 9 per cent. in the receipts of the year 1870 as compared with 1869.

## THE BANKS.

Two new national banks have been established in the city during the year, making a total of sixteen now doing business. On the 28th of December, 1870, these returned their capital stock at \$6,550,000; surplus and other undivided profits, \$3,041,359; deposits, \$16,774,514; and circulation outstanding, \$4,906,424. If to these we add the nine or ten private banks in the city, with an aggregate capital of \$3,000,000, we have a total bank capital and supplies of nearly \$12,600,000, or \$12,260,000, after paying the January dividends.

The returns from the clearing house show the following as the business of the year:

	CLEARINGS.	BALANCES.
Total, 1870.....	\$810,676,036	\$80,910,416
Total, 1869.....	781,446,111	73,831,000
<b>Increase.....</b>	<b>\$29,229,925</b>	<b>\$7,079,416</b>

## CLIMATIC CHANGES.

The Court House of Chicago is in N. Latitude  $41^{\circ} 52' 20''$ ; Longitude West from Greenwich,  $87^{\circ} 37'$ . Difference of time between London and Chicago 5h. 50m. 28s. Elevation above the sea, 591 feet. Its mean annual temperature is  $46^{\circ} 7'$ , with a range of  $132^{\circ}$  of Fahrenheit. In the course of twenty years the temperature has been observed  $30^{\circ}$  below zero, and  $102^{\circ}$  above, but these extremes occur only in many years. The ordinary or average range is not far from  $100^{\circ}$ ;  $-6^{\circ}$  below and  $94^{\circ}$  above zero. The annual rain fall is  $30\frac{1}{2}$  inches. The general humidity of the atmosphere causes the variation of the temperature to produce a very sensible and obvious effect on invalids. But there are few cities in the United States in which the people enjoy better health or look more vigorous. The rate of mortality, even when strangers from all lands were flocking in—when accommodations were imperfect—from '47 to '56 inclusive—was but  $3\frac{1}{2}$  per cent. per annum. For 11 years, ending with 1868 the death rate was but 2.3 per cent. and some years but 2 per cent. At this rate a generation would last 50 years. Persons of good habits enjoy better health in Chicago than in a majority of the large cities of this country.

## LUMBER TRADE.

Our tables show a large quantity of lumber, lath and shingles received and shipped from Chicago. Only those who have gone through the lumber yards near the river and basins, can form a remote idea of the enormous quantity brought hither. There is not another port in the United States, perhaps not in the world where so many boards, laths and shingles are handled. As many as 165 vessels have entered Chicago river in one day and seven-eighths of them were deeply laden with lumber. Immense quantities of it are manufactured here. Houses are constructed for prairie districts—marked and numbered, taken down and shipped in such a condition that they are re-erected in a few hours. Chicago builders go out even to the plains of Nebraska and put up in one contract from thirty to forty cottages. All this work is done there in a few days. During the war the Bridge builders of Chicago had an exact measurement of all the railroad bridges in the South near which the Union armies were maneuvering. When raids were made by the enemy and these bridges burned, it was only necessary to despatch the name and number of the bridge to Chicago and so soon as rail and steam could transport the material a perfect bridge arrived that went up, as did Solomon's Temple, without the sound of hammer. They were all completed in Chicago.

Notwithstanding the youthfulness of Chicago and many prejudices against the men who give her character, yet when the progressive men of other cities have any extraordinary work to accomplish, they almost invariably either imitate her efforts in that line, or fairly and honestly seek aid from her experienced artisans or men of genius. We give one or two examples: A large retail grocer in Cincinnati wished to raise his brick store so as to build another story from the foundation. He wished the work done without interrupting his business. He had heard that such remarkable feats were performed in Chicago. He sent here for such a man. He came, he saw, and accomplished the work in a brief period. Another case came under our observation: A company in New Orleans, was formed to cut a ship canal from the Mississippi to Lake Bourgne. Many of the old cities had had a large experience in the use of steam-dredging machines. Some of them before Chicago was known. But the agent saw reasons for passing them all by. He came to Chicago to obtain the excavators to cut the ship canal under contemplation. The engines and machinery were manufactured in this city at an expense of \$44,000. These facts prove that a healthy scion, cut from the parent tree, when once judiciously grafted, even on a crab tree or a thorn bush, will often

grow more vigorously and bear better fruit than its twin branch left on the parent trunk. Thus we account for the fact that real, true men from the Eastern and Middle States, and from Europe, when they get a fair start in the new cities of the West, develop greater energy, become more enterprising and accomplish much more than their brothers left behind on the homestead; indeed more than they ever would themselves have accomplished with the best possible home surroundings.

The demand for labor in the West is so great that genius is at once quickened to invent labor-saving machinery. Hence, our excavators, our mowers, and our reapers. What would the West now do were these few machines annihilated and others not to be obtained!

## RECEIPTS AND SHIPMENT OF CATTLE.

The rapid increase of this business and the magnitude to which it attained in fourteen years are as surprising as the unexampled relative increase of population, commerce, and cash value of property.

	Received.	Shipped.
1857 .....	48,524 .....	25,502
1870 .....	532,964 .....	391,700

An increase in fourteen years of more than 1,100 per cent.

## RECEIPTS AND SHIPMENT OF HOGS.

	Received.	Shipped.
1857 .....	244,345 .....	123,568
1870 .....	1,953,372 .....	1,095,671

An increase of some 800 per cent.

## PORK PACKING IN WESTERN STATES.

	1870-1.	1869-70.	1868-9.
Illinois .....	1,240,959 .....	862,412 .....	805,843
Ohio .....	711,436 .....	490,791 .....	515,203
Missouri .....	461,375 .....	418,085 .....	350,333
Indiana .....	429,349 .....	266,310 .....	325,514
Kentucky .....	283,817 .....	197,010 .....	183,426
Wisconsin .....	248,900 .....	172,626 .....	129,094
Iowa .....	194,137 .....	139,487 .....	131,287
Tennessee .....	42,994 .....	8,330 .....	9,115
Michigan .....	34,526 .....	23,000 .....	21,000
Kansas .....	28,583 .....	13,530 .....	18,300
Minnesota .....	15,500 .....	.....	.....
West Virginia .....	11,790 .....	1,412 .....	1,418
Pennsylvania .....	11,018 .....	2,250 .....	8,640
Nebraska .....	2,700 .....	.....	.....
Totals .....	3,717,084 .....	2,595,243 .....	2,499,173

## EXPENDITURES IN CHICAGO FOR THE RECEPTION AND STORAGE OF GRAIN.

If men would achieve a great work they must make preparations and efforts commensurate with the end at which they aim. Calculating the capacity of the Northwest to produce wheat, enterprising citizens of Chicago began to erect warehouses and to prepare machinery to elevate wheat to their attics. Some of our very large cities had not faith enough, though in the midst of a wheat region, to erect a single elevator till long after Chicago had



gained the entire control of the grain market. But our citizens had observed that preparations to accommodate the public aroused that public to appreciate them. We verily believe that were there a half a score of railroads from here to the Pacific, trade and travel would increase in like proportion. Considerate and judicious preparations for business have always increased trade and commerce, as have facilities for travel created a disposition among the people to avail themselves of the privilege.

So the wonderful preparations made in Chicago for the reception and storage of wheat attracted it hither as does the magnet the needle.

While one or two elevators suffice for some ambitious cities, Chicago offers to the grain producers of the Northwest *seventeen*. There were that number last year; we are unable to say how many more the next report of the Board of Trade may enumerate. At present we have the following:

WAREHOUSES.	PROPRIETORS.	RECEIVED FROM.	CAPACITY
Central Elevator A.....	J. & E. Buckingham.....	Ill. C. R. R. and Canal.....	700,000
Central Elevator B.....	J. & E. Buckingham.....	Ill. C. R. R. and Canal.....	1,600,000
Rock Island Elevator A.....	Flint, Thompson & Co.....	C. R. I. & P. R. R. and Canal.....	750,000
Rock Island Elevator B.....	Flint, Thompson & Co.....	C. R. I. & P. R. R. and Canal.....	1,250,000
City Elevator.....	Munn & Scott.....	C. & N. W. Ry. and Canal.....	1,250,000
Union Elevator.....	Munn & Scott.....	C. & A. R. R. and Canal.....	700,000
North Western Elevator.....	Munn & Scott.....	C. & N. W. Ry. and Canal.....	600,000
C. B. & Q. Elevator A.....	Armour, Dole & Co.....	C. B. & Q. R. R.....	1,250,000
C. B. & Q. Elevator B.....	Armour, Dole & Co.....	C. B. & Q. R. R.....	850,000
Munger & Armour's El.....	Munger, Wheeler & Co.....	C. & N. W. Ry. Gal. Div. and Canal.....	600,000
Hiram Wheeler's Elevator.....	Munger, Wheeler & Co.....	C. & N. W. Ry. Gal. Div. and Canal.....	500,000
Galena Elevator.....	Munger, Wheeler & Co.....	C. & N. W. Ry. Gal. Div. and Canal.....	500,000
Iowa Elevator.....	Spruance, Preston & Co.....	Canal.....	300,000
National Elevator.....	Vincent, Nelson & Co.....	C. & A. R. R. and Canal.....	250,000
Illinois River Elevator.....	Edward Hempstead.....	Canal.....	200,000
Munn & Scott's Elevator.....	Munn & Scott.....	Canal.....	200,000
Lunt's Elevator.....	S. P. Lunt & Co.....	Canal.....	80,000
Total Bushels.....			11,580,000

FLOUR MANUFACTURED IN CHICAGO.

The aggregate report of fifteen mills is the following number of barrels. During

1870.....	1869.....	1868.....
443,976.....	543,285.....	732,479.....

HIGHWINES MANUFACTURED IN CHICAGO.

1856.....	1861.....	1870.....
1,653,000 gals.....	5,394,900 gals.....	7,082,364 gals.....

The last is the report of the Assessor of Internal Revenue for the District.

SHEEP.

	Received.	Shipped.
1870.....	349,855.....	116,711.....

WOOL.

	Received.	Shipped.
1870.....	14,751,089 lbs.....	15,826,536 lbs.....

HIDES.

	Received.	Shipped.
1870.....	28,539,668.....	27,245,846.....

TABLE COMPILED FROM THE CENSUS REPORT.

Showing at a glance the nationalities of which Chicago is composed, arranged in numerical order. It will be seen that the number represented as being born in the United States heads the list, though but sixty-nine in excess of the German element, which occurs next in importance. Ireland next, or third, England fourth, Canada fifth, etc., etc., the whole footing up the handsome sum of 97,278. This number, multiplied by 3½, the usual figure by which official Directory publishers base their calculations as to the population of the different cities, gives a result of 340,473, only about 6,000 in excess of the actual count, (see table) and which may be accounted for by the great number of bachelors and other single individuals having rooms in the first and second wards. The above figure, 340,473, is about the proportion of the yearly estimate made by the publisher of the City Directory, who publishes Directories for the principal cities of the South and West from year to year, by averaging 3½ to the family, which method experience has proved to be correct, both here and elsewhere:

United States.....	28,839	At Sea.....	17
Germany.....	28,770	West Indies.....	14
Ireland.....	19,145	Africa.....	14
England.....	4,947	Australia.....	13
Canada.....	3,167	Spain.....	12
Sweden.....	2,940	India.....	10
Norway.....	2,710	Island of St. Helena.....	7
Scotland.....	1,750	Sandwich Islands.....	6
Austria.....	1,426	South America.....	5
France.....	722	Greece.....	5
Denmark.....	655	Portugal.....	5
Holland.....	527	Turkey.....	3
Poland.....	370	China.....	2
Switzerland.....	337	Judea.....	2
Italy.....	275	Asia.....	1
Wales.....	247	Japan.....	1
Belgium.....	148	Hindustan.....	1
Russia.....	91		
Hungary.....	69	Total.....	97,278.
Isle of Man.....	25		

UNION PARK AND ASHLAND AVENUE.

This beautiful little enclosure, containing some twenty-two acres, is justly the pride of the West Division, of which it constitutes about the centre. It has Bryan place on the northeast, Southwestern avenue on the southwest, Madison street on the south, Ashland avenue on the west, and Lake street on the north. Although its area is limited, and it was naturally only a low bit of prairie, the expenditure of over \$150,000 has already made it a tasteful pleasure ground.

Ashland avenue, a splendid thoroughfare, one hundred feet wide, running immediately west of Union Park, owes its importance very largely to its propinquity to that pleasure ground, and to the enterprise and far-sightedness of S. J. Walker, Esq., and some of his Kentucky friends. It is rapidly being improved and adorned with costly and elegant edifices.

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#### SHEEP.

<i>Received.</i>	<i>Shipped.</i>
1870.....349,855.....	116,711.....

#### WOOL.

<i>Received.</i>	<i>Shipped.</i>
1870.....14,751,089 lbs.....	15,826,536 lbs.....

#### HIDES.

<i>Received.</i>	<i>Shipped.</i>
1870.....28,539,668.....	27,245,846.....

## TABLE COMPILED FROM THE CENSUS REPORT.

Showing at a glance the nationalities of which Chicago is composed, arranged in numerical order. It will be seen that the number represented as being born in the United States heads the list, though but sixty-nine in excess of the German element, which occurs next in importance. Ireland next, or third, England fourth, Canada fifth, etc., etc., the whole footing up the handsome sum of 97,278. This number, multiplied by  $3\frac{1}{2}$ , the usual figure by which official Directory publishers base their calculations as to the population of the different cities, gives a result of 340,473, only about 6,000 in excess of the actual count, (see table) and which may be accounted for by the great number of bachelors and other single individuals having rooms in the first and second wards. The above figure, 340,473, is about the proportion of the yearly estimate made by the publisher of the City Directory, who publishes Directories for the principal cities of the South and West from year to year, by averaging  $3\frac{1}{2}$  to the family, which method experience has proved to be correct, both here and elsewhere:

United States.....	28,839	At Sea.....	17
Germany.....	28,770	West Indies.....	14
Ireland.....	19,145	Africa.....	14
England.....	4,947	Australia.....	13
Canada.....	3,167	Spain.....	12
Sweden.....	2,940	India.....	10
Norway.....	2,710	Island of St. Helena.....	7
Scotland.....	1,750	Sandwich Islands.....	6
Austria.....	1,426	South America.....	5
France.....	722	Greece.....	5
Denmark.....	655	Portugal.....	5
Holland.....	527	Turkey.....	3
Poland.....	370	China.....	2
Switzerland.....	337	Judea.....	2
Italy.....	275	Asia.....	1
Wales.....	247	Japan.....	1
Belgium.....	148	Hindustan.....	1
Russia.....	91		
Hungary.....	69	Total.....	97,278
Isle of Man.....	25		

#### UNION PARK AND ASHLAND AVENUE.

This beautiful little enclosure, containing some twenty-two acres, is justly the pride of the West Division, of which it constitutes about the centre. It has Bryan place on the northeast, Southwestern avenue on the southwest, Madison street on the south, Ashland avenue on the west, and Lake street on the north. Although its area is limited, and it was naturally only a low bit of prairie, the expenditure of over \$150,000 has already made it a tasteful pleasure ground.

Ashland avenue, a splendid thoroughfare, one hundred feet wide, running immediately west of Union Park, owes its importance very largely to its propinquity to that pleasure ground, and to the enterprise and far-sightedness of S. J. Walker, Esq., and some of his Kentucky friends. It is rapidly being improved and adorned with costly and elegant edifices.



**TABLE—Showing the present population of Chicago, arranged by Wards, giving Ward Boundaries, Males and Females separately and their Totals, also, giving Names, Residence and Nativity of the Aldermen of each ward respectively.**

Wards and their Boundaries	Pop. 91,417. South Division.		Pop. 165,095. West Division.		Pop. 77,758. North Div'n.	
	Males.	Females.	Total.	Names, Residence and Nativity of Aldermen.	Total.	Total.
<b>First Ward</b> —All that part of the South Division which lies south of the centre of the main Chicago river and north of the centre of Monroe	4,901	3,202	8,103	R. Somers, r. Sherman House, b. England		
<b>Second Ward</b> —All that part of the South Division which lies south of the centre of Monroe and north of the centre of the South Division	7,347	6,102	13,449	J. J. Knickerbocker, r. 14 West 17th St., b. Illinois		
<b>Third Ward</b> —All that part of the South Division which lies south of the centre of Harrison and north of the centre of 18th	8,945	8,989	17,934	Arthur Dixon, r. 289 5th av. b. Ireland		
<b>Fourth Ward</b> —All that part of the South Division which lies south of the centre of 16th and east of the centre of Clark and north of the centre of 26th	6,567	7,455	14,022	Joseph E. O'Connell, r. 311 Michigan av. b. N. Y.		
<b>Fifth Ward</b> —All that part of the South Division which lies south of the centre of 36th and east of the centre of Clark, and a line corresponding to the centre of the last named street, projecting southerly to the city limits	7,229	7,762	14,991	David Coey, r. 777 State, b. Ireland		
<b>Sixth Ward</b> —All that part of the South Division which lies south of the centre of 16th and west of the centre of Clark and north of Logan	11,977	10,941	22,918	Harvey M. Thompson, r. 652 Michigan av. b. N. Y.		
<b>Seventh Ward</b> —All that part of the West Division which lies south of the centre of 16th west to the city limits and east to the Chicago river, continued to the south	8,206	7,884	15,890	J. S. Whitaker, r. 1014 Michigan av. b. N. Y.		
<b>Eighth Ward</b> —All that part of the West Division which lies south of the centre of 13th and west of the Chicago river and north of the centre of 16th	12,832	12,588	25,420	Peter Duggy, r. 14 Langley, b. Va.		
<b>Ninth Ward</b> —All that part of the West Division which lies south of the centre of Van Buren west of the centre of Chicago river and north of the centre of 12th and	15,899	15,179	30,778	William Tracey, r. 149 Lyman, b. Va.		
<b>Tenth Ward</b> —All that part of the West Division which lies south of the centre of Randolph east of the centre of Curdis and west of the centre of 12th	8,913	8,879	17,392	Michael Schmitz, r. 121 Archer av. b. Germany		
<b>Eleventh Ward</b> —All that part of the West Division which lies south of the centre of 4th, east of the centre of Curdis and north of the centre of Randolph	8,704	7,568	16,212	William Batherman, r. 804 S. Halsted, b. Germany		
<b>Twelfth Ward</b> —All that part of the West Division which lies south of the centre of 4th, east of Ashland av. west of Loomis, Aberdeen and Curdis and north of 12th	7,331	7,687	15,018	P. H. Hill, r. 150 W. Adams, b. N. Y.		
<b>Thirteenth Ward</b> —All that part of the West Division bet. Lake and 12th and Ashland av. and city limits	4,561	5,179	9,740	Thomas Wilce, r. 286 W. Harrison, b. N. Y.		
<b>Fourteenth Ward</b> —All that part of the West Division between Lake and Chicago	4,514	4,825	9,339	Thomas Wilson, r. 39 Aberdeen, b. England		
<b>Fifteenth Ward</b> —All that part of the West Division which lies between Chicago river and Western limits and Chicago av. and 4th and north limits	13,391	12,315	25,706	James J. McGraw, r. 41 Rawson, b. Ireland		
<b>Sixteenth Ward</b> —All that part of the North Division which lies north of centre of North av. contid. to Lake Mich. and to north branch river and south of city limits	8,149	8,331	16,880	John Buehler, r. 334 Milwaukee av. b. Germany		
<b>Seventeenth Ward</b> —All that part of the North Division which lies north of the centre of Division and south of the centre of North av.	9,429	9,835	18,814	James D. Taylor, r. 409 Belden av. b. N. Y.		
<b>Eighteenth Ward</b> —All that part of the North Division which lies south of centre of Division, west of cent. of N. Franklin, east of cent. of N. branch, and N. cent. of river	9,423	9,332	18,505	K. G. Schmidt, r. 35 Grand, b. Germany		
<b>Nineteenth Ward</b> —All that part of the North Division which lies north of centre of Chicago av. and west of the centre of the lake, E. of cent. N. Franklin	4,449	4,788	9,237	Theodore Schinz, r. 484 N. LaSalle, b. Switzerland		
<b>Twentieth Ward</b> —All that part of the North Division which lies between Chicago av. and the main river, N. Franklin and the lake	7,789	6,733	14,522	Louis Schaeffer, r. 200 Schiller, b. Germany		
<b>Total</b> .....	170,375	163,994	334,370	Thomas Carney, r. 75 Indiana, b. Ireland		

## BUSINESS STATISTICS OF CHICAGO.

A TABLE OF THE VARIOUS TRADES, PROFESSIONS AND PURSUITS IN CHICAGO FOR 1871, ARRANGED IN ALPHABETICAL ORDER, SHOWING THE NUMBER OF FIRMS IN EACH BRANCH OF BUSINESS, COMPILED FOR THE MERCHANTS' CENSUS REPORT.

Accountants, Professional.....	3	Dress Makers.....	124
Adjuster, Marine Losses.....	1	Druggists, Wholesale.....	11
Advertising Agents.....	12	Druggists, Retail.....	140
Agents, Insurance.....	See Ins. Agents	Dry Goods, Wholesale, etc.....	17
Agents, Land.....	See Land, Real Estate, etc.	Dry Goods, Wholesale and Retail.....	8
Agents, Real Estate.....	See Real Estate Agts., Brokers & Dealers.	Dry Goods, Retail.....	148
Agricultural Implements.....	18	Dyers and Scourers.....	19
Amusements, Places of.....	7	Electrotypers.....	19
Architects and Superintendents.....	54	Elevators.....	5
Artists.....	24	Emigration Agencies.....	15
Attorneys at Law.....	See Lawyers.	Employment Agencies.....	32
Auction and Commission.....	18	Engravers.....	3
Awning Manufacturers.....	6	Express, Baggage.....	3
Bag Manufacturers. See also Paper Bag Mfrs.	2	Express Companies.....	10
Bakeries.....	127	Fancy Goods, Wholesale.....	90
Baking Powder.....	5	Fancy and Variety Stores.....	3
Bands.....	61	Fast Freight Lines.....	8
Banks and Bankers.....	158	Files, Manufacturers and Wholesale Dealers.....	6
Barbers.....	See Willowware Mfrs.	Fish, Wholesale.....	4
Baths.....	See also Barbers	Flavoring Extracts Manufacturers.....	19
Beltng Manufacturers and Dealers.....	3	Florists.....	5
Bill Posters.....	34	Flour Mills.....	86
Billiard Halls.....	76	Flour and Feed Dealers.....	22
Billiard Table Manufacturers.....	131	Foundries.....	18
Blacksmiths.....	7	Fur and Fur Wholesale.....	7
Boarding Houses (Private Boarding excepted).	17	Furnaces, etc.....	150
Boiler Makers.....	68	Furniture Manufacturers and Dealers.....	2
Bookbinders and Stationers.....	415	Gas Companies.....	8
Booksellers and Stationers.....	21	Gas Fixtures.....	3
Boot and Shoemakers, and Retail Dealers.....	5	Gas Fitters.....	See Plumbers, etc.
Boot and Shoe Mfrs. and Whol. Dealers.....	13	Gents' Furnishing Goods.....	33
Box Makers (Packing).....	23	Glass Stainers.....	3
Brass Founders.....	20	Glove Manufacturers.....	3
Brewers.....	4	Glue Manufacturers.....	3
Brick Makers and Dealers.....	6	Gold and Silver Manufacturers.....	10
Bridge Builders.....	9	Gold and Silver Platers.....	38
Broom Makers.....	3	Grocers, Wholesale.....	42
Brush Makers.....	See Carpenters and Builders.	" Wholesale and Retail.....	789
Builders.....	See Carpenters and Builders.	" Retail.....	5
Building Associations.....	12	Gunpowder, Wholesale.....	12
Butchers.....	See Meat Markets.	Guns, Pistols, etc.....	19
Cabinet Makers.....	See also Furniture Mfrs.	Hair Dressing and Working.....	25
Carpenters and Builders.....	79	Hardware, etc., Wholesale.....	6
Carpet Weavers.....	5	" Wholesale and Retail.....	88
Carpets, etc.....	28	" Retail.....	9
Carriage Builders and Dealers.....	14	Hats, Caps, etc., Wholesale.....	64
Chemists, Analytical and Manufacturing.....	8	" Makers and Dealers.....	7
China, Glass, etc., Wholesale.....	290	Hay Dealers.....	28
Cigar Makers and Dealers.....	16	Hides, Pelts, etc.....	4
Cigars, Wholesale and Retail.....	4	Hop Dealers.....	44
Cistern Builders.....	10	Horse Shoers.....	80
Civil Engineers.....	3	Hotels.....	3
Clothing, Wholesale.....	17	House Movers.....	7
Clothing Mfrs. and Wholesale Dealers.....	129	Ice Dealers.....	103
Clothiers.....	See also Merchant Tailors	Insurance Agents.....	3
Coal Dealers.....	See also Wood and Coal	Insurance Companies—Life, Fire, etc., Home and Foreign.....	172
Coffee and Spice Mills.....	9	Iron Dealers.....	9
Collectors.....	9	Iron Works.....	32
Commission Merchants.....	492	Ivory Turners.....	5
Commissioners of Deeds.....	7	Japanners.....	12
Confectionery Manufacturers.....	170	Jewelry.....	See also Watchmakers
Confectionery and Fruit.....	31	Jewelry Manufacturers.....	6
Contractors.....	20	Junk Dealers.....	11
Conveyancers.....	1	Justices of the Peace.....	19
Coopers.....	5	Last Manufacturers.....	3
Cork Manufacturers.....	5	Laundries.....	30
Corset Manufacturers.....	35	Lawyers.....	498
Crockery, etc.....	See also China, Glass, etc.	Leather Dealers.....	25
Cutlery Manufacturers.....	5	Lightning Rod Manufacturers.....	8
Cutlery Dealers.....	See also Hardware and Cutlery.	Lime Manufacturers and Dealers.....	19
Dancing Schools.....	4	Liquors.....	See Wines and Liquors.
Dental Depots.....	3	Lithographers.....	11
Dentists.....	83	Live Stock Commission.....	18
Detective Agencies.....	4	Livery, Boarding and Sale Stables.....	50
Distillers and Rectifiers.....	22	Loan Agents and Brokers.....	32
Dock Companies.....	3	Locksmiths and Bellhangers.....	19

Looking Glasses, etc.	12	Saloons	1386
Lumber Manufacturers, Dealers, etc.	174	Salt Dealers	5
Machine Shops	19	Sash, Doors, etc., Manufacturers and Dealers	40
Malsters	10	Saw Makers and Dealers	7
Map Publishers	6	Scale Manufacturers and Dealers	6
Marble Workers and Dealers	14	School Furniture	3
Match Manufactories	4	Sculptors	2
Meat Markets	171	Second Hand Stores	9
Mercantile Agencies	3	Seed Stores	9
Merchandise Brokers	20	Sewer Builders	7
Mill Furnishers	7	Sewer Pipe, etc.	8
Millinery and Millinery Goods	145	Sewing Machine Attachments	8
Millinery and Straw Goods, Wholesale	18	Sewing Machine Companies and Agents	31
Mineral Water	3	Shingle Manufacturers	2
Model and Pattern Makers	7	Ship Chandlers	6
Money Brokers	13	Shirt Manufacturers	29
Moulding and Frames	12	Shot Manufactories	1
Mowers and Reapers	10	Show Case Manufacturers	10
Music and Musical Instruments	17	Soap and Candle Manufacturers	15
News Depots	40	Soda Water Manufacturers	7
Newspapers and Publications	91	Spring Beds	7
Notaries	72	Stationers	7
Notions, Wholesale	9	Steam Engine Builders	16
Oculists and Aurists	7	Steam Forges	13
Oil Manufacturers	11	Steam Warming Apparatus	6
Opticians	5	Steamboat and Steamship Lines	6
Oysters, Wholesale	11	Stencil Cutters	9
Packers, Beef, Pork, etc.	50	Stone Yards	24
Paint Manufacturers	3	Stove Manufacturers and Wholesale Dealers	14
Painters	107	Stoves, etc., Retail	55
Paints, Oils, etc., Wholesale and Retail	25	Sugar Dealers, Refiners, etc.	6
Paper Bag Manufacturers	4	Tack Manufactory	1
Paper Box Manufacturers	10	Tag Manufactory	1
Paper Collar Manufacturers	7	Tailors	244
Paper Dealers	17	Tanneries	17
Paper Hangings	16	Teas, etc.	35
Patent Medicines	9	Telegraph Companies	2
Patent Solicitors and Agents	11	Terra Cotta Works	4
Pawn Brokers	30	Tin, Copper and Sheet Iron Works	18
Perfumery Manufacturers	4	Tinners' Stock	6
Phonographers	5	Tobacco Manufacturers and Wholesale Dealers	26
Photographers	48	Toys, Wholesale	4
Physicians	424	Transportation Lines and Agencies	21
Pickle Makers	6	Trunk Manufacturers and Dealers	19
Picture Frame Mfrs.	8	Truss Manufacturers	3
Pig Iron	5	Type Foundries	3
Planing Mills	37	Undertakers	28
Plumbers, Gas and Steam Pipe Fitters	83	Upholsterers	14
Pork Packers	4	Varnish Manufacturers	4
Powder, Wholesale	79	Vessel Agents	7
Printers, Book, Job, etc.	83	Veterinary Surgeons	10
Printing Presses	51	Vinegar Manufacturers	15
Provision Brokers and Dealers	8	Wagon Manufacturers	56
Publishers	8	Wall Paper, etc.	13
Pump Makers and Dealers	2	Washing Machine Manufacturers	19
Railroad Car Manufacturers	2	Watches and Jewelry, Wholesale	103
" Car Wheel Manufacturers	25	Watchmakers and Jewelers	4
" Companies and Offices	9	Whip Manufacturers	3
" Supplies	374	Window Shade Makers	6
Real Estate Agents, Brokers and Dealers	19	Wines and Liquors	139
Real Estate and Loan Agents and Brokers	112	Wire Works	6
Restaurants	4	Wood Working Machinery	7
Rolling Mills	23	Wood and Coal	85
Roofers	4	Wooden and Willowware Manufacturers	3
Rubber Goods	66	Wool Dealers	3
Saddle and Harness Makers	9	Yeast Manufacturers	2
Safe Dealers and Manufacturers	9	Zinc Manufactories	2

## LINCOLN PARK.

This Park lies on the lake shore, in the North Division, and originally consisted of but about sixty acres. Within the past two years, however, the old city cemetery, the "Millman tract," immediately adjoining the latter, and a tract north of the former boundaries have been added, so that the present area is about 230 acres—enough to make a very fine park. About two and one-half miles of drives have already been laid out, and a large number of trees are growing within the enclosure. The handsome hills command a view of the almost countless vessels arriving and departing from the harbor.

The bill which enlarged the park provided also for the laying out of a drive, 200 feet wide, along the lake shore, from the foot of Pine street to the southern line of the park, making the lines accessible by a delightful route. This drive has been already completed for about six miles.

## EDUCATIONAL INSTITUTIONS.

The public primary schools of Chicago are wisely managed, and would be an honor to any city. Our limits will not admit of an extended report. We merely remark that the real philanthropist, the enlightened Christian, and the genuine republican desires to have our public schools entirely free from all partisan influences—be they political or religious. Our teachers aim to train their pupils morally, and to impart such a knowledge of literature and science as shall best fit them for the stern and common duties of citizens of a great republic. Theological and religious teachings are left for the family, the Sunday school, and the Church. Chicago has 1 High School, 23 District Schools, and 13 Independent Primary Schools; 37 in all. In these, during May last, there were enrolled 30,709 pupils. Average number belonging to these schools, 28,213. Average daily attendance, 27,006. These are instructed by 530 teachers, whose salaries, including that of the superintendent, aggregate \$450,000.

Returns from Church, private, and select schools are not readily obtained. Partial returns, which the Board of Education have been able to secure, show the number of pupils to be 12,275.

A large number of our citizens are of foreign birth. In many parts of Europe Church and select schools are considered indispensable to the pupils' moral and religious training, and zealous efforts are made to keep up private schools in this country. Hence many children of excellent powers receive only a street education! But the public schools of Chicago are good, and the tax payers are anxious that ample provisions shall be made for the education of every person, at the public expense.

## THE CHURCHES OF CHICAGO.

In missionary work in the West, the Methodist Episcopal Church has been prominent. Indeed, in most of the northwestern cities, as well as in rural districts, her missionaries have been the pioneers. This was the case in Chicago. Rev. Jesse Walker commenced preaching here near the latter part of 1831 or the beginning of 1832, and continued his labors two years; but even he had been preceded by his brethren, for a meeting had been commenced by Mark Noble and kept up regularly in the fort for some time. This is the first record of religious observances. Mr. and Mrs. Noble, their two daughters, and a Mrs. Hamilton, members of the Methodist Episcopal Church, formed the first religious society. During 1832 they built a log church at the "Point," which was the first building erected in Chicago especially for religious services. That society now has twenty churches in the city—one of them and its realty is worth \$350,000. And the various churches and temples of all denominations now consecrated to religion number some 157, besides 33 missions for preaching, teaching, Sunday schools, etc., giving a grand total of buildings devoted wholly or largely to religious purposes of 190. These are the accumulations of the following denominations, which we give in alphabetical order:

BAPTISTS—19 churches; 8 missions and Sunday school stations; furnish sittings for 12,300 persons.

FREE WILL BAPTIST—1 church.

BETHEL, MARINER'S—1 church.

CHRISTIAN—4 congregations; 2 churches; seating 800. Two congregations meet in rented halls.

CONGREGATIONALIST—13 churches; 2 missions; seating 11,500; 4,707 Sunday school pupils.

EPISCOPAL—15 churches, with an average attendance of 9,198; 4 missions; 4,536 communicants.

EVANGELICAL—4 churches.  
 FREE EVANGELICAL—1 church.  
 GERMAN EVANGELICAL—1 church.  
 EVANGELICAL LUTHERAN—6 churches.  
 UNITED EVANGELICAL—5 churches.  
 INDEPENDENT—1 church; 5 missions.  
 JEWISH—5 synagogues.  
 LUTHERAN—Scandinavian, 5 churches; English, 1 church; 1 mission.  
 METHODIST EPISCOPAL—13 churches; seating 9,800; 4,108 Sunday school pupils. German Methodist, 4 churches; Scandinavian, 2; African, 2. This would add largely to the value of church property, sittings, membership, etc.  
 PRESBYTERIAN—17 churches; 8 missions; 6,192 Sunday school pupils; 3,165 communicants.  
 SCOTH PRESBYTERIAN—1 church.  
 UNITED PRESBYTERIAN—1 church.  
 DUTCH REFORMED—1 church.  
 ROMAN CATHOLIC—25 churches; 12 convents, academies, etc.  
 SWEDENBORGIAN—2 churches; 2 missions.  
 UNITARIAN—3 churches, and a fourth society meeting in a hall.  
 UNIVERSALIST—3 churches, and a fourth society meeting in Metropolitan Hall.  
 FRIENDS—2 societies; 1 meeting house.  
 CHURCH OF GOD—1 church.  
 ADVENTIST—1 church.

Church edifices are rapidly increasing, and all persons disposed to attend church are politely offered a good seat, and treated as a guest visiting a private family.

Such are the present religious aspects of Chicago.

#### CHICAGO HARBOR.

We have already noted the early opinion adverse to Chicago's becoming a place of considerable commercial importance. One of these made prominent by early writers was that its natural position afforded no safe or secure harbor. This was once a fact; but the complaint has been groundless for several years. Situated as the city is, on the southwest shore of the lake, winds from the north and the northeast naturally create the heaviest and most dangerous sea. To guard the entrance to the basin and river against this sea it became necessary to build a pier on the north side of the entrance to the river, extending east into the lake. Congressional appropriations were made as early as 1833; and during the next seven years more than \$100,000 were expended to extend the pier and to remove the accumulations of sand heaped up by the winds of the lake and the freshet currents from the river. The pier now extends more than 1,000 feet from the shore line, and commands a depth of water of from 22 to 26 feet. The more eastern sections of this pier have been extended more northerly, and accumulations of sand, to the south, are much less than when the pier was continued in a direct line. This pier—now a grand breakwater to all the winds and waves that would materially affect the entrance to the river—offers a place of perfect security on its south side. But, that vessels of any size, either entering or leaving the river, may have a place of safety from winds and waves from any point of the compass, it has been decided to build a large outer harbor. This is being done by extending a breakwater parallel to the shore—distant from it some 2,000 feet—and at right angles to the pier. This starts from a point south of the pier—leaving a good entrance to the basin and the river—and will, we presume, be continued indefinitely southeastwardly till it guards the entire

shore line of the city; and in time will extend its protecting agis to the piers guarding the entrance to the mouth of the Calumet, some 11 miles south of the crib, looming up in the lake far beyond the north pier. The government is now engaged at this grand enterprise. The merchant marine on the lakes, making voyages to Chicago, numbers more vessels, as we have already seen, than enter the harbor of New York. It is, therefore, a national work to furnish these more than 12,000 sailing vessels and steamers a safe harbor into which they may safely enter by night or by day at any season of the year. When completed it will form a beautiful basin, not only for every class of vessels, but for aquatic sports and regattas. The latter then will become as popular as base ball is now, and far more healthful, scientific, and interesting to the great masses of our citizens.

#### THE GREAT EVENT OF 1871

Has been the pouring of the clear blue waters of Lake Michigan into the Illinois River. For the last twenty years there has been no one event that promises so much for the health, comfort, and prosperity of Chicago. For years Chicago River has been offensive to all our senses. Boast of our activity, energy, enterprise and growth as much as we please; and plume ourselves on the smoothness of our Nicholson pavement—the cleanness of our streets—the purity and coldness of our water, obtained through a tunnel extending more than two miles into the lake, and more than seventy feet below its surface—yet all these conveniences for locomotion, and these appendages for cleanliness and health could not possibly accustom our senses to a pleasant recognition of either the sight or smell of a stagnant river. The daily passing to and fro of a hundred vessels, though pleasant to the eye, only stirred anew that murky pool; and over this three-quarters of our citizens passed every day. Tunnels of excellent workmanship were constructed below the bed of this offensive slough, and through them passed myriads of carriages and tens of thousands of pedestrians; but unpleasant odors were not even then concealed; for come the wind from north or south, the stench was such that neither tanner, slaughter-house hand, nor city scavenger could be induced to greet with pleasure the foul odors of Chicago River. Having endured this for years, with a constantly increasing conviction that it was growing worse and worse, it is not surprising that we anticipated hopefully the hour that should remove the last barrier and allow the waters to flow southward toward the mighty Mississippi. And when the clear blue waters of the beautiful Lake Michigan began to displace the murky corruption—the accumulation of years—it is not surprising that we rang the bells and blew the whistles, nor that many ordinarily sober men, while floating on the bosom of its retreating dregs should thirst for something stronger than the pure iced waters of Lake Michigan!

But the result of this grand excavation has exceeded the most sanguine expectations of its warmest friends. The waters of the river are now comparatively pure. The former unpleasant odor is forgotten in the assurance that our canal and river will now not only bear upon their bosom a larger commerce than ever before but they will aid in the removal of the malaria of the low grounds, and minister health to those who do business on their banks.

While we thus exalt the men of the present day they must not claim all the honors of the enterprise or deem themselves worthy of all the encomiums awarded to benefactors. For before Chicago existed—except in name—the plan was proposed and wise suggestions submitted for its accomplishment. Had the advice of George Graham been acted on thirty years ago Chicago would have made strides more rapid than have characterized her wonderful career. We deem the first suggestions relative to the union of the Great Lakes and the Mississippi too good, to be lost and we therefore transfer them from our dailies to these pages.

The document is from Volume V of the "American State Papers" entitled Public Lands. It is said the writer was a primitive Chicagooan:

[Communicated to the United States Senate, March 25, A. D. 1830.

"GENERAL LAND OFFICE, March 22, 1830.

"SIR: I take the liberty to inclose you a diagram exhibiting the survey of the public lands lying on Lake Michigan at the mouth of Chicago Creek, and would recommend that an act be passed, authorizing the President to lay off a town at this point. Section 9 has been allotted to the State of Illinois, under the act granting to her certain lands for the purpose of making a canal. Should the United States establish a town at the mouth of the creek, the State would probably derive much benefit by extending the lots into Section "9," as Chicago Creek affords a good harbor through the whole of this section *It is understood that the waters of Lake Michigan may be drawn into the Illinois River, by a through cut of moderate length and not more than seventeen feet deep at the summit;* when this is effected, and the bar on the outside of the mouth of Chicago Creek is so deepened as to admit into the harbor with facility vessels of the largest class navigating the lakes, Chicago must inevitably become one of the most important depots and thoroughfares on the lakes. The government are about bringing into market a vast extent of country between Lake Michigan and the Mississippi River, which, as to the advantages of local position, fertility of soil, healthfulness of climate, and mineral resources, is not perhaps excelled by any tract of country of equal extent in the United States. The deepening of the inlet of the harbor of Chicago would essentially facilitate the sale of these lands and promote the settlement of the country. With great respect, your obedient servant,

"GEO. GRAHAM.

"To HON. W. KANE, Senate."

The publication of the Chicago Census Report, for 1871, is an undertaking never before attempted by any other city, and the effort is in keeping with the progressive spirit which actuates all her people.

#### PARKS OF CHICAGO.

A prefatory synopsis of Chicago would be imperfect without at least an allusion to her Parks, her places of amusement and of recreation. But our space will admit of few details. The system of Parks and pleasure grounds has been somewhat irregular. That is, in planning the city they were not definitely considered. Like the extemporaneous parenthesis of a good speaker, they come in where they were not anticipated by speaker or audience, but yet none the less acceptable and appropriate. Thus, in whatever direction we take a drive or a street car, we are pretty sure to get a glimpse of some beautiful little breathing place, which promises, in time, to be a charming place for recreation or meditation. There are more than a half a score of these in and around the city. We enumerate the following: South Side Park, Lincoln, Lake, Union, Ellis, Jefferson, Vernon, Washington, Humboldt, Douglas and Central Parks. The irregular positions that these occupy to the city, have many advantages, the chief of which are the attraction of population to the healthiest and best breathing places of the city, and the general desire which has been created to have all these parks connected by grand boulevards. When these are completed we shall have splendid drives, some two hundred feet wide, bordered by fine trees and walks, and completely encircling the city. These will form a continuous drive of at least twenty miles; for the distance from the north line of Lincoln Park to the south boundary of South Side Park must be some ten miles. The Parks already named contain three thousand acres besides the great space necessarily occupied by the Boulevards. If the proposed plans are adopted, carried out and improved, the Parks of Chicago will be more extensive than even the great Central Park of New York.

#### CONCLUSION.

But we are admonished to bring these desultory sketches to a conclusion; but we wish to write much more. What remains of our synopsis must be crowded into a few lines. We give merely the heads of the numerous items worthy of note that come up for consideration. The Union Stock Yards are indeed a wonderful and useful institution. If they have their equal we have yet to see them. Our City Railways are so planned and arranged that from the corner of Randolph and State streets we can ride, within a few rods of our own doors, on both the South and West Sides, for many miles; and on the North Side, but a few squares distant from Randolph, cars leave every minute or two for every part of the North Side. For half a dime we ride till we are weary with sitting, and yet, at this very low fare, the railroad companies receive a good dividend on the capital invested. Besides the multitudes that take the cars, the crowds on a large number of our principal thoroughfares are so great that vigorous and active policemen have to occupy the centre of the street to regulate the movement of carriages, teams and pedestrians. When the bridges are kept open a few minutes, between six and seven o'clock in the evening, to allow the passage of a steamer or a few vessels, carriages double up in a continuous line on both sides of the bridge for two or three squares, and the multitude of pedestrians, male and female, would lead a stranger to suppose that it was the conclusion of some grand holiday that had called out the population of the entire city.

Our post office system is the most prompt, orderly and efficient known to any city. New York and Philadelphia are the only cities of the nation that handle so much mail matter. Chicago is close on the heels of Philadelphia, and before the great centenary national celebration, unless the City of Brotherly Love quickens her paces, will outstrip her.

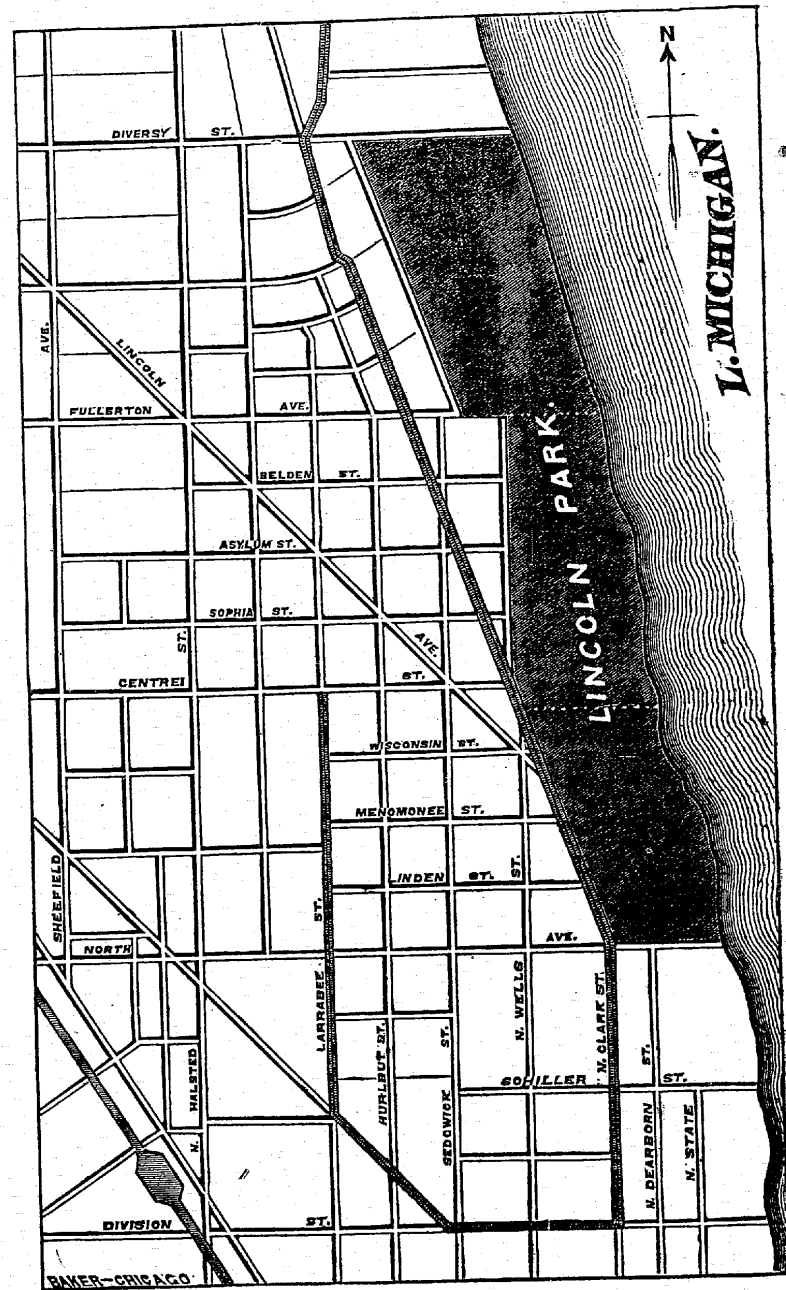
Manufactories for Agricultural Implements, Furniture, Cars of all kinds, Locomotives, Rolling Mills, Iron and Steel Works, Oil Works, White Lead and Shot Works, Breweries and Distilleries, are numerous and increasing. Immense quantities of Clothing of all kinds, are made here; indeed, the unnamed similar industrial institutions indicate the rapid strides Chicago is making towards a great manufacturing centre of everything needed by the great Northwest. All these not only astonish a stranger, but even surprise many of her own intelligent citizens.

The future of Chicago can only be conjectured from what has been accomplished. But if individual enterprise, guided by the wisdom of the past and the accumulations of every-day experience continue to hold the reins of commerce and manufactures, and keep up a speed accelerated by the momentum already received, and increased by the attractions of the future, we see no bounds to the growth and extent of Chicago. In ten years she will have a lake front densely populated from the mouth of the Calumet, fifteen miles north, and to an indefinite extent out into the Western Prairie. Already hundreds of her citizens, merchants, artisans, have taken up their residences ten and twelve miles from their daily avocations, expecting the city soon to reach them. The immense coal and iron mines of Indiana, and the iron and copper mines of Wisconsin and Superior, are gradually tending hither. So soon as Chicago becomes as attractive to these interests as she has to the wheat, provision and lumber trade, there is no earthly power to prevent her becoming the greatest manufacturing city on the continent. Certainly no city west of Pittsburgh can concentrate so many of the requisite elements for a useful, profitable and successful career of manufacturing the goods most in demand within the natural circumference of her trade. A determination to produce and manufacture everything needed by the people, will furnish an increasing home market for the productions of the stock raiser and the farmer, and for the delicious fruits produced in such abundance all around us by our industrious horticulturists. Thus we shall keep our currency at home and constantly accumulate all the means necessary to "lengthen our cords and strengthen our stakes" to make Chicago the most populous central city of the continent.

## A VALUABLE TABLE.

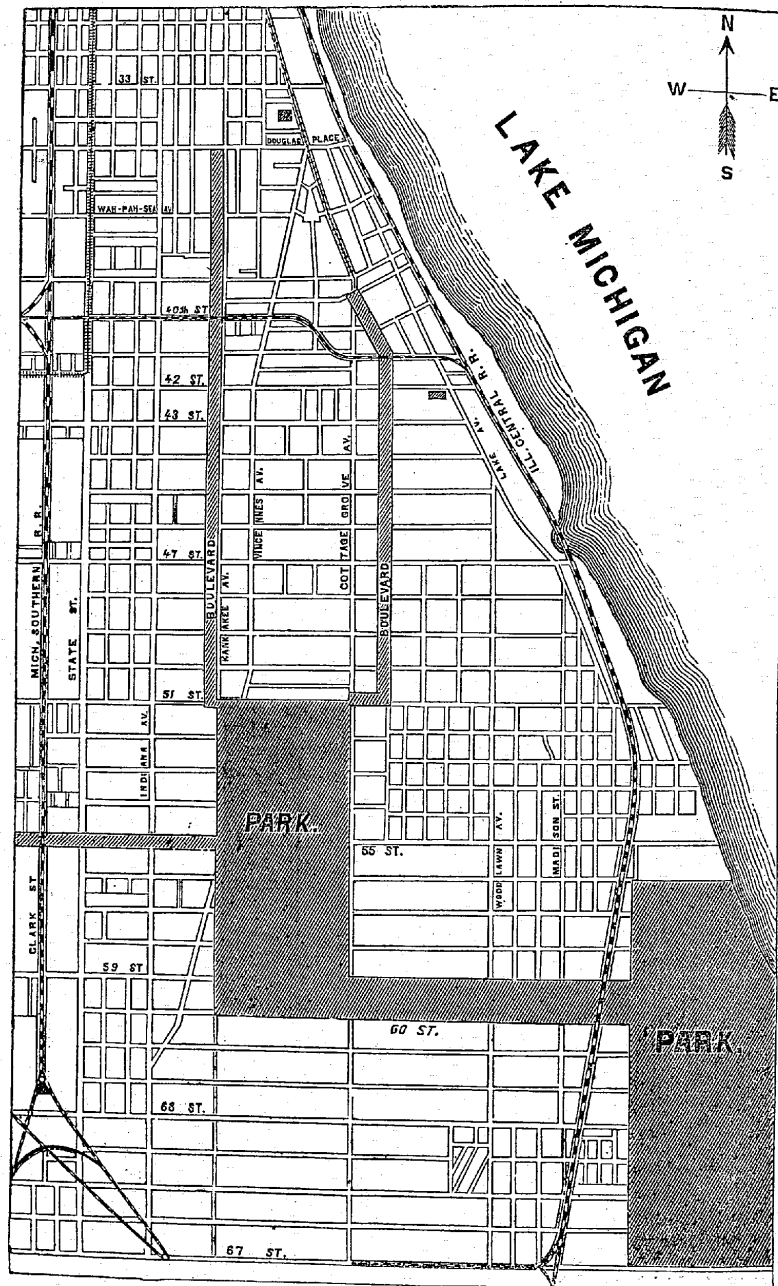
The following table shows the population of each of the one hundred and thirty-four largest cities in the United States, whose enumeration is ten thousand and upwards:

Cities.	State.	Population.	Cities.	State.	Population.
1. New York	New York	942,292	68. St. Joseph	Missouri	19,565
2. Philadelphia	Pennsylvania	674,022	69. Wheeling	West Virginia	19,260
3. Brooklyn	New York	396,099	70. Norfolk	Virginia	19,220
4. Chicago	Illinois	394,270	71. Bridgeport	Connecticut	18,969
5. St. Louis	Missouri	310,964	72. Petersburg	Virginia	18,950
6. Baltimore	Maryland	287,354	73. Chelsea	Massachusetts	18,647
7. Boston	Massachusetts	250,526	74. Dubuque	Iowa	18,494
8. Cincinnati	Ohio	216,289	75. Bangor	Maine	18,289
9. New Orleans	Louisiana	191,413	76. Leavenworth	Kansas	17,913
10. San Francisco	California	149,473	77. Fort Wayne	Indiana	17,713
11. Buffalo	New York	147,714	78. Springfield	Illinois	17,264
12. Washington	Dist. of Columbia	109,199	79. Auburn	New York	17,225
13. Newark	New Jersey	105,059	80. Newburg	New York	17,014
14. Louisville	Kentucky	104,753	81. Norwich	Connecticut	16,653
15. Cleveland	Ohio	92,829	82. Grand Rapids	Michigan	16,507
16. Pittsburgh	Pennsylvania	86,076	83. Sacramento	California	16,283
17. Jersey City	New Jersey	82,546	84. Terre Haute	Indiana	16,103
18. Detroit	Michigan	79,577	85. Omaha	Nebraska	16,083
19. Milwaukee	Wisconsin	71,440	86. Williamsport	Pennsylvania	16,020
20. Albany	New York	69,422	87. Elmira	New York	15,863
21. Providence	Rhode Island	68,392	88. New Albany	Indiana	15,825
22. Rochester	New York	62,384	89. Augusta	Georgia	15,389
23. Allegheny	Pennsylvania	53,182	90. Cohoes	New York	15,357
24. Richmond	Virginia	51,032	91. Newport	Kentucky	15,057
25. New Haven	Connecticut	50,840	92. Burlington	Iowa	14,930
26. Charleston	South Carolina	46,936	93. Lexington	Kentucky	14,801
27. Indianapolis	Indiana	48,244	94. Burlington	Vermont	14,387
28. Troy	New York	46,465	95. Galveston	Texas	13,515
29. Syracuse	New York	43,051	96. Lewiston	Maine	13,400
30. Worcester	Massachusetts	41,105	97. Alexandria	Virginia	13,370
31. Lowell	Massachusetts	40,928	98. Lafayette	Indiana	13,055
32. Memphis	Tennessee	40,226	99. Wilmington	North Carolina	13,446
33. Cambridge	Massachusetts	39,534	100. Haverhill	Massachusetts	13,092
34. Hartford	Connecticut	37,180	101. Minneapolis	Minnesota	13,056
35. Scranton	Pennsylvania	35,092	102. Sandusky	Ohio	13,000
36. Reading	Pennsylvania	33,930	103. Salt Lake	Utah	12,654
37. Patterson	New Jersey	32,293	104. Keokuk	Iowa	12,766
38. Kansas	Missouri	32,293	105. Fond du Lac	Wisconsin	12,794
39. Mobile	Alabama	32,034	106. Binghamton	New York	12,632
40. Toledo	Ohio	31,584	107. Oshkosh	Wisconsin	12,553
41. Portland	Maine	31,413	108. Vicksburg	Mississippi	12,443
42. Columbus	Ohio	31,274	109. San Antonio	Texas	12,256
43. Wilmington	Delaware	30,841	110. Concord	New Hampshire	12,241
44. Dayton	Ohio	30,473	111. Des Moines	Iowa	12,035
45. Lawrence	Massachusetts	28,921	112. Jackson	Michigan	11,447
46. Utica	New York	28,504	113. Georgetown	Dist. of Columbia	11,384
47. Charlestown	Massachusetts	28,323	114. Aurora	Illinois	11,162
48. Savannah	Georgia	28,225	115. Hamilton	Ohio	11,081
49. Lynn	Massachusetts	28,233	116. Rockford	Illinois	11,049
50. Fall River	Massachusetts	26,768	117. Schenectady	New York	11,035
51. Springfield	Massachusetts	26,703	118. Rome	New York	11,000
52. Nashville	Tennessee	25,865	119. Waterbury	Connecticut	10,826
53. Covington	Kentucky	24,505	120. Macon	Georgia	10,810
54. Quincy	Illinois	24,052	121. Madison	Indiana	10,709
55. Manchester	New Hampshire	23,536	122. Altoona	Pennsylvania	10,600
56. Harrisburg	Pennsylvania	23,104	123. Portsmouth	Ohio	10,532
57. Peoria	Illinois	22,849	124. Montgomery	Alabama	10,533
58. Evansville	Indiana	21,890	125. Nashua	New Hampshire	10,543
59. Atlanta	Georgia	21,759	126. Oakland	California	10,500
60. Lancaster	Pennsylvania	21,295	127. Portsmouth	Virginia	10,492
61. Oswego	New York	20,910	128. Biddeford	Maine	10,282
62. Elizabeth	New Jersey	20,832	129. Hannibal	Missouri	10,125
63. Hoboken	New Jersey	20,297	130. Ogdensburg	New York	10,076
64. Poughkeepsie	New York	20,080	131. Stockton	California	10,066
65. Davenport	Iowa	20,038	132. Council Bluffs	Iowa	10,020
66. St. Paul	Minnesota	20,030	133. Zanesville	Ohio	10,011
67. Erie	Pennsylvania	19,640	134. Akron	Ohio	10,005



LINCOLN PARK, 230 ACRES.





SOUTH SIDE PARKS, 1,000 ACRES.

# A BUSINESS INDEX,

EMBRACING

A CLASSIFIED LIST OF TRADES, PROFESSIONS AND PURSUITS OF THE PATRONS OF THE REPORT, IN THE CITY OF CHICAGO.

ABS

1249

BOO

**Abstracts of Titles.**  
**CHASE BROTHERS & CO.**  
 48 La Salle

**Advertising Agts. General.**  
**CHANDLER H. H.**  
 104 Madison

**Agricultural Implements.**  
**ATWATER & CO.**  
 175 Randolph  
**COLLINS & BURGIE,**  
 Sole mfrs. for the Northwest, of the celebrated, Prindle Non-explosive Agricultural Steamer and Farmers' Boiler, Jefferson, sw. cor. Van Buren

**EMERSON, STAFFORD & CO.**  
 171 Lake  
**MILLER BROS. & KEEP,**  
 55 State

**Agents, Manufacturers.**  
**CHASE, HANFORD & CO.**  
 51 S. Water

**Architects and Builders.**  
**BAUER & LOEBNITZ,**  
 rooms 5 and 6, 36 La Salle  
**EDBROOKE W. J. & F. E.**  
 office, room 14, 181 W. Madison  
**WINCHELL JOHN K.**  
 rooms 13 and 13, Dearborn, cor. Quincy

**Axle Grease.**  
**CHASE, HANFORD & CO.**  
 51 S. Water

**Bakers and Confectioners.**  
**GOURLEY SAMUEL,**  
 891 State

**Baking Powder.**  
**GILLET, McCULLOCH, & CO.**  
 (mfrs.) 61 Michigan av.

**Baking Powders and Saleratus.**  
**HUTCHINSON JOHN**  
 170 S. Water

**Bank Note Engravers.**  
**WESTERN BANK NOTE AND ENGRAVING CO.,** La Salle, sw. cor. Randolph  
**Bankers.**

**ADSIT J. M.**  
 89 Clark  
**WINSLOW FERDINAND S.**  
 2 Clark

**Bar Goods.**  
**EATON & BROWN,**  
 71 Randolph

**Base Ball Goods.**  
**PIERCE J. A. & CO.**  
 61 Clark

**Baths, Medicated, Sulphur and Vapor.**  
**PRESCOTT JOEL, M. D.**  
 105 Madison

**Belting.**  
 (Rubber and Leather.)  
**BACON BRQS & CO.**  
 40 LaSalle

**Bill Posters.**  
**BROADWAY BROS. & TREY-**  
 SER, 58 Dearborn  
**RUSSELL WILLIAM H.**  
 165 Monroe

**Billiard Table Manufacturers.**  
**BALKE JULIUS,**  
 165 Washington  
**BRUNSWICK J. M. & BRO.**  
 47 and 49 State

**Boat and Yawl Builders.**  
**BAGLEY THOMAS,**  
 n. end Clark Street Bridge

**Bolts, Iron.**  
**CLARKE, ABBOTT & CO.**  
 50 and 52 Madison

**Bookbinders.**  
**HANLON JOHN,**  
 53 Dearborn

**KISS & RINGER, Bookbinders, and Manufacturers of Blank Books, Rooms 13 and 14, 180 Washington Street, Chicago.**

**Book Binder's Stock.**  
**BUTLER J. W. & CO.**  
 144 and 146 Monroe, rag depot 227, 229 and 231 S. Water

**Booksellers.**  
**GRAHAM JOHN,**  
 Bookseller & Emigrant agt. 141 Madison

BOO

1250

CHI

**Boots, Shoes and Dry Goods.**

**FREIHAGE HENRY,**  
537 Larrabee

**Boots and Shoes.**  
(Dealers.)

**RAPPLEYE & WHITTEMORE,**  
125 22d

**Boots and Shoes.**  
(Manufacturers and Dealers.)

**BROSNAN BROS.**  
18 Milwaukee av.

**GREENE J. E.**  
131 22d

**Boots and Shoes.**  
(Retail.)

**HAFFERKAMP D.**  
537 Larrabee

**WISWALL A. A.**  
43 S. Clark

**Boots and Shoes.**  
(Wholesale.)

**NORTH BENNINGTON BOOT  
AND SHOE CO.,** Hall & Harlow, agts, 43 and  
45 Wabash av.

**Branding Irons.**

**KOCH GUSTAV,**  
49 5th av.

**Brass Moulders and Finishers.**  
**WESTERN STAR METAL CO.**  
17 S. Canal

**Brewers' Burning Brands.**  
**KOCH GUSTAV,**  
49 5th av.

**Broom Corn.**

**CHAPMAN J. L.**  
193 Kinzie

**DICKINSON W. P.**  
2 Rush

**Brush Manufacturers.**

**AMES JOHN & CO.**  
53 State

**Brushes, Steel Wire.**

**ISAACS M. C.**  
241 Randolph

**Builders.**

(See also Carpenters and Builders.)

**BAST J. S.**

118 and 120 W. White

**Business Colleges.**

**CHICAGO BUSINESS COLLEGE,** the  
Best Business School in the United  
States. **THE CHICAGO COURIER,**  
a First Class Business Paper. **BRY-  
ANT & CASE,** Proprietors, 97  
Clark Str

**Butchers.**

**HOEHN GEORGE,**  
79 S. Jefferson

**WHITE SAM,**  
68 W. Madison

**Butter Boxes.**

(Manufacturers and Dealers.)

**HOWES A. E. & CO.**  
Milk and butter dealers, 99 23d

**Cabinet Makers.**

**SWINEY D. M. & BRO.**  
507 W. Kinzie

**California Wines and Brandies.**

**PERKINS, STERN & CO.**  
84 Washington

**Car Trimmings.**

**MILTIMORE & ALEXANDER,** manu-  
facturers of and dealers in Car  
Lamps, Alcoves, Water Tanks,  
Coolers, &c., 87 Court Place, bet.  
Clark and Dearborn Sts, Chicago.

**Card Engravers.**

**COBB L. M. & CO.**  
(Cobb's Library), 29 Washington

**Carpenters and Builders.**  
(See also Builders.)

**J. S. BAST,** Carpenter, Jobber and  
Builder, Shop, 118 and 120 West  
White Street, Res. and P. O. Ad-  
dress, 81 West Hinsdale, Chicago.

**REID J. W.**  
1053 State

**SUNNOCK JOHN,**  
School, rear 97 S. Clinton

**Carpet Cleaners.**

**CARPENTER HENRY S.**  
92 W. Madison

**Carvers and Designers.**

**BATES & WESTWORTH,**  
86 and 88 W. Randolph

**Cattle and Sheep Brands.**

**KOCH GUSTAV,**  
49 5th av.

**China, Glass and Queensware.**  
(Retail.)

**BOWEN IRA P. & CO.**  
107 Wabash av.

CHI

1251

CUT

**China, Glass and Queensware.**  
(Wholesale.)

**BOWEN IRA P. & CO.**  
107 Wabash av.

**China and Glas Ware.**

(Importers.)

**HINRICH & SONTAG,**  
56 Lake

**Chocolate Manufacturers.**

**GOODWILLIE'S CHOCOLATE**  
MANFY, 41 S. Canal

**Chromos and Engravings.**

**TAYLOR C. H.**  
room 12, 130 Clark

**Cigar Manufacturers.**

(Wholesale.)

**TANSILL R. W. & CO.**  
47 River

**Cigar and Tobacco Brands.**

**KOCH GUSTAV,**  
49 5th av.

**Cigars and Tobacco.**

**MAURER CASS F.**  
134 Clark

**Cigars and Tobacco.**

(Wholesale.)

**PARTRIDGE J. C. & CO.**  
48 and 50 Dearborn

**Circulating Libraries.**

**COBB L. M. & CO.**  
(Cobb's Library), 29 Washington

**Clothing.**

**SHRIMSKI ISAAC,**  
65 Lake

**Clothing.**

(Manufacturers.)

**DUFFY, INGOLDSBY & PIES-  
SEY,** 38 Gurtley

**Clothing.**

(Manufacturers and Jobbers.)

**TUTTLE, THOMPSON & WET-  
MORE,** 53 and 60 Lake

**Coal Dealers.**

**PRATT BROS.**  
17 Chicago av. and 6 N. State

**Coal Dealers.**

(Wholesale and Retail.)

**HALE F. M. & CO.**  
2 N. Clark

**Commission Merchants.**

**KIRKLAND A. & CO.**  
163 Washington

**G. W. Marshall & Co.,**

**COMMISSION MERCHANTS,**

77 and 79 W. Madison Street.

**McKENTY H.**

gen. commission, 19 Tribune bldg.

**SHERMAN HALL & COOK,**  
45 and 47 Michigan av.

**SCHMUTZ MARTIN,**  
149 Kinzie

**SKINNER A. P. W.**  
206 Kinzie

**WHITLEY & CHURCH,**  
281 and 383 W. Madison

**WOOD FREDERICK,**  
189 Kinzie

**Confectioners.**

(Wholesale.)

**PAGE M. E. & CO.**

whol. mfrs. of candy and confectionery, 22 and  
24 Michigan av.

**Contractors.**

**BARNARD JOHN F.**  
157 Cass

**Cork Manufacturers.**

**McCREADY, SMITH & ALLEN,**  
180 N. Water

**Cornices.**

**STRONG W. W.**  
203 Randolph

**Costumers.**

**KELLOGG F. MRS.**  
216 E. Madison

**Crockery.**

**EATON & BROWN,**  
71 Randolph

**Crockery, Lamps and Glassware.**

**BOWEN IRA P. & CO.**  
107 Wabash av.

**Crockery.**

(Wholesale.)

**BOWEN IRA P. & CO.**  
107 Wabash av.

**Crockery Ware.**

(Importers.)

**BOWEN IRA P. & CO.**  
107 Wabash av.

**Cutlery.**

(Importers.)

**MILLER BROS. & KEEP,**  
55 State

**RANDALL, HALL & CO.**  
166 Randolph

CUT

1252

FLO

**Cutlery.**  
(Jobbers of.)  
**RANDALL, HALL & CO.**  
186 Randolph

**Cutlery.**  
(Wholesale.)  
**MILLER BROS. & KEEP,**  
55 State

**Decorative Wood.**  
(Manufacturers.)  
**DECORATIVE WOOD MANU-  
FACTURING CO.** 26 Washington

**Desks, School and Office.**  
**ANDREWS A. H. & CO.**  
111 State

**Dining Rooms.**  
**NATIONAL DINING HALL,**  
A. S. Chamberlin & Co. proprs. 111 Randolph

**Distillers.**  
**KRAEFFT, ROELLE & CO.**  
261 E. Kinzie

**SHUFELDT HENRY H. & CO.**  
54 and 56 S. Water

**Distillers and Inspectors Brands**  
**KOCH GUSTAV,**  
49 5th av.

**Doors, Sash and Blinds.**  
**PALMER, FULLER & CO.**  
22d cor. Union

**Draperies.**  
**STRONG W. W.**  
203 Randolph

**Dress and Cloak Makers.**  
**GRING J. E. MRS.**  
791 W. Lake

**Dressmaking.**  
**BURKITT J. R. MRS.**  
316 W. Harrison  
**TURNER E. J.**  
79 Lake (up stairs.)

**Druggists.**  
**HAYDEN'S PHARMACY.**  
H. J. Hayden, propr. 1011 State, cor. 22d  
**HENDERSON JOHN C.**  
905 W. Lake, cor. Oakley  
**ROBERTSON H. E.**  
193 W. VanBuren

**Druggists.**  
(Retail.)  
**LeTOURNEUX T. J.**  
117 E. Madison

**Druggists' Sundries.**  
**MERKER BROS.**  
49 Lake (up stairs.)

**Drugs and Medicines.**  
(Retail.)

**BRYAN A. B.**  
80 W. Madison

**Dry Goods.**  
**SIELY JOHN W.**  
35 Madison

**Dry Goods, Commission.**

**JOHN W. SIELY, 35 Madison, corner  
Wabash av., Fancy Dry Goods Com-  
mission, agent for A. W. Bernstein/  
N. Y., James Meyer, & Co. N. Y.,  
G. W. Mutly. N. Y., H. Morrison, N.  
Y., F. Gminder & Co. N. Y.**

**Dry Goods.**  
(Retail.)  
**HAYES WILLIAM H. & CO.**  
139 23d

**Dry Goods and Notions.**  
**WILEY BROTHERS,**  
149 S. Halsted

**Dyers.**  
**COOK & McLAIN,**  
109 Clark, and 82 Dearborn

**Emery.**  
**CLARKE, ABBOTT & CO.**  
50 and 52 Madison

**Engine Builders.**  
**CRANE BROS. NORTHWEST-  
ERN MFG. CO.** 10 N. Jefferson

**Fancy Dry Goods.**  
**DAY, TILDEN & CO.**  
33 and 35 Lake

**Fancy Dry Goods.**  
(Wholesale.)  
**MERKER BROS.**  
49 Lake (up stairs)

**Files.**  
(Wholesale.)  
**AMERICAN FILE CO.**  
Miller Bros & Keep, agts. 55 State

**Filter Wells.**  
(Manufacturers.)  
**TILLOTSON BROS.**  
54 State

**Flavoring Extracts.**  
**GILLET, McCULLOCH & CO.**  
Mfrs. 61 Michigan av.

**Flour and Feed.**  
**FERGUSON ANDREW,**  
83-W. Van Buren

FOU

1253

GRO

**Foundries.**

**CHICAGO IRON WORKS, Letz & Co., 84  
South crankin Street, Chicago, Ill.  
Manufacturers of Iron Fronts, for  
Buildings, Bank vaults and Doors,  
Jail Doors and Cells, Iron Fencing,  
Grating, Shutters, Bolts, Window  
Caps and Sills, and Iron Work of  
every description.**

**VULCAN IRON WORKS,**  
80 to 90 N. Clinton

**Foundries Iron.**  
**COLLINS & BURGIE,**  
Jefferson, sw. cor. Van Buren

**Foundry and Machine Shops.**  
**CRANE BROS. NORTHWEST-  
ERN MFG. CO.** 10 N. Jefferson  
**PLAMONDON A.**  
37 to 63 S. Clinton

**Freight & Passenger Elevators.**  
**CRANE BROS. NORTHWEST-  
ERN MFG. CO.** 10 N. Jefferson

**Fresco Artists.**  
**WEIDLING BROTHERS,**  
197 Washington

**Fresco Painters.**  
**CARETTI & BUSCA, Fresco Painters.**  
  
Public and private buildings decora-  
ted in the most artistic style. 162  
Madison Street, Otis Block.

**Fruit Jars.**  
**EATON & BROWN,**  
71 Randolph

**Furnaces.**  
**MACLEAN & COLLINS,**  
56 State

**Furnaces and Ranges**  
**RUBEL BROTHERS,**  
193 Lake

**Furnaces and Stoves.**  
**CUSHING HEATER CO., K. K. Jones,**  
Business Manager, 195 Randolph.  
Heaters, Stoves, Furnaces, Regis-  
ters, Hot Air Pipes, and all other  
Goods pertaining to the trade.

**Furniture.**  
**ANDREWS A. H. & CO.**  
111 State  
**POTTER, KING & CO.**  
52 Lake

**Furniture Dealers.**  
(Retail.)

**GILBERT & SAMPSON,**  
113 and 115 State

**Furniture Dealers.**  
(Wholesale and Retail.)  
**SWINEY D. M. & BRO.**  
507 W. Kinzie

**Furniture Manufacturers.**  
**GILBERT & SAMPSON,**  
113 and 155 State  
**MCCABE, WILKINS & SPALD-  
ING,** 208 Lake  
**STRONG W. W.**  
203 Randolph  
**SWINEY D. M. & BRO.**  
507 W. Kinzie

**Furniture.**  
(Wholesale and Retail.)  
**STRONG W. W.**  
203 Randolph

**Gents' Furnishing Goods.**  
**PRICE, ROSENBLATT & CO.**  
42 Lake

**Glass Signs.**  
**DEVIDE E.**  
77 Lake

**Glass, Window.**  
**CHASE, HANFORD & CO.**  
51 S. Water

**Glassware.**  
**EATON & BROWN,**  
71 Randolph

**Glassware.**  
(Wholesale.)  
**BOWEN IRA P. & CO.**  
107 Wabash av.

**Gold Leaf.**  
(Manufacturers.)  
**ENGLAND THOMAS H.**  
208 Madison

**Gold and Silver Electro-Platers.**  
**CHARLES BERRANGER, Gold and  
Silver Electro-Plater and Fire Gild-  
er, 118 South Clark Street, Chicago,  
Ill. Cutlery, Pistols, Carbines, Etc.,  
Silver and Gold Plated Watch Dials  
and Watch Movements, repaired,  
Gilt and Frosted.**

**Groceries and Provisions.**  
**BENZINGER F.**  
219 North av.  
**LOHMAN W. H.**  
20 N. Clark  
**SKELLY, GWINN & CO.**  
329 5th av.

GRO

1254

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SMITH LEWIS F.

93 22d

**Grocers.**  
(Retail.)

BUTTERFIELD W. P.

120 W. Adams

HICKEY BROS.

699 S. Halsted

REYNOLDS &amp; BROOKS,

ws. Hyde Park av. nr. 52d, Hyde Park

**Grocers.**  
(Wholesale.)

MACVEAGH FRANKLIN,

36 and 38 River

SIBLEY &amp; ENDICOTT,

48 and 50 S. Water

**Grocers' Sundries.**  
(Wholesale.)

VOLLOR, DAVIS &amp; CO.

33 S. Water

**Gun and Pistol Manufacturers.**

BUTLER JOSEPH,

130 Clark

**Hardware, Cutlery, &c.**

(Wholesale.)

BLAIR WILLIAM &amp; CO.

179 and 181 Randolph

**Hardware.**

(Wholesale.)

BRINTNALL, TERRY &amp; BEL-

DEN, 175 Lake

MILLER BROS. &amp; KEEP,

55 State

**Hardware and House Furnish-**  
**ing Goods.**

CHURCH MERWIN,

235 and 237 State

**Hardware and Stoves.**

BRIDGES &amp; CO.

104 W Madison

**Hardwood Lumber.****HENRY N. HOLDEN**, wholesale and  
retail dealer in Hard Wood Lumber  
of all kinds, also, wagon and cabinet  
lumber. Office and Yard cor. Market  
and Jackson streets, Chicago.**Hat and Frame Manufactory.**

TURNER E. J.

79 Lake (up stairs)

**Hats, Caps and Furs.**

BARNES &amp; CO.

112 and 114 Washington

**Hay Dealers.**

FOSTER N. R.

12 Market

WHITLEY &amp; CHURCH,

281 and 283 W. Madison

**Hide Dealers.**

SMITH WILLIAM D.

195 Kinzie

**Hides, Pelts and Wool.**

GREY HENRY C.

208 E. Kinzie

**Hides, Pelts, Furs and Wool.**

EPSTEIN, GOODMAN &amp; CO.

184 Kinzie

OBERNE McDONALD &amp; CO.

30 N. Dearborn

**Hides and Leather.**

ELIEL &amp; CO.

255 Lake

**Hides and Pelts.**

CHAPMAN J. L.

193 Kinzie

**Horse Markets.**

EDDY'S HORSE MARKET, CAR-

RIAGE AND HARNESS EMPORIUM, W. H.

Eddy propr. 242 Randolph

**Hotels.****NEW YORK HOU**

J. P. DRENDEL, Proprietor.

Nos. 227, 229 and 231 Randolph Street.

**CHICAGO.**

POTOMAC HOUSE,

Joseph Bennett propr. 27 Michigan av. nr.  
Union Depot

WILLIAM TELL HOUSE,

84 Sherman

**Housekeeping Goods.**

BOWEN IRA P. &amp; CO.

107 Wabash av.

**Ice Dealers.**

JAMES P. SMITH &amp; CO. successors to

Chicago and Crystal Lake Ice Co-  
only dealers in Crystal Lake Ice,  
office, 9 Reynolds Block, Dearborn,  
cor. Madison.

THOMPSON MARKS. &amp; CO.

163 Dearborn

WADHAMS, WILLARD &amp; CO.

132 Dearborn

**Insurance Agents.**

CURRAN O. P.

manager, New York Life Ins. Co. 156 Washing-  
ton

MILLER &amp; DREW,

120 LaSalle

INS

1255

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**Insurance Agents.**

(Fire and Life.)

WUEST &amp; SPATHOLT,

250 Milwaukee av.

**Insurance Companies.**

(Fire.)

COMMERCIAL INSURANCE CO.

J. Farmer, sec. 162 Washington

CONTINENTAL INS. CO.

of New York, O. W. Barrett & Co. agts. 120 La-  
Salle

HIDE &amp; LEATHER INSURANCE

CO. of Boston, Thomas Goodman, agt. 142  
Washington

KNICKERBOCKER INS. CO.

of Chicago, Henry Fuller, pres. H. H. Blake,  
sec. 154 Madison

MARKET FIRE INS. CO.

of N. Y., O. W. Barrett &amp; Co. agts. 120 LaSalle

UNION INSURANCE CO.

of San Francisco, Thomas Goodman, agt. 142  
Washington

YONKERS &amp; NEW YORK INS.

CO., O. W. Barrett &amp; Co. agts. 120 LaSalle

**Insurance Companies.**

(Life.)

AETNA LIFE INSURANCE CO.

Oviatt, Southwell &amp; Co. 70 LaSalle

CONTINENTAL LIFE INS. CO.

of Hartford, Conn. Geo. P. Kimball, gen agt.  
84 LaSalle

KNICKERBOCKER LIFE INS.

CO. of N. Y., S. A. Matteson, agt. 166 and 168  
Randolph

MUTUAL LIFE INSURANCE

CO. of Chicago, M. Ladd, pres. E. R. Paul,  
vice pres. S. Mark, sec. 79 and 81 5th av.

NEW YORK LIFE INS. CO.

(Purely mutual.) O. P. Curran, manager, 156  
Washington

UNITED STATES LIFE INS. CO.

of N. Y., Banker Bros. & Greene, gen. man-  
agers, 154 Washington**Iron Founders.**

SAVAGE &amp; BRO.

42 and 44 Michigan

**Iron Works.**

VULCAN IRON WORKS,

Chas. H. Atkins, propr. 80 to 90 N. Clinton

**Jewelers.**

PEACOCK C. D.

221 Randolph

**Jewelers.**

(Manufacturing.)

SCHRADER THEO.

room 22, 123 Lake

**Jewelers.**

(Wholesale.)

MATSON N. &amp; CO.

117 Lake

**Jewelers and Watchmakers.**

FEUERSTEIN LEOPOLD,

701 S. Halsted

**Jewelry.**

(Retail.)

MATSON N. &amp; CO.

117 Lake

**Justices of the Peace.**

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rooms 1 and 2, 134 Clark

DRANDORFF CHARLES,

5 and 6 Hamilton blk. 18 N. Clark

**JOHN VAN'T WOOD**, Justice of the  
Peace and Notary Public. Business  
done in English, German, French  
and Dutch Languages. Office, room  
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and Halsted.**Kerosene Goods.**

(Whol. and Ret.)

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**Lamps.**

EATON &amp; BROWN,

71 Randolph

**Lamps, Crockery and Glassware**

BOWEN IRA P. &amp; CO.

107 Wabash av.

**Last Makers.**

MINOR S. A.

165 Madison

**Law Reporters.**

ELY, BURNHAM &amp; BARTLETT,

93 Washington

**Lawyers.**

BATES &amp; HODGES,

rooms 5 and 6, 124 Washington

ENOS A. W.

room 18, Ewing blk. Clark, cor. N. Water

SHELDON &amp; WATERMAN,

rooms 10 and 11, 118 S. Clark

WIGHT E. B.

24 and 25 Reynolds blk.

WILDER H. A.

room 2, 115 Madison

**Leather Belting.**

(Manufacturers.)

BACON BROS. &amp; CO.

40 LaSalle

**Lime, Cement and Stucco.****CHICAGO UNION LIME WORKS, F. E.**

Spooner, agt. Manufacturer of Chi-

cago Quick Lime, and dealer in Ce-

ment, Stucco, Plastering Hair, Land

Plaster, etc., 75 and 77 Market St.,

Chicago.

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1256

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**Liquor Dealers.**

(Wholesale.)  
**DE HAVEN & WALES,**  
 44 LaSalle  
**TURNEY & HOWARD,**  
 59 S. Water

**Liquors.**

(Wholesale and Retail.)  
**MERRELL HOMER,**  
 18 N. Clark

**Literary.**

**AMERICAN LITERARY AND  
 LECTURE BUREAU,** C. M. Brelsford, West-  
 ern Manager, 148 Madison

**Literary Institutions.**

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 Z. Grover, prin. 985 Wabash av.

**Lithographers.**

**WESTERN BANK NOTE AND  
 ENGRAVING CO.** LaSalle, sw. cor. Randolph

**Lithographers and Engravers.**

**CHAS. SHOBER,** Steam Lithographic  
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 Established in 1853. No. 6 Larmon  
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 of Prison, Store Door, Safe, and  
 House Locks, Bank Vault and Safe  
 Locks carefully repaired. Nos. 48 and  
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 ing and general Jobbing.

**Looking Glasses.**

**STRONG W. W.**  
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**Lumber Dealers.**

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**PHILLIPS WILLIAM B.**  
 Lumber cor. 22d

**Lumber, Hardwood.**

**HOLMES & CO.**  
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**Lumber, Lath and Shingles.**

**BABCOCK W. S. & BRO.**  
 400 Lumber

**PALMER, FULLER & CO.**  
 22d, cor. Union

**Lumber and Shingle Brands.**

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 49 5th av.

**Machine Shops.**

**SAVAGE & BRO.**  
 42 and 44 Michigan

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**CLARKE, ABBOTT & CO.**  
 50 and 52 Madison

**Malleable Iron Foundry.**

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 ERN MFG. CO.** 10 N. Jefferson

**Malt Manufacturers.**

**WYETH & VANDERVOORT**  
 MALTING CO., C. J. Wyeth pres. L. C. Huck,  
 sec. 2 and 4 Michigan av.

**Marble Works.**

**SMITH ROBERT,**  
 763 State

**Masons and Builders.**

**PRUSSING & MULLER,** Masons and  
 Builders, No. 6, Larmon Block, cor-  
 ner Clark and Washington Streets,  
 P.O. Box, 1162, Chicago.

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**ELECTRIC MATCH CO.,** George N.  
 Jackson, pres. E. C. Long, treas.  
 mnfrs. Round, Square, Telegraph  
 and Parlor Matches, office, 11 and 13  
 Wabash av.

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**CHICAGO MATTRESS MFG.**  
 Co. 287 W. Madison

**Meat Markets.**

**RIEBER JACOB,**  
 298 N. State

**Mill Furnishings.**

**FARGUSON J.**  
 56 S. Canal

**PLAMONDON A.**  
 57 to 63 S. Clinton

MIL

1257

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**Mill Stones.**

**PLAMONDON A.**  
 57 to 63 S. Clinton

**Mill and Flour Brands.**

**KOCH GUSTAV,**  
 49 5th av.

**Millinery.**

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 79 Lake (up stairs.)

**Millinery and Fancy Goods.**

**FISK D. B. & CO.**  
 53 and 55 Lake

**Mineral Water Mx frs.**

**LANG BROS.** dealers and mnfrs. in Sel-  
 ters and all other kinds of Mineral  
 waters, No. 60 W. Pearson, nr. Wells

**Model Makers.**

**CRARY & INGERSOLL,**  
 241 Randolph

**Money Br. kers.**

**BEVERLEY J. M.**  
 1 Major blk.

**Newspapers and Publications.**

**CHICAGO MERCANTILE**  
 JOURNAL, Jefferson & Wroe, pub. 47 LaSalle  
**MARBLE AND STONE WORK-  
 ERS' REPORTER,** Nichols & Co. publishers.  
 room 1, Ewing blk, 20 N. Clark  
**RAILROAD GAZETTE,**  
 A. N. Kellogg, pub. 110 and 112 Madison  
**THE CHICAGO SUN,**  
 H. L. & H. P. Goodall, publishers, Union Stock  
 Yards

**Notions.**

**DAY, TILDEN & CO.**  
 33 and 35 Lake

**Notions, Wholesale.**

**MICHAEL COHEN,** Wholesale Dealer  
 in Yankee Notions, &c., 72 Lake  
 Street, Chicago, Ill.

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**PETERSON P. S.**  
 Rose Hill Nursery, Lincoln av. 7 miles from  
 Court House

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**ANDREWS A. H. & CO.**  
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**Oculists,**

**DR. H. TONGUE,** 180 and 182 East Washing-  
 ton street, rooms 4, 5, 6 and 7, has practiced in  
 the city of Chicago over eight years, and has  
 good success in treating the various cases of  
 scrofulous Sore Eyes, partial Blindness, &c.  
 References of the many cases of AMAUROSIS,  
 or partial paralysis of the optic nerve, which  
 have been cured by his process when all other  
 treatments have failed, can be had by calling at  
 the office. First day's treatment free of charge.

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**CHASE, HANFORD & CO.**  
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**JUNGLING H. F.**  
 310 to 316 N. Water

**Oils, Lubricating.**

**CHASE, HANFORD & CO.**  
 51 S. Water

**Oils, Machinery.**

**CHASE, HANFORD & CO.**  
 51 S. Water

**Oils, Neat Foot.**

**CHASE, HANFORD & CO.**  
 51 S. Water

**Oils, Wholesale.**

**CHASE, HANFORD & CO.**  
 51 S. Water

**Old Metals.**

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 S. Water

**Optical, Mathematical and Phil-  
 osophical Instruments.**

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 117 Randolph

**Organs and Melodeons, Mnfrs.**

**PRINCE GEO. A. & CO.**  
 89 Washington

**Packers.**

**BOWES R. J.**  
 227 S. Desplaines

**Packing Houses.**

**DUFFIELD HAM AND PROVI-  
 SION Co.,** Charles Duffield, pres. Packing  
 house, 18th, se. cor. Canal. Store, 92 S. Water

**Painters.**

**MARTIN & LEONARD,**  
 115 E. Madison

**Painters, Glaziers and Paper  
 Hangers.**

**WARLEY JOSEPH,**  
 17 Silver

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**Painters, House, Sign and Ornamental.**

**BAIRY & CUSHING, House, Sign and Ornamental Painting, Glazing, Graining and Calcimining, dealers in Paints, Oils and Glass, 145 State Street, Chicago.**

**JOHNSON WILLIAM,**  
8 N. Clark

**Painters, Sign.**

**DEVIDE E.**  
77 Lake

**MOOERS & GOE,**  
186 Madison

**Painters, Sign and Ornamental.**

**BRITTON LEWIS,**  
244 W. Randolph

**Paints, Oils and Glass.**

**ALSTON, DEVOE & CO.**  
172 and 174 Randolph

**CHASE, HANFORD & CO.**  
51 S. Water

**WARREN J. F. & CO.**  
173 Randolph

**Paints, Oils and Glass.**

(Wholesale.)

**CHASE, HANFORD & CO.**  
51 S. Water

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**BUTLER J. W. & CO.**  
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**Paper Bags, Patent Machine, Manufacturers.**

**WHEELER & HINMAN,**  
22 Michigan av.

**Paper Box Manufacturers.**  
**BARRETT D. P. & CO.**  
140 Lake

**Paper Boxes.**

**SCHELL H. A.**  
77 Lake

**Paper Hangers and Decorators.**  
**DUPERRY LOUIS A.**  
43 Willc

**Paper Hangings.**

**CHASE B. F. & WALKER,**  
109 Randolph

**Paperhangings.**

(Wholesale.)

**BOWEN IRA P. & CO.**  
107 Wabash av.

**Patent Medicines.**

**FAHRNEY P.**  
30 N. Dearborn

**Patent Solicitors.**

**PECK & MIATT,**  
135 S. Clark

**Patented Articles.**

**HERRICK M. S.**  
158 Monroe

**Periodicals.**

**YOUNG PILOT PUBLISHING CO.,** Franklin H. Tinker, pres. 148 Madison

**Physicians and Surgeons.**

**BODENSTEDT E.**  
Clark, ne. cor. N. Water

**BUTTS J. M., M.D. MRS.**  
604 N. Clark, cor. Burton pl.

**DAMON O. B. DR.**  
785 W. Madison, cor. Robey

**HOOPER H.**  
365 N. Clark

**SAVAGE A. C., M.D.C.M. & C.**  
office, 207 Madison

**SMITH CHARLES G. DR.**  
169 Dearborn

**THOMPSON MARY H., M.D.**  
402 N. State

**Pickle Manufacturers.**

**DINGEE S. & BROTHER,**  
75 S. Water

**Picture Dealers.**

**KELLY & HOWISON,**  
283 S. Clark

**Picture Frame Manufacturers.**

**ELINT C. W.**  
room 15, 128 and 130 Clark

**Pictures and Picture Frames.**

**ADRIANSON JOHN,**  
73 Blue Island av.

**Planing Mill, Sash, Doors and Blinds.**

**GOLDIE WILLIAM,**  
15th, cor. Canal

**Planing Mills.**

**HUTT & JOHNSON,**  
Grove, bet. 19th and 20th

**Planing Mills and Trunk Box Manufacturers.**

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rear 550 and 552 Clark

**Plasterers.**

(Plain and Ornamental.)

**HAYES & McCARTY, Plain And Ornamental Plasterers, 578 State St.**

**Chicago, Manufacturers of Centre**

**Pieces, Brackets, &c.**

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**Plumbing.**

**WILLEMS JOHN & BRO.**

256 N. Clark

**WOLF PETER,**  
242 N. Clark

**Pocket Book Mfrs. and Fancy****Leather Goods.**

**MERKER BROS.**  
49 Lake (up stairs.)

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NO. 93 WASHINGTON ST.

Republican Co. J. S. Thompson. W. S. Heggie.  
M. Zimmer.

J. S. Thompson, Supt.

**THE CHICAGO SUN,**

H. L. & H. P. Goodall, publishers, Union Stock  
Yards

**Printers, Job.**

**CRANDALL CHARLES E.**  
166 Randolph

**Printers Steam.**

**HAND & HART,**  
191 and 193 Randolph

**Printing Ink.**

**BUTLER J. W. & CO.**  
144 and 146 Monroe, rag dept. 227, 229 and 231  
S. Water

**Produce and Commission.****G. W. Marshall & Co.****PRODUCE AND COMMISSION,**

77 and 79 West Madison St.

**Publishers.**

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164 Clark and 15 and 17 S. Canal

**PRAIRIE FARMER COMPANY,**  
publishers, Prairie Farmer (weekly), \$2.00 per  
year, office, 112 Monroe

**THE CHICAGO SUN,**

H. L. & H. P. Goodall, publishers, Union Stock  
Yards

**Pumps.**

(Manufacturers and Dealers.)

**TEMPLE J. F. & SONS,**  
Polk, cor. Canal.

**Queensware.**

(Wholesale.)

**BOWEN IRA P. & CO.**  
107 Wabash av.

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**BUTLER J. W. & CO.**

144 and 146 Monroe, rag dept. 227, 229 and 231  
S. Water

**Railroad Supplies.**

**CLARKE, ABBOTT & CO.**  
50 and 52 Madison

**Real Estate.**

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room 1, 192 Clark

**REAL ESTATE AGENCY OF ERNST PRUSSING, Established in 1853, No. 6, Larmon Block, ne. cor. Clark and Washington Sts. Particular attention given to Collections and Investments in Real Estate, Taxes Paid, Rents Collected, etc.**

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dealer in pine lands and saw logs, room 12,  
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7 Ewing blk.

**SNYDER & LEE,**  
room 4, Metropolitan blk.

**Real Estate Brokers.**

**SNYDER & LEE,**  
room 4, Metropolitan blk.

**Real Estate Dealers.**

**BURCHELL J. E. & CO.**  
122 Washington

**SITZER DANIEL S.**  
4 and 5 Lombard blk.

**SNYDER & LEE,**  
room 4, Metropolitan blk.

**WHIPPLE HENRY,**  
4 and 5 Lombard blk.

**Real Estate, Loan & Claim Agt.**

**ROBERTS THAD. CAPT.**  
168 Washington

**Real Estate and Loan Agents.**

**SNYDER & LEE,**  
room 4, Metropolitan blk.

**Real Estate and Loan Brokers.**

**CHASE HORACE G.**  
48 LaSalle

**SNYDER & LEE,**  
room 4, Metropolitan blk.

**Real Estate and Money Brokers**

**SNYDER & LEE,**  
room 4, Metropolitan blk.

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STA

**Reed Manufacturers.**  
**CHICAGO REED FACTORY,**  
 Enos Brown & Co proprs. factory 58 S. Canal,  
 salesroom 27 and 29 Randolph  
**Restaurants.**  
**CAPRONI ANTONI,**  
 815 State

**MARYLAND**  
**Lunch Room**

152 STATE STREET,  
 (IN BASEMENT.) CHICAGO.  
 Meals from 7 in the Morning (ill 8 in the Evening.  
 Mrs. HOLMES, Proprietress.

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 A. S. Chamberlin & Co. proprs. 111 Randolph  
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 ws. Hyde Park av. nr. 52d, Hyde Park

**Rhine Wines, Importers.**  
**STURM WILLIAM C. & CO.**  
 187 and 189 Randolph

**Rings, Gold and Silver.**  
**ENGBRIGTSON O.**  
 room 27, 123 Lake

**Rubber Hose and Packing.**  
**BACON BROS. & CO.**  
 40 LaSalle

**Rubber and Leather Belting.**  
**BACON BROS. & CO.**  
 40 LaSalle

**Saddle and Harness Makers.**  
**COLLINS ROBERT,**  
 22d bet. Wabash av. and State

**Safes, Fire and Burglar Proof**  
**HERRING & CO.**  
 40 State

**Saloons.**  
**GRAMANN CHARLES,**  
 184 W. Randolph  
**McKAY WILLIAM**  
 239 W. Randolph

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**WADE JOHN**  
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**BUSSE FRED.**  
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**BULLARD JOEL**  
 Indiana cor. Kingsbury  
**HALL & WINCH,**  
 528 to 536 S. Clark

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**STATE SAVINGS INSTITU-**  
**TION, N. B. Kidder, cash. 82 La Salle**

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 37 State

**School and Church Furniture**  
**Manufacturers.**  
**ANDREWS A. H. & CO.**  
 111 State

**School and Office Furniture.**



**A. H. ANDREWS & CO., 111**  
 State Street, Chicago, manu-  
 facturers, of School, Church  
 and Office Furniture.

**Seed Stores.**

**EMERSON, STAFFORD & CO.**  
 171 Lake  
**HOVEY & CO.**  
 57 State

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 agts. for Davis' Sewing Machine Co. 161 State

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**MACHINE CO. 113 E. Madison**

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**MATSON N. & CO.**  
 117 Lake

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 743 S. State

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**and Posts.**

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 22d, cor. Union

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**WESTERN STAR METAL CO.**  
 17 S. Canal

**Stationery.**  
 (Retail.)

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 (Cobb's Library), 29 Washington

STE

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**Steam Warming.**

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 ERN MFG. CO. 10 N. Jefferson.

**Steel Warehouses.**

**CLARKE, ABBOTT & CO.**  
 50 and 52 Madison

**Stencil Cutting and Steel Stamps.**  
**KOCH GUSTAV,**  
 49 5th av.

**Storage.**

**DICKINSON W. P.**  
 2 Rush

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**COLLINS & BURGIE,**  
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**MORRISON & COLWELL,**  
 56 State

**RATHBONE J. F. & CO.**  
 98 and 100 Michigan av.

**Stoves.**  
 (Wholesale.)

**COLLINS & BURGIE,**  
 Jefferson, sw. cor. VanBuren

**Stoves and Hollow Ware.**  
 (Manufacturers.)

**COLLINS & BURGIE,**  
 Jefferson, sw. cor. VanBuren

**Stoves and Tinware.**  
 (Retail.)

**CARR & KYLE,**  
 ws. Hyde Park av. nr. 52d, Hyde Park

**Tailors, Merchant.**

**BLOOM LOUIS J.**  
 51½ E. Randolph

**GRUBEY WILLIAM H.**  
 N. State, nw. cor. Michigan

**HINTZE CHRIS.**  
 8 N. Clark

**LEUPPEN HERMAN,**  
 92½ W. Madison

**NAGELE E.**  
 395 North av.

**NASH JOHN,**  
 24 N. Clark

**Tanners.**

**ELIEL & CO.**  
 255 Lake

**Tar, Pine.**

**CHASE, HANFORD & CO.**  
 51 S. Water

**Tea Companies.**

**CHICAGO AND CHINA TEA CO.**  
 G. S. Hubbard, J. K. Pollard and John A. Ely,  
 managers. Importers of Teas direct from  
 China and Japan, 16 S. Water

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**PACIFIC TEA CO. 18 N. Clark, Teas,**

**Coffee, Spices, Fruits and Sugars,**

**T. E. Wilcox, propr.**

**Tin and Japan Ware.**  
 (Wholesale.)

**MILLER BROS. & KEEP**  
 55 State

**Tin Plate, Tinners Tools, &c.**  
**BLAIR WILLIAM & CO.**  
 179 and 181 Randolph

**Tin Plate.**  
 (Wholesale.)

**MILLER BROS. & KEEP**  
 55 State

**Tinners Stock.**  
 (Wholesale.)

**MILLER BROS. & KEEP**  
 55 State

**Tobacco, Leaf.**  
 (Dealers.)

**BECK & WIRTH,**  
 87 and 89 Michigan av.

**Tobacco Mnfrs.**

**BECK & WIRTH,**  
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