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10TH ANNUAL CONVENTION

OF THE

LEAGUE OF AMERICAN
MUNICIPALITIES

HELD AT

CHICAGO

SEPTEMBER 26, 27 AND 28, 1906

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By Hugo S. Grosser, City Statistician of Chicago

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Program of the Convention

Advertising Section

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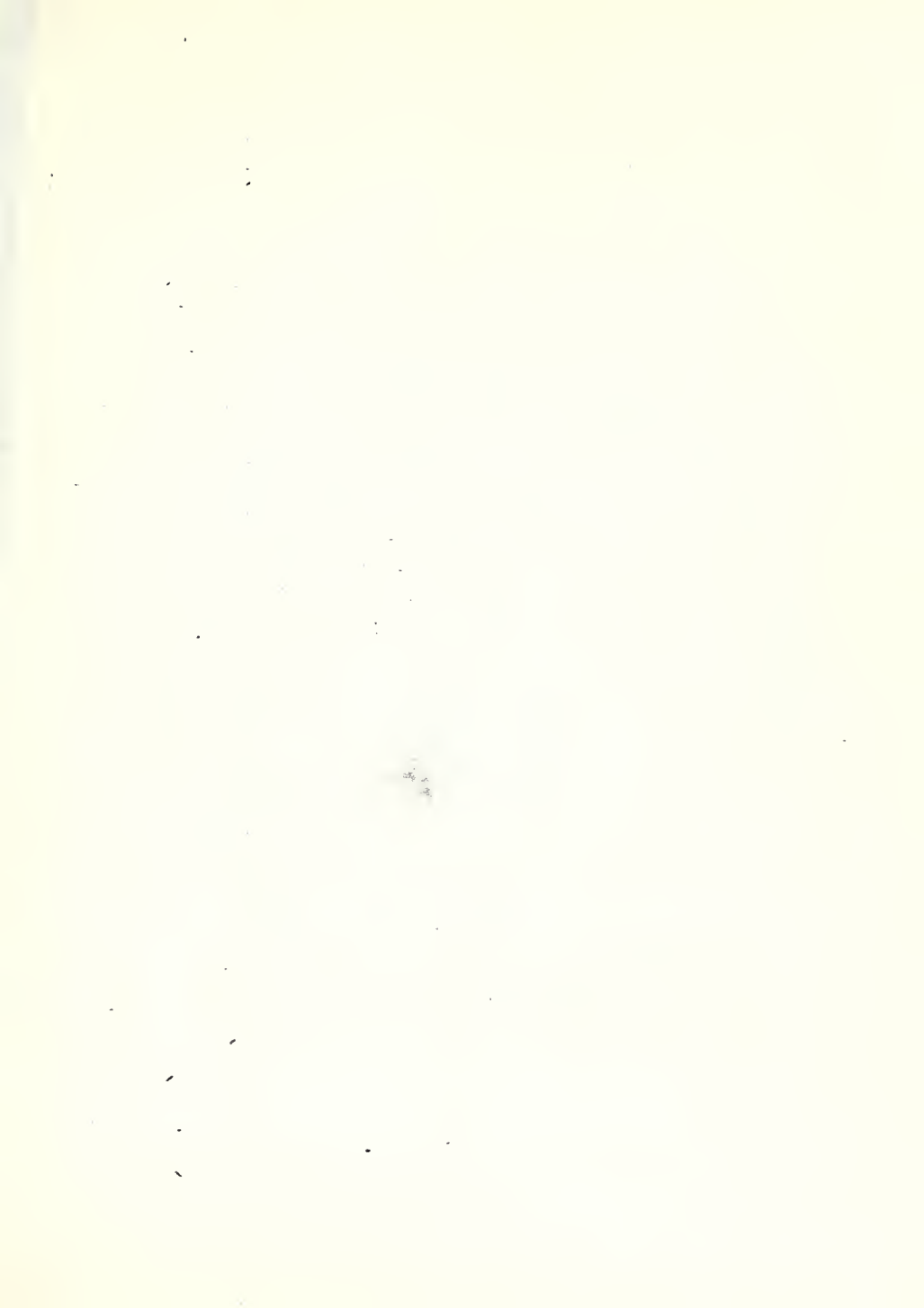
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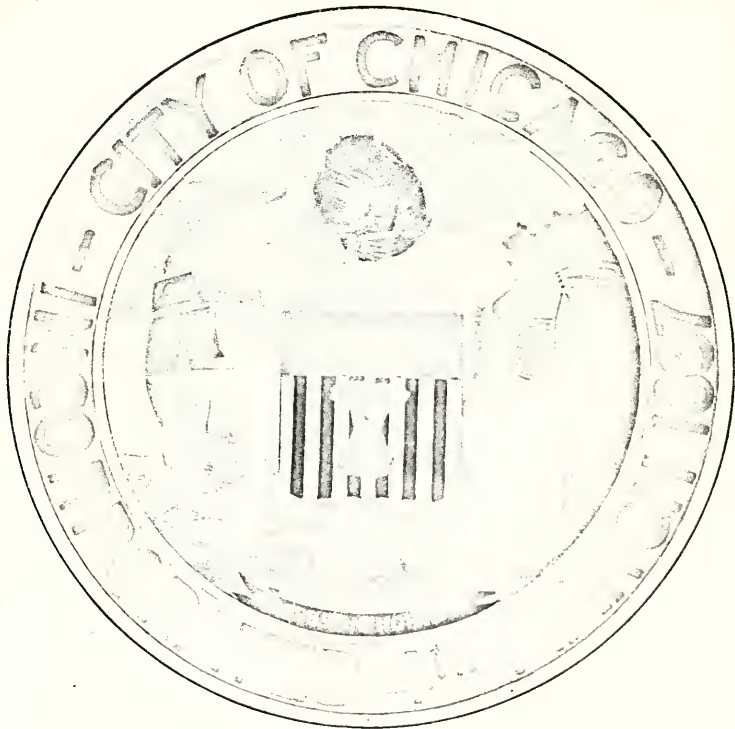
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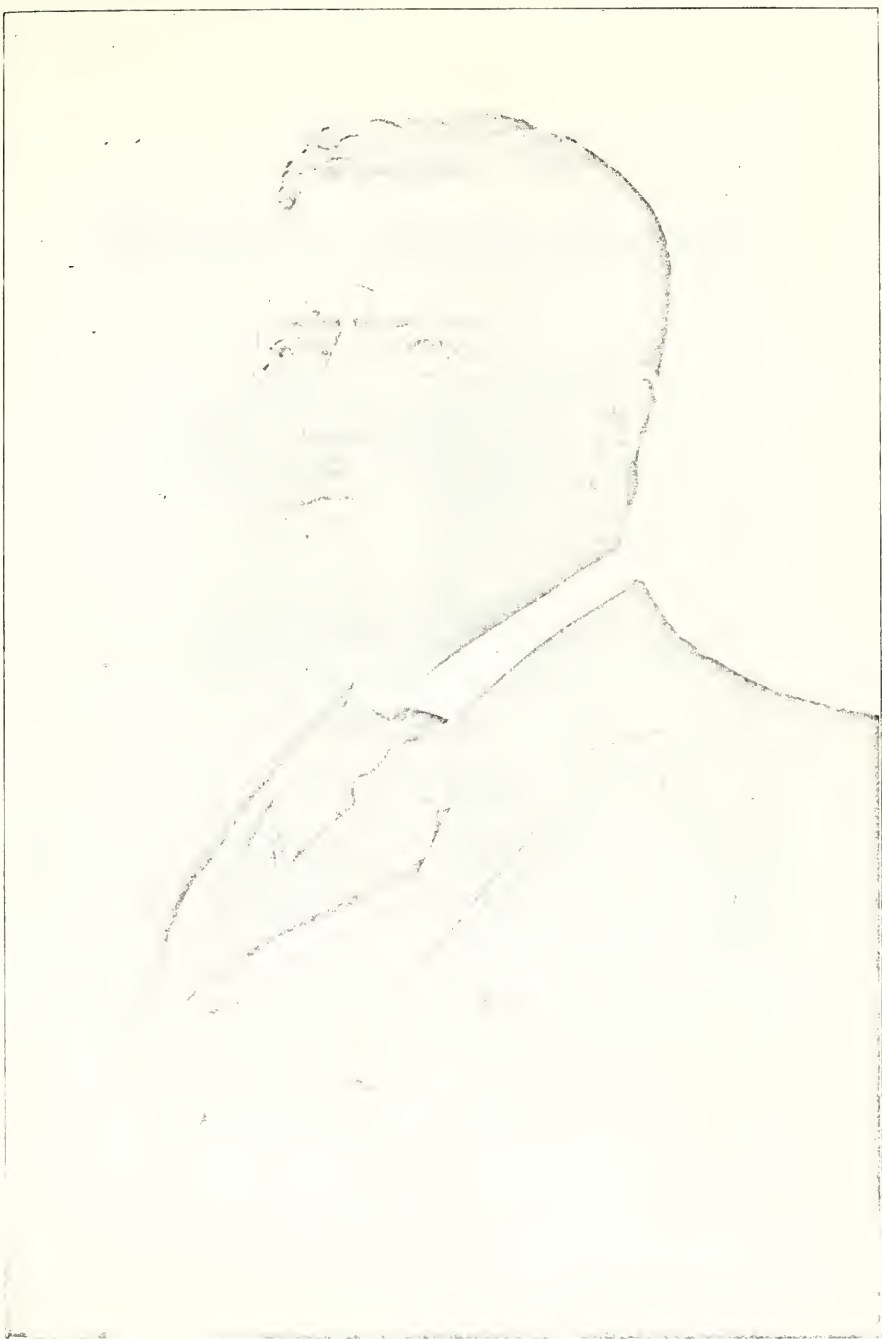


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Portrait of Theodore Roosevelt



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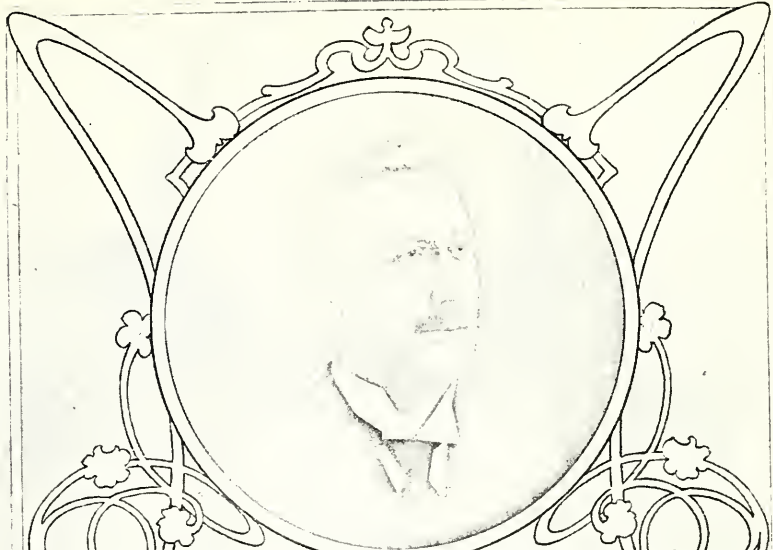
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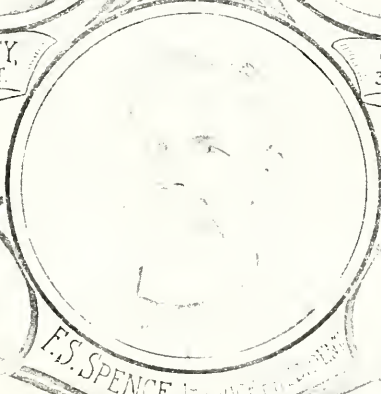
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CHICAGO

A REVIEW OF ITS
GOVERNMENTAL HISTORY
FROM 1837 TO 1906

BY
HUGO S. GROSSER
CITY STATISTICIAN

“ I Will ”

PREFACE

It is not intended to give in the following pages a complete history of Chicago; for though this covers only the short space of seventy years, so phenomenal has been the growth of this wonder city, so immense has been her development, so rich is her life in all-important events, so lofty are her achievements, that only a master's brush could even attempt to portray her faithfully; that only a master-mind could fully comprehend and do justice to her grandeur. Though her critics are many; though even her own sons at times belittle her carelessly; though she has committed and perhaps still commits errors, there is not in modern history another city in all the world that in so short a period has attained her accomplishments, that offers such golden opportunities to all. In her streets, though yet ill-paved and often ill-cleansed, pulsates real life; in all fields of human endeavor, industrially, socially, educationally, artistically, administratively, she forges ahead with great strides. Who will doubt that in another thirty years, when she celebrates her first centennial, Chicago will have reached the pinnacle of civic fame and stand an everlasting monument of true American energy, American pride and American glory?

The plan had been to write a governmental history of the city, but even that would require more space than at my disposal and I, therefore, had to content myself with a mere review, rather than a history, of the various charters under which the city has been working, of the principal events and the general progress made in each period, and of the most prominent administrations. However, as even such a review has never been compiled completely, I venture to express the hope that my work, insufficient as it is, will be welcomed by all who are interested in Chicago's history and progress, and that perhaps it may serve as a nucleus for a complete history at some later date.

The entire review is divided into six chapters, the first three of which each covers a complete charter period, while the fourth and present charter period is spread over the last three chapters. The first of these covers the years from 1875 to 1889, the date of the annexation of the largest part of Chicago's present area; the second takes in the time from 1890-1904, the last year of the second Carter H. Harrison's administration, while the last chapter reviews the Dunne administration and treats of Chicago to-day.

For the data in the first chapter, no official documents being in existence, I relied largely upon Andrea's "History of Chicago" and upon "The Charters of Chicago" by Edmund J. James, whose involuntary help I hereby gratefully acknowledge. The other chapters are based strictly upon official reports, council-proceedings and other documents.

Chicago,
September 18th, 1906.

HUGO S. GROSSER.

INTRODUCTORY

Chicago as a Town

IN the midst of what was an otherwise wild Indian country, guarded by the military forces of the United States at Fort Dearborn, rebuilt after the bloody massacre of 1812, a large tract of land had been secured for white settlement by a number of treaties between the federal government and the Indians. It was in this tract that the original town of Chicago was laid out as an incident to the building of the canal from the Illinois River to Lake Michigan. By an act of Congress of January 22, 1829, three commissioners were authorized to lay out towns along the proposed route of this canal. On August 4, 1830, the plat of the town of Chicago was filed, and this, therefore, must be taken as the official date of the founding of Chicago. The town, as originally platted, contained the territory now bounded by State street on the east, Madison street on the south, Desplaines street on the west and Kinzie street on the north, an area of about three-eighths of a square mile. When Cook County was organized, January 15, 1831, comprising the present counties of Lake, DuPage, Will and Cook, the town of Chicago was fixed as its county seat; although this was undoubtedly of great advantage to the new town, the outlook for its future was not especially bright, as it was surrounded by Indian lands, and it was questionable whether the Indians could be persuaded to cede their lands and remove to the west. In June, 1831, the state granted to the county twenty-four canal lots, of which sixteen were sold to defray current expenses, while the remaining eight lots were set aside for a public square, now the site of the present city and county buildings. On this square the first public structure was erected, called at that time the "Estray Pen," a small wooden roofless enclosure. After the Blackhawk war, in the spring of 1832, negotiations with the Indians resulted in the final extinguishment of Indian titles, and the throwing open of all the lands in and about Chicago to white settlement; thus opening the way for the marvelous growth of the city and surrounding region.

In the summer of 1833 the inhabitants of the settlement decided that they should organize and receive the rights of an incorporated town in accordance with the provisions of a general law passed February 12, 1831, by the legislature of Illinois. The question of incorporating was submitted

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to a mass meeting of citizens at which thirteen voters only appeared, twelve of which cast their votes in favor of incorporation. In accordance with this vote a call dated August 5, 1833, was issued by the clerk of the meeting for an election of town trustees, to be held on the 10th of August. At this date twenty-eight voters appeared, and the following trustees were elected:

THOMAS J. V. OWEN	GEORGE W. DOLE
MADORE B. BEAUBIEN	JOHN MILLER
EDMUND S. KIMBERLY	

They organized August 12th by electing Thomas J. V. Owen president and Isaac Harmon clerk of the town, and at the first regular business meeting on September 4, 1833, the order of business for the trustees of the town of Chicago was fixed.

George W. Dole was elected town treasurer for one year, and an order was passed establishing a free ferry across the river at Dearborn street.

Shortly thereafter, on November 6th, the limits of the new town were extended so as to embrace a total area of nearly seven-eighths of a square mile, its boundaries being Jackson street on the south, Jefferson and Cook streets on the west, Ohio street on the north, State street on the east south of the river and the lake north of the river. On November 7th Benjamin Jones was appointed street commissioner and Isaac Harmon collector, his fees "to be 10% of all money put into the treasury." On December 4th George Snow was appointed assessor and surveyor and John Dean Caton corporate attorney. Thus at the end of 1833 Chicago was a legally organized town, dating its legal existence from August 12, 1833. Its population at that time was estimated to be a little over 200, although this estimate is rather questionable. But even at that early period Chicago began to show a most wonderful growth, and before the end of another year, its population was estimated at about 2,000. This phenomenal rate of increase and the prospects for a still further growth made felt the need of extending the powers of the town trustees, and on February 11, 1835, the legislature passed a special act increasing the number of trustees to nine, enlarging their functions and extending the area to two and two-fifths square miles. The enlarged boundaries were Chicago avenue, Halsted street, 12th street and the lake, excepting the small military reservation about Fort Dearborn bounded by State, Madison, the lake and the river. It seems that the faith of the early Chicagoans was not disappointed, for a school census taken in the year 1835 showed a population of 3,279.

The various laws and ordinances passed by the board of town trustees were at that time quite strict and as the town consisted of mere frame shanties, the care of the trustees was especially directed against the danger from fire. No person was allowed "to endanger the public safety by pushing a red-hot stove pipe through the board wall." They were for-

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bidden "to carry open coals of fire through the streets except in a covered fireproof vessel." On September 25, 1834, fire wards were created and fire wardens appointed with power to summon any citizen to their aid in case of fire. It was incumbent on all citizens to keep a fire bucket within their building in a conspicuous place, and on an alarm of fire, to promptly hurry to the scene of the conflagration equipped for service with the said bucket. Where the buckets did not suffice to put out the fire, they simply had to let it burn itself out. But with the growth of the town more efficient safeguards were required, and in November, 1835, a regular fire department was organized. A hook and ladder company was formed, which was equipped by the city with four ladders, four axes and four saws, and on December 1, 1835, the first fire engine was purchased for \$894.38, and the fire company known as Engine Company No. 1 was organized.

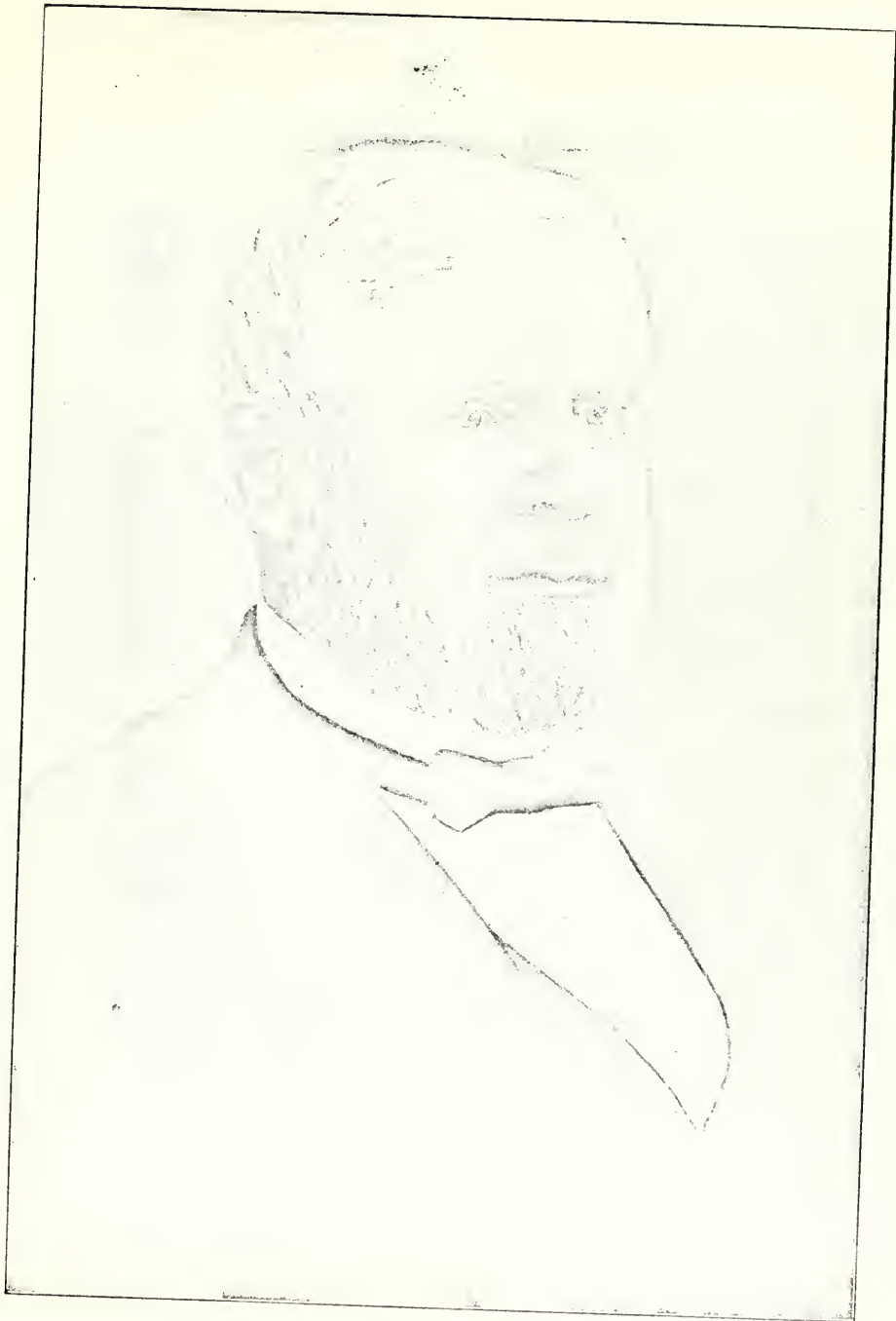
From the very first the financial affairs of the new town were, as ever after, even to the present day, in a precarious condition, but the town trustees were unwilling to make any expenditures unless the collector and treasurer showed sufficient funds on hand. They did not repair either bridges or streets, and almost from the first day of the town's existence, there were general complaints as to the horrid condition of the streets, sidewalks and bridges. Thus from the very beginning the inhabitants of Chicago became accustomed to the complaint habit, which they have evidently cherished most religiously and faithfully, and which they have left as a characteristic inheritance to the following generations.

The first loan on the faith of Chicago was authorized on October 2, 1834, and amounted to \$60, for the purpose of draining State street. During the year 1835 the town had, besides ordinary expenses, incurred some extraordinary liabilities. A permanent board of health was established and a loan of \$2,000 was made for improving the sanitary conditions as a preventative against the threatened outbreak of cholera. The town treasurer, John S. C. Hogan, was violently opposed to this loan as a reckless measure, and rather than sanction it, resigned his office in June, 1835. During the fall of the year a one-story and basement brick court house was erected on the corner of Clark and Randolph streets. The county offices were on the lower story, and the court room was above. If further improvements were to be made, which were necessary to keep pace with the town, it was evident that funds had to be procured. On June 6, 1836, the fourth and last election under the town system was held. E. B. Williams was chosen president of the board and S. G. Trowbridge, Peter Bolles, L. P. Updike, A. D. Taylor, William B. Ogden, A. Pierce, T. G. Wright and J. Jackson, members; W. McClintock was street commissioner; O. Morrison, constable; N. H. Bolles, assessor and collector; George W. Dole,

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treasurer, and James H. Rees, surveyor. On July 28, 1836, the trustees resolved, "that it is necessary and expedient for this board to effect a loan not exceeding \$50,000, to be expended in public improvements." The town clerk was ordered to draft a memorial to the legislature for the necessary authority for this loan, but that was as far as the matter ever went at that time.

In spite of all these difficulties, however, the population continued to grow, and the needs of a new and more liberal charter became apparent. The belief in the future of the town was so strong that the demand was for a city charter, and as a result of the unanimous sentiment, a committee consisting of Wm. B. Ogden and Peter Bolles as members of the board of trustees and of Ebenezer Peck, J. Dean Caton and T. W. Smith, representing each of the three divisions of the town, laid a draft of a charter for approval of the people before a mass meeting held Monday, January 23, 1837, at the so called "Saloon Building," corner of Lake and Clark streets, the first public hall erected in Chicago, and it was unanimously adopted. Only one change was made. Originally the proposed city authorities were authorized to assume unlimited indebtedness. This was amended so as to limit the debts to be incurred to \$100,000 per year. With this single alteration the charter was sent to the legislature, where it was enacted into law on March 4, 1837, the birthday of the city of Chicago.



WILLIAM B. OGDEN
Chicago's First Mayor,
1837

Chapter I. -- 1837 - 1851



THE first charter of the new city of Chicago gave it an area of more than ten square miles, the boundaries being the present North avenue on the north, Wood street on the west, Twenty-second street on the south and the lake on the east, excepting the Fort Dearborn reservation. It also included a small tract on the lake shore just

north of North avenue, used as a cemetery by the city, which subsequently became a part of Lincoln Park.

The city was districted into six wards, located as follows:

First ward: South of the river, east of Clark street.

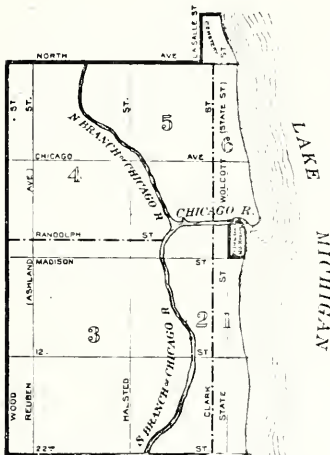
Second ward: South of the river, west of Clark street to the river.

Third ward: West of the river, south of W. Randolph street.

Fourth ward: West of the river, north of W. Randolph street.

Fifth ward: North of the river, west of N. Clark street.

Sixth ward: North of the river, east of N. Clark street.



Map of Chicago in 1837

Each ward was represented by two aldermen and one assessor, with the exception of the third and fifth wards, which were entitled to but one alderman for each ward until 1839.

The Common Council had to appoint by ballot each year a clerk, treasurer, city attorney, street commissioner, police constables, clerk of the market, collectors, city surveyors, pound masters, porters, carriers, cartmen, packers, beadles, bellmen, sextons, common criers, scavengers, measurers, surveyors, weighers, sealer of weights and measures and gaugers. If any inhabitant, elected or appointed to any office, refused or neglected to accept such office for five days after having received personal notice in writing from the clerk, he forfeited the sum of \$10. The council had also authority to require every male resident of the city over the age of twenty-one years to labor at least three days in each year upon the streets and alleys of the city, but any person could at his option pay at the rate of \$1 for each day so required to work.

The members of the council were fire wardens, and had the power to

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appoint such other fire wardens as were deemed necessary. The firemen so appointed, as well as the members of the council during their term of service, were exempt from serving on juries and in the militia, and after having served the term of ten years were forever exempt from jury or militia service. The chief engineer and two assistant engineers of the fire department were to be elected annually by the voters of the city, and only if the voters failed to do so, the council had the appointment of these too. The members of the council were also commissioners of the common schools, and had the authority to appoint annually not less than five nor more than twelve inspectors of common schools. Besides these school inspectors the voters elected three school trustees for each school district, who had the employment of teachers. Their office was abolished by an amendment to the charter passed two years later, transferring their powers to the council. This body further appointed annually three commissioners as a board of health, of which the mayor or the presiding officer of the council was president, and a health officer. The council had the power to levy taxes upon the real or personal property in the city not exceeding one-half of one per cent of the assessed value. All taxes were collected by the city collector.

The mayor was elected for one year. He received an annual salary of \$500, and presided at the meetings of the council, but had only a casting vote and did not have the power of veto. He had the jurisdiction of a justice of the peace and was entitled to the same fees and emoluments allowed by law to other justices. He had the authority to commit vagabonds, rogues, idle or disorderly persons to the house of correction, administered the oath of office to city officials and had to sign the warrants for all officers appointed by the council.

There was a municipal court, abolished by charter amendment in 1839, with jurisdiction concurrent with the circuit courts of the state in all matters civil or criminal within the limits of the city. This court was held by one judge, who was appointed by the legislature and held office during good behavior. He had the appointment of the clerk of the court. A high constable having the same power and functions as an officer of the municipal court within the limits of the city, as sheriffs are allowed to exercise within the limits of their counties, was elected by popular vote for one year.

These in brief were the provisions of the first charter relating to the administrative forces of the new city. The council reigned supreme, nearly all other officials being its creatures, receiving and carrying out the orders of that all-important body.

The first election under the new charter was held on May 2, 1837. There were to be chosen a mayor, a high constable, ten aldermen and four

assessors. Two tickets were placed in the field: One, called the Democratic ticket, was headed by William B. Ogden; the other, called the Whig ticket, was headed by John H. Kinzie. The total vote cast in this charter election was 709, of which Mr. Ogden received 492 and Mr. Kinzie 217 votes. Thus was Wm. B. Ogden elected first mayor of Chicago. The other officials elected with him were: Aldermen:—First ward: J. C. Goodhew, F. C. Sherman; second ward, Peter Bolles, John S. C. Hogan; third ward, John Dean Caton; fourth ward, Asabel Pierce, Francis H. Taylor; fifth ward, Bernard Ward; sixth ward, Samuel Jackson and Hiram Pearsons. Assessors: First ward, Eli B. Williams; second ward, Silas W. Sherman; fourth ward, Lucien Payton; sixth ward, Gholson Kerchival. High constable, John Shrigley.

Shortly after the election Isaac N. Arnold was chosen city clerk; he was succeeded in October of the same year by George Davis. Norman B. Judd was appointed city attorney and Hiram Pearsons city treasurer. Dr. J. W. Eldridge, A. N. Fullerton and D. Cox were made members of the board of health and Dr. D. Brainard became the first health officer of the new city. On May 12th the following were elected members of the board of school inspectors: Thomas Wright, N. H. Bolles, John Gage, T. R. Hubbard, I. T. Hinton, Francis Payton, G. W. Chadwick, B. Huntoon, R. J. Hamilton, W. J. Brown.

The first care of the authorities was to provide appropriate quarters for housing the various city offices, and rooms were rented for that purpose in the aforementioned "Saloon Building," which thus became the first "City Hall" in Chicago.

Many and serious difficulties confronted the young administration. The streets were in a horrible condition, as but few of them were even graded. As late as July 9, 1836, attention was called to a pool of water on Lake street, corner of La Salle, inhabited by frogs. Early in the year proposals were invited for "clearing, grubbing and grading" a number of streets together fourteen and a half miles in length. There was especially great need for bridges and ferries so as to enable traffic between the three parts of the city. At that time there was only one drawbridge across the river, at Dearborn street, built in 1834, which was finally removed in July, 1839, and further a footbridge over the north branch of the river and a floating bridge consisting of rough logs over the south branch just north of Randolph street. New fire engines were badly needed and drainage demanded attention. The outlook for accomplishing all these improvements was not very promising.

Shortly after the organization of the administration the city treasurer received from the town treasurer \$2,814.29, and soon the city saw itself obliged to run into debt. The council appointed a finance committee of

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which Peter Bolles was chairman, and Mayor Ogden was chosen the agent of the corporation.

It was resolved to borrow \$25,000, which the city promised to redeem in five years, but the State Bank of Illinois, which was asked for the loan, on May 31st declined to make it. In order to relieve the immediate needs the council on June 1, 1837, ordered the issue of \$5,000 in city script in denominations of \$1, \$2 and \$3, its first issue of paper money, which bore interest at the rate of 1% per month and was receivable for taxes. The value of the real property within the limits of the city of Chicago in 1837 amounted to \$236,842, and the taxes collected during the year were \$5,905.15.

In July, 1837, the first city census was taken and showed a total population of 4,170. It may be of interest to note that of this number 1,800 were white males over twenty-one, besides 104 sailors belonging to vessels owned here, and 41 were colored males. The grown female population at that time was rather small and numbered only 845 over twenty-one years. This, however, promised to remedy rapidly, as there were 269 girls under five years as against 244 boys, and 450 females between the ages of five and twenty-one as against 381 males of that age, so that in the population below the age of twenty-one the females outnumbered the males. It may be stated here that the financial panic which broke out late in the year and the subsequent hard times undoubtedly tended to discourage some of the settlers and to diminish the population, which for 1838 was estimated at only 4,000. However, this did not last long, and the United States census for 1840 shows the population of Chicago to be 4,479.

There can be no doubt that a great deal of credit for overcoming the immense difficulties of the new city and for encouraging the citizens and for the building up and development of the future metropolis was due to William B. Ogden, its first mayor and one of the most remarkable figures of the time, whose influence for the good of Chicago was felt for many a year, and who was, until his death, honored and respected by all his fellow-citizens.

William B. Ogden, the first mayor of Chicago, was born on the 15th of June, 1805, in the town of Walton, Delaware County, New York. When little more than sixteen years of age he found himself by the sudden death of his father the mainstay and support of his mother, a younger brother and sisters. In 1835 he came to Chicago as the representative of a number of eastern capitalists who, under the name of the American Land Company, were making large investments in Chicago town lots and other western lands. From the very first William B. Ogden had great hopes for the future of Chicago, and even the times of depression and gloom could not

cause him to lose faith. As a public official he was untiring and zealous. Public improvements he always sought to place on a solid and enduring basis. Many street improvements he made at his own or the expense of those associated with him in his town property.

When during the panic of 1837 some of the indebted citizens of Chicago, made desperate by the inflammatory speeches of demagogues, looked toward repudiating the city's debt and had called a meeting for that purpose, Mr. Ogden stepped before the excited crowd and exhorted the citizens not to commit the folly of proclaiming their own dishonor. "Above all things do not tarnish the honor of our infant city." His eloquence prevailed and the city's credit was saved.

After finishing his mayoralty term Mr. Ogden served the city at various times in other capacities. In 1840 he was alderman for the sixth ward and in 1847 for the ninth ward. He also represented the city in the state legislature, was president of the board of sewerage, commissioners and zealously advocated the public parks.

Particularly successful was Mr. Ogden in connection with the railroads of the northwest, earning him the name of "Railway King of the West." He was one of the chief organizers of the Chicago and Northwestern Railway Company, and when the Union Pacific Railroad Company was organized under the act of Congress in 1862, Mr. Ogden was chosen its first president. The later years of his life were spent largely in New York at his villa, "The Bosobel," on the Harlem River, where he died on the 3d of August, 1877.

It is of him that Guizot, the French historian and statesman, said as he looked upon his portrait: "That is the representative American who is a benefactor of his country, especially the mighty West; he built Chicago."

When on March 6, 1838, Buckner S. Morris was elected as the second mayor of Chicago, the state was in the throes of the exceedingly hard times caused by the financial panic of 1837. These lasted for some years and there was little or nothing to encourage the young city. Some of the late arrivals left again and the population during the next year fell off, yet the indomitable spirit that characterized Chicago and its inhabitants from the very start could not be downed. They kept right on, property again began to rise, new settlers came and from 1840 on the population grew steadily until in 1850 it numbered about 30,000.

The following table shows the population, the taxable value of property, the amount of taxes levied and the indebtedness of the city for each year from 1837 to 1850.

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Year	Popula- tion	Valuation Real Estate	Valuation Personal Property	Total Valuation	Total Tax Levied	Liabilities
1837	4,170	\$236,842.00	.....	\$236,842.00	\$ 5,005.15	.....
1838	4,000	235,996.00	.....	235,996.00	8,849.86	\$9,996.54
1839	4,200	94,803.00	.....	94,803.00	4,664.55	7,182.25
1840	4,470	94,437.00	.....	94,437.00	4,721.85	6,559.63
1841	5,600	127,024.00	\$39,720.00	166,744.00	10,004.67	12,387.67
1842	6,700	108,757.00	42,585.00	151,342.00	9,181.27	16,372.01
1843	7,580	962,221.00	479,093.00	1,441,314.00	8,647.89	12,655.40
1844	10,170	1,992,095.00	771,186.00	2,763,281.00	17,166.24	9,795.35
1845	12,088	2,273,171.00	791,851.00	3,065,022.00	11,077.58	10,691.27
1846	14,169	3,664,425.00	857,231.00	4,521,656.00	15,825.80	16,045.41
1847	16,859	4,995,466.00	853,704.00	5,849,170.00	18,159.01	13,179.89
1848	20,023	4,998,266.00	1,302,174.00	6,300,440.00	22,051.54	20,338.38
1849	23,047	5,181,637.00	1,495,047.00	6,676,684.00	30,045.09	36,333.20
1850	29,963	5,685,965.00	1,534,284.00	7,220,249.00	25,270.87	93,395.00

Yet in spite of this steady growth, it was only toward the end of the first period of its municipal life that Chicago began to throw off its village-like appearance and assume a city-like aspect.

On April 21, 1843, the council passed an ordinance prohibiting hogs from running at large in the streets of Chicago. Paving was not known and but very few streets were planked. In 1849 the authorities commenced to generally plank the streets. This often was worse than nothing and early in the spring of the year portions of the streets were impassable for weeks. In August, 1850, one of the newspapers of that time stated: "Many of the populous localities are noisome quagmires, the gutters running with filth at which the very swine turn up their noses in supreme disgust."

An efficient drainage system became the general demand. Prior to this time there was nothing in the way of drainage except open ditches. In 1850 triangular shaped wooden box sewers were built in Clark, La Salle and Wells (now Fifth Avenue), streets, from the main river to the alleys south of Randolph street; the cost of these sewers, \$2,871.90, was wholly paid for by the property benefited, as since March 20, 1846, all street improvements were paid for by a special tax. It was several years later that a systematic drainage of the city was begun.

Under these circumstances sanitary conditions were, of course, not very good and the death rate was high, figuring 26 per thousand population in 1845 and 29 in 1848. No data for the years prior to 1843 are in existence; beginning with that year records were kept in an unofficial way and only after 1851 vital statistics were recorded officially. In the summer of 1849 a cholera epidemic broke out and from July 25 to August 28 out of 1,000 persons taken sick, 314 died. A temporary hospital for treatment of cholera patients was established on Eighteenth street near the river. The total deaths from cholera in that year numbered 678, or one in 36 of the

entire population. In 1850 again 420 persons died from cholera. The total number of deaths from 1843 to 1850 were: 1843—141; 1844—336; 1845—344; 1846—394; 1847—572; 1848—638; 1849—1,701; 1850—1,467.

The first great fire in Chicago occurred October 27, 1839. It commenced at Lake street near Dearborn street, where the Tremont House was standing, and destroyed this and seventeen other buildings, while one was blown up to stop the conflagration. The damage caused by this fire was estimated at \$65,000. Ten years later on July 25, 1849, the rebuilt Tremont House again burned down, together with twenty other buildings.

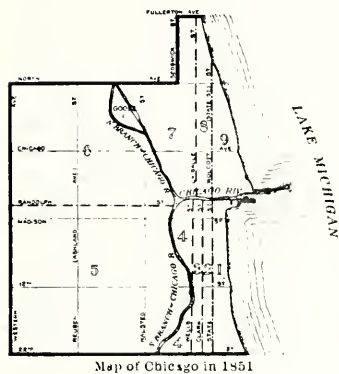
When in 1839 the Dearborn street drawbridge was removed there were left but two ferries, one at Clark street and the other at State street, to facilitate traffic across the river. In April, 1840, work was begun on a bridge at Clark street, which was finished by the end of the year, the first floating swing bridge in the west. In November, 1846, the council ordered a bridge at Wells street, which was completed July, 1847, and also built in that year bridges at Madison street and Randolph street; thus the year 1848 saw four floating bridges in operation. They were all swept away by a great flood which occurred March 12, 1849, through the sudden giving away of masses of ice in the south branch of the river. The flood caused a damage of \$15,000 to the city and of about \$93,000 to the shipping interests. The bridges were all repaired by September of that year, ferries being used meanwhile.

In January, 1840, the city erected a market house at the corner of Lake and State streets at a cost of \$1,500 and rented the stalls for three years at a total rental of \$2,460. In 1842 the city hall was moved from the "Saloon Building" to Mrs. Nancy Chapman's building, corner of La Salle and Randolph streets, where it remained for six years. In January, 1848, the city built the "Market Building," a combined city hall and market. It was located at the corner of Randolph and State streets and extended 40 feet west on Randolph street and 180 feet north on State street. It was a two-story building of brick and stone and cost \$11,070. The first story was divided into thirty-two stalls for market purposes; the second into four rooms, one of which was occupied by the city clerk, another by the public library and the other two rooms by the city council, which moved into them November, 1848. The council's rooms were also used for general public purposes.

In 1840 the Chicago Hydraulic Company, which was incorporated January 18, 1836, with a capital stock of \$250,000, the forerunner of our great water works system, began active work. In the spring of 1842 the pumping works, with a steam engine of 45 h. p., was completed at an outlay of \$24,000. Wooden piping was used, about one mile being laid each year, so that by the end of 1850 nine and one quarter miles were in operation.

Chapter II. — 1851-1863

THE second charter of Chicago was passed by the legislature February 14, 1851, under the title: "An act to reduce the law incorporating the City of Chicago and the several acts amendatory thereof into one act and to amend the same." It remained in force with a number of amendments until 1863.



Under it the city was divided into nine wards, the boundaries of which were as follows:

First ward: South of the river, east of State street.

Second ward: South of the river, west of State street and east of Clark street.

Third ward: South of the river, west of Clark street and east of Wells street.

Fourth ward: South of the river, west of Wells street and east of the south branch of the river.

Fifth ward: West of the south branch of the river and south of Randolph street.

Sixth ward: West of the river and of the north and south branches thereof and north of Randolph street.

Seventh ward: East of the north branch of the river and north of the river and west of La Salle street.

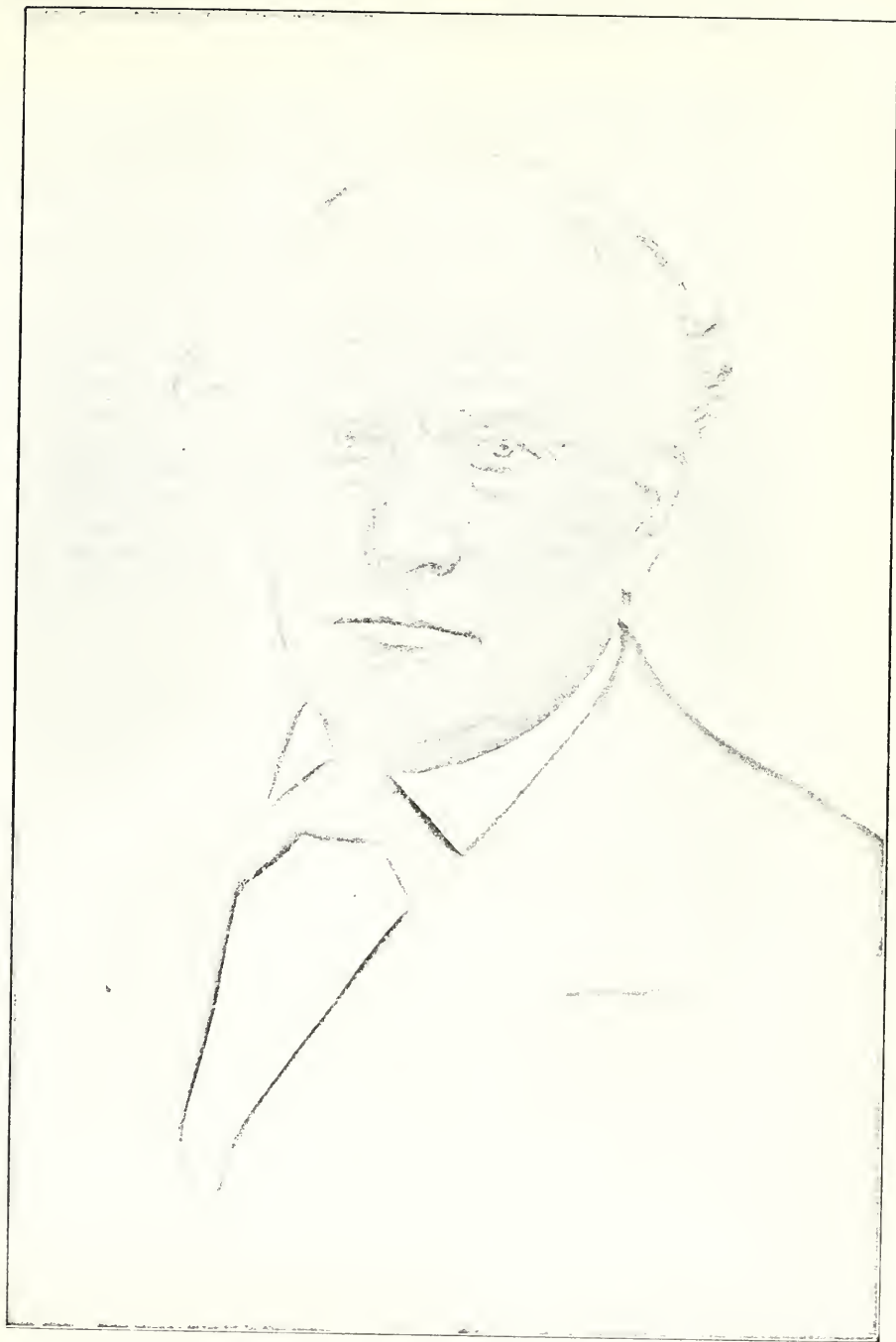
Eighth ward: North of the river, east of La Salle street and west of Wolcott street.

Ninth ward: North of the river and east of Wolcott street.

The first, second, third and fourth wards formed the south division; the fifth and sixth wards the west division, and the seventh, eighth and ninth wards the north division.

There were annually to be elected by the voters of the city a mayor, marshal, treasurer, collector, surveyor, attorney, chief engineer, assistant engineer; further one alderman for a term of two years and one police constable for each ward; one street commissioner for each of the three divisions of the city.

The other officers of the city, which were appointed by the council, were a clerk, a school agent, a board of school inspectors, a board of health,



MAYOR JOHN WENTWORTH,
1877-1880

- 1843: Mayor, Augustus Garrett; City Clerk, James M. Lowe; City Attorney, Geo. Manierre, Henry Brown (appointed to fill the vacancy) City Treasurer, W. S. Gurnee.
- 1844: Mayor, A. S. Sherman; City Clerk, E. A. Rucker; City Attorney, Henry W. Clarke; City Treasurer, W. S. Gurnee.
- 1845: Mayor, Augustus Garrett; City Clerk, Edward A. Rucker, Wm. S. Brown (appointed to fill vacancy); City Attorney, Henry W. Clarke; City Treasurer, Wm. L. Church.
- 1846: Mayor, John P. Chapin; City Clerk, Henry B. Clarke; City Attorney, Charles H. Larrabee; City Treasurer, William L. Church.
- 1847: Mayor, James Curtiss; City Clerk, Henry B. Clarke; City Attorney, Patrick Ballingall; City Treasurer, Andrew Getzler.
- 1848: Mayor, James H. Woodworth; City Clerk, Sidney Abell; City Attorney, Giles Spring; City Treasurer, Wm. L. Church.
- 1849: Mayor, James H. Woodworth; City Clerk, Sidney Abell; City Attorney, O. R. W. Lull; City Treasurer, William L. Church.
- 1850: Mayor, James Curtiss; City Clerk, Sidney Abell; City Attorney, Henry H. Clark; City Treasurer, Edward Manierre.

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eighth and ninth wards and further a police constable for each ward. Any person appointed or elected to any office could be removed for cause by a vote of two-thirds of all the aldermen elected. It provided that residents who were required to labor upon the streets for three days could commute this labor at the rate of 50 cents per day, and that the street taxes were to be expended in the wards where they were paid. Authority was given to the council to plank any street in the city and to construct a breakwater along the shore of Lake Michigan, and to construct tunnels under the Chicago River. The expenses for these improvements were to be paid by special assessment except the expenses of the breakwater, which were to be paid by the city at large.

April 16, 1849, an act was passed providing for township organization upon acceptance of that act by a majority of the voters in the county. Under this act the county was laid out into towns, for each of which were to be elected annually a supervisor, a town clerk, an assessor, a collector, an overseer of the poor, two justices, two constables, as many overseers of the highways as there were road districts in the town, as many pound masters as the town chose to select and three commissioners of the highways. The township system was adopted by Cook County on November 6, 1849, and for more than fifty years the city of Chicago had to suffer from the consequences of this act before it was repealed.

On account of these many changes and the great number of city ordinances which came into existence, it finally became necessary to gather up all these laws and ordinances and consolidate them into a new act as the second city charter of Chicago.

The principal city officers during the period when Chicago worked under its first charter were as follows:

- 1837: Mayor, Wm. B. Ogden; City Clerk, I. N. Arnold, Geo. Davis (appointed in October to fill vacancy); City Attorney, N. B. Judd; City Treasurer, Hiram Pearsons.
- 1838: Mayor, Buckner S. Morris; City Clerk, George Davis; City Attorney, N. B. Judd; City Treasurer, Hiram Pearsons.
- 1839: Mayor, B. W. Raymond; City Clerk, Wm. H. Brackett; City Attorney, Samuel L. Smith; City Treasurer, Geo. W. Dole.
- 1840: Mayor, Alexander Loyd; City Clerk, Thomas Hoyne; City Attorney, Mark Skinner; City Treasurer, Walter S. Gurnee, N. H. Bolles (appointed to fill vacancy in April).
- 1841: Mayor, F. C. Sherman; City Clerk, Thomas Hoyne; City Attorney, Geo. Manierre; City Treasurer, N. H. Bolles.
- 1842: Mayor, Benjamin W. Raymond; City Clerk, J. Curtis; City Attorney, Henry Brown; City Treasurer, F. C. Sherman.

Gas Light and Coke Company had obtained its charter on April 13, 1849. It gave this corporation "the right to construct gasworks and manufacture gas, and lay pipes for the purpose of conducting the gas in any of the streets of the city"; and it conferred upon the company the exclusive privilege of "supplying the city of Chicago and its inhabitants with gas for the purpose of affording gas and light" for the period of ten years. Work was begun in October, 1849, and on September 4, 1850, the city for the first time was lighted with gas. The first gas works were situated on the south side of Monroe street near Market. The price for street lighting was fixed by contract at \$15 per post and the citizens had to subscribe one-half the cost for each lamp erected before it was lighted.

During the first period of Chicago's existence as a city, it was frequently found that the provisions of the city charter were not adequate and a number of amendments were obtained from time to time from the legislature. Some of these have already been mentioned. On March 2, 1839, an act was passed to regulate tavern and grocery licenses. This act repealed all laws permitting county commissioners' courts to issue licenses for tavern keepers. The new law provided that a license fee of not less than \$25, nor more than \$30, in the discretion of the court, should be paid by the applicant, who was to give bonds for conducting an orderly house. A majority of the local voters in any county justice's district, incorporated town, or ward of any city, could petition the court not to grant licenses to sell liquor within their bounds and in such case no license was issued until a majority of the legal voters petitioned for a granting of the license.

March 1, 1841, the provision for the election of one assessor in each ward of the city was repealed and the council authorized to appoint one assessor with the privilege of increasing the number to three.

February 25, 1845, an act was passed which gave the city of Chicago the power to levy an annual tax of not more than two and a half mills on the dollar for city purposes and one mill on the dollar for school purposes.

February 16, 1847, an act was passed which made numerous changes in the powers and functions of city officials. It enlarged the boundaries of the city, which after that date were as follows: On the south, Twenty-second street; on the west, Western avenue; on the north, North avenue to Sedgwick street, thence north to Fullerton avenue, thence east to the lake; on the east, Lake Michigan; making a total area of 14.01 square miles. The city was divided into nine wards instead of six as originally. An act provided further for the annual election of the city attorney, the city treasurer, the city collector, the city surveyor, one street commissioner and one assessor by the voters of the first, second and fourth wards, one street commissioner and one assessor by the voters of the seventh,

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The public safety until 1841 was entrusted entirely to the "High Constable," who with his deputies, the ward constables, constituted the police force. Until 1840 only two constables did police duty. An amendment to the charter, passed March 3, 1841, provided for the annual election of a city marshal and in 1842 Orson Smith was elected the first city marshal and re-elected the next year. One constable was elected for each ward. It seems that the marshal and his constables, of which there were nine after 1847, either were not always able to cope with the crime prevailing or else were derelict in their duties; this was certainly the case with City Marshal Richard C. Ross, who was elected in 1847. On March 4, 1848, the council adopted the following resolution:

"WHEREAS, Richard C. Ross, City Marshal, has proved to be an inefficient officer by countenancing gambling houses, particularly keno tables, and with his full knowledge tolerated violations of the license ordinance; therefore,

RESOLVED, That Richard C. Ross, City Marshal, is clearly censurable for gross neglect of duty."

Gambling seems to have been very much indulged in in those days, and on March 18, 1848, the council passed the following first anti-gambling ordinance:

"An ORDINANCE to suppress Keno:

"Be it ordained by the Common Council of the City of Chicago that any person or persons who shall keep within the City of Chicago a keno game, or who shall run or otherwise use the same, or determine any chance or hazard by which any person or persons are to receive any money, check or checks, bank notes or bills, or other valuable thing, shall for each offense pay a penalty of Twenty-five (\$25.00) Dollars to be recovered by the City of Chicago before any Justice of the Peace or any Court having jurisdiction thereof."

Conditions must have been pretty bad in that year, for in his annual message in 1849 Mayor Woodworth comments upon the "increase of petty crimes and the prevalence of criminals and recommends the establishing of a House of Correction."

A permanent system of free public schools was not established in Chicago until 1840. In 1845 the first permanent public school building, "The Dearborn School Building," was erected on Madison street opposite McVicker's theater. In 1850 the teaching force consisted of eighteen teachers. There were 1,919 pupils enrolled and the total school expense of that year was \$6,037.97.

Two very important events, although not directly connected with the city government, took place in 1850. The first was the completion and opening of the first section of the Galena and Chicago Union Railroad to Elgin. The second was the lighting of the city with gas. The Chicago

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one assessor for each division of the city, one or more harbor masters, three trustees of schools for each school district, one or more health officers, one or more market clerks, three inspectors of elections for each ward and as many firemen, fire wardens, policemen, watchmen, sealers of weights and measures, inspectors, measurers, weighers, gaugers, sextons or keepers of burial grounds, keepers and assistants of alms houses, work houses, public buildings, hospitals and bridewells or houses of correction, bellmen, common criers, scavengers and such other officers and agents as the council may from time to time direct and appoint. Any officer appointed by the council or elected by the people could be removed from office by a vote of two-thirds of all the aldermen elected for cause.

The mayor, whose salary was fixed at \$1,200 per annum, was given the powers of a justice of the peace and was made the presiding officer of the common council. He was also given the veto power, which could be overcome by a majority of all the aldermen elected. Whenever the mayor was unable to perform the duties of his office, the council appointed by ballot one of their number as acting mayor. The aldermen were the "fire wardens and conservators of the peace" and were exempted from jury duty and the payment of street taxes during their term of office.

The members of the council received no compensation for their services nor were they competent to hold any other city office. They were authorized to levy an annual tax not exceeding three and a half mills on the dollar for city purposes, an additional tax of two mills on the dollar for school purposes and a tax not exceeding one-half mill on the dollar for interest on the bonded debt of the city. They were also authorized to levy taxes for the erection of a barrier to protect the city from the lake, for the erection of a city hall, markets, hospital, work house and for the purchase of the market grounds, public squares or parks, or any other permanent improvements. It was, however, provided that the cost of all such improvements was to be levied only upon the property in that division of the city in which they were to be located, but a part of the cost would be levied as a special assessment upon the real estate immediately benefited by the improvement; all improvement taxes were limited to two per cent upon the value of the property assessed. The council could also levy a tax sufficient to defray three-fourths of the expense of erecting lamps and lighting the streets in each district.

The annual assessment rolls, the form of which was prescribed by the council, had to be returned to that body by the assessors for revision and final correction.

The council was given full power to establish and maintain schools, and the school agent who had the custody and management of all school moneys was completely subject to the direction of the council.

Neither the mayor nor the council could remit any penalty imposed for the violation of any ordinance, or release anyone from imprisonment unless two-thirds of all aldermen elected voted for such release or remission.

On February 15, 1851, the legislature passed an act incorporating as a part of the city government the Chicago City Hydraulic Company and providing for an elective board of water commissioners whose duty it was to furnish a full supply of water for the city of Chicago. They were authorized to purchase the franchise and property of the Chicago Hydraulic Company, and had the power to borrow \$250,000 upon the credit of the city and to issue bonds therefor. The water commissioners were to be elected for a period of three years, but the act named John B. Turner, Horatio G. Loomis and Alson S. Sherman as the first board of water commissioners. A year later, June 15, 1852, the commissioners were given power to borrow an additional \$150,000 and on February 28, 1854, the council was authorized to borrow \$100,000 for the water works. On February 15, 1855, the incorporating act was amended by a supplementary act which provided that the three water commissioners had to be elected successively from the three divisions of the city, and if a commissioner removed from the division in which he was elected, his office became vacant. The borrowing power of the water commissioners was limited to \$300,000, and the bonds issued had to be approved by the council. It was further provided that all funds derived from the sale of the bonds of the board, or from water rents or otherwise, should be exclusively used for the purpose specified in the original act, namely, that of procuring a full water supply, and it was specifically forbidden that any part of such moneys should be loaned to or used by the city of Chicago. The commissioners could be removed from office only by the judge of the circuit court or judge of the common pleas court of Cook county upon petition by the common council voted for by a majority of all aldermen elected.

Under the charter of 1851 authority had been given to the mayor and council to issue liquor licenses, the fee not to be less than \$50 nor more than \$500 per annum. This act was repealed on June 23, 1852, and was re-enacted on February 12, 1853, except that the maximum license fee was limited to \$300.

On February 12, 1853, a legislative act extended the limits of the city by adding several tracts of land containing nearly 4 square miles, making the total area of the city 18 square miles, the new territory being added mainly to the seventh and fifth wards. On the same date an act was passed establishing a recorder's court with jurisdiction in all criminal cases except treason and murder, and in civil cases involving not more than \$100.00. The judge, who was called the recorder of the city of Chicago, and the clerk were to be elected by the people for a period of five years. The salary of the judge was fixed at \$1,000.00.

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An act of February 27, 1854, provided for the creation of police magistrate courts; three magistrates were to be elected by the people for a period of four years with jurisdiction in all cases arising under the ordinances of the city.

By an act passed February 28, 1854, the Council was given power to build tunnels under the river and to charge toll for the use of the same. Its taxing power was increased by raising the maximum tax for interest from one-half mill to one mill. This act also gave the Council power to elect a superintendent of special assessments and provided further that the city marshal was in the future to be elected by the people for a period of two years, and was ineligible to the same office for the next successive term.

February 14, 1855, the sewerage act was passed by the legislature incorporating a board of sewerage commissioners consisting of three members, one for each division of the city, who were to be elected by the council for a period of three years. The commission was to provide a system of drainage, for which purpose the city was divided into three sewerage districts. The committee was authorized to borrow \$500,000 on the credit of the city and issue bonds therefor upon approval by the council. The cost of the sewers was to be raised by a special sewerage tax. Four years later the commission by an amendatory act was authorized to borrow an additional \$500,000.

February 14, 1857, the legislature empowered the council to establish and maintain a reform school, and to assess for its support on real estate a tax not exceeding two mills on the dollar. All courts held sentenced to this school all male offenders under seventeen years and over six years of age, but it was provided that the prisoners may be transferred to a state institute whenever such is established.

Great changes in the scheme of the government were brought about by an act amendatory of the charter passed February 16, 1857. By it some of the principles were established which were kept in force ever since, and are in force today. The mayor, who up to now was but little more than a figurehead, was given considerable power by a provision that all officers of the city who were not elected, were henceforth to be appointed by the mayor, with consent of the council, and the mayor's veto of any ordinance could be overcome only by a two-thirds majority. The act further provided for reference of all ordinances, petitions and communications to the council to an appropriate committee, and action at the subsequent meeting of the council upon the report of the committee, except by unanimous consent. Upon the demand of two aldermen the report of the committee had to be published and deferred for one week. No contract or expense could be incurred without a previous appropriation therefor. The act established a

"Treasury Department," which embraced the "Comptroller, Treasurer, Collector, all receivers of city revenues and all such clerks and assistants including an Auditor, as the council may by ordinance see fit to prescribe." The mayor was authorized to appoint "some discreet and able accountant to be styled the City Comptroller" who was the chief of the Treasury department. There was to be hereafter only one city collector, whose duty it was "to turn all moneys upon receipt over to the City Treasurer." The council was to designate two or more justices of the peace to constitute the police court, who were elected for one year, while the police court clerk was to be elected by the people as heretofore, for two years. By one of the sections of this act "any officer whose compensation is provided for by salary is forbidden to retain any fees, perquisites and emoluments," which were to be turned over to the treasury. The mayor's salary was fixed at \$3,500 per annum in lieu of all other compensation whatsoever.

The school tax to be levied was limited to two mills. Provision was made for the appointment by the council of fifteen school inspectors, to be styled the board of education, for a term of three years.

A tenth ward was added to the city by dividing the fifth and seventh wards into three.

February 16, 1857, the legislature passed an act authorizing the judge of the Cook County Court of Common Pleas to appoint three park commissioners to lay out a public park in the south division, which was to comprise not less than one hundred acres nor more than three hundred acres of land for the free use of the citizens, subject to the regulations of the common council. The cost was to be assessed against the property benefited by the improvement and partly by a loan on "Chicago Park Stocks" bearing interest at 10% per annum, to be redeemed within fifty years. The loan was to be raised by the mayor and the council, and the interest on the stock by a tax in the south division. Provision was further made for the appointment of commissioners to lay out parks in the west and north divisions, as soon as all the aldermen of a division presented a petition to the court. This park act was repealed on February 19, 1859, as "immature and not demanded by the interests of the people."

An act to define, confirm and legalize the acts of a fish inspector of the city of Chicago was passed February 18, 1857.

On February 16, 1861, the legislature passed an act amending the charter, which materially changed the entire form of government in several instances. By it the board of water commissioners, the board of sewerage commissioners and the offices of city superintendent and of street commissioner were abolished. In their place a board of public works was created, which was organized in May, 1861. This consisted of three commissioners, one from each division of the city, who were elected by the people

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for a term of six years, and the mayor. The board of public works had charge of all streets, bridges, docks, wharves, public grounds and parks, markets, engine houses and all other public buildings except schools, the erection and repairs of lamps, lighting, widening and deepening the river, sewers, water works and all public improvements. It was given full control of the streets and the regulation of their use, except for railroad tracks, and vested with the full powers of the former water commission and the sewerage commission.

The time for municipal elections was changed to the third Monday in April. The office of city marshal was abolished and a board of police was established, which consisted of three commissioners, one from each division of the city, in addition to the mayor. They were to be elected by the people for a period of six years, the first election to take place in April, 1863. Until then the governor appointed the first commissioners. The clerk of the police court was ex-officio clerk of the board of police. The board was given full control of the police force, which consisted of a general superintendent, one deputy superintendent, three captains, six sergeants, sixty patrolmen and as many more patrolmen as may be ordered by the council on the application of the board. All police officers were to hold office during good behavior. They could be removed only upon written charges preferred to the board and after having a hearing by the board. The members of the board could be removed from office only by the judge of the Circuit Court of Cook County upon charges. The members of the force were appointed by the board; their salaries were fixed by the act at \$1,500 per annum for the superintendent; \$1,200 for the deputy superintendent; \$700 for each captain; \$650 for each sergeant and \$600 for each patrolman. These were the principal amendments to the charter of 1851.

On February 13, 1863, the charter with the several amendatory acts was revised, and a new act passed, which formed the third charter of Chicago.

The second period of Chicago's life as a city was one of the most important in its entire history. Many developments of lasting effect took place in those years, and many institutions still in existence had their inception then. From 1851 to 1863 the population increased at a ratio never before, nor ever after, attained. From about 30,000 in 1851, at the end of the period the city had a population of more than 138,000. The valuation of the property also grew about five-fold from about \$8,000,000 to nearly \$40,000,000. The following table shows this growth by years:

1851-1863

Year	Population	Valuation Real Estate	Valuation Personal Property	Total Valuation	Total Tax Levied	Bonded Indebted- ness
1851	34,000	\$ 6,804,262	\$1,758,455	\$ 8,562,717	\$ 63,385.87	.....
1852	38,734	8,190,769	2,272,645	10,463,414	76,948.96	\$ 126,035
1853	59,130	13,130,677	3,711,154	16,841,831	135,662.68	180,670
1854	65,872	18,990,744	5,401,495	24,392,239	499,081.64	248,666
1855	80,023	21,637,500	5,355,393	26,992,893	206,209.03	328,000
1856	84,113	25,892,308	5,843,776	31,736,084	396,652.39	435,000
1857	87,600	29,397,628	7,027,653	36,335,281	572,046.00	535,000
1858	90,000	30,175,325	5,816,407	35,991,732	430,190.00	.....
1859	93,000	30,732,313	5,821,067	36,553,380	543,614.00	1,855,000
1860	109,260	31,108,135	5,855,377	37,053,512	573,315.29	2,336,000
1861	120,000	31,314,749	5,937,631	36,352,380	550,968.00	2,362,000
1862	138,186	31,587,545	5,552,300	37,139,845	564,038.06	3,028,000

In 1853 the second "Court House and City Hall" was completed. The cost of this building, which was in the center of the public square and for which the cornerstone had been laid on September 12, 1851, under great ceremonies, was \$111,000, which amount had been borrowed under bonds of the county. The walls of the structure were faced with gray marble. In the basement of the building was the jail and the jailer's dwelling; also the sheriff's office and the city watch house. In the second story were most of the city offices. The council chamber was in the third story opposite the court room. This building served the city for nearly eighteen years.

Permanent improvements of the streets of Chicago did not commence until 1855; prior to that time the efforts toward improvement were rather spasmodic and unsystematic. Planking and graveling of the streets was for many years the only pavement known, until in the early '50's some cobblestone pavement was laid. This, however, did not prove very satisfactory. On November 28, 1856, the first Nicholson (pine block) pavement was laid on Wells street, now Fifth avenue. This gave so much satisfaction that from then on wooden block and macadam became the principal pavement of the city of Chicago. At the conclusion of the second period the streets of Chicago were $36\frac{1}{2}$ miles in length, of which $1\frac{1}{3}$ miles had been paved with wooden block; 1 mile with block stone; $2\frac{1}{2}$ miles with cobblestone and 22 miles were macadamized.

Little or nothing had been done in the earlier years for the health of the city, but as the population grew denser the need of proper sanitary precautions became plain, and particularly the fearful mortality, incident to the repeated visitations of the cholera from 1849 to 1855, made the citizens realize that want. In 1854 alone there were 1,424 deaths from cholera. Above all an adequate drainage system was demanded, and the creation of the board of sewerage commissioners in 1855 was soon to bring it about.

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The first commission consisted of Wm. B. Ogden, J. V. Webster and Sylvester Lind. E. S. Chesbrough was appointed engineer of the board and to him Chicago is mainly indebted for its sewerage system. During the fall season of 1855 surveys were made and plans drawn, which in December of that year were adopted by the council. The plan submitted provided for main sewers in the north division in Rush, Clark and Franklin streets, discharging into the main river, and Chicago avenue, emptying into the north branch. The west division mains were located on Fulton, Randolph, Madison, Adams and Van Buren streets, emptying into the south branch. The south division east of State street was drained by a main sewer in Michigan avenue from the river to Sixteenth street; the part south of Van Buren street discharging into the lake at Twelfth street; the part north emptying into the main river; the portion lying south of Washington street west of State street discharged into the south branch at various streets and the part west of State street and north of Washington street was to be drained by two-foot sewers emptying into the main river from both north and south streets. As the drainage was to depend upon the gravity method, the filling and raising of a large portion of the city was an absolute necessity. The sewerage commissioners fully appreciated the difficulties they had to contend with in order to secure drainage, aware of the fact that but little could be gleaned from the experience of other cities in this country. In December, 1856, the first sewers were laid, and shortly thereafter Mr. Chesbrough was instructed to investigate the sewerage systems of the largest European cities. Mr. Chesbrough visited Liverpool, Manchester, London, Glasgow, Amsterdam, Hamburg, Berlin and Paris and other large cities, and upon his return in 1858 made a lengthy report to the board of commissioners, in the main confirmatory of his first report. In 1861 the board of sewerage commissioners was abolished and the work taken over by the board of public works. In the beginning of 1863 there had been constructed in the city of Chicago 3,320 house drains and 64.71 miles of sewers. With the beginning of the sewerage system the death rate of Chicago decreased wonderfully, and the public health became generally good. In June, 1857, a permanent city hospital was erected.

During the first two periods little or no attention was paid to obtaining accurate data with regard to the number of deaths. This important duty was allowed to remain in the hands of the city sexton, who probably thought the less deaths he reported, the better the public were pleased. Dr. John H. Rauch, sanitary superintendent of Chicago, from 1867 to 1871, in his "Sanitary History of Chicago" from 1833 to 1870, found it necessary to add one-tenth to the recorded mortality in the years preceding 1867. This increased record is shown in the following table, giving the number of deaths, and the death rate per 1,000 population, from 1851 to 1862, and also

the number of house drains and miles of sewers at the end of each year from 1856 to 1862:

Year	Mortality	Death Rate	Number of House Drains in City	Miles of Sewers in City
1851	927	27.26		
1852	1,809	46.70		
1853	1,325	22.41		
1854	4,217	64.02		
1855	2,181	27.26		
1856	2,086	24.80	256	6.02
1857	2,414	27.55	473	10.88
1858	2,255	25.05	1,011	30.18
1859	2,008	21.59	1,817	40.63
1860	2,264	20.73	2,194	53.70
1861	2,279	18.99	2,437	54.24
1862	2,835	20.52	2,802	57.21

The present water works were begun in 1851 under the directions of the board of water commissioners. The pumping works were located on the lake shore on the north side of the Chicago river, upon the recommendation of the chief engineer, J. McAlpine. The question of taking over the works of the Chicago Hydraulic Company, which was a private company organized in 1836, was submitted to a vote of the people. The total vote cast was 4,445, of which 2,688 voted for and 513 against the measure, while 1,244 were silent on the question. This was the first test of the municipal ownership question in Chicago. The works were put in operation February, 1854. They consisted of one reservoir, containing about one-half million gallons, and eight and three-fourths miles of iron pipes, besides the pumping works. The pumping machine consisted of a vertical beam engine, and was in use sixteen years. During the first four months water was supplied but nine hours per day and none on Sunday except in case of fire. After that the supply was continued regularly throughout the twenty-four hours. The total cost of the works up to December 31, 1854, was \$393,045.32. The total actual supply in the first year was 591,083 gallons per day, although the works had a capacity of 8,000,000 gallons. At the end of 1862 the capacity of the works had been increased to 20,000,000 gallons and the actual supply amounted to 6,074,739 gallons per day. There were at that time 7,450 taps in use and 104.9 miles of pipe had been laid. The total cost of the water works at the end of the fiscal year 1862 amounted to \$1,118,494.97, while the revenue collected for that year was \$150,920.

The present board of education and the management of the public schools had its beginning by a legislative act, as noted above, in 1857. In 1854 John C. Dore was elected the first superintendent of schools at a salary

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of \$1,500 per annum, and in 1855 the first high school building was erected. At the end of 1862 not less than 17,521 pupils were enrolled in the public schools of Chicago, who were taught by one hundred and eighty-seven teachers at a total expense of \$92,378.86, not including the amounts expended for purchase of school sites, the erection of school buildings and other permanent improvements.

Another important event of that period was the organization of a paid fire department with Denis J. Swenie as its first chief under an ordinance passed by the council on August 2, 1858. Heretofore the city was guarded against the danger of fire by volunteers only. On October 19, 1857, occurred the most destructive fire in Chicago's history up to that date. It originated in a brick store in South Water street and spread in all directions, causing a damage of nearly \$500,000. Not less than twenty-three lives were lost in that conflagration. It was mainly this catastrophe which brought about the organization of a paid department. Under the ordinance the salaries were fixed as follows: Captains, \$200 per annum; lieutenants, \$100; engineers, \$600; pipemen, drivers and stokers, \$1 per day; all others \$25 per month. Every fireman when on duty was required to wear a badge. In February, 1858, a steam engine, the first that successfully stood the test, was purchased by the city of Chicago. It was called the "Long John," presumably from the fact that it was through the efforts of the mayor at that time, John Wentworth, it was procured. The first steam fire engine had been brought to Chicago from Cincinnati in 1855. When tested, it did not give satisfaction and therefore was not retained.

In December, 1851, the house of correction, later called the bridewell, was opened. Prior to that date offenders against the law were confined in the jail on the public square. The new bridewell was located on the corner of Polk street and Wells street, now Fifth avenue. It was built of 3-inch oak planks and was only 100 feet in length by 24 feet in width, one story high. Cells were furnished for about two hundred persons. David Walsh was the first keeper, and held the position until 1857. During that time, according to the statement of the keeper, he had an average of one hundred prisoners in his charge. At first the culprits were given employment in piling and handling the large quantity of lumber used by the city in paving the streets. Later a stone yard was opened near the jail wherein the prisoners were forced to labor.

By an ordinance passed by the council May 17, 1851, the city marshal was made acting chief of police, but the mayor was at the head of the force. He made the appointments and could direct their action. In 1858 a uniform for the police was adopted. It consisted of a short blue frock, which got the name of the "Copper Stock Coat," and a blue navy cap with a gold band; a plain brass star took the place of the leather badge used before.

Mayor Wentworth, when he started his second term in 1860, replaced the star again with the leather badge, but made no change in the uniform. Prior to 1860 each division of the city constituted a police district with a station at the different market halls. The last city marshal who was at the head of the police department was Iver Lawson, who held office from 1860 to 1861, when the board of police commissioners was established. The first superintendent of police under the new law was Cyrus P. Bradley, and Jacob Rehm was the first deputy superintendent. At the same time the board of police commissioners organized the first detective force.

The present system of local transportation also had its inception in the second charter period. The first ordinance regarding horse railways was passed by the council on March 4, 1856. Only a short section of the track was laid in order to legally comply with the ordinance, but matters lay dormant until August 16, 1858, when the council passed an ordinance granting permission to Henry Fuller, Franklin Parmelee and Liberty Bigelow to lay tracks on State street, Cottage Grove avenue, Archer avenue and on Madison street to the city limits. On May 23, 1859, the council rendered a franchise to the City Railway Company, which together with the North Chicago Street Railway Company had been incorporated by an act of legislature of February 14, 1859. This act as amended by the legislature several years later, in 1865, is the original act upon which the companies later on based their claim for a 99-year franchise, that was stubbornly fought for more than forty years, caused so much litigation, and was ended only a few months ago by decision of the United States Supreme Court adverse to the claims of the company. That even in the early days of Chicago the possibility of municipal ownership and operation of the street railway was thought of is shown by the fact that the various franchises granted to the street railway companies at that time contained a clause providing for the purchase of the railway property by the city.

In the winter of 1855 an incident occurred which caused the city for a time to go into the business of selling fuel.

In January, 1855, violent snowstorms raged throughout the country, and supplies were cut off. Wood, the only fuel used then, became so scarce that the council took charge of furnishing it to the suffering citizens. February 15, 1855, the city offered wood for sale "at cost" to families, and no more than one cord for each family at one time was sold. No records are existing showing the final outcome of that enterprise.

One of the most notable events of that period was caused by the license and Sunday closing question. In the city election of 1855 Dr. Levi D. Boone was elected mayor on the so-called Know-Nothing ticket. This election occurred in the height of a strong local feeling caused by a stringent

temperance law passed by the legislature the preceding winter and which was to be submitted to the people for adoption or rejection. Aside from the temperance issue, the catholic question was being discussed with much vigor and intensity of feeling. The "Know-Nothings" were opposed to foreigners holding office. With Dr. Boone a full Know-Nothing council was elected. One of Mayor Boone's first acts after introduction into office was to recommend to the council that the license fee be raised from \$50 per annum to \$300, and that no license be issued for a longer period than three months. This ordinance was passed and soon there began an agitation for resistance. When shortly thereafter the temperance leaders attempted to secure the enforcement of the old Sunday law, this fanned the fire of resentment into a flame of open revolt. Within a few weeks nearly two hundred saloon keepers were arrested. They joined their interests, and had one attorney represent them. By agreement a sample case was to be tried on the 21st of April, 1855, before the police magistrate, Henry L. Rucker. The saloon interest had gathered in a body on the north side with a fife and drum corps and marched to the court house. A mob quickly gathered and soon obstructed the streets of the city. Mayor Boone at once ordered "to clear the streets and disperse the mob." This was done, but in the afternoon of the same day a regular riot broke out. The mayor, expecting this, had sworn into service an extra force of one hundred and fifty policemen, thus placing a force of two hundred and fifty men at his command. About three in the afternoon it came to a clash near the Sherman House. One of the rioters was killed and a number of them, as well as some policemen, seriously wounded. Some seventy rioters were arrested and fourteen of them were held, indicted and brought to trial. On June 15, they were all acquitted with the exception of two, both Irishmen, who were sentenced to one year in the penitentiary, but were granted a new trial on the ground of interference with the jury by the constable in charge. They were not again brought to trial.

Among the mayors Chicago had during its second charter period, the one standing out above all others was John Wentworth, one of the most characteristic figures in the entire history of the city. His great force of character, his eminence in public life and the many public services he rendered, made his name and fame known far beyond the confines of his city.

John Wentworth was born March 5, 1815, in Sandwich, Stratford County, New Hampshire. His early youth he passed on the New Hampshire farm of his father, and later attended several academics in the larger towns of his native state, where he developed great oratorical and literary ability. In the winter of 1831 he taught school, and in the fall of 1832 he

entered Dartmouth College, graduating therefrom in 1836, meantime teaching school in the winters. After graduating from Dartmouth he determined to go west, and on October 25, 1836, he landed in Chicago. His intention was to pursue the study of law, but after a few weeks in the new town, he was induced to take editorial charge of the "Chicago Democrat." So marked was the ability of the young editor and so much had he gained the confidence of the citizens that they urged him to purchase the paper and offered him every financial aid necessary. He accordingly bought the paper for \$2,800, and within three years he owned the entire establishment free from indebtedness. He strongly advocated a city charter for Chicago, and took an active part in the election of the first mayor, William B. Ogden.

In 1837 John Wentworth was appointed by the council the first corporation printer of Chicago, and early in 1838 he was appointed school inspector, which office he held at various times afterward. He soon became known as one of the most persistent advocates of the common school system in the west.

In 1840 he started the "Daily Democrat," the first daily democratic newspaper in the northwest. During all this time he had not forgotten his legal studies, and early in the spring of 1841 he left Chicago to attend the law lectures at Cambridge, Mass. He returned in the fall of that year, and shortly thereafter was admitted to the bar.

In 1843 John Wentworth was elected, at the early age of twenty-eight, to represent the fourth congressional district in the House of Representatives of the Twenty-eighth Congress, the youngest member of that body. He was re-elected to congress in 1844, 1846 and 1848 from the same district and in 1852 from the second district, and for the last time in 1865 from a new district comprising Cook county. In all, he served twelve years in congress. While there, he worked intelligently and unceasingly for the improvements necessary for Chicago's future greatness and earned the encomiums of his constituencies as well as of the press of his day. Wheeler in his "Biographical and political history of Congress" says of Wentworth: "We mark him down as a man of untiring energy. As a good local representative he has few superiors, perhaps none." In 1857 John Wentworth was unanimously nominated, in a convention of delegates from all the old political parties that existed at that time, as a candidate for mayor. The new party was designated the Republican-Fusion party. In accepting the nomination he declared, if elected, he would enforce all laws of the city and would serve only one term and no more. The election was bitterly contested, great disorder and scenes of violence prevailing at the polls. One citizen was killed and many more wounded. Wentworth was elected by a majority of 1,801 votes.

In his inaugural address delivered March 10, 1857, Mayor Wentworth said in respect to the many applicants for places under the city government that

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he should receive no personal or confidential communication, but should consider all such as public documents to which the public might have free access. "No man is qualified to attend to the business of the city who could not earn the amount of his salary in some of the other avocations of life. I shall labor to bring into the service of the city a new order of men; men who can get a living without office; men who will labor for reform and economy; men who will not be afraid to do their duty lest it may make them unpopular." He dwelled upon the bad condition of the streets and recommended an appropriation of \$500 for each ward to better their condition, offering to loan the city for this purpose \$5,000 without interest. During his term of office Mayor Wentworth was exceedingly active, and took special pride in the enforcement of the laws.

One of the most notable acts of his first term as mayor was his raid upon street and sidewalk obstruction on the night of June 18, 1857. There was an ordinance prohibiting the obstruction of sidewalks by signs, awnings, posts, merchandise or other things, but as it never had been enforced, it was looked upon generally as a dead letter. The mayor, finding that warnings and notices were of no avail, gathered a force of his policemen with drays and wagons and took down every sign and every obstruction to the sidewalk on the principal streets and in the morning had them all deposited in a pile on State street at the north end of Market Hall. There they remained until reclaimed by their owners, the reclamation being invariably accompanied by a fine for violating the ordinance.

Another one of his notable acts was his celebrated raid upon "The Sands." The criminal and law defying classes had taken possession of the lake shore beach on the north side as squatters and occupied a large number of shanties, which were the scenes of drunken revels and vicious orgies. The police, led by the mayor, razed these shanties to the ground, burning many and clearing "The Sands" of their lawless occupants, thus ridding the city of its worst plague spot.

In the spring of 1860 John Wentworth became a candidate for mayor for the second time, and was elected by a majority of 1,267. In his inaugural message of March 27, 1860, he said: "There are many laws and ordinances appertaining to our municipal government the propriety of which may be questioned, but the oath of office which I have just taken requires me to take care that all of them be duly enforced, respected and observed. It is no part of the duty of executive officers to inquire into the justice or expediency of any law. It is enough for them to know that thus saith the law. Besides, the best way to bring about the repeal of an obnoxious law is to enforce it, and every law which ought not to be or cannot be enforced should at once be repealed. Our laws should be few in number and simple in language. I am not a candidate for re-election, and I recommend that

at the next session of our legislature our charter be so amended as to make the mayor ineligible to an immediate re-election. The mayor's office is not the place for any man who desires immediate political preferment of any kind, lest the desire to make friends and the fear to make enemies prove incentives to him to deviate from the peremptory requirements of the law. The mayor is but the right arm of the law, and there should be nothing of human ambition to paralyze the power of that arm. These sentiments are but a repetition of those promulgated in my inaugural address of 1857, and which controlled my action whilst in office. For a long period of the time during which I have been a resident of Chicago, the party with which I was politically associated was in a majority. Yet, during that time, I never entertained the least desire to discharge the duties of the office of mayor, inasmuch as my name was used in connection with other offices. I looked upon it as an office in which a man who did his duty stood no chance to make friends, but was sure to greatly multiply the number of his opponents. I had received, at five different elections, the highest office in the gift of the people, and, in justice to others, I had no right to expect any further honors in that direction. Having finished my political career, and thus being in a situation in which I could afford to act independently and set at defiance the spirit of lawlessness which was overrunning the city, I consented to take the office of mayor. Remembering my oath of office, I at once set myself at work to enforce all the laws and ordinances of the city. This gave great offense to a class of voters who professed to entertain peculiar notions respecting what they called necessary evils in large cities, of which evils they themselves were not only conspicuous patrons, but often large beneficiaries. They censured me for executing laws which they dared not petition to have repealed, and which should now be repealed if they cannot or ought not be enforced. But, nevertheless, I continued to enforce the laws. Portions of our city confiscated to vice and crime were made orderly and respectable, and are now inhabited by some of our most law-abiding citizens. Gambling houses, brothels and other abodes of lawlessness were broken up and their inmates brought to justice or compelled to leave the city. Many of these offenders, thus disturbed by an honest execution of long-existing laws, were persons of wealth, talents and position. They had not then reached that degradation into which an established career of vice is sure eventually to plunge everyone. Feeling the effects of such an administration, this class of men have been making it their business to see that there never should be another such mayor in any city in the Union, and so they have tried, by every means in their power, to make my former administration odious, both at home and abroad. Not only has a portion of the press of our own, but that of almost every city in the Union been at work so to mould public opinion that no mayor in any city would ever again endeavor to enforce the

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laws against this class of offenders. Under this state of things, I deemed it a great moral necessity to appeal to the people again. * * * I had no other object in becoming a candidate for mayor than to have an opportunity to repeat them under the same circumstances."

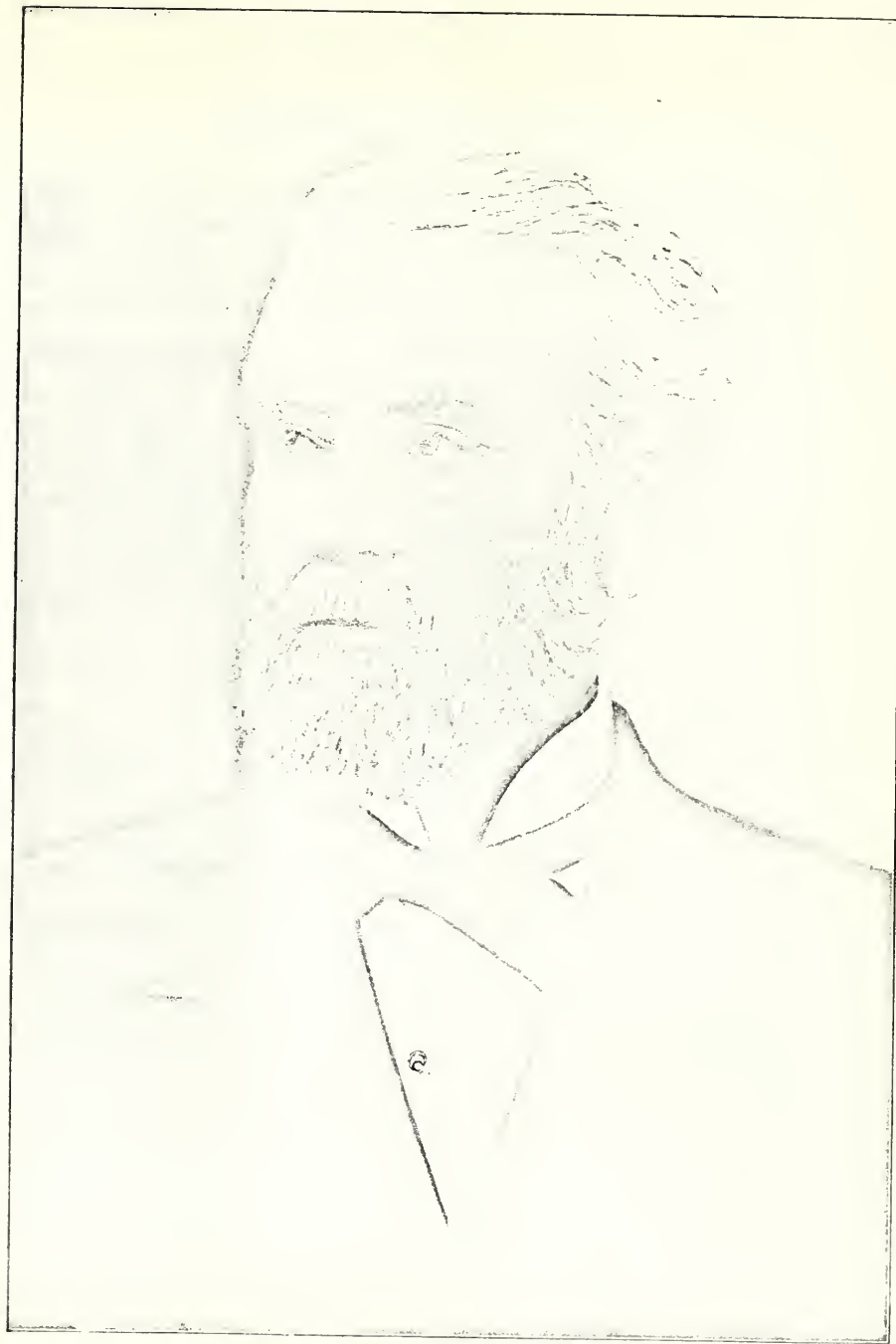
Throughout his term of office Mayor Wentworth was aggressive and extremely strict in the enforcement of all the laws. He insisted that every city official should do his full duty. Shortly before the end of his second term, the new police board was appointed by the governor February 22, 1861. It was their duty to organize the police force by appointing a superintendent, deputy superintendent, captains, sergeants and patrolmen. The board was rather tardy in their work, when Mayor Wentworth startled them into action in a very surprising way. About one o'clock in the morning on the 26th of March, 1861, he assembled the entire police force at his office in the city hall and discharged them all, leaving only a custodian at each station. The reason he gave for this sensational stroke was that the board should have a chance to start fair in their work of appointment. It certainly had the effect of causing the board to make a beginning. Jacob Rehm was at once appointed deputy superintendent, and before the close of the day several officers and some 25 patrolmen were appointed and sworn in. The city had been without a police force for about twelve hours. In a few weeks the force was thoroughly organized. John Wentworth became himself a member of this board, being appointed police commissioner by Mayor Sherman in 1863.

John Wentworth was one of the most popular men of his time, and was generally known under the sobriquet "Long John," undoubtedly from the fact that he stood six feet six inches high and weighed three hundred pounds. Since his last term in congress he devoted his time to his great stock farm of about five thousand acres at Summit, Cook County. Once more he yielded to the urgent demands of his friends to become a candidate for congress in 1870, and consented to make the race as an independent democratic candidate against Charles B. Farwell, but for the first time in his career was defeated. This was the last time Mr. Wentworth was a candidate for any office. Although he retained his interest in public affairs, he persistently refused all proffers of nomination.

He died October 16, 1888. One of his latest characteristic performances was the designing of his own tombstone. This bore no inscription, and when asked why he wished his monument to afford no clew to the stranger regarding the name and fame of the person whose grave it marked, Mr. Wentworth said: "If there is no inscription on my monument, people will ask whose monument is that, and being informed that it is John Wentworth's monument, they will ransack the libraries to find out who John Wentworth was. When they have found out they will remember."

The principal city officers during the second period were as follows:

- 1851: Mayor, Walter S. Gurnee; City Clerk, Henry W. Zimmerman; City Attorney, Henry H. Clark; City Treasurer, Edward Manierre.
- 1852: Mayor, Walter S. Gurnee; City Clerk, H. W. Zimmerman; City Attorney, Arno Voss; City Treasurer, Edward Manierre.
- 1853: Mayor, Charles M. Gray; City Clerk, H. W. Zimmerman; City Attorney, Arno Voss; City Treasurer, Edward Manierre.
- 1854: Mayor, Ira L. Milliken; City Clerk, H. W. Zimmerman; City Attorney, Patrick Ballingall; City Treasurer, Uriah P. Harris.
- 1855: Mayor, Levi D. Boone; City Clerk, H. W. Zimmerman; City Attorney, J. A. Thompson; City Treasurer, Wm. F. DeWolf.
- 1856: Mayor, Thomas Dyer; City Clerk, H. W. Zimmerman; City Attorney, J. L. Marsh; City Treasurer, O. J. Rose.
- 1857: Mayor, John Wentworth; City Clerk, H. Kreismann; City Attorney, John C. Miller; City Treasurer, C. N. Holden.
- 1858: Mayor, John C. Haines; City Clerk, H. Kreismann; City Attorney, Elliott Anthony; City Treasurer, Alonzo Harvey.
- 1859: Mayor, John C. Haines; City Clerk, H. Kreismann; City Attorney, Geo. F. Crocker; City Treasurer, Alonzo Harvey.
- 1860: Mayor, John Wentworth; City Clerk, Abraham Kohn; City Attorney, John Lyle King; City Treasurer, Alonzo Harvey, Chas. H. Hunt (appointed to fill vacancy).
- 1861: Mayor, Julian S. Rumsey; City Clerk, A. J. Marble; City Attorney, Ira W. Buel; City Treasurer, W. H. Rice.
- 1862: Mayor, F. C. Sherman; City Clerk, A. J. Marble; City Attorney, George A. Meech; City Treasurer, F. H. Cutting, Wm. H. Rice (elected to fill F. H. Cutting's place, who failed to qualify).

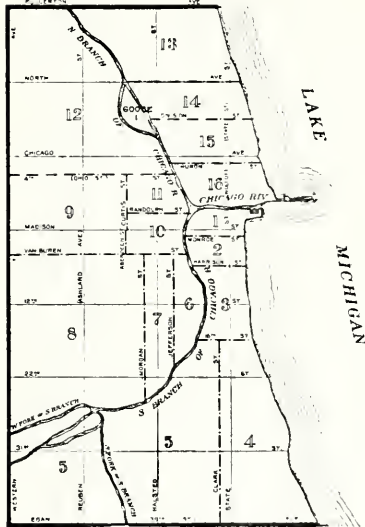


MAYOR JOSEPH MEDILL,
1871 to 1872.

Chapter III—1863-1875



THE third charter was given to the city of Chicago by the legislative act of February 13, 1863. It was the last special charter that the city had, and remained in force until 1875. It was so frequently amended that when in 1872 the legislature passed a general act for the incorporation of cities and villages, agitation began at once that the city give up its special charter and continue its municipal life under the general act. This was finally submitted to the voters and adopted on April 23, 1875.



Map of Chicago in 1863.

Under the third charter a little over 6 square miles was added to the city, giving it a total area of 24.282 square miles. The boundaries of the city were then: Thirty-ninth street on the south; Western avenue on the west; Fullerton avenue on the north and the lake on the east.

The city was divided into sixteen wards of which the first five wards were in the south division; wards six to twelve in the west division, and wards thirteen to sixteen in the north division.

The charter provided for the following officers, besides the mayor and two aldermen from each ward: A clerk, a comptroller, a board of public works, a

city engineer, a board of police, a superintendent of police, a school agent, a board of education, a superintendent of schools, a board of guardians of the reform school, a commissioner of the reform school, a counsel to the corporation, a city attorney, a treasurer, a collector, a city physician, a board of assessors, two or more police justices, a clerk of the police court, one chief and a first and second assistant engineers of the fire department, one or more harbor masters, one inspector of fish, three inspectors of elections for each ward or election precinct, and as many bridge-tenders, firemen, constables, policemen, sealers of weights and measures, inspectors, measurers, weighers, gaugers, keepers and assistants of work-houses, hospitals and bridewell or house of correction, bellmen, and such other officers as the council directed.

The term of the mayor, city attorney, treasurer, collector, clerk of the

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police court, chief, first and second engineers of the fire department, was fixed at two years. The new charter provided for a board of guardians of the reform school, consisting of the comptroller and six guardians to be appointed by the mayor with the consent of the council for a period of three years; a board of assessors consisting of three members, one from each of the three divisions of the city, to be appointed for a term of one year, on the second Monday of May. The council was given power to increase the number of assessors to two members for each division. All bridge-tenders, keepers and assistants of work-houses, bridewell or house of correction, and bellmen, were to be appointed annually by the mayor, and removed at the pleasure of mayor and council. All other officers not specially provided for were to be appointed by the mayor with the consent of the council for two years. They could be removed by a vote of two-thirds of all the aldermen elected. The office of counsel to the corporation was created, and the counsel designated the chief officer of the law department of the city.

The council was empowered to levy taxes, as follows: Four and one-half mills on the assessed value of all real and personal property for contingent and other expenses of the city; two mills for schools; two mills for police expenses; one mill for reform school; two mills for lighting the streets; two and one-half mills for the erection of public buildings, public squares or parks, building of bridges, improvement of the river and harbor, or any other permanent improvement; one mill for sinking fund for the liquidation of the bonded debt; further, a sufficient tax to pay the interest growing on the sewerage debt and the general bonded debt, and also a sufficient tax to pay any debt that may have been contracted for money borrowed during the preceding year; to provide for the expense incurred in making any public improvement caused by any casualty, or accident, happening after the making of the annual appropriation for such year, or to pay any judgment that may have been recovered against the city, and paid during such previous years. The total taxing power of the council was, therefore, limited to fifteen mills on the dollar, besides the amount necessary to pay the interest and indebtedness of the city.

The provision heretofore in force requiring every male resident over the age of twenty-one, and under the age of sixty, to labor three days each year upon the streets, or to pay therefor at the rate of fifty cents each day, was abolished.

All insurance companies not incorporated under the laws of this state were held to pay into the city treasury the sum of two dollars upon each hundred dollars of premiums received. This included fire, marine and life insurance companies. All these were prohibited from doing business until they complied with this requisition. The act provided that the fire insurance rates were to be used only for the purpose of promoting the efficiency

of the fire department and providing a fund for the use of the disabled firemen. The marine insurance rates were to be exclusively appropriated for the improvement of the river and harbor, and the life insurance rates to sanitary measures, necessary for the promotion of the public health. The powers of the board of police commissioners to guard the public health were increased, and they were specially charged with the duty to prevent the spread of infectious diseases; to provide for the accommodation of such sick persons as come under the care of the city, and to make daily, weekly or monthly reports of the mortality of the city; and physicians were held to report patients suffering from infectious diseases to the secretary of the police board. The police were also charged with quarantine duties.

Otherwise the former charter remained, on the whole, unchanged.

Hardly was the city working under its new charter when the need of amendments thereto became apparent and every following legislature passed amendatory acts. The legislature of 1865 authorized the city to make river or harbor improvements without contract, procuring the necessary material and employing workmen to make the improvements. The board of public works was authorized to cleanse the Chicago river and its branches and to keep the same in a pure and healthy condition, and also, by contract with the trustees of the Illinois and Michigan Canal, to change the water in the river and its branches. If in the judgment of the board it was found that permanent and complete drainage of the river could be best effected by constructing a channel from some point on the Chicago River southerly towards Lockport, or by widening and deepening the Illinois and Michigan Canal, the board was authorized to devise such a plan. This was the first time that the idea of a drainage canal, which was begun to be carried out twenty-five years later, was taken into consideration. For the purpose of carrying out such improvement, the city was given power to borrow an additional \$2,000,000, and to issue bonds therefor. The city of Chicago was also authorized, in case the work of enlarging and deepening such canal for a ship canal should be undertaken by the United States, or by the state of Illinois, or the trustees of the Illinois and Michigan Canal, to contribute not exceeding \$2,000,000 toward such work. For the purpose of cleansing the river the board of public works was increased by two members, Roswell P. Mason and William Gooding, who were to cease to be members as soon as their work was completed, but in no event was their term of office to last longer than six years. The salary of each member of the board was fixed at \$3,000.

The council was authorized to build one or more tunnels under the Chicago river, and to condemn property for that purpose and levy taxes therefor not exceeding two mills on the dollar, and in case this was not sufficient, to cover the deficiency by a temporary loan, and the city was also given power to sell bonds for these purposes, not exceeding \$100,000 in any

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one year. The tax to defray the expense of cleaning and repairing the streets was fixed at two mills; that for the police expenses at three and one-half mills and that for schools at three mills.

The salaries of all city officers, which were not definitely prescribed by the charter, including all officers and employes of the police force and fire department, were to be established by the council in the annual appropriation bill, and no extra compensation was ever to be allowed to any such employe.

All harbor masters and bridge tenders were hereafter to be appointed by the board of public works; the assessors were to be appointed annually by the mayor. A further act passed on February 16th of the same year provided that the clerk, city physician, fish inspector, sealer of weights and measures, inspectors, gaugers and weighers were to be appointed by the council biennially, and the keeper of the bridewell annually.

Provision was made for the holding of a police court in each division of the city.

The corporation counsel of the city and the city attorney were held to devote themselves exclusively to the duties of their offices, and were not permitted to be employed in any other business. The salaries of the police department were fixed as follows: Superintendent not less than \$1,800 and no more than \$2,500; deputy superintendent not less than \$1,500 and no more than \$2,000; each captain, \$1,200; each sergeant \$900, and patrolmen not less than \$600 and no more than \$800. Commissioners were to receive an annual salary of \$1,200, and the president of the board an additional sum of \$300.

The mayor ceased to be a member of the board of police and of the board of public works. The police board assumed and exercised the entire control of the fire department, and was given full power and authority over its organization, government, appointments and discipline. The fire department was to consist of a fire marshal and not exceeding three assistant marshals, and "as many competent, able and respectable citizens of said city as shall be appointed by the board, to be known as the fire police, who shall, under the direction of said board, have the care and management of the engines, apparatus, equipments, engine houses and other property used and provided for the extinguishment of fires." The salary of the fire marshal was not to exceed \$2,500, nor be less than \$1,800; that of the assistant marshal not to exceed \$1,200 and that of each member of the fire police not to exceed \$720, but it was provided that such members of the fire police who may act as engineers of steam fire engines may be paid an annual salary not exceeding \$1,000. The offices of the chief engineer and assistant engineers of the fire department were abolished.

Another act passed the same day provided for sanitary measures and

health regulations, and for the appointment of a health officer who was to be appointed by the board of police commissioners, and paid out of the police fund.

The legislature of 1867 passed an act providing that the board of public works shall consist of three commissioners, to be appointed by the mayor with the consent of the council, one from each division of the city, to hold office for two years.

The council was given power to purchase grounds and erect thereon a city hall, and provide for the payment thereof by issuing bonds or by the levying of taxes not exceeding two mills on the dollar in any one year. The council was further authorized to provide for the inspection and erection of steam engines and powers; also to control and regulate the construction of buildings; to cause the seizure or destruction of tainted or unwholesome food, and to authorize the use of streets by railroad companies provided such grant be voted for by three-fourths of all the aldermen elected. The council was further authorized to appropriate not exceeding \$10,000 in any one year, if passed upon by at least three-fourths of all the aldermen, for celebrating the Fourth of July, for funeral occasions and for entertaining official visitors of sister cities.

The levy for school tax was raised to the limit of five mills and all property in the city was to be assessed at true value. Provision was made for the appointment by the mayor for a period of four years of a tax commissioner whose duty it was to keep a record of all information obtainable in respect to the taxable property and persons liable to taxation and all changes in the ownership of real estate. One assessor for each division of the city was to be appointed by the council for two years, the three assessors and the tax commissioner forming the board of assessors.

A board of health was established consisting of the mayor with six other persons to be appointed by the judges of the Superior Court of Chicago, of whom three, and no more, were to be physicians. They were appointed for two years and received a salary, fixed by the council, of not less than \$500 per annum. They appointed from among their number a sanitary superintendent, who, in addition to his salary as commissioner, received a salary of \$2,500.

By an act passed February 27, 1869, the area of the city was extended 11.38 square miles, making the total area of the city 35.66 square miles, and extending the western limit to Crawford or Fortieth avenue. On March 10, 1869, the city was divided into twenty wards and the time of the municipal election changed from April to November, the officers to be elected for a term of two years beginning on the first Monday of December, and the terms of the incumbent city officials who were elected by the people were extended from April to December. All other officers, with the excep-

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tion of the board of public works, the commissioner of taxes and the members of the board of education, were to be appointed biennially the second Monday in December. The council was authorized to elect from the aldermen a presiding officer, who was invested with all the powers and duties incident thereto. An act of April 19, 1869, provided that the council should annually fix the salaries of the mayor, comptroller, collector, board of public works, commissioner of taxes and city counselor at not less than \$4,000 per annum.

The legislature of 1871 authorized a tax not exceeding one mill for extension, laying and maintaining of sewers; also one mill for the extension of water mains and maintenance of the water works.

The city was authorized to establish a house of correction to be managed and directed by the mayor and a board of three inspectors, appointed by the mayor for three years without compensation. The mayor, with the consent of the board of inspectors, had the appointment of the superintendent for a period of four years.

As a measure to help the city to recover from its losses by the great fire, the legislature, which could not appropriate any money directly to the city, passed an act on October 20, 1871, to reimburse the city for money expended upon the Illinois and Michigan Canal, on which it held a lien, for the sum of \$2,955,340. For this amount bonds were to be issued and the amount was payable to the city out of any money in the treasury belonging to the "Canal Redemption Fund." The bill provided, however, that not less than one-fifth, nor more than one-third, of the sum appropriated was to be applied by the city in reconstructing bridges and the public buildings and structures destroyed by the fire upon the original sites thereof, and the remainder of this appropriation was to be applied for payment of interest on the bonded debt of the city and the maintenance of the fire and police departments.

March 9, 1872, an act was passed, to remain in force for two years, known as the "Mayor's Bill;" it provided for the appointment of all officers and all members of boards, except those elected by the people and those appointed by the governor, by the mayor, a majority of the council concurring. The mayor was made ex-officio president of the council and "shall preside when present in all meetings and appoint the standing committees." The mayor was empowered to remove any city officer or member of board, whenever in his opinion the interests of the city required such removal, but he had to report in writing his reasons for such removal to the council. The mayor was further given power to examine and inspect at all times all records and books of all officers and was held responsible for the good order and government of the city.

March 7, 1872, the legislature authorized cities to establish free public

libraries and reading rooms and levy a tax of one-fifth of a mill for this purpose. The act provided for a board of nine directors to be appointed for a term of three years by the mayor, with the approval of the council. It was adopted by ordinance of the council April 1, 1872, and the Chicago Public Library was established. The general law concerning special assessments and local improvements was adopted by the council September 2, 1872. An act of April 15, 1873, gave the council power to levy taxes for building and maintaining sewer and water works and also for the lighting of the city and establishing and maintaining of gas works.

The third period of Chicago's history was marked by great public improvements, but it was also the period of the city's severest trial, the great fire, from which Chicago emerged with redoubled energy and undaunted courage; the terrible ordeal could not down the indomitable "I will" spirit that has ever characterized Chicago's citizenship. In this period, also, our present great park system had its inception, and great political issues were fought out. The vexing Sunday closing question, that had caused so much dissatisfaction, rioting and even bloodshed, was for many years laid at rest by the expression of the people's will at the polls. In this period also, towards the end of it, occurred the only great defalcation ever made by a city official of Chicago, that of the city treasurer, Gage. But in spite of all these trials and obstacles, the city kept on growing steadily in all directions and at the end of the period, notwithstanding the great fire scare and the immense destruction of property which drove many people away, the population had again trebled and its property values increased many fold, as may be seen from the following table:

Year	Population	Valuation Real Estate	Valuation Personal Property	Total Valuation	Total Tax Levied	Bonded Indebtedness
1863....	150,000	\$ 35,143,252	\$ 7,524,072	\$ 42,667,324	\$ 853,346.00	\$ 3,422,500
1864....	169,353	37,148,023	11,584,759	48,732,782	974,065.64	3,544,500
1865....	178,492	44,064,409	20,644,678	64,709,177	1,294,183.50	3,701,000
1866....	200,418	66,495,116	19,458,134	85,953,250	1,719,064.05	4,369,500
1867....	225,000	141,445,920	53,580,924	195,026,844	2,518,472.00	4,757,500
1868....	252,054	174,490,660	55,756,340	230,247,000	3,223,457.80	6,484,500
1869....	280,000	211,371,225	54,053,955	266,024,880	3,990,373.20	7,882,500
1870....	298,977	223,643,600	52,342,950	275,986,550	4,130,798.60	11,041,000
1871....	334,270	236,898,650	52,847,820	289,746,470	2,897,564.70	14,106,000
1872....	367,396	239,154,890	45,042,540	284,197,430	4,262,961.45	13,544,000
1873....	380,000	262,969,820	49,103,175	312,072,995	5,617,313.91	13,478,000
1874....	395,408	258,549,310	45,155,830	303,705,140	5,466,092.54	13,456,000

Toward the end of the second period it had become desirable that the supply of water should be drawn from the deep water of the lake, at least two miles out from the water works; and it was proposed to dig a

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tunnel, five feet in diameter under the bottom of the lake and build a crib according to plans prepared by E. S. Chesbrough, the engineer of the board of public works. This work was begun March 17, 1864, and completed and put in operation March 25, 1867, at a total cost of \$457,844.95. A second water tunnel was built in 1874 at a cost of \$411,510.10, and in addition to this, a land tunnel at a cost of \$545,000. Commencing January 1, 1863, a regular rate for metered water was established at twenty cents per thousand gallons for less than 200,000 gallons per month, gradually decreasing to ten cents per thousand gallons when 1,200,000 gallons or more had been used. All bills for water had to be paid monthly.

In 1867 the building of new water works was begun in the territory bounded by Chicago avenue, Pine avenue, Pierson street and the lake. They were completed in 1869, the year of the virtual establishment of the second system of water works, but were again partly destroyed at the great fire.

At the end of the third period, on April 1, 1875, there were 38½ miles of water mains in operation and 2,607 fire hydrants; there were 1,174 meters in use and the average daily quantity of water pumped was 38,000,000 gallons. The total cost of the works, until that day, was \$7,251,918.45, while the total income since beginning was \$6,086,616.18. There was also much work done on the sewerage system and at the end of the period Chicago had a little over 240 miles of sewers built at a total expense of \$4,236,769.39, which were accessible through 6,975 manholes, and received the surface water through 6,105 catch basins. During the year 1866 a scavenger system was adopted by the police department. All of these improvements, of course, had a most wholesome influence upon the sanitary conditions and the health of the city, and the mortality rate fell off, as may be seen from the following table:

Year	Mortality	Death Rate	Number of House Drains in City	Miles of Sewers in City
1863	3,875	25.83	3,338	64.71
1864	4,448	26.26	3,850	69.45
1865	4,029	22.57	5,138	75.12
1866	6,524	32.55	8,870	84.24
1867	4,773	21.21	12,573	101.23
1868	5,984	23.74	15,834	110.29
1869	6,488	23.17	19,813	136.75
1870	7,323	23.88	25,000	151.55
1871	6,976	20.87	28,093	161.15
1872	10,150	27.04	29,528	170.12
1873	9,557	25.15	34,219	197.01
1874	8,025	20.29	40,511	240.01

A great deal of work was done during the third period to improve the streets of Chicago. Wooden block remained the favorite pavement. On April 1, 1875, the city had 609 miles of streets, of which 111.87 were paved, as follows: Wooden block, 88 miles; cinder, 8; graveled, 8; macadam, 6.87, and boulder and stone block, 1. There were further 724½ miles of sidewalk, of which the north division had 163, the south division 196, and the west division 365½ miles. During these twelve years \$12,094,279.22 were spent for improvements by special assessments alone, and many other great amounts had been expended for a like purpose from the general taxes. There were thirty-three bridges crossing the river, of which two were pile and thirty-one draw bridges. Of these latter, 18 were built of wood and iron, ten entirely of iron, and three entirely of wood. Among the notable street improvements made was the construction of viaducts across Halsted street, West Indiana street and West Adams street, in 1870. The viaduct at Halsted and Sixteenth streets was the first ever built in Chicago. Much attention was also paid to the cleaning of streets, and on September 23, 1867, the first experiment was made of sweeping and cleaning paved streets by contract. The work was awarded to McDonald and Hamlen for the period ending March 31, 1868, for a total price of \$14,684.50, of which \$11,997.21 was paid for the south division, \$1,653.65 for the west division, and \$1,033.64 for the north division. The report of the board of public works for that year states: "The cleaning of the improved streets can doubtless be done more economically by contract than by day labor." In the following year the contract was given out for three years at \$1,972.50 per mile for one year's cleaning. "The contractor is doing his work energetically and satisfactorily," reports the board. In the fiscal year 1874-75, 2,384.62 miles of streets were cleaned at a total cost of \$71,538.60. Annoyances and losses caused by the many interruptions and delays in getting across the river by the bridges, led to the building of tunnels under the river at Washington street to connect the south and west divisions, and at La Salle street to connect the south and north divisions. The Washington street tunnel was begun in 1866. The original contractors abandoned the work after a short time, and it was relet on July 20, 1867. It was finished January, 1869. It is 1,605 feet long and cost \$517,000. The La Salle street tunnel was begun October 5, 1869, and was opened to the public July 1, 1871. It is 1,890 feet long and cost \$566,276.48. Both tunnels were closed in the fall of 1906 in order to be lowered, having been found an obstruction to the shipping interests.

The old bridewell, situated at the corner of Polk street and Fifth avenue had become entirely inadequate for the needs of the city and in

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1869 the erection of the present house of correction was begun on a lot of fifty-eight acres of land situated north of the south branch of the Chicago river, on California avenue, near Twenty-sixth street. The buildings were formally opened August 10, 1871; the total cost was \$343,968.07.

In February, 1869, the legislature passed an act establishing a park commission for each division of the city. These bodies are entirely independent of the city government and levy their own taxes. The commissioners are appointed by the governor for the West Park Board and the North Park, or Lincoln Park Board, and by the judges of Cook County for the South Park. The act provided for certain lands to be acquired for park purposes and the work was begun at once. Thus Chicago's present great park system had its inception in that year.

During 1869 the city hall was enlarged by a new addition and the old part was entirely remodeled. It was completely finished early in 1871, only to be utterly destroyed by the great fire a few months later. After the conflagration the various branches of the city government were temporarily housed in different quarters until January 1, 1872, when the new city hall was finished. This had been hastily erected on a lot owned by the city at the southeast corner of Adams and La Salle streets, at a cost of \$75,000. It was merely a pile of brick and mortar with openings left in it for doors and windows, and was familiarly known as "The Rookery." It served as a city hall until 1885.

So much has been written about the great Chicago fire that it would seem almost superfluous to make even mention of the same, but no narrative of the city's history would be complete without it. In the report of the board of public works for the year 1871 the following appears: "The fire originated on the west side of the river, in a small stable standing on the north side of DeKoven street, east of Jefferson, in the rear part of the east half of lot twelve, block 38, School Section Addition to Chicago, at about nine o'clock on the evening of Sunday, October 8, 1871. This section of the city was built up almost entirely with wooden buildings, which the preceding dry season had made very inflammable. The fire was speedily under full headway, and aided by a furious southwest wind which was blowing at the time, spread in a northerly and easterly direction with wonderful rapidity over a territory about four miles in length by an average of two-thirds of a mile in breadth, and comprising about 1,687.89 acres, and finally terminated at midnight of the second day at the extreme northeast portion of the city, having destroyed, with two or three exceptions, every building in its course."

A later report, published by the Chicago Relief and Aid Society, which had charge of the relief work, begun shortly after the fire, quotes the total area burned over in the city, including streets, as 2,124 acres, in which

there were 18,000 buildings and homes of 100,000 people. The actual losses by the fire were estimated at 192 millions of dollars, including the destruction of city property as estimated by the different boards, to the value of \$2,509,180. Help was very promptly offered from all parts of the world. The mayor immediately issued a proclamation in which he made known "That the faith and credit of the city of Chicago are hereby pledged for the necessary expenses for the relief of the suffering," and in which all persons were warned against any act tending to endanger property.

On the day after the fire, October 10th, the council passed an ordinance fixing the "price of bread in the city of Chicago for the next ten days at eight cents per loaf of twelve ounces." On the same day the mayor, in a proclamation, requested all citizens to exercise great caution in the use of fire in their dwellings and not to use kerosene lights, "as the city will be without a full supply of water for probably two or three days." Saloons were ordered closed at nine o'clock P. M. every day for one week, under penalty of forfeiture of licenses, and hackmen, expressmen, draymen and teamsters were cautioned against charging more than the regular fare, under penalty of having their licenses revoked. The secretary of war had been requested to send troops who were to act as guards, and on October 11th the mayor in a proclamation made known that the preservation of order and peace in the city were entrusted to Lieutenant-General Philip H. Sheridan of the United States Army and the police were instructed to act in conjunction with the general. The services of the military were dispensed with on October 23d. This use of the United States troops led to a protest on the part of the governor. In a special session of the legislature, which was begun November 15, 1871, the governor sent a message protesting against the use of federal troops in Chicago for patrol service, as a violation of the constitution and the laws of the state. The protest was referred to a committee, which after several days offered resolutions censuring the mayor of the city and the military authorities. These resolutions, on January 25, 1872, were substituted by resolutions "exonerating the federal government and the military authorities from intent to wilfully trespass upon the constitutional rights of this state," at the same time approving of the "protest of the executive of this state against a violation of the constitution," as the "performance of a duty imposed upon him by his office."

On October 19th Mayor Mason issued an order "to discharge all employes of the city government whose services are not absolutely required," and on the 20th recommended that "Sunday, October 29th, be observed as a special day of humiliation and prayer; of humiliation for those past offenses against Almighty God to which these severe

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afflictions are doubtless intended to lead our minds; of prayer for the relief and comfort of the suffering thousands in our midst; for the restoration of our material prosperity, especially for our lasting improvement as a people in reverence and obedience to God."

The condition of the city after the fire may best be learned from the message of Mayor Medill, sent to the council December 2, 1872, reviewing the work for the past year, in which he says: "It has been a year crowded with important municipal events. Its commencement was gloomy in the extreme. Our beloved city was in a most deplorable condition. Fifteen thousand swept from their comfortable homes by the billows of flame, subsisting on the charities of the world, huddled into school houses, churches, halls or shivering in improvised shanties, or quartered on less unfortunate neighbors and friends, and an almost equal number, not actually burned out of house and home, found themselves suddenly deprived of business, employment and means of subsistence at the beginning of a long and dreary winter. Nearly two hundred thousand souls were thus cut short without an hour of warning of income, and half this multitude of homes, furniture, clothing, fuel, food. I look back to that dark and dismal time with a shudder. * * * The new administration opened its duties with a depleted treasury, with a multitude of claims pressing for payment, and large floating debt, the collection of taxes for the time being out of the question, surrounded by the wrecks and embers of destroyed public property, with its books and papers, maps and records, vouchers and warrants in ashes; appropriations based on prosperous times and unlimited resources had been made in anticipation of revenue not collected; these appropriations had been expended for all kinds of works and purposes and paid for in large part out of borrowed money and special funds that must be replaced; and the residue was left in the shape of unpaid vouchers, unsettled accounts, claims for drawbacks, certificates of indebtedness, bills for damages and balances due contractors, and everybody who had claims against the city wanted their money. The previous council had inconsiderately rescinded \$1,442,790 of the next taxes, and the general assembly, for the relief of losers by fire, had ordered rebates to be made of municipal taxes on destroyed property, which together left the new administration hardly half enough means with which to discharge the obligation incurred by the previous one."

But with the money received from the state as part payment of the city's mortgage on the canal and the revenue from the unrepealed taxes, by rigid economy and careful husbanding of resources, together with temporary loans, the credit of the city was maintained, employes were punctually paid, and all departments were kept in good working condition. As a whole, the accounts of the city the year after the fire were in better condition than before the fire.

During the administration of Mayor Medill, who had been elected within a few weeks after the fire, on a so-called "fireproof ticket," the Sunday closing question was causing great excitement. During the first part of his term, Mayor Medill was opposed to the closing of the saloons on Sundays, but urged by a citizens' committee of fifteen, representing a supposed popular demand, he yielded to these influences, and in 1872 became an ardent supporter of the Sunday closing idea. An attempt of the council to repeal the Sunday liquor law was vetoed by the mayor, who said he did not believe that a majority of the people wanted liquor sold on Sunday. The question was finally submitted to popular vote at the election in November, 1873. The forces opposed to Sunday closing, under the caption, "The Peoples' Party," nominated H. D. Colvin for mayor; while the Sunday-closing forces, as the "Law and order party," nominated L. L. Bond for that office. Colvin was elected by a vote of 28,791 against 18,540 cast for Bond, and every other candidate on the "Peoples' Party ticket" was elected with similar majorities.

During the administration of Mayor Medill rumors had become loud that the city treasurer, David A. Gage, was short in his accounts. Shortly after the election of Mayor Colvin, on December 15, 1873, one of Gage's bondsmen informed the mayor that the city treasurer had defaulted to the extent of \$350,000, and in order to make good the deficiency, stood ready to turn over his entire property. Naturally, this announcement, although not unexpected, created a great sensation. Legal measures were at once taken to recover as much as possible of the money involved, which, after a few days, was found to amount to \$507,703.58. The new city treasurer, Daniel O'Hara, made a formal demand upon Gage for the money belonging to the city. After consultations between Gage's bondsmen, Gage made a conveyance of all his property by trust deed to Mr. George Taylor. Proceedings were then instituted against Gage for perjury, the charge being that in his periodical statements, made under oath, regarding the disposition of funds and the amounts in his hands, he had repeatedly and knowingly committed perjury.

On January 7th, the grand jury returned indictments for failing to pay over the moneys entrusted to his keeping, and also for perjury. The indictment for perjury was quashed, but the February grand jury returned a new indictment covering the same charge. The reindictment for perjury was again quashed on technical grounds, while on the indictment for failing to turn over the funds, Gage obtained a change of venue to Lake county, and eventually defeated the city on this criminal charge also. In March, 1878, a judgment was rendered in the Circuit Court of Cook county against Gage and his bondsmen for the sum of \$507,703.58. This judgment was finally confirmed by the Supreme Court and execution was issued. A tract of 254 acres, known as the Gage Farm, was turned over to the city in payment of

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the amount due, but so imperfect were the titles to that land that as late as 1906 proceedings were instituted to get these matters finally settled.

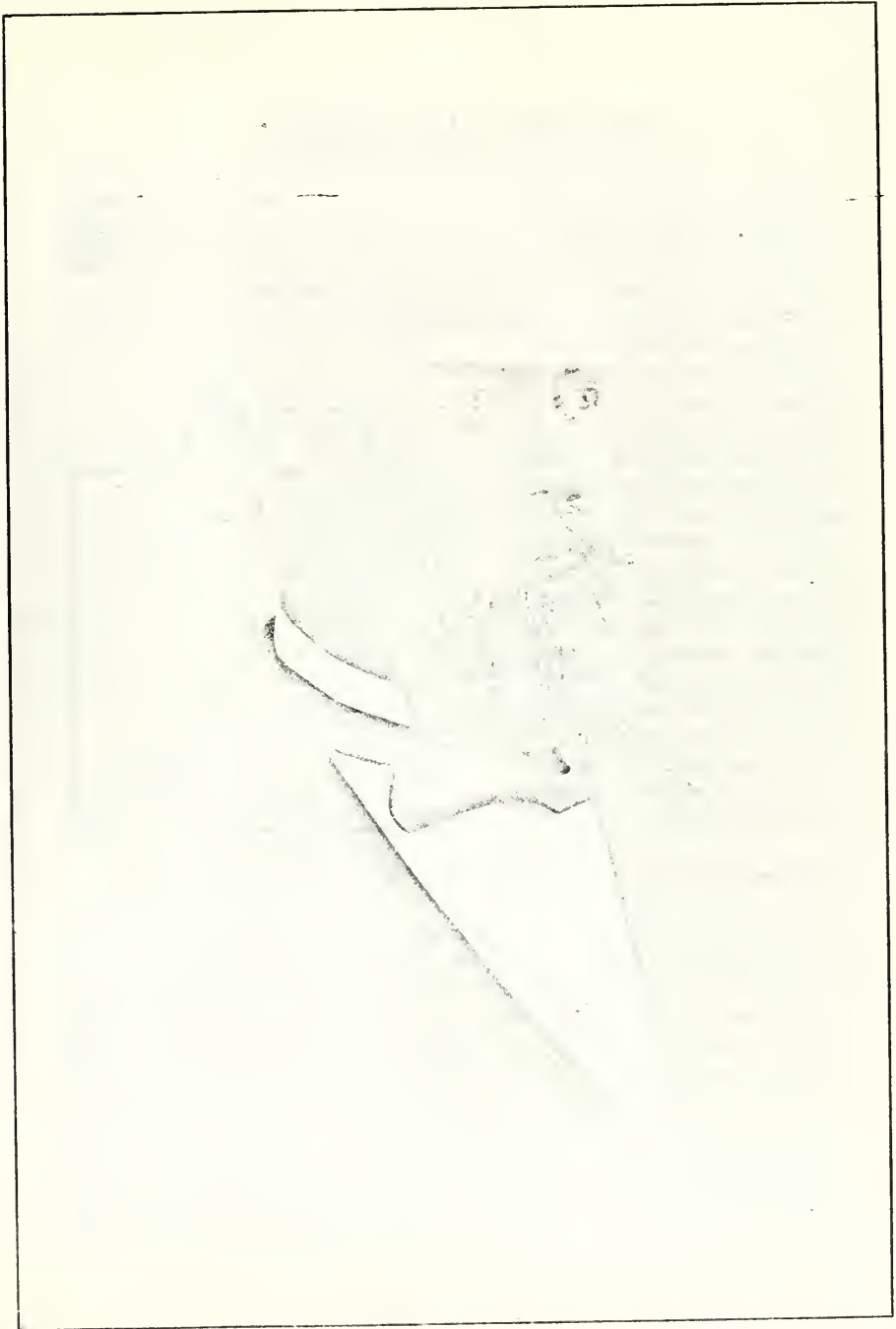
By the extraordinary demands caused by the fire, the city had exhausted its power to add to its funded debt, which had reached the limit fixed by the constitution of the state, and since December 31, 1873, no new bonds could be issued except in renewal of existing indebtedness. It is a fact that the entire bonded indebtedness of Chicago of today, with the exception of a few millions issued within the last two years, was incurred prior to 1874, and ever since then the city of Chicago, as a municipality, has suffered severely from this curtailment of its borrowing power.

Among the mayors of Chicago's third period the best known was probably Joseph Medill, who was editor of the Tribune and has been in the public gaze for nearly half a century. Upon his administration, following immediately the great fire, devolved largely the task of creating order out of chaos, and of marshaling the forces for the rebuilding of Chicago. When Mr. Medill was nominated for the mayoralty, he was at first disinclined to accept, but finally obeyed the strong pressure brought to bear upon him. Before his decision was made, a public meeting was held where, in a short speech, he pointed out that, under the charter, the powers of the mayor were so restricted that he did not amount to much more than a figurehead; that the city was run by a lot of boards of irresponsibility, each independent of the mayor and council, and created so under the various special acts of the legislature; he had concluded to accept the citizens' nomination on the sole condition that the ensuing session of the legislature should give to Chicago an amended charter, placing the several independent boards under the control of the mayor and council, and conferring on the mayor the power of appointment, subject to the council's approval, and also the power of removal. His demands were approved by the people and the press, and he was elected by a large vote. He entered upon the duties of his office December 4, 1871, and shortly thereafter had Murray F. Tuley, whom he appointed corporation counsel, draw up an amended charter, or the mayor's bill as it came to be called. The legislature enacted it into law, and Mayor Medill proceeded to act under it. This mayor's bill of Mr. Medill was made the basis of the general city charter bill for all the cities and villages of the state, passed shortly after the expiration of his mayoralty term and which constitutes the present charter of Chicago. One measure of Mr. Medill's administration was the taking of the fire department out of politics. Prior to the fire this department was a part of the spoils system of office. Mr. Medill gave the task of reorganizing the fire department to General Shaler, an expert of international renown, who selected Matt Benner as fire marshal. This move met so strongly with the approval of the people that the new method was never again disturbed, and the system remained permanently out of politics.

Joseph Medill was born in St. John, N. B., on April 6, 1823, and received his schooling in Stark County, Ohio, to where his family had removed, and was admitted to the bar in 1846. Very soon, though, he turned to journalism, and in 1849 acquired a newspaper in Coshocton, Ohio. He became much interested in politics, and was one of the founders of the Republican party. In 1855 he came to Chicago, and acquired an interest in the Chicago Tribune, of which he later became the editor-in-chief and purchased the controlling interest. He was particularly deeply interested in both national and civil service reform, and served for a year on the first national Civil Service Commission. In 1869 he was elected a member of the constitutional convention, which gave Illinois the constitution of 1870, still the organic instrument of the state. Joseph Medill died March 16, 1899, in the 76th year of his age.

The following were the principal city officers of Chicago from 1863 to 1875:

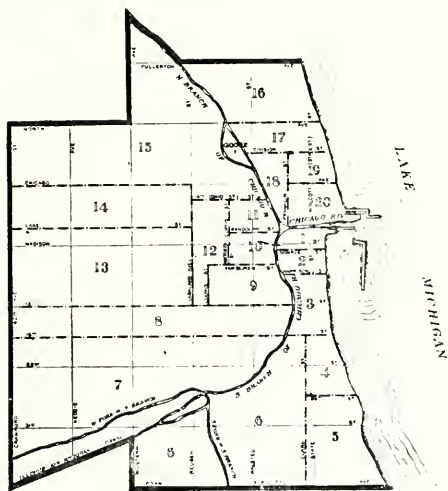
- 1863 and 1864: Mayor, F. C. Sherman; City Clerk, Henry W. Zimmerman; City Attorney, Francis Adams; City Treasurer, David A. Gage.
- 1865 and 1866: Mayor, John D. Rice; City Clerk, A. H. Bodman; City Attorney, D. D. Driscoll; City Treasurer, A. G. Throop.
- 1867, 1868 and 1869: Mayor, John D. Rice; City Clerk, A. H. Bodman; City Attorney, Hasbroeck Davis; City Treasurer, William F. Wentworth.
- 1870 and 1871: Mayor, R. B. Mason; City Clerk, Charles T. Hotchkiss; City Attorney, Israel N. Stiles; City Treasurer, David A. Gage.
- 1872 and 1873: Mayor, Joseph Medill; City Clerk, Charles T. Hotchkiss; City Attorney, Israel N. Stiles; City Treasurer, David A. Gage.
- 1874 and 1875: Mayor, Harvey D. Colvin; City Clerk, Joseph K. C. Forest; City Attorney, Egbert Jamieson; City Treasurer, Daniel O'Hara.



MAYOR CARTER H. HARRISON.

Chapter IV.—1875-1890

BY a vote of 11,714 against 10,281, the people of Chicago, on April 23, 1875, decided in favor of city organization under the general law for the incorporation of cities and villages, passed by the legislature April 10, 1872, with the exception of a provision for minority representation in the city council, which was rejected by a vote of 5,544 against 1,550. The



general law thus became the fourth charter of the city, under which it is still working (1906), although almost immediately after its adoption its insufficiency became apparent. How utterly inadequate it was for the wants and needs of the growing metropolis may be seen from the mere fact that the original act, including the special assessment provisions which had been adopted by the city two years before, contained 179 sections. The various changes and amendments passed by the legislature since that time number more than 1,100 sections.

The principal provisions of the new charter law, most of them still in force, are as follows:

The chief executive officer is the mayor, who holds his office for two years. The mayor presides at all meetings of the council, but does not vote except in case of a tie, when he gives the casting vote. He has power to remove any officer appointed by him on any formal charge whenever in his opinion the interests of the city demand such removal, but he has to report the reasons for such removal to the council. If the mayor fails or refuses to file such reasons, or if the council, by a two-thirds vote, disapprove of such removal, such officer shall then become restored to the office from which he was so removed; and he shall give new bonds and take a new oath of office. The mayor exercises within the city limits all powers conferred upon sheriffs, to suppress disorder and keep the peace. He is given the power to release any person imprisoned for violation of any city ordinance, but must

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report such release and the cause thereof to the council. He has the power to call on every male in the city over the age of eighteen years to aid in enforcing the laws and ordinances; to call out the militia to aid in suppressing violence, subject to the authority of the governor. In case of misconduct or malfeasance in the discharge of the duties of his office, he is liable to indictment in any court of competent jurisdiction, and on conviction shall be fined a sum not exceeding one thousand dollars, and the court in which such conviction shall be had shall enter an order removing such officer from office.

The city council is constituted of the mayor and aldermen, with the provision, amended later, that in cities over 100,000 inhabitants there shall be elected thirty-six aldermen, and no more, and they are to hold their office for a term of two years.

The ordinances passed by the council must be approved by the mayor, or in case of his disapproval or veto, must be passed by a two-thirds vote of all aldermen elected. The election of city officers was changed from November to the first Tuesday in April, and it was provided that at a general election held in April, 1877, and biennially thereafter, the mayor, a city clerk, city attorney and city treasurer should be elected, but no person should be elected to the office of city treasurer for two terms in succession. The council is given numerous powers, among them the authority to control the finances of the city and to appropriate money for corporate purposes; to levy and collect taxes; to fix the amounts, terms and manner of issuing and revoking licenses; to borrow money on the credit of the corporation; to issue bonds therefor; to completely control the streets and bridges, and the lighting and cleaning of the same; to regulate licenses and taxes, and to suppress and prohibit certain occupations; to provide and regulate inspection of foods, weights and measures and any article of merchandise; to regulate the police, and pass and enforce all necessary ordinances for the health and safety of the city. The law provides further that no officer should be directly or indirectly interested in any contract or work paid from the city treasury, nor could anyone elected or appointed hold more than one office under the city government. Compensation of all officers is to be fixed by ordinance, except that of aldermen, who are to receive not to exceed \$3 for each meeting of the council attended by them. It provides that the appropriation ordinance be passed within the first quarter of each fiscal year, and that no further appropriations be made at any time except when the necessity therefor is caused by any casualty or accident after the appropriation was made, by a two-thirds vote. The levy of taxes for property purposes is limited to two per cent of the total valuation of all property within the city, exclusive of the amount levied for the payment of bonded indebtedness or the interest thereon, and the taxes so assessed are to be collected in the same manner and by the same officers as state and county taxes, and are to be paid over by the officers collecting the same to the treasurer of the city.

The law further provides that foreign fire insurance companies must pay to the city the sum of two dollars for each \$100 of net receipts of the agency in the city and prescribes in detail the duties of the city treasurer, city collector and city comptroller. Extensive provisions are made for the levy of special assessments for local improvements.

Under these general provisions, the city of Chicago began the fourth period of its history. While each of the former periods is marked by the various special charters of the city, the fourth or general law charter extends over more than thirty years, and includes several distinct periods, each of which overflows with important events, and each of which is marked by weighty and significant developments.

The first of these fourth charter periods, the fourth in the city's history, ending with the annexation of the greatest part of its present territory in 1889 and the creation of the Sanitary District, may properly be called the period of the elder Carter H. Harrison, for he, generally acknowledged to have been the most powerful figure in the city's entire existence, administered its affairs for eight consecutive years with such great love for the city of his choice, which he often called his bride, that he battled untiringly for the good name and fame of Chicago, while with a firm hand he led the ship of state unscathed through all dangers.

During this fourth period Chicago's population grew in bounds and leaps; the value of property increased steadily, although showing an apparent falling off on account of a different basis of valuation. Taxes in the earlier part of the period were considerably lower and yielded a better income to the city only toward the end of it. The bonded indebtedness that had reached its maximum under the constitution in 1874 decreased gradually, but in 1889 again was up to the limit. The following table shows the data for each year of the period:

Year	Population	Valuation Real Estate	Valuation Personal Property	Total Valuation	Total Tax Levied	Bonded Indebtedness
1875....	400,500.	\$127,900,975	\$45,863,271	\$173,764,246	\$5,108,981.40	\$13,457,000
1876....	407,661	131,222,460	36,815,718	168,038,178	4,040,805.80	13,436,000
1877....	430,000	116,082,533	32,317,615	148,400,148	4,013,410.44	13,364,000
1878....	436,731	104,420,053	27,561,383	131,981,436	3,778,856.80	13,057,000
1879....	491,516	93,063,553	24,906,482	117,970,035	3,776,888.10	13,043,000
1880....	503,185	89,051,497	25,952,064	115,003,561	3,800,126.98	12,752,000
1881....	540,000	90,090,055	26,240,400	116,330,455	4,136,708.38	12,752,000
1882....	560,693	95,880,000	29,478,537	125,358,537	4,227,402.98	12,752,000
1883....	580,000	101,596,787	31,633,717	133,230,504	4,540,506.13	12,751,000
1884....	620,885	105,286,987	31,720,537	137,007,524	4,872,450.60	12,751,000
1885....	665,000	167,146,882	32,811,411	139,958,293	5,152,366.03	12,695,500
1886....	703,715	122,980,123	35,516,000	158,496,123	5,398,409.70	12,588,500
1887....	760,000	123,169,455	38,035,080	161,204,535	5,602,712.50	12,588,500
1888....	802,951	123,292,347	37,349,369	160,641,716	5,723,067.75	12,561,500
1889....	935,000	152,643,993	48,460,020	201,104,019	6,326,561.21	13,554,900

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Shortly after the adoption of the new charter law, the city council passed a series of very important ordinances.

On June 15, 1875, it created a department for surveying and inspection of buildings and the office of superintendent of buildings. On June 28, 1875, an ordinance was passed abolishing the board of police and creating a police department under the supervision of a city marshal. The marshal was to receive a salary of \$4,000 and was given full power over the force which was to consist of a general superintendent of police, a deputy, four captains, twenty sergeants and as many patrolmen as the council may determine. The superintendent was given the power of removal of any patrolman, with the concurrence of the city marshal. The deputy superintendent and the sergeants could be removed or reduced in rank by the marshal, with the concurrence of the mayor. May 31, 1876, the office of city marshal was again abolished and the department permanently placed under the command of the general superintendent.

August 12, 1875, an ordinance establishing the fire department was passed, and the office of fire marshal created, whose term of office was to be two years. He was to be appointed by the mayor, with the concurrence of the council. He could appoint and remove, with the concurrence of the mayor, seven assistant fire marshals, and had full power over all members of the department.

February 28, 1876, an ordinance was passed in accordance with the general law, dividing the city into eighteen wards, of which the first five were located in the south division, the next nine in the west division, and the remaining four in the north division.

Early in that period an event occurred that almost led to bloodshed and civic war. By the general law, the time for the mayoralty election had been changed from fall to spring, and the term of the incumbent officials extended to April, 1876. The council had passed an order for the election of city officers under the new act, but had omitted all reference to the office of mayor. At a special meeting of the council on March 24, 1876, a motion that the city clerk be instructed to call a special election for mayor April 18, 1876, to fill the existing vacancy, was lost by a vote of 21 to 16. On March 27th, a proposed ordinance for a special election for mayor was defeated by 22 against 16. The then Mayor Colvin claimed that inasmuch as no election had been called for, he had a right to hold over until April, 1877. Excitement ran high, and the mayor was denounced as a usurper of his office. Finally, notwithstanding the fact that the requirements of the law had not been observed by the council, a mass meeting was called, which nominated Thomas Hoyne for mayor, and on election day, April 18th, he received 33,064 votes. He was the only candidate for the mayoralty, and only an additional 819 scattering votes were cast for that office. Excepting for the

mayoralty, there were two complete tickets in the field, of which one was the Colvin or Democratic ticket, while the other was the Municipal Reform or opposition ticket. The latter was elected.

Soon after the election, the question arose whether the council was obliged to recognize the mayoralty election, and whether it was its duty to canvass the votes cast for mayor; further, whether the council could declare a vacancy to exist in the office of the mayor and fill such vacancy from amongst its members. Both questions were answered in the negative by Corporation Counsel Egbert Jamieson. Notwithstanding this opinion, a motion was made that the clerk be instructed to announce the number of votes cast for Thomas Hoyne or any other person for mayor. This motion was lost by a tie vote of 18 to 18.

On May 8th, the newly elected aldermen took their seats in the council, which was presided over by Mayor Colvin, but now the opposition was in the majority. Their first act was to canvass the vote cast for Thomas Hoyne, and to declare him the duly elected mayor. One of the most exciting and hazardous periods in the history of the city government ensued.

Mr. Colvin refused to entertain any motion made for the recognition of the newly elected mayor, but was regularly out-voted, he having but ten supporters on the floor, among which was J. H. Hildreth, who had been a member of the council since 1867 and served the city in that capacity altogether more than twenty years, going out of office in 1888. Mayor Hoyne waited on Mayor Colvin at the old city hall, known as "The Rookery," and demanded that he surrender the office of mayor. Mr. Colvin declined to yield the position, and a municipal war became imminent. Mr. Colvin's office and the council chamber were guarded by armed police and serious conflicts between the supporters of the rival authorities were barely averted each day.

On May 18th, Mayor Hoyne assumed the chair as presiding officer of the council. He was recognized by all of the departments except the police, under Marshal Goodell, and the comptroller's department. A reference of the dispute of authority was finally had to the courts. At one time Mayor Colvin, tired of the many vexatious complications, determined to resign, but his counsel convinced him that the case had progressed too far, and his resignation was not presented to the council.

The full bench of the Circuit Court finally determined the case in favor of Mayor Colvin. The court held that Colvin or the council should have issued a formal call for the election, as had been customary, and that the election of Mr. Hoyne was informal.

On June 5th, Mayor Colvin again assumed the functions of acting mayor and presided over the council, but the anti-Colvin majority of the council made his position anything but a pleasant one to maintain. On June 7th,

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the council passed an ordinance calling for a special election, to be held on the 12th day of July, 1876. In that election Monroe Heath was elected to his first, or, as it is known, the "short term" of the mayoralty. He was re-elected in 1877. In his inaugural message, Mayor Hoyne had made a number of recommendations which were acted upon by the council, and later confirmed by Mayor Colvin.

On June 19th, an ordinance was passed abolishing the office of city comptroller, and conferring the duties thereof on the city clerk. This, however, was vetoed by Mayor Colvin, as "the City Council has no lawful authority to repeal or in any wise modify or change the statute of the state." A great deal of confusion had been created by the fact that Mayor Hoyne had appointed a comptroller, while the comptroller appointed by Mayor Colvin still held forth. Finally, in order that the affairs of the city might not be embarrassed, both of those gentlemen resigned, and a new comptroller was appointed.

On June 21st, the council ordained that a street foreman, in each of the wards of the city of Chicago, should be appointed by the board of public works, who was to have full police authority in regard to his own ward, and was to receive a salary of \$60 a month.

July 19th, an ordinance was passed abolishing the board of health as then organized, and vesting all the powers and duties of the board in an officer who was called the commissioner of health. He was to receive a salary not to exceed \$1,500, and was appointed by the mayor, with the consent of the council. He had the power to employ an assistant at a salary not exceeding \$1,200, and an assistant at \$1,000, two meat inspectors, and thirteen sanitary policemen at \$60.

On September 18th, the council abolished the board of public works and vested all the powers, duties and authority of the board in the mayor of the city. The mayor thus remained in special charge of that department until December 30, 1878, when the council passed an ordinance providing that the head of the department of public works should be styled commissioner of public works and should be appointed by the mayor with the consent of the council for a period of two years; and also providing for a secretary of public works and a city engineer, both to be appointed by the commissioner with the approval of the mayor. At the same time the following sub-departments in the department of public works were formed: Water department, sewerage department, street department, engineering department and the special assessment department. This organization remained permanent and is still in existence, except that the special assessment department under a later law was taken out of the department of public works and created a department in itself under the name of the board of local improvements.

During the month of July, 1877, great disturbances were raised by street mobs created by the great labor strikes that disturbed the country throughout that time. Riots and disturbances were of daily occurrence and so bold did the turbulent element become that an attempt was made to march a mob upon the city from the lumber district. That mob was charged by the militia and police department at the Halsted street viaduct, and a pitched battle was fought, resulting in the killing and wounding of many of the rioters. A detachment of regular troops was sent to the city with a Gatling gun, all armories were under guard, and for a time the city wore a decidedly warlike appearance, until finally order was restored. The council passed a resolution of thanks to the police force for its valorous conduct.

The spring campaign of 1879 is notable for the fact that then for the first time the socialists fully organized as a party and entered the field with a full municipal ticket. Their candidates were Ernst Schmidt for mayor, Frank A. Stauber for treasurer, Harry Rubens for city attorney, and Benjamin Sibley for city clerk. The highest number of votes received on that ticket was 11,858, which were cast for Harry Rubens.

The republicans had nominated Abner M. Wright for mayor, while the democrats had nominated Carter H. Harrison. The latter was elected by a majority of a little over 5,000.

On April 28, 1879, he began his eight years' career as mayor of Chicago. The following is the first inaugural address which Mayor Harrison sent to the council:

"Gentlemen of the Common Council:—The welfare of nearly 500,000 people depends, to a large extent, upon the manner in which you may, during the next twelve months, discharge your official duties. A city sprung into existence within your own memory, but already the third in America in population, and in commercial importance ranking among the ten leading cities of the world, will have its growth and progress more or less advanced or retarded by your action. Its citizens have, within the past eight years, struggled under difficulties sufficient to paralyze any other people. Those difficulties, with them, have only called forth unexampled energies. They know not how to despair.

"To manage the affairs of such a community is worthy of a proud ambition, and should beget in its representatives a sense of deep and earnest responsibility.

"Rising from the ashes of two conflagrations unequaled in the past, Chicago and her people, burdened by an enormous debt, were at once confronted by a financial revulsion, which has disturbed the social foundations of nations. Labor has struggled for bread and has often been forced to go without sufficient food. Real estate, the foundation of wealth, which furnishes four-fifths of the city's revenues, has been laid under a heavy load of

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taxation. Rents being low and sales practically impossible, land has been unable to meet its obligations. Taxation locks up money in the hands of the money dealer, where it escapes the eye of the collector, thus forcing legitimate enterprise to bear an unequal burden. This stifles energy, deters investment, and will, unless checked, dry up the sources of revenue. Chicago expects you to give her relief. She will forgive honest mistakes, but she demands of you worthy and earnest diligence.

"On me, gentlemen, devolve the duty and responsibility of carrying out your will, and of enforcing the laws. I accept the responsibilities with diffidence, and shall endeavor to perform the duty with an eye single to the good of the public. I have but one policy to declare. That is, to protect the lives, the property and health of the city at all times and in every emergency, and to do it in an honest and economical manner. I recognize but one science in finance. That is, to collect the revenues and live within them. Debts can be wiped out in but one way, by payment. Surplus can be acquired only by saving. Saving can be made only by honest expenditures for wise and legitimate purposes, and by preventing all leakage. The bonded debt of Chicago amounts to about \$13,000,000. If you will aid me, gentlemen, in an economical administration of affairs, I believe it will be possible to fund a part of this debt so as to save from one to two per cent per annum. The people will cheerfully submit to many temporary inconveniences for so permanent a relief.

"Life and property in cities are protected by the police. A corrupt police is a gnawing cancer. The citizen lying down at night should not only be protected, but should feel secure. Apprehension of a fancied danger is as disgusting as that of a real one. I shall endeavor, as far as may be possible in my short term, to make the police department brave, honest and efficient. It will be my aim to have the star worn by none but proper men.

"Ours is a cosmopolitan people, aggregated from many nationalities, within a little more than one generation of men. Each of the several elements has its own ideas of social and religious life, its own civilization. They have one bond of union, devotion to republican institutions and energy in pursuit of fortune. Each should study to accommodate itself as much as possible to the social life and prejudices of each of the others, and of the whole. For anyone to attempt to make a Procrustean bed, to which the others should be forced to fit, would be both ungenerous and unwise. Time alone can make them all homogeneous.

"I cannot hope to satisfy all. I shall endeavor, however, to irritate none unnecessarily, but shall try to so execute the laws and ordinances as to do the greatest good to the greatest number, avoiding doing an injury to any rightly acting man.

"A good sanitary condition is indispensable to the prosperity of the

city. But sweet scents may not be its necessary concomitant; nor is the converse necessarily true. Too many are alarmed at an unpleasant but innocuous odor, and inhale with pleasure a sweet perfume laden with disease. I shall endeavor to foster healthfulness, and yet not destroy our great commercial interests. Cleanliness is indispensable to health, but the people should remember that Chicago has no money in her treasury, is forbidden to borrow, and is forced to live on revenues not collectible for nearly a year. She will perform wonders, but impossibilities must not be expected.

"The constitution of the land guarantees to all citizens the right to peaceably assemble to petition for redress of grievances. This carries the right to free discussion. It also guarantees to the people the right to keep and bear arms. But it does not give to anyone the right to use arms to threaten or to resist lawful authority. The genius of our institutions rest on law. To it and its officers, all good citizens should appeal for protection. I will protect all in their lawful rights. Some persons fear an organized resistance to authority in Chicago. I do not. I do not believe that there is in our midst any considerable body of men mad enough to attempt such folly. For they must know they would be but as chaff compared to the solid masses who love our institutions and are determined that law and order shall reign. If, however, there be any so ignorant as to think differently, or so rash as to attempt violence, they will quickly find that they have made a fatal blunder. Our honest citizens and brave police can, and will, protect the city.

"Gentlemen, in sending to you names for confirmation for positions, I shall be guided first and above all by the interests of the city, secondarily by the interest of true democracy. I have been chosen to fill this chair by a great political party. But its 25,685 voters expect and demand that I be the mayor of the whole people."

One of the first acts of Mayor Harrison was the issuing of an order to the heads of all departments to reduce their expenditures twenty-five per cent. This had become necessary by the crippled financial condition of the city. As this reduction could not be enforced legally after the passage of the appropriation bill, the various department heads were requested to induce their employes to voluntarily accept such reduction. It seems that Fire Marshal Matt Benner was not inclined to obey this order, and on July 3 the mayor informed him that his resignation would be accepted. When this didn't come forth speedily, the mayor peremptorily discharged Benner and appointed Denis J. Swenie as chief of the department. Several meetings of citizens were held and protests were entered against the removal of Benner, both by these meetings and also by the Board of Underwriters. On July 12th, the mayor communicated to the council his action, but this body disapproved it by a vote of 28 to 6, and on July 14th by the same vote

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approved Benner's new bond. However, a few months later Swenie was again appointed and the council approved his bond November 10th. Shortly before the beginning of Mayor Harrison's term a petition had been presented to the council requesting the closing of saloons on Sundays, although it had been thought that this question had been forever laid at rest by the vote of the people in 1873. The petition was referred to the committee on license, which body, on April 22, 1879, recommended that it be placed on file. One of the committee members, however, Alderman Edward F. Cullerton, who is still (1906) a member of the council, submitted a minority report in favor of Sunday closing. After a big parliamentary battle on May 19th the majority report was adopted by 20 to 14.

In his second inaugural message Mayor Harrison was able to call the attention of the council to the rigid economy that had been exercised during the first two years of his administration, which had enabled him to reduce the issuance of script, that in 1878 had amounted to \$2,238,000, to less than \$590,000 in 1880. He pointed out that strict business principles had prevailed, and that a most free and healthy competition in all public works had been inaugurated, and that contractors' rings that had dominated before had been routed at every turn. He recommended that the "wooden period," for street paving be ended, and that granite and Medina sandstone be used instead. "The beauty and health of the city," he said, "require that such pavements should become the rule and not the exception in the heart of the city. A few nervous gentlemen may object to the noise, but they should remember that the music of the pine-covered forests is not compatible with the busy traffic of a mighty commercial city."

He further called attention to the fact that during his term "a telephone police alarm system had been introduced, which had proved a most valuable adjunct to the police department. Some ninety alarm stations had been established. But for this change the present police force would be entirely inadequate to meet the demands of the city. Our force is the smallest of any large city in the country; the present number composing it is almost the same as it was when we had a little over half of our present population. Increased efficiency in telephonic communication has rendered the force doubly serviceable, and aided very materially in perceptible degrees in the decrease in crime. For this telephonic innovation and improvement upon old police methods, we are chiefly indebted to Mr. Barrett and Austin J. Doyle, who originated and perfected the system."

In his annual message on February 6, 1882, Mayor Harrison was able to call the attention of the council to "the fact that for the first time in several years the city has not been obliged during 1881 to issue any city script." In that document he further said: "This city is destined to be one of the great cities of the world. Nothing but some dire political revolu-

tion can check her growth. In providing for the wants of the day we should look to the necessities of the great future. Public improvements ample for today will prove wholly inadequate for tomorrow. We should endeavor to provide for the morrow, not only what will be needed materially but also for the demands of a refined age. It cannot be expected that the people of today will or should rob themselves to gratify the people of the future. No city in a free country can be made magnificent out of the proceeds of taxation. It should be made grand, but coming generations should help bear the expense. We should pay every cent, not for present municipal purposes, but we should provide for future Chicago and should ask that future to help us so provide. That can only be done by issuing bonds for great and permanent public improvements. To this end the legislature should be asked to move for a change in the state's constitution to permit the issue of bonds for such permanent improvements. Checks should be so thrown around the issuance of such bonds that extravagance may not be fostered and that speculative and corrupt rings may not be brought into existence." The necessity of a better sewer system and water system sufficient for a million of people was pointed out, as was also the desirability of having viaducts of stone, a new city hall and large and airy public schools. "All of these public improvements should be built, not for today, but for hereafter. The wealth of the future should be drawn upon for their cost."

On July 31, 1882, the council, by a vote of thirty-two against one, passed the following resolution:

"Whereas, our worthy mayor has devoted his time and attention to the duties of his office with the utmost zeal and fidelity, giving to the affairs of the city a greater degree of care and consideration than a business man would to his own private business, has been daily at his desk despatching matters requiring executive action, and giving audience to all who have had important business to lay before him, and has invariably attended sessions of this council, greatly aiding us in our deliberations and expediting business.

"Therefore, be it resolved, that as a recognition of this faithful service of the mayor, and in view of the further fact that in the three years of his connection with the affairs of this city he has only taken two weeks' vacation, the council does hereby grant him a leave of absence until the 4th of September next, that he may, if he so chooses, visit Europe for relaxation and recreation, and that in the event of his finding matters which may require a longer time for study for the interests of Chicago, an extension of one or two weeks is also hereby allowed, at his discretion."

The mayor returned from his European trip on September 20th, and was received home by an immense popular ovation on the part of the city employes and citizens, there being a monster procession and fireworks and public speaking on the lake front.

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On March 21, 1883, in his annual message, Mayor Harrison had this to say: "I regret the necessity of saying anything which may savor of politics, but the good name of Chicago has been shamelessly attacked for partisan purposes by a part of its press, which has grown fat with its prosperity. So persistently has this been done that the people in other localities and some of our own people who are prone to believe whatever they see in print have been made to believe that this city is a sink of festering crime, its officials in league with thieves and cutthroats and thrive by wasting the funds of the public. As the mayor of Chicago, proud of its good name, I cannot silently permit that good name to be tarnished by the slanders of men who, had they lived eighteen hundred and odd years ago, would have sold their master for thirty pieces of silver."

A few weeks thereafter, on April 30th, Mayor Harrison was elected for his third term, by a majority of over ten thousand.

The legislature of 1883 passed the so-called "Harper Law," governing the sale of spirituous liquors, and providing for a license of \$150 per annum for beer saloons and \$500 per annum for liquor saloons. The bill was to go into effect July 1, 1883. On June 18th of that year, the council, in order to give the liquor interests more time to change from the low to the high license, passed an ordinance providing that all licenses granted from thereon should expire on the first Monday of April next thereafter, and that for every such license issued prior to July 1st, there shall be paid the sum of \$103. Both mayor and council were attacked because of their stand in the matter.

In his annual message of May 5, 1884, the mayor defended the action of the council, and proclaimed that by the passage of the ordinance a concerted resistance to the Harper law was avoided, and that saloon keepers had been given time to prepare themselves for a higher license.

The Harper law was the last of a long line of measures affecting the liquor traffic, and the whole question remained at rest until 1906. The effect of the Harper law upon the receipts from saloon licenses by the city of Chicago might best be seen from the following figures:

For the year 1882, receipts from saloon licenses amounted to . . .	\$195,490.41
For the year 1883	385,964.82
For the year 1884, from "malt" saloons	94,066.99
And from "spirituous" saloons	1,369,633.14
For the year 1885	1,721,474.12

At the general election of November 4, 1884, a vote was taken in the city on the proposition to authorize the council to appropriate \$100,000 from the saloon license fund for the purpose of increasing the police force. The proposition was carried by a vote of 64,802 out of a total of 100,978.

In 1883 the franchises of the various street railways granted in 1858 and 1863 had expired, and the question of extending these franchises arose. Under the old ordinance, the city had a right to purchase certain of the roads, but the railway companies claimed that under the act of the legislature of 1865, the franchises did not expire until 1958. Furthermore, in 1878 the council had passed an ordinance imposing a license fee of fifty dollars a year for each car. The validity of this ordinance was fought by the companies, and the question was thrown into the United States Supreme Court in an appeal against a decision by the lower court favorable to the city. July 30, 1883, the whole question was settled by an ordinance extending the franchises of the company for twenty years, reserving, however, any and all rights the city or the companies may have under the act of the legislature, this to be determined after the expiration of the extension in 1903. The same ordinance was readily accepted by the company, the city agreeing to accept a license fee of twenty-five dollars per car for each year from 1878 to 1883, the period of litigation, and of fifty dollars per car for each year of the coming twenty years.

In a message to the council of August 6th, Mayor Harrison stated his reasons for recommending the acceptance of the compromise. In it he called attention to the fact that the city, under its charter, had no power whatever to purchase railroad property. "Before twenty years shall have elapsed, the city's charter may be so amended as to empower it to purchase and run the roads, or purchase and sell to others on favorable terms."

In regard to the ninety-nine-year claim, he believed that the law of 1865 was an injustice, but that, in the opinion of some of the ablest lawyers, the act was valid. "Hampered as are the courts at the present time by decisions which they consider binding upon them, I fear that, were the matter to be taken before them at this time, the city would stand a poor show for a favorable decision. There has been, however, a tendency in our higher courts during the past few years to lean somewhat to the people and to recognize that *they* have some right which the legislators of the day cannot barter off forever to powerful corporations. Day by day the Dartmouth college decision is becoming less and less sacred. *Perhaps in twenty years from now the courts may be so free that the city may be able to get a hearing which today would be denied it.*"

In the light of the decisions rendered in the matter by the United States Supreme Court in 1906 (see there), these were truly prophetic words.

At the end of 1884 the new city hall was finished and the first officer to move in was the city comptroller, on January 3, 1885. In 1872, shortly after the fire, it had been resolved that the city and county should jointly build a new city hall and court house. Not until 1877, however, were steps taken toward the commencement of the new building and in the

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nature of the thing a dual structure was erected for the joint occupancy of the city and county.

At this time, 1906, the county side of the building has disappeared to make room for a new structure and only the city part remains, also, it is hoped, to give way to a new building at an early date, the devout wish of the people of Chicago. It, therefore, seems to be appropriate to describe the city hall somewhat in detail. The style of architecture of the building is the modern French renaissance. Above the second story proper is a double story with Corinthian columns, thirty-five feet in height, of polished Maine granite, supporting an entablature divided into architrave, frieze and cornice. The attic story is embellished with allegorical groups representing Agriculture, Commerce, Peace and Plenty, the Mechanic Arts and Sciences. The materials used in the superstructure are principally Bedford sandstone and brick, the columns, pilasters and pillars being of Maine granite. The building was connected with the court house by a rotunda. Exclusive of this rotunda, the dimensions of the building are: Outside length on La Salle street, 366 feet; outside width on Washington and Randolph streets, 128 feet each; height from sidewalk to top of cornice, 126 feet. The entire cost of the building amounted to \$1,716,389.99.

In the spring election of 1885, Carter H. Harrison was elected for the fourth time, although by a majority of only 375 votes. It was charged that many election frauds had been committed and the council directed the mayor and chief of police to use every effort within their power to arrest and bring to justice any person guilty of any offense against an honest election. On the same day the council passed the following resolution by a vote of 18 against 10, a strict party vote:

"Whereas, the city is at present in a state of alarm and excitement over the result of the recent election, produced by the utterances of certain partisan newspapers and rash millionaires who have been disappointed by the defeat of their candidates at the polls; and

"Whereas, in a wild and unconsidered statement the fair name of the city has been traduced and vilified and the impression has been spread about that Chicago is not only a sink hole of iniquity and corruption, but infested with thieves, bunniers and ballot box stuffers and disreputable characters generally; and,

"Whereas, a great many people of intelligence and general information have come to regard these libels, through repeated utterances of them, as a correct representation of the true condition of affairs in Chicago; and,

"Whereas, the tendency of all these misrepresentations has been not only to injure the fair credit and standing of the city, but to drive away trade that has its natural market here;

"Therefore, be it resolved, that the city council hereby most vehemently denounce such utterances and characterize them as malicious and unfounded, pure fiction of disgruntled and disappointed office seekers and partisan fanatics, and challenge the proof to show that Chicago is not as orderly, peaceable and law abiding as any city in the country. We again most confidently and truthfully assure people in all parts of the country that not only are the lives and property of citizens perfectly secure and safe, but also that our city is less infested with crime and lawlessness than any city in the United States in proportion to its population. Statistics show that never in the history of Chicago was there less pauperism and a less number of the vicious class and less dominancy of crime and disorder than at present. The contrary exists only on paper in the partisan journals of the city and among wild orators.

"And be it further resolved, that the election these defamers of the city declare was carried by fraud was one of the most quiet and orderly ones ever held in Chicago and that, when a calm and sober second thought succeeds the passions of disappointed partisans, this fact will be apprehended and conceded, to the establishment of which result this council hereby pledges itself by a fair, honest and careful canvass of the returns of the recent election."

An exciting contest on the mayoralty election followed, the proceedings of which dragged along until January, 1886, with the final result of a gain for the Republican candidate, Mr. Sidney Smith, of less than fifty votes in all the precincts of the city. And when the judge made a ruling which made it obligatory upon the contestants to prove up each fraudulent vote *seriatim*, if they wished to pursue the contest beyond the face of the returns, the attorneys for the contestants made known their decision to drop the contest. Two days prior to this Mr. Smith himself had written to his attorneys informing them that in no event would he consent to accept the remnant of the term.

The constant repetition of frauds at the polls brought about a non-partisan movement in favor of a new election law, known as the "Citizens' Election Bill," which was submitted to the legislature and passed.

June 7, 1886, the council passed an ordinance authorizing street railways on certain streets on the north division to be operated by cable power. The same right was given to the West Division Railway Company a week later.

The last year of Mayor Harrison's fourth administration was marked by one of the most startling and bloody episodes in the history of any American city, the Haymarket massacre, in which, by the explosion of a dynamite bomb thrown by anarchists, seven police officers were killed and sixty wounded and many attendants at the anarchist meeting in the

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Haymarket, at the intersection of West Randolph and Desplaines streets, were killed and wounded by the return fire of the police. As is well known, the outcome of this catastrophe, after a long drawn out legal battle, was death on the gallows of seven of the anarchist leaders found guilty of murder and imprisonment in the penitentiary for fifteen years of one other.

In the spring election of 1887, Mayor Harrison having declined to be candidate, John A. Roche was elected mayor. October 31, 1887, the city was redivided into twenty-four wards, of which the first six were in the south division, wards seven to nineteen in the west division, and wards twenty to twenty-four in the north division.

July 6, 1887, the council authorized the construction and maintenance of an electric light system within the limits of the city along the river, and ordered the commissioner of public works to designate the route of the system and take charge of the work. The expenditures for the year were not to exceed \$15,000. This was the beginning of Chicago's great municipal street lighting system.

At the end of the year 1887 the commissioner of public works reported that a plant was located in the basement of the quarters of Chemical Engine Company No. 1, at the corner of Clinton and Washington streets, which was started December 24, 1887, with eighteen lights. He considered the new system successful and recommended its extension. "The river, bridges, viaducts and street ends are brilliantly lighted; thereby obviating danger at bridges and fully permitting navigation at night."

For several years corporations had tried to obtain from the council franchises for building and operating elevated railroads in the west and south divisions of the city. December 28, 1888, the council granted to the Lake Street Elevated Railway Company a franchise for twenty-five years to construct, maintain and operate an elevated railroad, with a provision that the council might take over the road at the expiration of the term by purchasing the physical property.

Shortly after the beginning of the fourth period public opinion strongly demanded better provisions to dispose of the sewage and to protect the water supply of the city.

The city council, by resolution on January 27, 1886, authorized the mayor to appoint a drainage and water supply commission. This commission began work in March, 1886, and disbanded in November, 1887. It submitted a preliminary general report in January, 1887, and a supplemental report on November 5, 1887. The commission recommended the discharge of the sewage into the Desplaines River near Lockport, through a wide and deep gravity channel with a current of two miles per hour and a capacity of 600,000 cubic feet per minute, a capacity which it believed to be ample for the needs of the future population of 2,500,000 people,

the commission assuming that the entire populated district near the lake, from the north line of Evanston to the south line of Hyde Park, would form the area to be covered by this future population.

The legislature, in 1887, passed an act to organize the city of Chicago into a drainage district, and in 1889 passed an act to create sanitary districts and to remove obstructions in the Desplaines and Illinois rivers.

At the November election, 1889, the people declared in favor of organizing a sanitary district. The trustees, nine in number, were elected on December 12, 1889. They soon organized and began active work on what today forms the great Chicago drainage canal.

During the fourth period the area of the city was extended several times. By an act of the legislature of May 16, 1887, one square mile of territory was added to the city, and by an act of April 29, 1889, a further area of 7.15 square miles. The greatest extension, however, was made by a special election held June 29, 1889, by which the city of Lake View, the town of Jefferson, the town of Lake, the village of Hyde Park and part of the town of Cicero, a total area of 126.07 square miles, were added.

The result of the election was declared by an order filed in the county court of Cook County July 15, 1889, and this gave the city a total area of 169.82 square miles. The new territory was divided by ordinance of the council on July 22d into ten new wards, giving the city in all thirty-four wards, and the right to have sixty-eight members of the council. With this extension, Chicago advanced to the second rank among the cities of the United States and entered upon the fifth period of its municipal life as one of the great cities of the world. At once it made a bid to entertain the entire world within its gates, the council on July 22d passing a resolution to make every effort to secure the location of the projected World's Fair to be held in 1892 in Chicago.

At the end of the year 1889 there were 2,047.28 miles of streets in the city of Chicago, of which 737.84 miles were in the old city and the remaining 1,309.44 miles in the newly annexed territory. Of the total, 578.15 miles were paved and 50.52 miles improved, while 1,418.61 miles were unimproved. Of the paved streets 342.59 miles were paved with cedar block, 205.98 miles with macadam, 2.58 miles with Medina stone, 18.75 with granite, 4.14 with sheet asphalt, and 4.11 with asphalt block. Forty and fourteen-hundredths miles were improved with gravel, 9.91 with cinders, and 0.47 were planked.

There were also 2,040.71 miles of sidewalks in the city. Traffic across the river was had over 45 bridges and two tunnels, while three bridges crossed the Illinois and Michigan Canal.

The streets were lighted by 24,878 gas lamps; 7,493 oil and gasoline lamps, and 403 electric street lamps.

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The public parks contained 1,974.61 acres and there were 59 miles of drives in the parks and boulevards.

The total cost of the water works of Chicago up to December 31, 1889, was \$13,772,562.25, paid for as follows: From general taxes, \$2,713,878.53; from water loan bonds, \$4,814,000; from surplus revenue, \$6,244,683.72.

The total water works income amounted to \$23,083,352.17 and the total operating expense and maintenance, including interest on bonds, to \$15,838,725.92.

There were within the city 1,076.34 miles of water mains, of which 729.83 were within the former city limits, and 6,983 fire hydrants were in use.

The water tunnels had a length of 11.5 miles and the amount of water supplied was nearly 40,500,000,000 gallons, or a daily average of 110,895,707 gallons.

The sewerage system of the city consisted of 525.86 miles of main sewers, 17,401 catch basins, 18,767 manholes and 112,291 house drains.

With an ample water supply and an extensive, although not entirely sufficient, drainage system, sanitary conditions were satisfactory and Chicago was considered a generally healthy city. The following table shows the number of deaths, the death rate and the provisions for drainage in each year of the period:

Year	Number of Deaths	Death Rate	Number of House Drains in City	Miles of Sewers in City
1875.....	7,899	19.72	43,876	262.92
1876.....	8,573	21.93	45,048	265.81
1877.....	8,026	18.66	46,870	278.06
1878.....	7,422	16.99	48,414	294.73
1879.....	8,614	17.52	51,367	322.26
1880.....	10,462	20.78	55,563	337.25
1881.....	14,101	26.11	60,373	362.26
1882.....	13,234	23.60	66,050	380.92
1883.....	11,555	19.92	72,013	395.19
1884.....	12,471	19.63	77,979	414.43
1885.....	12,474	18.75	84,295	436.90
1886.....	13,699	19.46	91,736	456.44
1887.....	15,499	20.27	99,836	473.60
1888.....	15,772	19.64	107,988	493.47
1889.....	16,946	18.12	112,291	525.86

There were 139.5 miles of street railroad track operated by four street car companies, and 31 railroads entered the city.

The cause of education had not been neglected; the city owned 107 public school buildings, where 105,742 children were taught by 2,597 teachers.

The safety of the city was watched over by a police force consisting of 1,795 men stationed in 28 police station buildings, and 871 firemen, stationed in 72 houses, with 61 fire engines, 24 hook and ladder trucks, 18 chemical fire engines and 3 fire boats.

The principal city officials during the fourth period were:

- 1876: Mayor: Harvey D. Colvin, Thomas Hoyne, Monroe Heath; City Clerk, Caspar Butz; City Attorney, R. S. Tuthill; City Treasurer, Clinton Briggs.
- 1877: Mayor, Monroe Heath; City Clerk, Caspar Butz; City Attorney, R. S. Tuthill; City Treasurer, Chas. R. Larrabee.
1879. Mayor, Carter H. Harrison; City Clerk, P. J. Howard; City Attorney, Julius S. Grinnell; City Treasurer, W. C. Seipp.
- 1881: Mayor Carter H. Harrison; City Clerk, P. J. Howard; City Attorney, Julius S. Grinnell; City Treasurer, Rudolph Brand.
- 1883: Mayor, Carter H. Harrison; City Clerk, John G. Neumeister; City Attorney, Julius S. Grinnell; City Treasurer, John M. Dunphy
- 1885: Mayor, Carter H. Harrison; City Clerk, C. Herman Plautz; City Attorney, Hempstead Washburne; City Treasurer, Wm. M. Devine.
- 1887: Mayor, John A. Roche; City Clerk, D. W. Nickerson; City Attorney, Hempstead Washburne; City Treasurer, C. Herman Plautz.
- 1889: Mayor, Dewitt C. Cregier; City Clerk, Franz Amberg; City Attorney, George F. Sugg; City Treasurer, Bernard Roelsing.

Carter H. Harrison was born in Fayette County, Kentucky, February 25, 1825. He came of a family whose name is prominent in the history of the colonial days of Virginia and included his great-grandfather, Carter Harrison, and Benjamin Harrison, a brother, a signer of the Declaration of Independence and father of President William Henry Harrison. The family early intermarried with the Randolphs, Carters and Cabells, three large Virginia families. The grandfather of Mayor Harrison moved to Kentucky in 1806 and there, in a log cabin with one room, situated in the uncut forests, Carter Henry Harrison was born. His father died eight months after his birth, leaving him the only child of his widowed mother, who taught him reading, writing and geography, and then the boy studied from the teachings of a nomadic school master. At the age of fifteen Carter Harrison commenced his real education, studying under Lewis Marshal of Lexington, brother of the chief justice. Two years later he entered Yale and graduated in the class of 1845, at the age of twenty. Returning home, he took up the study of law, but his mother's loneliness prevented him from leaving her to practice in town, and he became an enthusiastic farmer on his parental estate in Clifton, six miles from Lexington. Being possessed of a fair competence and his mother remarrying,

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young Harrison, then twenty-six years old, having traveled extensively throughout this country, visited Europe. Every part of England and Scotland was visited and sufficient time was spent in France and Germany to acquire the language of these countries, both of which he spoke fluently. He traveled over the continent, passed into Egypt and thence, with Bayard Taylor, visited Syria and Asia Minor. In 1853 Mr. Harrison returned to America and resumed his legal studies at the Transylvania University Law School in Lexington, Kentucky, graduated in the spring of 1855, and was admitted to the bar soon afterward. In April of the same year he married Miss Sophonisba Preston of Henderson, Kentucky. Ten children were born of this marriage, six of whom died in childhood. On his bridal tour throughout the Northwest, Mr. Harrison was struck with the possibility of this city and determined to locate in Chicago. Twelve days after arriving he invested in real estate all his available money realized from the sale of his plantation—about thirty thousand dollars in cash—and engaged in practicing law and dealing in real estate.

In May, 1873, his wife was compelled to go to Europe for her health and was accompanied by her children. He spent the next spring with them traveling in Germany, Austria, Tyrol and Switzerland. He then returned home, leaving his family in Germany, the older children at school. He rejoined them in 1875 and traveled with them through northern Europe, ending at Paris, he returning home and his family to Germany.

In September, 1876, the announcement was received that his wife died in Germany.

Carter Harrison's active political career began after he was forty-five years of age. He was elected county commissioner of Cook County in 1871 and nominated for Congress in 1872, but lost. In 1874 he was again a candidate and was then elected by a close margin. Renominated for Congress in 1876, while in Europe on account of his wife's death, he was returned by a majority of 642, although opposed by the entire press of Chicago. He declined a renomination in 1878; in 1879 he was nominated and elected mayor for the first time and re-elected three times in succession.

While serving his third term as mayor, he was nominated for governor against Governor Oglesby, but was defeated by a Republican majority of not more than fourteen thousand.

In August, 1882, Mr. Harrison again visited Europe and was married in London to Miss Marguerite E. Stearns of Chicago, who was traveling with her parents at that time. Twelve days after leaving the office of mayor, he was again left a widower.

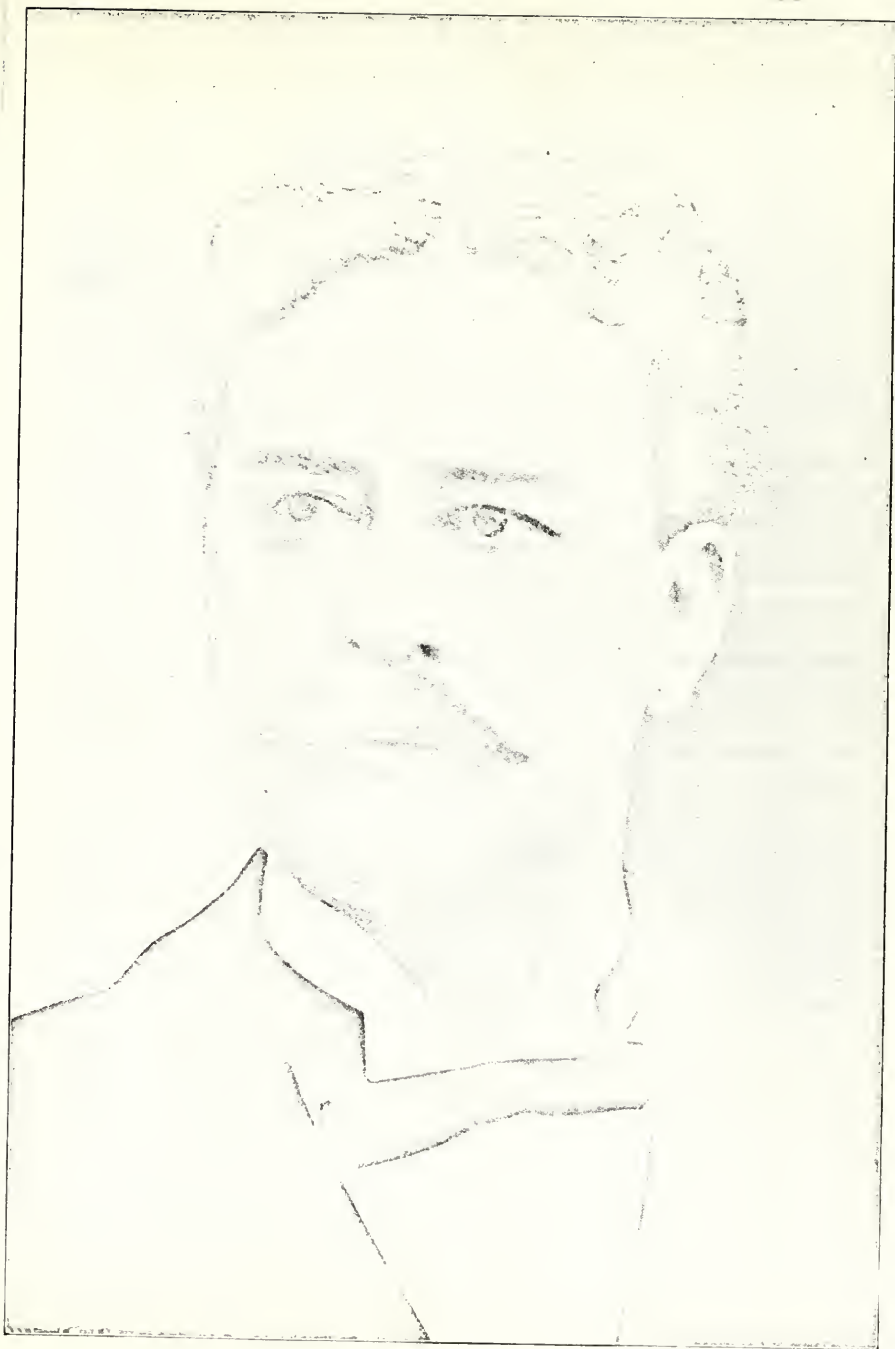
In the summer of 1887 he started on a tour around the world, visited China, Japan, Siam, Hindustan, Ceylon, Greece, Turkey, Roumania, Hungaria, Austria, Poland, Russia, Sweden, Norway, and then via Germany,

France and England returned home. An account of his travels was published in a series of nearly fifty letters to Chicago newspapers and later compiled and published under the title "A Race with the Sun."

He declined the nomination for mayor in 1889, but in 1891 contested the nomination with Dewitt C. Cregier. Defeated in the nomination, he ran independent, but Hempstead Washburne, Republican, received a plurality and was elected.

In the spring of 1893 he was again nominated for mayor and, although bitterly opposed by the press, was elected by a majority of 21,000. He was chosen as the man eminently fit for the position of World's Fair mayor to receive commissioners and visitors from all nations of the earth. His knowledge of things, his broad information of the peoples of the world and acquaintance with their countries, his eloquence and versatility in speech, his courtliness and hospitality, equipped him superbly for that trust.

On Saturday, October 28, 1893, he addressed a large number of mayors representing the principal cities of this country, in his characteristic manner. This was the last public appearance of Carter H. Harrison. He returned to his home on Ashland boulevard and took supper with his youngest son and daughter. He was tired with the day's exertions. He had spoken happily of his approaching marriage to Miss Annie Howard, his intended bride, who was only a few blocks away. Her home was in Biloxi, Mississippi, and they were to have been married November 16th. After supper Mr. Harrison lay himself down to rest, when he was disturbed by a caller. A moment later he was shot down by one Patrick Eugene Joseph Prendergast, who was admitted by a servant on the plea of desiring to see the mayor on important business. The murderer hastened to give himself into the custody of the police, stating that he had killed the mayor because the latter refused to appoint him city counsellor according to promise. The shock, indignation and the sorrow reached every home, and from all Chicago went up one wail of sorrow. The program for the closing exercises of the exposition on the following Monday was abandoned and, instead of going out in a blaze of glory, as anticipated, the World's Fair was closed in sadness and sorrow. The funeral of the murdered mayor was a grand pageant and a touching tribute of the people. The body lay in state at the city hall for a day, and was followed to the tomb by all city officials, military and civic organizations, 100,000 private citizens from every walk in life, with a million of Chicago citizens lined up on the sides of the streets along which the cortege passed, eager to pay the last tribute of respect to the man whose proudest boast was his citizenship in the community in which he had lived so long.



MAYOR CARTER H. HARRISON, II.

Chapter U.—1890-1905

THE fifth period of Chicago's history, from 1890 to 1905, may be appropriately designated the period of civic awakening; for it was in those years that Chicago's citizenship awoke to its civic duties; and, once awake, it remained conscious of its duties and kept up a successful fight for civic betterment.

This period might also be designated the period of Carter H. Harrison II, for, like the elder Harrison in the fourth period, his son in the fifth period occupied the mayoralty chair for four consecutive terms.

The annexation of the new territory in 1889 made necessary a large number of improvements, but, as the revenue from the new wards did in no way suffice to defray the expenses of administration and betterment, the enlarged area was for many years a bad handicap for the city financially. Yet its property values grew, thereby yielding a better revenue, and what was lacking for the needs of the city under the most rigorous economy was made up from license fees and the enforcement of compensation for the use of public property for private purposes. The population had again nearly doubled at the end of the period, as may be seen from the following table:

Year	Popu- lation	Valuation Real Estate	Valuation Personal Property	Total Valuation	Total Tax Levied	Bonded Indebtedness
1890	1,099,850	\$170,553,854	\$ 48,800,514	\$219,354,368	\$ 9,558,334.80	\$13,545,400
1891	1,148,795	203,353,791	53,245,783	256,599,574	10,453,270.41	13,530,350
1892	1,199,730	190,614,630	53,117,502	243,732,138	12,142,448.75	18,515,450
1893	1,253,022	189,299,120	56,491,231	245,790,351	11,810,969.69	18,427,450
1894	1,308,682	190,963,364	56,469,078	247,422,442	12,267,643.62	17,722,950
1895	1,366,813	192,498,842	59,977,983	243,476,825	14,239,685.13	17,188,950
1896	1,427,527	195,684,875	48,672,411	244,357,286	12,290,145.21	17,078,950
1897	1,490,937	184,632,995	47,393,755	232,026,660	12,939,333.10	17,018,450
1898	1,557,164	178,801,172	42,165,275	220,966,447	12,207,906.82	19,922,460
1899	1,626,333	260,315,058	84,881,361	345,196,419	13,359,270.53	16,825,050
1900	1,698,575	202,884,012	73,681,868	276,565,880	17,086,408.36	16,328,450
1901	1,757,010	259,324,598	115,325,842	374,650,440	14,245,294.12	15,470,000
1902	1,815,445	276,509,730	125,972,580	402,482,310	14,039,030.16	15,123,000
1903	1,873,880	289,371,249	122,053,031	411,424,280	14,815,388.31	15,123,000
1904	1,932,315	291,329,793	111,951,487	403,281,190	15,994,410.68	22,618,000

The period was ushered in by the World's Columbian Exposition in 1892. In preparing for this great event, which brought hundreds of thousands from all parts of the globe to Chicago, the city was put into as good a condition as possible. The location of the World's Fair grounds in the

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extreme southern end of the city, Jackson Park, made necessary the improvement of many a mile of streets, the laying of water mains and sewers, the extension of railway tracks, and the building up of an almost entirely new city in the region of the Fair. The legislature had authorized the city to issue bonds in the amount of five million dollars for World's Fair purposes, and the sale of these was ratified by the council November 30, 1891.

It is not the intention to minutely describe the exposition. Suffice it to say that the grounds of the exposition embraced a total of 1,037 acres, of which not less than 125 acres were placed under roof. The buildings surpassed in number, size and splendor anything that the world had ever seen and neither money nor art were spared to make the whole a grand spectacle of unsurpassed magnificence. The total amount expended for construction was \$18,322,622.56, while the general and operating expenses amounted to \$7,127,240.32. The exposition was open from May 1st until November 30, 1893. It was attended by not less than 27,539,521 persons, of which 20,224,587 adults and 1,255,554 children paid admission, while the number of free admissions amounted to 6,059,380. The greatest attendance on any one day was that of October 9th, Chicago Day, when 761,942 visitors were within the grounds of the World's Fair.

Within a few months after the World's Fair closed, most of the buildings disappeared, and the grounds were again given over to the original purpose for which they were intended—that of a public park. A few buildings, however, remained, like the German building, the gift of the German government to the city of Chicago, and the Fine Arts building, now the home of the Field Columbian Museum.

The legislature of 1891 passed an act to authorize the Chicago Public Library to erect and maintain a public library on Dearborn Park and to construct a memorial hall therein. The tax levied was not to exceed two mills on the dollar with the provision that after the year 1895 the tax was not to exceed one-half mill on the dollar. Under that law the present splendid library building was begun. It was finished in 1897. It occupies the site formerly known as Dearborn Park, bounded by Michigan avenue, Washington street and Garland park and Randolph street. Its extreme dimensions are 352½ feet by 146½ feet and the top of its cornice is 90 feet above the sidewalk. It contains two principal stories with two intermediate floors and a basement. The exterior is of pure limestone with a granite base. The foundation rests on piles, the tops of which are driven to an average depth of 74 feet below the sidewalk. The walls are of solid masonry construction and the floors are of steel beams and hollow tile arches. The entire cost of the building including furniture and machinery was about two million dollars, and on July 1, 1906, the library contained three hundred and

twenty-four thousand and eighty-two bound volumes, and about fifty thousand unbound pamphlets. The number of employes in all the departments is about one hundred and seventy-five.

In 1891 the council passed an ordinance for the establishment of juvenile police courts, and shortly thereafter an ordinance against the employment of children under fourteen years of age. The juvenile court which was established several years later has proved a great help in the betterment of juvenile criminals as well as in the prevention of crime.

The question of public baths had been taken up by the city authorities during the latter part of the fourth period, when the council, in 1889, had directed the commissioner of public works to institute a thorough investigation of the systems of public baths in the principal cities of Europe and the United States. Acting upon the recommendation of the commissioner of public works, an appropriation was made in 1893, and on January 10, 1894, the first free public bath of Chicago was opened. It was named in honor of Mayor Carter H. Harrison, and was erected at a total cost of \$20,649.40. So well was this bath attended, and such a blessing did it prove to the people of Chicago, that at the end of 1904 seven free public baths had been established in the city.

The legislature of 1895 passed an act to regulate the civil service of cities, which was adopted by Chicago and went into effect on July 1st of that year. Although at first antagonized by "politicians and job-seekers," so strongly did public opinion favor it that after a few years all opposition died out and civil service became a permanent fixture in the city's government. Today every department with the exception of the few expressly exempt under the law is under its provisions.

In the spring election of 1897, Carter H. Harrison, II, was elected for the first of a series of terms running, like those of his father, for eight years. During this time the scope of municipal work was much enlarged. Chicago's citizens were no longer satisfied with the mere perfunctory performance of government routine. Public sentiment demanded more. Modern ideas of municipal functions had taken hold of the people. The necessity for proper sanitation, as well as opportunity for recreation, even of the poorest, was readily recognized. Great strides were made in that direction. In the public schools, more attention was given to the need of training the body as well as the mind and physical culture under expert teachers was introduced in the curriculums. For recreation, new breathing spots had to be created. Despite its immense territory, Chicago had but a comparatively small park area, comprising about twenty-two hundred and eighty-five acres, of which nearly 2,100 acres were part of the great park system in the three main divisions of the city. On account of their great distances from the densely populated districts, these parks were not easily accessible to the masses of

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the people. Many of the densely populated wards had no park at all. In November, 1899, by authority of the council, Mayor Harrison appointed a small parks commission, consisting of ten aldermen, a representative of each of the three regular park boards, and nine citizens. This commission worked out a general plan for parks, and submitted it to the legislature, which passed an act authorizing the various park boards to acquire, improve and maintain small parks or playgrounds, not exceeding ten acres in area each. Further acts authorizing the board to issue bonds to the amount of \$2,500,000 for these purposes were passed, leaving the expenditure of the moneys with the commissioners of the three park boards, the small parks commission acting in an advisory capacity. Exhaustive reports were prepared dealing with the conditions which prevailed in the districts of congested population, remote from the existing parks; recommendations were made for small parks for the purpose of relieving these conditions. While these plans were going on the commission did not rest idly, but began to establish playgrounds upon property belonging to the city, the use of which had been granted for that purpose by the council. A small appropriation enabled the commission to properly equip these grounds and place them under the supervision of trained directors. Several public spirited citizens took an interest in the matter, and some gave the free use of land, while others donated equipment and money. At the end of the year 1904 nine playgrounds had been established, which during that year were attended by 1,014,677 children. In these grounds circle, ball and dance games, singing, marching, maypole dances and similar entertainments for the smaller children are conducted under the supervision of trained women, while athletic sports, gymnastics and games for the larger boys and girls are under the supervision of directors of the playgrounds and a general athletic director. In the winter these grounds are converted into skating rinks, and in case there is a demand for more of such, the city furnishes water free to flood any vacant property that may be used for the purpose. Much progress was also made in furthering Chicago's sanitary conditions.

In 1900 the Chicago drainage canal had been finished so far that water could be let into it, and part of the sewage was diverted from the lake forming Chicago's water supply. To make this great undertaking do the work for which it was designed thoroughly, a system of huge intercepting sewers is being built, some having a diameter of twenty feet which will convey all sewage of the city away from the lake and into the canal, thus obliterating the danger of polluting Chicago's water supply. The magnitude of this undertaking can hardly be grasped. From 1898, when the work began, until the end of 1904, \$4,430,851.24 had been spent for it, and what is still more remarkable not one cent of this amount was obtained from taxation, the entire cost of the undertaking being defrayed out of the net earnings of the water works.

The health department also carried on its work with great vigor and made ceaseless warfare especially on contagious diseases. Tenement houses were forced to be conducted properly and the use of antitoxin in diphtheria cases was introduced and promoted by furnishing the antitoxin free of charge. For its investigations regarding the use of antitoxin the health department won gold medals both at the Paris Exposition and at the Pan-American Exposition at Buffalo. All of these things naturally had an exceedingly favorable effect upon the city's health, and the mortality rate steadily decreased, as may be seen from the following table:

Year	Number of Deaths	Death Rate	Number of House Drains in City	Mileage of Sewers in City
1890	21,856	19.87	121,570	784.74
1891	27,754	24.15	132,882	888.32
1892	26,210	21.85	145,444	992.35
1893	27,083	21.61	159,642	1,144.79
1894	23,892	18.25	168,570	1,211.25
1895	24,219	17.71	170,191	1,248.44
1896	23,257	16.29	176,352	1,305.86
1897	21,809	14.62	184,593	1,343.04
1898	22,793	14.63	187,228	1,388.39
1899	25,503	15.68	189,875	1,424.71
1900	24,941	14.67	194,625	1,483.56
1901	24,406	13.89	200,223	1,505.82
1902	26,455	14.57	298,795	1,532.01
1903	28,914	15.43	214,812	1,597.96
1904	26,311	13.62	218,798	1,601.70

Many lives had annually been destroyed in Chicago on account of the many grade crossings, and it was recognized that this danger could be averted only by elevating the railroad tracks within the city limits. While other cities undertaking this work had to contribute from thirty to sixty per cent of its cost, Chicago succeeded not only in making the railroads bear the entire cost, with the exception of less than six thousand dollars per annum for the maintenance of the city's track elevation department, but also in having the work carried on without interruption.

Since May, 1892, when the work was begun, until December 31, 1904, not less than 82.84 miles of main tracks and 425.19 miles of all tracks have been elevated, and 360 subways constructed at a total cost of about \$28,725,250, not a single cent of which came out of the pockets of the taxpayers.

Much work was done during this period in improving the conditions of the streets, and asphalt began to be a favored pavement. Up to the end of 1904, 220.08 miles of asphalt pavement had been laid in the city. The work of street cleaning and garbage collection also demanded and was given a great deal of attention.

Until 1898 this work had been done under contract. In that year the

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city began to perform the work by direct employment of labor, under the supervision of the ward superintendent, cheaper and more satisfactory to the public than it had been done under the contract system for many years. So well was this work conducted that while in 1897, the last full year of the contract system, 8,800 garbage complaints were registered, this number had shrunk to less than 900 in 1903. But this was not the only case where the advantage of the direct labor system was shown.

In the construction of new land tunnels, the work had to be completed by the city under the direct labor plan, as the contractors had failed to carry out their contract and had suspended operation. The city completed the work, which afforded most serious obstacles, without difficulty, and at a cost less than the contract had provided for.

The city also constructed part of the above mentioned intercepting sewers by direct labor, it being found that the work could be performed by the city at a cost less than the lowest contract price offered, and although the intention was to finish the entire system in this manner, the courts interfered and compelled the city to continue this work under the contract plan. Much work was done to extend the electric light system. New plants were erected, and thousands of lamps operated, not only without incurring any indebtedness, but compared with the rate that the city had to pay for its rented lights actually saving money.

One of the new institutions established in that period was a municipal lodging house, in which homeless and penniless men are sheltered over night. The real deserving poor are helped to obtain employment, but actual tramps and vagrants are sent to the city prison. Prior to the establishment of this institution, the homeless, often in numbers of hundreds, beleaguered the various police stations throughout the city for a night's lodging. The new institution was a great help in reducing the tramp evil to a minimum.

The generally discussed principle of a proper accounting system in cities was recognized in Chicago during that period, and a uniform method of accounting and a perfect system of auditing by special officers was introduced in every department of the city hall.

A bureau of statistics was established in 1901. In the message calling attention to the necessity for the establishment of this bureau, Mayor Harrison said: "There is hardly a city in Europe or America of the size and importance of Chicago which has not, in accordance with the scientific spirit of the age, a bureau for the collection, collation and distribution of statistical information regarding the condition of affairs of the municipality. The beneficent reforms of the present time are chiefly due to the scientific study and comparison of statistics. A sure test of the goodness or badness of a particular measure lies in the appeal to the same source. To understand

intelligently the needs of this city, one must understand intelligently the details of the operation of its institutions."

A small addition of territory to the area of Chicago⁷ caused a re-districtation of the city in 1900 into thirty-five wards, the maximum number allowed under the law, and in 1903 the legislature passed an act allowing the salaries of aldermen to be raised to \$1,500 per annum, which was done by ordinance of the council.

In 1898, in an extra session of the legislature, the taxing system had been changed. The new law created a board of assessors for Cook County and a board of review, and provided that taxes were to be levied upon the so-called assessed value of all the property equal to one-fifth of the full value. The tax rate was limited to five per cent of the assessed value for all purposes except state, school buildings and bonded indebtedness, and provided for a reduction of the rate for the various purposes whenever this tax limit was exceeded.

On May 11, 1901, the legislature passed an act providing for the submission to the voters of any question of public policy, upon the written petition of twenty-five per cent of the voters filed sixty days before the election. Under the law no more than three questions can be submitted at the same election. Since its introduction it was made use of to its fullest extent, and the submission of prominent public questions to a vote of the people became an established practice.

For many years the absolute inadequacy of the charter law had been recognized and a demand for a new charter became more urgent from day to day. But under the constitution of the state the legislature was prevented from passing any special laws and for years had to take refuge to the makeshift of passing general laws for cities over one hundred thousand, which, of course, was meant for Chicago only, and in all probability would, for many years to come, not include any other city. There was only one thing to be done, and that was to either make an entire new state constitution or to amend the present constitution in a way that would permit the legislature to pass a special law for Chicago alone. Committees of aldermen and prominent lawyers were appointed, and they finally agreed upon an amendment to the constitution which was submitted to the legislature in 1903 and passed on April 22 of that year. This amendment provided that the General Assembly should have the power to provide a scheme or charter of local municipal government for the territory now or hereafter embraced within the limits of the city of Chicago. The amendment specified that such a law might provide for the consolidation of the park boards, township authorities and other governmental bodies within the territory of the city, with the exception of the county board and sanitary district, and further that the bonded indebtedness of such consolidated government may be increased not

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to exceed five per cent of the full value of the taxable property, whereas heretofore the limitation was five per cent of the assessed value equal to one-fifth of the full value of the property. The amendment also provided for the abolishment of the offices of justice of the peace, police magistrates and constables within the city and for the creation of municipal courts in their stead. This amendment to the constitution was submitted for approval to the voters of the state in the fall election of 1904, and was adopted by a vote of 678,393 against 94,038. In the city of Chicago the vote stood 280,565 for and 20,334 against. With the adoption of this constitutional amendment the way to a new charter was free and the city council on June 19, 1905, passed a resolution providing for a charter convention to be made up of fifteen members of the council, fifteen members of the legislature, fifteen citizens of Chicago, to be appointed by the mayor, fifteen citizens of Chicago, to be appointed by the governor, and two representatives each of the board of county commissioners, the trustees of the sanitary district, the board of education, the library board and the three park boards. This body finally convened late in 1905, and is expected to lay before the legislature of 1907 a complete plan for the government of the city of Chicago.

The act establishing municipal courts in lieu of justice courts will go into effect December 1, 1906, the election of the municipal judges taking place in November, 1906; thus the "justice-shop evil," one of the worst in Chicago, will be wiped out forever.

The one subject that occupied the center of the stage during most of the fifth period, and particularly during the four administrations of Carter H. Harrison, was the traction question, which had been deferred for final adjustment in 1883 for twenty years. Long before that time came, however, evidently to further the schemes of "high finance" entered into by one Charles T. Yerkes, who in 1886 had organized a syndicate which took over all the lines of the north and west divisions, one of the boldest attempts ever known in legislative history was made by the street railway interests in 1897 to obtain, in a roundabout way, an extension of their grant for a further period of fifty years. In that year the upper house of the legislature passed a law popularly known as the "Humphrey bill," which provided that any street railway ordinance heretofore granted to anyone was extended for a period of fifty years from and after the first Tuesday in September, 1897.

This piece of legislation was so raw that the lower house, although in those years generally obedient to the mandates of the public service corporations, yielding to the outcry of the people finally rejected it, but passed a substitute, popularly known as the "Allen bill," which conferred upon cities the power to extend street railway ordinances for fifty years instead of twenty years as provided by its general charter law.

The people of Chicago were up in arms, and when in 1898 Mr. Yerkes on

behalf of his two companies tried to get the city council to pass an ordinance extending the time for the operation of the lines for fifty years, general alarm was felt everywhere, as, considering the composition of the council at that time, well-grounded fears were entertained that the people's rights might be sold to the street railway corporations in spite of the probable veto of Mayor Harrison. Indignation meetings were held everywhere. Frequent threats of hanging the alderman who would dare vote for the proposition were heard and so stoutly did the people fight in their own behalf that the council did not pass the ordinance. Not satisfied with that result, the agitation was kept up until in 1899 the legislature repealed the so-called "Allen law" and in lieu thereof passed a law corresponding to the old law limiting franchise grants to twenty years. As soon as the people of Chicago were challenged to protect their rights in the streets of the city, the council appointed a committee to make an exhaustive investigation of the entire matter. This committee, known as the Harlan committee, reported to the council in March, 1898. In this report were set forth the facts as they existed at that time in regard to the street railways, and for the first time the citizens came into possession of reliable and helpful information. Aroused by the bold efforts of Yerkes and fortified by the knowledge that most of the franchises of the old companies were about to expire, the public, it seemed, there and then became firmly determined that no further franchises should be given to these companies. The street car service in Chicago had been utterly inadequate for many years. The people realized how they had been subjected to the most abominable, yes, indecent treatment. The purpose of accommodating the people had been entirely lost sight of by the companies, whose only aim for years seemed to have been to procure the largest number of nickels for the least amount of service. The realization of this knowledge gave birth to the strong municipal ownership sentiment which arose throughout the city and which kept growing stronger and could not be downed in spite of all the machinations on the part of the traction interests. It might be truthfully said that Mr. Yerkes is the father of Chicago's movement for municipal ownership of street railways, for had he been wise enough to introduce proper transportation service and had he been modest or at least moderate in his demands for franchise renewals, it might justly be assumed that the companies would have received an extension of their grants and that consequently there would have been no street railway questions in Chicago. As soon as the street railway interests saw the attempt to grab the streets of Chicago for another half century foiled in so pronounced a manner, they at once began to raise the cry of "our rights" under the so-called "99-year act," under which they claimed their franchise rights extended until 1958. Mr. Yerkes, no doubt aware of the weakness of his position, must have had some very deep and mysterious purpose in this

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setting up these proud claims. This became evident in 1899 when he managed to organize the Chicago Union Traction Company as the successor of his two former companies. After he had succeeded in floating this new enterprise, out of which he is reputed to have drawn more than ten millions of dollars, he disappeared from the field of action, going to London. But Chicago was on the *qui vive*, and set up the slogan; "The streets of Chicago belong to the people."

In December, 1899, the city council created a street railway commission with directions to prepare and submit to the legislature a comprehensive bill for new street railway legislation.

In his annual message of December, 1899, Mayor Harrison called attention to the five points which he thought should be considered in connection with any extension of franchises in existing street railway companies.

These points were:

1. Compensation based upon percentage of gross receipts.
2. A reduced rate of fare during the crowded hours of the day.
3. A betterment of conditions in the accommodation of the public.
4. A proposition for municipal ownership of the lines at the expiration of the grant.
5. The requirement that before any ordinance granting an extension of franchises shall become operative it shall first be submitted to a direct vote of the people and receive popular endorsement.

The street railway commission prepared and submitted to the legislature a comprehensive plan for new street railway legislation and in their report dwelt upon several points to be observed before any franchises were to be extended. It maintained that the city should possess the power to own and operate street railways; that there should be reserved broad powers of control of the street railway business, and the people should be given a direct voice, through the referendum, in the settlement of the most important questions of street railway policy; that the law should forbid over-capitalization, and that when any further grant of privileges thereon was accorded to the companies, they should be required, as a consideration of such grant, to renounce any claim of rights under the ninety-nine-year act.

In May, 1901, shortly after Carter Harrison had been elected for the third time, under the old battle cry, the council created a committee on local transportation to deal with the street railway problem. This committee, in December, 1901, reported to the council an outline ordinance for the proposed extension of franchises, but the companies for some time had ceased to negotiate with the city.

In this report the committee said: "The immediate municipalization of the street railways of Chicago as a practical proposition, most persons will readily admit, is out of the question."

A great deal of pressure had been brought upon the council and the mayor to "settle" the street car question, and on January 6, 1902, Mayor Harrison sent a message to the council outlining the provisions of the street railway franchise renewal ordinance, in which he reiterated the points he conceived to be fundamental in any settlement, and in which, in addition, he said:

"For my part, I regard myself as under a pledge to the people to do all in my official and individual power to bring about the possibility of municipal ownership. The question with me then is: Do the people desire municipal ownership? The answer to this question will not be received by me from the owners of street car securities, nor from the all-too interested precincts of the stock exchange, nor from the prominent citizens who regard a public franchise as personal spoil and loot, nor from that portion of the press which takes its editorial coloring from these classes of citizens."

He pointed out that at the time there was no authority for the city to own and operate its street railways, and that if municipal ownership is to be obtained, the passage of enabling legislation must be a condition precedent to the granting of the desired extension.

In March, 1902, the council, by resolution, invited the street railway companies to enter into negotiations for renewal franchises. In the meantime, the advocates of municipal ownership had not remained idle. The fight was taken up all over the city, and in the aldermanic election in April, 1902, under the public policy act, there were submitted to the people the following two questions:

First: "Are you in favor of municipal ownership of street railways?" This received 142,826 affirmative and 27,998 negative votes.

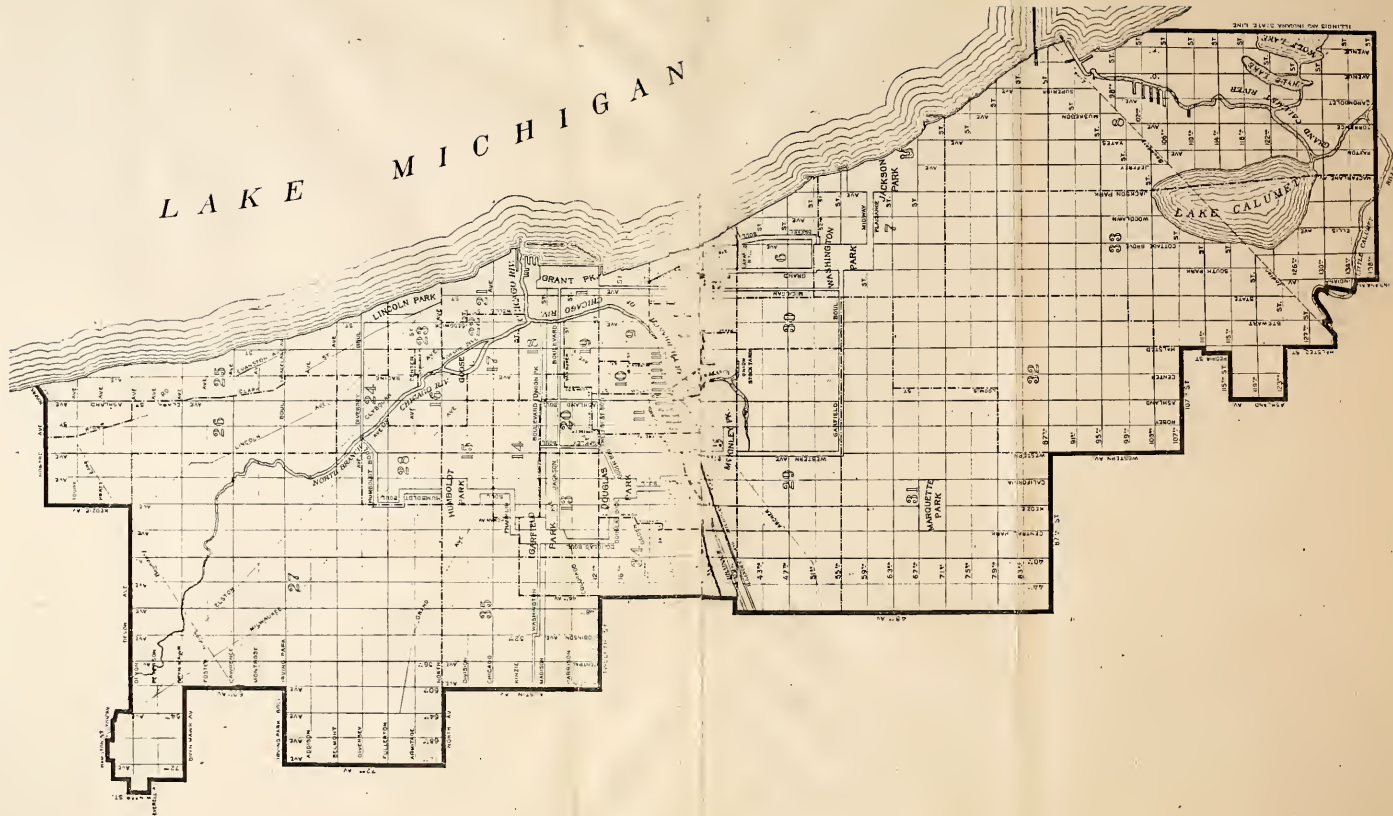
Second: "Are you in favor of municipal ownership of gas and electric light plants?" On which the vote was 139,999 yes and 21,364 no.

When this result was known, the council passed an ordinance authorizing and instructing the mayor "to appoint a special committee of five aldermen and five citizens to take steps to present the necessary bills to the legislature, and to do everything possible to carry out the will of the people, so decisively expressed at the recent election."

The mayor complied with this, and in December, 1902, the committee made a report expressing the desirability of municipal ownership in Chicago, and submitted several bills which were approved by the council, and in turn were submitted to the general assembly of Illinois, in February, 1903.

In May, 1903, after Mr. Harrison had been elected for the fourth time, the legislature passed "An act to authorize cities to acquire, construct own,

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operate and lease street railways, and to provide means therefor," popularly known as the Mueller Law.

In October, 1903, the council passed an ordinance which provided for the submission of the act to popular vote at the election of April 5, 1904, to determine whether it should become operative in Chicago under its terms. At that election, the act was approved by the people by a vote of 153,223 against 30,279. At the same election, the following two other questions were submitted:

First: "Shall the city, upon the adoption of the Mueller Law, proceed without delay to acquire ownership of the street railways under the powers conferred by the Mueller Law?" The vote was 129,957 for and 50,807 against.

Second: "Shall the City Council, instead of granting any franchises, proceed at once under the city's police powers and other existing laws to license street railway companies until municipal ownership can be secured, and compel them to give satisfactory service?" The vote was 120,863 for and 48,200 against.

The city having obtained the authority to own and operate its street railways, there seemed to be smooth sailing ahead for the cause of municipal ownership, but shortly after the election the Union Traction Company, without warning, went into the hands of a receiver. It was generally believed that this move was a mere subterfuge by which the company, passing under the control of the federal court, could and actually did escape any and all interference with its service on the part of the city.

For some time the council committee on local transportation dealt with the City Railway Company only, and in November, 1903, a subcommittee reported, for the consideration of the entire committee, a tentative ordinance for the extension of the Chicago City Railway Company's franchise. This ordinance, according to the report, was "complete, except as to the question of compensation."

The demands of the committee in this respect were refused by the company, and when, at last, August 24, 1904, the ordinance was reported to the council, it was amended, referred back to the committee, again amended rereferred, until, as a new tentative ordinance, it was resubmitted to the council in March, 1905. Before its consideration was possible the fourth administration of Carter H. Harrison, and with it the fifth period of Chicago's history, was at an end.

The further developments in the street railway situation belong to the next period and will be contained in the following chapter.

Carter Henry Harrison, mayor of Chicago from 1897 to 1905, was born in Chicago April 23, 1860, the son of the late Mayor Carter H. Harrison. Young Harrison received his first schooling in the public schools of Chicago, and

when his parents traveled in Europe he was placed in a school or so-called gymnasium in the city of Altenburg, Germany. Here he remained for several years until the family returned to Chicago. He then attended St. Ignatius College in his home city, from which he graduated in 1881, after which he entered the Yale Law School and graduated from there in 1883. In 1887 Mr. Harrison married Edith, daughter of Robert N. Ogden of New Orleans. He practiced law until 1889 and then for two years he devoted himself to the real estate business; after that he became publisher and editor of the Chicago Times, which had been the property of his father, and remained in that position until 1894. In 1897 he was chosen as the nominee of the Democratic Party for the mayoralty, and in the ensuing election was elected mayor by a large vote, the first native-born mayor of Chicago, and like his father, was re-elected three times in succession. It is a remarkable fact that at least three of the four elections were bitterly fought, independent candidates running on either side. In the first election there were, besides the candidates of the Prohibition and Labor parties, one Independent Republican candidate and one Independent Democratic candidate, besides the two regular nominees. The total vote cast at that election was 385,728, of which Mr. Harrison received 148,880, his next nearest opponent, the Independent Republican candidate, John M. Harlan, receiving 69,730 votes.

In the second election there was but one Independent candidate, but he promised to be such a formidable opponent that Mr. Harrison's success was doubted very much. The Independent candidate was no less a person than John P. Altgeld, governor of Illinois from 1892 to 1896. In the election, out of a total of 303,102 votes, Mr. Altgeld received but 47,169 votes, while Mr. Harrison's vote was 148,496.

The third election in 1899 was a clean-cut proposition between two candidates. Mr. Harrison in that election received 156,756; his opponent, former Judge Haney, the candidate of the Republican machine element, having aroused the opposition of many anti-machine Republicans, received only 128,413.

In the fourth election in 1903, there were again four principal candidates in the field, to wit: The regular Republican, the regular Democratic, the Socialistic and the Independent Labor candidate. The total vote cast at that election was 305,827, out of which Mr. Harrison received 146,208, the Republican, Graeme Stewart, 138,548, the Socialist 11,124, one of the largest votes ever accorded a Socialistic candidate, and the candidate of the Independent Labor Party 9,947.

The main question at issue in the last three elections was the great street railway question under the slogan, "The Streets of Chicago belong to the People."

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Unlike his father, Mayor Harrison, in nearly all of his campaigns, had the support of a majority of the Chicago newspapers, and during his four administrations received many encomiums from some of the papers, while others assailed him most bitterly. Mayor Harrison gained fame through the fact that during his entire four administrations he had not missed a single council meeting, and that of his many vetoes, every one was upheld by the council with the exception of one in the beginning of his mayoralty career. It was the veto of the franchise to the Commonwealth Electric Company. The council passed this ordinance over the mayor's veto, and it was the first and last so-called "boodle" ordinance that became a law during Mayor Harrison's four administrations. Through the efforts of the citizens the City Council since 1897 always had so large a majority of the best element that any suspicious ordinance could not be even placed on its passage. It may be stated that perhaps no other mayor was so thoroughly in accord with the council as was Mayor Harrison, although that body since 1899 was composed of a majority of his political opponents.

In his farewell message to the council, April 10, 1905, Mayor Harrison thus acknowledges his thanks to the citizens in general and to the members of the council in particular: "I wish to thank my fellow-citizens for the high honors they have bestowed upon me. No one knows better than I do that my work as mayor has been rewarded beyond its merits. My appreciation of this fact has spurred me on to do my best. One thing I can say is that throughout my service the moving influence with me has always been a desire to serve my city to the best of my powers, to fulfill to the last letter every obligation assumed with my office. As the first native-born mayor of Chicago, as the son of a man whom this city honored again and again, I have felt that all the strength and all the ability with which God has endowed me should be devoted to the duties I have been chosen to perform.

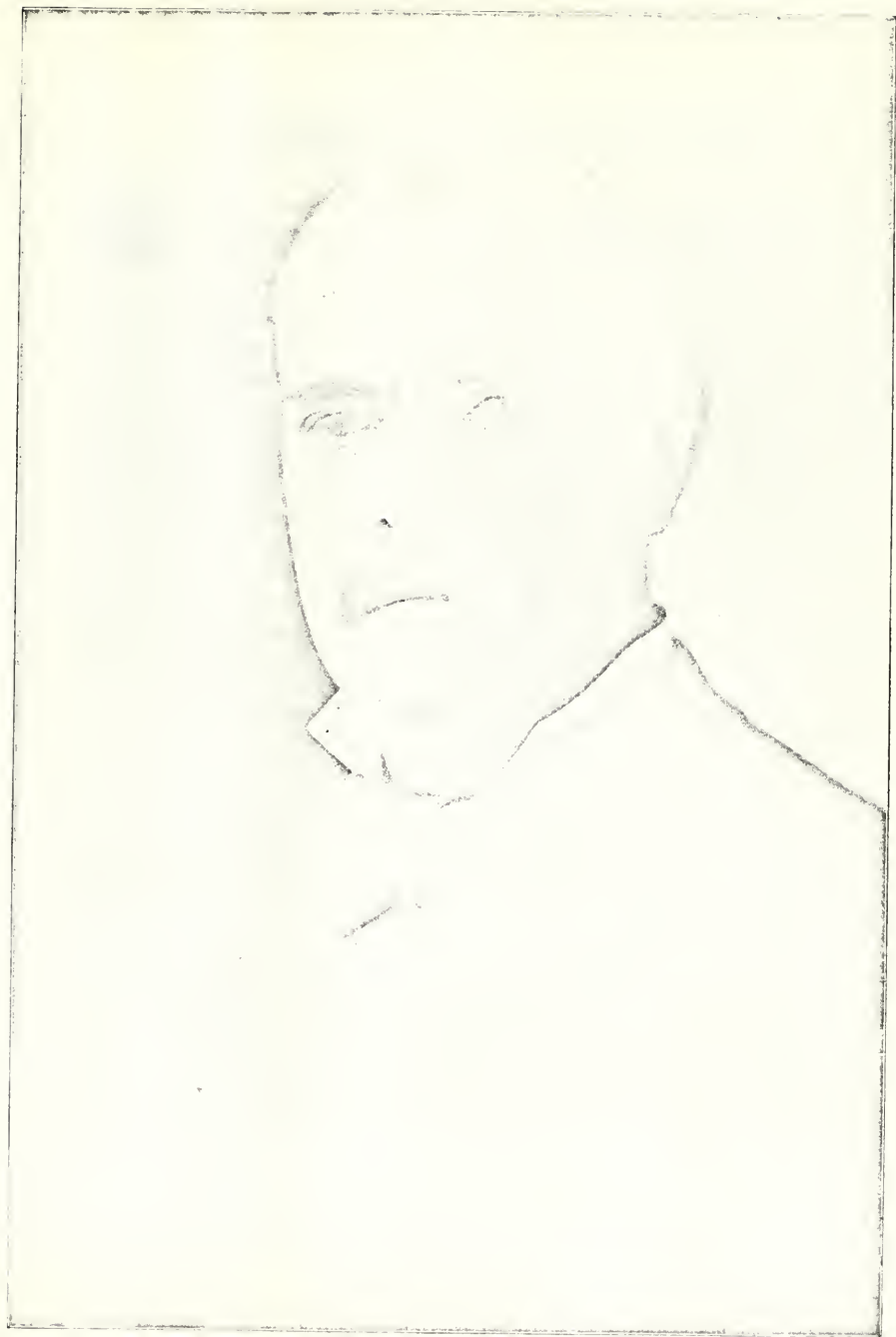
"I wish also to extend my thanks to the members of your honorable body and to those other good and high-minded men who, as aldermen, in the past and during my service as mayor, have unselfishly and untiringly given of their time and thought to the welfare of the city. Without such aid and co-operation as I have enjoyed at their hands, I know I should have failed in many of my tasks.

"During my four administrations I have seen great changes in your body. There are few things in which I take a greater pride than in the knowledge that I have aided in the great work of placing the personnel of this council on a plane where it ranks in integrity, ability and devotion to duty with any legislative body in the land. No greater service, in my estimation, can be rendered Chicago than to preserve the present high character of this body; no greater harm can be done it, and because of the effect a deterioration in this body would have on other communities, the general cause of good gov-

ernment, than by unfair attacks and misrepresentation to weaken the general confidence of Chicago in its city council, to discourage good men from aspiring to seats in it, and to cause our citizens in aldermanic elections to lose sight of honesty and good service in a blind partisan zeal. By dint of hard work and infinite patience, Chicago has secured for itself a city council in which every citizen can feel an honest pride. Malice and calumny should not be permitted to impair public confidence in this body, nor should an honest difference of opinion subject a tried alderman to unfair attack nor to intemperate abuse. Chicago has learned the gain to be had of a council made up of high-minded and honorable men. The past gain to good citizenship and good government has been great; selfish interests must not be permitted to place in jeopardy the benefits promised by a continuation of such aldermanic service as Chicago is enjoying to-day."

The principal city officials during the fifth period were:

- 1890—Mayor, Dewitt C. Cregier; City Clerk, Franz Amberg; City Attorney, George F. Sugg; City Treasurer, Bernard Roesing.
- 1891 and 1892—Mayor, Hempstead Washburne; City Clerk, James R. B. Van Cleave; City Attorney, Jacob J. Kern; City Treasurer, Peter Kiobassa.
- 1893 and 1894—Mayor, Carter H. Harrison, Geo. B. Swift, pro tem., John P. Hopkins; City Clerk, Chas. D. Gastfield; City Attorney George A. Trude; City Treasurer, Michael J. Bransfield.
- 1895 and 1896—Mayor, Geo. B. Swift; City Clerk, Jas. R. B. Van Cleave; City Attorney, Roy O. West; City Treasurer, Adam Wolf.
- 1897 and 1898—Mayor, Carter H. Harrison II.; City Clerk, William Loeffler; City Attorney, Miles J. Devine; City Treasurer, Ernst Hummel.
- 1899 and 1900—Mayor, Carter H. Harrison II.; City Clerk, William Loeffler; City Attorney, Andrew J. Ryan; City Treasurer, Adam Ortseifen.
- 1901 and 1902—Mayor, Carter H. Harrison II.; City Clerk, William Loeffler; City Attorney, Andrew J. Ryan, John E. Owens (appointed to fill vacancy); City Treasurer, Charles F. Gunther.
- 1903 and 1904—Mayor, Carter H. Harrison II.; City Clerk, Fred C. Bender; City Attorney, John F. Smulski; City Treasurer, Ernst Hummel.



Chapter VI.—Chicago To-day

THE present, or sixth, period of Chicago's life promises to be the shortest yet most important in its history. From it there will emerge a new Chicago, working under a new charter, unhampered by the many restrictions and limitations from which it had to suffer in the past. In history it will preeminently stand forth as the period of almost revolutionary progress in municipal affairs; as the period in which the city freed itself from corporate domination and usurpation; in which it wrested from private greed that which belonged to the people, and in which the all-over shadowing street railway question, the bane of Chicago for so many years, was brought to successful termination. Although hardly eighteen months have passed since its beginning, this short space of time is already fraught with many important municipal attainments, making for the good of the people.

The period commenced with the election of former Judge Edward F. Dunne to the mayoralty. The people had become very impatient with the negotiations carried on with the street railway companies, especially when it was discovered that the committee as well as the then mayor would favor a franchise extension under proper safeguards, and with a provision for ultimate municipal ownership.

The Republican candidate, John M. Harlan, although eight years before he had been an independent candidate for the mayoralty, and had thereby helped to defeat the regular Republican candidate, no doubt, was a popular man. But the Republican platform equivocated on the question of municipal ownership, and the candidate himself in the course of the campaign changed his own position in the matter so often that finally no one knew where Mr. Harlan really stood. The Democrats, on the other hand, had a candidate of different caliber. His nomination was the final result of an absolute and firm demand on the part of the people. For years he had been known as an absolutely sincere and honest advocate of municipal ownership; as a judge on the bench for fourteen years he had frequently shown his predilection for the common people, so that many weeks before the convention every other aspirant for the nomination had disappeared, and Judge Edward F. Dunne was unanimously declared the nominee. The Democratic platform, supposedly written by the candidate, demanded "that Chicago follow the example of the enlightened municipalities of both the old world and the new by taking immediate steps to establish municipal ownership and operation of the traction service of the city."

Such language struck home, and although just a few months before, in the fall of 1904, President Roosevelt had carried the city by a hundred thousand

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majority, on April 6, 1905, Judge Dunne was elected mayor of Chicago by a majority of nearly twenty-five thousand votes. At the same election the following three questions were submitted to the vote of the people:

First. "Shall the City Council pass the ordinance reported by the Local Transportation Committee to the City Council on the 24th day of August, 1904, granting a franchise to the Chicago City Railway Company?"

Second. "Shall the City Council pass any ordinance granting a franchise to the Chicago City Railway Company?"

Third. "Shall the City Council pass any ordinance granting a franchise to any street railroad company?"

For the first time in the history of referendum votes the people, if they wanted to record their vote in favor of municipal ownership, had to vote "no," while in every former referendum they had voted "yes." It was feared that this might lead to confusion and fail to bring out the real intention of the citizens; but what was the result? The so-called tentative ordinance submitted in the first question was snowed under by a vote of sixty-four thousand three hundred and ninety-one for, and one hundred and fifty thousand seven hundred and eighty-five against the proposition. On the second question sixty thousand and twenty voted yes, and one hundred and fifty-one thousand nine hundred and seventy-four voted no. On the third question fifty-nine thousand and thirteen voted yes, and one hundred and fifty-two thousand one hundred and thirty-five voted no. The one remarkable fact in this vote was that in every single ward of the city there was an overwhelming majority against these propositions.

When, on April 10, 1905, Mayor Dunne was inducted into office, the extension ordinance in favor of the City Railway Company left over from the former administration was placed on file by the council in accordance with the decisive vote of the people, and it seemed that now, within a reasonably short time, the citizens of Chicago would obtain what they had fought for for many years—a decent and efficient street car service. But far from it. The election of Mayor Dunne and the unmistakable expression of the sentiment of the people marked the beginning of the real fight for municipal ownership.

According to the contention of the city authorities the franchises of the traction companies had expired July 1, 1903, but they were permitted to continue to run pending the decision of the United States Supreme Court on the ninety-nine-year question, on an appeal against a decision by the Federal District Court, which, although unsatisfactory to both of the contestants, gave the city some advantage, as according to it, the street railway companies lost all rights to those lines for which franchises were granted later than 1872, thus denying the contention of the street railways that all franchises granted at any time would not expire until the original franchise

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expired, namely, in 1958. One line, not at all included in the controversy, for which a franchise had expired on April 26, 1904, had been selected by the past administration for trying out municipal ownership and operation as well as the validity of any of the certificates that might be issued in payment of the cost, under the provisions of the Mueller law.

The plan provided for a municipal street railway, about 15 miles in length, which was to be extended from time to time as other lines expired. The city advertised for bids for the construction of this municipal street railway, the advertisement appearing for the first time on April 3, 1905, three days before the mayoralty election. These bids were to be opened on July 1, 1905. Long before that time, however, it had been discovered by the advisers of the new mayor that ordinances covering at least thirty miles of streets on the west side and considerable mileage on the north and south sides had already expired, which could be profitably constructed and operated, and that the city in its first contract could offer at least one hundred miles for construction. In a message to the council the mayor stated that it seemed to be advisable to defer the reception of bids until a comprehensive plan for the greater system could be completed. The advertisement was withdrawn, and on July 5th Mayor Dunne submitted his plans to the council. In his message of that date he stated:

"The people of Chicago having plainly manifested their desire for municipal ownership of street railroads with the least possible delay, I have diligently sought since my inauguration as mayor for the best information and the best advice regarding the subject, and have carefully considered all suggested plans."

He called the attention of the council to the fact that already one hundred miles of track were free from corporate control, and that within the next two years two hundred and forty miles in all would be at the disposal of the city, and that within six or seven years a great majority of all the seven hundred miles of trackage now under operation will be incontestably subject to municipal ownership. He further pointed out that in the ninety-nine-year controversy "a ruling more favorable to the city than that adopted by the Circuit Court is expected to be established by the court of last resort."

Turning, then, to the demand for municipal ownership, Mayor Dunne submitted for the consideration of the council two plans to secure this result.

The one plan, called the "city plan," contemplated the construction and operation of a municipal street car system for the city of Chicago through direct financing by city officials under the legal authority of the Mueller law. The second plan, called the "contract plan," contemplated the construction of a street car system for the city through the instrumentality of a private corporation acting in the city's interests. The mayor preferred the second plan for the reason that it "avoided every ele-

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ment of delay that in the city plan would be caused through condemnation proceedings, appeals and repeated referendums, and because it would be, financially as well as legally, immediately practicable, and enable the city to proceed at once with the reconstruction under circumstances assuring as good service at as early a day as the best conceivable system for private profit could provide. The rights of the city to take over and even to operate would be neither impaired nor postponed. As soon as a market for the Mueller certificates had been secured the city could acquire the system in its own right, and in its own name; and as soon as the people had by referendum under the Mueller law so decided, the city could proceed to operate by its own employes." The contract plan, Mayor Dunne contended, provided in effect for what the Mueller law contemplated and the people have demanded—immediate municipal ownership of the street car service.

The entire message, together with an ordinance covering the contract plan, was referred to the committee on local transportation, which, however, like the majority of the council, was hostile to the plans of the mayor, and had continued negotiations with the street railway companies, who had stated definitely their demands and the character of a franchise they would accept in settlement of the controversy. On October 9th, the mayor sent a message to the council calling attention to the vote had in April, and pointing out that the local transportation committee, instead of considering the plan submitted by him in his message for the purpose of bringing about municipal ownership of street railways, was then engaged in considering certain proposed ordinances presented by the street railway companies and contemplating the granting to them of new franchises for the period of twenty years. He gave it as his opinion that, "Consideration of these franchise extension ordinances in the face of the vote above referred to is in defiance of the express will of the people." With the message he laid before the council an order that the local transportation committee cease the further consideration of the ordinances submitted by the street railway companies, and report to the council at its next meeting the ordinance submitted by the mayor, commonly known as the "contract plan." This order was defeated by a vote of twenty-two against forty-one.

Again, on October 16th, the mayor sent to the council a message reiterating the vote had at the April election, and pointing out that the local transportation committee was not acting in accordance with that vote. Accompanying this message was an order that the local transportation committee cease all negotiations contemplating the granting of a franchise to any of the present existing street railway companies and all negotiations with said companies excepting those looking toward the purchase of their properties. This order was defeated by a vote of twenty-seven to thirty-seven, but on the same day the council pledged itself by resolution that any

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ordinance for the settlement of the Chicago street railway question before its final passage by the council shall be placed upon the ballot to be voted upon by the people.

On October 23d, a third message from the mayor called attention to the adoption of the Mueller law in April, 1904, and the vote upon the question. "Shall the City Council upon the adoption of the Mueller law proceed without delay to acquire ownership of street railways under powers conferred by the Mueller law?" He pointed out that every ward in Chicago had voted in favor of municipal ownership under the powers conferred by that law, and accompanied his message by an order instructing the local transportation committee, in co-operation with the legal advisers of the city, to proceed without delay to prepare an ordinance for the purpose of acquiring ownership of the street railways of Chicago under the powers conferred by the Mueller law, and that the matter of the preparation of said ordinance take precedence over all other matters now under consideration by the local transportation committee. The consideration of this order was deferred for one week, and on Monday, October 30th, as a substitute, a resolution whereby the committee on local transportation was directed "to consider and report to the council at an early date a method of making a legal test of the validity of the street railway certificates authorized by the Mueller law" was adopted by a vote of forty-five to twenty-one. An amendment offered, that the committee cease all negotiations with the traction companies except with the view of the purchase of their properties, was laid on the table by a vote of forty-three to twenty-one. Thus the mayor and the advocates of municipal ownership were again defeated. Undaunted by the hostile attitude of the council, with a fidelity to his duty, as he sees it, and with a devotion to the cause he champions that must challenge the admiration of even his enemies, Mayor Dunne, on November 13th, sent to the council still another message, in which he says:

"And inasmuch as further delay can but operate favorably to the interests of those companies and unfavorably to the interests of the people of the city, and as the counsel for the city have now completed their proposed ordinance for proceeding under the Mueller law for the establishment of municipal ownership, I am of the opinion that such proceedings on our part ought to begin at once. The advisory votes under the public policy statute having clearly instructed every member of your honorable body, regardless of party politics and every other consideration, to proceed without delay to acquire municipal ownership under the Mueller law, I respectfully submit to your good judgment that it has now become the duty of your honorable body to provide for the necessary mandatory referendum under the Mueller law. Similar instruction having been given to me as mayor, both by advisory referendum and the circumstances of my election, I have no doubt

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of my own duty to do all in my power to accomplish that result. I, therefore, advise your honorable body to proceed without further delay to establish municipal ownership of the traction service under and pursuant to the Mueller law."

This message and the accompanying ordinance were also referred to the committee on local transportation.

On December 4, the committee on local transportation made a report recommending settlement ordinances with all the street car companies, with the recommendation that after consideration and favorable action by the committee of the whole, they lie on the table until after the city election in April next, and they, meanwhile, take the necessary steps for their submission to the voters, as per the referendum rules adopted at a prior meeting. These ordinances provided for the present surrender and release of all existing franchises grants, including the ninety-nine-year act; for an option to the city to purchase after ten years the tangible property of the company, paying in addition what would have been the value under their franchise rights under grants prior to the passage of the ordinance, if not surrendered; for the expiration of all rights of the companies in the streets of the city at the end of twenty years; for the immediate reconstruction and rehabilitation of all the roads; for liberal compensation to the city, which the committee placed at \$40,000,000 within twenty years, and for other features of improved service. The committee further recommended the same treatment providing for the ordinances submitted by the mayor November 13.

A minority of the committee recommended that as, at the last election, it had been declared to be the will of the people of Chicago that no further extensions of franchises be granted to these companies, the extension ordinances be not considered, and that in their stead the mayor's ordinances be passed by the council, and the question of their adoption be placed upon the ballot in accordance with the provisions of the Mueller law. Shortly thereafter new opposition arose against the extension ordinances and on January 6 they were again referred to the committee with the order that they be reported back to the council on January 15. On that day the committee reported that many suggestions amending the ordinances had been received by it, and that the railway companies had preferred not to make any answer to the suggested amendments at that time.

In a communication from the Chicago City Railway Company received some time prior, the statement had been made that if any radical or fundamental changes were made in the ordinances, they would not be accepted by the company. Again the whole matter was postponed until January 18. On that day the extension ordinance was abandoned by the committee, and the mayor's ordinance substituted by a vote of 37 to 32. Thus

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the mayor had gained a substantial victory, and the whole matter was kept in abeyance subject to the vote of the people on April 3, 1906.

But before the election, on March 12th, the long awaited decision of the Supreme Court of the United States came as a thunderbolt to the traction interests. The court of last resort ruled that the franchises had expired on practically all the street car lines of the company; that on a few trunk lines existing companies had a right to operate until, and only until, the city shall purchase. The so-called ninety-nine-year act, so long the bogie in Chicago's traction situation, was forever disposed of, and the contention of the people, for which they had fought so long, upheld in almost every respect. The only hope of the companies now was that, at the election, the people of Chicago would repudiate their former stand and reject the acceptance of the mayor's ordinance for the purchase of the street car lines and the issue of \$75,000,000 in certificates under the Mueller law, and that they would approve of the extension ordinances. For a long time the opposition had trained toward that end, and every conceivable method was used to influence the vote of the people.

The questions submitted to the voters on April 3, 1906, were as follows:

Shall the city of Chicago proceed to operate street railways?

Shall the ordinance entitled: "An ordinance authorizing the city of Chicago to construct, acquire, purchase, own and maintain street railways within its corporate limits and providing the means therefor," passed by the city council of said city on the 18th day of January, A. D. 1906, making provision for the issue of street railway certificates not to exceed in amount \$75,000,000, be approved?

Shall the city council proceed without delay to secure municipal ownership and operation of all street railways in Chicago under the Mueller law, instead of passing the pending franchise ordinances or any other ordinances granting franchises to private companies?

The vote on the first question was: Yeas 121,016. Nays 110,323.

On the second question: Yeas 110,225. Nays 106,859.

And on the third question: Yeas 111,955. Nays 108,087.

Thus again the people had decided in favor of municipal ownership of its street railways. It is true that the majority was but small, a little over 3,000 votes, but considering the intense fight made and the confusion of the issue with other questions, particularly the high license which had been ordained by the council a few days before the election, and thereby aroused the resentment and spite of the low license element, the vote was generally recognized as one representing honest conviction and intelligent determination, and the newspapers, even those that had criticized the Dunne administration, admitted that the result of the election was the most significant victory for municipal ownership Chicago had yet witnessed. The

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first question, whether the city shall operate its city railways, received a majority of more than 10,000, yet did not pass, as under the law sixty per cent of the entire vote had to be in favor of it. The ordinance providing for street railway certificates, \$75,000,000 in amount, was approved and it now became the duty of the administration to carry it into execution.

In his annual message of April 11 reviewing the first year of his administration, Mayor Dunne said: "Every important trunk line in the network of street railways and many branch lines now stand at Chicago's hand to be taken under municipal control. Pay for the tangible property and a few unexpired term grants and the city can take over this system and settle this 'traction problem' for all time. The people have demanded that this be done and it is our duty, as public officials, to execute the public will.

"As the first step toward this end there should be a test of the street railway certificates. To this end I ask your co-operation. From time to time I may request such action as may enable a prompt test of the so-called Mueller law under which these certificates issue.

"Pending the determination of this question in the courts prompt steps should be taken, looking toward an early rehabilitation and modernization of the present street railway system of Chicago. If this can be done by fair arrangement with the present companies without prejudicing the demand of the people for municipalization, such a solution might be adopted. If this cannot be done, then immediate steps should be taken to construct an entirely new system either upon the lines of the so-called 'contract plan,' or by direct contract with a construction and equipment company, which might operate until the system has been paid for by the proceeds of certificates or out of the profits turned into a sinking fund. In this connection it should be noted that on the north side the present companies, under the decision of the Federal Supreme Court, are practically trespassers upon the public streets. It should be remembered also that the way always lies open to us to secure municipalization through condemnation proceedings in the courts.

"While the test in the courts is under way I may ask that your Honorable Body take steps toward putting into operation the 'contract plan,' which I outlined in my message of July 5, 1905, or some similar plan, for the taking over of the street car lines. I commend this plan because of its manifest superiority as a means of accomplishing the object with which we are charged, namely, the earliest possible installation of good service and the establishment of municipal ownership of the entire street railway system of Chicago by construction, purchase or condemnation.

"Because of the condition of our traction lines, reduced to the lowest level of bad service under the system of private ownership which has prevailed, every element of delay in rehabilitation should be avoided as far as possible

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with due regard for the street railway policy which the people have demanded, and the enabling terms of the Mueller law."

April 27th, Mayor Dunne made a series of suggestions to the committee on local transportation in a letter which was accepted as the program of the administration. In this letter Mayor Dunne says: "It is my profound conviction that the most important thing to be accomplished at the outset of this work is the establishment of cordial and efficient co-operation between the two great departments of our municipal government. I recognize fully the functions of the city council in any disposition of the traction question. In it, under our system of government, is vested the power of legislation. Any additional legislation which may be required in connection with traction matters must be enacted by the city council. Nevertheless, the law has imposed upon me, as the chief executive of the city, the responsible leadership in the field of administration, in which are embraced many of the most important phases of the street railway problem, and I am charged directly with the duty of approving or disapproving the legislation which may be enacted by the city council. It is, therefore, of the first importance that the city council and the mayor should, if possible, co-operate heartily and efficiently in carrying out the will of the people as already expressed, and in devising such additional measures as may seem to be for the public welfare. I believe the time has come when, without regard to differences of opinion upon many matters, this co-operation can and should be brought about. The first step toward this end is to arrive, if possible, at a clear understanding of the existing situation.

The work of your committee naturally divides itself into two great parts:

First—The accomplishment of municipal ownership of the street railway system, and

Second—The improvement of our street railway service while municipal ownership is being established."

In his letter the mayor further suggested: "The first practical step to be taken, then, appears to me to be to request the existing companies at once to indicate to your committee whether or not they are able and willing to enter into an agreement to sell to the city all their tangible property and unexpired rights at a price to be now fixed, and to undertake the improvement of their service immediately, upon the refusal of their application for a re-hearing in the United States Supreme Court, the city to have the right to take over this property at any time, upon reasonable notice. If they will join, if possible as one company, in the reconstruction of their entire system upon plans to be adopted by the city, with their concurrence, which shall provide for unified service, through routes, universal transfers and operation under revocable license, then they should be adequately assured of the payment of the value of their present property and additional in-

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vestment when the city does take over the lines, and they should receive a fair return upon this present and future investment and some share of the remaining net profits while they continue to operate."

This letter formed the basis of new negotiations with the street railway companies, the latter declaring themselves willing to enter into the agreement demanded by the mayor and to fix a price for their property. On September 17th the companies submitted to the committee on local transportation the price for which they would sell their properties to the city and accept a lease from the city. The Union Traction Company demanded for their tangible property \$29,294,472 and for their unexpired franchise rights and other intangible values \$13,825,040, or a total of \$43,119,512. The City Railway Company asked \$20,103,936 for their tangible property and \$10,322,228 for their intangible property, a total of \$30,426,164. These offers, which were declared much too high by Mayor Dunne and many members of the council committee, were referred for scrutiny to some of the most prominent engineering experts, who had been engaged by the city to examine into the value of the street railway properties.

Just two days before the companies made known their price, Mayor Dunne and the friends of municipal ownership had achieved another signal victory which greatly strengthened their position. A test case to determine the constitutionality of the Mueller law and the validity of any certificates to be issued under its authority had been brought in the Circuit Court several weeks before, and on September 15th the court in an exhaustive opinion declared the law absolutely constitutional and the certificates valid. The case was at once appealed to the State Supreme Court, which body will render a decision at an early day, and it is generally believed that the opinion of the lower court will be upheld.

Meanwhile another problem closely touching upon the street railway situation had to be solved. Congress on April 27, 1904, had passed an act declaring tunnels under the Chicago river an obstruction to navigation. The secretary of war had notified the city of Chicago to alter the tunnels so as to provide for sufficient depth of water for navigation, and it became the obvious duty of the city to obey the act of congress. Several times action was postponed until the United States Government set a final time when the work had to be done. The tunnels were used solely by the street railway companies, and if they were to be lowered or destroyed, street railway traffic had to be interrupted, as the lines using the tunnels were the old cable lines. For several years the street railway companies had sought to obtain the permission of the city to electrify their lines, and to do away with the antiquated cable, but prior to the decision in the ninety-nine year act, the city would not listen to any such proposition so as to not possibly strengthen the companies in their contention. When lowering of the tun-

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nels became an absolute necessity, the companies sought, and the city council, in an ordinance of June 11th, gave them the right to change their motive power from cable to overhead trolley, of course, under the proper safeguards protecting the rights of the city. In July the work of trolleyizing the roads began, and in the early part of October, 1906, the last cable line will have disappeared and the more modern electric service be installed everywhere.

While naturally the street railway question commanded the general attention more than anything else since the inauguration of Mayor Dunne's administration, many other events of the utmost importance occurred during the year. The legislature of 1905, upon the urgent demand from the people of Chicago, had passed an act amending the general charter act, which went into effect by vote of the people of 102,360 against 43,851, November 7, 1905. Under this act the term of the mayor of Chicago is extended to four years to begin with April 1907. It is further provided that the compensation of all officers should be by salary and that the chairman of the finance committee of the city council shall receive in addition to his salary as an alderman an additional sum not exceeding \$3,500 per annum. The council is given some additional powers, particularly that of regulating the use of space over the streets upon payment of proper compensation, which right in past years had been attacked successfully several times. The council is also given the right to acquire by purchase or otherwise municipal parks, playgrounds, public beaches and bathing places, and equip and maintain the same. But the most important act of that legislature is one which confers upon the city of Chicago the power and authority to sell surplus electricity and to fix the rates and charges for the supply of gas and electricities by any company within the city. This act went into effect May 18, 1905 and was approved by the people of Chicago the following November by a vote of 127,656 against 21,099. Immediately thereafter the mayor presented a message to the council urging the passing of an ordinance reducing the price of gas from \$1.00 to 75 cents per thousand cubic feet. After a most careful investigation by the proper council committee an ordinance was passed providing for a rate of 85 cents to be in effect for a period of five years, although the mayor had held out for a 75-cent rate all the time. The new rate went into effect April 1st, 1906, but there can be no doubt that at the end of the five year period the greater reduction will be secured. The same council committee also took up an investigation of the electric light question and reported an ordinance providing for a reduction of rates. This, however, did not seem low enough and the veto of the mayor was upheld by the council. The whole question will be taken up anew.

The same committee has set under way an investigation as to

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telephone rates. In reference to this service and to the Chicago Telephone Company, which is seeking a renewal of its franchise expiring in 1909, the Mayor in his annual message says: "This public-service corporation should be entitled only to a reasonable return on its investment. In ascertaining this, close attention should be given to the figures compiled by the city's officials after an examination of the company's books. This problem, when it is settled, should be settled with justice to both the telephone-using public and the telephone-supplying corporation. Unless reasonable reductions in rates are granted to Chicago's citizens, new corporations stand ready to enter the field and give the people what they ask—justice. No settlement of the telephone problem should be made that does not provide for three things:

First: A substantial and reasonable reduction in present rates.

Second: The furnishing at all times of the most improved modern service without extra charge.

Third: The incorporation in any agreement that may be made with the municipality of a provision under which the city of Chicago shall be empowered to take over and operate the telephone plant as a municipal plant when the state legislature enacts a law enabling the city so to do."

The city of Chicago had for several years been in a legal fight with the telephone company contending for lower rates as well as for compensation to be paid to the city on all franchises covering the entire territory within the present city limits. The telephone company contended that they were not legally required to pay any compensation for the territory annexed to Chicago in 1889, as they held the franchises before annexation. These cases were carried to the Supreme Court of Illinois and decided in favor of the city. The Chicago Telephone Company was ordered to cease its high and illegal charges and to furnish the people service at the maximum rate prescribed in its ordinance—\$125 for business and \$100 for unlimited service residence telephones. The Supreme Court further held that outlying territory annexed to the city after the corporation had secured franchises must enjoy the same privileges and toll rates were eliminated. The city secured payment of the full compensation and has already received more than \$250,000 on account for arrearages.

For many years the city of Chicago had suffered from a numerically absolutely inadequate police force. In spite of the steadily growing population the number of policemen had been actually reduced and "more policemen" became the common cry. This meant, of course, a larger expense. The finance committee of the council asserted that it was an impossibility to increase the appropriation for the police out of the available funds. There could be found no money anywhere for this purpose and the proposition was made that the saloon license fee, which, since 1883

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amounted to \$500 and had not been disturbed, should be increased to \$1,000. An extremely bitter fight ensued and for a time the \$1,000 license fee became the paramount issue, overshadowing everything. The entire press, the churches, the reform societies, nearly all clubs and social organizations were in favor of the high license and finally public opinion prevailed and the council, on March 5, 1906, passed an ordinance fixing the liquor license fee at \$1,000; the new license went into force May 1, 1906. As there were nearly 8,000 saloons in the city, it was figured that there would be an increase of more than \$3,000,000 in the revenues, allowing for a decrease of one thousand in the number of saloons; the result since then has shown that these estimates were wrong and that nearly as many licenses were issued as before.

The increased revenue thus secured was, and will be, used mainly, first, to enlarge, and then to maintain, the enlarged police force. Nearly 600 men were added to the force and an additional 600 will be added before the year is over; thus enabling the police better than ever to cope with crime, proceed against the criminals and protect the city. The force will be further aided by a squadron of mounted police which has just been formed. The effect of the increased force was noticeable at once. After a short time Chicago became freer from crime than before; more stolen property was recovered; more violators of the law were brought to book and a greater sense of general safety made itself felt all over the city. During the first six months of 1906 the police arrested 38,876 persons as against 29,252 for the same period in 1905. Against these, 6,526 charges of felony were brought in 1906, 4,260 charges of state misdemeanors and 34,993 for violations of city ordinances against 5,802 charges of felony, 3,575 charges for state misdemeanors and 26,173 violations of city ordinances in the first six months of 1905. Not less than 11,041 persons were fined in the police courts in the first half of 1906, against 9,605 in 1905; 1,792 were held to Criminal Court and 1,107 to Juvenile Court in 1906, against 1,644 and 675, respectively, in the first six months of 1905; and the total fines imposed amounted to \$269,836 for the first half-year of 1906, against \$178,751 in 1905; \$198,852 in the first six months of 1904, and \$138,161 in the same period of 1903. Such strong measures naturally tended to frighten the criminal class and there can be no doubt that with the combined efforts of the increased force Chicago will soon be as free from crime as any large city ever may hope to be. In September, 1906, the police force of Chicago was composed as follows: One general superintendent one assistant general superintendent, five inspectors, 15 captains, 60 lieutenants, 113 patrol sergeants, 136 desk sergeants, 54 detective sergeants and 2 lieutenants of detectives, 2,688 patrolmen, of which 566 are probationary, 117 patrol-drivers, and 136 operators. Together with

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the clerical force, the men in the construction department and other employees, the entire police force numbers 3,580.

The city is divided into five divisions, each under the command of an inspector; fifteen districts, each under a captain, and 44 precincts, each under a lieutenant. The total appropriations for the police department for the year 1906 are \$4,610,187.96.

The increased activity for the protection and safety of the public was by no means confined to the police. Nearly all departments of the administration displayed a closer attention to duty, a more thorough conception of their part in the city's government and a better understanding of public need than the citizens were perhaps wont to see. Stricter laws and regulations enabled the officials to do more and some departments attained a higher grade of efficiency than ever before. The press as well as the public-spirited citizens encouraged these efforts and throughout the city a generally healthier tone, a greater respect for the law, and a closer observance of the city's regulations were the rule rather than the exception.

Aroused by the terrible catastrophe of the Iroquois Theater fire, December 30, 1903, when 575 human lives were destroyed, and by other less serious mishaps the city council, during 1904, had enacted a new building code which in future would prevent similar horrors and secure greater safety to the public. Shortly after his induction into office Mayor Dunne appointed Mr. Peter Bartzen as his building commissioner. The new official proposed to enforce the law to its fullest extent and he set to work with a will. At first he met with opposition, especially of owners of the large buildings where changes ordered by the commissioner would involve a large expenditure of money. But their objections, yes, even threats of judicial injunction availed nothing. Mr. Bartzen firmly insisted upon obedience to the law and even the richest and most powerful objectors yielded. Today, it can be truthfully said, the building ordinances of the city are carried out more strictly than ever in Chicago's history. In the first six months of 1906 the building department inspected 30,257 buildings, against 22,010 during the same months of 1905, and condemned 85 buildings, against 49. At the same time there was a much greater building activity, 5,319 new buildings with an aggregate frontage of 143,080 feet and an estimated value of \$36,825,245 being erected during the first half-year of 1906, as against 3,710 buildings with an aggregate frontage of 114,882 and an estimated value of \$30,521,155 for the same period of 1905. It may be of interest to note how steadily Chicago's building activity increased, certainly the best testimony for the confidence that Chicago's citizens have in their city—no matter how much its opponents and evil-wishers decry it

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The number of buildings erected since 1900 and their value is as follows:

1900—3,554	buildings	valued at	\$19,100,050
1901—6,053	“	“	34,962,075
1902—6,099	“	“	48,242,990
1903—6,221	“	“	33,447,715
1904—7,151	“	“	44,724,790
1905—8,442	“	“	63,970,950

or for the six and one-half years ending July 1, 1906, 42,839 buildings, with an aggregate frontage of 231.64 miles, valued at \$281,273,275.00

Special care is devoted to the preservation of the city's health. For many years Chicago's death rate—13.67 per thousand in 1905—was the lowest of any city of over 500,000 population on earth. The aim of the department of health has been, and is, to lower this rate further and, considering the better facilities at the service of the department, the completion of the intercepting sewer system, the improved sanitary conditions in the crowded districts brought about by rigorous inspection and more stringent rules for the sale of foodstuffs, such a result will be brought about soon. In the summer of 1905 the resumption of meat inspection at the Union Stock Yards was ordered by the commissioner of health, Dr. Charles J. Whalen; ordinances passed by the council in the spring of 1906 created the office of chief food inspector and provided for the inspection of restaurants. During the first six months of 1906 the meat and food inspectors condemned 9,875 carcasses, weighing 2,714,104 pounds, and 62,639 pounds of dressed meats in the stock yards and 901 carcasses, weighing 945,915 pounds and 99,656 pounds of dressed meats within the so-called "loop" district of the city. They also condemned in that time 561,107 pounds of fish, 163,590 pounds of fruit and vegetables, 15,433 pounds of poultry, 1,152 pounds of frog legs and 26,486 pounds of other foods. Under the restaurant law every restaurant is compelled to take out a license which is issued only if the sanitary conditions of the place are approved by the restaurant inspector.

On September 1, 1906, the department had in operation twelve free public baths, two of which were opened in July, 1906. Of these ten are in special bath houses and two in pumping stations. The attendance at these baths for the first six months of 1906 was 362,118 and for the entire year 1905, with seven baths in operation, 673,374. Beginning with August, 1906, the baths were also opened in the evening until nine o'clock, thereby largely increasing the attendance.

The total appropriation for the health department for the year 1906 was \$457,645.05, including permanent improvements.

To secure better street railway service while the traction controversy was going on, the council, acting upon a recommendatory message of Mayor

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Dunne, created a department of transportation, which began operations April 1, 1906. During the first three months of its existence it handled 1,692 complaints as to service and secured remedial steps on the part of traction companies in 1,564 of these cases. The department prepares the lawsuits against the companies for non-compliance with the city's service ordinances and keeps constant watch over the conditions of cars, track and roadway.

Chicago property is protected against the danger of fire by a fire department that for many years has enjoyed an excellent reputation; though disturbances of a sporadic nature have taken place within the department, its efficiency has never been impaired, but, on the contrary, has been steadily increased, and fire losses have grown less in proportion. For several years an agitation in favor of the double-platoon system had been carried on. Under this system the entire force would be divided into two shifts, each of which would be on duty for 12 hours and be entirely free the other 12 hours. But on account of its financial limitations the city could not provide for a sufficiently large force for that system. In the spring of 1906, through the increased revenue from saloon licenses, it became possible to place an additional number of firemen on the force and by order of Mayor Dunne, in July, 1906, one battalion was increased to such an extent as to enable it to give the double-platoon system a thorough test.

In May, 1906, an incident occurred that aroused a great deal of excitement, bitterness and factional strife—the dismissal of Fire Marshal John Campion by Mayor Dunne under charges of disobedience. The incident had its exact precedent under the administration of the elder Carter H. Harrison, when Fire Marshal Benner was dismissed for disobedience to the mayor. Now, as then, the entire press, the board of underwriters, the members of the council took a stand against the dismissal; now, as then, it was freely predicted that the department would go to the dogs; now, as then, the insurance interests threatened to increase the insurance rates; now, as then, the majority of the council decided against the mayor, and, now, as then, the mayor remained firm and the result was that, after a few weeks, he secured the confirmation of the council for the new marshal appointed by him. Marshal Campion was dismissed by the mayor for disobedience in preparing specifications for new fire engines. The council, after investigation by a committee, cleared the marshal of the charges, but, nevertheless, confirmed the appointment of the present marshal, Horan, July 9, 1906.

During the year 1905 the department had to report to 8,451 alarms and during the first half of the year 1906 to 4,281. The department consists of 102 engine companies, 30 hook and ladder companies and one hose company, and is organized into 17 battalions, each in charge of a chief

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of battalion. The entire force is under command of the fire marshal, assisted by three assistant fire marshals, one department inspector, a superintendent of horses and a superintendent of machinery. Its apparatus consists of 108 engines, 36 trucks, 20 chemical engines, 1 water tower, 4 fire boats and 554 horses. The total number of employes in the department is 1,500 and the appropriation for maintenance, new apparatus and new stations in 1906 is \$2,788,803.15.

The work of elevating the railroad tracks within the city is carried on steadily and within a comparatively few years there will not remain a single deadly grade-crossing. During 1905, 15 miles of main track and 129 miles of other track were elevated, and during the first six months of 1906, not less than 10 miles of main track. Since the beginning of this work in 1892 there were elevated a total of 107 miles of main track and more than 560 miles of other track at a cost of more than \$40,000,000, every cent of which was paid by the railroad companies.

Much work is being done in the way of public improvements. During the eighteen months from January 1, 1905, until July 1, 1906, more than 128 miles of streets were newly paved and at the latter date there were more than 1,510 miles of paved streets and alleys in the city. Paving with wooden block has not only been entirely dispensed with, but the wooden block is being rapidly taken up and substituted by other material. Of the 1,510 miles of paved streets, 285 are paved with asphalt, 90 with brick, 570 with cedar block, 50 with granite, 500 with macadam and the balance with various other kinds of pavements. The total mileage of streets and alleys in the city January 1, 1906, was 4,201.25 miles, of which 2,715.68 were unimproved.

The cleaning of this vast mileage of streets is an almost impossible task and the efforts of the street department, therefore, must be directed largely toward keeping at least the improved streets as clean as possible under the circumstances. There is but little money available for the purpose, and although since the very beginning of Chicago's existence the streets of Chicago have been decried for their lack of cleanliness by visitors as well as by Chicagoans themselves, no one can truthfully deny that the streets of Chicago, at the very least those in the business district and very many in the residence districts, will favorably compare with those of all large cities, with, indeed, very few exceptions. The total mileage of streets cleaned during 1905 was 21,451 and 11,769 in the first six months of 1906. The total cost of street cleaning during the last named period was \$221,825.13, or \$18.85 per mile, and \$390,573.66 in 1905, or \$18.20 per mile. This also includes the cost of cleaning streets of weeds and opening and cleaning 376,873 inlets to catch-basins in 1905 and 221,838 in the first six months of 1906.

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The question of the removal and disposal of garbage, a serious one in all large cities, is perhaps more serious in Chicago than elsewhere, as here we are still suffering under the antiquated, semi-barbaric method of dumping the garbage on some empty ground in the outlying districts. But the year 1906 will have seen the last of this, as under ordinances of the council contracts were made with private firms for the disposal of the garbage by the method of reduction. This will go into effect November 1, 1906. During the first six months of 1906 the street department removed not less than 762,661 cubic yards of garbage at a cost of \$373,992.87, or 49 cents per cubic yard and \$2.46 per load, and during the year 1905, 1,456,928 cubic yards in 290,463 loads at \$2.39 per load.

The sewerage system of the city was enlarged by the building of 43.73 miles of sewers since January 1, 1905, and of 9,360 house drains, and on September 1, 1906, the system contained 1,644.73 miles of sewers and 228,218 house drains. This does not include the intercepting sewers, which were completed in September, 1906. It will take several years to complete the necessary accessories, such as tunnels, intake crib, outfall and pumping station; however, partial operation of the system will be begun March 1, 1907, thus completely preventing the further flow of sewage into the lake.

Particularly marked were the improvements in the two departments of the city which come under the head of public industries, the bureau of water and the department of electricity.

Prior to 1905 the bureau of water was under the direct supervision of a superintendent, who, however, dealt only with the collection of water rates, the water assessments, the meter service and all other subjects requiring largely clerical work, while engineering work was supervised by the city engineer, who had also charge of the bridges, viaducts, harbors and architectural work. A new bureau of bridges, harbors and architecture was created under the supervision of a special engineer, while the city engineer was given complete and entire charge of the waterworks system. A complete reorganization of this service was effected and extensive plans for the extension of the system were made. A radical change from previous methods was introduced by an ordinance requiring that all water service pipes be installed and maintained by the city, which work was formerly done at the expense of the property owners.

In August, 1905, the water system of the Chicago Suburban Water and Light Co., supplying the former village of Austin, now the thirty-fifth ward, was purchased by the city. This system includes 22.8 miles of pipe. The residents of that section, under private ownership, had been compelled to pay more than twice as much as other Chicago citizens. There is still one other private plant in existence in Rogers Park, the extreme northern part of the city, where citizens for years have paid exorbitant water rates.

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Within a short time the city system will be extended into this section also and relieve the residents from the burden of a private water company.

From January 1, 1905, until September 1, 1906, about 65 miles of new water mains were laid. Chicago's water supply is taken from Lake Michigan through five intake cribs and brought to shore through seven lake tunnels, having a total length of 21 miles and a diameter varying from six to ten feet.

Its distribution is had through 10 pumping stations, 4 land tunnels, aggregating 16 miles in length, and 2,053.56 miles of mains. The total pumpage averaged a little over 425½ million gallons per day during the first half of 1906. The net value of the water works is now appraised at \$34,111,789.43. The receipts from water rates during the first six months were \$2,042,788.21, of which \$901,094.22 were from meter rates. For the year 1905 the total income was \$2,383,475.23 from assessed rates and \$1,648,626.23 from meter rates, or a total of \$4,032,101.46. The total expense for maintenance was \$1,914,488.41 for 1905 and \$886,162.10 for the first six months of 1906.

The bureau of bridges has the care of all bridges and viaducts in the city, prepares the plans for new bridges and supervises the work of construction. There are at present 38 viaducts and 62 bridges in the city; of the latter 34 are old drawbridges, combination and fixed bridges; 11 are modern drawbridges; 16 are bascule bridges, and one is a vertical lift bridge.

The city's electric street lighting plant has been for years the pride of Chicago and its administrations. Built up from a small beginning in 1887, as told in a previous chapter, it is today the largest municipal electric lighting plant in the world, and yet not one dollar was borrowed either for its establishment or for its extension, with the exception of \$400,000 for construction work, which was paid from improvement bonds two years ago. The entire cost was paid from the ordinary revenues of the city. By its operation the community has actually saved money, if compared with the amount that would have had to be paid for rented lights, even on the basis of today's rentals, and, besides, the city owns free from all debt its plants, valued at more than \$3,000,000. From January 1, 1905 until July 1, 1906, not less than 1,580 arc lights of 2,000 candle power each were added to the system, making a total of 6,678 in operation at the latter date. The average cost of maintaining and operating these lights in 1905 was \$52.63 per lamp, including replacement and betterment. Besides these lights, the department rents 725 arc lights, for which an annual rental of \$103 per light is paid. The department has also charge of all other street lights, of which on July 1, 1906, there were used 23,579 gas lights and 5,757 gasoline lights, or a total of all lights of 36,739, equal to 16,108,800 candle power. It further has control of the fire and police alarm service, inspects all electrical apparatus and issues permits for all installations of electric apparatus and

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electric light wires. During the six months ending June 30, 1906, the department made 17,901 inspections and issued 7,606 permits and during the year 1905 made 34,250 inspections and issued 13,753 permits. The inspections in 1905 included 9,146 arc lamps, 447,029 incandescent lamps and 8,152 electric motors with a capacity of 42,792 horse power. There were under the jurisdiction of the department, January 1, 1906, 1,414 stations operating 40,260 arc lamps and 2,273,303 incandescent lamps of 16 candle power.

The finances of the city of Chicago were, as already noted, in a bad shape from its very beginning. Almost every mayor's message refers to the deplorable condition of the city's treasury, which even today shows but very little improvement. Of course, the property rose in value and yielded more taxes, but not enough to keep step with the rapidly increasing needs of the city. For the year 1905 the total valuation was \$407,919,625, on which the following taxes were levied: \$7,343,849.25 for general city purposes; \$9,241,010.30 for school purposes, and \$261,114.64 for the public library. The total tax rate for all purposes, including county, state, park, sanitary district and town taxes, was \$6.854 for each one hundred dollars of the assessed property value. This under the law is but one-fifth of the assessed full value, which rarely equals more than eighty per cent of the actual market value. The total tax rate in the city of Chicago for all purposes actually amounts to not more than \$1.10 for each one hundred dollars of the actual value of assessed property, according to the United States Census Bureau the lowest tax of any large city in this country.

The effort of all administrations has been to find more property rather than to increase the individual tax. In this endeavor the present administration has been quite successful, the corporation counsel forcing the assessment of large estates in probate, which had hitherto almost entirely escaped taxation. It is hoped that under the new charter the taxing system will be completely changed. Under these circumstances the city has always been compelled to increase its revenues from any other source it could possibly discover. The large and ever increasing revenue from water under the law can be and is used solely for the maintenance, improvement and extension of the water system. Saloon licenses furnish the principal share of other city revenues and their increase from \$500 to \$1,000 in the spring of 1906 has enabled the city to do more for the protection of life and property than ever before. The principle of compensation for private use of public property, established some years ago, was strenuously adhered to, and in July, 1905, there was created a bureau of compensation, primarily for the collection of compensation for sub-sidewalk and alley space heretofore used by the business establishments in the

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downtown district without paying the municipality anything for it. It is estimated that through this bureau an annual amount of \$200,000 will be secured. In this bureau is kept a complete record of all sidewalk and alley space in the business district, the legal description of the property, the assessed valuation of the same, the assessed value per square foot, and the number of feet of space in use, the purposes used for and the compensation due the city. Compensation is further exacted for switch track privileges as well as for all other franchises granted. Licenses from numerous occupations make up the total, which enables the municipal government of Chicago, by exercising the most rigorous economy, to carry out its functions.

The bonded indebtedness of the city on January 1, 1906, amounted to \$24,618,000, or \$12.01 per capita of the population, estimated by the U. S. Census Bureau at 2,049,185, on July 1, 1906. This does not include the bonded indebtedness of the sanitary district, the park boards or the county, which, of course, is also almost entirely borne by the citizens of Chicago. It amounts to about \$16 per capita, thus making a grand total of about \$28, according to the census reports, less than that of any other large city in the United States with the exception of San Francisco. Under the constitutional amendment adopted in 1904, the city will be enabled to issue new bonds for about \$44,000,000 as soon as the proposed consolidation of the various taxing bodies is effected.

Notwithstanding all this financial hardship and other administrative difficulties the work of providing opportunities for Chicago's recreation and education was not neglected. On the part of the city government the small parks commission under an ordinance passed by the council takes care of all the small parks, playgrounds and bathing beaches not belonging to the several park boards. The commission operates eleven playgrounds, of which one was established in 1905 and two in 1906; also three bathing beaches and small parks and breathing spots all over the city. The park boards, governing bodies distinct from and entirely independent of the city government, maintain the large parks, and during the last few years, enabled by bond issues authorized by the legislature and approved by the people, the south park board has acquired numerous small parks and equipped them with playgrounds, wading pools, shower baths and other facilities for recreation. The total park area of Chicago July 1, 1906, was as follows:

In the south division under control of the south park board are Jackson park, having an area of 523.90 acres; Washington park, 371 acres; Grand park, 205.14 acres; Midway Plaisance, 86 acres; Gage park, 20 acres; Marquette park, 322.68 acres, and 13 other parks and squares from 5 to 60 acres in area each. There are further 17.28 miles

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of boulevards, many of which are 200 feet wide, under control of the south park board, making a total of 2,228.37 acres. In the west division there are three large parks, namely: Humboldt park, with 206 acres; Garfield park, 187 acres; Douglas park, 182 acres, and Union park, 17 acres, besides six smaller parks. The west park board has 24,734 miles of boulevards with a total area of 399.78 acres under its supervision. On the north side there is but one large park, namely, Lincoln park, with an area of 513.83 acres, and several small parks. The total park area in the entire city is 3,179.79 acres.

Great progress was made in Chicago's public school system. At the beginning of the school year 1904-1905, 5,654 teachers instructed 251,067 children in 4,969 rooms. A year later in September, 1905, the schools opened with 254,379 pupils enrolled and 5,751 teachers in 5,102 rooms. At the end of the year in June, 1906, there were 287,113 pupils enrolled, the number of teachers was 5,867, and the number of school-rooms 5,267. The school board maintains schools for the deaf, for the blind, for crippled children, practice schools and a kindergarten department; further a normal school, 17 high schools and 245 primary and grammar schools. Manual training, sewing, cooking and physical culture are special studies which receive much attention. The board also maintains evening schools, which during the year are attended by more than ten thousand pupils each night. It further has a department of compulsory education, which during the year 1905-1906 made 32,100 investigations of reported cases of absence and returned 26,888 children to school.

For maintaining the schools during the last school year, \$10,177,020 was appropriated, and \$2,600,000 for new school buildings and other permanent improvements. For the present school year 1906-1907 the appropriation amounts to \$10,433,500 for maintenance and \$2,600,000 for building purposes.

In reviewing the history of the present period only the principal events have been considered, and only the most important facts and data have been given, but surely they are more than sufficient to show what progress has been made during these eighteen months along the entire line of municipal administration. The pronounced predilection of a large majority of Chicago's citizens in favor of municipal ownership, so strongly and so often expressed at the polls, had frequently given rise to the statement on the part of its opponents that if the advocates of that principle would be victorious they would pursue the achievement of their "hobby" at the expense of the city in general. The record of the present administration is beyond doubt the most thorough refutation of these unwarranted claims and fears, for while steadily, energetically and courageously furthering the ultimate accomplishment of municipal ownership of the street railways,

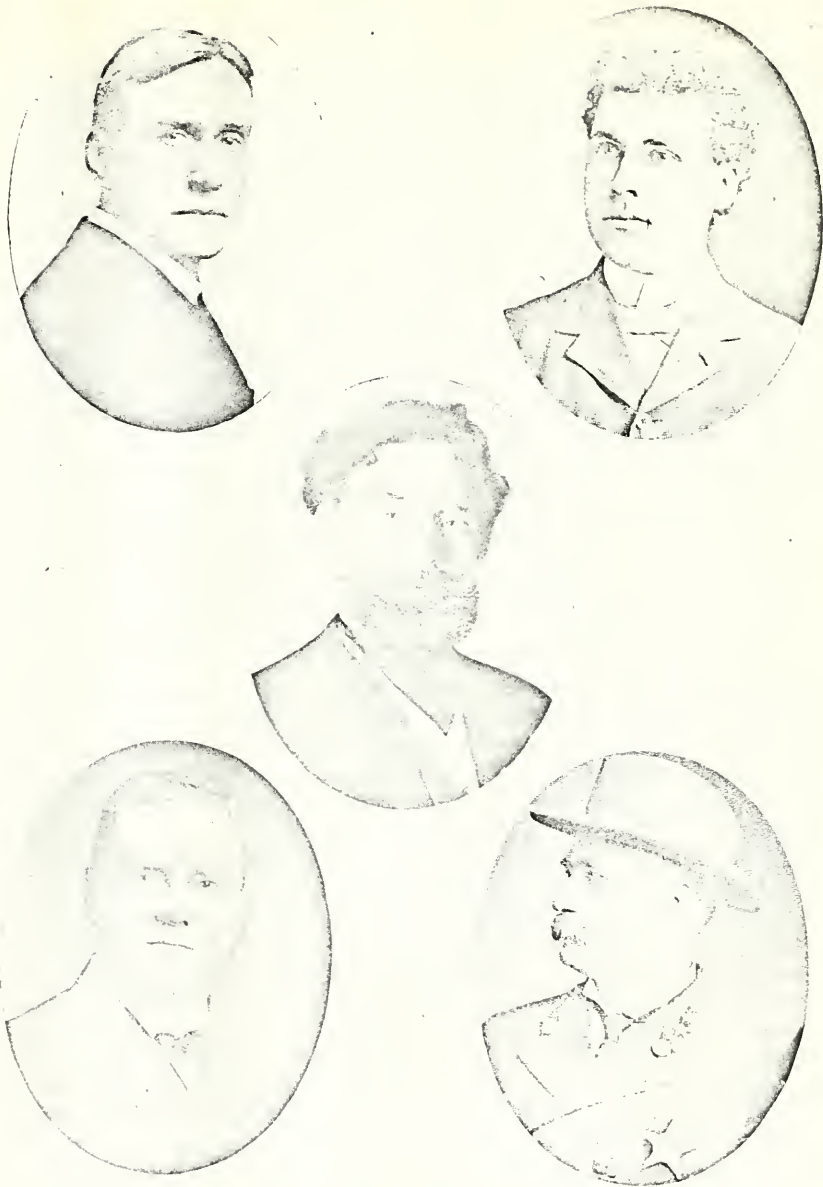
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Mayor Dunne has shown himself so circumspect in every feature of government that even his most violent opponents cannot in justice fail to give him credit for things done in the past, and uphold his hands in working out the many serious problems of the city in the future.

Edward F. Dunne was born October 12, 1853, at Waterford, Conn., four years after his parents, Patrick W. and Delia M. Dunne, had emigrated from Ireland to the American shores. A year later the family moved to Peoria, Ill., and here young Dunne attended the public schools. In 1870 Edward Dunne graduated from the high school of Peoria, and was sent to Dublin, where he matriculated as a student of the university in Trinity college. Here for three years he pursued his studies with signal success, being first honor man of his class, but his hopes to graduate with distinction were shattered when news came to him, then entering his twentieth year, that his father had met with severe financial reverses and could no longer afford to let his son remain abroad. Returning to Peoria, Edward began to work in the mill of his father during his leisure hours, preparing himself for the study of law. In 1876 he entered the law office of W. W. O'Brien, a celebrated criminal lawyer of that day. Studying continuously, young Dunne succeeded in obtaining his license to practice the following year, and immediately began his professional career. Coming to Chicago he formed a law partnership in 1878 with Walter B. Scates, former justice of the State Supreme Court, and William J. Hynes, under the firm name of Scates, Hynes and Dunne. In 1880 Judge Scates retired and a new partnership was formed under the name of Hynes, English & Dunne. This firm continued until 1888, when Mr. English retired. The two remaining partners kept up their association until May 1, 1892, when Mr. Dunne became a candidate to succeed the late Judge George Dreggs, who had died in office. Nominated by the Democrats, he was elected to fill the unexpired term on the circuit bench, and was twice thereafter re-elected. When he first ascended the bench he had the distinction of being the youngest man filling a judicial position in Cook county. During his tenure of judicial office, Judge Dunne has delivered opinions of marked public interest, and frequently sat en banc with other judges in important cases. One of these was the suit involving the right of the directors of the World's Columbian Exposition to keep the fair open on Sunday. In addition to his judicial duties, Judge Dunne served as trustee and executor for many important estates. He has served on the boards of numerous charitable societies, and is active in church, social and club life.

In 1881 he married Miss Elizabeth J. Kelly, of Chicago. They had thirteen children, ten of whom are living.

As judge, Mr. Dunne enjoyed great popularity in Chicago, and his record on the bench is most excellent. When the mayoralty campaign of



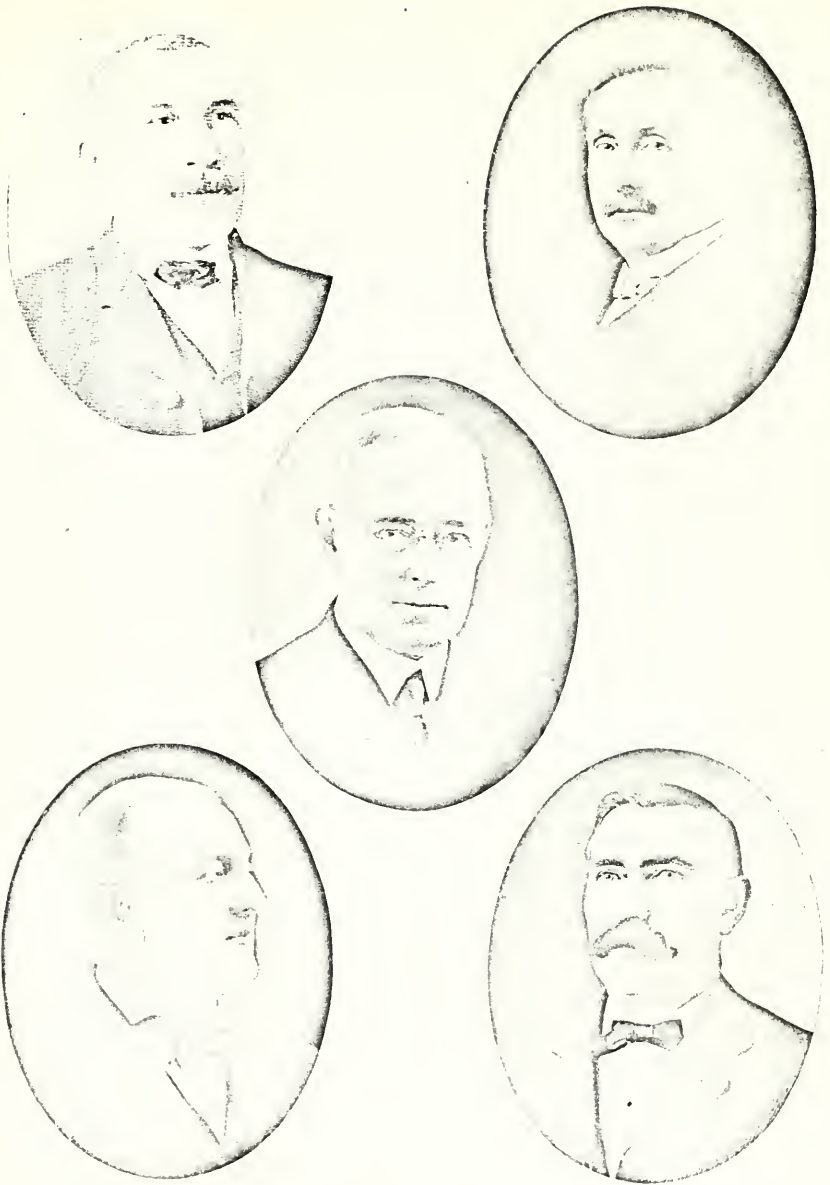
Top Row: LAWRENCE E. MCGANN, City Comptroller; WILLIAM L. O'CONNELL, Commissioner of Public Works
Center: JAMES HAMILTON LEWIS, Corporation Counsel
Lower Row: JAMES HORAN, Fire Marshal; JOHN M. COLLINS, General Superintendent of Police

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1905 approached and the Democrats were looking for a candidate, the late Judge Murray F. Tuley, "the grand old man" of Chicago's judiciary, in a letter to the public declared that Judge Dunne was the best man qualified under the conditions to be mayor of Chicago. The opinions of Judge Tuley always had great weight in the community, and soon delegation after delegation waited upon Judge Dunne to induce him to enter the mayoralty race. He finally consented, and on April 3d, 1905, was elected by a majority of nearly twenty-five thousand.

When Mayor Dunne started his career as chief executive of the city, the great teamsters' strike was on, which made his position a most difficult one from the beginning. He avoided the pitfalls prepared for him, and although frequently and earnestly urged to call out the militia to suppress the teamsters' strike, he refused to do so, and spared Chicago the humiliation of seeing troops in the city's streets for the suppression of disorder. After several weeks the strike was settled peaceably. Mr. Dunne's life as mayor is a most strenuous one, but he has been very fortunate in the choice of the members of his cabinet, who, at the head of the various departments, most faithfully and ably assist him in working out the many problems confronting Chicago. While their work has been reviewed in the preceding pages, a short biographical sketch of them is herewith presented.

James Hamilton Lewis, corporation counsel of Chicago, was born near Danville, Va., in 1863. He descended from General Andrew Lewis, of Virginia, on one side, and from General James Hamilton of South Carolina, on the other. He was educated at the Georgia Academy and Houghton College of Augusta, Ga., and entered the law school of the University of Virginia, in the summer of 1884. He was admitted to the bar in Savannah, Ga., in 1886, and soon thereafter removed to Washington Territory, where he began to practice law in Seattle. In 1888, Mr. Lewis was elected a member of the territorial senate; in 1892 he was the Democratic nominee for governor of the state; in 1894 the caucus nominee of the Democratic party for United States senator; in 1894 he was elected congressman at large for the state; in 1898 he was again the caucus nominee of his party for the United States senate; in 1900 he received the votes of the delegates of the Pacific coast for the nomination for vice-president of the United States. He was colonel of the Washington City Guard, and during the Spanish war served as colonel on the staff of Brigadier General Fred D. Grant, U. S. A. In 1902, after serving several terms in congress, Colonel Lewis removed to Chicago for the practice of law and formed a partnership with Chas. H. Aldrich, at one time solicitor-general of the United States. On July 5, 1905, Mayor Dunne appointed him as his corporation counsel, and in that office Colonel Lewis has made a splendi



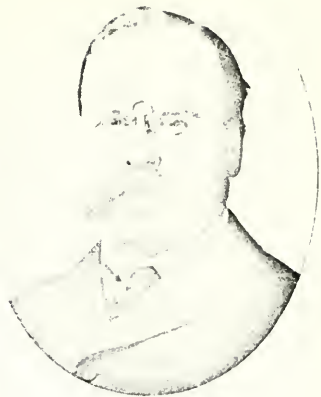
Top Row: PETER BARTZEN, Building Commissioner; DR. CHARLES J. WHALEN, Health Commissioner
Center: WILLIAM CARROLL, City Electrician
Lower Row: JOSEPH GREIN, City Sealer; JOHN E. TRAEGER, City Collector

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record, it falling to his lot to handle some of the most important cases that ever occurred in Chicago's history. Colonel Lewis has gained a wide reputation for his gallantry, his politeness and his exceedingly courteous treatment of all men, and his wonderful eloquence has made him a much sought-for orator.

Lawrence E. McGann, Chicago's comptroller and head of the department of finance, was born in Galway, Ireland, February 2, 1852. His father having died in 1854, his mother, with her three-year-old boy, came to the United States and settled in Milford, Mass. Ten years later he came with his mother to Chicago. After attending the public schools at Milford and Chicago, he learned the cobbler's trade, in which he was engaged until 1879. In that year he became a clerk in the city service, and from then on advanced rapidly. In 1885 he was made superintendent of streets, and remained in that position until 1891, when he went to congress, having been elected the year prior. He was re-elected in 1892 and again in 1894. But the returns of that last election showed but a small majority for him, and although he received the certificate of election and was seated in the fifty-fourth congress, he cheerfully and voluntarily relinquished the seat to his Republican opponent, as soon as the recount in the contest showed that there had been the slightest possibility of fraud. From 1895 to 1897, Mr. McGann was superintendent of the Chicago General Railway Company. In 1897 Mayor Harrison appointed him commissioner of public works, reappointed him in 1899, and in 1901 made him comptroller of the city of Chicago. He remained in that position until the end of the Harrison administration, and when Mayor Dunne entered the duties of his office, he promptly reappointed him. As comptroller, Mr. McGann brought about many improvements in the city's financial business, and caused the introduction of an entirely new accounting system in all departments of the city's government. Mr. McGann enjoys the distinction of being the best posted man on the municipal affairs of Chicago.

William L. O'Connell, commissioner of public works, is a native Chicagoan, and one of the youngest men that ever held the important position he has. He was born in 1871 and received his education in the public schools of Chicago and later in St. John's Academy. Very early he interested himself in active politics, and soon gained much influence. His first public position was that of clerk in the gas inspector's office. Mayor Dunne appointed him deputy commissioner of public works in 1905, and when his predecessor relinquished his office, he suggested as his successor, on the ground of efficiency, Mr. O'Connell. Acting on this suggestion, Mayor Dunne appointed Mr. O'Connell commissioner of public works in 1906. Since then he has shown himself as efficient and capable in caring for the city's interests. In August, 1906, Mr. O'Connell was



Top Row: GUY CRAMER, Private Secretary to the Mayor; EDMUND H. ROCHE, Purchasing Agent
Center: FREDRICK W. BLOCKI, City Treasurer
Lower Row: JOHN F. SMULSKI, City Attorney; ADRIAN C. ANSON, City Clerk

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chosen as the chairman of the Democratic party of Cook county, but he allows his political position in no way to interfere with the duties of his city office.

William Carroll, city electrician, was born in Piqua, Ohio, March 22, 1851. His parents were Irish Catholics of sturdy, clean living, hard-working stock. The family moved to Iowa in 1852, where young Carroll was educated in the public schools. Mr. Carroll came to Chicago soon after the fire of 1871, and in 1874 became a member of the Chicago fire department, was detailed to the fire alarm branch of the service and served continuously in the electrical bureau as batteryman, lineman, repairer, operator and superintendent of construction until May, 1905, when he was appointed city electrician by Mayor Dunne. Mr. Carroll is a practical electrician, an expert Morse telegraph and fire alarm telegraph operator, and has taken a hand at nearly all kinds of work in the department, from digging post holes, climbing poles and stringing wires to electrician and manager. Many of the improvements in the departments originated with and were developed by him. He has seen the department grow from a few fire alarm circuits and instruments employing only eight men, to its present position, as the largest department of its kind in the world, embracing the fire and police signal and telephone systems, municipal lighting (electric, gas and gasoline), inspection of electrical wires and equipment inside and outside of buildings, overhead and underground, and the management of all electrical matters in which the city is interested, employing a permanent force of 414 officers and employes and a temporary force during the busy season, varying, with the amount of work to be done and the time allowed for its completion, from a few men to several hundred.

He has been closely identified with the development of the Chicago municipal electric lighting plants, and especially with the installation and operation of the underground circuits.

A firm believer in the doctrine of municipal ownership, Mr. Carroll feels it an honor to be a member of Mayor Dunne's cabinet, and in his management of the department of electricity shows a degree of honesty and efficiency that is a credit to the administration as well as to the city of Chicago.

Dr. Charles J. Whalen, commissioner of health, was born at Fitchburg, Dane county, Wisconsin, December 11, 1868. He comes of revolutionary stock, his ancestors having settled in the Mohawk valley in 1760. His early education Dr. Whalen received in the public schools of his native place. He subsequently attended the academy of Watertown, Wis., graduating therefrom in 1887. He then attended Rush Medical College, where he graduated in 1891. He took the degree of LL. B. from Lake Forest University in 1896. Since his graduation from Rush Medical

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College, Dr. Whalen has been a member of the faculty of his alma mater, and has been connected as assistant professor, surgeon and chief of clinics at the Chicago polyclinic and the Cook county hospital. He is a member of the Chicago Medical Society, Illinois State Medical Society and the American Medical Association and the Physicians' Club of Chicago. He was appointed commissioner of health of Chicago in June, 1905. The splendid record that he has made has become a matter of history.

Peter Bartzen, building commissioner, was born in Trier, Germany, October 28th, 1850. At the age of 15 he came to Canada, and was apprenticed to a brickmason for four years. After working at his trade for some years, he went to Minneapolis in 1884, and came to Chicago five years later. Here he worked by the day until 1893, when he went into the contracting business. But the exigencies of the business, together with the expense for supporting his family, consisting of his wife and eight children, forced him into bankruptcy. His friends point with pride to his course at that time. Debts which he could have escaped legally he paid to the last penny with interest. His energy, his scrupulous honesty and the sterling character of his work soon put him on his feet again, and he became a most successful contractor and builder. His strict integrity soon gained him a considerable personal following, but he never used it to advance himself politically; in fact, he never was a politician, and his reputation was confined to the district in which he lived and worked. When Mayor Dunne offered him the building commissionership, he at first flatly refused, saying that he was not fit for a "city job," as he would know no favors and would enforce the law to the letter. But that was just the kind of a man the mayor needed in that position, and when Mr. Bartzen was assured that he would be given absolute sway without any interference whatsoever, he finally accepted. From the first day on Mr. Bartzen adopted a policy of vigorous enforcement of the building laws; he dismissed all lax employes in the department and installed a system of strict supervision. How he enforced the law against everybody alike has been told before. He has inspired the public with confidence in his department, and has earned the gratitude of Chicago.

James Horan, fire marshal, was born in Chicago May 10, 1859. He became a member of the Chicago fire department on February 24, 1881, as pipeman. The first recognition his services received was March 1, 1886, when he was promoted to the rank of lieutenant. From then on his rise was rapid. He was made captain December 31, 1888; chief of a battalion July 1, 1893; third assistant fire marshal August 18, 1903; second assistant fire marshal October 22, 1904; first assistant fire marshal March 18, 1905, and on July 9, 1906, he achieved the

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ambition of his youth when Mayor Dunne appointed him to the chieftaincy of the city's fire department as fire marshal and chief of brigade.

John M. Collins, general superintendent of police, was born in Ireland, 1861. At the age of 18 he came to America, and four years later, in 1883, became a member of the Chicago police department. His first arrest was that of a notorious ex-convict, and in the ensuing scuffle he was seriously injured. For the bravery displayed in this capture he was made a sergeant. A few years later he took part in the suppression of the Haymarket riot, and again earned the praises of his superior officers for his courage and coolness. In 1893 he was promoted to a lieutenantcy, and in February, 1904, won his captain's commission in the civil service examination. On July 26, 1905, Mayor Dunne appointed him his chief of police. He has introduced many reforms in the department, and with the increased force at his command will soon be able to make Chicago as free from crime and vice as this is possible in a great city.

Edmund H. Roche, purchasing agent of the city of Chicago, was born in New York City on July 4, 1854, the son of James and Susan Roche. He attended the public schools of his native city, and at the age of thirteen moved from New York to Minnesota, where he lived on a farm until 1875. In 1876 he engaged in the mercantile business. In 1878 married Anna Dwyer, and is the father of four daughters and one son. In 1883 Mr. Roche moved to South Dakota and continued in the mercantile business there until the fall of 1899, when he came to Chicago. Here he has been engaged in the distilling business, and is yet the president of the Hendryx Distilling Company. He was a close personal friend of Judge Dunne, and upon his election as mayor, accepted the position as purchasing agent for the city. This office requires a business man who is thoroughly posted on business methods, as all purchases of the city, except those made by contract, are made through it, amounting to nearly \$800,000 per year. Mr. Roche conducts his office on strictest business principles, and fills his position most creditably.

John E. Traeger, city collector, was born in Chicago of German parentage, November 13, 1857. His early life was spent on the farm of his father near the city. He attended the public schools of the neighborhood and afterward came to the city, where he purchased a grocery store. In 1884 he married Miss Fliemann and is the father of five children. A few years later he engaged in the meat business and then became active in politics. In 1897 he was elected collector of the old town of Lake, and was re-elected 1898 and 1899. In November, 1900, he was elected coroner of Cook county, as the only successful candidate on the Democratic ticket, and in this office, which he held until 1904, made a most excellent record. June 19, 1905, Mayor Dunne appointed him to his present position.

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Joseph Grein, city sealer, was born in Chicago in 1872. He received a common school education, and then worked at various occupations until he passed the civil service examination as letter carrier, in which position he served for two years. He then resigned and became active in politics. In 1902 he was appointed chief bailiff of the civil courts of Cook county. In 1904 he was elected a member of the legislature. After that session Mayor Dunne appointed him to the position of city sealer, which he is filling with great credit.

Guy Cramer, secretary to the mayor, was born at La Fayette, Indiana, December 8, 1875. He was educated in the public schools, by private tutor and at Wabash College.

He came to Chicago in 1895 and became connected with the reportorial staff of the Chicago Daily News, serving later as political editor of that newspaper. In 1898 he acted as war correspondent for the Daily News, being one of the first newspaper men to land with General Shafter's army. He remained in the field until the fall of Santiago, when he was stricken with fever and lay ill for many weeks at Port Antonio, Jamaica, before his return to the United States.

Later Mr. Cramer became connected with the Chicago Tribune. He served as its European correspondent in 1903, making a special study of the land situation in Ireland. After a 1,800-mile sleigh journey out of Lulea, Sweden, to a point in Lapland 250 miles north of the Arctic Circle, he investigated the famine which had stricken the Swedish country. In the fall of 1904 Mr. Cramer joined the staff of the Chicago American and was acting as political editor of that newspaper when Mayor Dunne appointed him his private secretary in April, 1905. This position is an extremely difficult one, requiring not only a thorough knowledge of municipal and political affairs, but above all a large amount of tact. Mr. Cramer possesses all of these qualities and has thereby made himself a very popular official.

Together with Mayor Dunne there were elected in the April election, 1905, the city treasurer, the city clerk and the city attorney.

Frederick W. Blocki, city treasurer, was born in Chicago in November, 1868. He was educated in the public and high schools of Chicago and at Lewis Institute; later he engaged in business as druggist and manufacturer of perfumes and became treasurer of the firm of John Blocki & Son. Being active in politics he was appointed by Mayor Harrison in 1899 as superintendent of maps, and six months later as deputy commissioner of public works. After eighteen months he was appointed commissioner of public works, which position he held until April, 1905, when he was elected as treasurer of the city of Chicago. As treasurer he handles all money of the city, and is under a bond of \$22,500,000. Mr. Blocki married Miss Louise Woltersdorf in 1899.

CHICAGO TO-DAY

Adrian C. Anson, city clerk of Chicago, was born in Marshalltown, Iowa, April 17, 1852. He attended the public schools of his native city until 1867; then the State University of Iowa, until 1869, and the University of Notre Dame the following year. In 1876 he took a course in Pearson's Business College, Philadelphia. He became professionally identified with baseball in 1871, and when late in 1876 he came to Chicago, became captain and manager of the Chicago National League Baseball Club. For 22 years he held this position. In 1888, with the Chicago Club, he made a trip around the world. In late years he became active in politics, and being extremely popular secured the Democratic nomination for city clerk of Chicago. After a spectacular campaign, in which he received the unanimous support of all friends of the national game, he was elected April 3, 1905, for a term of two years.

John F. Smulski, city attorney, was born in Prussian Poland, February 4, 1867, and at an early age came with his parents to this country, where he was educated in the public schools. He afterward again went to Germany, where he attended a military school and later, on returning, spent a year at St. Jerome's College, Berlin, Canada. He then attended the law department of Northwestern University for one year, and was admitted to the bar in 1890. For five years he was in the newspaper and publishing business with his father, who established in 1869 the first Polish newspaper in the United States. In 1898, Mr. Smulski was elected alderman on the Republican ticket from the sixteenth ward, serving two terms and for one term from the seventeenth ward. In April, 1903, he was elected city attorney, and was re-elected in 1905, being the only Republican elected on the municipal ticket.

The preceding pages present to the reader, it is hoped, a fairly complete picture of Chicago's development, progress, achievements and greatness. That this wonderful city, in its restless and never ending energy, destined to become the foremost city on earth, has its enemies and detractors, is but the natural outgrowth of human weakness. On the other hand, legions of friends and true students of civic life proclaim loudly their unbounded admiration for all America's future metropolis. Others than Chicagoans also do readily see the true greatness of the city, and no more befitting closing words for this review can be chosen than the following from the "American Review of Reviews:"

"There have been many creditable things in the history of the municipal government of Chicago. In view of the brevity of the city's existence, the heterogeneous character of its working population, and the other difficulties belonging to the circumstances of the case, Chicago's achievements are among the greatest in the history of mankind."



The Evolution of Chicago's Seal

BY DR. B. J. CIGRAND.



THE history of Chicago's seal has been one of mystery and uncertainty. Its earliest record has been traced back to 1833, when the present city was still a town. The design of the town's seal was a primitive yet faithful copy of the obverse side of the half-eagle gold coin of the United States money. Col. T. J. V. Owen, United States commissioner to negotiate with the neighboring Indian tribes, and president of the town board, has been credited with being the author of this, the first authentic signature of the town's existence.

Upon the incorporation of Chicago as a city in 1837, among the first questions to come before the common council was that of a municipal seal, some of the city fathers seemingly favoring the retention of the old town seal, while others, among whom were Mayor Ogden and Alderman Goodhue, argued in behalf of the adoption of an entirely new seal, symbolic of the newly created city's present and future. The protagonists of the future of the infant city were victorious, a committee, composed of the mayor and Aldermen Goodhue and Pearsons, being appointed to draft a new seal.

The committee, whose members apparently were endowed with considerable heraldic skill, reported in July, 1837, for enactment as a municipal seal, the device which later gave rise to much speculation and discussion.

Although the original drawing is lost, it is described thus in the ordinance: "The shield of Chicago shall be represented by a shield (American) with a sheaf of wheat on its center; a ship in full sail on the right; a sleeping infant on top; an Indian with bow and arrow on the left; and with the motto "Urbs In Horto," at the bottom of shield, with the inscription, "City of Chicago—Incorporated 4th of March, 1837," around the outside edge of said seal."

Amendments to the above ordinance were made in June, 1854, and February, 1893, the first amendment specifying that "over the shield an infant reposes on a sea-shell," while the latter amplifies this by decreeing a "sleeping infant on top, lying on its back on a shell."

As a result of the fact that no faithful reproduction of the seal authorized by ordinance was in use in the city's departments, a new and corrected design and description of the municipal seal was provided for by ordinance of March 20, 1905, having for its chief recommendation heraldic and historic accuracy. This is the seal of the Chicago of our own time, and it is described in the ordinance as follows:

THE SEAL OF CHICAGO.

"The seal provided and authorized for the city of Chicago shall be an obverse side with a diameter of two and three-eighths inches, the impression of which is a representation of a shield (American) gules, argent, and azure (in red, white and blue); with a sheaf of wheat in fess point (center), or (in gold); a ship in full sail on dexter (right side supporter) proper; on top a sleeping infant proper, reposed as in a shell argent (in silver); an Indian chief with a bow and arrow, proper, on sinister (as left side supporter) standing on a promontory, vert (in green); with the motto "Urbs in Horto," or, on scroll, gules (in gold on a red flowing ribbon) at bottom of the shield; with the inscription, "City of Chicago; Incorporated 4th March, 1837," or (in gold), within an azure (blue) ring around the outer edge of said seal, which seal represented as aforesaid and used with or without colors, shall be and is hereby corrected, established, declared to have been, and now to be, the seal of the city of Chicago. For general use, the plain impression in white containing the figures as given above shall be sufficient."

The symbolic meaning of the new and corrected seal is rendered thus:

The shield represents the national spirit of Chicago.

The Indian, representing the discoverer of the site of Chicago, is also indicative of the aboriginal contribution which enters into its history.

The ship in full sail is emblematic of the approach of the white man's civilization and commerce.

The sheaf of wheat is typical of activity and plenty, holding the same meaning as the cornucopia.

The nude babe in the shell is the ancient and classical symbolism of the pearl, and Chicago situated at the neck of the lake signifies that it shall be "the gem of the lakes." The infant, represented in repose, has the additional meaning of contentment, peace and purity.

The motto "Urbs in Horto" means "City in a Garden."

The date, "March 4th, 1837," suggests the date of the incorporation of the city.

The League of American Municipalities

BY JOHN MACVICAR.



THE League of the American Municipalities sprang into existence in 1897.

The call for the gathering of mayors and councilmen of the United States and Canada emanated from the city of New York. The initial meeting was held in Columbus, Ohio, October 28th, 29th and 30th, 1897, and was attended by several hundred officials, among them being Mayors Quincy, of Boston; Jones, of Toledo; Ashley, of New Bedford; Saltsman, of Erie; Johnson, of Fargo; Pratt, of Minneapolis; Doran, of St. Paul; Gibson, of Zanesville; Laager, of Joliet; Medill, of Rock Island; McMurray, of Denver; Pierce, of Marshalltown; Farnsworth, of New Haven, and Todd, of Louisville. Among the aldermen in attendance were Guggenheimer, of New York City; Coots, of Detroit; Steier, of Cleveland; Collins, of Holyoke, Mass.; Lavery, of Poughkeepsie, and many others.

The permanent officers named at the first meeting were as follows:

President—John MacVicar, mayor, Des Moines.

Vice-President—C. A. Collier, Atlanta, Ga.

Secretary—B. F. Gilkison, New York.

Treasurer—W. A. Black, mayor, Atlanta, Ga.

Trustees:

John Warner, mayor, Peoria,

F. A. Walker, president council, Trenton, N. J.

L. M. Rand, councilman, Minneapolis, Minn.

C. M. Leitch, acting mayor, Wilmington, Del.

Geo. E. Green, Binghamton, N. Y.

That the meeting excited interest, and even concern in certain quarters, is evidenced by the fact that the manager of the General Electric Company issued a letter to the public service corporations, marked "Private and Confidential," in which he said, among other things: "I have reliable information to the effect that extraordinary efforts will be made to have the convention declare in favor of municipal ownership of street railways, gas and electric lighting companies and similar other corporations, or at least to place heavier burdens upon them. * * * I would suggest that you sound the officials and other interested corporations in your city, and secure the attendance of officials who do not believe in municipal ownership and operation as against the corporations. I am sending this letter out at the request of friends representing large street railway and lighting interests who do not desire to be officious in matters directly affecting their interests."

THE LEAGUE OF AMERICAN MUNICIPALITIES

Despite the confidential nature of the letter, it fell into the hands of the newspaper correspondents, and was given large publicity. The writer afterward, in explaining the origin of this remarkable letter, said: "I was urgently requested to write my street railway friends throughout the United States, and warn them that their interests were liable to receive unfair treatment, and to urge upon them the importance of seeing that men were in attendance who would treat them fairly."

The fears of the public service corporations were groundless. The League organized for the declared purpose of "the general improvement and facilitation of every branch of municipal administration by the following means: First, the perpetuation of the organization as an agency for the co-operation of American cities in the practical study of all questions pertaining to municipal administration; second, the holding of annual conventions for the discussions of contemporaneous municipal affairs; third, the establishment and maintenance of a central bureau of information for the collection and compilation and dissemination of statistics, reports and all kinds of information relative to municipal government."

The League later adopted a formal resolution declaring that it was not committed for or against the principle of municipal ownership, and the subject, when it has come up for discussion before the conventions of the League, has always found adherents both for and against.

The League has enrolled as members most of the important municipalities of the United States and Canada. Its ten years of service has proven its worth to the municipal official. Whether he represents a village or a metropolis, the newly elected official finds embarrassment in the fact that on very many matters of importance, which he is called upon to determine, he is not well informed, and that he has no reliable data immediately at hand to enlighten him. But few cities maintain a department of statistics for the benefit of its officials. The League of American Municipalities aims to supply to all municipalities this important service through the medium of its bureau of information and its monthly bulletin, which is mailed to each official and heads of departments of each city holding membership.

The following is a roster of the principal officials of the League for each year and the places where the various conventions were held:

The first convention was held, as stated above, at Columbus, Ohio.

Second convention held at Detroit, Mich., August 1, 2, 3 and 4, 1898. Officers elected: President—Samuel L. Black, mayor, Columbus, Ohio; secretary—Benjamin F. Gilkison, New York; treasurer—Thomas P. Taylor, mayor, Bridgeport, Conn.

Third convention held at Syracuse, N. Y., September 19, 20, 21 and 22, 1899. Officers elected: President, Henry V. Johnson, mayor

THE LEAGUE OF AMERICAN MUNICIPALITIMS

Denver, Colo.; secretary, Benjamin F. Gilkison, New York; treasurer, Thomas P. Taylor, ex-mayor, Bridgeport, Conn.

Fourth convention held at Charleston, S. C., December 12, 13, 14 and 15, 1900. Officers elected: President, J. A. Johnson, mayor, Fargo, N. D.; secretary, John MacVicar, ex-mayor, Des Moines, Iowa; treasurer, Thomas P. Taylor, ex-mayor, Bridgeport, Conn.

Fifth convention held at Jamestown, New York, August 21, 22, 23 and 24, 1901. Officers elected: President, Charles S. Ashley, mayor, New Bedford, Mass.; secretary, John MacVicar, Des Moines, Iowa; treasurer, Thomas P. Taylor, ex-mayor, Bridgeport, Conn.

Sixth convention held at Grand Rapids, Mich., August 27, 28 and 29, 1902. Officers elected: President, J. Adger Smyth, mayor, Charleston, S. C.; secretary, John MacVicar, Des Moines, Iowa; treasurer, Thomas P. Taylor, Bridgeport, Conn.

Seventh convention held at Baltimore, Md., October 7, 8 and 9, 1903. Officers elected: President, James M. Head, mayor, Nashville, Tenn.; secretary, John MacVicar, Des Moines, Iowa; treasurer, William D. Morgan, mayor, Georgetown, S. C.

Eighth convention held at East St. Louis, Ill., October 4, 5 and 6, 1904. Officers elected: President, William C. Crolius, mayor, Joliet, Ill.; secretary, John MacVicar, Des Moines, Iowa; treasurer, William D. Morgan, Georgetown, S. C.

The ninth and last convention prior to the Chicago convention, was held at Toledo, Ohio, August 23, 24 and 25, 1905. Officers elected: President, R. G. Rhett, mayor, Charleston, S. C.; secretary, John MacVicar, Des Moines, Iowa; treasurer, William D. Morgan, mayor, Georgetown, S. C.; first vice-president, Henry Bohl, Columbus, Ohio; second vice-president, J. E. McCaferty, councilman, Wilmington, Del.; third vice-president, G. M. Hine, mayor, Poughkeepsie; fourth vice-president, F. S. Spence, member board of control, Toronto, Canada, and the following board of trustees: Robert H. Finch, ex-mayor, Toledo, Ohio; Hugo S. Grosser, city statistician, Chicago; Louis Betz, comptroller, St. Paul, Minn.; Otto Reinhart, member council, Detroit; M. A. Brouse, mayor, Kokomo, Ind.; Silas Cook, mayor, E. St. Louis, Ill.; H. F. Hooper, city treasurer, Baltimore. At that convention Chicago was chosen as the meeting place of the League in 1906. The tenth annual convention is held September 26, 27 and 28, at the Auditorium, Chicago. The following is the program for each day of the convention:

Program

Wednesday, September 26th

10:00 A. M. TO 2:00 P. M.

Convention called to order.

Invocation.

Address of Welcome,
EDWARD F. DUNNE,
Mayor, Chicago.

Response and Address of President,
R. G. RHETT, President,
Mayor, Charleston.

Report of Secretary,
JOHN MACVICAR,
Des Moines.

Report of Treasurer,
W. D. MORGAN,
Georgetown, S. C.

Report of Committee on Uniform Municipal Reports,
HUGO S. GROSSER, Chairman,
City Statistician, Chicago.

“The Influence of Taxation on the Prosperity of Cities,”
LAWSON PURDY,
Secretary New York Tax Reform Association,
New York.

Discussion, led by George Stewart Brown, Member City Council, Baltimore.

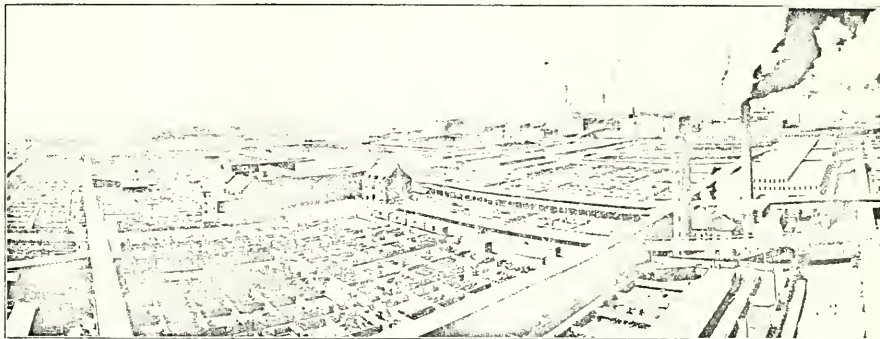
“The Influence of Sanitation on Mortality,”
CHARLES J. WHALEN, M. D.,
Commissioner of Health, Chicago.

Discussion, led by Dr. Quitman Kohnke, Health Officer, New Orleans.
Dr. Thomas M. Koon, Health Officer, Grand Rapids.

“The Young Man in Municipal Politics,
SHERBURN M. BECKER,
Mayor, Milwaukee.

Chicago Union Stock Yards

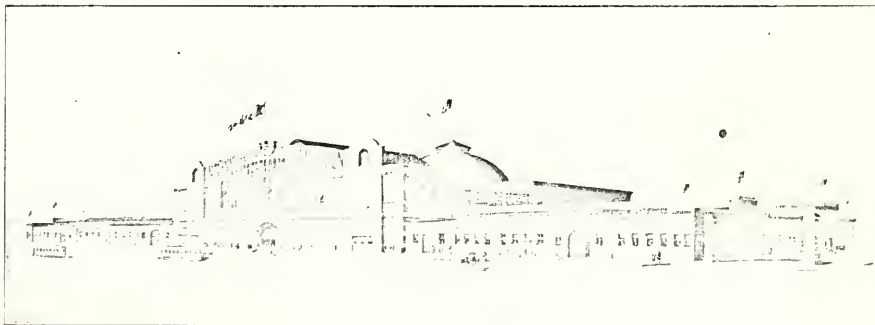
“THE WORLD'S LIVE STOCK MARKET”



A SECTION OF THE UNION STOCK YARDS OF CHICAGO, SHOWING PACKINGTOWN IN THE BACKGROUND

SINCE 1900 there has been marketed and sold in Chicago, a yearly average of over 16,000,000 animals, exceeding \$300,000,000 in value, or about one-half the total combined receipts of the six principal live stock markets of the United States. This means a daily average of over 1,000 carloads of live stock of an average value exceeding \$1,000 per carload, or an average of more than \$1,000,000 worth of animals disposed of every business day of the year on this market.

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THE INTERNATIONAL AMPHITHEATRE
UNION STOCK YARDS
CHICAGO

Size, 600 x 310 feet

Capacity 10,000 People

THE NEXT EXHIBITION, DECEMBER 1 TO 8, 1906

Program

Thursday, September 27th

9:30 A. M. TO 2:00 P. M.

“Franchise Conditions in the City of New York,”

HARRY P. NICHOLS,
Assistant Engineer in Charge of Bureau of Franchises,
New York.

Discussion, led by Hon. James M. Head, former President League of American Municipalities,
Boston, Mass.

“The Municipalization of Street Railways in Toronto,”

E. COATSWORTH,
Mayor, Toronto.

“Baltimore’s Great Sewerage Problem,”

CALVIN W. HENDRICK,
Chief Engineer, Sewerage Commission, Baltimore.

“Prime Requisites of Successful Municipal Administration,”

ANDREW ROSEWATER,
City Engineer, Omaha, Nebraska.

“Advance in Sewage Purification,”

ALEXANDER POTTER, C. E.,
New York City.

“The Value to Municipalities of Woman Suffrage,”

MISS JANE ADDAMS,
Member Chicago Board of Education.

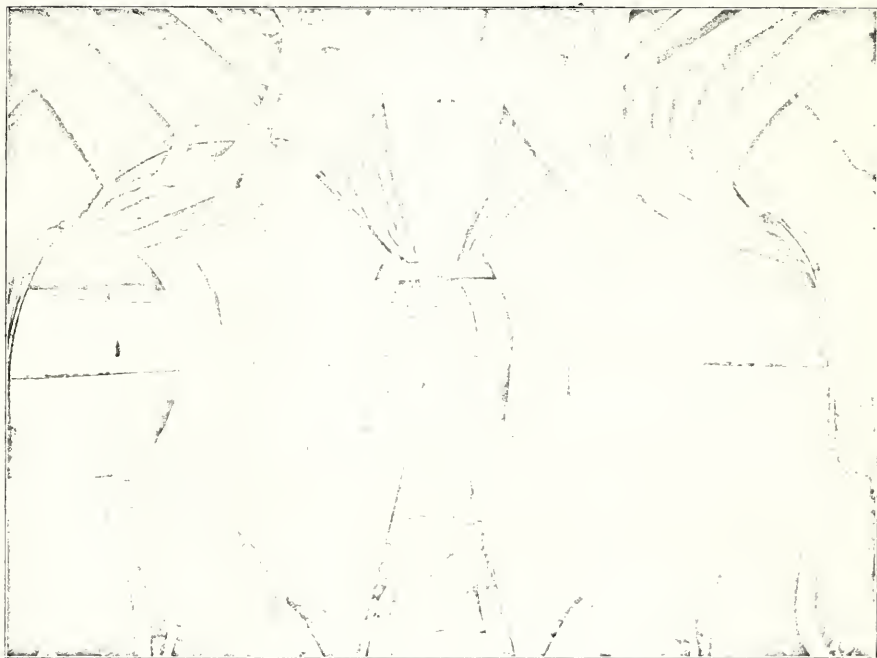
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Program

Friday, September 28th

9:30 A. M.

“Municipal Ownership,”

— FOR —

PROFESSOR FRANK PARSONS, Ph. D.,
President Boston Municipal Ownership League, Boston, Mass.

— AGAINST —

PROFESSOR FRANK H. H. ROBERTS,
Denver University, Denver, Colo.

Discussion: Prominent Mayors and others holding views for or against
the proposition will take part.

Election of officers.

Selection of next place of meeting.

Adjournment.

The Tip Top Inn

The most artistically appointed dining place in the west

Catering to exclusive patrons

Original dishes for epicures

Music rendered by artists

Open after theatre

PULLMAN BUILDING, MICHIGAN AVENUE AND ADAMS STREET

A. Hieronymus, Proprietor

The
Edelweiss

Restaurant

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Madison Street

- ☞ Completely remodeled, redecorated and refurnished.
- ☞ Delightfully and conveniently located. Within a few minutes of all Theatres and great Department Stores.

☞ Noted for the excellence of its cuisine, its efficient service and moderate prices

The First National Bank of Chicago

☐ WAS organized in 1863—forty-three years ago—
and is the oldest national bank in Chicago.

☐ FOR nearly half a century it has conducted a
commercial banking business, and by the uniform con-
sideration and intelligent conservatism of its manage-
ment has attracted a clientele the character and extent
of which have established it as one of the world's great
banks.

☐ THE capital, surplus and profits are \$14,400,000;

☐ THE cash resources exceed \$40,000,000;

☐ AND the deposits average over \$100,000,000.

☐ THE main banking room, which covers an acre,
compares favorably in architectural strength and dignity
with any in the world.

☐ A cordial invitation is extended at all times to those
who may desire to visit and inspect this institution.

James B. Forgan
President

F. O. Wetmore
Cashier

D. R. Forgan
Vice-President

The Continental National Bank of Chicago

Capital and Surplus - \$6,000,000
 Deposits - - - - \$55,000,000

Respectfully Solicits the Accounts of Banks, Corporations, Mercantile
 Firms and Individuals

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ALEX. ROBERTSON Vice-President	BENJ. S. MAYER Assistant Cashier
WM. G. SCHROEDER Cashier	HERMAN WALDECK Assistant Cashier
JOHN McCARTHY Assistant Cashier	

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Established 1864

CAPITAL	\$ 2,000,000.00
SURPLUS AND UNDIVIDED PROFITS	1,900,000.00
DEPOSITS	42,000,000.00

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JOSEPH T. TALBERT, Vice-President	HARVEY C. VERNON, Assistant Cashier
RALPH VAN VECHTEN, Second Vice-President	H. ERSKINE SMITH, Assistant Cashier
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The National Live Stock Bank of Chicago

CAPITAL \$1,000,000.00
SURPLUS AND PROFITS 1,300,000.00

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CHICAGO

Capital and Surplus, \$900,000

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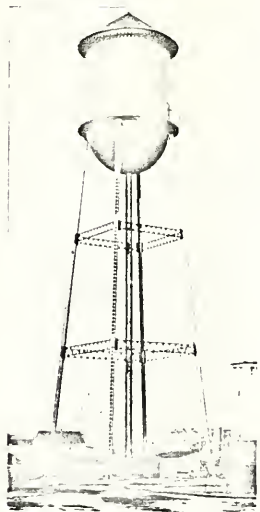
NEW YORK

Water Works Economy

IF YOU ARE INTERESTED in municipal water works, we invite your attention to one of the features of the Washington Heights pumping station of the Chicago water works system. The pressure carried at this station is better, more uniform, and more satisfactory to the consumers than that at any other pumping station in the city.

This condition has been brought about by the construction of a large elevated tank connected to the distribution system. An inspection of the following figures, (covering a period of five years) showing the cost of fuel for pumping, will convince you that this is one of the best investments the city ever made.

Year	Million Gals. Pumped	Billion Ft. Lbs.	Total Cost of Fuel	Cost Per Billion Ft. Lbs.
1899	107.7	98	\$1453	\$14.82
1900	118.2	100	2345	23.45
1901	139.1	94	2852	30.50
1902	157.2	187	2028	10.84
1903	243.7	290	2508	8.65



During 1899 and a portion of 1900 an elevated wood tank was in service. It leaked so badly that it was abandoned and the system operated by direct pressure until January 1st, 1902, at which time the 180,000 gallon steel tank shown in the illustration was put into service.

The figures showing the cost of fuel per unit of duty during 1901 when the system operated by direct pressure, compared with the two following years when pumping to the elevated tank, indicate the saving to the city in fuel alone; the saving in wear and tear on the pumps and mains is inestimable.

The figures showing the units of duty during the same years indicate the increase in pressure which has been so satisfactory to the public.

If your water works system is operating by direct pressure, we invite your investigation of this improvement.

Chicago Bridge & Iron Works

105th & Throop Sts., Chicago, Ill.

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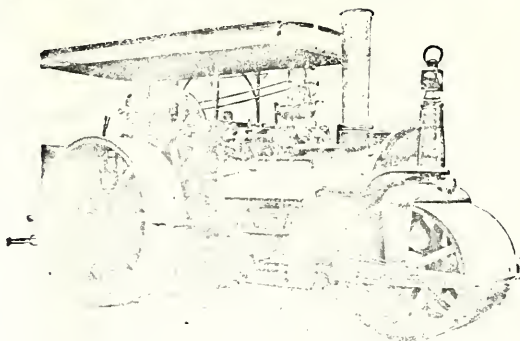
THE STRAUSS BASCULE AND
CONCRETE BRIDGE COMPANY

BUFFALO PITTS

Macadam
Rollers

Asphalt
Rollers

Tandem
Rollers



Combination
Rollers

Golf
Rollers

Road
Scarifiers

Made for All Purposes, from 2½ Tons to 20 Tons

Buffalo Steam Roller Co. BUFFALO, N. Y.
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RAILWAY, LIGHT, POWER, HYDRAULIC
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EXAMINATIONS AND REPORTS

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Valuations of Existing Plants Where MUNICIPAL OWNERSHIP Is Contemplated
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Designing, Estimating, Evaluating, Testing and Inspecting Power, Water Works,
Hoisting, Compressed Air, Pumping, Gas, Irrigation and
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STEAM TURBINES AND GAS PRODUCER PLANTS SPECIALTIES

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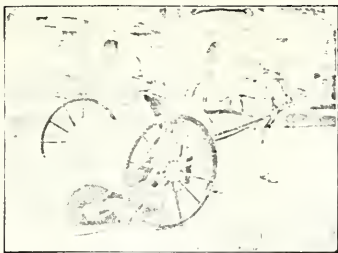
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Examinations, Reports, Plans
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WHICH PICK UP THE DUST AND DIRT AND CARRY IT AWAY AND DUMP IT IN ONE COMPACT PILE

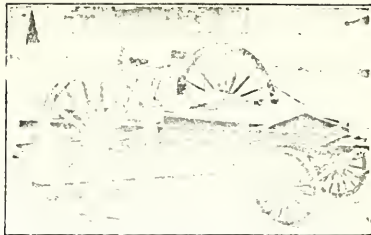
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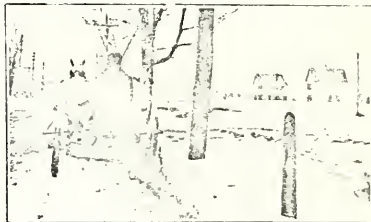
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J. NILSEN,
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Secretary

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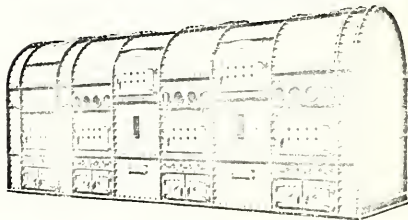
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Above is one of a number installed for the United States Government

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Sewage Disposal Plants**

We can show such plants of many different sizes

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We have successful installations in twenty-two states

**LEWIS AND KITCHEN
CHICAGO AND KANSAS CITY**

THE BEST PAVING BLOCK MADE

FOUR FACTORIES

Daily Output - 300,000



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**A. Plamondon
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FOR
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57 to 67 South Clinton Street
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The Machines to Buy

The International line of grain and corn harvesting and haying machines comprises the following well known makes:

CHAMPION
DEERING
McCORMICK
MILWAUKEE
OSBORNE
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The company's accessory lines include:

**Gas and Gasoline Engines—adaptable for alcohol—
Endless Apron and Return Apron Manure Spreaders
Gear and Chain Drive Cream Separators
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Superior workmanship and the best material enter into the construction of these machines—they are the best that can be made—they are the machines to buy. Write for catalogue.

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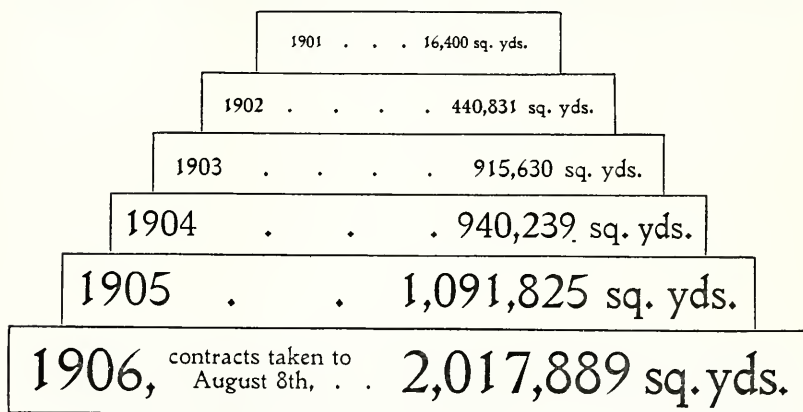
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AN UNPARALLELED RECORD

The Bitulithic Pavement Distances All Competitors

Its Unprecedented Growth



The reason is plain:

*"IT IS BETTER THAN THE BEST
OF ALL THE REST."*

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"Bitulithic"

"Bitrock"

"Puritan"

"Bitustone"

"Bituminous Macadam"

The Purington Paving Brick Co. of Galesburg, Illinois::::

Office of the President, 922 Chamber of Commerce Building

CHICAGO

To the Members of the League of American Municipalities.

Greeting:—You are spending your time and money attending this Tenth Annual Convention of the League. The only possible returns you can hope for in this investment are a bigger, broader and more comprehensive conception of the duties you were elected to perform, and a considerable addition to your stock of knowledge of the best and wisest manner in which they can be discharged.

No part of your public duties has bothered you more than in meeting the question, **How and with what material shall our streets and alleys be paved?** If you can spare the time, spend a few moments in an examination of the portion of La Salle Street fronting on the west side of the City Hall. This pavement was put down in October, 1895. Since that time there has never been a brick removed or a single cent spent for repairs. The west side of the block was paved at the same time and with the same kind of material, but has been dug up less (not much) than 100 times. After looking at this street, try to find another in the city paved with any other material which has stood the wear this brick pavement has for eleven years.

Very truly yours, D. V. PURINGTON, President.

"High Grade Natural Asphalts"

—For Paving and Waterproofing Purposes—

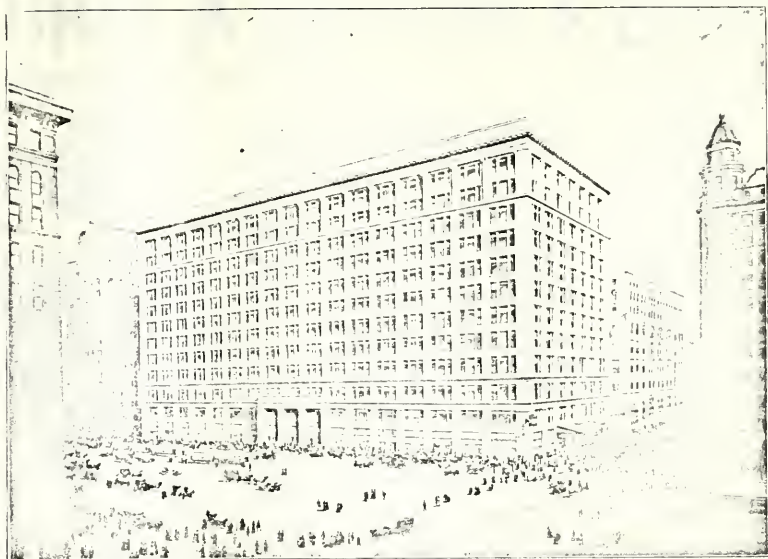
Excel the Artificial ... Unaffected by Water

AS SHOWN IN ACTUAL USE

**WEARS LONGER THAN MAN-MADE
::: ASPHALTS AND COAL TAR :::**

The A. L. Barber Asphalt Co.

17 Battery Place, New York

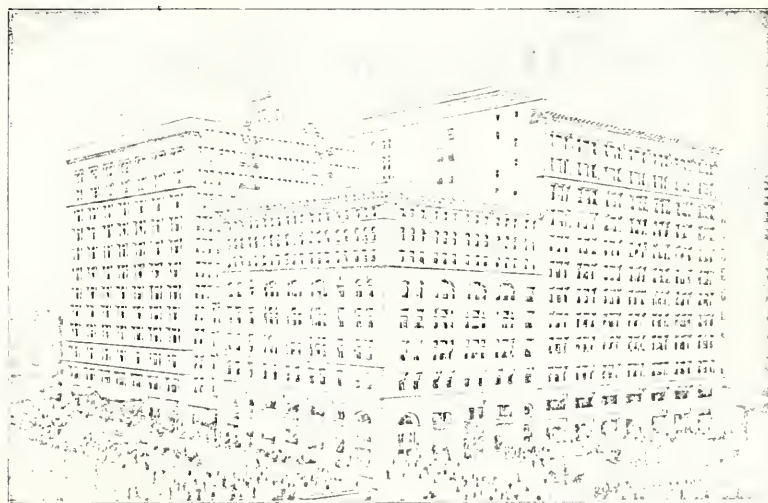


View of the Retail Premises from State and Washington Streets

Marshall Field & Company

State, Washington, Randolph, Wabash

CHICAGO



View of the Retail Premises from Washington Street and Wabash Avenue

CHAS. A. STEVENS & BROS

WOMANS' OUTFITTERS.

109 to 115 State Street, Chicago



Chicago's Leading Style Shop

¶ The wonderful success of Stevens', the fashion shop of Chicago, is due to the fact that we make a specialty of the high-class Novelties. We do the largest business in America in Women's Fine Wearing Apparel.

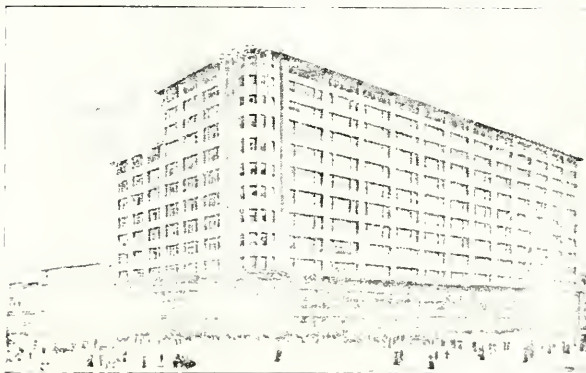
¶ The individuality and exclusiveness of our showing of raiment for this season, born of the most exclusive style shops of Paris, is noticeably apparent no less in the smart creations of dress than in the accessories that go to complete the modish outfit.

¶ Visitors to the city are cordially invited to inspect the many new things on display in our shop.



CARSON PIRIE SCOTT & CO.

STATE AND MADISON STREETS



This picture will convey some idea of the greatly enlarged floor space secured by our twelve-story State St. addition, now well on towards completion.

The many advantages thus secured for our customers will be readily apparent.

OLDEST DRY GOODS JOBBING HOUSE IN CHICAGO

JOHN V. FARWELL COMPANY

IMPORTERS . CONVERTERS . JOBBERS

The steady growth of our business is due to the fact that our customers find here at all times the service and the merchandise upon which they depend to make their business a success.

We carry through the entire retail selling season practically complete stocks of

Dry Goods (In all the different lines), Carpets, Men's and Women's Furnishings, Fancy Goods and Notions



Mandel Brothers

LAY particular stress on the completeness of their beautiful collection of women's attire for Autumn, embodying the proper vogue for every conceivable function. This exquisite assemblage of later conceits—fashion's favored modes—reveals a stunning array of costumes, gowns, tailored suits, lingerie, waists and millinery

Their distinctive features closely approach an art equalled only by the most exclusive modiste, and emphasize anew the style supremacy of the house of MANDEL



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BIG STORE HAVE NOT SEEN CHICAGO

SIEGEL COOPER & CO.

Twentieth Century Store

CHICAGO'S GREATEST PRIDE
A STATEMENT SUBSTANTIALLY PROVEN BY
The MARVELOUS GROWTH of OUR BUSINESS

☐ Everything new and desirable in high-grade WEARING APPAREL for men, women and children, HOME FURNISHINGS so comprehensive in scope that all tastes can be pleased, and Table Supplies of unequalled purity and excellence — these are the things upon which our reputation is building

ROTHSCHILD & COMPANY
STATE AND VAN BUREN STREETS

CHICAGO'S BARGAIN CENTER

With every department of this establishment greatly enlarged and re-modeled, with new and modern equipment installed, this store is in the front rank of up-to-date shopping places

A visit to THE FAIR will serve to demonstrate very quickly the extended scope of our institution. Satisfaction guaranteed.



THE FAIR CHICAGO

The Fair

STATE, ADAMS AND DEARBORN STREETS

CHICAGO

Established 1875

We sell only the trustworthy grades of general merchandise, from the medium-priced articles to qualities as good as sold in any Chicago store. Lowest prices prevail.

Our Credit Department offers to responsible parties the advantage of an open account, payable monthly.

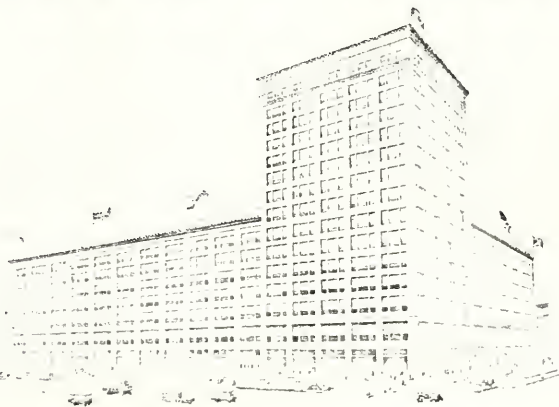
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Chicago's

Real

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Chicago's

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STATE, MADISON AND DEARBORN STS., CHICAGO

THE
Cosmopolitan Clothes Store

The Hub is known in Chicago, and throughout the territory it penetrates, as the great cosmopolitan clothing store which supplies to man and boy the best clothes made in the world. It distributes the product of the twelve best wholesale tailors in this country and bases all its selections on quality alone. It caters to no particular class, but to all the people of every class, and delights in guaranteeing whatever it sells and the price it sells it for.

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Henry Kyttton
DALLS

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CHICAGO'S LARGEST LINES



Hats \$3, \$4, \$5, \$6
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PRODUCTIONS IN

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World Renowned Fine
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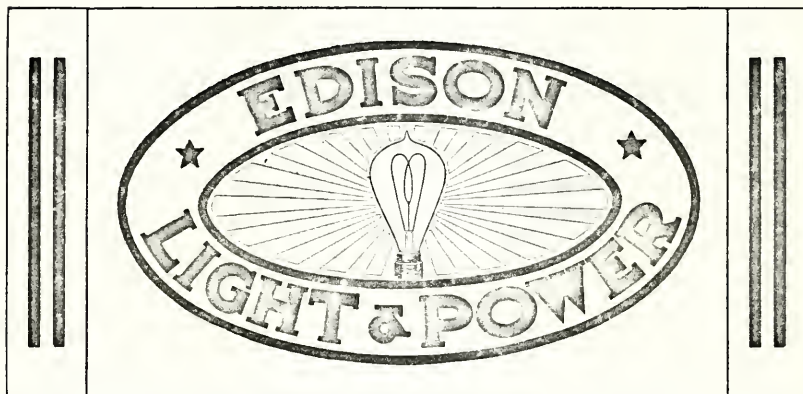
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IN THE NAME OF

CHICAGO *THE* ELECTRIC CITY



CENTRAL STATION SERVICE

STANDS FOR

Enlightenment, Economy, Hygiene
Publicity, Prosperity, Progress, Convenience

CHICAGO EDISON COMPANY

139 ADAMS STREET

Are You A Well-Posted Man?



Every municipal official should be abreast of the times in the matter of public utility equipment. This doesn't mean that to be well informed he must be a technical man, any more than a man must be a tailor to be well dressed. It means merely that he should be well posted.

Are you well posted on the latest and best in water supply, gas, street railway and telephone systems? Do you know what is newest and best in each?

For instance, do you know that there is a practical automatic or "girlless" telephone that is in use in many cities of the United States, is giving satisfaction everywhere, and, more than anything else, has helped to weaken, and, in many cities to break the grasp of the Bell monopoly where it is operating in competition therewith? It gives the ideal telephone service, prompt, accurate and absolutely secret, and should be adopted in your city.

We cordially invite you to visit our factory while attending the convention. We shall be glad to tell you all about this automatic system, which has been adopted in the following cities:

Aberdeen, S. D.
Akron, Ohio.
Albuquerque, N. M.
Allentown, Pa.
Auburn, Maine.
Auburn, N. Y.
Battle Creek, Mich.
Bellingham, Wash.
Berlin, Germany.
Buxton, Iowa.
Cadillac, Mich.
Chicago, Ill.
Clayton, Mo.

Cleburne, Texas.
Columbus, Ga.
Columbus, Ohio.
Dayton, Ohio.
El Paso, Texas.
Fall River, Mass.
Ferguson, Mo.
Grand Rapids, Mich.
Hastings, Neb.
Havana, Cuba.
Hazleton, Penn.
Hopkinsville, Ky.

Jonesboro, Ark.
Lake Benton, Minn.
Lewiston, Maine.
Lincoln, Neb.
Los Angeles, Cal.
Manchester, Iowa.
Mananao, Cuba.
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Medford, Wis.
Miamisburg, Ohio.
Mount Olive, Ill.
New Bedford, Mass.

Oakland, Cal.
Ocean Park, Cal.
Penswater, Mich.
Portland, Maine.
Portland, Ore.
Princeton, N. J.
Richmond, Ind.
Riverside, Cal.
San Diego, Cal.
San Francisco, Cal.
Santa Monica, Cal.
Sawtelle, Cal.

Sioux City, Iowa.
South Bend, Ind.
Springfield, Mo.
St. Marys, Ohio.
Tacoma, Wash.
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Factory: Van Buren and Morgan Sts., Chicago

Take Van Buren Street cars directly to the door



EVERYTHING ELECTRICAL

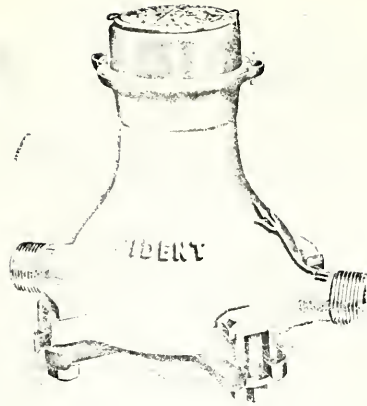
...Write Us for Prices...

...Standard Goods and Fair Treatment...

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Metropolitan Electrical Supply Co.

184 Lake Street, Chicago, Illinois



Neptune Meter Company

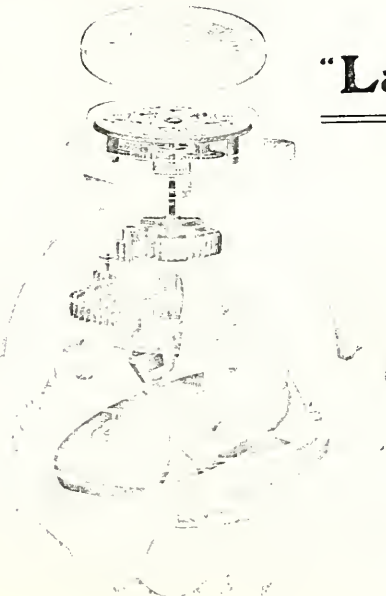
New York

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Chicago

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Los Angeles



"Lambert Meters"

Made in all sizes from five-eighths to six inch of best bronze composition.

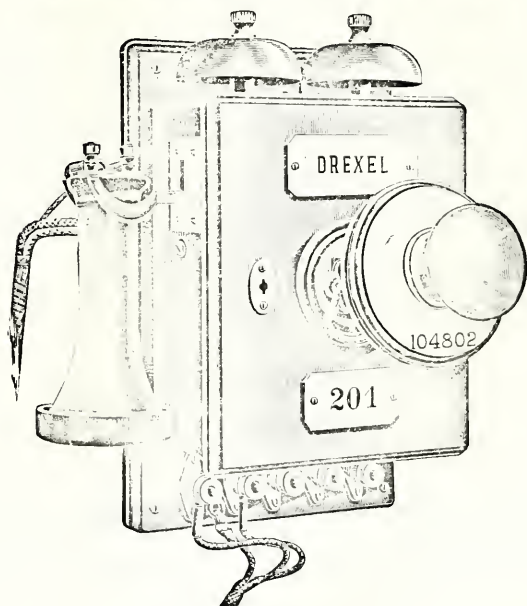
Fitted with our patented unbreakable "Disc" of hard rubber, reinforced with a Steel Plate.

The "LAMBERT" Meter has made water meter systems popular.

Thomson Meter Company

79 Washington Street ... Brooklyn, N. Y.

The Telephone Is Always on Duty



In case of illness, in time of need, whatever the emergency, with a telephone at hand aid can be summoned instantly.

Incoming and outgoing night messages are frequently of vital importance and oftentimes the minutes thus saved mark the dividing line between loss or preservation of life and property.

For rates call Contract Department
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CHICAGO TELEPHONE COMPANY
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If you could only add a column

of figures with absolute accuracy in one-half the time that you now can; if you could multiply accurately six times as fast as you now can, or divide accurately four times as fast as you now can, wouldn't it mean something to you? How much would it mean in your office? Wouldn't your value to your employer be tremendously increased? Just suppose, for instance, that you could extend your office bills and figure the discounts on them, as well as the incoming bills, at a saving of fifty per

cent. What would that mean in your office? If you want to know just what your increased efficiency would mean, try a Comptometer. It's quick and it's easy, and takes all the drudgery out of work. No lever to pull, no fussing with the paper, eyes on the copy and fingers on the keys all the time. This means accuracy as well as speed.

A Good Calculating Machine

gives better satisfaction and saves more money than almost any other modern invention. Saves overtime and headaches, too. The best is not necessarily the most expensive, neither is it a toy.

The Hartford Fire Insurance Co., which uses six Comptometers, writes:

"Most of our work requires results only and for this purpose we find no other machine as reliable and rapid as the Comptometer. We use in our banking department a \$175 adding and listing machine. We make use of this only where a list is required."

The Western Electric Co., New York, writes:

"We have over twenty Comptometers in use in our different offices. We have experimented with most all the adding and multiplying machines on the market, and I have come to the conclusion that for all around work the Comptometer is the best. (Have since purchased 19 more.)"

Meyer Bros. Drug Co., St. Louis, Mo., writes:

"We use the Comptometer exclusively in our billing department, whilst we have other adding machines in different departments, ninety per cent of our additions are made on the Comptometer. A great time saver, executing work accurately and promptly."

Send for literature and special trial offer. Sent, express prepaid, on 30 days' free trial to responsible parties.

Felt & Tarrant Mfg. Co., 61 N. Market Street, Chicago

To Visiting Mayors and Others

You are cordially invited to read the following letter:

The Sheldon School, Chicago, Ill.
Gentlemen:—

May 7, 1906.

For the first three months this year our sales show an increase of over \$187,000.00, this being a larger increase than we have scored for an entire year in some instances. We cannot but attribute a large part of this gain to the scientific methods which the Sheldon Course has brought about in our selling force. I have personally taken the course with a great deal of interest, and have had countless instances come up where I know it has proved of direct practical benefit to me in handling various transactions.

Very truly yours,

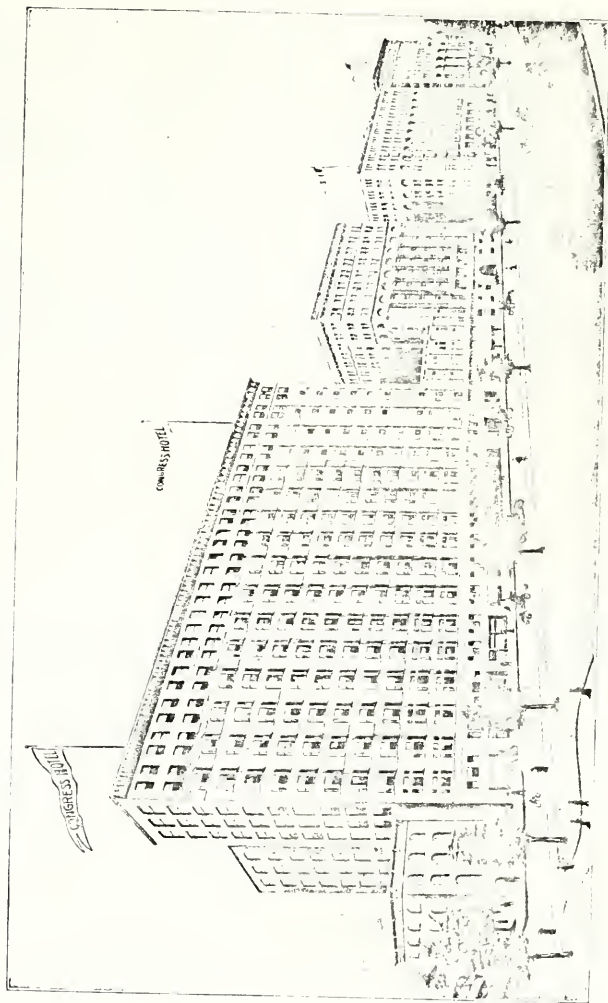
(Sig.) E. Ray Speare,
Treasurer and General Manager.

Office of
The Alden Speare's Sons Co.
Boston

After reading the above letter you are cordially invited to visit our institution while in the city, or to write for particulars. We know that from the standpoint of the good of your home city you are interested in this system of education, which is unique in the business world. We have nearly 17,000 students throughout the world. All instruction by correspondence. **The Sheldon School, 1653 The Republic, Chicago.**

THE BUILDINGS OF THE CONGRESS HOTEL COMPANY

NOTE: Our magnificent addition of four hundred rooms including the largest and finest Banquet Hall and Ball-Room in the world, and other attractive features will be completed on, or about, March 1st, 1907.



NOTE: On completion of our new addition, together with the Congress Apartment Building, this hotel will be known as the CONGRESS HOTEL. The present Annex will be known as the Annex to the CONGRESS HOTEL.

¶ The Most Extensive, Commodious and Costly Structures Ever Erected for Hotel Purposes. Comprising the Original Auditorium Hotel, the Auditorium Theatre, Auditorium Annex, and Congress Apartments. In which are included Banquet Rooms with accommodations for ten to five hundred persons; Grill Room, Ladies' and Gentlemen's Restaurants; Palm Garden; New Breakfast Room; Private Dining Rooms; The Pompeian Room, etc., etc. All facing Lake Michigan and Lake Front Park, at Michigan Boulevard, Congress Street and Wabash Avenue, Chicago, U. S. A. Absolutely fireproof. European plan.

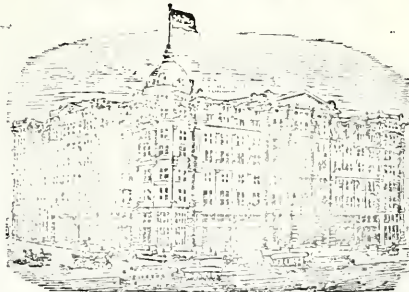
R. H. SOUTHGATE, President.

PALMER HOUSE

State @ Monroe Streets, Chicago

700 Rooms

—
400 Rooms
With Private
Bath and Toilet



European
Plan
Exclusively

—
Thoroughly
Fireproof

Long Distance Telephone in Every Room

Rooms: \$1.50 Per Day Upwards

Are Graded to Suit the Demands of All Persons

Grand Pacific Hotel

Jackson Blvd. @ Clark St.
Chicago

EUROPEAN PLAN

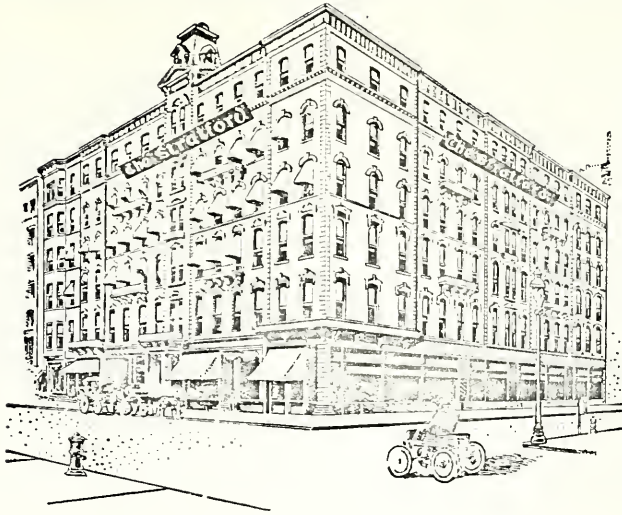
Gentlemen's Cafe on First Floor. Ladies' and Gentlemen's Restaurant and Private Dining Room on Second Floor. Two Hundred Guest Rooms, three-fourths of which have private bath in connection.

RATES FROM \$2.00 UPWARDS

WHEN IN CHICAGO STOP AT THE

STRATFORD HOTEL

EUROPEAN PLAN

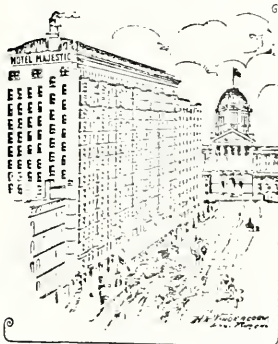


Refined, Elegant, Quiet. Located at corner of city's two finest boulevards, convenient to entire business center. Close to best theatres and shopping district. 225 rooms, 150 private baths; luxurious writing and reception rooms; wood-work mahogany throughout; brass beds and all modern comforts; telephone in every room; beautiful dining rooms — the best of everything at moderate prices.

**Michigan @ Jackson
Boulevards: Chicago**

HOTEL MAJESTIC

ABSOLUTELY FIREPROOF



Direct connection with Chicago Commercial Association from 7th floor. 200 rooms; every room an outside room.

RATES, \$1.50 per Day and Up

Every room contains long distance and local telephone. For reservations address

FRANK HALL, Manager
Telephone Harrison 3200

**Quincy St., between State @ Dearborn
CHICAGO, ILLINOIS**

Jackson Boulevard

Wabash Ave.

Chicago

European Plan

Rates, \$1.50 per day
and upward

Ladies and
gentlemen's
restaurant
on ground
floor.

Special rates
during merchants
meetings.

Basement restaurant
at popular prices.

Every room contains local
and long distance telephones.

Gage Hotel Company, Props.

Albert S. Gage, Pres't.

The Wellington

LXNINGTON HOTEL
MICHIGAN BOULEVARD AND 22D STREET
CHICAGO



Absolutely fireproof. 362 rooms; 260 with private bath. European plan. A la carte cafes and Dutch rooms. Table d'hote and a la carte dining room. Cuisine and service unexcelled.

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INTERSTATE HOTEL COMPANY
E. K. CHILEY, PRES. L. H. PIREY, SEC. & TREAS.
ALSO PROPRIETORS COATES HOUSE, KANSAS CITY

FIREPROOF—EUROPEAN
KAISERHOF
270 Clark Street : CHICAGO

Near Jackson Boulevard

Within half block of Postoffice Board of Trade and new
NewYork Central and Lake Shore and Rock Island Depot.



250 Elegant Rooms from \$1.00 up;
With Bath, \$2.00 up

*OUR DINING-ROOMS ARE THE FINEST AND MOST
ARTISTIC IN THE CITY*



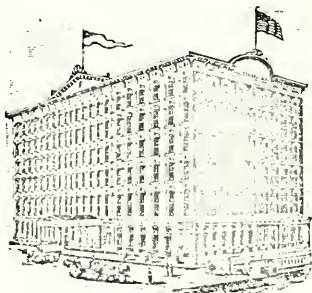
McCoy's Hotel
—EUROPEAN—

Clark and Van Buren Streets
Chicago

Fire-proof. One block from C. R. I. & P. and L. S. & M. S. depots. Has every convenience to be found in any hotel, including hot and cold water, electric light and steam heat in every room. Located in the heart of the business district, near the department stores, depots and theaters, on the elevated loop. Rates \$1.00 a day and upward. First-class restaurant in connection at moderate prices.

WM. MCCOY, Owner and Proprietor

WINDSOR-CLIFTON HOTEL
Monroe and Wabash Avenue



Everything Modern : 250 Rooms
Rates, \$1.00 Upward

Most Centrally Located
Adjacent to State Street Stores

H. V. SPEER
Manager

CHICAGO'S FAMOUS

South Side Hotel Center

THE I. C. R. R. EXPRESS TRAINS FROM CHICAGO'S BUSINESS CENTER

Invites the Attention of Visitors to Chicago

THESE hotels are located only 10 to 15 minutes' ride by the I. C. R. R. express trains from city's business center—facing and overlooking Lake Michigan and Chicago's famous South Side Park System, with its wonderful boulevards, lawns, flower beds, lily ponds, artificial lakes, etc., where cool lake breezes are enjoyed on the beautiful Lake Michigan Beach, where delightful open-air concerts are given, and where the golf links, tennis courts, archery ranges, etc., are free to the public. These high-class hotels offer resident guests as well as the traveler every modern convenience and comfort, and invite them to their restful quiet, away from the din and noise of the business section.



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AUTOMATIC 3584
SOUTH CHICAGO 88

Illinois Improvement & Ballast Co.

CONTRACTORS

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BLAST FURNACE SLAG

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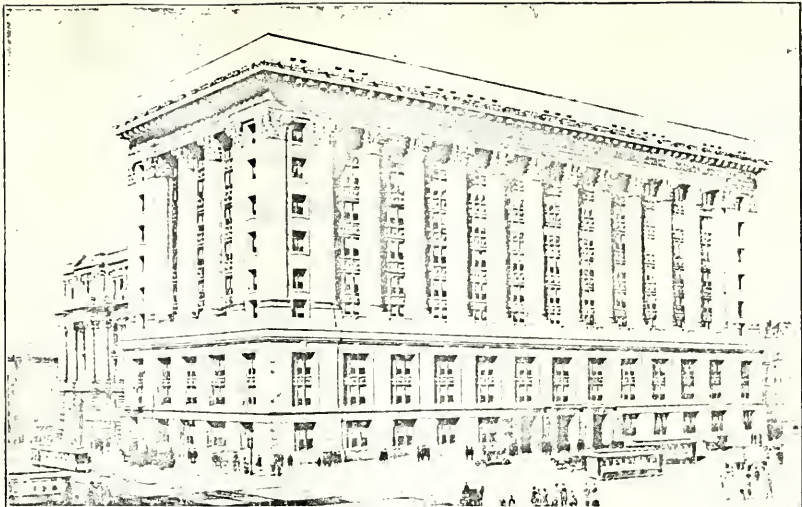
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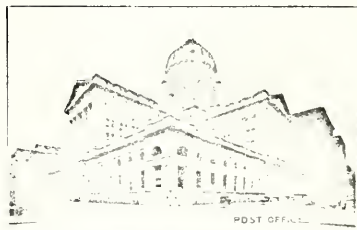
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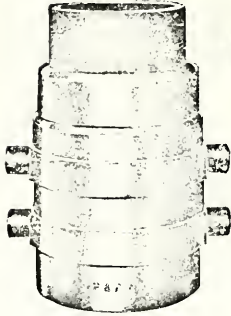
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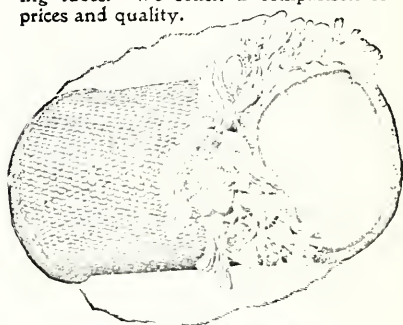
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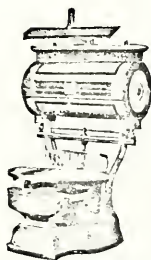
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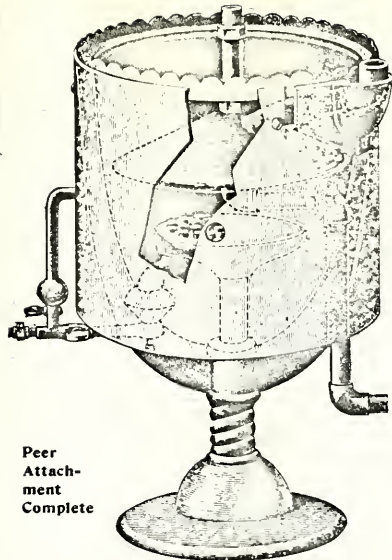
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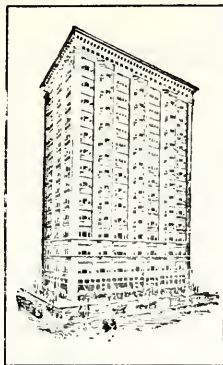


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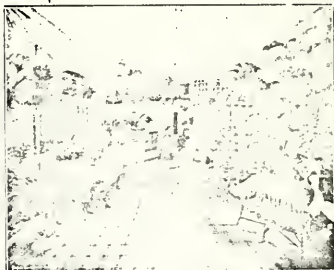
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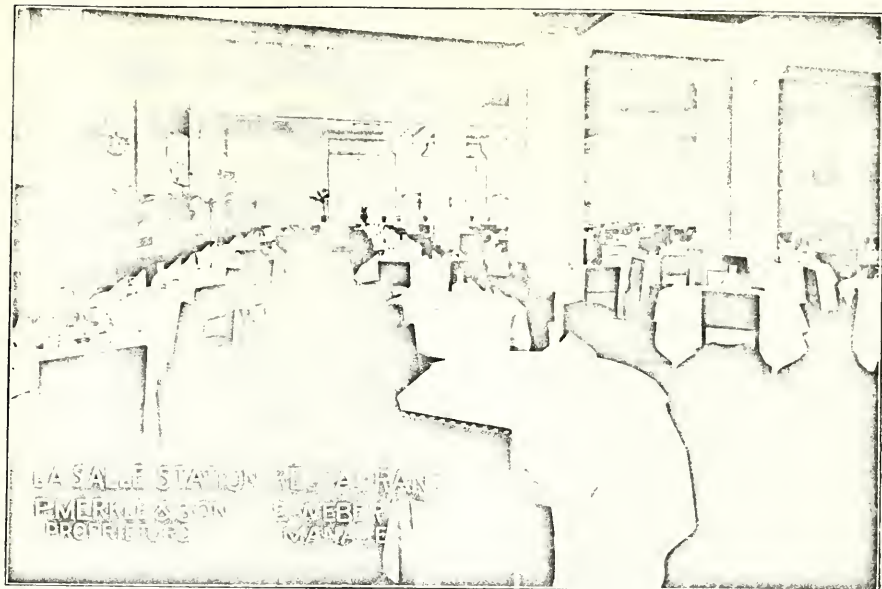
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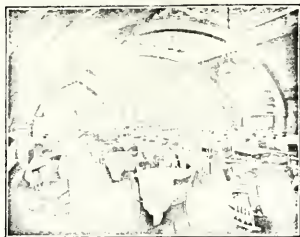
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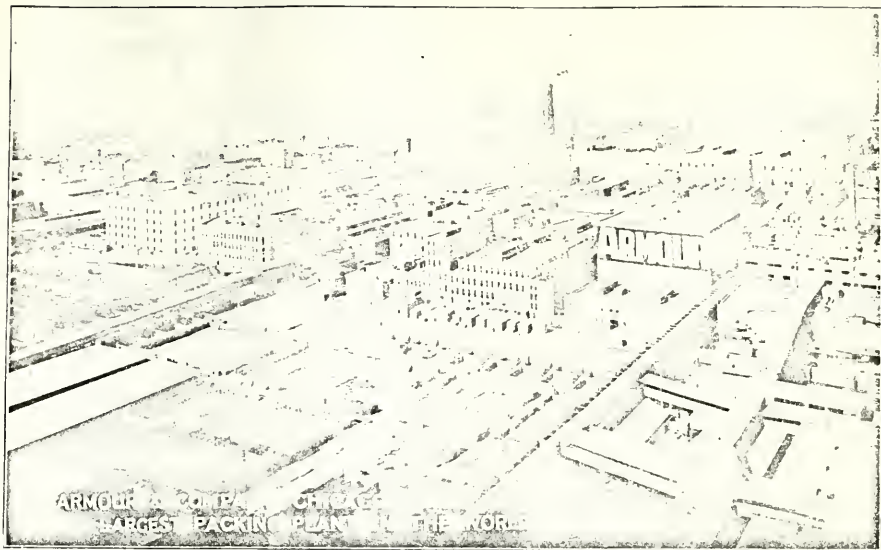
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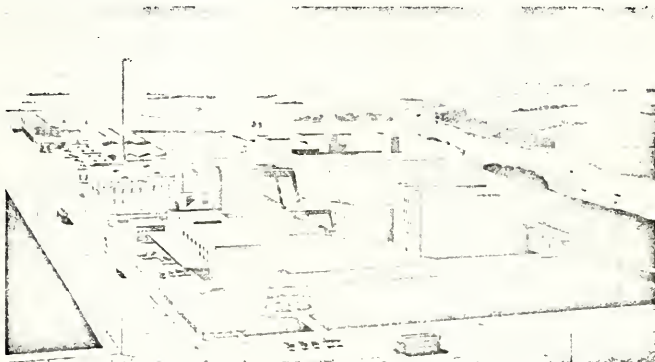
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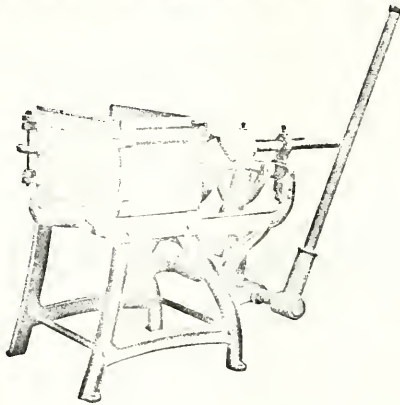


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Capital Stock and Bonds: Authorized capital, \$2,000,000. Outstanding, \$1,844,800. The consolidated mortgage 5 per cent 20-year gold bond, of date April 1, 1895, authorizes a total issue of \$5,000,000. Illinois Trust & Savings Bank as Trustee, of which \$3,800,000 were issuable only to cover 90 per cent of the actual cost of extensions and improvements.

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Directors: D. F. Cameron, V. Shaw Kennedy, D. M. Cummings, C. R. Corning, O. S. Gaither.

Stock Transfer Office: First National Bank Building.

Registrar of Stock: Illinois Trust & Savings Bank.

Annual Meetings: First Tuesday in May.

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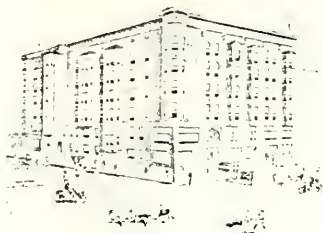
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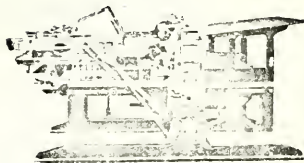
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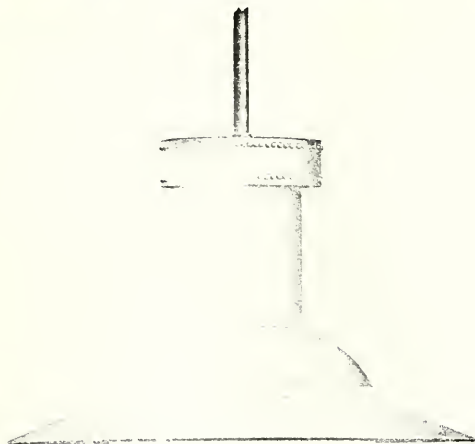
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