

CHICAGO, OLD AND NEW

JUST seventy years ago something in the nature of a "boom" struck Chicago, gave it a start towards the great metropolis it has become. Before that, its history was practically that of a frontier village, a trading point. In 1820 a canal connecting the Illinois River with Lake Michigan was under consideration. Congress set

were all brought from Cleveland, then a much larger city than Chicago. Four years later the first bridges across the river were constructed—one of these was made of floating logs tied together, and the Indians in its vicinity voluntarily contributed one-half of its cost, which was in the neighborhood of \$400.

The Sauganash was the grand hotel

miles of the road then completed. From this insignificant beginning the most magnificent railway system in the world has been built up in half a century. It was the railroads that made Chicago the metropolis of the West, and it is the railroads that will ever keep the city in front, each new tributary line adding to its greatness. In the same year the canal was completed, and a board of trade was organized, with a total membership of eighty-two.

Some City Improvements.

Gas came to Chicago in 1850, and the Illinois Central Railroad began to plan out its line. In the following year the drinking water system of the city was put on a progressive basis, obviating the buying of small quantities from two-wheeled carts, which dispensed the same at the rate of from 5 to 10 cents a barrel. The rule now seemed to be the organization of a new railroad company about every two years. The Fort Wayne, the Michigan Southern, the Burlington and Quincy, the Alton, and numerous other lines sprang into being, but only at the behest of careful capital and hard, energetic labor. Some idea of the way these roads were built up may be gained from the fact that the Chicago and Northwestern Railroad of the present day consists of a consolidation of no less than forty-five separate and distinct lines. By 1855 eleven trunk lines centered at Chicago. In 1857 panic again struck

prospective greatness rests upon her location at the gateway of a fertile country as large in extent as Europe. All outside territory has been tributary and helpful to Chicago, and the Iowa farmer, the Michigan miner, the Indiana merchant, the Wisconsin lum-



CHICAGO IN 1830 FROM THE LAKE.

apart land to aid the project. A portion of the allotment fell within the limits of Chicago. An auction sale was made, the lots bringing an average of \$34. Deals in the same became brisk. A "boom" was started, settlers came in, Chicago began to make metropolitan history, and the years since then have been simply forward strides of majestic progress.

It is pleasant and interesting to note what occurred to bring all this about



FIRST COURTHOUSE, 1832.

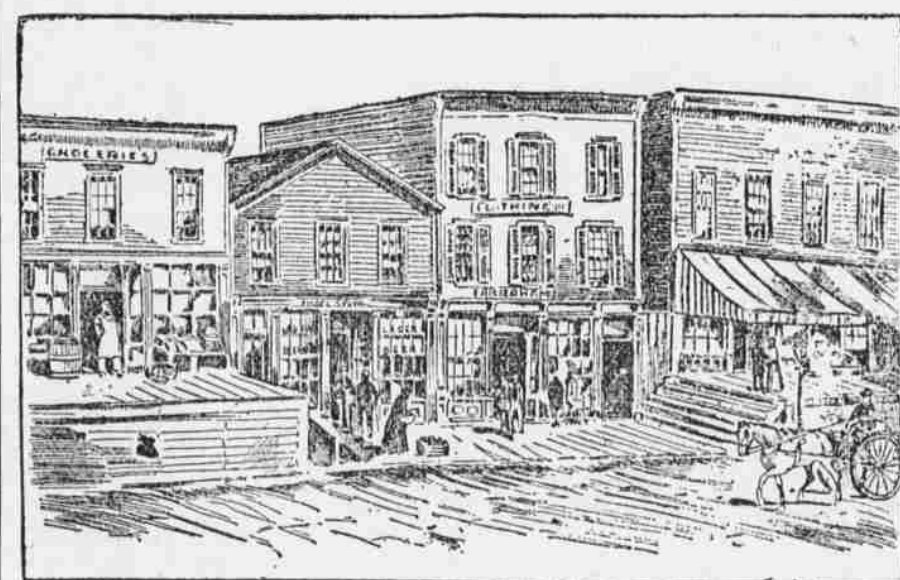
prior to 1830. The first permanent settlement was made in 1803, when a sturdy Scotch-American named Kinzie followed in the tracks of French missionaries and explorers, and took possession of a rude squared hut, erected by a San Domingan negro named Jean Baptiste, who had drifted into the northwest twenty-six years previous. Kinzie established an Indian trading post, and as the pioneer merchant and business man laid the foundations of the greatest commercial city in the West. The government at once built Fort Dearborn, and here arriving visitors and settlers sought

In those early days. Here a half-breed kept a tavern, now within the memory of many a living patriarch of the West. He was the town's great musician, and just as Nero fiddled while Rome burned, he played for his guests while Chicago grew up. It is related that in those days such things as white sheets and table linen were a rare commodity, and that after a guest was asleep the specious landlord would invade his room with a hideous yell, suggesting "Indians!" whip away the sheet from the frightened stranger—who would prudently burrow in the blankets—while the trophy was smoothed out to do service as a table-cloth.

Began to "Feel Its Oats."

By 1836 the "Garden City" began "to feel its oats!" The first vessel built in Chicago was successfully launched, and ground was broken for the long talked-of Illinois and Michigan Canal. The Galena railroad was chartered. Speculation became rife, and real estate reached figures that discounted the wildest previous speculations. Chicago was now the largest town in the State, the question of incorporation was constantly agitated, and in the following year a charter was secured from the Legislature. The population had risen to 4,180 souls, there were 4 warehouses, 308 dwellings, 29 dry goods stores, 5 hardware stores, 19 groceries, 17 lawyers' offices, and 5 churches.

The young city, organized and ready for business, prepared for an immedi-



VIEW ON CLARK STREET, 1857.

Chicago, and a great many banks failed. During this year Chicago's first great fire occurred, thirteen persons losing their lives in the conflagration.

Two years later the first street railway made its appearance—a single-track affair, quite primeval. A strong disposition was now evinced "to lift Chicago out of the mud," and paving was the order of the day. Now the city began to be the center of important political events. It was in the Chicago Wigwag that Lincoln and Hamlin were nominated, and at the same structure many momentous war meetings were held. The city became the recognized center of the West. Its progress was now all along the line of rapid advancement, balked only by the great fire of 1871, a conflagration overshadowing any in the history of the world. Then came the years of reorganization and rebuilding. With 1890 the prospering metropolis had reached the 1,000,000 mark. The most imposing structures in the world were designed and constructed. The year 1893 saw the World's Fair open and close, after scoring a brilliant success. Great crowds came to view the city for the first time from all quarters of the world, enormously swelling the already great population of the city. Electricity was advanced in its highest form in all the industries. Mechanics of every class here found the ideal field for progress. The social, literary and commercial interests had reached the highest typical plane. The city entered 1899 with a marvelous history behind it. The wonderful metropolis not only astonished the world, but surprised its own people.

Is To-day a Wonder.

To-day Chicago is a wonder to survey. Its vast area, immense population, magnificent buildings and enormous industries are known to and appreciated by all. The city comprises in its limits about 190 square miles of territory. It is twenty-five and one-half miles from its extreme north to its extreme south limit.

From absolutely nothing to a city of 2,000,000 people within the narrow limits of a single century, it has come to lead the world in many things—as a railway center, port, lumber market, grain market. In live stock of all kinds Chicago takes the preference. All this is not the result of chance or fortune. Good luck seldom has a run of sixty-one years. Chicago's present and

delphia the year Fort Dearborn was built.

AN OBSTINATE ARTIST.

He Painted a Red Ear on the Baron de Rothschild.

"A portrait painter can't afford to be entirely independent unless he has a tremendous vogue," remarked an artist who has spent a number of years in study abroad to a correspondent of the New Orleans Times-Democrat. "I remember when I first went to Paris, Sergeant, who is probably the greatest master in his special field that America has ever produced, was just beginning to attract attention. He had painted a portrait of his preceptor, Durow, tant was generally applauded, and the str it created led to his getting a commission from the Baron Rothschild. It was his first big job, but he went about it with exactly the same nonchalance that characterizes him at present. During the last sitting, when the picture was receiving its finishing touches, it chanced that one of the Baron's ears became unusually red, a circumstance probably due to the heat of the room. Sergeant seized on it at once as a good bit of color and made the painted ear redder, if anything, than the original. When Rothschild inspected the portrait he was greatly pleased. 'But of course,' he said, 'you will tone down that left ear.' 'Oh, no!' replied the painter promptly. 'I think I shall leave it just as it is. I rather like that red.' The banker was astonished and very angry, and while he paid for the canvas he never hung it. Of course, the incident raised a laugh and the artist's obstinacy was admired in bohemia, but it really did Sergeant a great deal of harm, and was one of the things that eventually determined him to move to London."

Knew the Cards.

A little girl who attends a Maine public school has quite an idea of nobility, as was evidenced by her reply to her teacher. The class had been reading about the king's family. The teacher, wishing to inculcate the correct idea of royal descent, said: "Now, children, if the king and queen had a son, what would he be?" "The jack," was the quick response.

Mo-quito Bite Pain.

The pain of a mosquito bite is caused by a fluid poison injected by the insect into the wound in order to make the blood thin enough to float through the mosquito's throat.

A BUSY WOMAN.

Had a Good Reason for Not Calling on Her Neighbors.

One day during that period in the feud history of the mountains of West Virginia when for several years the blood of the mountaineers circulated freely over the face of the earth, I was taking dinner at the house of one of the families that were in the thick of the muss and had lost a number of its men folks. However, it was not according to the best form of mountain society to mention those things, and I talked about something else. A woman in a black alpaca gown was the presiding genius of the table and I did my talking to her. That she had lost two husbands I was sure, but I had understood she had married a third and had hopes of keeping him.

"Don't you find it rather lonesome out here at times?" I inquired, for it really was a house in the midst of everlasting solitude as far neighbors were concerned.

"Not fer the last few ye'rs," she replied. "Hit's been a heap sight livelier than I like fer everyday doin's. Hit might do fer Crismus er Fourth uv July, but hit ain't whut a quiet natered body hankers fer reg'ler, seven days in the week."

"I presume," I said at a venture, "that your husband is some company?"

"Not ez much ez he wuz," she answered dubiously.

"No?" I said; "why not?"

"Mostly caze he's dead," she said with a smile as if the late lamented were better off, and that she also might be.

I was just a little disconcerted by this unexpected revelation of her domestic deprivation, but I hastened to set myself straight.

"Well," I said consolingly, "you must do the best you can under the circumstances and keep your mind engaged as much as possible."

It was lame, of course, but a man can't always be at his best.

"I reckon so," she responded cheerfully enough, "but I don't worry. What with buryin' husbands and makin' black dresses 'tween times, I'm so busy I couldn't go to see neighbors ef they wuz thicker'n blackbirds. Won't you have some more uv the greens?"

"I don't care if I do, thank you," said I, handing up my plate.—Washington Star.

What He Saved.

"You take a man that's got real gumption, and it'll come to the front, no matter what he's undergoing," remarked John Low, of the Hullby Fire Company, as he unwound a muffler from his neck and prepared for a belated breakfast.

"Now there's Ned Stone," he went on hurriedly, waving his hand to deprecate any possible interruption from his helpmate. "I went over there this morning just to see how the ruins were, and I declare, they're complete! Job Saunders was there, and we walked around, seeing how complete they are!"

"When you think that even all the clothes that Myra had put out on the line yesterday morning went, and that within two hours' time there wasn't so much as a spoon of thread left in the Stone family, it seems as if Ned had reason to feel discouraged."

"They'd laid in a good stock of pork and beef and so on, but every mite of it was spoiled. I said to Job that for all Ned's thrifty ways I guessed when he came home from Kenting last night and found he hadn't any home, he saw there was no use trying to make the best of such a job."

"I hadn't more than got the words out of my mouth before I saw Ned coming across the meadow with a big harling-hook on Greenough's wheelbarrow. He smiled at us just as cheerful, and said he:

"'Glad to see you, boys! Last night I couldn't seem to sense anything, but I said to Myra this morning that as the stuff in the cellar would make excellent grease when 'twas tried out, I might as well come over and hook up some of the pork to give me a kind of an appetite for breakfast.'

"Job and I left him standing there, hooking up pork and so on out of the barrels, apparently just as easy in his mind as he was yesterday morning. And I reckon if there's anybody in the neighborhood runs out of frying stuff within the next six months, Myra Stone will be able to supply 'em—at fire-proof rates."—Youth's Companion.

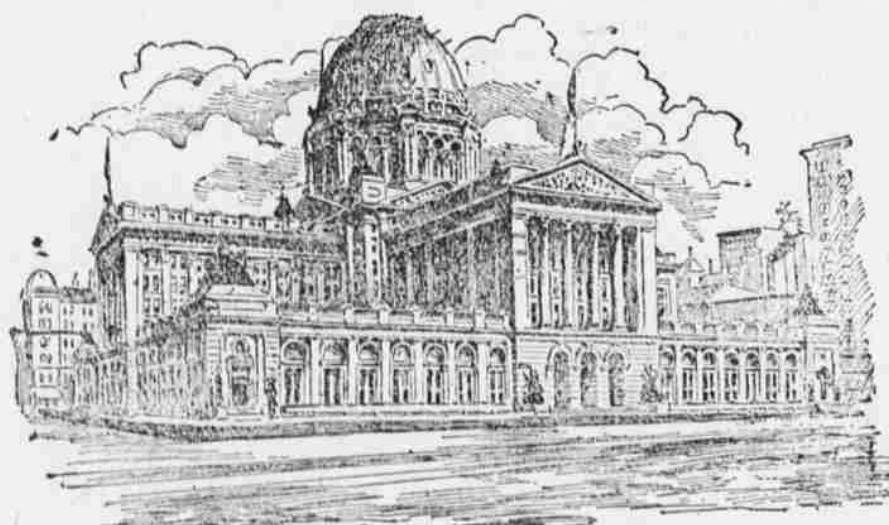
A Hornet Colony.

At least fifty years ago, according to Dr. L. O. Howard, a colony of European hornets settled near New York City. They have flourished since their introduction to a new country, but have shown a singular indisposition to spread far from the original point of settlement. The greatest distance to which they have been known to migrate during the half century of their stay does not exceed 150 miles. Their ancestors in Europe are inhabitants of outhouses, but in American the insects have chosen hollow trees for their homes.

Font Hopes Crushed.

"To me," said Willie Wishington, feverishly, "you represent all that is most sublime. I believe that destiny intended us for each other."

"Are you alluding," inquired Miss Cayenne, kelly, "to the affinity popularly supposed to exist between the sublime and the ridiculous?"



NEW GOVERNMENT BUILDING.

protection, and the Indians exchanged skins and pelts for trinkets, general merchandise and whisky. In 1812 the savages practically destroyed the fort, and massacred fifty-two persons. In 1816 it was rebuilt. Within the next ten years churches, ferries, stores, hotels of a primitive character appeared on the scene, and the settlement became a town. Nearly all the new arrivals came to start in business. Competition became an immediate element, and as early as 1825 there was evident that keenness and foresight which made commerce the keynote of one of the greatest manufacturing and distributing cities in the world. In 1820 the government rewarded a resident for services rendered in negotiating peaceful relations with the Pottawatomes by building for him free the first frame house erected in the district. Chicago's most lordly cloud-grazer does not to-day attract such universal attention as did the owner of this princely structure. Up to that time everything was imported, and some idea of the progress attained during the past seventy years may be gleaned from the circumstance that the clapboards, sash, nails and brick used in constructing this modest little house

ate influx of population and wealth, but was doomed to suffer serious disappointment. A great panic presented itself, and waves of disaster and collapse swept over the entire land, from which Chicago suffered in common with other cities. A passion for investment had carried the people away, and a lack of money now led to no end of business failures. "Hard Times" held the city in its grasp. Retrenchment was necessitated, and 1838 followed gloomy as a continuous funeral. A severe drouth and a most serious epidemic visited the city. Amid this gloom the first theater was built. Strange to say, it was a success and was patronized by many who were unable to pay their debts.

For fully ten years the effects of the panic acted as a caution upon citizens. Legitimate trade was nurtured, and the marine interests of the city slowly built up. Newspapers were started, municipal buildings erected. In 1848 the Pioneer, a locomotive, arrived on a brig from the East, and pulled the first train out of Chicago over the Galena road. On Nov. 20 of that year the first wheat ever transported by rail arrived, and the locomotive began to make regular trips over the ter-