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CHICAGO
PAST AND PRESENT

A MANUAL FOR THE CITIZEN, THE TEACHER
AND THE STUDENT

History, Government, Officials, Their Duties and Salaries. Also County, State, and United States Government Officials of Special Interest to the General Public.

BY
S. R. WINCHELL

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CHICAGO

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PREFACE

It has not been the purpose of the writer of this volume to present an exhaustive treatise on Chicago, but rather to mention the most important events in its most remarkable history, and to set forth briefly the leading features of its present condition and government. These facts are of interest to every citizen, and many of them are required to be taught in the public schools.

The book may be used as a text-book or for reference, and should be followed by a more exhaustive study of Chicago as it is, if one wishes to learn all about the great city. No one book can describe adequately its great industries, its commercial, social, religious, political, and educational life, its streets, buildings, railroads, newspapers, etc. These must be studied and seen at first hand, and it is suggested that teachers should make trips with their pupils to the City Hall, the Stock-yards, the Drainage Canal, the Water-works, the Fire-engine Houses, the Lumber District, the Harbors, etc., and make a special study of these places, and the many departments of the city's life and activity, or have their pupils make such trips and report what they have seen and learned. Nothing is more interesting to young people than the

study of things about them, and in these days of industrial training in the schools, the same methods and aims may well be applied in teaching the practical and vital facts of civil life in all its departments.

It is scarcely necessary to say that the facts set forth herein have been gathered from various publications, from the annual reports of the several departments of the city government, and by personal investigation. For courtesies shown the writer by heads of departments and others in his efforts to obtain the latest and most authoritative information, he would here express his thanks.

CHICAGO, December 1, 1905.

CHICAGO: PAST AND PRESENT

THE HISTORY OF CHICAGO

The Name

Many theories have been given to explain the origin of the name "Chicago." The one generally accepted is, that this name was given to the place by the Indians, and is derived from the Indian name for wild onion, or, as some claim, from the Indian name for skunk (seganku), so illsmelling were the odors which arose from the marshy region in its early days.

Dr. William Barry, first secretary of the Chicago Historical Society, says: "Whatever may have been the etymological meaning of the word 'Chicago,' in its practical use it probably denotes strong or great. The Indians applied this term to the Mississippi River, to thunder, or to the voice of the great Manitou. Edward Hubbard, the genealogist, adopts a similar view, and says that the word 'Chicago,' in its applications, signifies strong, mighty, powerful."

La Salle's Prophecy

A remarkable prophecy, said to have been made by the explorer La Salle in 1682, in a letter written to a friend in France, is recorded in Gale's Reminiscences of Chicago, This prophecy is as follows:

"After many toils I came to the head of the great lake and rested for some days on the bank of a river of feeble current, now flowing into the lake, but which occupies the course that formerly the waters of these great lakes took as they flowed southward to the Mississippi River. This is the lowest point on the divide between the two great valleys of the St. Lawrence and the Mississippi. The boundless regions of the west must send their products to the east through this point. This will be the gate of empire, this the seat of commerce. Everything invites to action. The typical man who will grow up here must be an enterprising man. Each day as he rises he will exclaim. 'I act, I move, I push,' and there will be spread before him a boundless horizon, an illimitable field of activity; a limitless expanse of plain is here—to the east water and all other points of land. If I were to give this place a name, I would derive it from the nature of the place and the nature of the man who will occupy this place—*ago*, I act; *circum*, all around: Circago."

Mr. Gale then adds: "The recollections of this statement, imparted to an Indian chief, remained but indistinctly, and when the Americans who built Fort Dearborn came to these wilds, they heard what they thought to be the legendary name of the place, and pronounced it as did the Indians, Che-ca-go, instead of Circago, as La Salle had named it.

"Gladly among the brilliants of that prophecy do we find the jewel of our name. By the Circago of La Salle, in its transition from the Latin *circum ago*, through the 'Che-ca-gou' of the Pottawattomies, to the 'Chicago' of to-day is forever banished the 'wild-onion' and the 'polecat' theories with which unfeeling nomenclators sought to blast us.

"Let us be thankful to the gifted Frenchman for giving us a name so in harmony with his remarkable prediction and with the characteristics of our city and people."

Topography of Chicago

The land now occupied by the city of Chicago was formerly covered by the waters of "Lake Chicago." These waters were the product of glacial action, and united with the waters of Lake Michigan after the retreat or destruction of the glacier. The entire region of country from Winnetka on the north, extending in crescent form southwestward through Galewood and La Grange, then southeastward to Glenwood and Dyer, and then northeastward to Lake Michigan in Indiana, constitutes what is called the Chicago plain, which was left after the disappearance of Lake Chicago into Lake Michigan.

The greatest width of this crescent plain is about fifteen miles. On the west and south it is bounded by a glacial moraine ridge with a rolling surface from twenty to one hundred and forty feet above the level of the plain. The Desplaines River, the Illinois and Michigan Canal, and the Drainage Canal cut through this moraine on the southwest of the city at the level of the Chicago plain, and furnish the outlet for the drainage of the city, carrying it off through the Illinois River and the Mississippi River to the Gulf of Mexico.

Below the surface of the plain, at distances varying from a few inches to about one hundred and thirty feet, lies a bed of Niagara limestone. This solid rock is covered with clay, sand, and bowlders, constituting what is known as "drift." The average depth of this drift is thought to be about forty-five or fifty feet below the level of the lake. Exposures of the limestone may be seen at Stony Island, Hawthorne, Bridgeport, Elmhurst, and Lyons. Exposures of the drift may be seen along the lake bluff north of Evanston, along the Drainage Canal, and in the various brick-yards of the city, such as that west of Lincoln Park near the North Branch, and that near South Robey and Forty-third streets.

The general features of the land around Chicago are prairielike, there being comparatively small areas covered by trees or raised above the level of the plain. There are picturesque bluffs along the lake shore northward, and elevated ridges farther inland, formed probably by the glacial drift or the action of running water or waves in prehistoric times.

South of the city is Lake Calumet, which seems to have been left as the remnant of a former submerged section, covering several thousand acres. The entire region around this lake is level, with here and there a spot where the sand has been piled higher by the action of winds and waves.

The Region a Marsh.— Originally, the whole region

where Chicago now stands was a low marsh, and apparently least suitable of all possible sites on Lake Michigan for the building of a city. In many places the mud was so impassable that signs were put up in the streets, reading "No bottom here!" These same streets are now built up and paved in the most magnificent style. For several miles to the south, the land was actually covered with water from one to three feet deep a great portion of each year. This land, which was then not worth a dollar an acre, is now valued at several thousand dollars a square foot.

How the Marsh Was Removed. — The land originally was only seven feet above Lake Michigan, though about six hundred feet above sea-level. In 1855 the legal level for building and paving was raised seven feet above the natural level, so that now the surface is fourteen feet above the lake. In order to accomplish this, a most remarkable transformation was effected by raising the buildings and filling the streets.

For ten years, during this process of raising the grade, there was little uniformity in the level of street, sidewalk, and building, the grade having been raised three times, which made four different levels observable to a pedestrian on any one of the streets. The original prairie level was seen in many vacant lots, and often with an early building yet standing on it; above this would be the street pavement at the level first established; next above that, perhaps a sidewalk conform-

ing to the grade next established; and contiguous to that a building and walk constructed after the final grade was fixed. So that a man walking along La Salle Street, for instance, found it necessary to walk continually up and down flights of steps, which rendered walking exceedingly unpleasant, not to say dangerous.

The Chicago River

A Bad Reputation.— Perhaps no river in the whole western continent has been celebrated more extensively in the press of the country than the Chicago River. And the reputation thus given it has not been especially to its credit. For upwards of fifty years it was the perpetual byword of travelers and newspaper-writers. It has been known as the breeding-place of the foulest miasma, the filthiest stream to be found anywhere in the land.

Its Original Condition. — In the early days, before anything was done to deepen its channel or establish its banks, the Chicago River was little more than a deep bayou from the lake, about a hundred yards wide, reaching inland perhaps three quarters of a mile, with one arm extending northward and another to the south, each several miles long, but finally vanishing in the sloughs of the low prairie-land which extended many miles both north and south along the shore of the lake. The only perceptible currents of this so-called river

were caused by the winds blowing the water of the lake into it, and the return current when the winds subsided.

A Natural Harbor. — This inlet was originally about twenty feet deep, but a huge sand-bar at the mouth prevented the entrance of large vessels until, by dredging, the channel was cleared and deepened, so that this naturally well-arranged harbor has given the very best of docking facilities to mills, warehouses, elevators, and factories, as well as to merchants and manufacturers, who are thus enabled to place their goods on board vessels for shipment direct from their establishments, without the necessity of loading them on wagons.

Means of Crossing the River. — At first the river was crossed only by use of Indian canoes. After the departure of the Indians, the canoes being no longer available, row-boats were constructed to ferry people across the river. Floating bridges were established in one or two places in 1832, but these were so much objected to by the vessel-owners, that drawbridges replaced them, the first one being at Dearborn Street, in 1834. Since then the number has been increased until there are to-day sixty-four bridges in all, besides three tunnels which descend beneath the river.

The River Improvement Committee of the Real Estate Board has recommended an appropriation by Congress of $1,250,000, for deepening the outer harbor to a depth of twenty-one feet, and the river north to

Belmont Avenue and south to the Stock-yards; also, for the reconstruction of the north pier as soon as the tunnels are removed.

Since 1889 the commerce of Chicago harbor has steadily declined, while that of Calumet has as steadily increased, the totals remaining about the same, though the population of the city has more than doubled. Up to January 30, 1904, Congress had appropriated $2,642,930 for Chicago harbor and river, and $2,075,280 for Calumet harbor and river.

EARLY HISTORY OF CHICAGO

The Discovery of Chicago.— Father Jacques Marquette was the first white man to set eyes on the present site of Chicago, in 1673. It was at that time occupied by an Indian village.

The First Settlement.— Though discovered by a white man, the first settler of Chicago was a negro native of San Domingo, named Jean Baptiste Point De Saible. De Saible came from his native land, first to St. Louis, then to Peoria, which was at that time a French trading-post. In 1779 he built a cabin on the north bank of the Chicago River, which he occupied for seventeen years; he then sold it to a French trader named Le Mai, returned to Peoria, and died there.

John Kinzie. — Le Mai occupied the cabin until 1804, when he sold it to John Kinzie, the agent of Astor's American Fur Company.

Up to this time Chicago was essentially a French settlement, though in 1795, by the treaty of General Anthony Wayne with the Indians, a space of ground

JOHN KINZIE'S HOUSE.—FIRST AMERICAN HOME IN CHICAGO

six miles square had been ceded to the United States. This was the first real-estate transfer on record in Chicago. But by the earlier conquest of General George

Rogers Clark, this whole section was claimed by Virginia, and thus came near being the metropolis of a slave state. In 1800 the territory of Indiana was organized, and Illinois became a county of that territory. It remained a part of Hoosierdom until 1809, when "the Illinois country" was made a territory, with Ninian Edwards as governor, and Kaskaskia the capital. The fort at Chicago was first set up July 4, 1803, when the settlement consisted of only three or four French fur-traders' huts, surrounded for an indefinite distance by native Indians. The settlement remained under United States authority till 1818, when Illinois became a state.

Mr. Kinzie soon enlarged his cabin and transformed it into a comfortable house. Here he lived with the Indians twenty-three years, excepting four years following the massacre at Fort Dearborn, in 1812. He thus earned the well-deserved title of "Father of Chicago."

The Fort Dearborn Massacre.— Fort Dearborn was first completed in 1804, and was called Fort Chicago. It was garrisoned by two companies of United States troops.

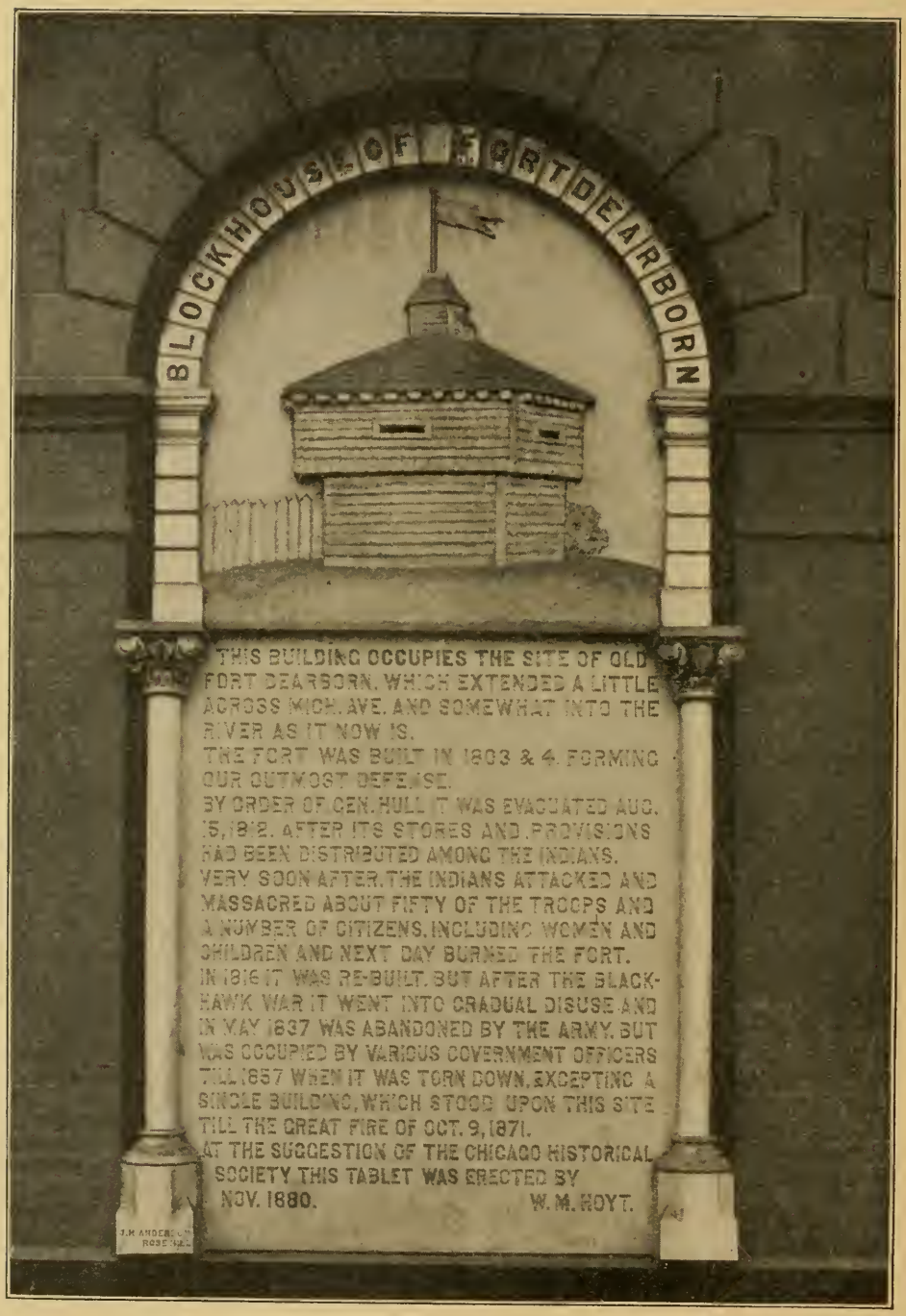
The celebrated massacre occurred in August, 1812, near the present intersection of Prairie Avenue and Eighteenth Street, while the citizens and soldiers were endeavoring to escape. Here fifty-nine of the seventy persons at the fort were foully murdered by the Indians.

This put a check on the growth of the settlement, but the spirit of Chicago was hovering over the place, and its future development and growth were inevitable.

John Kinzie was one of the few who escaped the massacre. He returned with his family in 1816, when the fort was rebuilt and named Fort Dearborn, after General Henry Dearborn. It was abandoned as a fort in 1837, when most of the Indians had left the country, and in 1856 gave way to business houses. To-day a marble tablet inserted in the wall of a warehouse on Michigan Avenue, near River Street, marks the spot where the old fort stood. The inscription on the tablet reads as follows:

"This building occupies the site of old Fort Dearborn, which extended a little across Michigan Avenue and somewhat into the river as it now is. The fort was built in 1803-04, forming our outmost defense. By order of General Hull it was evacuated August 15, 1812, after its stores and provisions had been distributed among the Indians. Very soon after, the Indians attacked and massacred about fifty of the troops and a number of citizens, including women and children, and next day burned the fort. In 1816 it was rebuilt, but after the Black Hawk War it went into gradual disuse, and in May, 1837, was abandoned by the army, but was occupied by various government officers till 1857, when it was torn down, excepting a single building, which stood upon this site till the great fire of October 9, 1871. At the suggestion of the Chicago Historical Society, this tablet was erected by W. M. Hoyt, November, 1880."

Illinois Becomes a State. — Illinois became a state in 1818, but the larger portion of the population was



TABLET MARKING THE SITE OF FORT DEARBORN

at that time scattered through the southern part of the state, with a French settlement at Peoria. Fort Dearborn was regarded as on the remote frontier. Mail was received at the fort only twice a month in winter,

VIEW OF CHICAGO IN 1821

and once a week in summer, being brought by a man on horseback.

In 1823 the entire property of Chicago was assessed at $2,500. Once a year a schooner was sent by John Jacob Astor to exchange supplies for furs.

Chicago Begins to Grow.— It was not until about

1830 that Chicago really began to grow. Previous to that time, Chicago was simply a military post and fur station, and the whole region round about Fort Dearborn had been known as Chicago. In August, 1830, this whole region contained only twenty-seven voters. There were only four white families in Chicago, besides the garrison and the fur agent. The country was infested with Indians; the Indian trails leading to Chicago at that time were as numerous as are the railroad lines to-day.

The name of Chicago was definitely assigned to a certain plat of land, by maps, in August, 1830, by the Illinois and Michigan Canal Commissioners. The United States Congress had, in 1827, made a grant of land to aid in the construction of this canal. The act had been secured by the efforts of Daniel P. Cook, from whom Cook County was named. Chicago, by its first map, was bounded by the streets now known as Madison, State, Kinzie, and Halsted. The highest price paid for two lots the first year in Chicago was $114, the average being much less. In 1831 there were twelve families. Cook County was organized in this year.

In 1832 the taxes amounted to nearly one hundred and fifty dollars. With twelve dollars of this sum Chicago's first public building — a pound for stray cattle — was constructed. Clark Street was at that time the main street in the settlement.

Before the close of 1833 there were fifty families living in Chicago, and the settlement had been incorporated as a village. The United States government spent in that year thirty thousand dollars in dredging the river. The following spring an unusually large freshet carried away the bar at the mouth of the river, thus giving access to the largest lake craft, and on July 11th of that year the schooner Illinois was the the first large vessel to enter the Chicago River.

At the annual reunion of the Chicago Pioneers' and Sons and Daughters of Pioneers' Association held in Chicago, May 27, 1905, the oldest pioneer settler of Chicago was present, Alanson Filer, who landed in Chicago from Buffalo in 1833. Three of the six survivors of the settlers who came to Chicago on the schooner Illinois in 1834 were present at the reunion. They were Edward O. Gale, William Gale, and George Sinclair.

Great Land Treaty with the Indians.— A great impetus was given to the sale of land in the new town by the opening of lands for settlement, through a treaty made with the Indians in 1833. This treaty was really one of the most important events in the early history of Chicago, for the effect of it was to draw thousands of speculators to the Northwest, and thus begin the great industrial development of the richest section of land to be found anywhere in the world. Previously, the Indians so far outnumbered the white

people that they were a burden and a serious detriment, being lazy, dirty, and dissolute.

When the United States Commissioners came in September, 1833, by appointment, to purchase lands of the Indians in Illinois and Wisconsin, seven thousand of the dusky warriors met the Commissioners, and by a treaty signed in a large tent on the bank of the river, ceded to the United States twenty million acres of the lands which they had occupied, and agreed to move twenty days' journey west of the Mississippi.

In a few months after this, the influx of buyers from the East was so great that temporary structures had to be erected for housing them. Chicago was having its first "boom."

In 1834 the population was about two thousand. Four years later it had more than doubled, and since that time the rapid increase has been the marvel of the civilized world.

The Wolf-hunt.— An incident which occurred in October, 1834, is worth recording. On the morning of the 4th a large black bear was seen in the strip of woods a quarter of a mile out of town. The men seized their guns and made for the woods, where the bear was soon found and killed. But the hunting fever was up, and instead of returning to their homes, a systematic wolf-hunt was organized, which resulted in the killing of forty wolves in one day, all within the limits of the present great metropolis. The howling of wolves

at night within the city limits is reported as late as 1838.

Causes of Chicago's Growth.— The city obtained its charter March 4, 1837, when its population was said to be 4,149. W. B. Ogden, a Democrat, was the first mayor of Chicago. The area of the city at that time was 10.7 square miles; to-day it is nearly two hundred square miles. The distance from the northern limits to the southern is now twenty-six miles. The distance from the lake to the most remote western boundary is fourteen and a half miles. The population in 1905 is nearly 2,250,000.

At the time of Chicago's birth the eyes of all people in the East were turned toward the rich and ever-inviting prairies of Illinois and the West. The constant influx of Europeans on the Atlantic coast also demanded an outlet westward, and the ambitious young men of the Eastern states saw in the great western country a most inviting field for their activities. With them came the steam railway, and shortly afterward the electric telegraph, the electric light, and the numerous labor-saving machines which gave a tremendous impulse to agriculture and manufactures in all the states. These were the chief causes which led to the settlement and growth of all the Central West.

But Chicago was not only born at an auspicious time, its geographical location was also such that its growth was as inevitable as its birth. Although the

immediate conditions and environment were most unfavorable, Chicago was not destined to be a city of local limitations. In spite of adverse conditions, the great Northwest demanded a metropolis at the head of Lake Michigan, and Chicago had to meet the demand. The narrow, sluggish stream which emptied into the lake at this point, though insignificant in itself, and with a scarcely perceptible current, yet offered a fine harbor for the vast shipping of the lakes, and the products of all the Northwest had to be brought to this point for shipment to the East.

Thus as the people moved westward and opened up the great industries and cultivated the millions of acres of the richest land in the world, it was inevitable that the metropolis of the West should have its birth, and should develop with a rapidity in keeping with the rapid flow of population into the whole Northwest.

The First Railroad

The Galena and Chicago Union Railroad, now the Chicago and Northwestern, was the first railroad constructed out of Chicago. This was chartered January 16, 1836. Galena at that time was a more important place than Chicago, and therefore its name came first in the charter. The capital stock of this road was one hundred thousand dollars, and the company was authorized "to operate the road by animal or steam power." The first locomotive of the road was called

"The Pioneer." It arrived at Chicago on October 10, 1848, nearly thirteen years after the charter was obtained. The Illinois and Michigan Canal was completed the same year.

During this interval there was a serious check to the prosperity of Chicago. The land boom had been overdone, and the city was practically bankrupt for five years. The same condition existed throughout the state, and to some extent in all the states. Work on the Illinois and Michigan Canal was abandoned for a time, and Chicago waited for its new life.

This came with the shipment of cattle and wheat to the Eastern states. In 1838, 78 bushels of wheat were shipped eastward; in 1839, nearly 4,000 bushels were exported; in 1840, 10,000 bushels; in 1841, 40,000 bushels; in 1842, nearly 600,000 bushels; and in 1848, before the first railroad was in operation or the canal was completed, Chicago was exporting two and a quarter million bushels of grain in a year; in 1853, six and a half millions; in 1854, nearly eleven millions; and since then there has been a steady increase, until in 1904 the enormous amount of 147,816,204 bushels of grain passed through Chicago to eastern points.

The canal connecting the Chicago River with the Illinois River was begun in 1836 and finished in 1848. In 1850 the Galena and Chicago Union Railroad was completed as far as Elgin. In 1853 this road paid a

dividend of eleven per cent. This road and the canal were by this time recognized as important agencies in the development of Chicago. The population was trebled in six years after the opening of the canal, and since that time the population has increased rapidly. Other railroads were constructed, and, of necessity, had to enter Chicago. To-day, Chicago is the largest railroad center in the world. The railroad system of which Chicago is the center now includes one hundred and twenty thousand miles of track, besides about eight hundred miles of terminal railway lines surrounding the city.

An average exceeding one passenger train a second for every twenty-four hours of the summer season reaches or leaves the city from the various terminal stations in Chicago.

The Illinois and Michigan Canal

The construction of a canal which should connect the waters of Lake Michigan with the Mississippi River and the Gulf of Mexico was first projected in 1814.

In 1822 Congress granted to Illinois the right of way across the public lands from the head of Lake Michigan to La Salle, a distance of about one hundred miles, for canal purposes, and in 1827 donated to the state a quantity of land, " equal to one half of five sections in width [about ninety feet], on each side of the canal,

reserving each alternate section to the United States from one end of the said canal to the other."

The first ground was broken in the construction of the canal, at Lockport and at Bridgeport, July 4, 1836. This was a great day for Chicago.

By the 1st of January, 1839, $1,400,000 had been expended. In 1841 the work was stopped, on account of hard times, but was later resumed, and finished in April, 1848, at an entire expense of $6,170,226.

In 1865 the City Council of Chicago donated $2,500,000 to deepen the canal for the purpose of increasing the current and disposing of the sewage of the city. This work was finished in 1871. The state legislature refunded the money to the city after the great fire of 1871.

The Drainage of the City. — This was still unsatisfactory, and the people of Chicago had a vital problem to solve, which seemed to present an almost insurmountable difficulty.

The river is the chief outlet for all the sewage of the city, and as there never was sufficient current to carry this sewage away into the lake, the water of the river, in time, became a menace to health, to say nothing of its offense to sight and smell. Unless some relief could be obtained, it seemed inevitable that the people must either die from poison or move away. But the people of Chicago have always been an indomitable class. The river had to be changed in

some way from a filthy pool to a live, running stream, and they set out to accomplish this.

It was effected, in a measure, by erecting an immense steam-pump at the entrance of the canal and pumping the water of the river into the canal, thus giving the river a current *away from its mouth.* Later, the deepening of the canal so that the water would flow into it naturally and be carried down to the Illinois River, and into the Mississippi, gave further relief.

The Drainage Canal. — But all this did not meet the necessities of the case, and a still greater undertaking was planned in the construction of the great Drainage Canal.

The first ground was broken, in connection with this work, on "Shovel Day," September 3, 1892. The lake water was first turned into the canal January 2, 1900, and the canal was filled in thirteen days. The formal opening of the canal was on January 17, 1900.

It is fourteen feet below the water-level of Lake Michigan, and has a current from one and a quarter to one and nine tenths miles an hour. The canal extends from its junction with the west fork of the South Branch of the Chicago River to Joliet, a distance of thirty-six miles. It is 110 to 202 feet wide at the bottom, and 198 to 290 at the top. It discharges 300,000 cubic feet of water a minute. The total amount of excavation is 42,397,904 cubic yards. Its cost, including interest on bonds and tax-warrants, is $43,503,168.

It is large enough for ships to navigate, and will ultimately be used for that purpose. The minimum depth of water in the main channel is 22 feet.

This canal carries off all the pollutions of the river, as well as most of the impurities which find their way into the lake north and south of the river.

The Sanitary District, as the drainage district of Chicago is called, was organized under an act of the legislature passed in 1899. It embraces three hundred and fifty-nine square miles, including the whole of the city and a large portion of the county. This district is under the control of a board of nine trustees, elected by the people of the district for a period of four years. This board has power to levy and collect taxes, and has already spent $42,503,168 in the construction and maintenance of the canal.

The Great Fire of 1871

No event in the history of Chicago has been more momentous than that of the great fire of 1871, which swept away $186,000,000 worth of property, and paralyzed for a time the very life of the city. The total value of all the property in the city at that time was only about $600,000,000.

The fire was started by the overturning of a lamp by a woman who was milking a cow, on the evening of Sunday, October 8, 1871. A strong southwest

wind was blowing, and the flames spread with startling rapidity.

The fire began in the rear of 137 De Koven Street, near Clinton, and before it was subdued had swept eastward and northward to Fullerton Avenue, four miles along the lake front, covering an area variously stated as being from 1,687 to 2,400 acres. About seventy thousand people were rendered homeless, and 17,450 buildings consumed within two days. Even stone buildings crumbled mysteriously, sometimes even before the fire reached them. It is said that flames would burst out when the real fire was a block or two away. Thousands of people were driven by the flames into the lake, and other thousands to the prairie on the west. The city water-works, almost a mile north of the river, were among the first buildings on the north side to ignite. Thus while people were gazing southward at the burning city, they were astonished to discover that the water-works had suddenly opened a fire in their rear. The glare of the flames was said to be visible 150 miles away.

At first Chicago seemed to be ruined by this dire disaster forever; the old settlers were broken-hearted; but the site was the same as at first, and still possessed all its natural advantages for the building of a great metropolis. The great Northwest still lay open, with its immense fields of grain and herds of cattle. The lake was still there, with its broad expanse of waters

inviting the commerce of the nation, and the river remained with its improved harbor and docks.

The world outside looked on and saw the situation.

FROM HARMON COURT, LOOKING NORTH, AFTER THE GREAT FIRE

Capital at once came to the rescue, and a new city began to rise from the ashes of its former self; the new buildings constructed were more elaborate and

FROM HARRISON STREET, LOOKING NORTHEAST, AFTER THE GREAT FIRE

more expensive than those which had been burned. In two years there was a new city in full dress, and the fire proved, after all, a blessing instead of a curse. Population continued to increase; in 1870 the census showed a population of 298,977; in 1905 the population is said to be about 2,250,000.

The loss of life by flames and exposure is said to have been over two hundred, though some old settlers say it was not more than thirty or forty; the property loss was $186,000,000, of which $53,000,000 represents loss in buildings and $58,720,000 personal effects. The balance consists of stocks, produce, and manufactured articles of every description.

The amount of insurance was $88,600,000, not more than $10,000,000 of which was recovered.

Contributions for the relief of those rendered destitute came from every source, amounting to nearly $7,000,000, of which sum England contributed five hundred thousand dollars.

In one year eighty thousand feet of frontage which had been burned in the South Division was more than half rebuilt, at a valuation of $32,154,700.

At 137 De Koven Street is an inscription to commemorate the great fire.

The Anarchist Riots

Early in 1886 serious trouble began to be apprehended from the demand of laborers for an eight-hour day.

A general strike was planned for May 1st of that year. On the 4th of May a riot at the McCormick Reaper Works resulted in the injury of several rioters, and a few were said to have been killed.

The worst element among the rioters was composed of anarchists. A circular was issued by some of their number, calling their fellows to arms. A large gathering of those who were advocating disrespect for the laws was held on West Randolph Street, in Haymarket Square, at which violent language was used, and the police undertook to disperse the crowd. As the police were approaching an alley on Desplaines Street a bomb was thrown from a group of anarchists at that point, killing seven and wounding sixty.

Several of the leaders were arrested and brought to trial. Three were sentenced to the penitentiary for life, and five to be hung. November 11, 1887, was the day fixed for their execution. Before the day arrived, one of the five had succeeded in committing suicide in the jail.

The excitement on the day of execution was intense, but no public disturbance was created, and since then the anarchists have caused little or no trouble in Chicago.

The World's Columbian Exposition

The "World's Fair" of 1893 was one of the most notable events in the history of Chicago. It was de-

signed as a celebration of the discovery of America by Columbus, and was to be held in 1892, but the delays caused by the magnitude of so great an undertaking made it necessary to postpone the opening until May 1, 1893, though the grounds were dedicated with great display and elaborate ceremony October 21, 1892.

The site selected was Jackson Park, about six miles south of the City Hall, on the lake shore. This park was completely transformed and converted into an area especially suited for the location of buildings and the daily assembling of thousands of people.

Great competition existed between Chicago and New York for the location of this great Exposition, and it was only the indomitable energy and determination of the citizens of Chicago which secured the vote of Congress in favor of that city. Eleven million dollars was secured by a systematic canvass for subscriptions, and bonds were issued for five millions more. The national government furnished ten million dollars.

Contrary to expectations, the Exposition paid all its expenses. It was visited by twenty-one million people.

The Railroad Riots of 1894

During the financial panic of 1893, workmen's wages were reduced in the car-shops at Pullman, the largest plant of the kind in the world, as well as in most shops and factories. When times improved in 1894,

the workmen at Pullman demanded an increase in wages, but their demand was not granted. A strike followed, and for several weeks vain efforts were made by the strikers to secure concessions from the Pullman Company. Then Eugene V. Debs, who was the head of the Switchmen's Union, or the American Railway Union, ordered a sympathetic strike. The men refused to switch trains on roads carrying Pullman cars, and this affected the moving of trains all over the country. Great confusion in business resulted, mails were delayed, and business generally became paralyzed. Cars were left anywhere and everywhere, and freight perished on the tracks. The prices of meats and vegetables rose alarmingly, and even a famine was threatened. Passenger traffic was also seriously interfered with.

Chicago was the storm-center, as it was the great central point reached by all the trunk lines. Other labor unions joined the ranks of the strikers, and much violence followed. Cars were overturned, tracks torn up, and freight-cars burned.

This work of destruction began in July and grew steadily worse. The railroad managers called for protection, and in Chicago the police protection was inadequate to cope with the disorderly and violent crowd.

The Governor was not asked for help, and offered none. But the national government was appealed to,

and the President sent fifteen hundred troops to prevent violence and protect the mails in transit and also interstate commerce, in accordance with a provision in the interstate commerce act of Congress.

After several arrests were made the riots ended. Mr. Debs and several of his associates were arrested and imprisoned for six months for obstructing the United States mails.

THE CITY GOVERNMENT

The various departments of the city government may be grouped under the general headings of *Legislative*, *Executive*, and *Judicial*.

The present code of the city was adopted March 20, 1905, but has since been revised in many particulars.

The City Hall, the headquarters for all departments of the city government, occupies the west half of the block bounded by Clark, Randolph, La Salle, and Washington streets. The County Court House has occupied the east half of the same block. This is now being torn down to make way for a magnificent new structure, and the City Hall is likely to suffer the same fate after the completion of the new Court House.

In the City Hall nearly all the business of the city is transacted. The City Council meets there, the Mayor's office is there, as well as most of the offices and departments of the city government.

The following city officers are elected for a term of two years: Mayor, City Clerk, City Treasurer, City Attorney.

Heads of departments are appointed by the Mayor with the approval of the City Council. They are as follows: Corporation Counsel, City Comptroller, Com-

missioner of Public Works, Superintendent of Police, Fire Marshal, Commissioner of Health, City Electrician, Building Commissioner, Business Agent, City

THE CITY HALL

Collector, City Physician, Oil-inspector, Superintendent of House of Correction, Board of Local Improvements (president, secretary, and three other members), Civil Service Commission (president, secretary, and two other members), Chief Boiler-inspector, City Sealer, and Superintendent of Track Elevation.

The total expenses of the city government for 1904 amounted to the enormous sum of $22,806,949.53. The number of men employed in all departments averaged for the year 17,029. The salaries and wages paid these employees amounted to $16,270,007.24.

The engineers and janitors of the City Hall for 1904 numbered fifty-two. Their compensation amounted to $39,140.03.

The bonded debt of the city, December 31, 1904, was $22,618,000.

I. THE LEGISLATIVE DEPARTMENT

In this Department may be included the Mayor and the City Council.

1. The Mayor

It is the duty of the Mayor to preside over meetings of the City Council, approve or veto the acts of the Council, appoint all non-elective heads of departments, see that the ordinances of the city are faithfully executed, issue and revoke licenses, and exercise a general supervision over all the various subordinate departments of the city government.

The Mayor may remove from office any officer appointed by him.

The Mayor may veto any measure passed by the Council which provides for the spending of money,

but the measure may be again passed by a two-thirds vote of all the members.

It is evident that the Mayor's responsibilities are very great. He must deal with all classes and all parties, and, as far as possible, be just to all. His duties are both legislative and executive.

The Mayor's salary is $10,000.

2. The City Council

The City Council is composed of seventy aldermen, two from each ward, one elected each year for a term of two years. As a body, they are known as the Common Council of the city. Their regular meetings are held in the council-chamber of the City Hall every Monday evening.

The Council is organized into committees on Finance; Local Transportation; Judiciary; License; Schools; Gas, Oil, and Electric Light; Streets and Alleys, South Division; Streets and Alleys, West Division; Streets and Alleys, North Division; Building Department; State Legislation; Harbors, Wharves, and Bridges; Special Assessment and General Taxation; Health Department; Fire Department; Police Department and Bridewell; Water Department; Civil Service; Elections; Rules; Street Nomenclature; City Hall and Public Buildings; Printing; Track Elevation; Compensation; and Special Park Commission.

The salary of an alderman is $1,500 a year.

The general duties of the Council are indicated by the names of the above committees. It is the duty of the Council to enact ordinances for the government of the city, levy and collect taxes, make appropriations, regulate licenses, etc.

II. THE EXECUTIVE DEPARTMENT

The Executive Department may be presented under the following subdivisions:

General Government.
Public Safety.
Public Works.
Local Improvements.
Electricity.
Education.

GENERAL GOVERNMENT

Under this head we may include:

The Mayor and the City Clerk.
The Law Department.
The Finance Department.
The Civil Service Commission.
The Election Commissioners.
The Department of Supplies.
The City Art Commission.
The City Market.
The Special Park Commission.

Track Elevation Department.
The Bureau of Statistics.

The Mayor and the City Clerk

The duties of the Mayor have been given under the head of Legislative Department.

The chief duties of the City Clerk are to issue notices to members of the City Council and its committees, when requested to do so; to attest all licenses granted by the city ordinances; to keep a record of the same, and issue a metal plate or badge, free of charge, to the licensee, when the ordinance requires it; to record and preserve the proceedings of the Council meetings; and, in general, to act as an intermediary between the Council, the Mayor, and the public, for filing, delivering, and reporting the transactions of the Council.

The City Clerk's salary is $5,000.

The Law Department

The Law Department includes:

The Corporation Counsel.
The City Attorney.
The Prosecuting Attorney.

It is the duty of the *Corporation Counsel*, as head of the Law Department, to conduct all the law business of the city. He drafts ordinances, deeds, leases, contracts, or other papers, when requested by the Mayor,

Council, or any committee or department of the city government, and furnishes them with legal opinions when asked.

The Corporation Counsel must be a man of superior legal ability. He is a close adviser of the Mayor in all technical questions that arise in administering the city government, and the man to consult on all questions pertaining to the city's liability, or to new ordinances which any citizen may think would be beneficial to the city; his salary is $6,000.

The *City Attorney* is the assistant of the Corporation Counsel. His special duties are to keep a register of all suits to which the city is a party; to defend all damage suits against the city, especially the personal injury suits, such as claims of damages for injuries received from a fall on the sidewalk, falling buildings, escaping gas in the street, etc.; he is the attorney for the Fire Pension Board; his salary is $5,000.

It is the duty of the *Prosecuting Attorney* to prosecute any person who violates an ordinance of the city; his salary is $3,600.

The Department of Finance

The Department of Finance includes:

The City Comptroller.
The City Treasurer.
The City Collector.
The City Paymaster.

The fiscal year begins January 1st; the municipal year, May 1st.

The *City Comptroller* is the head of the Department. He has "general supervision over all the officers of the city charged in any manner with the receipt, collection, or disbursement of the city revenues, and the collection and return of such revenues into the city treasury." He has charge of all deeds, mortgages, contracts, leases, etc., belonging to the city, audits and settles claims against the city, keeps a record of persons committed to the House of Correction, with fines, etc.

He keeps a record of appropriations, makes the annual estimates for expenses, signs warrants upon the city treasury, and, in short, "exercises supervision over all such interests of the city as, in any manner, may concern or relate to the city finances, revenues, and property"; he also approves and countersigns all contracts for work, materials, or supplies let by any officerof the city where the amount of such contract exceeds five hundred dollars.

For the purpose of uniformity, fullness, and easy reference, a system of accounting and auditing is prescribed by ordinance for all departments, bureaus, boards, and officers of the city, and all these are subject to the approval of the City Comptroller, and he may require monthly financial reports from all departments, bureaus, boards, or persons connected with the city government.

The salary of the City Comptroller is $6,000.

It is the *City Treasurer's* duty to receive from the City Collector all moneys belonging to the corporation, deposit them in a bank, keep a separate account of each fund or appropriation, such as the Police Fund, Fire Department Fund, etc., pay warrants, receive fines, and render monthly accounts of the condition of the treasury to the City Council.

The Treasurer is not paid a salary, but is allowed twenty-five per cent of the interest accruing on city deposits. Out of this he pays all expenses for office and assistants.

The *City Collector* executes all special assessments and other warrants, receives money for licenses, pays over to the City Treasurer all moneys collected by him, and files receipts with the Comptroller. The salary of the Collector is $3,600. He is required to give a bond for $250,000.

The *City Paymaster* has immediate charge of the payment of salaries to city employees, including public school teachers and library employees. His salary is $3,600.

The Civil Service Commission

The Civil Service Commission includes three Commissioners, appointed by the Mayor. The Commission employs a Chief Examiner and other assistants needed. The Commissioners and Chief Examiner, who is also Secretary, each receive a salary of $3,000.

One Commissioner is appointed each year for a period of three years.

The Commissioners classify offices and places in the city service, examine applicants for employment in such offices and places, certify to the heads of departments, as required, the names of those standing highest on the list of eligibles, investigate charges against employees in the classified service, and remove employees for cause.

The classified service includes all the officers and places of employment in the city government, except such as are elected by the people or by the City Council, or whose appointment is subject to confirmation by the City Council, Judges and Clerks of Election, members of any Board of Education, the Superintendent and teachers of schools, heads of any principal department of the city, members of the Law Department, and one private Secretary to the Mayor.

When a position is to be filled in the classified service, the head of the department notifies the Civil Service Commission. The name and address is then given him of the candidate standing highest on the register for such a position. Such candidate is then appointed on probation for a period fixed by the rules of the Commission. If not discharged by the head of the department with the consent of the Commission before the end of the probation period, the appointment is deemed complete. The head of any depart-

ment may also make a temporary appointment, with the approval of the Commission, to remain in force not exceeding sixty days, and only until a regular appointment can be made.

Election Commissioners

Three Election Commissioners are appointed by the County Court, from the different political parties, each for a period of three years, one Commissioner being appointed each year. The Commissioners may employ a Chief Clerk and any other assistants with the consent and approval of the County Court.

It is their duty to determine the election precincts and polling-places, giving each precinct three hundred voters, as nearly as may be; to provide the polling-booths, ballot-boxes, tally-sheets, poll-books, and all blanks and stationery necessary in an election; to select judges and clerks of elections, canvass the returns of votes; and, in brief, to have charge of everything pertaining to the registration of voters and the holding of all regular, special, and primary elections.

A general election is one in which a national, state, judicial district, or county officer is elected. A city election is one in which one or more city officers are elected.

The expenses of general elections, and of all exclusively judicial elections, are paid by the county, also the primary elections which relate to county elections;

but the city pays the expenses of city and special elections. The expenses for polling-places in the city are paid by the city.

The salaries of the Commissioners and the Chief Clerk are paid by the county, though their jurisdiction is confined to the city.

The clerks and other office expenses are paid by the city.

The salaries of the Commissioners are $2,500 each; of the Chief Clerk, $4,000.

Judges and clerks of election are paid salaries of five dollars a day.

Town government has been practically abolished in Chicago, the city accepting the privileges granted by the legislature of 1901.

Nomination of Candidates. — Municipal officers are nominated at city and ward conventions of each party. Each party has its committee for furthering the interests of its own candidates.

The voters of each party hold a "primary election," at which they nominate their local candidates for office and choose delegates to the higher conventions. A primary election may be held by any party which polled not less than two per cent of the total number of votes cast at the last general election.

The ballots may include only the names of those candidates who have been duly nominated in properly organized conventions.

An independent candidate may be nominated, however, by securing the signatures of not less than one for each fifty persons who voted at the next preceding general election in the city, petitioning that his name be placed on the official ballot.

The aldermen are elected annually, on the first Tuesday in April.

The Mayor, City Treasurer, City Attorney, and City Clerk are elected biennially, on the first Tuesday in April.

Qualifications for Voting.—The voter must be a male citizen, at least twenty-one years of age on the day of election; must have lived in the state one year, in the county ninety days, and in the precinct one month preceding the day of election.

Persons who have been convicted of bribery, felony, or other infamous crime, in the state of Illinois, and have not been officially pardoned, are not entitled to vote.

An idiot is not entitled to vote, nor an alien who has not taken out naturalization papers.

No person may vote except in the precinct where he resides.

How a Foreigner may Become a Citizen of the United States.—The law says that "no alien shall be admitted to become a citizen who has not, for the continued term of five years next preceding his admission, resided within the United States."

If an alien is over eighteen years of age when he first comes to this country, he may apply for citizenship to a circuit court, or a district court, or other court of record, at any time after his arrival, and obtain his "first papers."

Two years afterwards, provided he has been in the country five years and in the state one year, and can prove this, on oath, to the satisfaction of the court, he may obtain his naturalization papers and become a citizen by taking his oath of allegiance to the United States government.

If under eighteen years of age when he arrives in this country, he may, on becoming twenty-one years of age and residing in the country five years, obtain admission as a citizen without having previously declared his intention to do so.

In either case a witness is necessary to establish the proof of residence, and in the latter case the applicant must "declare on oath that for two years next preceding it has been, *bona fide*, his intention to become a citizen of the United States."

Children who were under twenty-one years of age when their parents became naturalized are regarded as citizens on becoming of age.

Women may Vote for School Officers.—Any woman, twenty-one years of age or over, meeting all the requirements for a male voter, is entitled to vote at any election held for the purpose of choosing any officer

of schools. The ballot offered by any woman entitled to vote must contain no names except those of candidates for public school offices, and must be deposited in a separate ballot-box.

Registration.—Voters must be registered on one of two days fixed by law before each general election, and no one is allowed to vote who has not registered on one of the two days. The registration days are the Saturday immediately preceding the Tuesday four weeks before the election, and the Tuesday just three weeks before the election. This registration is not necessary oftener than once in two years.

The Australian Ballot.—The Australian Ballot law was enacted in order to facilitate the casting of votes without interference, in secret and with deliberation.

The judges of election are required to know that every person who casts a ballot is entitled to vote, and to see that no voter is intimidated or unduly influenced by ticket-peddlers near the polls.

The voter is given a large ballot, on which are printed the tickets of all the regular candidates. This ballot he takes into a booth, where he is entirely alone, and marks the names of the candidates for whom he wishes to vote. Detailed instructions are given how to mark the ballot, and rules for the use of the ballot.

The polls are open from six o'clock in the morning until four o'clock in the afternoon.

The law permits a voter to be absent from his place

of employment two hours for the purpose of voting, without loss of wages, provided he asks for the privilege prior to the day of election, and accepts the hours specified by his employer.

Every election day is a legal holiday throughout the district where the election is held.

Counting the Votes.—As soon as the polls are closed, the counting of votes must begin, and continue without interruption until finished. This is done by the County Judge, assisted by the City Attorney and the Board of Election Commissioners.

The Department of Supplies

A *Business Agent* is appointed by the Mayor, but is under the special direction of the City Comptroller. It is his duty to purchase all the supplies and material for the use of the city, and let contracts for labor, where the cost of supplies, material, or labor is less than five hundred dollars. His salary is $4,000.

The City Art Commission

By an act of the legislature, which went into force July 1, 1899, cities may create an Art Commission with full power to pass upon the purchase, or acceptance as a gift, and the location, of all works of art which may be tendered to the city. Such a commission was established by the City Council of Chicago, February 11, 1901.

It is the duty of this Commission to inspect, and approve or condemn, any work of art offered for purchase or as a gift to the city. Unless approved by the Art Commission, it may not be placed anywhere on or within the property of the city.

The Mayor or City Council may also ask this Commission to pass judgment on designs for buildings, bridges, approaches, gates, lamps, etc., which are to be erected on land belonging to the city, or in the parks and boulevards.

This Commission consists of the Mayor, the President of the Art Institute, and the presidents of the Lincoln, West, and South Park Boards of Commissioners, with a painter, a sculptor, and an architect, all residents of the city, and appointed by the Mayor.

No salaries are paid to the members of the Commission, but each one is allowed one hundred dollars for expenses.

The *City Architect* designs many of the city buildings, except the school buildings, which are designed by the architect of the Board of Education, and gives special attention to the architecture of pumping-stations and buildings for the police and fire departments.

The City Market

There are two market-places over which the city exercises supervision, — one on West Randolph Street and one on Dayton Street, North Side. A market-

master for each is appointed by the Mayor, and paid a salary of $945. Every single team using one of these markets for selling produce must pay a fee of ten cents a day; every double team, fifteen cents. The total revenue from these fees in 1904 was $4,283.

THE CITY MARKET, WEST RANDOLPH STREET

The Special Park Commission

The Special Park Commission was created in May, 1900, primarily for the purpose of promoting the purchase and maintenance of a larger number of small parks and playgrounds, the area of the parks being limited to ten acres.

Nine of the Commissioners are aldermen, and six are citizens not aldermen, all of whom are appointed by the Mayor, under authority of the City Council. In addition to these, the Commission appoints six other citizens; each of the three park boards furnishes one representative; the County Board appoints two of its members; and the Board of Education, one of

its members, — making, in all, twenty-seven members of the Commission.

By special effort the Commission secured legislation authorizing the South Park Commissioners to purchase lands for larger parks, comprising not less than ten acres each and not contiguous to other parks.

At the present time seven new small parks and seven new large parks are nearing completion as a result of these efforts, the total gross acreage of which is six hundred and forty-seven.

The Commission has succeeded in obtaining, in all, $6,500,000 for new parks, besides additional taxes for their maintenance. Of this sum, the South Side is to expend $4,000,000; the West Side, $1,000,000; and the North Side, $1,500,000.

The West Park district voted in November, 1905, for the issue of bonds for $2,000,000 more, which will be used for the improvement of the whole West Park system. The electors of that district also authorized the issue of $1,000,000 of bonds for creating small parks within the district.

Municipal Playgrounds. — The Special Park Commission has supervision over nine municipal playgrounds, varying in area from one to five acres, in which 1,014,677 children assembled to play during the year 1904, without a single accident of serious consequence. There were a number of minor accidents,

but no child was crippled, and no permanent injuries were sustained.

These playgrounds are under a Superintendent of Public Playgrounds and Bathing-beaches, who has full police power, and directs all the athletics of the boys.

Each playground, also, has an experienced director, who coaches the older boys in track and field athletics, and supervises the various sports and exercises, without expense to the boys.

The Commission says that the street-corner gangs, through the influence of these playgrounds, have become the athletic teams of the neighborhood, and the records of the Juvenile Court, the officers of the Health Department, and the principals of the public schools unite in testifying to the value of these playgrounds as deterrents in crime, truancy, and disease among children.

Usually a police-officer is on duty at each playground, and during the vacation season a lady assistant, who is a trained kindergartener, leads the smaller children in their games and exercises, and instructs them in raffia-weaving.

The Municipal Playgrounds are open day and night, seven days of the week, and some of the larger ones are kept open in the winter also, and flooded for skating and other winter sports.

The city appropriates $20,000 a year for maintaining the playgrounds.

The Department of Track Elevation

The *Superintendent of Track Elevation* frames ordinances for the elevation of steam surface roads in Chicago. His salary is $4,000.

By various ordinances of the city since 1892, the railroad companies have been required to elevate their tracks within a certain time, and this work is being rapidly pushed forward.

The total number of miles of main tracks to be raised is 155.35; the number of miles of all track, 760.5; subways to be constructed, 622; total estimated cost of the entire work when completed, $51,860,250, all to be paid by the railroad companies. Up to December 31, 1904, the amount of work done was as follows: Miles of main track elevated, 82; miles of all track elevated, 425; subways constructed, 360; estimated cost of the work done, $28,725,250.

This Department exists at the pleasure of the Mayor, not having been established by ordinance, like the other city departments.

The Bureau of Statistics

The *Bureau of Statistics* is closely connected, as an executive office, with that of the Mayor. The head of the Bureau is appointed by the Civil Service Commission, and is known as the City Statistician. His salary is $1,500. The City Statistician has charge of the Municipal Library, and publishes statistics

once in three months, relating to all departments of the city government. He also compiles statistics and information relating to the government and operation of other municipalities. In his office are files of all reports printed or published by the city or any of its departments. These documents constitute the Municipal Library. This Library now contains 7,934 books and pamphlets, many of which are of great value because of their rarity.

PUBLIC SAFETY

Under the head of Public Safety we may include the following departments:

The Police Department.
The House of Correction.
The Fire Department.
The Building Department.
The Health Department.
The Inspection Department.
Pounds and Poundmasters.
The Board of Examining Engineers.

The city's expenses for these departments alone in 1904 amounted to $6,040,227.36.

The Police Department

The work of the Police Department is done under the following divisions:

The Detective Bureau.
The Bureau of Identification.
The Bureau of Records.
The Municipal Lodging-house.
The Vehicle-inspection Department.

CRIMINAL COURT BUILDING AND COUNTY JAIL

The Construction Department.

The Dog-pound.

It is the duty of the police to preserve order, peace, and quiet within the city, and to enforce the laws and ordinances throughout the city.

Police-officers have power to serve warrants and make arrests. It is their duty to assist firemen in saving property from fire, give alarms, and keep the streets clear in the vicinity of burning buildings. It is their duty, also, to take notice of all obstructions and defects in the streets, nuisances, etc.

Every regular policeman wears a large star-shaped badge, with the city seal in relief in the center, and each star indicates the rank or office of the wearer. Special policemen wear a plain nine- ointed star, without the city seal.

The city is divided by the General Superintendent into five divisions, twelve districts, and forty-four precincts. He assigns to them inspectors, captains, and lieutenants of police, and may establish a station or sub-station in any precinct. He may also appoint special patrolmen from among the citizens, and may appoint any employee of the city a special policeman.

The General Superintendent of Police is appointed by the Mayor and receives his orders from the Mayor. His salary is $6,000.

This officer has many and great responsibilities. It is incumbent on him to see that nothing is permitted,

either in word or deed, which will endanger the lives of citizens or the peaceful conduct of business throughout the city. He must place the various members of the police force where each will do the best work to secure the desired ends. His duties place him between the lawless and criminal classes on one side, and the law-abiding citizens on the other; hence he is sure to receive the ill will of a large number of people before the end of his term of service.

The Assistant General Superintendent looks after the general discipline of the force, and directs the training of new policemen. He also has charge of the selection of special policemen, and receives their reports at stated periods. The suppression of gambling is also under the charge of the Assistant Superintendent. His salary is $4,000.

Discipline in the force is materially aided by the Patrol Sergeants, who are dressed in citizen's clothes, and report daily to the General Superintendent.

The total number of police-officers of all ranks, July 17, 1905, was 2,452, besides about 45 clerks and other employees. There were 2,228 patrolmen, 5 Inspectors, 15 Captains, 60 Lieutenants, 2 Lieutenants of Detectives, 106 Patrol Sergeants, 136 Desk Sergeants, and 60 Detective Sergeants.

The city contains 190.6 square miles, which gives about thirteen police-officers to each square mile.

Each patrolman has a certain district assigned to

him, which he is expected to know thoroughly and to patrol at stated intervals. It is his duty to give information to those asking about the location of objects and places; assist people across the street; respond to alarms; arrest violators of the law; attend fires; convey sick and injured persons to their homes, the hospital, or the police-station, and dead bodies to their former residences, or, if unidentified, to the morgue; care for the insane and destitute; take prisoners to the county jail or police-court; take stray children to their parents; kill mad or crippled animals; stop runaway horses; recover stolen horses and vehicles; take children to the Foundling's Home or orphan asylum; rescue people from drowning; conduct needy people to the benevolent institutions or the County Agent's office; suppress disturbances, if possible without arrest; and, in general, see that everything within his district is done decently and in order, and in accordance with law and the best interests of the community.

The Secretary of the Police Department receives a salary of $2,250; Inspectors, $2,800; Captains, $2,250; Lieutenants, $1,500; Patrol Sergeants, $1,200; Desk Sergeants, $1,200; Patrolmen, from $1,000 to $1,100.

A recent practice of the Police Department, which has proven very effective in suppressing crime, is the sending out from each of the five Police Divisions what is called a "flying squad," also two from Police Headquarters. Each "flying squad" consists of a

patrol sergeant or lieutenant in charge of three or four men, who scour an assigned territory for thieves and criminals, and such "squads" have succeeded in arresting many violators of the law who would otherwise have escaped. It is especially noticeable that the practice of carrying concealed weapons has been greatly diminished.

In a city like Chicago, no department of the city government comes closer to the people themselves than that of the police. All good citizens have the greatest respect for and interest in the man who wears the policeman's uniform and protects the lives and property of the people. It is the duty of all to aid the police in every possible way, by giving information, discouraging public disturbances, and avoiding the company of the vicious.

The men who are thus exposed to all kinds of weather, at all hours of day and night, facing dangers seen and unseen, are deserving of the highest regard, not to say the affection, of all lovers of good order and true liberty. These men risk their lives every day in our behalf.

In 1904, 66,713 arrests were made by the police in the city of Chicago, an average of over 27 for each police-officer. Two policemen were killed and 272 injured in the discharge of their duty.

Of those arrested, 3,657 were under sixteen years of age.

The money appropriated for the Police Department in 1905 is $3,805,568.46.

THE DETECTIVE BUREAU

The Detective Bureau does a very important work in receiving complaints from citizens and from other cities, and then finding the persons complained of and the property stolen. In 1904, 1,100 miscellaneous complaints of this kind were received from citizens and investigated; 2,088 telegrams were received and acted on, besides 9,264 letters and circulars; 1,428 inquiries were received from other cities for missing persons. The stolen property recovered was valued at $436,538.57.

Officers in this Bureau make a special effort to rid the city of confidence-men and pickpockets. These detectives are dressed in citizens' clothes.

The two Lieutenants of Detectives receive salaries of $1,700 each; the Chief Clerk of the Detective Bureau, $1,500; the Detective Sergeants, $1,200.

Reports from Pawn-shops. — Much stolen property is sold at pawn-shops, and each pawnbroker is required to report daily all articles taken in pawn, giving the numbers of watches, bicycles, etc., which may have been taken.

How to Recover Stolen Watches. — If you know the number of a stolen watch, report this number to the Detective Bureau at the City Hall, with a general description of the watch. If it gets into a pawn-shop, you will surely get it back. A large number of watches are reported stolen each day in Chicago, and

about one fourth of these are recovered and restored to their owners.

Custodian's Office.— In one room at the City Hall are kept all small articles which have been recovered from thieves, until they are claimed by their owners. If not claimed after a certain length of time, they are sold by auction, and the receipts are applied to the Police Pension Fund. The value of stolen articles turned into the Custodian's Office in 1904 amounted to $85,000.

Police Printing-office.— There is also a small printing-office at the City Hall, where a daily Bulletin is printed and sent to all police-officers in the city, giving a description of thieves that are wanted, people lost, and other matters which policemen should know. In this office is kept a list of all stolen property liable to find its way to pawn-shops, and pawnbrokers are at once notified, through the Bulletin, of all such stolen property.

THE BUREAU OF IDENTIFICATION

It is the business of this Bureau to identify persons brought in charged with crime; 2,825 such identifications were made in 1904.

The process consists of taking photographs, measuring carefully every part of the body, and recording every possible mark or characteristic which can be found, and comparing such with those previously made.

This is called the Bertillon system. The finger-print system has now been introduced also. The records of both systems are kept on cards filed in boxes.

THE BUREAU OF RECORDS

This Bureau was first established January 1, 1905. It has introduced a new and uniform system of blank-books and records throughout the Department, which enables each station, as well as Police Headquarters, to keep a perfect record of all matters pertaining to the affairs of the Department. This Bureau is peculiar to the city of Chicago, as the whole system is original in its plan and method of compiling and recording the statistics.

THE MUNICIPAL LODGING-HOUSE

The Municipal Lodging-house was first opened December 21, 1901.

It is designed to provide shelter and food for deserving poor people who are temporarily out of employment. Those who are able to work are required to labor three hours on the streets in return for lodging and breakfast. No tramps or drunken persons are admitted.

The number of lodgings given in 1904 was 18,842. The number of meals served was 37,744. The number of lodgers sent to paid employment was 5,693.

It is desired that citizens should understand the purpose of this institution. Vagrants applying at our back

doors for food, clothing, or lodging may be needy, or may be professional beggars or disguised thieves. In either case a card of admission may be given them, which will be honored as it deserves at No. 12 North Union Street. If worthy, the bearer will receive food, lodging, and a bath, free, besides such other aid as the circumstances may demand. Such cards may be obtained either at the place named, or of the patrolman on the beat.

THE VEHICLE-INSPECTION DEPARTMENT

The patrol sergeant in charge of this department receives applications for license of vehicles and license to drive passenger-vehicles. He also investigates complaints from overcharge of passengers, accidents with automobiles, and the loss of property in public vehicles.

THE CONSTRUCTION DEPARTMENT

The Construction Department provides the labor and material for all the police-stations, the patrol-wagons, buggies, ambulances, etc., and reports the expenses in detail to the General Superintendent.

The *City Dog-pound* is on the grounds of the House of Correction. The superintendent keeps unlicensed dogs at the pound, and releases them on payment of the fee. The number of dogs received at the pound in 1904 was 15,560. Of these, 1,901 were redeemed and 13,625 were destroyed. The amount of money received was $5,575.25. The expenses were $8,896.75.

The House of Correction

The House of Correction, sometimes called the Bridewell, is located on California Avenue, near Twenty-sixth Street. A Superintendent is in charge, under supervision and direction of the Board of Inspectors. He enforces order and discipline, and receives and discharges prisoners. His salary is $3,000.

Persons sent to the House of Correction are allowed to work, at fifty cents a day, to pay any fine or costs which have been imposed in their case, and it is the policy of the management that every inmate shall be employed on work of some kind for the city.

In 1904 there were 11,647 inmates cared for; the daily average being 1,723. These inmates did work of a constructive kind during the year, valued by the City architect at $53,000, the material for which cost only $7,500.

Two houses of shelter for girls under sixteen years of age are maintained by the House of Correction; also, the John Worthy School, which had nine hundred and thirty-eight boys during the year for training and education.

The Fire Department

The Fire Department is one of the most important of all the Departments of the city government. Every citizen is interested in the working and the effectiveness of this Department. A fire may break out at any time

in our home or neighborhood, and if the Fire Department does not do the best work possible in trying to extinguish the flames, our home and property may be destroyed within an hour.

There are one hundred fire-engine companies,

FIRE-BOAT

twenty-eight hook-and-ladder companies, four hose companies, five fire-boat crews, three volunteer companies, and two water-towers, besides eight fire-insurance patrols, all ready to respond to a call at any moment, day or night, to aid in extinguishing or

checking a fire which may have broken out in any part of the city.

The fire-insurance patrols are not maintained by the city, but by the special contributions of fire insurance companies.

The volunteer companies draw no salaries, but are furnished supplies and apparatus, and report to the Department. There are fifty-three men in these companies.

The firemen are on duty continually, day and night, and are paid from $840 to $1,134 a year for thus exposing themselves to the greatest dangers for the protection of the city, its people and property.

The engineers are paid salaries ranging from $1,050 to $1,380; lieutenants and captains, from $1,200 to $1,650; chiefs of battalion, $2,750; the Fire-inspector, $2,750; the Assistant Fire Marshals, from $3,200 to $4,500; and the Fire Marshal and Chief of Brigade, $6,000.

In 1904 there were six thousand six hundred and thirty-three fires, at which eighty-six firemen were injured and four were killed. There were eight thousand nine hundred and twenty-eight fire alarms responded to by the Department; one hundred and forty-eight persons in peril of their lives were rescued by firemen.

Pilots are paid $1,300; candidates, $800; stokers, $1,080; hostlers, $900; Superintendent of Horses (including medicine), $2,400.

The city is divided into seventeen battalion districts, the companies in each comprising a battalion, in charge of an assistant fire marshal.

The Building Department

The *Building Commissioner* is expected to enforce all ordinances relating to the erection, construction, alteration, repair, removal, or safety of buildings. He must inspect all public school buildings, public halls, churches, theaters, factories, hotels, apartment houses, etc., see that fire-escapes are provided where needed, and that safe exits are provided from all such buildings.

He may prohibit and stop the use of any passenger or freight elevator if found unsafe, and may direct the Fire Department to tear down any defective or dangerous wall or building constructed in violation of the ordinance, and the owner must pay the bill for expenses.

Within certain limits, known as the fire district, the exterior of new buildings must consist of stone, brick, or iron and steel. Outside of those limits wooden buildings may be constructed, but a permit must be obtained before a building may be erected in any part of the city. In 1904, seven thousand one hundred and fifty-one permits were issued for new buildings. The buildings erected extended along thirty-nine miles of frontage.

The Building Commissioner appoints a Chief Building-inspector, who must report weekly on all buildings in course of erection, alteration, repair, or removal.

The salary of the Building Commissioner is $5,000.

Permits. — Before proceeding with the erection, enlargement, alteration, repair, or removal of any building

BANQUET-HALL, AUDITORIUM

in the city, a permit must be obtained from the Building Commissioner, and work must be begun within six months and completed within a reasonable time. The specifications and requirements relating to buildings are fully set forth in the City Code, and are very strict.

They should be studied carefully before going forward in the construction or alteration of any building.

In school buildings the principal is required to maintain a fire-drill among the pupils, and practise at least twice every month during the school year.

The Health Department

It is the duty of the *Commissioner of Health* to look after the general health of the city, and to enforce laws and ordinances relating to sanitation. He keeps records of births and deaths, and other vital statistics, and provides against the spread of contagious diseases. His salary is $5,000.

It is the duty of the Health Department to inspect factories, tenements, and buildings in process of construction, with reference to their sanitary condition; to inquire as to the condition of factory employees; to prepare an annual report of trades and occupations, and the number of persons employed in them; to inspect the markets for the discovery of diseased meats, vegetables, or fruits; to secure the removal of dead animals from streets, alleys, and vacant lots; to suggest methods for the prevention of epidemics, etc.

Twelve or fifteen years ago, Chicago had the highest typhoid death-rate of any large city in the civilized world. To-day its rate is among the lowest.

For the purpose of carrying out this thorough inspection of all places and conditions liable to produce disease,

there is one Assistant Commissioner, at a salary of $3,600; one Secretary of the Department, at $2,400; one Chief Medical Inspector, at $2,000; one Registrar of Vital Statistics, at $2,000; one Chief Sanitary Inspector, at $2,400; one Assistant Sanitary Inspector, at $1,500; one Superintendent and Bacteriologist, at $2,000; one Chief Chemist, at $1,500; two Ice-inspectors, at $900 each; six Milk-inspectors, at $900 each; six Meat-inspectors, at $1,000 each; one Superintendent of Scavenger Service, at $1,000; one Chief Fish-inspector, at $2,000; one Superintendent of the Isolation Hospital, at $1,000; two Examiners of Plumbers and one Secretary, at $1,500 each; one Foreman and one Engineer of the Ambulance-barn, at $1,000 each; five Superintendents of Public Baths, at $1,000 each; besides numerous subordinate employees, at salaries ranging from $900 to $1,500.

The *City Physician* examines and cares for sick and injured persons at the police-stations, also employees of the city and applicants for positions in the service of the city, and persons claiming to have been injured by defective sidewalks, streets, or bridges. He makes monthly visits to the House of Correction, the Juvenile Detention Home, the Chicago City Infants' Hospital, the House of the Good Shepherd, and the Chicago Erring Woman's Refuge. His salary is $2,750.

The *Superintendent*, the *Bacteriologist*, and the *Chemist* examine milk and cream, meat, water, food, drugs,

etc., and keep a record of every analysis or examination. Every milkman must have a license, and must permit the Superintendent and the Bacteriologist to inspect his milk, wagons, cans, and the places where they are kept, under penalty of fine for refusal.

The *Ice-inspectors* examine the ice that is sold for domestic purposes, and the iceman is required to weigh the ice when delivered, if he is requested to do so.

The *Inspector of Fish* may enter into any store or other place and inspect the fish kept or sold there, for the purpose of ascertaining whether such fish are in good condition and fit for food. If the fish are found to be tainted or unwholesome, the Inspector must seize them and cause them to be destroyed at the expense of the owner.

The *Meat-inspectors* are authorized to seize, condemn, and destroy any tainted or unwholesome meat, fruit, or vegetables found anywhere in the city.

No person is allowed to offer for sale any package, basket, bag, box, or barrel of fruit, berries, or vegetables, the contents of which are not of uniform quality and size throughout.

Public Baths. — Manhattan Beach and Cheltenham Beach, both in South Chicago, are popular resorts under private management.

The Health Department maintains free public baths for all persons who are not provided with bathing facilities at their homes. In 1904, 589,796 persons enjoyed

the privileges of these baths, absolutely without charge. Of this number, 267,348 were men, 48,431 were women, 184,026 were boys, and 89,991 were girls. The cost per capita to the city was about three cents and a half. The baths are open two days each week, during the bathing season, for women and girls only.

There are now five of these public baths, located at 192 Mather Street, 3725 Wentworth Avenue, 4647 Gross Avenue, 80 South Peoria Street, and Holt Avenue near North Avenue. Five more are to be built, at a cost of $70,000. Two of these are about completed

The first free public bath was built in 1893, and was the first absolutely free public bath in the United States, and, so far as known, the first in the world.

Only shower-baths are given. The baths are kept open every Saturday night the year round, exclusively for workmen, and also on Wednesday nights during the warm season.

Besides these baths, the Health Department has the use of a limited amount of money for maintaining facilities for free public bathing for pleasure. Such bathing-beaches are maintained at Oakdale Avenue, Twenty-sixth Street, and Seventy-ninth Street. Hereafter these bathing-beaches are to be under the control of the Small Parks Commission.

Vaccination. — The Commissioner of Health has power to vaccinate any person within the city, or require such person to be vaccinated, whom he regards

as liable to become infected with smallpox, or who has been exposed to infection.

Principals of schools, public and private, are required to see that all pupils admitted to the school have been vaccinated within seven years. If the parent or guardian prefers it, the Health Department will have the service performed by a Public Vaccinator without charge. Public Vaccinators are required to be in attendance at their respective public school buildings one hour every Saturday during the school year to vaccinate, gratis, all who may voluntarily present themselves for that purpose, but they may not enter a school building, at any other time, as Public Vaccinators, unless requested by the principal or teacher, and then not during school hours.

Removal of Dead Animals. — The presence of a dead animal in any public place may be reported to the Police Department or to the Health Department, and the Dead Animal Contractor will be immediately notified to remove the same. The Contractor does this under contract with the city, and without pay, his remuneration coming from the hides which he sells.

In 1904 the following numbers of dead animals were removed: Horses, 4,210; cows, 68; dogs, 14,267; calves, 92; goats, 85; sheep, 94; colts, 71; — total, 18,887.

The Inspection Department

In addition to the inspection done under direction of one of the other departments, the following inspectors report directly to the Mayor:

The *Oil-inspector* tests coal-oil, naphtha, benzine, gasoline, and other products of petroleum. His salary is $3,600.

The Boiler-inspector is officially known as the Chief Inspector of Steam-boilers and Steam Plants. He appoints a Supervising Mechanical Engineer and Chief Deputy Inspector, also a Chief Smoke-inspector, from the eligible list of the Civil Service Commission. It is their duty to inspect steam-boilers and steam plants, and enforce the ordinances respecting their use.

The salary of the Chief Inspector is $3,600; of the Chief Deputy, $3,600; of the Chief Smoke-inspector, $2,000.

The emission of dense smoke from any chimney or smoke-stack is deemed a public nuisance, and cause for a fine of $10 to $100. It is the duty of the Board to see that boilers and the means of avoiding smoke are such that with proper management the nuisance may be avoided.

The *City Sealer* inspects and stamps with his seal, at least once a year, all weights and measures, and all instruments used for weighing, in the city. His salary is $3,000. He is appointed by the Mayor, with the official title of Inspector of Weights and Measures.

Any scales or measures found to be inaccurate he marks "Condemned," and if they are not adjusted and properly sealed within ten days, the City Sealer must seize and destroy them. This applies to scales used by merchants in stores, by peddlers, milk and ice dealers, fruit and vegetable dealers, and sellers of coal and wood. It is unlawful to practise fraud or deceit in the selling of any article. Articles of dry measurement must not be sold in wine or liquid measures, and *vice versa.* Every basket, measure, or bottle must be stamped to show its capacity, if the article is sold by measure. Coal baskets or measures, milk-bottles, etc., must be sealed by the Inspector of Weights and Measures. Any person suspecting that he is receiving short weight in coal, groceries, or any other article of merchandise, or scant measure in wood, fruit, berries, or vegetables, may complain to the City Sealer, and that officer will at once inspect the scales or measures used, and impose a fine if they are not found to be correct.

The total expenditures of the City Sealer in 1904 were $12,656.87; the collections were $15,968.25, besides $1,112 for fines imposed. Sixty-two arrests were made for violation of the ordinances relative to weights and measures.

Pounds and Poundmasters

The city is divided into seven pound districts, for each of which the Mayor appoints a poundmaster. The

location of each pound is designated by the City Comptroller. Poundmasters are paid a salary of sixty dollars a month.

It is the duty of each poundmaster to impound any animal running at large, contrary to the city ordinances. Any person over eighteen years of age may also take such animals to the pound and receive a fee of fifty cents for each animal impounded by him.

The Board of Examining Engineers

The Board of Examining Engineers examines and licenses applicants for positions as engineers or in charge of steam-boilers. There are three members of the Board, and three inspectors. The secretary of the Board is paid a salary of $1,700; the other two members $1,500 each. These salaries are paid from license fees collected, and in case the receipts from such fees are insufficient to pay the salaries and legitimate expenses of the Board, the salaries are diminished *pro rata.*

No person may manage or operate any steam-engine or boiler in the city until he has first obtained a license from this Board. The penalty is from $20 to $50 for each offense. The penalty for an employer permitting such offense is from $50 to $200 for each day's violation of the ordinance.

Every licensed engineer is required to make a written report the first ten days in January and July of each

year, to the Board of Examiners, of the condition of the engine, boilers, and steam apparatus under his charge.

Before applying for a license as engineer, the applicant must have had at least two years' practice in the management, operation, or construction of steam engines and boilers.

It is the duty of the Board of Examiners to see that each boiler plant in the city has a licensed engineer or boiler or water tender in charge at all times when working under pressure.

Engineers in charge of locomotives are exempt from these requirements, also men in charge of boilers used for heating private dwellings, hothouses, conservatories, and other boilers carrying not more than ten pounds of pressure of steam per square inch.

PUBLIC WORKS DEPARTMENT

This Department embraces:

The Bureau of Engineering.
The Bureau of Water.
The Bureau of Sewers.
The Bureau of Streets.
The Bureau of Maps and Plats.

The *Commissioner of Public Works* has charge of all the streets, bridges, docks, public lands and buildings, etc., collects water rent and taxes, water and sewerage

licenses and permits, and makes contracts for public improvements not done by special assessment. His salary is $6,000.

The Bureau of Engineering

The *City Engineer* has charge of the construction of bridges, viaducts, water-works, water-tunnels, and any work which requires the skill and experience of a civil engineer, such as the main sewerage-works, water-pipe extension, and the maintenance of meter service.

The salary of the City Engineer is $5,000.

The Bureau of Engineering comprises:

The Division of Water-supply.
The Division of Water-pipe Extension.
The Division of Bridges and Viaducts.
The Division of Harbors.
The Division of Architecture.

The Division of Water-supply. — The first systematic supply of water to the city was obtained from the Chicago Hydraulic Company, a private corporation chartered in January, 1836. For two years previous a partial supply had been obtained from a well which the town trustees had dug at an expense of $95.50. This well was located where Cass and Michigan streets intersect.

In 1840 the Chicago Hydraulic Company built a reservoir at the corner of Lake Street and Michigan Avenue, twenty-five feet square and eight feet deep, and erected a twenty-five horse-power engine, by which

water was pumped into the reservoir from the lake, through an iron pipe extending into the lake about one hundred and fifty feet. About two miles of wooden mains served to supply about one fifth of the city with water. The rest was supplied by wells or by cartage from the lake.

The city, at this time, included about ten and a half square miles, and was bounded by the lake on the east, Center Avenue to La Salle Avenue and North Avenue on the north, Wood Street on the west, and Twenty-second Street on the south.

In 1851 the city bought the rights and franchises of the Chicago Hydraulic Company, and municipal ownership of the water-works, at least, has proven both popular and profitable.

The Chicago Avenue pumping-station was at once constructed. A wooden pipe thirty inches in diameter was extended into the lake, and a pumping-engine with a capacity of eight million gallons daily was installed.

In 1856, the area of the city having again been enlarged, a second engine was installed, with a capacity of thirteen million gallons daily.

In 1863 another considerable enlargement of the city was made, and the problem of having a pure water-supply for the city was not easily solved, but Chicago enterprise seems to be equal to any emergency, and it was in this case. Chicago was now using nearly seven million gallons of water daily.

Owing to the pollution of the lake water near the shore, it became necessary to carry water, for drinking purposes at least, from a point farther out in the lake. Therefore the project was formed of constructing a tunnel under the lake, with an inlet two miles out in the lake. A guide-book of Chicago says that "when the work was conceived the whole civilized world was awed by the magnitude of the project."

Work on this tunnel was begun March 17, 1864, and completed December 6, 1866, at an expense of $457,845.

The next year a third pumping-engine, with a capacity of eighteen million gallons, was erected at the Chicago Avenue station.

The Two-mile Crib.—At the outer end of the tunnel was built what is now called the Two-mile Crib. This consists of a solid structure of iron and heavy timber, forty feet high and ninety-eight feet in diameter, in the center of which is an iron cylinder nine feet in diameter, which is sunk to a depth of thirty-one feet below the bottom of the lake, the water of the lake being thirty-three feet deep. This crib contains 750,000 feet of lumber, 150 tons of iron bolts, and is filled with 4,500 tons of stone.

On the top of this crib live the superintendent and his family, who have been there for twelve years. But their residence is by no means a lonely one, for it is daily visited by fishermen and others. The round-trip fare by steamer from the lake front is twenty-five cents.

From the bottom of the crib, sixty-six feet below the level of the shore, two tunnels have been built, one five feet in diameter, the other seven. The second tunnel was completed in 1874.

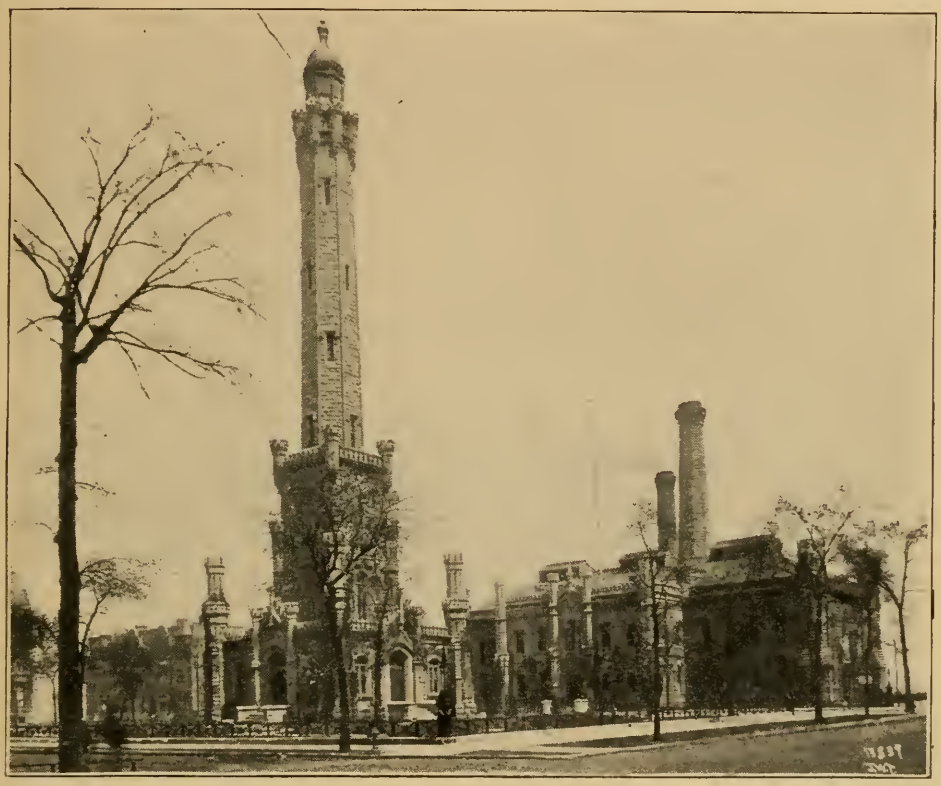
The five-foot tunnel connects with pumping-works on Chicago Avenue, and the larger one, continued westward three miles under the city, connects with pumping works at the corner of Blue Island and Ashland avenues. This also has seventeen large cisterns along its line for use in case of emergency. Its complete length is 31,490 feet.

These two tunnels cost $1,500,000. They have a capacity of 150,000,000 gallons. The main pumping-works on Chicago Avenue draw water from a well at the end of the tunnel and force it up into an immense tower, from which it is distributed throughout the city in mains. These engines have a daily average of 50,000,000 gallons, with a capacity of 65,000,000 gallons. One of the four engines, which pumps the water from the larger tunnel and distributes it to the city, is the largest engine in the world. It was built at an expense of $200,000. At each stroke it pumps 2,750 gallons of water. It is of twelve hundred horse-power, with a fly-wheel twenty-six feet in diameter.

But, as the city grew, a larger quantity of water was needed, also the water became more or less polluted even two miles from the shore, therefore two additional engines were put into operation in 1884, and

two more in 1887, making the nominal pumping capacity of all engines combined 159,000,000 gallons daily.

The Four-mile Crib. — A second crib was begun in



THE CHICAGO AVENUE WATER-WORKS

1888, four miles from the shore eastward from Peck Court, and a tunnel eight feet in diameter was connected with this crib by six openings, an average of about forty feet below the surface of the water, and eighty-five feet below the surface of the ground. This tunnel was completed in June, 1892.

Additional pumping-stations had been erected at Harrison Street, near Desplaines Street, and at Fourteenth Street and Indiana Avenue. The towns of Lake View, Jefferson, Lake, and Hyde Park were annexed to the city in 1889. These towns, except Jefferson, had each its own system of water-works. Lake View obtained its water through iron pipes about two thousand feet long. A two-mile crib, with a six-foot water-tunnel, was completed in 1896. The Hyde Park and Lake pumping-stations were combined after annexation, and since 1894 have obtained their water through a tunnel ending two miles from shore.

The Carter H. Harrison Crib was completed in 1899. A tunnel extends southwesterly from this crib to a shaft at the foot of Oak Street. Its length is fourteen thousand and thirty-three feet, with an internal diameter of ten feet. The tunnel and crib cost $590,000. The crib is sunk in thirty-five feet of water, the outside diameter being one hundred and twelve feet, with a well in the center, sixty-two feet in diameter. Within the well two intake-shafts are sunk, each about one hundred feet deep.

The total length of the three main tunnels is a little over thirty-eight miles.

The total cost of the present tunnel system is nearly ten million dollars; of the whole water-works plant, thirty-six million dollars.

The net income from the Water Department for the

year 1904 was $4,000,462.33, or $137,643.41 in excess of the cost.

In 1904 the total amount of water pumped was 146,310,498,353 gallons, or about 400,000,000 gallons per day.

CARTER H. HARRISON CRIB

There are now ten pumping-stations, and another is under way, besides some changes and additions already authorized. These stations together will be capable of pumping 687,100,000 gallons per day, as follows:

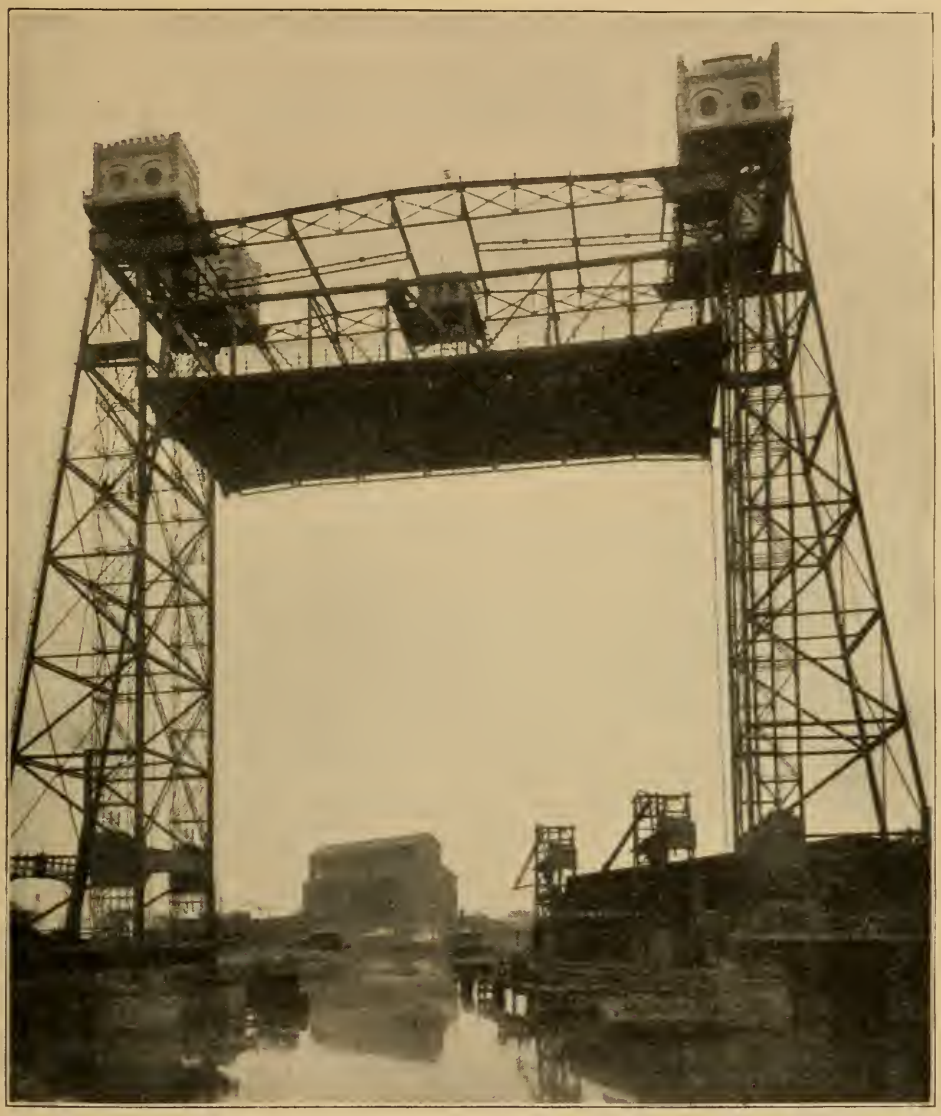
North (Chicago Avenue)	99,000,000
West	60,000,000
Harrison Street	36,000,000
Lake View	48,000,000
Fourteenth Street	84,000,000
Sixty-eighth Street	104,000,000
Washington Heights	5,500,000
Norwood Park	600,000
Central Park	100,000,000
Springfield Avenue	100,000,000
South (New Roseland)	50,000,000

The Rogers Park system of water-works is owned and operated by a private corporation.

The present maximum pumping capacity of all the stations owned and operated by the city is about 529,-500,000 gallons per day. There are now five cribs, or intakes, known as Lake View, Sixty-eighth Street, Carter H. Harrison, Four-mile, and Chicago Avenue.

The Division of Water-pipe Extension.—There are now 1,978 miles of water-mains within the city limits, about 46 miles of which were laid in 1904, varying from four to thirty-six inches in diameter. There are 17 water-pipe tunnels under the river, 20,349 hydrants, and 16,095 valves.

The Superintendent of Water-pipe Extension has special charge of the extension of the city's water-mains and their maintenance. He has the oversight of eight



VERTICAL LIFT BRIDGE, HALSTED STREET

district foreman and four foremen of pipe-yards. He receives a salary of $3,000.

The Division of Bridges and Viaducts. — This Division has charge of the construction and repair of all the bridges over the Chicago River and its branches, also the viaducts.

There are sixty-four bridges in the city, fifty of these being movable bridges and fourteen fixed spans. Of the movable bridges, fourteen are bascule bridges of various types, one is a vertical-lift bridge, and thirty-five are swing-bridges. Three bridges are operated by steam, twenty-three by electricity, and twenty-four by hand-power.

There are thirty-six viaducts and systems of viaducts.

The cost of operating the bridges for 1904 was $114,700; the cost of repairing and maintaining, about $200,000, making a total cost of about $314,700 for operating and maintaining.

The Bridge Engineer receives a salary of $2,500.

The Division of Harbors. — One important part of the City Engineer's duties relates to the maintenance of the Chicago harbor.

By the report of 1904 it appears that 12,904 vessels entered and cleared in Chicago harbor, eighty-six per cent of which took the Chicago River.

The number of vessels arriving during the season was 6,631, and the tonnage 6,325,092. The total number of vessels that passed Rush Street bridge was 7,558, or more than sixty-eight per cent of all which entered the

river. The average per day was 30.59. The average time consumed by a vessel in passing the bridge was one minute and thirty-six seconds. The average time the

ON THE CHICAGO RIVER — BRIDGE OPEN

bridge was open for a vessel to pass was two minutes and fifty-one seconds. The average time open per day was one hour and ten seconds.

There are seventy-five miles of river dockage in the Chicago and Calumet rivers.

The expense of harbor work amounts to $37,000 per year.

The *Harbor-master* has charge and control of the Chicago harbor, which includes the Chicago River and

MOUTH OF CHICAGO RIVER

its branches, the Calumet River, the Ogden Canal, all slips connected with the rivers, the Drainage Canal, all piers and basins, and the waters of Lake Michigan for a distance of three miles from the shore between the north and south limits of the city.

The Harbor-master keeps a record of all damages caused to bridges and docks by vessels. He controls the use of all the bridges, including railroad bridges, which cross the Chicago River or any of its branches, the Calumet River, and the Drainage Canal, within the harbor of the city.

Bridges may not be opened over the Chicago River, or the North Branch, or the South Branch, from Kinzie Street to Twelfth Street, between the hours of six and eight in the morning and five and seven in the evening, except on Sundays. Beyond the limits of Kinzie Street and Twelfth Street the hours are from six to seven in the morning and half-past five to half-past six in the evening.

No bridge may be kept open longer than ten minutes, and when closed must remain closed at least ten minutes.

The salary of the Harbor Engineer is $2,100, of the Harbor-master, $1,350.

The *Division of Architecture* prepares plans and supervises the construction of new buildings for all the departments.

The Bureau of Water

The Bureau of Water conducts its business under the following divisions:

Permit Division.
Meter Mechanical Division.
Shut-off Division.
Accounting Division.
Inspection Division.
Assessors' Division.
Collection Division.

In 1904 there were 11,828 permits issued for various

purposes, the receipts for which were $24,776.25. The net loss in this Division, above receipts, was $28,721.72.

The net loss in the Meter Mechanical Division was $872.52. The total number of meters in use December 31, 1904, was 8,102. The net receipts were $27,878.65.

By a rule of the Water Bureau, if the water tax, which is payable every six months, is not paid within sixty days, the water will be shut off. This requires a special force of men to make the "shut-offs." There were 5,468 "shut-offs" in 1904, 1,578 of which were made at the request of the owner, and thirteen for leaks.

The amount of water tax is determined from the architect's plans when the building permit is issued, these plans showing the number of water-faucets to be placed in the building. The tax for an average eight-room residence is $8.93 net, after fifteen per cent has been deducted for prompt payment.

The Superintendent of the Water Bureau has special charge of the collection of water assessments and rates. His salary is $5,000. The total assessments for 1904 were $2,785,166.45. The collections were $2,341,315.27.

An examination of the water-pipes and faucets in certain wards of the city is made each year, which adds materially to the general assessment. In 1904, 136,546 such inspections were made, which added $60,633.80 to the assessment.

The net income of the Water Bureau, above expenses, for the year 1904, was $3,629,096.97.

The Superintendent of the Collection Division receives a salary of $4,000; the Assessor, $3,500; the Chief Permit Clerk, $1,200; the Chief Inspector, $1,500; the Superintendent of Shut-off Division, $1,500; the Chief Plumbing-inspector, $1,500; the Chief Clerk of Meter-rate Division, $2,000; one Diver, $1,800; eight Chief Engineers, $2,250 each; the Superintendent of the City Pipe-yards, $1,620.

The Bureau of Sewers

The Superintendent of Sewers has charge of the construction, repair, and cleaning of sewers, manholes, and catch-basins, building bench monuments, and approving street grades. His salary is $3,600.

A complete diagram is kept of the network of sewers which drain the city, their total length being 1,601 miles, of which 575 miles are constructed of brick and 1,026 of vitrified clay pipe. These sewers are from nine inches to twelve and a half feet in diameter. There are 59,356 catch-basins, and 59,529 manholes.

In 1904 there were 15,779 catch-basins cleaned, at a cost of $49,377.10, or $3.13 per basin. The total cost of cleaning sewers and catch-basins was $124,260.26, or $79.50 per mile. The cleaning is usually done by flushing, but sometimes by scraping.

House-drain Division. — A corps of twenty-four inspectors is employed to inspect house-drains, for which fees are collected, which render this Division prac-

tically self-supporting. There were 9,146 such inspections made in 1904, the fees amounting to $21,738.

There are seven Sewage-pumping Stations, all under the supervision of a Chief Mechanical Engineer. These stations are located at Sixty-ninth Street, Seventieth Street, Seventy-third Street, Kensington, Pullman, Woodlawn, and Fullerton Avenue.

Street Grades.— Before the City Council can establish a street grade, the ordinance fixing such grade must be approved by the Superintendent of Sewers. During the year 1904 the Council established 1,753 such grades, all of which had to be carefully listed and recorded by the Bureau in its books and maps. This work is in charge of a Bench and Street Grade Engineer.

Bench Monuments.— Eighty-two of these monuments have been constructed, mostly in the grass-plat between the street-curb and the building line. They are of concrete formation, 42 inches square at the base, 16 inches square at the top, and 6 feet from bottom to top of the concrete. An iron cover is set on top of the concrete, just level with the surface of the ground, or flush with the surface of the cement sidewalk if the walk extends out to the curb. In the center of the top of the concrete is set a hardened copper rod, a half-inch in diameter and two feet long. The end of the rod showing in the top of the concrete is the bench-point on which the elevation of the monument is established. Ordinarily, the bench-marks have been located on the water-tables of brick

buildings, stone steps, stone curbs, tops of hydrants, or by nails in roots of trees, to show where the leveling-staffs were placed.

The Bureau has a system of records and maps by which any ordinance relative to street grades at any point in the city, passed since the great fire of 1871, may be consulted immediately, and full information obtained relative to subsequent changes of grade at that point.

The Bureau of Streets

The *Superintendent of Streets* has charge of the improvement and repair of streets and sidewalks, street and alley cleaning, and the removal of garbage, ashes, and obstructions of any kind outside the building line, except such improvements as are made by special assessment. His salary is $4,700.

Removal of Garbage.— It is unlawful to place any kind of dirt, solid or liquid, in any street, alley, or public place, except under permit from the city. Vessels for the reception of such garbage must be used in all cases, water-tight and made of metal, with a close-fitting metal cover, and kept in a convenient place for a health-officer, or scavenger, employed and licensed by the city, to remove the garbage or ashes.

There were 289,695 loads of garbage removed from the alleys in 1904, at an expense of $640,602.50, or $2.21 per load.

City Dumps. — The city maintains dumping-places

in the most remote parts of the city, and each load of garbage has to be hauled an average of about five miles. This greatly increases the cost of street-cleaning and garbage removal over that of removing snow, which is dumped into the lake. It cost $40,971.48 to maintain the city dumps in 1904.

Removal of Snow. — In 1904, there were 45,676 loads of snow removed from the streets, at an expense of $74,284.27, or $1.33 per load.

The longest street in the city is Western Avenue, which is twenty-two miles long; the next longest is Halsted Street, twenty-one and one-third miles long.

The total street mileage is 2,805.981 miles; the total alley mileage, 1,377.49 miles.

Street-cleaning. — In 1904, 17,554 miles of streets and alleys were cleaned, which required the removal of 128,537 loads of street-dirt. Twenty-five miles of weeds were cut by the city.

In June, 1904, the Citizens' Street Cleaning Bureau was organized, outside of the city government. This Bureau was given $12,500 by the city, to be expended within six months. It cleans the streets and alleys between Madison, Van Buren, La Salle, and Michigan Avenue. State Street is cleaned from Van Buren to the river.

Rules of the Road. — The following rules apply to vehicles, but not to street-cars:

When a vehicle overtakes another, it must pass on

the left side. If the driver of the vehicle overtaken is requested to do so, he must turn to the right in order to make room for the other to pass at the left, provided there is not room to pass without such turning.

When two vehicles meet, each must turn to the right when it is practicable to do so.

Before turning a corner, a driver must raise his hand or whip so as to be plainly seen from behind and the side toward which he is to turn, and plainly indicate the direction in which he is about to turn. He must also take the right of the center of intersection of the two streets, whether he turns to the right or the left around a corner.

A driver is not allowed to stop in the middle of a street, but must drive to the curb, unless he gives a signal by hand or whip, or calls out, plainly indicating his intention to stop.

The Bureau of Maps and Plats

It is the business of this Bureau to prepare maps and plats for all departments. It also has charge of all matters pertaining to street-numbering.

The Superintendent's salary is $2,100.

The Superintendent can tell you the exact size and location of any lot within the city limits, and also the number which should designate the house on every lot, whether the house has been built or not.

During the year 1904, 14,997 persons required the services of this Bureau.

THE BOARD OF LOCAL IMPROVEMENTS

This Board was first organized in 1901. It has special charge of all kinds of local improvements, such as street-paving, sewer extensions, sidewalks, and water-supply pipes, which are made by special assessments.

The Board fixes the special assessments for these improvements, hears complaints, and considers objections to proposed improvements.

There are four members of the Board, with salaries of $3,000 each. Their chief attorney receives a salary of $5,000. The Superintendent of Special Assessments receives a salary of $4,000.

The Board organizes its own bureaus, as follows:

The Bureau of Streets and Alleys.
The Bureau of Water.
The Bureau of Sewers.
The Bureau of Sidewalks.
The Bureau of Special Assessments.

Kinds of Pavement. — The paving of streets is a subject which is continually agitated. On January 1, 1905, there were 625.42 miles of cedar-block pavement, 457.63 miles of macadam, 43.25 miles of granite block, 220.08 miles of sheet asphalt, 2.28 miles of asphalt block, 80.79 miles of brick, 1.45 miles of Medina stone,

2.01 miles of novaculite, .57 miles of rock asphalt, and 3.80 miles of slag. The total miles of paved streets and alleys was 1,438. There were also 2,746 miles unpaved, making a total of 4,184 miles of city streets and alleys.

Sidewalks.—By computation from the prices paid by the city for different kinds of sidewalks, it appears that cement walks cost 15.65 cents per square foot; cinder walks, 32.9 cents per lineal foot, and plank walks, 43.72 cents per lineal foot. The standard width of the walks is six feet.

THE DEPARTMENT OF ELECTRICITY

The Department of Electricity includes:

The Bureau of Municipal Lighting.
The Bureau of Fire-alarm Telegraph.
The Bureau of Police Telegraph.
The Bureau of Electrical Inspection.
The Bureau of Gas-lighting and Repairs.
The Bureau of Automobile License.

The last annual report of this department presents an exhibit of the various causes of injury to persons in electric-car accidents. From this it appears that 1,536 persons were so injured, nineteen of whom were injured by "hitching on" cars, or "flipping." The largest number were injured by cars striking vehicles, the next largest by cars striking persons, these two causes covering about one half of all the accidents.

The City Electrician has charge of the construction, repair, and maintenance of the city's electric and gas lights, power-plants, and the police and fire-alarm telegraphs. His salary is $5,000.

The Bureau of Municipal Lighting

The expense of lighting the streets in 1904 was $936,-482.22.

On the last day of the year there were 24,955 gas lights, 6,478 gasoline lights, 698 rented electric lights, and 5,107 municipal electric lights in service throughout the city.

The average cost per year of maintaining each arc light operated from a municipal plant was $54.36. The cost of each rented electric light was $103.

The Bureau of Fire-alarm Telegraph

Every person should be acquainted with the means of giving a fire alarm, for no one can tell when or where a fire may break out.

How to Give a Fire Alarm. — The best, and probably the quickest, means of notifying the Fire Department, if you are not near a fire-alarm box, is by use of the telephone. Every telephone should have near it a card giving the telephone number of the Fire Department, which is *Main* 0. The telephone call for police is *Main* 13.

If a telephone is not available, or you are near to a

fire-alarm box, which is always red in Chicago, and attached to a lamp-post, telegraph-pole, or some such thing, run at once to this fire-alarm box. Outside the box you will observe a handle; turn this handle until the box opens. A shrill bell will be rung when the handle is turned, and if a policeman is within hearing, he will run to your aid.

Inside the box you will see a hook; pull this vigorously and let go suddenly. This gives an alarm at the Central Station, from which an alarm is sent to the nearest fire-engine house. The firemen will then appear within a few minutes.

In 1904 there were 8,928 fire alarms sent in.

The Chief Operator of the Fire Alarm Telegraph receives a salary of $3,250; the Assistant Chief Operator, $1,800; Chief of Construction, $2,000; Operators, from $1,200 to $1,600; Assistant Operators, $1,260; Repairers, $1,000 to $1,102.50; Linemen, $945; Chief of the Electric Repair-shops, $1,800; Machinist, $1,050; Assistant Machinist, $756.

The total number of fire-alarm boxes now in service is 1,689.

The Bureau of Police Telegraph

The Department of Electricity operates the system of police telegraph, reporting to the Police Department.

There are 1,031 patrol-boxes in service, and many of the police lines are also provided with telephone service.

The amount of work done by these lines can hardly be appreciated. Policemen in every precinct report to the Central Station over these lines. In 1904, 3,379,027 such reports were sent in, thus keeping the Central Station constantly informed as to the whereabouts of every patrolman in the city every hour of the day and night.

Through the Police Telegraph, 71,826 alarms were responded to, 40,378 arrests were made, and 5,079 fires were attended. When an alarm is sent in, it could be responded to by forty police-patrol wagons.

How to Call a Policeman. — A key to each alarm-box is kept in some drug-store or public place near by, and when a policeman or a patrol-wagon is wanted, this key can be used to open the signal-box. Inside this box is a dial with ten spaces. On each space is a word, such as "Accident," "Drunkard," "Fire," "Murder," "Riot," "Burglar," etc., indicating the reason for calling the police. The indicator, turned to any one of these words, and there left, gives an alarm at the nearest police-station, and a patrol-wagon immediately responds.

A key may also be procured by any citizen, to be kept at his home, if he thinks he may have occasion to call the police.

The Bureau of Electrical Inspection

This Bureau has charge of inspecting the telegraph and telephone wires in theaters, halls, churches, school-

houses, etc., and has power to order modern wiring to be installed, even in office buildings, department stores, factories, etc. The object is to prevent the outbreak of fires caused by faulty wiring. The electric signs on buildings are also inspected by this Department. A fee is charged for each inspection. These fees for 1904 amounted to $49,121.14, the expenses to $23,155.54, leaving a net profit to the Bureau of $25,965.60.

The Inspector of Gas-meters and Gas examines and tests any gas-meter furnished to any consumer of gas, whenever requested to do so. The cost for inspection is paid by the gas company if the meter is found to register too much, otherwise by the consumer. The required fee of $2.50 must be deposited in advance by the consumer.

The Bureau of Gas-lighting and Repairs

It is the business of this Bureau to keep the street-lamps in order, and a large part of the expense is caused by boys and others, who break the lamp-globes, either maliciously or by accident. The loss to the city in 1904 from this unnecessary source amounted to about $10,000.

The street-signs are also kept in place by this Bureau.

The net expense of the Bureau for the year was $30,181.60.

The Bureau of Automobile License

This Bureau was maintained during the year 1904 at an expense of $744.25. The revenue from license fees amounted to $6,034, leaving a net revenue of $5,289.75.

According to the ordinance requiring a license, the City Electrician, the Commissioner of Health, and the City Engineer constitute a board, *ex officio*, called the Board of Automobile Registry. No independent Bureau has yet been organized. The City Electrician is Chairman of the Board.

It is the duty of this Board to examine every applicant for license, and see that he has free use of both hands and both arms, and is not less than eighteen years of age. He must also have good eyesight and hearing, and if he wears glasses they must be fastened to his face by spectacle-frames. He must be free from epilepsy or heart disease, must not use alcoholic liquors or any injurious drug to excess. He must not be of reckless disposition nor subject to fainting fits. He must also be familiar with the mechanism of the automobile which he desires to operate, and be able to guide and stop it quickly in case of an emergency.

The license fee, good until the 1st of May following, is three dollars.

The maximum speed at which an automobile may be driven on a street or alley is ten miles an hour, but in turning a corner the speed must not exceed four miles an hour.

Every automobile must be supplied with strong brakes, an alarm bell or gong, and one or more lighted lamps at night.

A person holding a license as chauffeur may not operate any other kind of auto-car than the one specifically described in his license; if he does so he is subject to a fine of not less than five dollars nor more than twenty-five dollars for each offense.

An identification number must be displayed, not less than five inches high, on the rear of the machine, in plain sight; automobiles engaged in the transportation of passengers for hire, or of merchandise, or for any other business purpose, must also have a letter or letters to indicate the person, firm, or corporation by whom the machine is owned.

All numbers have to be changed at the office of the Board on May 1st of each year.

Between sunset and daybreak a red light must be displayed directly to the rear, and a white light must shine on the numbers and letters of the machine.

About two thousand new automobile licenses were issued in 1904.

THE BOARD OF EDUCATION

The offices of the Board of Education are at present located on the sixth, seventh, and eighth floors of the Tribune Building.

The Board consists of twenty-one members, who are appointed by the Mayor, seven each year.

Regular meetings of the Board are held on alternate Wednesday evenings.

The School Superintendents — The superintendents comprise one General Superintendent, two Assistant Superintendents, six District Superintendents, a Superintendent of Compulsory Education, a Superintendent of the Parental School, and Supervisors of Drawing in High Schools, Physical Culture, Manual Training and Household Arts, Schools for the Deaf, Schools for the Blind, and a Director of Scientific Pedagogy and Child Study.

The general offices are open from 9 A. M. to 5 P. M., Saturday to 1 P. M. The President's hours are from 4 to 6 P. M.; Business Manager's, from 4 to 5 P. M.; the Superintendent's, Tuesday and Thursday, from 3 to 5 P. M., Saturday from 9 to 12 A. M.; the other Superintendents and Supervisors, on Saturday from 9 to 12 A. M., and 4 to 5 P. M. on stated days.

The public schools of the city include the Chicago Normal School, the Normal Practice School, the Yale Practice School, the Parental School, the John Worthy School, 14 High Schools, 233 elementary schools, and one Manual Training High School.

In connection with these schools, special instruction is given to crippled children, the blind, the deaf, apprentices, and kindergartens. Evening schools are

also open during the winter months, and some financial assistance is given to the vacation schools in summer.

The total enrollment in the evening schools in 1903–04 was 17,117.

The total enrollment in the public schools in 1904–05 was 282,346 pupils and 5,695 teachers.

The total enrollment of pupils in high schools was 12,395; in the Normal School, September 22, 1905, 410.

The cost of maintaining the schools for 1903–04 was $9,399,727.57, of which $5,284,664.12 was for salaries of the teaching force, including superintendents, and $4,191,033.35 for other items charged to the educational fund. The salaries of elementary teachers amounted to $4,073,808.51; of high school teachers, to $505,140.71; of superintendents, principals, and special teachers, to $629,745.

The expenses of the High Schools were $578,528.98; of the Manual Training High School, $92,615.99; of the Normal School, $74,376.68; of the Parental School, $76,422.29; of the John Worthy School, $27,031.14; of the Evening Schools, $112,578.79; of instruction of the deaf, $17,773.47; of instruction of the blind, $4,135.41; of vacation schools, $1,000.

The total expense of maintaining these high and special schools was $984,462.75.

The Kindergartens cost $155,138.41; Manual Training, $52,099.32; Household Arts, $23,484.49; Draw-

ing, $14,498.97; Music, $10,314.01; Physical Culture, $15,854.64, making a total of $271,389.84 for special studies in the elementary schools.

There are three hundred and eight public school buildings in the city, valued at $28,867,055, including furniture. The total seating capacity is 245,563.

Business Manager of School Board. — A Business Manager is employed to take charge of the repairs of school buildings and furnish supplies to the schools; drawing-paper, pencils, tablets, pens, and penholders being furnished free to pupils.

Text-books are furnished free to pupils whose parents are too poor to purchase them; all others are sold at prices uniform throughout the city, by agreement with publishers when the books are adopted.

Salaries of Teachers

General Superintendent, $10,000.

District Superintendents, $3,500 for the first two years and $4,000 thereafter.

Assistant Superintendents, $2,000 for the first year, increasing $250 per year to $3,000.

Supervisor of Manual Training and Household Arts, $3,000.

Supervisor of Physical Culture, $3,000.

Supervisor of Drawing in High Schools, $2,400.

Supervisor of Schools for the Blind, $1,500.

Supervising Principal of Schools for the Deaf, $1,500.

Special Teachers of Drawing, Elementary Schools, $1,400.

Special Teachers of Music, Elementary Schools, $1,400.

Director of Child Study Department, $2,000.

Assistant Director Child Study Department, $1,500.

Principal Normal School, $5,000.

Vice-Principal Normal School, $3,000.

Heads of Departments, Normal School, $2,000 first year, increasing $100 per year to $2,500.

Instructors in Normal School, $1,000 to $2,000.

Teachers in Normal Practice Schools, $200 per year more than corresponding schedule in Elementary Schools.

Superintendent of Parental School, $3,000.

Family Instructors in Parental School, $50 to $75 per month and board.

Teachers in Parental School, $90 to $125 per month.

Principal John Worthy School, $150 per month.

Teachers in John Worthy School, $90 to $100 per month.

Principals of Elementary Schools, $1,200 for first year, increasing $100 per year to $2,200.

Head Assistants, $950 to $1,125.

Teachers in Elementary Schools, $850 to $1,000.

Teachers of Household Arts, Deaf, and Crippled Children, $200 per year more than teachers in Elementary Schools.

Teachers of Manual Training and Physical Culture in Elementary Schools, $750 to $1,400.

Principals of High Schools, $2,000 to $3,000.

Instructors in High Schools, $850 to $2,000.

Special teachers of German, French, and Drawing in High Schools, $750 to $1,500.

Teachers of Physical Culture in High Schools, $1,200 to $1,600.

The average yearly salaries for 1903–04 were as follows:

15	Principals of High Schools	$2,960
230	Principals of Elementary Schools	2,266
21	Instructors in Normal School	2,005
361	Instructors in High Schools	1,436
221	Head Assistants in Elementary Schools	1,105
31	Teachers of Manual Training and Physical Culture, Elementary Schools	1,068
85	Teachers of Household Arts, Deaf and Crippled Children, and Teachers in Normal Practice Schools	1,010
4,545	Teachers in Elementary Schools	812

The average salary of all teachers in Elementary Schools, not including Principals, was $832.75.

Of the 308 school buildings, about one half are heated by steam, one fourth by furnaces, and one fourth by stoves.

The schoolrooms are ventilated, as far as possible, so as to give each pupil 30 cubic feet of fresh air per

minute. The seats are all located, when practicable, so as to have the light come from the left side.

The forenoon session is from 9 to 11:45; the afternoon session from 1:30 to 3:30.

AUDUBON SCHOOL

Compulsory Education. — A Superintendent of Compulsory Education, with twelve inspectors, is appointed to see that all children between the ages of seven and fourteen, who do not go to some private school, are in attendance on the public schools. This department

returned 25,597 children to public and private schools during the year ending June 26, 1905, of which number about one third were duplicate offenses, leaving about 17,000 different children who were returned one or more times. Of these, 2,088 were taken off the public streets.

The School Census. — Every year the state appropriates $300,000 for school purposes. In order to distribute this money equitably, a school census is required to be taken every year to determine the number of children of school age. In Chicago, however, the census is taken only once in two years, and usually in May.

According to the school census of 1904, there were 4,721 persons in Chicago, twenty-one years of age and over, who could neither read nor write, and 210 between twelve and twenty-one years of age.

There were 16,189 children between fifteen and twenty-one years of age attending the public schools, 8,993 attending other schools, and 136,920 not attending any school.

Between six and fifteen years of age, there were 220,983 attending public schools, 58,805 attending other schools, and 23,562 not attending any school.

Between four and six years of age, there were 8,761 in the public schools, 3,909 in other schools, and 56,053 not attending any school.

The number under four years of age not attending school was 146,417.

All new buildings hereafter constructed for school

purposes are to be supplied with an assembly hall, kindergarten, bathroom, manual training, and cooking-room. Buildings over two stories in height will be entirely fireproof and lighted by electricity. All assembly halls will be on the ground-floor.

A Comparative Showing.—The increase in expenditures for police, fire department, and street-cleaning has not kept pace during the last ten years with that for general school purposes, as will be seen by the following comparison of expenditures:

	1895	1904	Increase about
Police	$3,421,875	$3,545,923	3½ %
Fire Department	1,594,610	1,764,341	10 "
Street-cleaning	271,213	274,531	1 "
Education	4,153,421	6,670,605	60 "

This shows that all who enjoy the benefits of the schools should contribute in every way possible to help the police, firemen, and those who try to keep our streets and alleys clean. The figures show that expenditures for the schools have increased at a much greater rate than those for the other departments named.

III. THE JUDICIAL DEPARTMENT

In the Judicial Department may be included the Police and Justice Courts.

Police Magistrates.—There are eighteen police courts

in the twelve police districts. Each court is entitled to one justice of the peace, designated by the Mayor,

JUSTICE COURT, HARRISON STREET POLICE STATION

one clerk, and one bailiff. These justices are known as police magistrates.

Justices of the Peace. — The justices of the peace are appointed by the governor, on the recommendation of the judges of the county courts. The justices hold office for four years and until their successors have qualified. There are fifty-two now serving in Chicago.

The jurisdiction of the justice courts is limited in actions for debt, damages, or the recovery of money, to the amount of $200.

Justices and constables are paid by fees, and such abuses have arisen from this practice that measures have been adopted to do away with the entire system.

The fees collected by the police magistrates are turned over to the city, and they are paid salaries ranging from $2,500 to $5,400.

The jurisdiction of police magistrates is limited to criminal cases where the punishment is imprisonment in the House of Correction or a fine not exceeding $200. In cases where the punishment is imprisonment in the jail or penitentiary, they hold the accused to the grand jury, provided sufficient evidence is presented.

The New City Courts. — By act of legislature passed in April, 1905, a new system of city courts will be inaugurated in 1906. The justices of the peace and constables in Chicago will give way to the Municipal Court of Chicago, which will comprise one Chief Justice and twenty-seven Associate Justices. These will be elected for the first time in November, 1906. The salary of the Chief Justice is to be $7,500 a year, and that of the Associate Justices, $6,000.

VARIOUS CITY ORDINANCES

The ordinances of the city provide very definitely, explicitly, and in detail for the preservation of the public health, the neat appearance of the streets, the protection of life and property, and the decent and ord rly conduct of all persons within the city, and every child and adult should take care to respect the rights and privileges of others, and the observance of law and order at all times. If there is any doubt as to one's privileges in any respect, the best way is to consult the City Code, for it is very full and comprehensive, and it is very likely that any questionable act is prohibited by the imposition of a fine.

For example, one may not kill any bird within the city, distribute handbills or circulars in any public place, spit on the sidewalks, remove sod from any public lot, engage in any game or show, either in a public place, or in a public window, or on private premises, which causes persons to assemble and obstruct the public passageway, throw any stone or other missile in a street or alley, fly a kite in any street or public place, and many other things which might in some way interfere with the rights or privileges of others, or cause personal harm of any kind.

Cruelty to Animals. — A person guilty of cruelty to

any animal is subject to a fine of from three dollars to one hundred dollars. Cruelty may consist in overloading, overdriving, or cruelly beating a horse, or in underfeeding or neglecting it.

Amusements. — To regulate and license theatrical, dramatic, and operatic entertainments, shows, field-games, etc., these forms of amusement are divided into sixteen classes, and each class is required to pay a special license fee, except when they are presented in a duly licensed theater, opera-house, or hall. Fines are imposed for every violation of this ordinance.

Application for license must be made in writing to the Mayor, and the license is issued by the City Clerk, under instructions from the Mayor.

Theater Tickets Bought from Scalpers. — Tickets of admission to any place of amusement must have printed on their face the price of the ticket and the date of the entertainment, also a notice that such ticket is a revocable license, and is not good for admission if bought from any broker, speculator, or scalper for more than the price printed on the ticket. The manager of the entertainment is forbidden to accept the ticket if he knows it was sold for a higher price. A fine of $25 to $200 is imposed for each violation of this ordinance.

Bill-posting. — It is unlawful to post bills or advertisements of any kind on the curbstones or sidewalks, or on any tree, lamp-post, hitching-post, pole, hydrant,

bridge, pier, or any other structure within the limits of the street, or on any private wall, window, door, gate, fence, or any other private structure, without the written consent of the owner, agent, or lessee.

It is unlawful to post any advertisement of certain medicines or remedies for curing certain specified diseases in any place within the city, where it can be seen from streets, alleys, or other public places. It is also unlawful to post pictures or illustrations of an obscene or immoral character in such public places.

Blasting.—Before one may fire a blast within the city, a permit must be obtained and a bond given of $10,000 to protect the lives and property of citizens in the vicinity. Furthermore, the blast must be covered so that all danger to persons and property shall be absolutely prevented. Three minutes before firing, a red flag must be displayed on a staff not less than ten feet high, conspicuous within twenty-five feet of the place where the charge is placed, and the words "A Blast" must be called out several times, loud enough to be distinctly heard two hundred feet from the point of discharge.

Bread Must be Labeled.—Each loaf of bread offered for sale must have a label attached to it, showing its weight and the name of the manufacturer. If the loaf weighs less than one pound, the label must be not less than three inches square and be attached on top of the loaf.

Dogs. — Every person who owns or keeps a dog within the limits of the city is required to pay an annual tax of two dollars for each one on or before May 1st.

No dog is permitted by ordinance to run at large on any street or alley at any time, unless securely muzzled or led by a chain, to prevent him from biting any person or animal. The police are instructed to impound any dog running at large contrary to the ordinance, and unless it is redeemed by its owner within five days, it is to be destroyed by the pound-keeper.

Some Things Which are Unlawful. — There is a fine of not less than $25 for giving, in any way, a false alarm of fire.

There is a fine of not less than $25 for making a bonfire in any street, alley, or public place within the city.

There is a fine of $5 to $25 for discharging any kind of firearm within the city, except under license duly issued by the City Clerk.

No person is permitted to set off any kind of fireworks within the city, except by proclamation of the Mayor permitting it, as on the Fourth of July.

There is a fine of $25 to $200 for selling or giving away any cigarettes or cigarette-paper without first obtaining a license, and the same fine for selling or giving away any tobacco product, of any form, within six hundred feet of a building used for school purposes.

There is a fine of $10 to $100 for gathering to use, or

for using in any way, for sale, the stumps of cigars and cigarettes thrown away in the streets, alleys, saloons, etc.

Legal Fares for Hacks and Cabs

For Two-horse Vehicles

One or two passengers, one mile or less	$1.00
Each additional passenger, first mile, or part thereof only	.50
One or more passengers, for second mile and subsequent miles, or part thereof. Fare for all for each mile, or part thereof	.50
Children between 5 and 14 years of age, when accompanied by adult, not more than half the above rates.	
Children under 5, accompanied by adult, free.	
One or more passengers, by the hour, with privilege of going and stopping at pleasure, first hour	2.00
Each additional hour, or part thereof, per hour	1.50
If a hack, hired by the hour, is discharged before returning to starting-place, the driver may charge for the time required to return.	

For One-horse Vehicles

One or two passengers, not exceeding one mile	$0.50
Each additional passenger, first mile, or part thereof	.25

One or more passengers, for second mile and subsequent miles, or part thereof. Fare for all for each mile, or part thereof $0.25

Children between 5 and 14 years of age, when accompanied by adult, not more than half the above rates.

Children under 5, accompanied by adult, free.

One or more passengers, by the hour, with privilege of going and stopping at pleasure, first hour..... 1.00

Each additional hour, or part thereof, per hour 1.00

When hired by the hour, the driver may charge for time required to return to starting-point.

Every passenger may carry with him, without extra charge, traveling baggage not exceeding seventy-five pounds in weight.

Rates of fare for automobiles seating four persons are the same as for two-horse vehicles; and for automobiles seating three persons the rates are the same as for one-horse vehicles.

TABULAR VIEW OF THE CITY GOVERNMENT

I. LEGISLATIVE.
  1. Mayor and City Council.
II. EXECUTIVE.
  1. General Government.
    (1) *Mayor and City Clerk.*
    (2) *Law.*
      (*a*) Corporation Counsel.
      (*b*) City Attorney.
      (*c*) Prosecuting Attorney.
    (3) *Finance.*
      (*a*) City Comptroller.
      (*b*) City Treasurer.
      (*c*) City Collector.
      (*d*) City Paymaster.
    (4) *Civil Service.*
    (5) *Elections.*
    (6) *Supplies.*
    (7) *Art Commission.*
    (8) *City Market.*
    (9) *Special Park Commission.*
    (10) *Track Elevation.*
    (11) *Statistics.*
  2. Public Safety.
    (1) *Police.*
      (*a*) Detective Bureau.
      (*b*) Identification.

(*c*) Records.
(*d*) Municipal Lodging-house.
(*e*) Vehicle Inspection.
(*f*) Construction.
(*g*) Dog-pound.

(2) *House of Correction.*
(3) *Fire.*
(4) *Building.*
(5) *Health.*
(6) *Inspection.*
(*a*) Oil.
(*b*) Boiler and Smoke.
(*c*) Weights and Measures.

(7) *Pounds.*
(8) *Examining Engineers.*

3. Public Works.

(1) *Engineering.*
(*a*) Water-supply.
(*b*) Water-pipe Extension.
(*c*) Bridges and Viaducts.
(*d*) Harbors.
(*e*) Architecture.

(2) *Water.*
(*a*) Permit Division.
(*b*) Meter Mechanical Division.
(*c*) Shut-off Division.
(*d*) Accounting Division.
(*e*) Inspection Division.
(*f*) Assessors' Division.
(*g*) Collection Division.

(3) *Sewers.*
(*a*) House-drain Division.

(*b*) Sewage-pumping Stations.
(*c*) Bench Monuments and Street Grades.
(*d*) Intercepting-sewers.
(*e*) Cleaning Sewers and Catch-basins.

(4) *Streets.*
(*a*) Permits.
(*b*) Street and Alley Cleaning.
(*c*) Garbage Removal.
(*d*) Repairs.

(5) *Maps and Plats.*

4. Local Improvements.
(1) *Streets and Alleys.*
(2) *Water.*
(3) *Sewers.*
(4) *Sidewalks.*
(5) *Special Assessments.*

5. Electricity.
(1) *Municipal Lighting.*
(2) *Fire-alarm Telegraph.*
(3) *Police Telegraph.*
(4) *Electrical Inspection.*
(5) *Gas-lighting and Repairs.*
(6) *Automobile License.*

6. Education.
(1) *Superintendents.*
(2) *Compulsory Education.*
(3) *School Census.*

III. JUDICIAL.
1. Police Courts.
2. Justice Courts.

THE NEW CITY CHARTER

On the 22d of April, 1903, the state legislature passed a resolution which opened the way for a new charter for the city of Chicago. It was deemed necessary for the whole municipal organization to be revised and simplified.

The people of the state voted in November, 1904, to change the constitution so as to empower the legislature to provide a new charter for the city, and steps were immediately taken toward that end.

On May 6, 1905, the legislature passed an enabling act which made many of the desired changes possible.

On November 7, 1905, the people of the city voted in favor of the new charter, and it will be framed and adopted as soon as practicable.

This new charter will give the city several new and much-needed privileges, among which are the following:

The Mayor's term of office is increased from two years to four years; the city is given authority to sell surplus electricity from its municipal lighting plants for heat, light, and power, and to fix just and reasonable maximun rates for the supply of gas or electricity for power, heat, or light furnished by any individual, company, or corporation; the office of City Attorney is done

away with, the duties of that office being combined with those of Corporation Counsel; the city is given the right to acquire municipal parks, playgrounds, public beaches, and bathing-places, and equip and maintain the same; the City Council is given power to fix the compensation of all city officers, and all fees must be paid into the city treasury, including the interest on public funds, which is at present a perquisite of the City Treasurer, the funds to be deposited with the banks offering the highest rate of interest; no member of the City Council may hold any other salaried civil office under Federal, state, or city government, except in the National Guard, or as a master in chancery, or notary public; the City Council is given power to regulate the use of space over the streets, alleys, or public places, and may, for proper compensation, permit the use of space of more than twelve feet above them; the Mayor is given the power to release any person imprisoned for violation of any city ordinance, appointing, if he sees fit, a pardon board of three persons, consisting of the Superintendent of the House of Correction and any two inspectors whom he may select.

TAXATION IN CHICAGO

The General Assembly of the state levies taxes to cover the state expenses. The Governor, the Auditor, and the Treasurer constitute a board to determine the rate per cent required to produce the amount levied.

There are now eleven taxing boards within the limits of Chicago, which make annual levies as follows:

1. *State Tax.* — For state purposes, from 50 to 60 cents on the $100 assessed valuation.

2. *County Tax.* — For county purposes, levied by the county board, not to exceed 75 cents on the $100.

3. *City Tax.* — For city purposes, levied by the Mayor and Council, limited to $2 on the $100.

4. *School Tax.* — Levied separately by the Mayor and City Council, limited to $2.50 on the $100.

MRS. POTTER PALMER'S RESIDENCE

5. *Library Tax.* — Levied separately by the Mayor and Council, limited to 10 cents on the $100.

6. *Sanitary District.* — Levied by the Board of Trustees.

7. *South Park System.* — Levied by the South Park Commissioners for parks in the towns of South Chicago, Hyde Park, and Lake.

8. *West Park System.* — Levied by the West Chicago Park Commissioners for parks in the town of West Chicago.

9. *Lincoln Park.* — Levied by the County Treasurer, acting as ex-officio supervisor, since the Lincoln Park Commissioners are not "corporate authorities."

10. *Ridge Park.* — A small district in Rogers Park. Levied by a board of five commissioners.

11. *North Shore Park District.* — Organized like Ridge Park District, by popular vote.

The average rate of taxation for all purposes in 1904 was 6.391 per cent.

CHICAGO'S INSTITUTIONS AND INDUSTRIES

THE PARKS OF CHICAGO

The parks of the city are under the supervision of four distinct boards; viz., the South Park Commissioners, the West Park Commissioners, the Lincoln Park Commissioners, and the Special Park Commissioners.

The Commissioners of the South Park Board, five in number, are appointed by the judges of the Circuit Court for a period of five years; those of the West and Lincoln Park boards, seven each, are appointed by the Governor. (For the Special Park Commission, see page 55.)

The parks are maintained by funds derived from a direct tax upon the three divisions of the city. They include also the boulevards connecting them, as far as completed. Drexel and Grand boulevards are said to be the finest carriage-drives on the continent. They are two hundred feet wide and magnificently adorned with floral decorations, and are lined on either side with beautiful and costly residences.

The whole number of parks in the city is now nearly one hundred, covering between three thousand five hundred and three thousand six hundred acres, includ-

ing the boulevards. The boulevards extend about forty-eight miles, in all.

There is also an Outer Belt Park Commission, which was organized in 1903 for the purpose of securing the

THE BEGINNING OF GRAND BOULEVARD

necessary legislation for opening an outer belt line of parks and boulevards within the county, and encircling the city from Calumet on the south to Winnetka on the north.

The establishment of a "Forest Preserve District" was voted on in November, 1905, but the result of the vote remains to be decided by the Supreme Court.

At the spring election in 1905 a bond issue was voted, amounting to two million five hundred thousand dollars, for the improvement of the South Park sys-

MICHIGAN AVENUE

tem. This was taken by popular subscription. A large portion of this money, probably one million dollars, will be expended on Grant Park. In Jackson Park about two hundred and fifty thousand dollars will be expended; in Washington Park, about one hundred thousand dollars.

The South Park system has been very greatly enlarged and improved within the last three years. This system now comprises Jackson Park, of five hundred and twenty-four acres; Washington Park, of three hundred and seventy-one acres; Midway Plaisance, of eighty acres; Gage Park, of twenty acres; Grant Park, of two hundred and eleven acres; and all the connecting boulevards. In addition to these, fifteen other parks have been acquired within the last four years, comprising, in all, about seven hundred acres. The land for the new parks has cost $1,800,000 and the improvements $2,575,000.

A unique feature of these new parks is the field-house in each, comprising a gymnasium for men and boys, and another for women and girls, with trained physical directors; also baths, reading-rooms, luncheon-counters, club-rooms, and an assembly-hall. Outside of each building are also gymnasiums, swimming-pools, and band-stands. Branch libraries are to be established in some of them, and other features will be added for the pleasure and benefit of residents in the neighborhood.

Jackson Park is famous for having been the site of the World's Columbian Exposition in 1893. It contains five hundred and twenty-four acres, and is the largest of the city parks. In it is located the Field Columbian Museum of Ethnology, Natural History, and Archæology. The museum is open from 9 A. M. to 4 P. M.

Admission is free on Saturday and Sunday; on other days an admission fee of twenty-five cents is charged.

Lincoln Park.—This is the oldest of the greater city parks. The south sixty acres was originally one of the main cemeteries of the city. In 1865 an ordinance was

LAGOON IN LINCOLN PARK

passed forbidding any more burials in this cemetery, and in 1869 the state legislature passed an act creating the Board of Lincoln Park Commissioners; but the park was not legally opened till 1874. Lincoln Park now contains five hundred and thirteen acres, and is nearly as large as Jackson Park. It is the most popular of all the city parks, and contains one of the largest and most complete zoölogical gardens in the world.

Monuments in Lincoln Park.

1. Lincoln Monument. Designed by St. Gaudens. Erected in 1887 by a bequest of Eli Bates, amounting to $50,000. The inscription on the monument is from

LINCOLN MONUMENT, LINCOLN PARK

the immortal speech of Lincoln at Gettysburg: "With malice toward none, with charity for all, with firmness in the right as God gives us to see the right, let us strive on. Let us have faith that right makes might, and in that faith let us to the end dare to do our duty as we understand it."

2. Grant Equestrian Statue. Erected by the citizens of Chicago, by popular subscriptions of one dollar or more; it is said to be the largest bronze figure ever cast in America. Its cost was $65,000. It is eighteen feet three inches in height. At its unveiling in 1891, it is said that one hundred and fifty thousand persons were assembled to witness the ceremony.

CLOSE VIEW GRANT MONUMENT, LINCOLN PARK

3. Indian Group — "The Alarm." The gift of Martin A. Ryerson in 1884. Cost $14,000.

4. Statue of Schiller. Presented by the German-American Society of Chicago in 1886. Cost $8,000.

5. Statue of Robert Cavelier de La Salle. Presented by Judge Lambert Tree in 1889.

6. Statue of Linne (Linnæus.) Presented by Swedish-American citizens in 1891.

7. Statue of Shakespeare. Presented by English citizens in 1893.

8. Statue of Benjamin Franklin. Presented by Joseph Medill in 1896.

9. Statue of Hans Christian Andersen. Presented

STATUE OF HANS CHRISTIAN ANDERSEN

by the Hans Christian Andersen Memorial Association in 1896.

10. Equestrian Statue of Indian Messenger—"The

Signal of Peace." Presented by Judge Lambert Tree in 1894.

11. Bust of Beethoven. Presented by Carl Wolfsohn in 1897.

There are also statues of Garibaldi, Goethe, and a

A VIEW IN LINCOLN PARK, SHOWING GRANT MONUMENT

boulder with inscription which marks the approximate burial place of David Kennison, the last survivor of the "Boston Tea Party."

The Academy of Sciences is in Lincoln Park, oppo-

EQUESTRIAN STATUE OF GENERAL JOHN A. LOGAN

site Center Street. The museum is open from 9 A. M. till 5 P. M. on Wednesdays, and from 1 to 5 P. M. on Sundays. There is no charge for admission.

Other Monuments in the City.— In Union Park there is a monument to commemorate the Haymarket Riot.

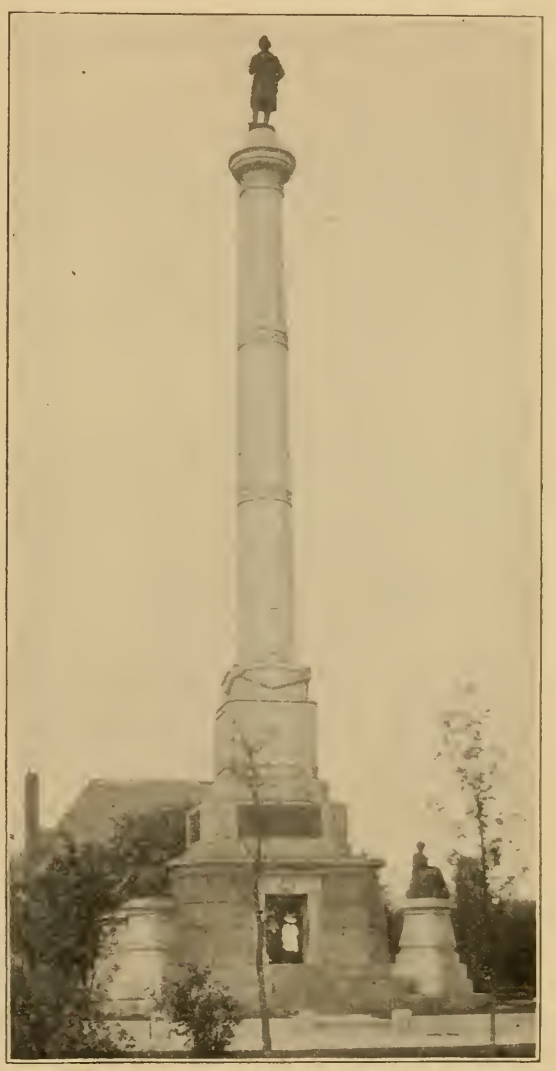
In Garfield Park there is a statue of Queen Victoria.

In Grant Park there is an equestrian statue of Major-General John A. Logan.

At the foot of Thirty-fifth Street there is a monument surmounted by a statue of Stephen A. Douglas.

At the corner of Calumet Avenueand Eighteenth Street is a statue commemorating the Fort Dearborn massacre, erected by George M. Pullman.

At Grand Boulevard and Fifty-first Street there is a statue of Washington.



DOUGLAS MONUMENT

In Humboldt Park there are statues of Humboldt, Leif Ericson, Reuter, and Kosciusko.

In Lincoln Park is an immense electric fountain which was presented by Charles T. Yerkes. This fountain plays regularly two evenings a week during the summer months, and draws great crowds of people from all parts of the city.

Grant Park, on the lake front, from Park Row to the river, is being enlarged to five times its present size, and will be elaborately improved. The Field Columbian Museum will be located in the center of the park. The present area of Grant Park is about two hundred and eleven acres.

Washington Park contains three hundred and seventy-one acres; *Douglas Park*, one hundred and eighty-two acres; *Garfield Park*, one hundred and eighty-eight acres; *Humboldt Park*, two hundred and six acres; *Marquette Park*, now being established between Sixty-seventh and Seventy-first streets, and California and Central Park avenues, three hundred and twenty-three acres.

The total number of acres in parks of the South Side is 1,974.86; of the West Side, 651.72; of the North Side, 536.35.

Order in Which the Parks were Established.

1839—Dearborn Park, now occupied by the Public Library building.

1842—Washington Square, a part of Bushnell's Addition.

1848—Jefferson Park, given by the Canal Trustees.

1854—Union Park, comprising seventeen acres; at that time the principal park of the city.

1855—Ellis Park.

A SCENE IN LINCOLN PARK

1857—Vernon Park.

1865—The name "Lincoln" was given to a sixty-acre tract on the lake shore between Webster Avenue and Menominee Street, a portion of which was used as a cemetery. Burials were then prohibited in the park, and ten thousand dollars was appropriated for improvements.

Cottage Grove Avenue was so named from a grove at the foot of Thirty-fifth Street, in which was the late Senator Douglas's residence, and where the Douglas Monument now stands. Woodland and Groveland parks, and the grounds of the original Chicago University, were also portions of the Douglas estate.

1868—Wicker Park.

1869—The chain of parks connecting Lincoln, Humboldt, Garfield, Douglas, Washington, and Jackson parks was established.

Thirty-four other small parks were established before 1870.

1899—Organization of the Special Park Commission, which has already added many new parks, and set on foot measures which will soon add hundreds of acres to Chicago's park area; and if the Forestry Preserve District is established, several thousand acres will become a park for the people of the city and county.

Chicago's Leading Libraries

Chicago Public Library.—Located on Michigan Avenue and Washington Street.

The interior of the building presents one of the most

CHICAGO PUBLIC LIBRARY

artistic examples of interior decoration to be found in the United States.

The circulating department is open from 9 A. M. to 6:30 P. M., except Sundays.

The reading-room and reference department are open from 9 A. M. to 10 P. M. on week-days, and from 9 A. M. to 6 P. M. on Sundays.

The library is free to all residents of Chicago.

The number of volumes in the library June 30, 1905, was 305,575.

There is a fine of not less than five dollars for tearing, marking, or in any way injuring any book or paper belonging to the library; also a fine of one dollar to ten dollars for not returning a book which has been drawn from the library.

The Blackstone Memorial Branch of the Public Library is on Lake Avenue, at the corner of Forty-ninth Street.

There are six Branch Reading-rooms, which are open afternoons and evenings.

There are thirteen free delivery stations on the North Side, twenty-five on the South Side, and thirty on the West Side.

Newberry Library.—Located on North Clark Street and Walton Place, facing Washington Square.

In 1868 Walter S. Newberry bequeathed more than $2,000,000 for the establishment of a library on the North Side. This fund is now much increased.

The library is open from 9 A. M. to 10 P. M. every day, except Sunday.

In June, 1905, this library contained 277,046 volumes.

The library is open to the public, but the books may not be taken away.

Field Columbian Museum Library. — This library, located in the Field Columbian Museum at Jackson

FIELD MUSEUM, JACKSON PARK

Park, is an outgrowth of the World's Fair of 1893. Marshall Field pledged $1,000,000 toward the preservation of the valuable collection of curiosities and relics which had been gathered together at the Fair.

The library is open to the public every week-day from 9 A.M. to 4:30 P.M., for reference purposes only.

It is confined almost exclusively to works on anthropology, botany, geology, and zoölogy. The Ayer collection of ornithological works alone is said to be worth $30,000.

The library, on September 30, 1904, contained about 32,000 books and pamphlets.

University of Chicago Library is located at the University of Chicago, Fifty-eighth Street and Ellis Avenue.

THE UNIVERSITY OF CHICAGO

This library contains about 400,805 volumes and 165,000 pamphlets.

While this is a university library, for the special use of students and faculty, it may be consulted by the public on payment of a fee.

The library was mostly purchased in Berlin, in 1892, at a cost of $600,000. It contains many rare volumes of great value.

John Crerar Library.—Located at 87 Wabash Avenue, sixth floor.

In 1890 John Crerar bequeathed $3,000,000 for a public library. This sum has increased since that time to $3,400,000.

In June, 1905, this library contained 136,234 volumes and pamphlets, on social, physical, and natural sciences, and their applications.

The library is free for consultation, but the books may not be taken away.

The library is open daily, except Sunday, from 9 A. M. to 10 P. M.

Lewis Institute Library.—Located on West Madison and Robey streets. Contains about 12,000 volumes.

The library is open to the public, but only students and instructors in the Institute may take the books away.

It is open daily from 8 A. M. to 5:30 P. M., except Saturday, when it is closed at 3 P. M.

Chicago Historical Society Library. — Located on Dearborn Avenue, corner of Ontario Street.

The library, museum, and portrait-gallery are open to the public from 9 A. M. to 5 P. M. on week-days.

The library contains about 40,000 volumes, 75,000 pamphlets, and a large collection of maps, views, etc.

Pullman Public Library. — Located at 73 to 77 Arcade Building, Pullman. It contains 9,000 volumes.

SCENE IN PULLMAN

The library is open from 9:30 A. M. to 5:30 P. M., and from 7 P. M. to 9 P. M.

Hammond Library.—Located at 43 Warren Avenue.

This is a library of theological literature, containing about 23,000 volumes. It is intended for the use of

students and faculty of the Chicago Theological Seminary, but may be consulted by clergymen and others.

It is open from September to May from 9 A. M. to 12 M., and from 1 to 5 P. M., and from 7 to 10 P. M., except on Saturdays.

Ryerson Library. — At the Art Institute, Michigan Avenue and Adams Street. Devoted exclusively to works on fine art.

The library contains upwards of 3,500 bound volumes and 16,000 Braun autotypes.

It is open daily, except Sundays and holidays, from 9 A. M. to 5 P. M.

The library is primarily for the use of students of the Institute, but may be consulted by the public.

Academy of Science Library. — Located in Lincoln Park.

The library consists chiefly of the publications of scientific societies, and is especially rich in the literature of geology and physical science.

It contains upwards of 19,852 volumes and pamphlets.

It is open from 9 A. M. to 5 P. M. on week-days.

St. Ignatius College Library. — Located at 413 West Twelfth Street.

The library is intended chiefly for the students and faculty of the college, but may be consulted by others.

It is open from 8 A. M. to 4 P. M.

The library contains about 20,000 volumes.

MONADNOCK BUILDING

Western Society of Engineers Library. — Located at 1734 to 1741 Monadnock Block. Intended for the members of the society, but others may consult it.

Open from 9 A. M. to 5 P. M., except Sundays and holidays.

The library contains about 5,000 volumes.

Chicago Law Institute Library. — This library is located temporarily at the Fort Dearborn Building.

It is exclusively for the use of the legal profession.

It contains about 40,000 volumes.

Other Important Libraries

Armour Mission, Thirty-third and Butterfield streets.

Athenæum Library, 26 Van Buren Street.

Cobb's Library, 91 Wabash Avenue.

Hebrew Library, 569 South Canal Street.

Hyde Park Reading-room, 136 Fifty-third Street.

Library of Methodist Episcopal Church, corner of Lincoln and Ambrose streets.

Mission Society Library, 26 College Place.

New Church Union Library, 17 Van Buren Street.

Ravenswood Public Library, corner of Sulzer and Commercial streets.

South Chicago Library, Bowen School, corner of Ninety-third and Houston streets.

Union Catholic Library, 94 Dearborn Street.

Wheeler Library, 1113 Washington Boulevard.

Young Men's Christian Association Library, Association Building.

Chicago Theosophical Society, Athenæum Building.

Church Club Library, 510 Masonic Temple.

Temperance Reading-room, 851 West Garfield Boulevard.

Theosophical Society Free Library, 511 Masonic Temple.

Universal Brotherhood Free Library, 511 Masonic Temple.

Virginia Library, 326 Belden Avenue.

Western New Christian Union Book-room, 901 Steinway Hall.

Western Theological Library, 1113 Washington Boulevard.

Young Men's Christian Association Reading-room (Scandinavian), 318 West Erie Street.

Northwestern University Library, Evanston.

Evanston Public Library, City Hall, Evanston.

Garrett Biblical Institute Library, Evanston.

The Art Institute

The Art Institute is located on the lake front, at the foot of Adams Street.

It is open from 9 A. M. to 5 P. M.

Admission is free on Wednesdays, Saturdays, and Sundays. On other days a fee of 25 cents is charged.

The Institute was organized in 1879. Its present home at the foot of Adams Street was erected in 1893. It was formally opened to the public December 8,

THE ART INSTITUTE

1893, and has not been closed since, which cannot be said of any other museum of art in the world.

All there is of the Institute has been the voluntary gift of the people of Chicago. Over 2,300 families contribute regularly to its support. The ground it occupies was given by the city. It is valued at $2,000,000. Its building has cost $900,000. Its collections are said to be worth $1,000,000. It expends an-

nually more than $50,000 in the conduct of its museum lectures. It costs $51,000 a year to maintain its schools. For several years about 650,000 persons have visited the Institute annually, of whom over 600,000 were admitted free. The total enrollment of pupils in its school in 1904 was 2,504. Its small library of 4,000 volumes was consulted in 1904 by nearly 52,000 persons. Chicago, as an art center, owes much to its Art Institute. Prof. W. M. R. French has been Director of the Institute since its first opening.

The Municipal Art League

The Municipal Art League was incorporated January 30, 1901, for the purpose of developing the artistic features of the city, in both public and private buildings and grounds. It is a private corporation, and possesses only advisory powers. Its board of directors includes the Mayor or the Commissioner of Public Works, three Park Commissioners, three sculptors, three architects, and three painters.

Chicago Public School Art Society

For the purpose of cultivating a taste for art and art works among the children of the public schools, an association was organized in 1894, which was later incorporated as The Chicago Public School Art Society.

This society now owns and has placed in sixty different schools about 550 pictures and casts, some of which are changed from one school to another twice each year. Necessary funds are provided by annual dues of members, entertainments, lectures, and gifts from citizens.

The Coliseum

The Coliseum is one of the largest buildings in the United States. It is two hundred by five hundred feet in extent. It is used for amusements, public gatherings, political and other conventions. It is located on Wabash Avenue, near Fifteenth Street.

Street-railways.

The first street-car was seen in Chicago May 1, 1859. It ran on State Street, from Lake to Twelfth. There were five two-horse cars and one one-horse car.

During the summer the track was extended southward to Twenty-second Street, along that street eastward to Cottage Grove Avenue, and then south to Thirty-first Street.

A double track was laid from Adams Street to Cottage Grove Avenue in 1860.

Lines were also extended on the West Side, along Madison Street and Randolph Street to Ogden Avenue.

Another company constructed a line on North Clark Street from Kinzie Street to Fullerton Avenue, which was then the city limits.

In 1863 the West Division Company purchased the West Side lines from the City Railway Company.

There are now 2,253 cars on all the surface lines in Chicago, covering 1,265 miles of single track.

Of the cars, 1,074 are cable-cars, 1,166 electric, and 13 horse-cars.

About nine hundred thousand passengers are carried on these surface lines every day.

The total capital stock issued for the fifteen surface roads in Chicago aggregates $87,916,150.

The capital of the five elevated roads amounts to $51,023,800, with one hundred and six miles of single track.

Surface and elevated roads together represent a capital of $138,939,950, and a mileage of one thousand three hundred and seventy-one miles.

The annual traffic on the main surface lines in 1904 amounted to 326,941,758, on the elevated lines, to 114,-878,504, or a grand total of 441,820,262. The daily average was 1,265,261.

At the present time the surface-car system of Chicago is in a transition state. It is operated by two different companies—the Chicago Union Traction Company and the Chicago City Railway Company. These companies have leased the lines of various independent companies,

and are in a dispute with the city relative to the expiration of their franchises. The city is now planning to construct and operate its own lines, if satisfactory terms cannot be made for extending the franchises or purchasing the lines.

On the Loop of the elevated lines there are about sixteen hundred trains per day, of four and five cars each, and during the rush hours—about ninety minutes morning and evening—they carry about thirty-eight thousand six hundred passengers per hour. The total number of cars on the Loop in one day is about six thousand.

Street-cars have the right of way, as against any person or vehicle.

If a street-car is delayed ten minutes by a breakdown, or by any act or neglect of the street-car company, any passenger may demand the refund of his fare.

The River Tunnels.

There are three tunnels under the Chicago River, each used for street-cars only.

The Washington Street tunnel was built in 1867–69. Its length is one thousand six hundred and five feet; cost, $517,000.

The La Salle Street tunnel was built in 1869–71. Its length is one thousand eight hundred and ninety feet; cost, $566,000.

The Van Buren Street tunnel was built in 1891-92. Its length is one thousand five hundred and fourteen feet; cost, $1,000,000.

By an order of the United States government, all the tunnels must be lowered or removed by April 15, 1906, in order to facilitate the passage of vessels of heavier draft. Two million dollars of bonds have been laid aside for this purpose. By a recent decision of the Supreme Court the Van Buren Street tunnel must be lowered at the expense of the Chicago Union Traction Company and the West Chicago Street Railroad Company.

Colleges, Seminaries, and Universities in Chicago

Armour Institute.
Art Institute.
Association Institute.
Baptist Union Theological Seminary.
Brooks's Classical School for Girls.
Chicago Free Kindergarten Association and Training School.
Chicago Froebel Association.
Chicago Kindergarten College.
Chicago Kindergarten Institute.
Chicago Musical College.
Chicago Theological Seminary.
De La Salle Institute.

Ephpheta School for the Blind.
Garrett Biblical Institute (Evanston).
Holy Family Academy.
Lewis Institute.
McCormick Theological Seminary.
Moody Bible Institute.
Northwestern University.
Northwest Side Talmud Torah.
St. Cyril's College.
St. Ignatius College.
St. Stanislaus College.
St. Viator's Normal Institute.
Teachers' College.
Theological Seminary of the Evangelical Lutheran Church.
University of Chicago.
Western Theological Seminary.
Young Men's Christian Association.

The City Directory

Once every year a large volume is published by a private publishing house, which contains the names and addresses of all persons living in Chicago. The names are obtained by a systematic canvass of the city immediately after May 1st, when most changes of residence occur. The book is ready for delivery early in July.

The Directory of 1905 contains 688,607 names, and by the computations usually made the population of the city is placed at 2,272,760. This is the sixty-seventh issue which has been published. It required 525 persons to take the names, and 150 to arrange them in alphabetical order.

The Newsboys

There are from 4,500 to 5,000 newsboys in Chicago. These newsboys are not the hoodlums of twenty-five years ago, but are mostly boys who have homes. Many of the boys are the sole support of their homes, and others support only themselves.

There is a remarkable *esprit du corps* among newsboys. While quarrels among themselves are not infrequent, they quickly unite in defending one of their number against any imposition or abuse from an outsider.

There is a kind of Protective Association among them, similar in some respects to a labor union. There is also a Benevolent Association. This is largely under the patronage of the Chicago Daily News, which contributes as much to the funds of the Association as the boys contribute themselves. In their delivery-room there is a lunch maintained, and the Daily News turns in the rental of this lunch-room to the funds of the Association. These funds are used to pay expenses

incurred for medical or hospital service, and for funerals, etc.

The Daily News Band and the Zouaves are maintained by the Daily News. It is a kind of reward of merit for a boy to be admitted to the military company.

By far the largest part of the papers sold by newsboys are evening papers. The boys acquire certain corners, which they pre-empt for their exclusive use, and the trade of a certain corner often becomes so valuable that it is regarded as a property, and is sold for a considerable sum of money, sometimes as much as a thousand dollars. On a good corner a boy's profits sometimes run as high as four or five dollars a day.

As a rule, the boys are very bright and intelligent. Their life brings them into contact with all phases of business, and their wits are sharpened and their brains developed, so that many of them later become successful business men. Many of Chicago's most eminent men began their careers as newsboys.

Formerly, the boys were mostly Irish, then German, and later many Jews took up the business, but at the present time the majority of the boys are Italians.

Electricity in Chicago

There are two companies which generate and supply electrical light and power to the city of Chicago, — the Chicago Edison Company and the Commonwealth Elec-

tric Company, each covering its own territory. The Chicago Edison Company supplies the business section of the city and the older residence district, having upwards of 17,000 customers, and 1,330,000 lights. The territory covers about fifteen square miles. The Commonwealth Electric Company as yet supplies chiefly the more remote sections. It has 11,000 customers, using 728,000 incandescent lamps.

These two companies have mutual interests and cooperate in every way possible.

Telephones

The Chicago Telephone Company has 98,000 telephones in use in the city of Chicago.

The telephone exchange covers an area of eighty-five square miles.

There are more telephone-calls in one day in Chicago than in any other city in the world. One packer alone has an average of 16,000 daily telephone-calls, which is more than the total of an ordinary city of as many thousand inhabitants.

There are over 54,000 telephones where the service is paid for when rendered, at a nickel a call.

All the leading hotels have telephones in every room, and the leading restaurants have telephones available at every table.

Ninety per cent of all the fire-alarms are sent in by telephone.

There are about 4,000 police-calls per month by telephone.

There are also about 10,000 automatic telephones within the "Loop" formed by the elevated railroads.

The Chicago Telephone Company has fourteen Chicago exchange-offices, and there are also about thirteen hundred private exchanges, one establishment requiring the service of thirteen trained operators to handle its business.

Gas

The gas which is used so extensively for illuminating, heating, and cooking purposes is manufactured by three corporations and sold by measurement to citizens at one dollar per thousand cubic feet. The companies furnishing gas are the People's Gas Light and Coke Company, the Ogden Gas Company, and the Universal Gas Company.

Gas is produced by spraying steam over a fire of coke, and also spraying in oil to give it illuminating quality. After passing into purifiers, it is conveyed to the large gas-holders, which everybody has observed, and held there, to be distributed through the streets of the city in pipes laid in the streets. From these pipes service-pipes are laid into the houses where gas is to be used.

The amount used by any house is determined by

meters connected with the service-pipes, which register automatically the number of cubic feet consumed.

The gas is forced through most of the pipes by the pressure of the holders, but this pressure is reinforced for long distances by an artificial process of blowing.

The People's Gas Light and Coke Company, which supplies most of the gas on the South and West sides of the city, has 370,000 meters set. The Ogden Gas Company supplies gas only on the North Side, and the Universal Gas Company only on the South Side.

The Chicago Relief and Aid Society

The Chicago Relief and Aid Society is one of the oldest charity organizations in the country, having been founded in 1857. Its work is done among all classes, irrespective of race, religion, or nationality. It receives applications for relief from any source, investigates every case, and aids those needing temporary relief. All beggars and persons needing aid should be referred to this society, and relief will be given to those deserving it.

The expenses of the Society are met by endowments.

Since the fire of 1871 this Society has aided 715,000 persons, and has disbursed in charity upwards of $5,871,000.

Chicago Bureau of Charities

The Chicago Bureau of Charities is supported entirely by private contributions. It requires about $60,000 a year for doing its regular work. In 1904 it had dealings with 8,481 families. It provides relief only where immediate suffering exists. It maintains loan funds; secures employment when possible; transports needy persons to friends, or places of employment; conducts a system of summer outings for poor children and women; maintains and directs vegetable-gardens, which are cultivated by industrious poor families; introduces a system of small savings among families which have been restored to self-support; provides pensions for widows with small children, and for aged couples, under certain conditions; co-operates with other charitable organizations; and keeps information on file in regard to needy persons and families.

The Illinois Humane Society

This Society was chartered March 25, 1869. Its purpose is to prevent cruelty to animals and children. Its office and headquarters are at 560 Wabash Avenue, in a house donated to the Society by some generous citizens of Chicago. The Society invites all persons to report cases of cruelty, either in writing or by telephone, with the fullest details possible. The Society has special agents and branches throughout the state. The laws

of the state and the ordinances of the city forbid cruelty to animals, bull-fighting, cock-fighting, dog-fighting, docking horses' tails, killing birds, using children under fourteen years of age for purposes of public exhibition or entertainment, and unnecessarily exposing children to the inclemency of the weather.

For the year ending April 30, 1905, the Society received 2,523 complaints of cruelty to animals, and 853 complaints of cruelty to children.

Theaters

There are about forty theaters in Chicago, of which number twelve, at least, may be said to be first-class in respect to structure and equipment. Nearly two hundred thousand people attend these theaters every week.

By an ordinance of the city it is unlawful for any man or woman to wear a hat or bonnet in any licensed theater in the city, during any part of the performance or program being rendered on the stage or platform. It is made the duty of the managers of the theaters to enforce this ordinance. The fine for wearing a hat is from three to five dollars.

The Weather Bureau

The Weather Bureau notes and records the temperature, barometer, wind, and climatic conditions of all kinds, as observed in Chicago and reported by telegraph

from all parts of the country. From these records and reports the Bureau is able to make a pretty accurate prediction as to what the weather will be during the next twenty-four hours.

The Climate of Chicago. — The climate of Chicago, though much maligned, is favorable for the growth and permanence of a great city. Many of Chicago's first settlers are still here to testify to the healthfulness of Chicago's climate.

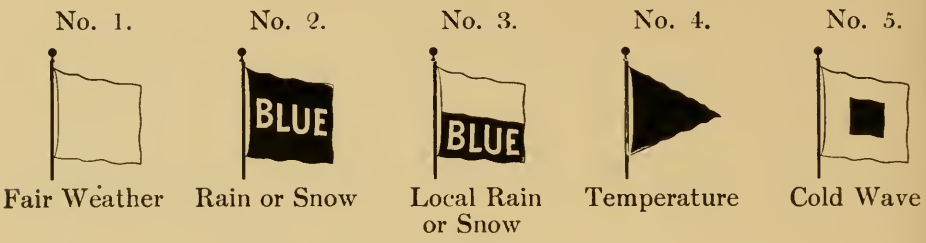
The water of Lake Michigan is naturally pure and healthful, and the proximity of so large a body of water tends to prevent the greatest extremes in the temperature of the atmosphere, in both winter and summer. The winters are varied, but generally not long, though sometimes very cold. In summer, occasionally hot, stifling winds blow from the south for a day or two.

The mean temperature for the year 1904 was 46.6°. The highest for the year was 94°; the lowest, 15° below zero; the normal temperature is 48.3°. The highest on record is 103°, which occured July 21, 1901; the lowest is 23° below, which occured December 24, 1872.

The normal temperature for the three months of December, January, and February, taken together, is 26°; for June, July, and August, 69.9°.

The average precipitation, or rainfall, for 1904 was 26.14 inches, the normal being 34.76.

The Signal Service. — The signal flags used to indicate the probable weather just ahead are as follows:



INTERPRETATION OF SIGNALS

No. 1, alone, indicates fair weather, stationary temperature.
No. 2, alone, indicates rain or snow, stationary temperature.
No. 3, alone, indicates local rain or snow, stationary temperature.
No. 1, with No. 4 above it, indicates fair weather, warmer.
No. 1, with No. 4 below it, indicates fair weather, colder.
No. 2, with No. 4 above it, indicates rain or snow, warmer.
No. 2, with No. 4 below it, indicates rain or snow, colder.
No. 3, with No. 4 above it, indicates local rain or snow, warmer.
No. 3, with No. 4 below it, indicates local rain or snow, colder.

Storm Signal. — A red flag with a black center indicates that a storm of marked violence is expected. The pennants displayed with the flags indicate the direction of the wind; red, easterly (from northeast to south); white, westerly (from southwest to north). If the pennant is above the flag, it indicates that the wind is expected to blow from the northerly quadrants, if below, from the southerly quadrants.

By night, a red light indicates easterly winds, and a white light above a red light, westerly winds.

Information Signal. — A red or white pennant displayed alone, at stations on the Great Lakes, indicates that winds are expected which may prove dangerous to

tows and smaller classes of vessels; the red pennant indicating easterly and the white pennant westerly winds.

Hurricane Signal. — Two red flags with black centers, displayed one above the other, indicate the expected approach of tropical hurricanes, and also of those extremely severe and dangerous storms which occasionally move across the lakes and northern Atlantic coast.

No night information or hurricane signals are displayed.

Forecasts.—In Chicago, daily forecasts of the weather are made at eight o'clock in the morning. These forecasts are based upon simultaneous observations taken daily at numerous regular observing-stations in the Mississippi Valley and the Northwest, and immediately telegraphed to Chicago. Within two hours after the morning observations have been taken, the forecasts are telegraphed from Chicago to distributing-points, whence they are further disseminated by telegraph, telephone, and mail.

A weather map, on which the salient features of current weather conditions throughout the country are graphically represented, is mailed immediately after the morning forecast is telegraphed.

The warnings given by the Weather Bureau of sudden changes in temperature, the approach of a cold wave, etc., have proved of great value to individuals,

railroad companies, shippers, etc. The warnings issued in January, 1896, foretelling a cold wave of exceptional severity, resulted in the saving of over $3,500,000 in the protection of property from injury or destruction. It is estimated that more than $15,000,000 worth of property was saved from destruction by the flood of 1903, through the warnings given by the Weather Bureau.

Life-saving Stations

There are sixty life-saving stations on the coasts of the Great Lakes. Thirty-one of these are on the shores of Lake Michigan. One is at South Chicago, one at Jackson Park, one at the mouth of the Chicago River, and one at Evanston.

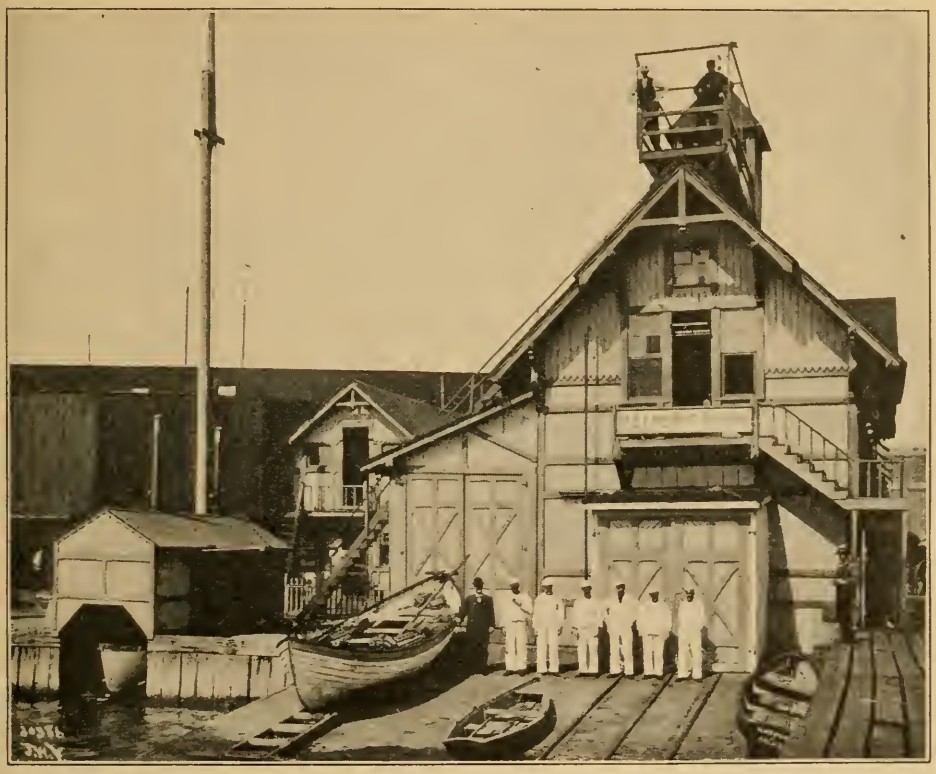
The total number of disasters on Lake Michigan during the year ending June 30, 1904, was 120; value of property involved, $652,090; property saved, $514,455; property lost, $137,635; persons on board, 405; persons lost, 6; shipwrecked persons succored at stations, 57; days' succor afforded, 234.

One keeper is on duty at these stations during the entire year, and seven or eight surfman at each from April 1st to November 30th, or during the season of navigation.

Life-saving stations are maintained by the United States government, purely for the protection of life and property on the coasts of the Great Lakes and oceans.

The stations are equipped with all needed appliances, including apparatus, books, charts, draft horses in many cases, telephones, furniture, boats, wreck-guns, restoratives, etc.

The crews are paid salaries by the government, and



U. S. LIFE SAVING STATION

are strictly forbidden to solicit or receive rewards for services rendered any person or vessel.

Shipwrecked sailors are provided with food and lodgings as long as they are necessarily detained.

How the Service is Performed.—The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy, the patrol is continued through the day.

Each patrolman carries Coston signals, and if he discovers a vessel in danger, he ignites one of them, which emits a brilliant red flame of about two minutes' duration, and this is a warning to the vessel, or notice that assistance is at hand.

If a vessel is in distress, it sends up rockets or burns flare-lights, or, if the weather is foggy, fires guns, to attract attention, provided it has received no signal from the station.

Usually, a large lifeboat is launched and sent immediately to the vessel, or a lighter surfboat may be hauled overland to a point opposite the wreck, and launched there.

If it is inexpedient to use a boat, the wreck-gun and beach apparatus are used. A shot with a small line attached is fired across the vessel, and this line is seized as soon as possible by those on board and hauled in until a tail-block is in hand, with a whip or endless line through it. This tail-block has a tally-board attached to it, with the following directions, in English on one side and French on the other:

"Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place

you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore."

As soon as their signal is seen, a three-inch hawser is fastened to the whip-line and hauled to the ship by the life-saving crew. A tally-board is attached to the hawser, bearing the following directions, in English on one side and French on the other:

"Make this hawser fast about two feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore."

The life-saving crew then hauls the hawser taut, and by means of the whip-line sends to the ship what is called a breeches-buoy, suspended from a traveler-block, or a life-car from rings, running on the hawser. Only one person, or at most two, can be hauled ashore by means of the breeches-buoy, but from four to six by the life-car. The operation is repeated till all are landed.

The rules require that women and children shall be landed first, and if the lifeboat is sent, no goods or baggage is permitted in the boat till all persons are landed.

Signals are given from the ship in the daytime by one man separating himself from the rest and swinging his hat or handkerchief, or his hand alone; if at night, by showing a light and concealing it once or twice. Like signals are made from the shore.

The Union Stock-yards.

The Union Stock-yards represent the greatest live-stock market in the world. They are located about five and a half miles from the City Hall, in a southwesterly direction. The grounds cover nearly five hundred acres. These grounds include twenty miles of streets, twenty miles of water-troughs, fifty miles of feeding-troughs, and several artesian wells with an average depth of 1,230 feet.

The original cost of the plant was four million dollars. The packing-houses cost ten million dollars.

The number of people employed by the Union Stock-yards, the packers, and other concerns directly connected with them, reaches nearly three hundred thousand, or almost one seventh of the total population of Chicago.

The annual volume of business is six hundred million dollars, which includes the live-stock, packing, commission, and stock-yard railway interest.

In 1904 there were 3,259,185 cattle received at the yards, 7,786,541 hogs, 4,504,630 sheep, 105,949 horses, over two-thirds of which were slaughtered there.

The packing-house district, commonly styled "Packingtown," covers nearly as much territory as the Union Stock-yards. Here a separate and independent business is carried on, yet dependent for its supplies on the live-stock at the yards. The cattle, hogs, sheep, etc., are slaughtered and prepared for market by the packers,

and by them shipped to every part of the world. The yards supply the raw material gathered from every state in the Union, and the packers prepare and distribute this material to consumers everywhere.

The rapidity with which animals are slaughtered and

UNION STOCK YARDS

"packed" is one of the most marvelous sights in the world.

The Union Stock-yards and Transit Company is a corporation chartered by the state. This company

simply furnishes the facilities for carrying on the live-stock business, but does not buy or sell any live-stock. This is done by owners or commission-men, who dispose of their stock to the packers, shippers, and other stock-men.

There are, then, three distinct parties interested in this business, — the owners and commission-men, who buy and sell the stock; the Union Stock-yards and Transit Company, which furnishes the grounds, pens, weighing facilities, etc., to the stock-men for certain stipulated fees, which constitute the only revenue of the company; and the packers and shippers, who buy the live-stock and dispose of it to their own customers.

There is an average of about one thousand car-loads of live-stock received at the yards every day of the year, each car-load averaging in value upwards of one thousand dollars, making a total of one million dollars' worth every business day. In "Packingtown" these figures are duplicated in the amount of trade and the expenses of business done there.

In these two mammoth establishments more than one hundred car-loads of coal are consumed daily.

The commission-men are organized into a Chicago Live-stock Exchange, which establishes and enforces certain rules for trading. This exchange has now about seven hundred members.

The International Live-stock Exposition. — The first

International Live-stock Exposition was held in December, 1900. The purpose was to gather together the best specimens of cattle, sheep, hogs, and horses, as an inspiration to higher breeding and general improvement

UNION STOCK YARDS

in stock. The exhibition was a great success. As many as three hundred fifty thousand visitors attended it. The exposition was provided with a location and the necessary funds by the Union Stock-yards and Transit Company.

The second exposition was a still greater success, and each year marks an enlargement of the scope of this

Exposition and a more widespread interest among the people.

The total valuation of the domestic animals in the United States in 1904 is estimated at $3,298,247,479, or more than the total of all the grain, cotton, coal, petroleum, minerals, precious stones, metals, potatoes, sugar, molasses, wool, and tobacco. Chicago is the largest grain market in the world, the largest lumber market, and the largest wholesale dry-goods market, yet her aggregate business as a live-stock market exceeds the aggregate of all these combined.

Ship-building

About one mile from the mouth of the Calumet River, and twelve miles from the City Hall, is located a ship-building yard which covers twenty acres. Here ships for lake service are constructed. In 1904 two steel vessels were constructed, at a cost of $179,000, with a tonnage of 1,526; also, six wooden vessels, costing $19,500, tonnage 69.

High Buildings in Chicago

One of the notable features of Chicago is the large number of high buildings in the business section of the city. Among the most conspicuous are Montgomery Ward and Company's building, whose tower extends to the great height of 394 feet; the Masonic Temple, 305 feet high; and the Auditorium, whose tower is 270 feet

MASONIC TEMPLE

high. With the exception of the Washington Monument, the Cologne Cathedral, and the statue of William Penn on the City Hall in Philadelphia, Mont-

gomery Ward and Company's tower is the highest structure in the world.

On the top of the tower is an immense statue of Progress, seventeen feet high, which is illuminated at night by seven hundred and fifty incandescent electric lights, which can be seen for many miles inland and on the lake. The statue is covered with pure gold leaf, and weighs nearly two tons. This statue rests on ball bearings and swings with the wind, so that it serves as a weather-vane for all Chicago.

During the season of navigation the dome of the Masonic Temple is brilliantly lighted every night, including Sundays and holidays, between seven and twelve o'clock, regardless of the weather. Two hundred white incandescent electric lights are placed in a horizontal line around the dome, with an additional row of sixteen lights six feet above the position of the time-ball.

The Time-ball. — Every day, except Sunday, at exactly twelve o'clock, a ball is dropped, by electricity, from a flagstaff on top of the Masonic Temple, under the control of the Hydrographic Office in the Federal Building. The ball is hoisted five minutes before noon.

Several of the largest office buildings in Chicago are populated during the business hours by ten thousand people, and fully as many more enter them to transact business.

In 1904 Chicago spent $45,667,560 for new buildings,

and in July, 1905, there were twenty-one new steel business structures either begun or under contract.

The Tunnel, or Subway, under the Streets of Chicago

The construction of the great tunnel under the streets of Chicago was begun in September, 1901, and proceeded at a rate of more than a mile a month.

FIRST NATIONAL BANK BUILDING

When completed, this tunnel will be about sixty miles in length. Nearly forty miles have been completed, December 1, 1905. It is the purpose of the company constructing the tunnel to make connections with the Federal Building and all other large buildings in the business section, so that mail and freight may be easily and quickly transported direct to all the railroad depots.

By the ordinance granting the privilege of this construction, the tunnel itself, but not its equipment, will revert to the city at the expiration of the lease in 1927. It is claimed that thirty thousand tons of freight are now hauled daily by the Tunnel Company.

The tunnel extends forty-two feet below the surface of the ground, and is longer than any other subway in the world. The main lines of the system are twelve and a half feet wide and fourteen feet high, but the greater portion are six by seven and a half feet. On the bottom of the trunk portion of the system there is a concrete floor twenty-one inches thick, while the walls are protected by a similar concrete eighteen inches thick; the lateral conduits are protected by concrete walls thirteen inches and ten inches thick.

The importance of this great tunnel system to the city of Chicago can hardly be estimated. In the single item of transportation of freight to and from the railroad depots millions of dollars will be saved and thousands of loaded trucks and freight-wagons will be taken off the streets. The cost of teaming to and from the depots ex-

ceeds fifty million dollars a year. It employs about thirty thousand teams almost continually on the streets in the most congested district. It is estimated that fifty-seven million dollars is invested in these trucks and teams, and one hundred thousand tons of freight are handled daily. All this indicates the enormous expense at which freight is hauled by the merchants and railroads in Chicago. The tunnel will soon relieve the streets, the people, and the shippers from this crushing burden, by carrying the freight under the ground, and leaving the surface for the people to pass to and fro with a minimum of danger and discomfort. In making excavations for new buildings the dirt will be carried off through the tunnel and dumped on the lake shore, instead of being carted through the streets. The delivery of some ten million tons of coal each year will be done through the tunnel instead of being carted through the streets, and the ashes will be removed in the same way.

It is plain that such use of the tunnel will relieve the business district from much noise, dirt, and congestion.

CHICAGO'S COMMERCIAL INTERESTS

The Board of Trade

The Chicago Board of Trade Building is on Jackson Boulevard, facing north, at the southern end of La Salle Street, within the "Loop."

The Chicago Board of Trade is the largest institution of the kind in the world. It was first formed in 1848. The present building was begun in 1882 and completed in 1885, at a cost of $1,800,000.

The present membership of the Board includes 1,785 names. The nominal price of a membership is $10,000, but retiring members sell their certificates for varying amounts. The value of a membership at the present time is about $3,000.

The Board is in session from 9:30 A. M. till 1:15 P. M. Here the members buy and sell the staple articles of food, especially grains. The clearances of the Board in 1904 amounted to $99,101,957.50.

The Lumber Business

The lumber business of Chicago is greater than that of any other city in the world. The great lumber-yards are located mostly in the southwestern part of the city.

BOARD OF TRADE BUILDING

In Chicago are some of the most extensive sash, door, and blind factories, and planing-mills in the world.

Ten miles of water frontage are devoted to the lumber interests. The amount of business done each year runs up into the billions.

Shipping Interests

Chicago handles $250,000,000 worth of grain in a year, packs $350,000,000 worth of meat, and turns out $112,000,000 worth of iron and steel.

The following tables show the receipts and shipments of the leading articles of commerce in the city of Chicago for 1904.

GRAIN

	Receipts	Shipments
Flour, barrels	8,839,220	7,267,896
Wheat, bushels	24,457,347	17,957,416
Corn, "	100,543,207	75,184,758
Oats, "	73,023,119	47,303,901
Rye, "	2,379,367	1,567,273
Barley, "	25,316,917	5,802,856
Total	225,719,957	147,816,204

PRODUCE

	Receipts	Shipments
Hay, tons	252,370	11,660
Hides, pounds	165,739,850	197,469,251
Wool, "	72,693,060	73,316,559

Cheese, "	90,937,788	66,148,937
Butter, "	249,024,146	249,359,694
Flaxseed, bushels	3,337,313	676,281

MEATS

	Receipts	Shipments
Live hogs	7,786,541	1,626,022
Dressed hogs	20,024	120,845
Cattle	3,259,185	1,326,332
Sheep	4,504,630	1,362,270
Dressed beef, pounds	208,204,901	1,072,156,300
Lard, pounds	54,549,592	336,789,963
Barreled pork, barrels	10,452	113,850
Other meats, pounds	200,221,000	652,564,606

The grain is "handled" without the use of hands. It comes by rail, canal, or lake boat, "in bulk," not in bags or barrels, but loose in the car or boat. The train or boat stops by the side of an "elevator," and the grain is pumped into enormous bins; from these bins it is poured out into other cars or vessels on the other side of the elevator by steam-power, and all this is done within a few minutes.

The grain is inspected and graded by an inspector and dumped with a mountain of other grain of the same grade. A receipt is given by the clerk of the elevator, and this receipt is as good as a bank check. It goes from one hand to another among grain dealers on 'change and in the grain market, the same as so much money.

Chicago's factory products aggregate $1,100,000,000

in value every year, and its commerce, aside from manufacture, is $1,150,000,000 a year.

Chicago has the greatest car-building shops, agri-

GRAIN ELEVATOR

cultural-implement works, vehicle-works, stove-works, and boiler-shops in this country.

The Chicago Clearing-house

The Chicago Clearing-house Association was organized in 1865. Its objects are: "The effecting at one

place of the daily exchanges between the several associated banks, and the payment at the same place of the balances resulting from such exchanges, and to establish rules and regulations in matters of common interest

ILLINOIS TRUST AND SAVINGS BANK

arising from or affecting relations with banks in other localities, and the fostering of sound and conservative methods of banking.''

The payment of exchanges is effected systematically, within about twenty minutes, daily at 11 A. M., Saturdays at 10 A. M.

There are seventeen members of the association, and thirty-five non-members, or banks which make their clearings through members.

The business of the Clearing-house is confined entirely to banks and large corporations which handle a great many checks. The United States Sub-Treasury is also a member of the Association. Depositors' checks or bank balances are not in any way connected with the business done at the Clearing-house. Each bank closes its accounts with other banks at 10:30 A. M., and all checks received later than that are carried forward into the next day's transactions.

The total clearings by the associated banks of Chicago for 1904 were $8,989,983,764, the balances $739,806,074.

The clearings by the Clearing-house of the Board of Trade were $99,101,957; the balances, $31,999,278.

The Federal Building

The present Federal Building was erected at a cost of more than $5,000,000. Its predecessor on the same block was erected in 1873 at a cost of about $4,000,000, and was removed for the new building in 1896. The new building is the finest of its kind in the United States It occupies a whole block in the heart of the business section of the city, bounded by Adams, Dearborn, Jackson, and Clark streets, with a spacious entrance on each street. It was first occupied in 1905. The predominant style of its architecture is Corinthian.

In its general scheme it is a two-story structure, with a cross portion rising six stories higher, having an octagonal dome at the sectional point of the cross. In the

FEDERAL BUILDING

center of each wing is a broad corridor with rooms on each side.

The basement, outside of such parts as are used by the mechanical plants, is used by the Post-office, also the first, second, and third floors, except those rooms occupied by the Sub-Treasury on the first floor.

It differs from all other buildings of its kind in the country, being an entirely new departure from the conventional massive architecture which disitnguishes most buildings constructed by the government. Four giant skylights, besides many large windows, afford light in abundance, without the sacrifice of beauty or utility. The elevators and stairways are in the center of the building.

The Post-office

In many important respects the business done by the Chicago Post-office surpasses that of New York. There are 2,300 clerks in the General Post-office and stations, and 1,596 carriers and collectors. The total number of employees is about six thousand. The carriers cover one hundred and ninety square miles of territory, or more than the carriers of any other city in this country. New York and Brooklyn together have two thousand six hundred and four carriers, but cover only one hundred and thirty-two square miles.

The total receipts for the year ending June 30, 1905, were $11,648,410.36.

There were 2,063,988,280 letters received for delivery during the year, and 1,536,635,378 newspapers, circulars, etc., were received and forwarded. In all, 3,601,-844,300 pieces of all classes were received, weighing 422,412,841 pounds.

The mail sent to the Dead-letter Office in Washington, numbered 1,187,808 pieces.

The expenses of the government in transacting the business of the Chicago Post-office for the year were $3,921,263.40, which leaves a net profit of $7,727,146.96. The money-orders issued during the year amounted to $144,274,681.15, which involved 9,531,809 separate transactions.

Post-office cars are run on several of the main lines of street-railway, making a trip each hour from 8 A. M. to 6 P. M. These cars connect with all other lines. Letters may be deposited on them at any stopping-place. Letters may also be posted on the United States postal-cars of steam-railways up to the moment of leaving. Two-cent stamps may be bought on any of these cars.

SOME OF THE LEADING FEATURES OF CHICAGO

Chicago has been personified as an Amazonian warrior wearing the dress of the Goddess of Liberty, with the words "I WILL" across her breast, in large letters.

Within the limits of the river on the north and west, Twelfth Street on the south, and the lake on the east, there is more business transacted than in any other spot in the world, of equal size. There are more teams in the streets, more street-railway cars filled with passengers, and more pedestrians, within these limits than can be found within the same space in any other city on the face of the globe.

Chicago has long been called the "Garden City," probably on account of the many beautiful garden-like residences in the southern outskirts in its early days, possibly because of the many real gardens on the northern boundary, which furnish a livelihood for many foreigners the year round.

The Catholic Directory for 1904 gives the following statistics of the Roman Catholic Church in the archdiocese of Chicago:

Catholic population, about 1,000,000
Children in Catholic institutions 93,388

Catholic Churches	316
Seminaries	3
Colleges for boys	8
Academies for girls	23
Parishes with schools	168
Orphan asylums	7
Charitable institutions	39
Children attending parish schools	67,388
Catholic clergy	619

The Wonderful Growth of Chicago

The increase of population in Chicago averages 150,000 a year, more than the entire population of Omaha or Denver. In one year and a quarter the increase equals the total of St. Paul, Indianapolis, or Kansas City.

It has been shown that no other city in the world is increasing one tenth as fast as Chicago in its manufactures, which now exceed those of New York, Boston, and Philadelphia combined.

In the iron and steel industry, Chicago does more than twice the business of all other cities west of Pennsylvania. The first steel rails ever made in this country were rolled in Chicago in 1865, and to-day Chicago is the greatest producer of steel rails in the world.

The Languages of Chicago

Forty-three languages and dialects are spoken in Chicago.

With the exception of Berlin and New York City, there are more Germans in Chicago than in any other city in the world. There are more Bohemians in Chi-

PARADE ON DEARBORN STREET, EAST OF FEDERAL BUILDING

cago than in Prague, and as many Scandinavians as in Stockholm.

One Day's Events in Chicago

The following interesting statement of what is going on daily in Chicago is reproduced from the Chicago

Tribune of April 9, 1905, and is said to be as accurate as possible:

A death every fifteen minutes.

A birth every eight minutes and twenty-seven seconds.

A murder every seventy hours.

A suicide every eighteen hours

A serious accident, necessitating nurse's or physician's care, every four minutes.

A fatal accident every five hours.

A case of assault and battery every twenty-six minutes.

A burglary every three hours.

A holdup every six hours.

A disturbance of the peace, to attract attention, every six seconds.

A larceny every twenty minutes.

An arrest every seven minutes and thirty seconds.

A fire every hour.

An arrest for drunkenness every fifteen minutes.

A marriage every twenty minutes.

A case for the coroner every three hours.

A new building completed every one hour and fifteen minutes.

A railroad passenger train arrives every fifty-six seconds.

Sixty passengers, suburban and through, arrive every second at railroad stations.

Seventeen thousand gallons of water a minute pass through the nineteen hundred miles of city water-mains.

One thousand three hundred and forty-three letters are delivered by the post-office every minute, day and night.

Chicago's Greatness

In a recent letter to the Chicago Record-Herald, Mr. William E. Curtis, cites the following, among other visible evidences of the greatness of Chicago:

1. Her harbors float a greater tonnage than any other port in the world. Neither London, nor Liverpool, nor Hamburg, nor New York equals it. In 1903, 15,371 vessels entered and cleared, with an aggregate tonnage of 15,307,635.

2. Her commerce by water surpasses that of New York, Boston, Philadelphia, and Baltimore combined. In 1903 the receipts of grain were 276,000,000 bushels, and of corn nearly 100,000,000 bushels.

3. She is the greatest of railway centers, whether measured by freight or passenger traffic, by earnings, or by the mileage of the roads which focus there. She is the terminus of thirty-two railway lines, operating 65,000 miles of main track, or about 30 per cent of the total mileage of the entire country. Every day 1,839 trains enter and leave Chicago, including 333 express trains. In 1903 the gross earnings of the members of the Chicago Railroad Association amounted to $661,000,000, an increase of about 87 per cent during the last ten years. Within the corporate limits are 1,924 miles of track,

and 6,937 side-tracks. The roads belonging to the association employ more than 50,000 men.

4. Chicago is the greatest cattle market in the world. During 1903, 16,232,055 live animals, valued at $295,-

AUDITORIUM HOTEL

217,814, were received, being the equivalent of 310,117 car-loads.

5. Chicago has the largest packing-houses in the world, and handles three fourths of the meat products of the United States.

6. Chicago is the largest grain market, with twenty public elevators and sixty-two private elevators, having

a combined capacity of more than 60,000,000 bushels.

7. Chicago does the biggest mail trading business.

8. The largest trade in ready-made clothing.

9. The largest trade in men's furnishing goods.

10. She is the largest hardware market in the world.

11. She has the biggest hardware-store, with fifteen acres of floor-space.

12. She has the richest merchant in the world, and he has made his money on the spot.

13. Chicago is the biggest furniture market, and sells one third more furniture and household goods than any other city.

14. She has the largest and finest retail department store in the world.

15. She has the finest wholesale dry-goods establishment in the world.

16. The show-windows in her retail section are unsurpassed for size or taste or gorgeousness of display.

17. Chicago has the greatest telephone system in existence,—one company, with investments of $14,000,000 and 113,000 subscribers.

18. She is the largest producer of telephones and other electric supplies, the total output in 1903 being $16,500,000 in manufactures and more than $7,000,000 in the jobbing trade.

19. Chicago is the biggest market for agricultural machinery.

20. She has also the worst street-car system in the world.

21. She has the worst pavements and the shabbiest streets of any city outside of China, except Constantinople.

22. She has nearly 3,000 miles of unpaved streets.

23. She has the darkest and dingiest city hall in existence.

24. She has the slowest-growing Federal building, which will be outgrown before it is finished.

25. She has more Germans than any city except Berlin and Hamburg; more Bohemians than any city except Prague; more Irish than any city except Dublin; more Scandinavians than any city except Stockholm, and more Jews than can be found in Palestine.

In finance Chicago stands fourth among the great cities of the world, being led by London, New York, and Paris only, which is especially remarkable when the relative ages of those cities are considered. In 1903 the deposits in national and state banks were $600,000,000, and in the savings banks $120,000,000. Chicago is the third city in manufactures, being surpassed by London and New York only. The percentage of increase is far greater than either of those cities, the capital having advanced from $170,000,000 to $620,000,000 in twenty years. She has a pay-roll amounting to $165,000,000 a year, and it bears more than 300,000 names.

Non-partisan Political Associations

The Municipal Voters' League is not a political body, except that it seeks the purification of municipal politics in determining the character of candidates for the position of alderman, and in deciding which candidates are most worthy of their votes. It is non-partisan. The League was first formed in 1896, and has been a very effective agency in the election of honest men to the City Council. Its published criticisms of candidates before election are accepted by the citizens generally as being impartial and correct. The League is supported solely by voluntary contributions, varying from one dollar to one thousand dollars. Every citizen should be willing to aid so valuable an agency for securing and maintaining an honest and efficient Council. The office of the League is at 107 Dearborn Street.

The Citizens' Association of Chicago also seeks to promote the general political welfare of the city. Its office is at 92 La Salle Street.

The City Club is at 180 Madison Street.

The Civic Federation, 184 La Salle Street.

The Civil Service Reform Association of Chicago, 184 La Salle Street.

Legislative Voters' League of Cook County, 92 La Salle Street.

Municipal Ownership League.

The Citizens' Law and Order Association was organized and incorporated in July, 1905. Its purpose is to

aid the people in securing the enforcement of the laws and the suppression of disorderly places.

Referendum League, 1440 Monadnock Building.

The Hamilton Club, Iroquois Club, Marquette Club, Mohican Club, and others, though chiefly social in their aims, are more or less active in promoting the interests of one or other of the leading political parties.

Every citizen ought to be willing to serve the city in any capacity where his services are needed. When a business man is summoned to serve on a jury he should not be excused, except for reasons specified by the law.

All public officers and employees of the city should do their best to render valuable and faithful service.

Every citizen should willingly obey and respect the laws and ordinances of the city.

Every citizen is a part of the city, and when he serves the city well he does a favor to himself.

Charitable Organizations.

There are in Chicago more than sixty associations organized for the purpose of dispensing general charities, twelve or more special charity organizations, and sixty or more church charity organizations.

Social Settlements

The University of Chicago Settlement, 4630 Gross Avenue.

The Forward Movement, 305 West Van Buren Street.

Northwestern University Settlement, Augusta Street, northwest corner of Noble.

Hull House, 335 South Halsted Street.

Chicago Commons, Grand Avenue, corner of North Morgan Street.

Besides these there are fourteen others, less extensive in their scope.

The chief aim of these settlements is to provide centers for higher civic and social life, to initiate and maintain religious, educational, and philanthropic enterprises. and to investigate and improve conditions in the industrial districts of Chicago.

Cemeteries

There are nearly fifty cemeteries required for burying the dead of Chicago, some of the most important of which are the following:

Mount Greenwood Cemetery, on One Hundred and Eleventh Street, or Morgan Avenue, between California and Western avenues, sixteen and a half miles from the City Hall. It comprises eighty acres, on a heavily timbered ridge, in some places seventy feet above the lake.

Graceland Cemetery comprises one hundred and twenty-eight acres, on North Clark Street, six miles from the City Hall, extending a mile north and south along an elevated ridge. The Graceland Cemetery Company was chartered in 1861. All lots in the cemetery

are exempt from taxation, also from execution and attachment. No street or through-fare is permitted to pass through the cemetery. A sinking fund is created by reserving ten per cent of the gross proceeds of sale of burial lots. With this fund the expenses are paid for the perpetual maintenance of the cemetery. The fund is held and managed by trustees elected by the lot-owners.

Calvary Cemetery is located ten miles north of the City Hall, just south of Evanston. It contains one hundred acres. It was first opened in 1861. The number of interments is now about two hundred thousand.

Waldheim Cemetery is located eleven miles west of the City Hall, on Harrison Street.

Oakwoods Cemetery is located on Sixty-seventh Street and Greenwood Boulevard, nine miles south. It contains one hundred and eighty-two acres.

Rose Hill is eight miles north; contains five hundred acres. It lies from thirty to forty feet above Lake Michigan, and is mostly covered with native oaks.

St. Boniface is on North Clark Street, at the corner of Lawrence Avenue, about six miles from the City Hall. It contains thirty acres.

St. Maria contains one hundred and two acres. It is thirteen miles south, near Eighty-seventh Street.

The German Lutheran Cemetery is six miles north, at the corner of Clark and Graceland avenues. It contains fourteen and a half acres.

Mount Hope is nine miles south, near Morgan Park.

Mount Olive is twelve miles north, on Sixty-fourth Avenue, near West Irving Park Boulevard. It contains forty one acres.

Mount Olivet contains eighty acres; located sixteen and a half miles southwest.

Forest Home is five miles west, on Madison Street; it contains eighty-six acres.

Concordia is contiguous to Forest Home, containing eighty acres.

Location of Railroad Depots

Central Station. — Park Row and Twelfth Street. Cleveland, Cincinnati, Chicago, and St. Louis (Big Four); Illinois Central; Michigan Central; Wisconsin Central; Grand Rapids and Indiana.

Northwestern Station. — Wells and Kinzie streets. Chicago and Northwestern.

Dearborn Station. — Polk Street, between Custom House Place and Plymouth Place. Atchison, Topeka, and Santa Fé; Chicago and Western Indiana; Chicago, Indianapolis, and Louisville (Monon); Chicago and Erie; Grand Trunk; Wabash.

Grand Central Station.—Fifth Avenue and Harrison Street. Baltimore and Ohio; Chicago Great Western; Chicago Terminal Transfer; Père Marquette.

La Salle Street Station.—Van Buren Street, between La Salle and Sherman streets. Chicago and Eastern Illinois; Chicago, Rock Island, and Pacific; Lacka-

wanna; Lake Shore and Michigan Southern; New York, Chicago, and St. Louis (Nickel Plate).

Union Station. — Canal Street, between Adams and Madison streets. Chicago and Alton; Chicago, Burlington and Quincy; Chicago, Milwaukee, and St. Paul; Pittsburg, Fort Wayne, and Chicago; Pittsburg, Cincinnati, Chicago, and St. Louis (Panhandle).

Nearly 1,500 passenger trains arrive at and depart from these six stations each twenty-four hours, as follows:

Central Station	504
Chicago and Northwestern	346
Union Station	264
La Salle Street Station	202
Dearborn Station	129
Grand Central Station	40
Total	1,485

Museums in Chicago

Chicago Academy of Sciences.
Field Columbian Museum.
Municipal Museum of Chicago.

Fountains in Chicago

The chief public fountains in the city are the Drake, on La Salle Street, west of the City Hall; the Drexel, on Drexel Boulevard, near Fifty-first Street; the Electric, in Lincoln Park; and the Rosenberg, at the south end of Grant Park.

Lighthouses

There are three lighthouses for Chicago harbor,—the Gross Point Lighthouse, at Evanston; the North Pier Lighthouse; and the Calumet Lighthouse.

Other Interesting Facts

Chicago has 67 asylums, 42 cemeteries, 1,125 churches and missions, 36 convents and monasteries, 35 dispensaries, 65 hospitals, 2 infirmaries, 36 libraries, 34 medical, dental, pharmaceutical, and veterinary colleges, 21 kindergartens besides those connected with the public schools, 31 consuls and consulates representing foreign countries, 25 first-class hotels, 10 daily newspaper-offices, 15 national banks, 38 state banks, 12 business exchanges, 10 ocean-steamship offices, 15 lake-steamer passenger lines, 8 express companies doing local and foreign business, 31 university and college alumni associations.

The deposits of the national banks, November 9, 1905, were $315,003,665; of the state banks, November 10, 1905, $340,666,106.

About 600 publications emanate from Chicago, including 33 newspapers, printed in twelve different languages, 46 religious periodicals, 35 scientific journals, and 32 literary papers and magazines.

Government Offices

The offices of the United States government in Chicago are nearly all located in the Federal Building.

United States Post-office

Civil Service Examiners, Seventh District.
Railway Mail Service.
Inspectors' Department.

Department of Agriculture

Dairy Inspection, 152 Lake Street.
Weather Bureau.

Department of Commerce and Labor

Bureau of Labor.
Bureau of Census.
Bureau of Immigration.
Chinese Bureau.
Inspectors of Steam-vessels.
Life-saving Service.
Lighthouse Department.

Department of Justice

Circuit Court of Appeals for the Seventh Circuit,—Indiana, Illinois, and Wisconsin.
Circuit Courts.
District Courts.
District Attorney.
Marshal.

Department of the Interior

Geological Survey.
Reclamation Service.

Pension Agency

Navy Department

Hydrographic Office.
Recruiting Station.

Treasury Department

Assistant Treasurer, United States Sub-Treasury.
Custom-house.
Internal Revenue.
Marine Hospital.
Secret Service.
Special Agents of the United States Treasury.

War Department

Army Headquarters, Department of the Lakes.
Purchasing Commissary.
Corps of Engineers, Northwest Division.
River and Harbor Work.
Recruiting-offices.

STATE OFFICES IN CHICAGO

Board of Factory Inspectors of Illinois, 188 Madison Street.

Board of Fire Underwriters, First National Bank Building.

Board of Food Commissioners, 315 Dearborn Street.

Grain-inspectors for Chicago, 218 La Salle Street.

Board of Health. Meets quarterly,—April, July, and

October, in Chicago, at office of one of its members; January meeting in Springfield.

Live-stock Commissioners, Exchange Building, Stockyards.

Board of Pharmacy, 144 Thirty-ninth Street.

Railroad and Warehouse Commissioners, 218 La-Salle Street.

Board of Dental Examiners, 67 Wabash Avenue.

Board of Examiners of Architects, Chamber of Commerce Building.

Illinois National Guard

First Brigade, 165 Michigan Avenue.

Third Brigade 90 La Salle Street.

First Regiment Infantry, 1542 Michigan Avenue,

Second Regiment Infantry, Washington Boulevard, northeast corner of South Curtis Street.

Seventh Regiment Infantry, Sixteenth Street, corner of Dearborn Street.

Eighth Regiment Infantry, 414 Thirty-seventh Street.

Signal Corps, Washington Boulevard, northeast corer of South Curtis Street.

General Inspector of Rifle Practice, 90 La Salle Street.

First Regiment Cavalry, 527 North Clark Street.

Hussar Squadron.

Chicago Zouaves, Sixteenth Street, southeast corner of Dearborn Street.

Illinois Zouaves, 40 Clark Street

Illinois Naval Reserves, 20 Michigan Avenue.

Independent Military Organizations

Battery D, 327 Lincoln Avenue.

Chicago Continental Guard, 164 La Salle Street.

Clan-na-Gael Guards (First Regiment) Newberry Avenue, southeast corner of West Twelfth Street.

Military Order of Foreign Wars (Illinois Commandery).

Military Order of the Loyal Legion (Illinois Commandery), 59 Clark Street.

Order of the Old Guard, 155 Washington Street.

CHIEF EVENTS IN THE HISTORY OF CHICAGO

1804. The Building of Fort Dearborn.
1812. The Fort Dearborn massacre.
1830. The definite location of Chicago by plat.
1833. Incorporated as a town.
1834. The great real-estate boom.
1836. Beginning of the Illinois and Michigan Canal.
1837. Chartered as a city.
1837. Financial panic.
1871. The great fire.
1873. Great financial panic.
1886. The Anarchist Riots.
1892. New University of Chicago opened.
1893. World's Columbian Exposition.
1894. Great railroad strike.
1900. Drainage Canal opened.

COOK COUNTY

Divisions of the County

There are thirty-three towns in Cook County, seven of which are in the city of Chicago, also a part of the eighth. Those outside the city are Barrington, Palatine, Wheeling, Northfield, New Trier, Evanston, Niles, Maine, Elk Grove, Shaumburg, Hanover, Norwood Park, Leyden, Proviso, Riverside, Cicero, Lyons, Lemont, Palos, Thornton, Bremen, Orland, Rich, Bloom, and the north part of Calumet. Those within the city are Lake View, Jefferson, North Town, West Town, South Town, Lake, Hyde Park, and part of Calumet.

The population of the country towns is about 150,000; of the city, about 2,250,000.

While Chicago covers only about one fourth the area of the county, its population is fifteen times greater that of all the country towns combined.

The Desplaines River rises in Wisconsin, flows southward through Lake County, and the towns of Wheeling, Maine, Leyden, Proviso, Riverside, Lyons, Palos, and Lemont, and empties into the Illinois River, about fifteen miles south of Joliet.

The North Branch of the Chicago River forms in the town of Northfield and joins the main river south of Kinzie Street and east of Canal Street.

The South Branch begins at this junction and extends south and west to the Desplaines, in the town of Lyons. Lake Calumet is in the town of Hyde Park. It is connected with Lake Michigan by the Calumet River.

The County Court-house

The present building was erected in 1877, at a cost of $2,248,307, and furnished at an expense of $100,000.

THE NEW COURT-HOUSE

It was at that time considered to be one of the best and most durable of public buildings, but for several years past it has been a menace to the health of its occupants and the lives of those who pass near it on the sidewalk.

It is dark and damp within, and the soft sandstone copings have been gradually falling away, endangering the lives of passers-by, although the walls of the building are from four to eight feet thick, and the partitions are of solid brick four feet in thickness.

At the election in April, 1905, the county voted in favor of a bond issue of $5,000,000 for the construction of a new building, and the old building has already been deserted and workmen are at work tearing it down.

GOVERNMENT OF COOK COUNTY

County Commissioners. — The general government of the county is under the control of a Board of Commissioners, fifteen in number, with offices at 218 La Salle Street. The President of this Board has the power of vetoing appropriations, and his veto rules, unless overcome by the votes of twelve members of the Board. He appoints the County Attorney, the Superintendent of Public Service, the heads of certain county institutions, and three County Civil Service Commissioners to direct the examinations of candidates for other county offices. His salary is $5,400; that of the other members of the Board is $3,600 each. The Clerk of the County Board receives a salary of $3,600.

The Sheriff, County Clerk, County Treasurer, State's Attorney, Coroner, Recorder of Deeds, and Surveyor are elected by the people, also five Assessors, and a Board of Review of three members.

One County Court Judge, one Probate Court Judge, fourteen Circuit Court judges, and twelve Superior Court judges, some of whom are limited in their duties to the Criminal Court, are also elected by popular vote.

Owing to the fact that the city of Chicago contains more than fifteen times as many people as all the towns

of the county outside of Chicago, the city is given ten of the fifteen County Commissioners.

The Commissioners meet weekly to direct the government of the county and its public institutions.

This Board has the right to levy taxes not exceeding seventy-five cents on the $100, for county purposes.

The County Clerk is Secretary of the Board of Commissioners, and by virtue of his office has control of the financial affairs of the county as County Comptroller. He has the custody of all deeds, mortgages, contracts, bonds, notes, etc., belonging to the county. He is bookkeeper and paymaster for the county, and reports annually the expenses of all departments of the county organization, and submits estimates for the coming year. His salary is $2,000.

It is the County Clerk who keeps the records of taxes paid and unpaid within the county. Taxes become due about December 21st of each year. Each town collector endeavors to collect them before the first day of the following March. On the 10th of March the town collectors turn over their books to the County Treasurer, showing what taxes have not been paid. Until May 1st these delinquent taxes may be paid to the County Treasurer.

Penalty for Non-payment of Taxes.—If the taxes are not paid by May 1st a penalty of one per cent a month is imposed, besides "costs" of six to eighteen cents per lot. If not paid by the second Monday in July, the

County Treasurer makes application for judgment, and if the taxes still remain unpaid by the first or second Monday in August, the property is offered for sale at the price of the tax that is due.

How Property Sold for Taxes may be Redeemed.—Property sold for taxes may be redeemed within two years by paying the County Clerk the amount of tax and twenty-five per cent additional if within six months, fifty per cent additional if between six and twelve months, seventy-five per cent additional if between twelve and eighteen months, one hundred per cent additional if between eighteen months and two years, also any other taxes that have accrued in the mean time, with interest at ten per cent added from the time taxes were due.

If the owner does not pay the taxes and costs as above within two years, the purchaser is given a tax title to the property, and may then settle with the owner as he pleases.

Many people forget or are unable to pay their taxes when they become due, especially on suburban lots, and from five hundred to one thousand pieces of property are redeemed each month. In 1904 the tax sales numbered more than 41,000.

Marriage License. — Before a marriage ceremony can be legally performed, a license must be obtained from the County Clerk. The law requires that the man shall be at least eighteen years old and the woman six-

teen years, and if the man is less than twenty-one and the woman less than eighteen years of age, they must have the written consent of parents or guardians. The marriage license fee is $1.50.

The Recorder of Deeds. — In the Recorder's office a copy is kept in full of deeds, mortgages, and various legal papers which the law requires shall be recorded in order to make them valid.

The Recorder's salary is $6,000.

The Recorder employs an attorney to act as Registrar and examine titles to real estate when conveyed under the Torrens system. The salary of this attorney is $4,000.

The Recorder's office is at 160 Adams Street

The County Treasurer. — It is the duty of the Treasurer to hold and pay out the funds of the county, and act as county collector. His salary is $4,000, and his office is at 160 Adams Street.

The Coroner.—The chief duty of the Coroner is to hold inquests on the deaths of persons who have died under suspicious circumstances. He is assisted by a jury of six men. The Coroner takes charge of the bodies of all such persons, and places them in the County Morgue, at the corner of Wood and Polk streets, until identified and removed by friends or relatives. If not so identified, they are buried at the expense of the county, in the Potter's Field, or turned over to a medical college. If any person is implicated

by the inquest as in any way responsible for the death of the deceased, the Coroner causes his arrest, if not already in custody.

The number of inquests held by the Coroner in 1904 was 3,821, of which number, 575 were for deaths in the burning of the Iroquois Theater.

The Coroner's salary is $5,000. His office is at the Criminal Court Building.

The Sheriff. — The Sheriff is the most important of the executive officers of the county. He is elected for a term of four years. It is his duty to execute the orders of the county courts, to prevent the commission of crime, and maintain peace and good order within the county. He may arrest offenders on sight. He is the keeper of the jail, and has the custody of prisoners. His office is at the Fort Dearborn Building. His salary is $6,000.

The State's Attorney, on behalf of the people, prosecutes all violators of the law, and acts as legal adviser for all county officers and justices of the peace. His salary is $5,940. His office is at the Criminal Court Building.

The County Superintendent of Schools examines teachers, and issues certificates to such as pass the required examinations. He also visits the schools of the county, outside of Chicago, at least once each year, and advises the school boards with reference to their schools. His salary is $7,000. His office is at 155 La Salle Street.

The Jury Commissioners

There are three Jury Commissioners for the county, whose duty it is, every four years, to prepare a list of all electors in the county, between twenty-one and and sixty-five years of age. Such list is known as the jury-list. The names are entered in a book, or books, kept for that purpose, with the age, occupation, residence, whether or not a householder, whether residing with his family or not, and whether or not a freeholder. This list may be revised annually.

Such persons are notified by mail that their names have been included in the list of persons subject to be drawn for jury service, and are requested to report within five days whether or not they are eligible for jury duty.

The Commissioners select, from time to time, from the jury-list the requisite number of names, and write each name on a separate ticket, with the age, place of residence, and occupation, and place the whole number of tickets in a box known as the jury-box.

The law requires the Commissioners to have not less than fifteen thousand names at all times in the jury-box.

For the grand jury, a separate list of names is selected in the same way and placed in a separate box, known as the grand-jury box. In this box there must be at all times not less than one thousand names.

When a jury is to be drawn from either box, one

or more of the judges of the court where a jury is required certifies to the clerk of the court the number of jurors required and the clerk of the court goes to the office of the Jury Commissioners, and, in the presence of at least two of the Commissioners and their clerk, draws at random from the jury-box, after it has been well shaken, the necessary number of names, and certifies the same to the Sheriff, who summons the persons according to law.

Jurors selected must, as far as may be, reside in different parts of the county and be of different occupations.

At the expiration of the term of court the names of those who have served as jurors are checked off from the jury-list, and must not be again placed in either jury-box until all other names have served or been found disqualified or exempt, but the names of those who have been excused and who possess the qualifications for jury service are again placed in the jury-box.

The salary of each Commissioner is $1,500. Their office is at the Criminal Court Building.

Persons Eligible for Jury Service:—1. Citizens of the county, of the age of twenty-one years and upwards, or under sixty-five years. 2. In the possession of their natural faculties, and not infirm or decrepit. 3. Free from all legal exceptions, of fair character, of approved integrity, of sound judgment, well informed, and who understand the English language.

Classes of Persons Exempt:—Practising attorneys, practising physicians, officiating clergymen, professors and teachers in colleges and schools during the terms of school, members of state militia, members of police department, members of fire department, United States government officials, state, county, and city officials, judges and clerks of election, registered and assistant pharmacists, embalmers, undertakers, and funeral directors actively engaged in their business, all persons employed in the editorial or mechanical departments of newspapers, and persons sixty-five years of age or over.

Each juror is paid two dollars a day for each day's service, also ten cents a mile for going to and returning from the court-house, once each way.

The Grand Jury.—The purpose of the Grand Jury is to enable a plaintiff to lay his complaint before a body of intelligent men for their decision as to whether or not he has just cause for prosecution. Such complaints are brought before the Grand Jury by the State's Attorney in the form of a bill of indictment. The usual way is for the plaintiff to swear out a warrant before a justice of the peace, who will refer the matter to the State's Attorney if he thinks the evidence justifies such action.

A full panel of the Grand Jury consists of twenty-three persons, at least sixteen of whom must be pres-

ent when a true bill is found, and twelve of them must agree to the finding.

The foreman of the Grand Jury is appointed by the court.

When any twelve or more of the Grand Jury unite in deciding that a bill of indictment has been supported by the evidence offered, the foreman indorses on the bill, "A true bill," and when they do not find a bill to be supported by sufficient evidence, he indorses on it, "Not a true bill." He then signs his name as foreman below the indorsement, and in case of a true bill he adds the names of the witnesses upon whose evidence the bill was found to be true, and also the name of the prosecutor, unless the true bill is found on the information and knowledge of two or more of the Grand Jury, or some public officer in the necessary discharge of his duty, in which case no prosecutor is required, but it must be stated at the end of the indictment how the same is found.

The name of the prosecutor is required in order to prevent a malicious prosecution, for if the defendant, on trial, is found not guilty, and the petit jurors have found that the prosecutor had acted maliciously in the premises, the court is required to enter judgment for costs against the prosecutor, including a fee of five dollars to the State's Attorney.

When a true bill is found, the defendant is admitted to bail if the offense is bailable, and the clerk of the

court in which the indictment is found immediately issues an order to the Sheriff for the arrest of each person indicted.

A Grand Jury considers only criminal cases, while a petit jury considers both civil and criminal cases.

The County Surveyor surveys any piece of land in the county when asked to do so by an officer or private citizen. He is paid in fees. His office is at 190 Clark Street.

The County Attorney is the legal adviser of the County Board, and has charge of all its suits for or against the county. His salary is $4,200. Office at 218 La Salle Street.

The Superintendent of Public Service purchases supplies for the county institutions, for which he secures bids, also for printing, and for the construction and repair of buildings. His salary is $4,500. Office at 218 La Salle Street.

The Civil Service Commission comprises three men whose duty it is to examine applicants for positions in the county service. The salary of each is $1,500. Their office is at 218 La Salle Street.

The Board of Assessors, of five members, determines the taxes to be paid on real and personal property, being guided by the statutes as to the rate of taxation. The salary of each member is $5,000. The office of the Board is at 80 Fifth Avenue.

The Board of Review, three members, revises and

corrects the amounts fixed by the Assessors, according to their judgment, after hearing and considering the complaints of taxpayers. Their decision is final. The salary of each is $7,000. Their office is at 76 Fifth Avenue.

The County Architect draws designs for new buildings and alterations in old ones, when requested by the County Board. He is paid in fees. His office is at 163 Randolph Street.

Courts in Cook County

First District Appellate Court.—Six judges. Seventh floor, Ashland Block. Hears appeals from all the city and county courts, except criminal cases and those affecting a franchise or freehold, or the validity of a statute. The decision of the Court is final if the amount involved is less than $1,000.

Superior Court.—Eleven judges. Temporarily at the Fort Dearborn Building. Has concurrent jurisdiction with the Circuit Court in all cases.

Circuit Court.—Fourteen judges. Temporarily at Fort Dearborn Building.

County Court.—Temporarily at 174 Adams Street. Besides its regular court duties, the County Court has the control of all elections in Chicago. This Court hears appeals from justices of the peace and police magistrates. It has original jurisdiction in the matters of taxes and assessments.

The Criminal Court.—Four judges. At the Criminal Court Building, Michigan Street and Dearborn Avenue.

The Probate Court is located at the Criminal Court Building. It has charge of inheritance cases and others of a kindred character.

There are in the county two hundred and fifty-eight constables, one hundred and thirty-five justices of the peace, and forty-three police magistrates.

Juvenile Court.—The Juvenile Court is designed to care for dependent, neglected, and delinquent children. It is under the jurisdiction of the Circuit and County courts. The law applies to boys under seventeen and girls under eighteen years of age. The aim of the law is to provide for the classes named, as nearly as may be, in homes or charitable institutions, such care as should be given by parents.

From the report of the Cook County Juvenile Court for 1904 it appears that 1,545 delinquent boys were brought before the Court during the year, 660 of whom had previously been in the Court, either as delinquents or dependents. 1,628 dependent children were brought before the Court.

Fifty-one probation officers were engaged in carrying out the purpose of the Court.

The number of delinquent girls was 354; dependent boys, 898; dependent girls, 730; truants, 232.

The clerk of the County Court receives a salary of

$3,000; of the Circuit Court, $5,000; of the Superior Court, $5,000; of the Probate Court, $5,000; of the Criminal Court, $5,000.

Fourteen judges of the Circuit Court receive, each, $6,500; two judges of the Superior Court, $6,500 each; ten judges of the Superior Court, $3,500 each; one judge of the County Court, $10,000; one judge of the Probate Court, $10,000.

All judges in Cook County courts of record elected in 1903 or later receive salaries of $10,000.

The records show that the average cost to the county to try a criminal case is $75.

Cook County Charity Work

One of the duties of the Cook County Board of Commissioners is to care for the poor people of the county. This is done through the following institutions:

The Outdoor Relief Department.

The Cook County Hospital.

The Institutions at Dunning.

The heads of all departments are appointed by the President of the Board. Other paid employees are under the civil service law.

Department of Outdoor Relief

This Department aims to give temporary aid to the poor in their places of residence. The work is in the

charge of the *County Agent*, at 168 South Clinton Street, with a branch office at 6140 Wentworth Avenue.

It is the duty of this Department to locate cases of want and relieve them by giving monthly allowances of food or fuel, or both. Children are also supplied with shoes, if necessary, to enable them to attend school. In order to receive aid from the County Agent, the applicant must have resided in Cook County at least six months.

This Department also assists in the proper disposition of dependent children, the feeble-minded, the insane, the blind, and deaf mutes. It also delivers rations and fuel to needy war veterans and their families.

From seven to seventeen visitors are employed the year round, also nine physicians. These visit the sick poor and give them such care as they need. One of these doctors is at the County Agent's office each day from 12 to 2 to give free dispensary service.

Provisions and coal were given to 8,460 families in 1904.

The salary of the County Agent is $2,500.

Cook County Hospital

The Cook County Hospital gives temporary medical and surgical care to the sick and injured poor.

The attending staff comprises seventy-eight skilled

practitioners, who serve subject to call, day and night, without pay.

The County Physician resides at the Detention Hospital, and besides attending patients in that institution, gives service also to the prisoners confined in the County Jail. His salary is $2,000.

The house staff, or internes, is made up of young doctors recently graduated from recognized licensed medical colleges in Cook County. There are forty-eight internes, selected by an examination, who serve for six months, or eighteen months for the full period, without compensation, except that they are given their board and lodging at the Hospital.

There are one hundred and fifty-seven nurses at the Hospital, supplied by contract from the Illinois Training-school for Nurses, which is maintained in connection with the Hospital.

In connection with the Hospital is also the Detention Hospital, where persons thought to be insane are kept till it is decided whether they shall be set free or sent to an asylum.

All patients are admitted free, and no charge is made for physicians or medicines.

The conditions of admission are that the patient shall be without money, sick, and in need of hospital care. No one is admitted who is sick from smallpox, consumption, alcoholism, or any chronic or incurable disease.

The capacity of the Hospital at the present time is 1,270 beds.

In 1904, 22,301 cases were treated.

The Hospital is located on the West Side, between Harrison, Polk, Lincoln, and Wood streets.

It was first established in 1866.

The Warden of the Hospital receives a salary of $3,240.

The Cook County Hospital for Children, which was formally opened May 23, 1905, is the first public hospital for children to be erected in the West. It has twenty wards, and accommodates one hundred and fifty beds. Its cost was about $80,000. Being located on the County Hospital grounds, it has fifty-seven doctors on call, and twelve nurses.

The Institutions at Dunning

Dunning is about ten miles northwest from the Court-house, just outside the city limits. The beginning of these institutions was in 1851. The total present investment in land and buildings is about $1,500,000, not including repairs and alterations.

The various institutions are in charge of a General Superintendent. They comprise the Infirmary, formerly called the Poor-house, the Hospital for Consumptives, the Hospital for the Insane, and the Farm. The total number of persons under the charge of the General Superintendent is more than 3,200. Of this

number 1,766 are insane patients, 1,058 destitute poor, 161 consumptives, and the remainder employees and attendants.

The General Superintendent's salary is $3,240.

During 1904 Cook County expended for charity more than $945,000, besides about $380,436 for buildings, and about $120,000 for repairs. To these amounts should be added the charitable work done in the county by private institutions, where the average cost for treatment and care is about $30 a week.

United States Courts

The United States Circuit Court is in the Monadnock Building. There are three judges, each paid a salary of $6,000. The Clerk's salary is $3,000.

The United States District Court is also in the Monadnock Building. The Judge's salary is $5,000; the Clerk's, $3,000.,

SOME INTERESTING FACTS AND FIGURES ABOUT CHICAGO OF TO-DAY

Area in square miles, 190.6.

Population, estimated, 2,250,000.

Expenditures for city government, 1904, $22,806,-949.53.

Total indebtedness of the city, December 31, 1904, $18,323,029.73.

Average number of men employed by city, 17,029.

Salaries and wages paid by city, 1904, $16,270,-007.24.

Number of aldermen in City Council, 70.

Number of school buildings owned by the city, 308.

Number of schoolrooms rented by the city, 1904, 5,688.

Amount paid for rented rooms, 1904, $35,699.96.

Amount expended for maintenance of public schools, 1903-04, $9,399,727.57.

Number of pupils enrolled, 1904–05, 282,346.

Total seating capacity of schools, 245,563.

Number of night schools, 32.

Number of pupils enrolled in night schools, 17,-117.

Average daily attendance of pupils in elementary schools, 220,348.

Average daily attendance of pupils in high schools, 9,406.

Value of public school buildings, lots, and furniture, $29,860,307.

Number of teachers in public schools, 5,695.

Number of high schools, 14.

Number of pupils enrolled in high schools, 12,395.

Total expenses of high schools, 1904–05, $578,528.98.

Paid for salaries of teachers in all the public schools, $5,284,664.12.

Receipts from cards and stamps at Chicago Post-office, 1904, $11,648,410.36.

Amount received and disbursed in money-orders, $144,274,681.15.

Number of pieces of mail handled, 3,601,844,-300.

Number of clerks employed in the Chicago Post-office, 2,300.

Number of carriers employed in the Chicago Post-office, 1,596.

Number of steam fire-engines in Chicago, 106.

Number of hand fire-engines, 2.

Number of hook-and-ladder trucks, 34.

Number of chemical fire-engines, 19.

Number of chemical and hose-carriages combined, 6.

Number of volunteer fire companies, 3.

Number of fire-boats on the Chicago and Calumet rivers, 5.

Number of men employed in the Fire Department, 1,351.

Number of horses used by the Fire Department, 512.

Number of hose-wagons and carriages, 91.

Number of fires in 1904, 6,633.

Number of fire-hydrants, 20,349.

Number of fire-alarm boxes, 1,689.

Number of persons using free public baths, 1904, 589,796.

Number of dead animals removed, 1904, 18,887.

Number of men on the police force, July 17, 1905, 2,452.

Number of police-stations, 44.

Number of police patrol-boxes, 1,031.

Number of horses in use by the Police Department, 249.

Number of patrol-wagons, 47.

Number of ambulances, 9.

Number of arrests made, 1904, 66,713.

Value of stolen property recovered by the police, 1904, $436,538.57.

Number of free lodgings given at Municipal Lodging-house, 1904, 18,842.

Number of meals served, 37,744.

Average number of inmates at the House of Correction, 1,723.

Number of dogs received at the dog-pound, 15,560.

Bushels of grain received, 1904, 225,719,957.

Barrels of flour received, 1904, 8,839,220.

Number of live hogs received, 1904, 7,786,541.

Number of dressed hogs received, 1904, 20,024.

Number of dressed hogs shipped, 1904, 120,845.

Number of cattle received, 1904, 3,259,185.

Number of sheep received, 1904, 4,504,630.

Number of horses received, 1904, 105,949.

Number of pounds of other hog products received, 1904, 200,221,000.

Number of pounds of other meats shipped, 1904, 652,564,606.

Number of pounds of dressed beef received, 1904, 208,204,901.

Number of pounds of lard received, 1904, 54,549,592.

Number of pounds of lard shipped, 1904, 336,789,-963.

Number of barrels of pork received, 1904, 10,452.

Number of barrels of pork shipped, 1904, 113,850.

Number of tons of anthracite and bituminous coal received, 1904, 1,024,853.

Number of feet of lumber received, 1904, 1,670,272.

Number of feet of lumber shipped, 1904, 821,008.

Number of licensed saloons, 7,928.

Number of buildings erected, 1904, 7,151.

Estimated cost of buildings erected in 1904, $44,-602,340.

Longest street in Chicago (22 miles), Western Avenue.

Next longest street in Chicago ($21\frac{1}{3}$ miles), Halsted Street.

Number of miles of streets, 2,806.

Number of miles of alleys, 1,378.

Number of miles of paved streets, 1,316.

Number of miles of paved alleys, 122.

Amount expended for street cleaning and repairs, 1904, $274,531.70.

Amount expended for the collection and disposal of garbage, $640,602.50.

Number of miles of sewers, 1,601.

Loads of garbage removed from alleys, 1904, 289,695.

Loads of snow removed from the streets, 1904, 45,676.

Expense of removing snow, $74,284.27

Number of miles of water mains and pipes, 1,978.

Number of miles of water-tunnels, 24.

Number of miles of land-tunnels, 14.

Total cost of the present tunnel system, $10,000,000.

Total number of gallons of water pumped, 1904, 146,310,498,353.

Total capacity, in gallons, per day, of all pumping-stations, 687,100,000.

Number of pumping-stations, 11.

Number of cribs, or intakes, in the lake, 5.

Number of traffic-tunnels under the Chicago River, 3.

Gross revenue from water service, 1904, $4,000,-462.33.

Total cost to December 31, 1904, of city's water-supply system, including original purchase price, $36,000,000.

Number of bridges controlled by the city, 64.

Number of bridges over Chicago River, 59.

Number of bridges over Calumet River, 4.

Number of bridges over Illinois and Michigan Canal, 1.

Cost of operating and maintaining the bridges, 1904, $314,700.

Number of viaduct systems over railroad tracks, 36.

Number of street electric-lamps, 5,805.

Number of street gas-lamps, 24,955.

Number of street gasoline-lamps, 6,478.

Cost per year for each electric-lamp, operated from municipal plant, $54.36.

Cost per year for each gas-lamp with mantels, $2.40. (The cost of gas, about $20, is not included, as the city is paying nothing until the question of price is settled.)

Cost per year for each gasoline lamp, $25.80.

Number of miles of river frontage, 75.

Number of vessels arriving, 1904, 6,631.

Number of vessels departing, 1904, 6,273.

Number of persons using free public baths, 1904, 589,796.

Number of railroad systems entering Chicago, 25.

Miles of railway tracks elevated, December 31, 1904, 425.

Miles of railway tracks yet to be elevated, 335.

Miles of main tracks to be elevated, 155.35.

Number of subways to be constructed, 622.

Total estimated cost of elevating tracks, $7,860,250.

Number of street-car companies (mostly leased by two principal companies), 15.

Number of miles of streets covered by tracks, 360.

Number of passengers carried per day, 900,000.

Number of miles of tracks, 1,265.

Number of cable-cars in use, 1,074.

Number of electric cars in use, 1,166.

Number of horse-cars in use, 13.

Number of persons injured by electric cars, 1904, 1,536.

Total resources of Chicago state and national banks, November 10, 1905, $752,664,110.

Total deposits of Chicago state and national banks, November 10, 1905, $655,669,771.

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