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CHAMBER OF COMMERCE

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## The Chamber of Commerce.

**T**HE CHAMBER OF COMMERCE building, shown on the right of this picture, is one of the latest of the many new and handsome public edifices erected of late years in Chicago. It is located at the south-east corner of La Salle and Washington streets, and fronts the Court-House square. To the east is the new building of Smith and Nixon; and still further to the east, at the corner of Clark street, is the Methodist block.

The style of architecture is decidedly composite, the beauty and majesty of Art having been made subordinate to the amount of capital stock and the prospect of future dividends.

The dimensions of the main building are ninety-three by one hundred and eighty-one feet, and one hundred feet in height.

From the main door the entrance leads up a short flight of stairs to a hall which extends the whole length of the building, each side being apportioned into handsome business rooms, all of which are occupied by merchants, banks, and insurance compa-

nies. The sides of the building face respectively on La Salle street and Exchange place. From this floor the ascent to the grand hall is by a double flight of stairs. This hall is the finest, in all its details, erected in the West. Eighteen windows throw their colored rays upon the room. Its loftiness, the harmony of the coloring, and the general character of the design are very imposing. It is elaborately adorned with frescoes, paintings and appropriate designs. The hall is one hundred and forty-three feet by eighty-nine, and forty-four feet from floor to ceiling. The interior of this grand hall is appropriately furnished for the business to which it is dedicated. The hall is lighted by Frink's reflectors on the top of the roof, which is one of Mensard's.

The building was erected and the site purchased by an incorporated company, known as the "Chamber of Commerce," composed of members of the Board of Trade. It cost about four hundred thousand dollars. The external view of the building, though faithful in every particular, fails in giving any just idea of the magnitude, convenience, elegance and grandeur of the

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interior construction and finish. The architect was E. Burling, Esq., of Chicago.

On Wednesday, August 30th, 1865, this grand edifice was dedicated, with imposing ceremonies, to Commerce. Prayer was offered by Rev. O. H. Tiffany, D. D., and the inaugural address was delivered by the Hon. Charles Randolph, President of the Board of Trade of Chicago. Other addresses were made by S. J. Anderson, Esq., of Maine; J. S. Ropes, Esq., of Boston; the Hon. D. G. Ford, Mayor of Oswego, New York; J. P. Bankson, Esq., of Pennsylvania; W. G. Perkins, Esq., of Ohio; the Hon. G. V. N. Lothrop, of Detroit; Adam Brown, Esq., of Hamilton, Canada West; Hon. Judge Harbison, of Louisville, Kentucky; Barton Able, Esq., of St. Louis; Hon. E. B. Martindale, of Indiana; A. S. Pease, Esq., of Troy, New York; and Henry G. Smith, of Tennessee. Delegates from the Boards of Trade and commercial organizations of Baltimore, Cleveland, Toledo, Albany and Troy, Portland, Boston, Cincinnati, Philadelphia, Pittsburg, St. Louis, Louisville, New York, Memphis, Buffalo, Oswego, Detroit, Milwaukee, Montreal, Toronto, Hamilton, Ottawa, and from all the cities and towns of the North-West. The dedication of the building was followed by a series of festivities, covering three or four days.

The Board of Trade of Chicago, to whose enterprise the city owes the successful completion of this handsome structure, is

composed of about fifteen hundred members. It was organized in 1848, and then numbered less than one hundred members. Ten years later, in 1858, it had increased to four hundred members, when a building was erected on Water street, arranged expressly for its meetings on 'Change. The rapid increase of business, the Board itself increasing to twelve hundred members, made it necessary, in 1863, to take steps for another and more suitable building. The present building is the magnificent result of the prompt and earnest efforts of the gentlemen to whom the work was intrusted.

The following are the officers of the Chicago Chamber of Commerce: *President*—R. M. HOUGH. *Vice-President*—V. A. Turpin. *Directors*—John L. Hancock, T. J. Bronson, P. L. Underwood, H. Milward, Lyman Blair, D. Thompson, J. M. Richards, Hugh McLennan, George F. Rumsey, Samuel M. Nickerson, J. K. Pollard. *Secretary*—C. L. Raymond.

The following are the names of the officers of the Board of Trade: *President*—CHARLES RANDOLPH. *First Vice-President*—T. Maple. *Second Vice-President*—John C. Dore. *Directors*—(for term expiring in 1866)—W. Nason, J. S. Harvey, Albert Morse, W. N. Brainard, C. M. Culbertson. Term expiring in 1867—S. S. Williamson, E. V. Robbins, W. H. Low, S. A. Kent, J. W. Odell. *Secretary*—John F. Beatty. *Treasurer*—George F. Rumsey.







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TREMONT HOUSE.

Chicago Int'l. Co. 152 & 154 Clark St.



## The Tremont House.

**T**HE TREMONT HOUSE.—The well-known hotel of that name is located at the south-east corner of Lake and Dearborn streets, fronting one hundred and sixty feet on Lake street, and one hundred and eighty feet on Dearborn street. The view gives both of these fronts, and also of the buildings on the east side of Dearborn street, as far south as Madison street, including McCormick's and Rice's Buildings, the Masonic Temple, and Portland and Speed's Blocks.

The Tremont House is one of the ancient landmarks of the city. The first house making any pretensions to the character of a hotel was a wooden structure, called the "Tremont House," on the north-west corner of Lake and Dearborn streets, owned and kept by the brothers Conch. Subsequently they erected a more extensive building of brick, diagonally opposite their hotel, and when it was finished they transferred the business and title

to the new edifice. This was the beginning of the present large building. From time to time they made additions to it, they remaining its proprietors. In 1853 the Tremont House was leased by Gage Brothers, and in 1855 John B. Drake, Esq., became associated with them in its management. It stood then, and until the new Sherman House was completed, without a rival in the Western States. In 1861 the building was raised to the new grade of the streets, and at the same time was remodeled, and that so extensively that it may be said to have been rebuilt. It was enlarged and newly furnished throughout. In 1863 David A. Gage, Esq., retired from the management, and the hotel is now conducted by George W. Gage and John B. Drake, Esqs., under the firm name of "Gage and Drake." The building is of brick, five stories high, containing two hundred and sixty rooms. Several of these rooms embrace parlor, chamber, bathing and other closets; and the hotel, in its furnishing



and in its management, is inferior to none in the United States. The ordinary average arrivals are one hundred a day—this not including those who come hither on special occasions. Until the completion of the new Chamber of Commerce, the spacious halls of the hotel were for many years used as a sort of evening exchange by the grain brokers of Chicago.

The Tremont House has many historical associations. It was from its balcony that Messrs. Lincoln and Douglas commenced the memorable canvass for Senator in 1858, and it was there that Senator Douglas died in 1861. One of the best evidences that its proprietors have reaped the reward of public confidence

and patronage is the fact, that it is the only hotel in Chicago that has neither suspended nor changed hands since 1853.

There are one hundred and fifty persons employed in the establishment, and the expenses at this time average about one thousand dollars a day. The present expenses of this establishment show the gradual increase in the cost of keeping a hotel since the war. The expenses for the month of September, 1862, were twelve thousand dollars; of September, 1863, sixteen thousand dollars; of September, 1864, twenty thousand dollars; and of September, 1865, twenty-nine thousand dollars.







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GREAT CENTRAL DEPOT GROUNDS.  
With Entrance to Harbor.

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## Great Central Depot.



ENTRAL DEPOT.—This view is taken from a point near the junction of Adams street and Michigan avenue. It presents the Great Central Passenger Depot, from which depart the trains of the Illinois Central Railroad, the Michigan Central, and the Chicago, Burlington and Quincy Railways. To the right of the depot are two of the mammoth elevators, named A and B, which are erected on the river. The light-house marks the northern point of the entrance to the harbor. Beyond, two miles out in the lake, is the Crib—the huge structure anchored there being the lake end of the tunnel through which the city is to draw its supply of water. Between the elevators and the railway building may be seen a portion of the shipping which line the harbor. From the station-house, southwardly, is the railroad track, running due south. This track is constructed on trestle-work, and

is protected on the lake side by a heavy breakwater, constructed of piles, filled in with stone. Between the track and Michigan avenue is a large park, one mile in length, and which is about two-thirds covered with water. In summer this charming body of water is used for aquatic pleasures, yachts and row-boats, and in winter for skating. When this park is planted and beautified, as it should be, it will be a charming resort. The view includes only a small portion of the north end of the park.

To the west of the depot may be seen the Adams House, which is located on the corner of Michigan avenue and Lake street.

This is one of the most familiar pictures in Chicago. There are but few strangers who do not visit Michigan avenue, from which is spread out the lake in all its grandeur. The depot building, which is the finest of the kind in the West, was designed by Otto Matz, Esq., an architect residing in Chicago.









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## 2<sup>d</sup> PRESBYTERIAN CHURCH.

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## The Second Presbyterian Church.

**T**HE SECOND PRESBYTERIAN CHURCH is located at the north-east corner of Wabash avenue and Washington street. The building presents a unique appearance, and never fails to attract the attention of the stranger. A description of the mixed style of architecture is rendered unnecessary, because of the very faithful portrait of the church made by the artist. A peculiarity of its structure, however, is not so sufficiently shown that a person who never saw the building would discern it, and this peculiarity is in the material of which it is built. The stone was quarried just outside of the present city limits, in the vicinity of the celebrated artesian well, and presents a remarkable appearance. The stone is popularly known as "tar rock," for which name it is indebted to the bituminous substance which it exudes. This discoloration is not uniform: on some blocks, at times, the discoloration is very dark, while other blocks will be only slightly so, and again others only

present the natural gray of the limestone. So uniquely is this discoloration distributed over the building, that it has the appearance of having been produced artificially. The general effect is very attractive, and is so remarkable that it rarely fails to live in the memory of those even who see it but once.

The design was by Mr. Renwick, of New York, though the building was erected under the superintendence of Mr. Asa Carter, an architect of this city. Its dimensions are—front, on Wabash avenue, eighty feet; depth, on the line of Washington street, one hundred and thirty feet, extending to Dearborn place, beyond which is Dearborn Park. The main or south tower is one hundred and sixty-one feet high, the north one is sixty-four feet. The body of the church is sixty-four and a half by eighty-two and a half feet. It will accommodate eighteen hundred persons, and is lighted by stained glass windows. There is a lecture-room adjoining the church, which is used as a Sunday school, and for the business meetings of the congregation. The



church is provided with a very fine organ, which, as it now stands, cost over five thousand dollars. The building was projected and commenced in 1849, and completed in 1852. At that time labor and building materials were to be had at comparatively insignificant prices, and the edifice was erected and completed, with bell and organ, for the moderate cost of forty-five thousand dollars.

Chicago at that time was young in its march of prosperous and magnificent growth. At that time there were but few streets that were improved, even to the extent of planking. Now the Second Presbyterian Church is but one of a large number of church edifices, whose towers and spires mark Wabash avenue for miles beyond what was then considered a remote part of the city.

Previous to the completion of this building, the congregation, then a very small one, worshiped in a frame tenement on Randolph street, in the neighborhood of the Court House. The congregation was organized in 1842, and the Rev. Robert W. Patterson, D. D., accepted the call, and has continued as its pastor to the present time. The congregation has increased from that time, until it now numbers about eight hundred members. The church is always full; that is, its membership is always equal to the capacity of the church accommodations.

Five distinct swarms have taken their departure, each settling in some other part of the city, and in time erecting another large and handsome building, to be in time also filled and to send forth its swarms to locate upon new sites.

The pastor, Dr. Patterson, is of what is known as the New School Presbyterians, and enjoys a reputation in Chicago and in the country for learning, ability, and personal qualities not surpassed by any other clergyman of his church. The trustees at the present time are, P. L. Yoe, Esq., W. N. Gould, Esq., John McGinnis, Esq., B. V. Page, Esq., and William Blair, Esq. The elders are the Hon. W. H. Brown, Hon. B. W. Raymond, Hon. H. F. Mather, J. C. Williams, Esq., T. B. Carter, Esq., and Z. Grover, Esq.

The congregation is not only large, but of the most respectable character, including many of the wealthy families of the city. In the list of those who have occupied public position, who belong to the congregation, are the names of Senator Trumbull, Judges Higgins and Skinner, Lieutenant-Governor Bross, Hon. John Wentworth, and J. H. Dunham, Esq. The late ex-Mayor Dyer was a member of this church.

The congregation maintain a number of flourishing mission schools in other parts of the city, and are now erecting a large building for that purpose in the southern part of Chicago.







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CUSTOM HOUSE



## The Post Office Building.

**P**OST OFFICE.—This is one of the best buildings erected in the West by the Government, for the accommodation of its officers. It is built of the Illinois marble, and presents a finished and handsome appearance. It is erected at the north-west corner of Dearborn and Monroe streets, the main front being on Dearborn street. The building is three stories high, and has a very fine basement.

The main floor and basement are occupied exclusively by the Post Office; the second story by the Collector of Customs, the Public Depository, the Collector of Internal Revenue, Steamboat Inspector, United States Marshal, United States Commissioner, and by clerks of the Post Office. The Hon. Luther Haven is Collector and Depository, and T. J. Kinsella Deputy Collector. The third story is occupied by the Federal Courts, Clerks, and District Attorney, with rooms for grand and petit jurors.

To the left of the Government buildings may be seen the

Monroe-street entrance to the new marble block of Benjamin F. Lombard, Esq., a building nearly equal in size to the Post Office building, built of the same stone and finished in the best style. It is occupied by the Fourth National Bank of Chicago, of which Mr. Lombard is President, and by various insurance and banking companies, brokers, dentists, and other professional business men. To the right is the building known as "Reynolds' Block," owned by the Hon. Melville W. Fuller. E. G. Hawley, Esq., represents the Reynolds estate. It extends north to Madison street.

The site on which this building is erected was formerly occupied by Doctor C. V. Dyer, as a residence. It was purchased by the Government in 1855, at which time an appropriation was made by Congress for the erection of the Post Office. The original plan was for a building eighty-five feet on Dearborn street, and sixty feet on Monroe street, and the contract was awarded upon that plan on the 25th of October, 1855, the cost being eighty-four thousand dollars. Upon the earnest appeals











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WABASH AVENUE METHODIST CHURCH.

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# The Wabash Avenue Methodist Church.



IN the north-west corner of Wabash avenue and Harrison street stands this stately and imposing edifice. It was completed in 1857. The style is Gothic, with old English detail. The fronts are of brisk-hammered stone, with fine cut stone trimmings and cornices. Two turrets, with projecting buttresses at the sides and angles, complete the exterior finish. The dimensions of the building are as follows: depth on Harrison street one hundred feet, breadth of front on Wabash avenue sixty-five feet, height of walls forty-two feet, height to the apex of the roof seventy-five feet, height of the corner turrets one hundred feet. The interior of the church is handsomely finished. The basement is divided into a lecture and Sabbath-school room, forty by sixty-two feet, several class rooms, and the pastor's library room. The heating apparatus is also in the basement. These several rooms are neatly and comfortably furnished.

The main audience room occupies the full size of the interior of the building—sixty-two by ninety feet in the clear, including the vestibule. The church is furnished with self-supporting galleries on the sides, and with a spacious choir and organ gallery over the vestibule; the view in the church is therefore unobstructed by columns. The height of the ceiling is forty-five feet. This audience room, including the galleries, will seat nine hundred persons. The interior finish is quite ornate, with open timber-work in the roof, forming a ceiling divided into sections and panels, which spring from corbels on the walls, terminating with richly carved pendants at the vaulted portion of the ceiling. Various fine specimens of Gothic carving adorn the spandrels and panels. The timbered work of the roof, and the pulpit and pews, are grained in imitation oak, and the walls are stuccoed. These carvings were designed by the architect. The windows are of stained glass, and the choir gallery is finished in Gothic style. The organ, which is a very fine one, was built by Mr.

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William A. Johnson, of Westfield, Massachusetts, and was put into the church at a cost of three thousand five hundred dollars.

The church has had its financial troubles. It was completed just before the panic of 1857, and the debt was oppressively felt for a long time. The church in April, 1857, numbered fifty-seven members; several of these have passed away, but the number has largely increased. The first Board of Trustees were Messrs. George C. Cook, E. G. Reynolds, Daniel Goss, W. B. Phillips, H. W. Clark, W. M. Doughty, Lott Frost, and C. H. Abbott. The Building Committee were Messrs. George C. Cook and Daniel Goss. The design of the building was furnished by Boyington and Wheelock, but it was erected under the superintendency of W. W. Boyington, architect, of Chicago. The whole cost of the building was sixty-five thousand dollars. The present Board of Trustees consists of Messrs. George C. Cook, Orrington Lunt, Daniel Goss, W. B. Phillips, C. B. Heartt, L. Richards, Ralph Connable, S. P. Lunt, and W. H. Rand.

The first pastor was the Rev. William M. D. Ryan, who had previously been pastor of a congregation in the city. Through his exertions a subscription was made of about half the cost of the building. Before the building was ready for occupancy the

financial disaster had fallen upon the country, and a large portion of this subscription was never realized. The debt due upon the church, when completed, was about forty thousand dollars. Dr. Ryan was succeeded in the pastorate by the Rev. Mr. Krebs, of Baltimore, who remained one year, and left in 1860. In that year the Rev. Henry Cox was appointed pastor, and remained two years. During his time the debt, which had increased, was somewhat reduced. In 1862 the Rev. Robert L. Collier was appointed to this church. In the mean time the membership had steadily increased, and under the management and liberality of such men as John V. Farwell, George C. Cook, Orrington Lunt, John F. Carter, and others, the whole debt was discharged. Mr. Collier was succeeded, in 1865, by the Rev. R. M. Hatfield, the present eloquent and much loved pastor. The congregation have been fortunate in the choice of the several gentlemen who have been pastors from the first organization to the present day. They have all been active, earnest, and able men, and have contributed to increase and foster that unity which has marked the affairs of the church, both spiritual and temporal, during all that time.







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RUSH STREET BRIDGE.

From State St.

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## Rush Street Bridge.



USH-STREET BRIDGE is but one of a series of views intended to give a fair, general representation of the river and harbor of Chicago. The sketch is taken from the new bridge at State street, and looks eastwardly to Rush-street bridge. There was no bridge upon the river east of Clark street until 1857. Previous to that time the only means of crossing was by a rope ferry at the point where now stands Rush-street bridge. In the fall of 1856 this ferry boat, while crowded with passengers, was run down by a passing tug, and some six or eight lives were lost, and then steps were taken to erect a bridge at that place.

The undertaking was a large one for the time. The river was somewhat straightened — or perhaps it should be said that the bend in the river was made less abrupt — by widening it on the

side. Near the south end of the bridge there stood the inner light-house, which was then discontinued. Old Fort Dearborn, from which Chicago took the name it bore for many years, was situated near the south end of this bridge, and was torn down about the time the bridge was built.

The bridge built upon this site, in 1857, was an iron bridge of handsome construction, and cost, including the mason work of the central pier, and of the abutments and approaches, fifty-two thousand dollars. It was built by Harper and Tweedale, and was considered a model of strength and durability. The bridge was two hundred and nine feet long and thirty-three feet wide, turning upon a pivot in the center. The approaches measured, south forty feet, north seventy feet. In November, 1863, while a vessel was approaching, a herd of cattle was driven upon the bridge. The driver, unable to understand the remonstrances of the bridge-tender, or unable to control the movements of the

cattle, disregarded the signal, and did not check the animals. The bridge was swung, to avoid a collision with the vessel; and when it got clear of the supports, the great weight of the cattle on one end caused it to slip from its central balance, and it then broke and fell into the river, a shapeless mass of broken and twisted iron. Though several persons were on the bridge at the time, no serious injury was sustained. A large number of cattle was drowned, and others were killed beneath the fragments of the broken bridge.

The new structure, which is represented in this view, is of the

same dimensions as the original bridge, but is built of wood. Fox and Howard, of Chicago, erected it in 1864, for the city, at a cost of ten thousand dollars.

On the left of the picture is the elevator of the Galena and Chicago Union Railroad, now one of the roads of the Northwestern Railway Company, and on the right is seen Jewett and Root's stove warehouse. It will be seen that Bennet Pieters and Company had, at the time the sketch was taken, sole occupancy of the fenders of the new bridge, in advertising their famous Red Jacket Bitters





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MICHIGAN AVENUE  
From Park Row

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## Michigan Avenue.

**T**HIS is one of the most frequented and familiar scenes to the residents of Chicago, and is presented in this view as seen from Park Row. We have already had a view of the northern part of the lake park, including the Central Depot and vicinity. This view includes the whole of the park. The picture, however, is intended to give a view of Michigan Avenue, the residents of which are envied the distinction which is supposed to attach to the occupants of a dwelling on this magnificent avenue. The portion represented in this view is about one mile in length, and embraces all that part of it which commands an unobstructed view of the lake. Built, as it is, only upon one side, and fronting the lake, it has always been sought as a desirable place of residence. Time has been, and that not so very remote, when

the portion of Michigan Avenue represented in this view was equal to the accommodation of those who were regarded as the leaders of fashion and the possessors of unusual wealth,—but these times have passed. Wealth and fashion, unable to find room in this contracted space, have gone elsewhere, carrying with them to other parts of the city the elegance and refinement, taste and display, which have made Wabash, Indiana, and Calumet Avenues, and certain localities in the North and West Divisions, such favorite places of residence; yet, while in other parts of the city there are larger and more magnificent dwellings, and more of them, Michigan Avenue still enjoys the name of being the central abode of Chicago elegance and wealth. The improvements which have been made upon this street during the past few years have been both extensive and costly. Commencing at Dearborn Park, where Washington street intersects the avenue,

and extending south to Park Row, the avenue presents a succession of elegant dwellings. South of Van Buren street is Terrace Block, a compactly built row of residences, equalling any equal number in the city. There are several houses yet to be built to complete the original design of the row.

A number of old citizens, those who have grown up with Chicago, have resided on this street. Some of these have died, and in some cases their families continue to occupy the mansions, while in others new comers have taken their places. The families of the late Judge Manierre and of George Steel, Esq., are of

this latter class. In the list of those who have held official position, and whose dwellings form part of the display of this portion of the avenue, are Bishop Duggan, Judge H. T. Dickey, Lieutenant Governor Bross, Hon. J. Y. Scammon, Judge John M. Wilson, J. H. Bowen, Esq., Thomas Hoyne, Esq., Hon. Norman B. Judd, William Blair, Tuthill King, S. C. Griggs, S. B. Cobb, G. M. Kimbark, Chauncey Bowen, S. J. Surdam, Hon. W. S. Gurnee, Hon. J. L. Scripps, P. L. Yoe, Jerome Beecher, M. D. Gilman, and others.







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CROSBY'S OPERA HOUSE

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## The Opera House.

**I**N this plate is given a view of the front of Crosby's Opera building, the finest public building in the West, and hardly excelled by any similar structure in the United States. The magnificent Opera House, which is without an equal in the United States, forms but a part of this elegant and costly structure. The main building, the front of which is represented in the plate, is on Washington street, between State and Dearborn streets. The view is taken from State street, looking west. The building has a front on Washington street of one hundred and forty feet; is four stories high, with a Mansard roof, and the architecture is Italian. It is built of the now justly celebrated Athens marble, quarried within forty miles of Chicago, which is so extensively used in the construction of so many public buildings and private residences in Chicago.

The need of an opera house in Chicago had become more and more apparent, as the population of the city got larger, and its wealth and taste had in like manner increased. Chicago had always been a liberal patron of music, and its local celebrities, as well as foreign artists, found a public always willing to greet them and to make that greeting substantial.

In 1863, Mr. URANUS H. CROSBY, of Chicago, a gentleman of means and of great enterprise, conceived the idea of building in this city an edifice of this kind, which, while designed to be of personal profit to its projector, should also be a credit and an ornament to the city, and give stability to the growing interest in the fine arts. Filled with this most honorable ambition, he, in company with W. W. Boyington, Esq., an architect of Chicago, visited the other cities of the country, examining with care all buildings erected for like purposes, profiting alike by the practical excellencies and the practical defects which they witnessed. The result of this careful and deliberate examination was the plan of the present building, which, without exception, is generally acknowledged the best designed structure of the kind in America. It embraces all the conveniences and excellencies of the various similar establishments, and as few of their defects as possible. The front of the building combines simplicity with massiveness, and the ornamental designs are sufficiently elaborate, and yet do not, as is too often the case, spoil the general effect. In the centre is a projection which is twenty-three feet wide, through which is an arched entrance to the building. Upon the parapet above this entrance are placed four statues, representing respectively Painting, Sculpture, Music, and Commerce. These



were designed and executed by L. W. Volk, Esq., a sculptor of Chicago. Higher in this same central projection are two large figures, designed also by Mr. Volk, representing Music and the Drama. These are placed one on each side of an elaborate dormer window.

On the ground floor are four large halls or stores, each thirty feet front by one hundred and eighty feet deep, and sixteen feet high. These are occupied respectively by Root and Cady, J. Bauer and Company, and W. W. Kimball, as music and piano stores, and by H. M. Kinsley's celebrated and elegant confectionery, ice cream and dining establishment.

The second floor of the main building is occupied by offices—real estate, insurance, millinery, and others. The third floor is similarly occupied. The fourth floor is devoted to the studios of artists, the following persons being now there: George P. A. Healy, J. H. Drury, C. Highwood, J. R. Sloan, Mrs. S. H. St. John, P. F. Reed, J. H. Reed, H. C. Ford, John Antrobus, E. Seibert, and D. F. Bigelow. On this same floor is a very fine Art Gallery, thirty feet wide by sixty feet long, and eighteen feet high. It is admirably arranged for the purposes to which it is devoted. It is filled with the works of the artists of this and other cities, and is one of the most attractive exhibitions of Chicago.

In the rear of this main building is the Opera House, from which the whole edifice takes its name. Passing through the main entrance, already described, to the next floor, a spacious corridor is reached, which is richly ornamented with frescoes, mirrors, and statues. From this corridor open to the right two most spacious and richly furnished toilet rooms, for ladies and gentlemen. On the left of the corridor are three large door-

ways, through which the visitor enters the auditorium of the Opera House. The effect which is produced by the appearance of the hall, upon opera night, when filled by an audience, is very fine. There are seats for three thousand persons. It is, in all its parts and appointments, the finest theatre in the country, and has been so pronounced by all the artists who have seen it. It must, in fact, be seen to be justly appreciated. No description, no matter how elaborate, will convey that sufficient idea of it that is at once obtained by a personal view. It has that rare advantage, that a person in any part of the hall, whether in the topmost seat of the gallery, on either side, or in the most remote part of the lobby, can see and hear every thing that passes on the stage. The view is wholly unobstructed.

The dimensions of the auditorium are eighty-six by ninety-five feet, and sixty-five feet high. The ceiling is a triumph of art. It is crowned by a central dome, some twenty-eight feet in diameter. This dome is encircled by panels bearing portraits of Beethoven, Mozart, Auber, Weber, Verdi, Wagner, Gounod, Gluck, Bellini, Donizetti, Meyerbeer, and Rossini, and the other parts of the ceiling are richly frescoed and moulded in gilt. Directly in front of the stage, and over the orchestra, is a painting forty feet long, from the "Aurora" of Guido Reni, the panels on either side of which are filled with allegorical representations of Tragedy and Comedy.

The stage is extensive and convenient, and supplied with every facility. There are six proscenium boxes. The main floor is apportioned to the orchestra, the parquette, and the dress circle, the parquette rising from the orchestra to nearly the height of the circle. The second floor is the balcony circle, the centre of which is divided into fifty-six private boxes; these immediately front



the stage. On the next floor is the family circle, which, though elevated, is none the less convenient. It is comfortable and admirably adapted to hearing and seeing what passes on the stage. The gallery fronts are protected, and at the same time handsomely ornamented with open wire-work, painted in white and gold, and cushioned with blue silk.

The arrangements for heating and lighting this entire building are complete, and have proved most successful. The entire number of burners are lighted by one operation of an electric apparatus. The means of exit from the Opera House are various, and so arranged that in case of an alarm, or of actual danger, the audience may get out of the building without confusion, easily, expeditiously, and safely. In addition, there has been added to the building another wing, fronting on State street, and containing a fine music or concert hall, fifty by ninety feet, with galleries on three sides.

The cost of the entire building and site was nearly, if not quite, seven hundred thousand dollars. This magnificent edifice was built in 1864-5, and was ready for occupancy in March, 1865. The inauguration of the Opera House was intended to have taken place on the night of Monday, April 17th, 1865; but the death of President Lincoln, which took place on the Saturday previous, caused it to be postponed until Thursday, the 20th of April, when it was opened by Grau's Italian Opera troupe, the opera being "Il Trovatore." Previous to the opera, and as soon as the orchestra had taken their seats, there was a universal call by the densely packed audience for Mr. Crosby. That gentleman appeared, and as soon as the applause which

had greeted him had subsided, made a brief and excellent address in acknowledgment of the compliment. He declined making a speech, preferring, as he said, to let the building speak for itself. His personal object, as a business man of Chicago, had been to use every effort in his power to promote the interests, elevate the tastes, and conduce to the happiness of the great city in which he had cast his lot. He introduced to the audience the Honorable George C. Bates, who read a poem written for the occasion by W. H. C. Hosmer, Esq., the "Bard of Avon." The audience assembled on that evening was undoubtedly the most numerous and brilliant ever assembled on a like occasion in this city.

The following are the persons whose names are connected with the erection and construction of this building:

Proprietor .....	U. H. Crosby.
Architect .....	W. W. Boyington.
Ass't Architect and Draughtsman.....	John W. Roberts.
Fresco Painting .....	Jevne and Almini.
Painting and Graining.....	Heath and Milligan.
Scenic Artist .....	William Voegtlin.
Stage Carpenter and Machinist.....	Wallace Hume.
Carpenter and Mason .....	Wallbaum and Bauman.
Cut Stone.....	L. H. Bolderwick.
Heating Apparatus .....	Murray and Winne.
Gas Fixtures .....	H. M. Wilmarth.
Plumbing .....	John Hughes.
Plastering.....	C. Kobolt.
Plate Glass.....	John R. Platt, New York.

## Twelfth Street Bridge.

**T**HIS is a view of another section of the Chicago river, taken from Twelfth-street bridge, looking south. Its principal features are the mammoth elevators of Munn and Scott, and of Flint and Thompson. These elevators are but a few of those which are to be seen in all parts of Chicago. They are located on the south branch, one mile from the main river, and forming part of the vast commercial machinery of Chicago, are well worth a visit from strangers, who cannot fail to be charmed with the admirable system upon which they perform so vast an amount of business.

It is impossible to put into any one picture any very comprehensive view of the Chicago river and its branches; therefore, from time to time views of portions of it from the mouth to the junction of the North and South branches, and of the more important points along the latter, will be given. The river, with its mills, elevators, warehouses, and shipping, would furnish itself thirty-five views, representing one of the great departments of the commerce of the city. The illustrations of this part of the city, with figures showing the tonnage that finds business in this port, will be continued in subsequent numbers of this work.





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VIEW FROM LAKE VIEW HOUSE



## The Lake View House.

AS our readers have seen, our illustrations have hitherto been confined to views of Chicago within the more thickly settled portions of the city. In order to the full accomplishment of the purpose and plan, it is deemed necessary to give, from time to time, views of the surroundings of the city, and of special points in the neighborhood—localities which, while they are, perhaps, not properly parts of Chicago, are yet the outspringings, as it were, of her growth, and consequent upon her development.

A city never consists of itself alone. It has, in various ways, nerves stretching out, which, in their ramification, betray the existence of the common centre, and which, as much as the centre itself, illustrate the main point of attraction.

As one of these outgrowths, we give in our present number a very beautiful picture of the immediate surroundings of Lake

View, and the lake and shore and city in the distance. Of our suburbs, especially along the shore north and south, we have great reason to be proud. The south stretches away to Hyde Park; while the north, with its undulations and bluffs, furnishes, as far away as Milwaukee, elegant sites for villas. The picture we give in our present number shows the scene as it appears from the top of the Lake View House, about four and a half miles north of the Clark-street bridge. The point from which we look is itself the centre of a group of elegant suburban improvements, chief among which are, perhaps, the very elaborately ornamented grounds of S. H. Kerfoot, Esq. This place, with its very solidly constructed carriage-drives, its artificial ponds, rustic bridges, and fine green-houses, is said to be the most artistically arranged place west of New York city. It extends from the lake shore to the main road. This country seat is styled "Dawn." Near this is also the palatial residence of James B. Waller, Esq., formerly



of Kentucky, very extensively and handsomely improved. Mr. Waller calls his place "Buena Vista." Immediately on the lake shore is the beautiful villa of the Rev. F. W. Ewing, surrounded by grounds very finely decorated. This spot is appropriately named "Rose Heath." "Woodsend" is the residence of our well-known citizen, Doctor Dyer. It is situated, as its name indicates, immediately at the extremity of the grove which adjoins the limits of the city on the north. This place is very complete in all its appointments and surroundings.

The residence of Albert Sturges, Esq., of the banking firm of Messrs. Solomon Sturges' Sons, adjoins that of Doctor Dyer. This beautiful home, deserving of a name in every way indicative of culture, no doubt has its title, but we failed to learn it. The newly finished dwelling of W. C. Goudy, Esq., completely embowered in the same grove with the two last named, is specially deserving of mention. Immediately at the limits of the city we have "Norwood," the residence of the Hon. Ebenezer Peck. Very rarely do we find more elegance and finish than this place shows. It is surrounded by fine native oaks, interspersed with other deciduous and evergreen trees.

Our space fails us, or we would particularize farther the beauties of this suburban settlement. The horse cars, starting from

the corner of Lake and State streets, carry passengers away to the extreme end of, and past, all these points, to Graceland Cemetery, that beautiful city of the dead, in which are to be found some of the most elaborately finished resting-places of the loved ones gone.

Saunders' floral establishment, (a large grapery to be erected at once,) cottages, villas, and improvements of various kinds, greet the eye as we ride along, and make Lake View a very elegant and desirable place of residence.

It will be perceived that the harbor, the shipping, the lighthouse at its entrance, the water-works, and the whole east or lake-side view of the city, are in full sight from the shore north. This beach is to be improved with a drive of one hundred feet in width, of which fifty feet in the middle are to be given to the drive-way, and twenty-five in width at each side for trees. This drive, when completed, will be one of the most elegant in the world. A charter for this improvement was obtained at the last session of the Legislature. There is also a very liberal charter, appointing commissioners for the location of a park of six hundred and forty acres in the town of Lake View, to which this drive is to lead. The plan and designs of this park promise one second only to the New York Central.





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## Court House.

**T**HE view of the Court House is taken from the north-west corner of La Salle and Randolph streets, and, unfortunately for the picture, from a point where a tree completely obscures the steps and main entrance.

The style of the building is plain Italian, and the material is gray limestone, from Lockport, New York. At that time Chicago had not become fully informed that a better and handsomer stone was to be found in inexhaustible quantities at her own door.

The plan of the building is formed by a central part one hundred feet square, having projections north and south, fifteen by sixty feet, and on each side similar projections, thirty-two by sixty feet—making the building from front to rear one hundred and thirty feet, and its breadth from east to west one hundred and sixty-four feet. The original building was completed in 1853, and comprised a basement (above ground) and two other stories. This basement, which was eleven feet high in the clear, was arranged for the county jail, sheriff's offices, and city lock-

up, for which purposes, except the last, it is now used. The first story, sixteen feet high, contained a supervisors' room, county court and clerk's offices, office of recorder of deeds, debtors' prison, jail hospital, mayor's office, etc. The second story, twenty feet high, contained the circuit court room and city council room, each arranged with dome ceiling. The entrances, north and south, were approached by massive flights of stone steps twenty-two feet in length. The principal hall, fourteen feet wide, extends through the building, and is widened near the centre, to admit two easy flights of stairs leading to the second story. The cost of the building originally was ninety-eight thousand dollars. John M. Van Osdell, Esquire, of Chicago, was the architect and superintendent; Peter Page, mason; John Sollitt, carpenter; F. Letz, iron worker; C. V. Dyer, F. C. Sherman, W. H. Davis, B. W. Everett, Joseph Filkins, and S. Anderson, building committee.

In 1856-7 the city of Chicago resorted to the necessary operation of raising the grade of its streets. The rise in the adjoining streets was about five feet, which, when completed, left the



Court House Square about that distance below the level of Randolph street. The filling of the Square put the basement half under ground, and destroyed the proportions of the building. In 1858, to meet these changes, a third story was added to the building, giving an additional height of twenty-five feet. A massive cupola was erected on the centre of the building, and a spiral iron staircase leading from the interior to the observatory balcony, the elevation of which is one hundred and twenty feet from the ground. This story is now occupied by the superior courts, the city council, law library, board of public works, and other city and county officers. The cost of the improvement was about eighty thousand dollars, including the improvements in raising the whole public square. A circular area surrounds the entire building with stone wall and iron railing. The building is admirably adapted for all the purposes for which it was intended. The plan admits light from three sides into all the principal rooms, and from two sides in all the other rooms; and, considering that in the construction of the original building, as well as the addition and improvement, the architect was cramped by the most economical notions, he deserves great credit for his work. It is, perhaps, the best arranged and best built public building in the United States, of its size and material, constructed for the same amount of money.

The cut stone for the improvement was furnished by Messrs. Carpenter, of Lockport, New York; the mason work by N. Loberg, of Chicago; the carpenter work by Wilcox and Ballard, of Chicago, and Mr. J. M. Van Osdel was the architect and superintendent. The entire building is heated by steam.

There have been efforts made repeatedly to ornament the grounds around the building with trees and evergreens. Some few trees have struggled against adverse fate, and continue to put forth their verdure. There are four *jets-d'eau*, one near each angle of the Square. Unsuccessful attempts have been made, during many years, to induce the public to keep off the grass.

Previous to 1840, and for several years later, the courts and public offices of the city were held at various places, in rented apartments. In 1841 the courts were held in the brick building at the south-west corner of Wells and Randolph streets, which since then has been improved, and is now the Metropolitan Hotel. Subsequently, the county felt justified in building a Court House on the north-east corner of the Square, and a jail at the north-west corner; but these soon proved inadequate, and in time gave way to the present structure, as this in time will have to give way, perhaps, to a marble edifice, covering the entire Square. The building is the property of Cook county.







COR STATE & WASHINGTON ST



## Corner State and Washington Streets.



SOUTH-EAST of the corner of Washington street, looking north, is the point we have selected for our view of the north end of State street. On the left hand is the Merchants' Hotel (formerly the Stewart House), adjoined on the north by Crosby's Building, the latter of which connects at the rear with the Opera-House building, a view of which has already been given in this work. This building is of brick, and finished in very fine style. The main floor is occupied by Rice and Allen, print publishers; Partridge, dry goods; Brown and Mathews, merchant tailors. In this building is a very commodious and well arranged music hall or concert room, fifty by ninety feet. It is connected with the Opera House, to which persons can enter by a wide and convenient entrance from State street. It constitutes part of the Crosby Building, and is appropriately finished throughout. North of this edifice is the four-story building, the central point of whose interest is DeGraff's mam-

moth clothing store, situated at the south-west corner of Randolph street.

North of this point the view extends to Lake street, thence to Water street, and a glimpse of State-street bridge is to be had in the distance.

This part of State street presents at all hours a very lively interest. On the east side of the street, between the point from which the view is taken and Randolph street, are the offices of the South and West Chicago railways. From these offices, or the immediate vicinity, start all the cars that go south on State street for their different points in the South Division; also, the cars on the five roads of the West Division. Further north, near Lake street, the cars of the North Division railway leave and arrive every few minutes to and from their several destinations.

State street at this point is one-third wider than further south. In the centre of the street, fronting on Randolph, was at one time a spacious market-house, with a public hall over it. Some eight years ago public opinion triumphed over the conservatism

that abhors change of any kind, even to the abatement of nuisances, and the obstruction, which had become almost a public grievance, was sold and removed.

The theaters, opera house, and principal hotels are all in the immediate vicinity of this part of State street. Tobey's cele-

brated furniture establishment and Thomas's dining hall are on the east side of the street, near the city railway offices. Volk's gallery of statuary and his studio are located in the building at the south-east corner of Washington and State streets.







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TRINITY CHURCH

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## Trinity Church.

**T**HIS edifice is built in the most substantial manner; not built to serve for a short period, and then (as has been frequently the case in Chicago) abandoned to business uses, while the congregation erect elsewhere another building for religious purposes. It is located on Jackson street, fronting north, between Wabash and Michigan avenues. It has a front of seventy-one feet, and is one hundred and fifty feet deep. The front and the lower sections of the towers are built of Athens stone, and the side and rear walls of brick. Between the towers, in front, is an arched arcade, uniting in the entrance spaciousness and effectiveness. The vestibule is sixteen feet deep, and the auditorium sixty-five feet wide by one hundred and twenty-five feet in depth. The stairs leading to the galleries rise from the vestibule on each side of the outer entrance to the building. The church contains on its main floor one thousand seats, and in the galleries four hundred more. The interior of the building is handsomely frescoed and furnished, and the heating and lighting arrangements are

admirable. The chancel is at the south end of the church, and has an octagonal shape, with a grooved arch, arched ceiling, and is lighted by stained-glass windows, appropriately emblazoned. The auditorium is lighted exclusively from the roof, there being no side windows. The effect is pleasing, notwithstanding the degree of solemnity which is produced. This effect, however, is only visible during the day. In the evening the building is handsomely lighted in every part, with gas-burners arranged with great taste, and most effectively. T. V. Wadskier, Esq., of Chicago, was the architect.

This church has long been remarkable for the attention given to its music. The choir has always ranked with the first in the city, and many of the leading vocalists, male and female, of Chicago, have been members of the choir of Trinity Church. Independent of the strictly religious services of Trinity, the choir has always been of great attraction to the general public.

This building was commenced in August, 1860, and completed in the following spring. The site was purchased of Cyrenus Beers, Esq., and the corner-stone was laid on the 4th day of Sep-



tember, 1860, by Doctor Pratt, the rector, assisted by the clergy of the city. On the 16th day of June, 1861, divine service was for the first time celebrated in the building. The Church was at that time in debt, and could not be consecrated; this debt, however, was in the course of the succeeding years discharged, and on the 24th of April, 1864, the edifice was solemnly consecrated to the service of God by the Right Reverend Henry J. Whitehouse, Bishop of Illinois, assisted by several clergymen of this and other cities. The Reverend Noah Schenck, formerly pastor of the congregation, and now of Baltimore, preached on the occasion. The history of this building cannot be complete without briefly stating the progress of the society.

At a meeting of St. James's congregation, near the close of the year 1841, it was voted that an Episcopal Church upon the south side of the river was necessary, and very advisable; and some months later a parish, including the whole south division of the city, was established under the title of Trinity Church. The first election resulted in the choice of the following officers: *Senior Warden*—J. Brinkerhoff; *Junior Warden*—S. J. Sherwood; *Vestry*—Cyrenus Beers, Charles Saunter, Caleb Morgan, Thomas Whitlock, and W. H. Brackett. The Reverend W. F. Walker, the rector of St. James, for a long time thereafter had both parishes under his charge, service being held in some building occupied temporarily for that purpose. In the spring of 1844, Mr. Walker resigned the rectorship of St. James, and became rector of Trinity. In June, 1844, the ceremony of laying the corner-stone of Trinity Church was performed by the Right Reverend Doctor Chase, Bishop of Illinois, assisted by several clergymen, and divine service was held for the first time on the 25th of August, 1844. This building is yet standing,

and is located on Madison street, near Clark street. Mr. Walker continued rector until 1847, and was succeeded in September of that year by the Reverend William Barlow. In February, 1850, Mr. Barlow died, and was succeeded by the Reverend C. E. Swope, from St. James College, Maryland, who served until May, 1851, when the parish was divided, and that of Grace Church organized—Mr. Swope leaving Trinity with that portion of his congregation that had organized Grace Church. For the two following years Trinity had no permanent pastor; but in 1853, the Reverend W. A. Smallwood, D. D., was chosen, and entered upon his sacred duties in August of that year. He was succeeded, in 1857, by the Rev. Noah Schenck, who continued rector till January, 1860, when he accepted a call from Emanuel Church, Baltimore, whither he removed. The Reverend James Pratt, who at that time was rector of a church in Philadelphia, was elected to succeed him, and entered upon his duties in March, 1860. During his pastorate the present church was projected, built, and completed. In March, 1863, owing to ill health, Doctor Pratt resigned, and was succeeded in October of the same year by the Reverend George D. Cummins, D. D., the present rector, who has recently been elected Assistant Bishop of the diocese of Kentucky. The Reverend G. C. Bird is the curate of the parish. Trinity Church has within a few years purchased the building formerly used as a synagogue of the Israelites, on Monroe street, and opened it as a free missionary church.

The present officers of the church are: *Wardens*—L. P. Hilliard and J. C. Fargo. *Vestrymen*—John Wright, J. W. Doane, John F. Stafford, D. C. Scranton, J. A. Ellis, A. Booth, W. M. Mayo, and W. H. Turner.







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## Chicago Harbor.



Give this moonlight view of the mouth of Chicago river, as it empties into Lake Michigan. It is taken from Rush-street bridge, and tells its own story. On the right are warehouses and elevators, and on the north are factories. The propellor Antelope is nearing the bridge, and the beacon upon the north pier is shedding its rays upon the water.

At the mouth of the river was formerly a bar, which obstructed the entrance to vessels heavily freighted, and causing serious disasters in stormy weather. This, however, has been

dredged out and the entrance is now safe for vessels drawing any depth of water.

The view from the north pier upon a bright night, when the lake with its broad expanse of water is dotted with steamers illuminated by many colored lights, and when the white canvas of the sailing vessels is reflected in the rippling waves, is animated and charming.

This view, with that of a former number, entitled Rush-street Bridge, gives all that portion of the river lying east of State street.









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LASALLE STREET FROM COURT HOUSE SQUARE

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## LaSalle Street, from Court House Square.

**T**HIS VIEW is taken from a point south of the Court House, taking in the north half of the block on LaSalle between Washington and Randolph streets, and so much of the block north as exhibits the building for many years known as the Metropolitan Hall, and now occupied by Eastman's National Business College. The east side of the public square is shown, and presents an appearance by no means worse than the reality.

The building upon the north corner of the block is built of Milwaukee brick, with stone trimmings, and is owned by H. H. Magie, Esq. It is occupied by Insurance agents and others: the Lumberman's Insurance Company having the principal offices on LaSalle street. The next building is mainly used by Grommes and Ullrich as wine vaults and warerooms. The Board of Education have rooms also in the upper part of the building.

The building numbered 80 and 82 is the recently finished

Banking and Insurance Office, built and owned by the State Savings' Institution and the Garden City Insurance Company; the State Savings' Institution being the owner of 82, and the Garden City Insurance Company the owner of 80. The building is four stories and a basement; is forty-five feet front and seventy feet deep; the side and rear walls are of Milwaukee brick, with marble front, and is an architectural model for a Banking house. It is fire-proof. In all its details, as well as in location and appearance, it is a happy combination of safety and convenience for the business to which it is devoted. The building was designed and erected under the superintendence of E. Burling & Co., architects, and the cost was about \$75,000. The building contains six vaults, rising from the foundation, upon whose strength and resistance the architect displayed unusual care. This vault in the Bank wing; is rendered doubly safe from fire or burglar, by a massive Safe of the Bacon patent and pattern, and this provided upon each of its compartments with Covert's Permutation, and the Sargent's Magnetic Lock.

CHURCH, GOODMAN & DONNELLEY, PRINTERS, CHICAGO.



The State Savings' Institution, and the Garden City Insurance Company are distinct corporations. They both wanted places of business; both fixed upon this site, and thus it was that they came to be located under the same roof. This Insurance Company is one of the oldest Home Insurance Companies known to Chicago; and the erection of such a substantial evidence of its own permanent interest in this city, has been accepted by the public as an additional guarantee of the solidity of its growth, and the stability of its business. The Company is thoroughly a Home Company, and the completion of a business building of such an elegant and substantial character, impressively conveyed a practical lesson to the public: that lesson was, that the capital invested by these Home underwriters, was really an investment which Chicago was to enjoy, and be enriched by its profits. This contribution to the architectural adornment of the city is the first in what we hope will be an unbroken series of similar public dividends.

The State Savings' Institution, from which the building has received its name, has long enjoyed an honorable fame in Chicago. It was chartered and organized in the year 1857. In 1859 the offices of the Bank were moved to Nos. 104 and 106 Washington street, and during the winter of 1863-4, the name was changed from the Illinois Savings' Institution, to the State Savings' Institution. During all these years, under the careful man-

agement of its officers, the Institution was growing in public confidence, and by legitimate means strengthening and extending its business. During the wild-cat excitement of 1861, when every bank in the city was embarrassed by the piles of depreciated currency, and many had to suspend business, this Institution was safely piloted through the difficulty; it never paid out any depreciated money, and its depositors suffered no loss; and consequently the bank adjusted its balances without the necessity of law suits.

Since the establishment of this Institution, Chicago as well as the country generally, has passed through several seasons of financial embarrassment and distress. Banks and commercial houses had to sustain their troubles as best they could. The State Savings' Institution however, though subjected to the same trying ordeals, successfully and honorably passed through these seasons of alarm and excitement, each time strengthened in public confidence. To the credit of the bank it should be stated that, when the war broke out, and gold advanced high up into the eighties and nineties, it paid to its depositors every dollar of coin they had in the Institution. The Bank is entitled to share with the Insurance Company the credit due to this investment of the proceeds of a liberal business, in the permanent improvement and adornment of Chicago.







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COLWOOD'S MUSEUM

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## Col. Wood's Museum.

**T**HIS VIEW represents one of the busiest street scenes in Chicago. It is taken from the North front of the Court House, and takes in the North side of Randolph street from Clark to State street. The central point in the view is Wood's Museum. It has a front of about seventy-five feet. The stores are occupied by H. M. Higgins, the well-known piano and music dealer, and by Ideson & Co., for rubber goods, all of the building above these stores, in its height and depth, is occupied exclusively by the Museum, and the Lecture room. The signs and flags indicate that Col. Wood, the proprietor, knows he has a good thing, and that he does not hide it in the dark. Since, the destruction of Barnum's Museum in New York, the Chicago Museum stands without a rival. It embraces all the objects of curiosity common to all first-class collections, and is remarkable for its specialties. It is the largest collection of such objects now on this

continent, and the arrangement for display and for the convenience and comfort of visitors are admirable. Col. Wood puts down 150,000 as the number of his curiosities of every kind. If any person doubts it, let him make the enumeration.

Until 1862, nothing of this kind had been attempted in Chicago, or west of New York, and in no place in the West, but Chicago, could such an enterprize have been matured in so short a time, and with such unequalled success. The tact and the ability of the proprietor, of course, had much to do, but it was eventually the liberal taste of the public that made it a success. The proper way to account for the success of such an extensive experiment, is probably to give Col. Wood credit for the sagacity in discovering that Chicago was the only city outside of New York where people had the cultivation and liberality to encourage and maintain a Museum of such large proportions involving such heavy expenditures.

Connected with the Museum is a Lecture Room, which is

nicely fitted up in the style of a Theatre, and where are produced sterling plays. The company engaged in the production of these plays, include representatives of every branch of the dramatic profession, and in point of numbers and in excellence, will compare favorably with any similar company in the United States. The success of this part of Col. Wood's Museum has been in keeping with that of his general enterprize.

On the corner of Clark Street is the well known general ticket office of the Pittsburgh and Fort Wayne Railroad, and of all its connecting lines. It is one of the railroad centres of Chicago.

To the right of the Museum is the justly celebrated sign painting establishment of B. F. Chase, who for twenty years has been the sign artist of Chicago. The business of the establishment is now carried on by Chase & Hild.

The artist has made a very truthful copy of the various signs that indicate the business and occupation of the occupants of the several buildings adjoining the Museum. They can be discovered without any editorial reference. Three lines of horse-railway cars pass this corner, which, with one exception, is the most crowded crossing in Chicago.







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UNIVERSALIST CHURCH



# Universalist Church.



UNIVERSALIST Paul's Church, in which worship the congregation of the First Universalist Society of Chicago, is located at the south-west corner of Wabash Avenue and Van Buren street. It is built of stone, and possesses more than ordinary architectural beauty. The dimensions are 70 feet front by a depth of 108 feet, including the projectures of the towers, turrets and buttresses.

The style is Gothic, with lancet headed windows and doors. The front of the building is very graceful. The tower and spire are in the centre, and reach to a beautiful height of 175 feet. There is a turret on the north and south side of the front. There are three entrance doors in front, all opening into a spacious vestibule. The exterior walls are composed of stone, rock faced; the spire and the pinnacles are of wood. The main auditorium is on the second floor, which is reached by flights of stairs leading from the vestibule. This room is fifty-eight by seventy-five feet, with galleries, and affords comfortable

seating for eight hundred persons. The height is twenty-eight feet, with a vaulted ceiling forty-three feet to the centre. This ceiling is handsomely divided into panels. The ribs, purlins, pendants, corbels and brackets, are all finished in the finest style of art, and indicate great taste and skill in the designer as well as the workmen. The pulpit is erected in an octagonal recess, in the west end of the building. The organ is an excellent one, and is in the front part of the building; it was built by Mr. Erben. The pulpit, pews and choir gallery, are all built of solid oak, and are finely finished in the most substantial manner. The first story, which is ten feet high in the clear, is elegantly fitted up and most admirably arranged for various purposes. There is a large Lecture and Sunday-School room; there are also several parlors, and a convenient and comfortable study and library room for the pastor; this latter room has a communication by a stairway with the main audience room up stairs. These several rooms are all handsomely and appropriately finished and furnished.



To W. W. Boyington, Esq., of Chicago, the architect, the society and the public generally are indebted for the rare taste which has succeeded in combining so much beauty and utility as mark the construction of this edifice.

The congregation is a wealthy one, nearly all its members being men of substance. The society was organized on the 11th of June, 1836, just thirty years ago, by a small number of persons, consisting of N. H. Bolles, E. E. Hunter, A. A. Marble, Chester Tupper, S. G. Trowbridge and S. C. Bennett. The society thus organized, had their religious service for a number of years at Mechanics' Hall, in the old saloon building, south-east corner of Lake and Clark street.

The first church was dedicated October 23, 1844, and was located on Washington street. In January of the year preceding, the Reverend Wm. E. Manley, accepted a call and remained in charge until late in 1845, when he was succeeded by the Reverend Samuel P. Skinner. He was in turn succeeded by the Reverend Samuel B. Mason, in January, 1853. During this gentleman's pastorage, the congregation, which had now grown in numbers and in wealth, decided to have a new church, and the present St. Paul's was the result of their deliberation. The building committee consisted of R. K. Swift, Henry Vreeland, B. F. Walker, Jacob Gage, S. P. Skinner, H. H. Husted, P. B. Ring and M. D. Gilman. The first board of trustees were M. D. Gilman, H. H. Husted and E. G. Hall. The trustees for the present year are O. L. Wheelock, Wm. H. Arnold and George W. Gage.

In October 1855, the Reverend W. H. King succeeded Mr.

Mason as pastor, and on the occurrence of a vacancy in 1859, Dr. Ryder, the present pastor, was called, and entered upon his duties in January, 1860.

The society has always been a harmonious one, and from time to time as the city has increased in population, and extended its area, other Universalist churches have been built and societies formed, without however breaking or disturbing the unity of St. Paul's. Ex-Mayor John C. Haines, and Ex-Mayor F. C. Sherman, both old citizens of Chicago, have been and still are members of the congregation. The Reverend Dr. Ryder is one of the most generally known, and at the same time popular clergymen in Chicago. He is a man of unbounded charity in his views, a ripe scholar, and a polished rhetorician. The earnestness and dignity with which he discharges the duties of his office, have that naturalness that never fails to give those qualities the force that should always be the result of them. His personal popularity is not limited to the members of his own religious society, it is as extensive as is his acquaintance, and thousands who have never seen or heard Dr. Ryder, have learned to admire and esteem him for his professional and official virtues. When called to St. Paul's, he was pastor of the Universalist Church at Roxbury, Massachusetts, where he had been since 1850. Previous to that time, he had spent several years in Europe, and in the far east. At Berlin he remained long enough to acquire a knowledge of the German, and profit under the lectures and teachings of Neander and other philosophers and scholars. He is yet a young man, and in his own church ranks among the highest of the clergy.







The Chicago Graphing Co. D.E. & D.A. Clark. St.

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LAKE STREET BRIDGE



## Lake Street Bridge.



E give in this view a section of the South branch of the Chicago river, lying between Randolph and Lake street bridges. It is generally more crowded with vessels of all kinds than now presented. The bridge is just south of the junction of the North and South branches. It is not crossed by any of the lines of street cars, and as Lake street, on the east from the lake, and west to Halsted street is graded, and is paved with the Nicholson blocks, it is the favorite crossing to and from the west side of the river for

equestrians and for vehicles of all kinds. The bridge is comparatively new; is wooden, turns on a central pivot, and is substantially built.

These several views of the river will be seen through this entire work, and thus the reader will be able to trace the river from the mouth to the fork, and then the two branches in all their extent, North and South. In this way, the volume will embrace all the bridges, and every point in the river having the least public interest, or necessary to give a view of our immense extent of wharfage and shipping facilities.









Chicago Lithographic Co 152 & 154 Clark St

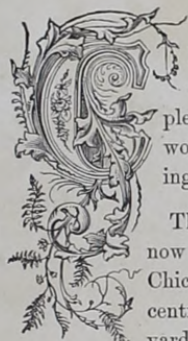
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# Chicago University.



CHICAGO UNIVERSITY is represented by this view as the building will be when completed. The artist has anticipated the finishing work now rapidly progressing upon the building.

The University is charmingly located. It is now within the corporate limits of the City of Chicago, but nearly three miles south of the centre of the City. It is within four hundred yards of Lake Michigan. It is built upon a tract of land donated for the purpose by the late Senator STEPHEN A. DOUGLAS. The history of the grant of land is as follows: There came to Chicago in 1854 a very excellent and accomplished clergyman, a Presbyterian, who years previously had befriended Mr. Douglas. The latter proposed to this clergyman the establishment of a University in Chicago, and offering the necessary land. The reverend gentleman asked for six months

in which to see what his denominational friends would do in the matter; and at the end of that six months the time was extended. From whatever cause the proposition did not meet with much promise. While it was pending, the Rev. J. C. BURROUGHS, then of Shurtleff College, near Alton, heard of the liberal offer. He waited upon Judge DOUGLAS, and proposed to build the University if the Judge would give the land. He was met with equal promptness, and was assured that if at the end of the second extended term the Presbyterians did not feel disposed to accept the offer, he would give it to Dr. BURROUGHS. When the time was expired, and nothing had been done, Judge DOUGLAS, in April, 1856, executed the papers transferring the beautiful tract of land, now worth eighty thousand dollars, to the Trustees of the Chicago University.

The edifice consists of a main building, two corridors, and two wings. The main building is 150 feet long, 110 feet wide, and 90 feet high. The turrets at the corners of the main building



are each 120 feet high, and the grand tower in front is 156 feet high. The principal entrance to the building is through the grand wrought stone arched doorway in this tower. The corridors are 55 feet high, 45 long, and 44 wide. The wings are 46 x 67 feet, and are four stories high, exclusive of the basement. Total length of building, 336 feet. The material used in the construction is the justly celebrated Athens stone of our own State. The walls are rockfaced, the turrets, facings, cornices, etc., are dressed. The style is Norman. The entire cost will be \$200,000. The exterior appearance of the University is very grand and imposing.

W. W. BOYINGTON, of Chicago, is entitled to the honor of the design, and to the no less honorable distinction of having personally superintended this extensive and magnificent specimen of architectural beauty.

On the 6th of July, 1856, a meeting was held in Chicago, and a preliminary organization was made. On the 31st of July the subscription books were opened; on the 1st of October \$100,000 had been subscribed, and on the 1st of March, 1857, \$75,000 additional was obtained. Subsequent additions swelled the subscriptions to \$225,000.

In April, 1857, the University was incorporated by the Legislature of Illinois. On the 24th of May, the Board of Trustees held its first meeting and organized. The Hon. STEPHEN A. DOUGLAS was chosen President, and WILLIAM JONES, Esq., President of the Executive Committee. A Board of Regents, with supervisory and visitation powers, was also organized, and steps were taken for an immediate commencement of the building.

The plans prepared by WILLIAM W. BOYINGTON, Esq., Architect, were adopted, and the building presented in the accompanying view was the result.

On the 4th of July, 1857, the corner stone was laid with appropriate ceremonies. Mr. DOUGLAS was present on the occasion. In a few months thereafter, the whole country was subjected to great financial embarrassment, and the work was suspended. Many of the original subscribers were unable for a time to furnish their subscriptions. In 1858, WILLIAM JONES, Esq., of Chicago, personally undertook the task of renewing the work, and by his own liberality and indefatigable efforts, the building was commenced, and one wing of the edifice was completed. In September, 1858, it was resolved to open the University for the instruction of pupils. The President and two Professors were chosen, and on the 29th of September, 1858, several small classes were organized in temporary rooms. Since that time the University has progressed in all respects towards its present high standard of excellence and prosperity. On the 22d of July, 1859, the building was dedicated. In September, 1858, the Law Department was, through the liberality of the Hon. THOMAS HOYNE, successfully organized, and immediately went into successful operation.

The University owes its origin at the time it was started to the liberal donation of Mr. DOUGLAS, but even that grant would not have been sufficient had it not been for the perseverance, the courage, and the unflagging zeal of Dr. BURROUGHS. He was from the first, as he continued to be for many years, the life of the enterprise. His was a zeal that knew no rest; his was a courage that never admitted a defeat, but gained fresh vigor







21. The Lithograph Co. 152 & 154 Clark St.

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# North Presbyterian Church.



**N**ORTH PRESBYTERIAN CHURCH.—This stately edifice is located at the corner of Cass and Indiana streets, in the north division of the city, is built of red brick with stone trimmings, and is in all respects a solid and well-finished structure. It is generally known as McCormick's Church, CYRUS H. McCORMICK, Esq., being one of the original projectors and most liberal in donations to the society.

The main tower on the corner is 24 feet square at the base, and 104 feet high; the spire, which is octagonal, is 90 feet high—total height 194 feet. The turret at the opposite corner is 16 feet square and 100 feet high. The church is very handsomely and completely finished in the interior. It has an open timber roof, and the nave is 46 feet wide. The dimensions of the audience room is 71 feet wide, 90 feet long, 52 feet high in centre, and 30 feet at the sides. It contains seats for 1,100 persons. The basement contains a lecture-room 42 x 60, together with several class-rooms, pastor's study, ladies' parlor, and connecting halls and vestibules. The main audience-room is reached by

three commodious halls and stairways—two in front and one on the side. It has galleries with pews on the sides, and a choir gallery over the vestibule. The height of the side walls is 43 feet; height from sidewalk to ridge of roof 80 feet. The Church is furnished with an excellent Organ.

The style of the building is Romanesque. W. W. BOYINGTON, Esq., of Chicago, was the Architect and Superintendent.

The Society was organized under the auspices of Mr. McCORMICK, through whom the Rev. Dr. RICE was called to the pastoral care of the Church. Dr. RICE's great abilities commended him to the community, notwithstanding the political tinge of his theology. After remaining in charge for a few years he left for Philadelphia. The Society is a large one, and of the most respectable social standing. It includes in its membership many wealthy and influential citizens.

The view includes a glimpse of the residence of WALTER KIMBALL, Esq., of Chicago, which presents a charming appearance—the home of one of Chicago's most respected citizens.

CHURCH, GOODMAN & DONNELLEY, PRINTERS, CHICAGO.

1861, and it was visited by thousands of citizens. It was furnished throughout in a style and completeness never previously equalled in Chicago.

The Sherman House was opened by P. B. ROBERTS and F. T. SHERMAN, Proprietors; W. T. HUGHES, Superintendent; and SAMUEL HAWK, Caterer. In ten months there was a change of proprietors, and since then it has been conducted by DAVID A. GAGE and C. C. WAITE, under the firm style of Gage & Waite.

The following were the persons engaged in the erection of this imposing and extensive hotel building:

*Architect.*—W. W. BOYINGTON.

*Masons.*—C. & A. PRICE.

*Carpenters.*—BALLARD & WILCOX.

*Marble Cutters.*—W. C. DEAKMAN.

*Painters.*—T. R. WOOD & Co.

*Frescos.*—JEVNE & ALMINI.

*Stucco and Plasterers.*—WHITE, THOMAS & Co.

*Roofers.*—BARRETT, ARNOLD & Co.







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SHERMAN HOUSE

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## Sherman House.

**T**HE SHERMAN HOUSE is the latest and most extensive of the many grand hotels in Chicago, and in architectural beauty and convenience has no superior in the United States.

It is situated on the north-west corner of Clark and Randolph streets. Its main front is on Clark street. The building on Clark and Randolph streets is six stories and the basement. The exterior dimensions are: on Clark street 181 feet from Randolph street to Couch place; on Randolph street westwardly 161 (including the addition.)

The building is the property of the Hon. FRANCIS C. SHERMAN, of Chicago, and is built upon the site of the old Sherman House. The work was commenced May 1, 1860, and the hotel

was opened for visitors, July 1, 1861. The front of the building is of Athens marble, and the main entrance on Clark street is through a portico two stories high. The entrance is up a broad and easy flight of stone stairs to the grand hall. Facing this entrance is the Office, which is in an alcove, and commanding a view of all the stairs leading to the upper stories.

A spacious Hall runs north and south the whole length of the building, at an average width of 30 feet. On this floor are the Parlors and Reception Rooms, which are not surpassed in size or general convenience by any similar hotel apartments in the country. The various Dining Rooms are also on this floor. The upper stories are devoted to rooms for guests, and are so arranged that they can be used singly or in suits.

The building was opened for guests on the evening of July 1,

from every adverse circumstance; and his was a perseverance that when others stood still led him on to ultimate success. Hardly had the corner stone been laid when the country was swept with financial disaster; the men who had promised of their means to build the University lost all they had. Time and again did failure stare the Trustees so boldly in the face, that the most sanguine grew despairing. Dr. BURROUGHS, however, never yielded. Failure only incited him to new efforts, and success, with all its grateful triumphs, has been the result of his labors. He secured the original grant of land, he gave the first dollar contributed to the building fund; he taught the first class of pupils collected beneath its roof; and to him, more than to any other person, is the country indebted for the successful establishment of this University, and for the erection of this magnificent and enduring edifice.

The Catalogue for 1865-6 exhibits a total number of all grades of students of 273.

The present Faculty of the University is constituted as follows:

Rev. JOHN C. BURROUGHS, D.D., *President, and Professor of Moral and Intellectual Philosophy.*

ALBERT H. MIXER, A.M., *Professor of the Greek Language and Literature.*

ALONZO J. SAWYER, A.M., *Professor of Mathematics.*

J. H. MCCHESNEY, A.M., *Professor of Chemistry, Geology, and Mineralogy.*

WILLIAM MATHEWS, A.M., *Professor of Rhetoric and English Literature.*

J. WILLIAM STEARNS, A.M., *Professor of the Latin Language and Literature.*

F. SCAMMON, *Professor of Botany.*

ALONZO J. HOWE, A.M., *Professor of the Preparatory Department.*

—————, *Professor of Modern Languages and Literature.*

JOSEPH O. HUDNUTT, A.M., C.E., *Professor of Civil Engineering and Natural Sciences.*

Rev. JOHN C. C. CLARKE, A.M., *Professor ad interim of Greek Language and Literature.*

TRUMAN HENRY SAFFORD, A.B., *Professor of Astronomy, and Director of the Dearborn Observatory.*

HENRY BOOTH, A.M.

————— HOYNE, *Professor of International and Constitutional Law.*







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## Corner Lake and State Streets.

**L**AKE STREET from this view will be readily recognized by any one who has ever visited Chicago. It is represented east from State street to the great Central Railroad Depot.

On the north side of the street is the row of ten iron-front buildings. The buildings extend from Lake street 180 feet to an alley 30 feet wide. These were the first iron-front buildings erected in Chicago, and they were commenced in 1857-8. These buildings are owned by various persons, and are occupied by wholesale establishments. East of the iron buildings are three stores with marble fronts. East of Wabash Avenue, extending to

Michigan Avenue, is a marble block occupied by wholesale establishments. At the corner of Michigan Avenue, is the Adams House, a large five-story hotel, which extends to Depot place, upon the east side of which is the great depot of the Illinois Central, Michigan Central, and other railroads. The south side of the street is improved by buildings of the same class, and occupied also by wholesale houses.

At the south-east corner of State and Lake Streets is the City Hotel, a celebrated hotel in Chicago in former days. It is the only one of the comparatively small buildings of former times that has not been replaced by the stately and costly edifices which adorn the other parts of the street.









Engraving by G. L. & J. W. Linnell

Published by J. W. Alden

DOUGLAS' MONUMENT



## Douglas Monument.

**D**OUGLAS MONUMENT.—The artist has anticipated time to the extent of representing the Monument as it will be when completed. Otherwise, the scene is presented as it is. In 1848, or about that time, Mr. DOUGLAS purchased several pieces of land outside of the then limits of Chicago. Among other pieces was that known since then as Cottage Grove, containing about 40 acres, and lying on the lake shore, and about three miles south of the Court House. With the exception of the south-east corner, this tract is covered with a thick growth of oaks, in the centre of which is a small cottage in which he lived in 1855 and 1856, while in Chicago. He prepared a plan of the land, subdividing it into building lots and parks, and selected that portion of cleared land, about three acres, for his future residence. In 1857, shortly after his second marriage, he deeded this lot to his wife. When he died, in 1861, there was a great desire that he be buried in the State. Consent was obtained, and he was

buried upon the spot enclosed, and which lies just north-east of the Monument. Subsequently, the State of Illinois purchased this lot from the widow of Mr. DOUGLAS, paying therefor \$25,000.

The Monument Society is an incorporated body, but the State has no connection with it, further than to give its consent for the erection of the Monument.

On the 6th of September, 1866, the corner-stone of the Monument was laid with Masonic ceremonials, the Grand Master, P. H. BROMWELL, officiating. An oration was delivered on the occasion by Major General JOHN A. DIX. ANDREW JOHNSON, President of the United States, and Hon. W. H. SEWARD, Secretary of State, also made addresses. The Hon. GIDEON WELLES, Secretary of the Navy, ULYSSES S. GRANT, General of the Armies of the United States, and Admiral DAVID G. FARRAGUT, of the navy, with a vast concourse of people, including many distinguished citizens, were also present on the occasion. Mr. Doug-

LAS'S SONS, MARTIN and STEPHEN, and his brother-in-law and sister, the Hon. J. N. GRANGER and wife, were among the guests of the Monument Society.

The Monument itself is thus described by the Architect, L. W. VOLK, Esq., of Chicago :

The Monument will consist of a circular platform base 52 feet in diameter and  $2\frac{1}{2}$  feet high. Upon this will be placed a similar platform, but a little smaller, which will be surmounted by a sepulchre 20 feet square and 11 feet high, with walls 5 feet in thickness. It will contain a chamber 10 feet square. In the chamber will be placed the sarcophagus, containing the remains of the great statesman. The sarcophagus will be visible through a bronze door  $6\frac{1}{2}$  feet high and 3 feet wide. The sepulchre will be ornamented with projecting pedestals from the corners. Surrounding the sepulchre will be a pedestal 21 ft. in height, having a base 15 feet square. On this will be erected a column 43 feet in length, 6 feet square at the base, and  $3\frac{1}{2}$  feet square at the top. The column will be terminated by a cap 6 feet high, which form the basis for the colossal statue of DOUGLAS.

Surrounding the sepulchre will be placed four seated symbolical figures, life-size, sculptured in light marble. One of these figures will represent Illinois holding in her hand a medallion likeness of DOUGLAS. By her side will be a sheaf of wheat and the State arms. The remaining figures will represent America with a shield, History reclining on a tablet, and Fame with the symbolical wreath and trumpet. Over the entrance to the sepulchre will stand an eagle, and on the base of the pedestal above are four bas reliefs representing the history and progress of the West. These represent Indians and hunting scenes, pioneers building log cabins, plowing and felling trees; commerce is represented by a ship and packages of goods; and the sciences are represented by a locomotive, a railroad and a telegraph. Still another device represents education, a group of children, the State Capitol building, a church in the distance, etc. The statue will represent the great patriot and statesman as standing by the Constitution on one side, and by the Union on the other which is represented by the Roman *fasces*.







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BRIGGS HOUSE.

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## Briggs House.

**T**HE BRIGGS HOUSE, one of the several first-class Hotels of Chicago, was built in 1854 and 5, by WILLIAM BRIGGS, Esq., whose name it bears.

It was opened for guests on the 1st of May, 1855, under the proprietorship of FLOYD AND FRENCH. It continued under their charge until March, 1858, when it passed into the hands of its present proprietors, WILLIAM F. TUCKER AND COMPANY.

In 1866, the building was raised from its foundations 4 feet 2 inches, to suit the altered grade, and is now one of the most complete and excellently arranged hotels in the city.

The Briggs House has always been celebrated for the comfort, neatness, quiet, and admirable order of its appointments, and also for the excellence of its table and the general hospitality of its proprietors.

The rooms are large, well lighted and ventilated, and it can accommodate comfortably 500 guests.

The house has recently been refitted and furnished throughout, and in keeping with the advanced style of the leading hotels of the country.

It has a front on Randolph Street of 80 feet, and extends north on Wells Street 180 feet.

The following gentlemen constitute the staff of the establishment:

WILLIAM F. TUCKER AND Co., *Proprietors*; GEORGE H. FRENCH, *Superintendent*; WILLIAM F. WENTWORTH, *Cashier*; FRED. BURNHAM, *Clerk*.







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## Second Baptist Church.



SECOND BAPTIST CHURCH is located at the south-west corner of South Morgan and Monroe Streets, in one of the most rapidly-increasing locations in the West Division. The view is taken from the corner of Sangamon and Monroe Streets, looking west.

The building is of red brick, with stone trimmings, and in size measures 64 by 103 feet. It is conveniently arranged. The audience room is reached by spacious stairways ascending from the vestibule, and is admirably adapted to its purposes. The basement story, all of which is over ground, is divided into various rooms, such as Sunday School, Lecture and Class Rooms, Pastor's Study, Library Room, and several Offices. The main auditorium will seat 1,250 persons, and by the use of benches and chairs in the aisles, 250 more can be seated.

The original Society, under the name of the Tabernacle Baptist Church, was organized in August, 1843, and was composed

of members formerly belonging to the First Baptist Church. In 1851, the Society, which had been worshipping in a building on the south side, erected a new edifice on Desplaines street, in the West Division. The First Baptist Church Society continued to worship in the brick building on the corner of La Salle and Washington Streets, where now stands the Chamber of Commerce. The number of Baptists residing in the west division became large enough to justify a separate organization, and when, in 1864, the original or First Baptist Society concluded to sell their site to the Chamber of Commerce, they donated the building to a portion of the members to found the Second Baptist Church in the West Division. These offered terms of union to the Tabernacle Baptist Church, which terms were accepted, and a new Society, or re-organization of the original, was established under the name of the Second Baptist Church. The building was taken down carefully, every portion marked, and was removed to the west division, where they were again put together and the building re-erected, preserving its original

shape, dimensions and arrangements; and with the exception of a neatness and freshness, the result of a careful application of paint, the building of the First Baptist Church was renewed upon a new site.

The Second Baptist Church was thus organized Aug. 13, 1864 with 285 members, and in Nov., 1866, that number had increased to 612. The Lecture Room was first occupied Oct. 30, 1864, but the Church was not dedicated until the second Sabbath in January, 1865. Rev. N. COLVER, D.D., preached the sermon on that occasion, and the Rev. S. M. OSGOOD offered the dedicatory prayer.

The Rev. E. J. GOODSPEED was inaugurated as Pastor of the Church in December, 1864, and is the Pastor now. Personally one of the most amiable and accomplished clergymen in the city, his high intellectual gifts and indefatigable zeal have won for him the strongest respect and veneration from his congregation. The unity between the Pastor and his flock is not only admirably sustained, but strengthens with time and experience.

This Church is noted for the attention paid to its Sunday

Schools. It has 1,184 scholars enrolled, and the average attendance each Sunday is 812. Over \$2,200 was expended for Sunday School purposes during the past year.

The Officers of the Church, in addition to the Pastor, are:

*Deacons.*—SAMUEL HOARD, E. S. ALBRO, T. B. BRIDGES, R. J. RUNDELL, W. C. VANOSDELL, N. R. LYMAN, N. K. WHITNEY.

*Trustees.*—C. N. HOLDEN, C. B. GOODYEAR, N. K. WHITNEY, C. C. P. HOLDEN, J. M. VANOSDELL.

*Clerk.*—L. J. SWIFT.

*Superintendent Sunday Schools.*—C. N. HOLDEN. *Assistant Supts.*—M. R. BORTREE, L. J. SWIFT. *Secretary and Treasurer*—O. W. BARRETT.

On the left of the picture is a view of one of the City Reservoirs. There has not been much pains taken to make the building ornamental. Its capacity is 500,000 gallons.

Between the Reservoir and the Church is a distant view of the costly private residence built by the late PETER SCHUTTLE, Esq.





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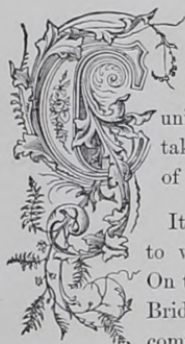
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JUNCTION OF THE ORIGINAL FROM R  
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## Junction of the Chicago River.



CHICAGO RIVER.—This view is of that portion of the river where the two branches unite and form the main river. The drawing is taken from a point on West Water Street, north of the approach to Lake Street Bridge.

It presents a scene hardly equal in animation to what is generally to be seen at that point. On the right are the protections to Lake Street Bridge. On the left is a vessel in tow of a tug coming from the north branch, and in the ex-

treme distance is Wells Street Bridge over the main river. On the north side of the river are the Iowa and other Elevators, and on the south the row of warehouses lying between South Water Street and the river.

At the front of the picture may be seen the upper portion of a locomotive upon the track which connects along this line the various Northern and Western with the Southern and Eastern Railways.









Engraving by J. H. Johnson, 1852

Published by James & Almon

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## The Chicago "Crib."



CHICAGO is supplied with water from Lake Michigan, the water being drawn from a point about one mile north of the Chicago River. The emptyings of that river, into which the sewers of the city discharge, found their way to the water works, and were distributed through the pipes to all parts of the city. This became such an intolerable evil, that it was resolved to secure pure water by other means. Mr. E. S. Chesbrough, the City Engineer, projected a plan for obtaining the water at a point in the Lake two miles from the shore, and of conveying it through a tunnel to the city. The scheme was ridiculed greatly at the time, but its success has crowned its projector with deserved fame.

In October, 1863, the contract was let to Messrs. Dull and Gowan, of Harrisburg, Pennsylvania, the price being \$315,137. The work was to be completed in two years, but

the term was subsequently extended. Ground was broken on the 17th of March, 1864. A shaft was sunk, in the shape of a well, to the depth of 69 feet. The tunnel was then commenced. The tunnel, when bricked up, was five feet in width, and five feet two inches clear in height; the top and bottom arches being semi-circles. Two miners worked at the excavation, and the brick work, eight inches thick, followed. The tunnel was to have a slope from the lake terminus of two feet to the mile. As the work progressed, rails were laid for the cars containing the excavations, and finally two small mules were introduced to pull these cars to and from the shaft. At intervals of one thousand feet, turn-outs were made, for the convenience of mixing cement, etc. In this way the work progressed from the shore end. In July, 1865, the "Crib" destined for the lake terminus of the tunnel, was launched and towed to its place. This is of monster construction: it is composed of huge timbers and iron. It is 40 feet high and 98 in diameter. It has three

walls, making as many separate structures, one within the other. When finished it had fifteen watertight compartments. In the centre was the well through which the shaft was to be sunk. When the destination was reached, the gates were opened, and the huge structure settled gracefully upon the bottom of the Lake, in a depth of 30 feet of water. It was then firmly anchored and secured. It has since been covered, a fog-bell and light mounted upon it, and its appearance is faithfully shown in the picture.

An iron cylinder was then sunk for the lake shaft; it being forced to a depth of twenty-seven feet into the hard, blue clay. On the first of January, 1866, the work of tunneling from the crib commenced. At that time the tunnel from the shore had been extended 4,815 feet. The work then progressed steadily from both ends, and on the 25th of November, 1866, there

was but a thin wall of two feet of clay separating the workmen. The work had thus proceeded:—Whole length of tunnel, 10,587 feet; excavated from shore end, 8,275 feet; from lake end, 2,290 feet; remaining, two feet. On December 6th, the last stone was laid with appropriate honors by Mayor Rice.

The successful completion of this unprecedented work will be followed by the erection of new and handsome buildings at the shore end, and the furnishing of them with new machinery. A new pumping engine, capable of pumping eighteen millions of gallons of water per day, has been purchased at a cost of \$112,350. These buildings are but a mile from the heart of the city, and associated as they will be with this wonder of the age, will always prove an object of great interest to visitors, as they are of pride to the people of Chicago.





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PLYMOUTH CONGREGATIONAL CHURCH  
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# Plymouth Congregational Church.

**T**HIS STately EDIFICE was not quite completed in its interior when this view was taken. It is located at the South-East corner of Eldridge Court and Wabash Avenue. The side and front upon the streets are of stone "rock" finish. The other walls are of brick. The style of architecture is the Norman and Romanesque blended.

The building is 84 feet wide, with transepts, and 120 feet deep. The basement story is 13 feet high, and will be arranged and divided into class and lecture rooms, and other offices. The main story is 36 feet high. This auditorium will seat one

thousand persons—a large gallery, for the organ and the choir, will face the pulpit. The basement of the church is the only part now finished, and it is occupied.

The cost of the edifice, when completed, will be nearly \$100,000. G. P. Randall, Esq., of Chicago, is the Architect.

The building is owned by the Plymouth Congregational Church, of Chicago, a society of some years' official organization, and one prosperous in all the essentials of an active ecclesiastical body. The Rev. Lewis Watson is the pastor, and the Church will be dedicated this spring.









Chicago Lithographing Co 152 & 154 Clark St

Published by Jenne & Almini

SOLDIERS HOME

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## Soldiers' Home.

**S**OLDIER'S HOME.—This building is located near the south-eastern limits of the city, in the immediate vicinity of the Chicago University and of the Douglas Monument. Its history is honorable to the noble ladies who projected it, and to whose untiring labors its successful maintenance is alone to be attributed. The history of the great Sanitary Commission will live while men have hearts to remember deeds of love and mercy. But in the spring of 1863, the number of poor, weary, disabled and sick soldiers returning from the field suggested the necessity of some united effort in their behalf. A meeting of ladies was held at Bryan Hall in June of that year, and it was resolved to hold a strawberry festival to raise funds. This was successful, and the building, No. 45 Randolph street, was rented as a "Home" for sick and disabled soldiers. The ladies then resorted to seeking subscriptions from door to door, and their appeal met

a liberal response. The site of the present Home was then purchased and the buildings thereon used for the time. The house on Randolph street was used to receive the soldiers, who were then transferred to the "Home." The building is four stories high, and is built of brick, with basement and attic, and has ample accommodations for two hundred inmates.

As soon as the Home was first organized, an auxiliary institution was put in operation, known as the "Soldier's Rest." The Government furnished the buildings and rations, the lady managers all the rest. The operations of the two branches of the Home for the first year were: Number of arrivals, 46,384; meals furnished, 96,909; lodgings, 26,481; medically treated, 2,557. The second year furnished the following figures: Number of arrivals, 60,003; number of meals, 167,263. During the year ending June 1, 1865, there had been 767 inmates of the Home received; many of them were provided with clothing, and all were fed. Since then the average number

of inmates has always exceeded 100. There are now one hundred and more sick and disabled men who are given the comforts of a home, which, to the destitute, is a boon beyond value.

In 1865, the Home received \$80,000, part of the proceeds of the Fair of that year held in Chicago. All else has been the result of voluntary contributions in response to personal applications and appeals by the ladies. The officers and managers give their services without remuneration. An effort is now making to secure an appropriation from the Legislature to make the institution a permanent one. Its value in the past is confessed and manifest; its necessity for many years to come is beyond question, and its deserving character entitles it to the support of every lover of his country.

The following is the present list of officers:

THOMAS B. BRYAN, <i>President.</i>	MRS. AMBROSE FOSTER, <i>Sec. V. Pr.</i>
J. B. BRADWELL, <i>Acting Pres.</i>	MRS. E. W. BRAYMAN, <i>Secretary.</i>
MRS. O. D. RANNEY, <i>First V. Pres.</i>	L. J. GAGE, <i>Treasurer.</i>
MRS. J. B. BRADWELL, <i>Assistant Treasurer.</i>	

BOARD OF MANAGERS.—Mrs. C. W. Andrews, Mrs. R. S. Ball, Mrs. E. S. Brackett, Mrs. H. L. Bristol, Mrs. W. D. Blain, Miss Blake, Mrs. T. Church, Mrs. Dr. Clark, Mrs. D. Dagenhart, Mrs. E. F. Dickinson, Mrs. J. M. Harvey, Mrs. J. G. Hamilton, Mrs. Dr. Hamill, Mrs. E. Higgins, Mrs. D. Ingalls, Mrs. Kimball, Mrs. Keeler, Mrs. J. Long, Mrs. J. M. Loomis, Mrs. McCalla, Mrs. J. H. Moore, Mrs. W. L. Myrick, Mrs. J. Medill,

Mrs. J. D. Quinlin, Mrs. C. W. Sanford, Mrs. G. Schneider, Mrs. T. Sutton, Mrs. C. B. Sawyer, Mrs. J. C. Shepley, Miss M. L. Sayrs, Mrs. S. C. Sayrs, Mrs. S. Tinkham, Mrs. W. Wheeler, Mrs. S. S. Williamson, Mrs. J. M. Underwood.

ADVISORY COMMITTEE.—Governor Oglesby, J. H. Dunham, J. Y. Scammon, Dr. Hamill, Van H. Higgins, Major-General Prentiss.

HONORARY MEMBERS.—Mrs. J. F. Sweet, Battle Creek, Mich.; Mrs. J. Richardson, Madison, Wis.; Mrs. W. Grant, Chicago; Mrs. Dr. Hess, Naperville, Ill.; Mrs. Dr. Judson, Geneva, Ill.; Mrs. S. Town, Aurora, Ill.; Mrs. A. S. Waldron, Elgin, Ill.; Mrs. H. S. Mason, Lockport, Ill.; Mrs. L. A. Willard, Chicago; Mrs. Dr. Boyd, Waukesha, Wis.; Mrs. Dr. Burnham; Mrs. O. E. Hosmer, New York; Mrs. N. H. Parker, Mo.; Mrs. J. L. Patterson; Mrs. C. H. Cushing, Leavenworth, Ka.; Mrs. Dr. Jewett, Connecticut; Mrs. J. A. Mack, Moline, Ill.; Mrs. D. Danforth, Joliet, Ill.; Miss C. S. Lockwood, Batavia, Ill.; Mrs. Allen, Dunton Station, Ill.; Mrs. O. Curtiss, Belvidere, Ill.; Mrs. T. B. Bryan, Chicago; Mrs. A. Kenyon, Iowa City, Iowa; Mrs. Dr. Ludlam, Evanston, Ill.; Mrs. J. H. Tweedy, Milwaukee, Wis.; Mrs. J. S. Colt, Milwaukee, Wis.; Mrs. E. S. Carr, Madison, Wis.; Miss J. A. VanGorden, Barrington, Ill.; Mrs. H. Lightner, Peoria, Ill.; Mrs. H. M. Singer, Athens, Ill.; Mrs. P. Lamb, Schenectady, N. Y.; Mrs. M. Heath, Jefferson, Ill.; Mrs. J. H. Woodworth, Chicago; Mrs. Dr. Kidder, Evanston; Mrs. F. W. Robinson.







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Proposed by James A. Almy

COR CLARK & S WATER STS

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## Corner South Water and Clark Streets.

THE SCENE presented in this picture of one of the central business points of the city, is by no means exaggerated. The view is taken from South Water Street, east of Clark, looking west. It exhibits the southern approach to Clark Street bridge, the bridge being open and travel suspended. The block west of the approach to the bridge is devoted to commercial business, and is occupied by insurance agencies, forwarding and commission merchants, brokers and others. The view extends westwardly to Franklin Street.

One of the greatest obstructions to business in the streets of Chicago, is the suspension of trade between the several Divisions, occasioned by the opening of the bridges to permit vessels to pass to and fro on the river. This inconvenience, which in the season of navigation is very great, will in a few years be remedied by the construction of tunnels under the river and its branches. The first of these tunnels is now in course of construction, and will be finished in 1868. If it be successful, the others will follow immediately.









Chicago: the stock yards. (C. 1883. 150. Currier)

Published by Jenne & Almon

UNION STOCK YARDS

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## Union Stock Yards.

**U**NION STOCK YARDS.—The immensity of the cattle trade which made Chicago its centre, was for a long time embarrassed and incommoded by the rivalry of railroads, and the diverse interests of a stock yard for almost every route of travel. A Union Stock Yard became a necessity, and the general enterprise of Chicago triumphed over the contentions of rival interests. The scheme was projected; plans and estimates were prepared; capitalists, railroad companies and cattle dealers saw the advantages, and the scheme became a success almost from its inception. In February, 1865, the Legislature incorporated the company, with a capital of one million of dollars, and the company immediately organized. A tract of land containing three hundred and forty-five acres, four miles in an air line south-west from the Court House, and just outside the limits of the city, was purchased. It was then an open prairie, and the

grass was growing upon it with primitive verdure. This tract of land was immediately laid out upon the general plan shown in the picture. Through the centre, from north to south, is Avenue E, which is a mile long and 75 feet wide. It is divided into sections for the convenience of driving the cattle to their respective destinations. It is furnished with the Nicholson pavement. Parallel with this avenue are other streets leading to the various railroads, which are in turn intersected by other streets. Broadway passes the hotel to the bank and the exchange building. It is 66 feet wide and planked. The "Yards" are divided into blocks like those of the city; the streets are all designated by letters, as are also the various pens and stalls. After the streets and avenues had been laid off the intermediate spaces were divided into enclosures for cattle and sheep. These pens or inclosures are 500 in number, and vary in size, and so arranged that any number can be thrown into one. The gates of these are so made that when opened

CHURCH, GOODMAN & DONNELLEY, PRINTERS, CHICAGO.

they block travel on the street, and the cattle, without difficulty, are driven into the yard. The pens for hogs are covered; all others are open.

The yards are furnished with a requisite number of corn cribs and hay barns, and are distributed for the convenience of all parts of the yard.

All the railroad companies of Chicago have tracks running to the yards, with platforms and "shoots" for loading and unloading. The arrangements for loading and unloading are so perfect, that an entire train can be emptied in the time necessary to unload a single car, and cattle can be transferred from the

cars of one road to those of the other expeditiously and without loss.

The yards are supplied with water from the Chicago River, half a mile distant. It is then forced into five large tanks, holding in the aggregate 220,000 gallons. From these tanks the water is distributed through pipes into troughs in all the pens. The following figures exhibit the stock business of Chicago during the last year:

RECEIVED.—Hogs, 1,237,943; Beeves, 391,991; Sheep, 208,304.

SHIPPED.—Hogs, 559,341; Beeves, 262,150; Sheep, 75,447.

PACKED—1865-6.—Hogs, 501,462; Beeves, 23,728.







Chicago Litho & Engraving Co. 158 & 159 - Clark & Co.

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## Hough House.

**H**OUGH HOUSE.—This immense edifice is but in keeping with the greatness of all things to which the enterprise and energy of Chicago are applied. The building is named the "Hough House," in compliment to Col. R. M. Hough, one of the pioneers in the cattle and packing trade of Chicago. It is built of cream-colored bricks, and in the very best style of modern hotel architecture. It cost \$125,000, and was finished in 1865-6. It was leased by W. F. Tucker and Co., the popular proprietors of the Briggs House, and by them furnished throughout. Its external demensions are, 130 feet front by 144 feet deep; it is six stories high, and is located on the south-east quarter of the Stock Yard grounds. Burling and Baumann, of Chicago, are the architects.

To those approaching or leaving the city, this immense building is a surprise. For miles it is the only thing that

breaks the expansive view over the prairies, and it is only when it is reached that the discovery is made that it is one of the necessary incidents of the Stock Yards. It is a comfortable and commodious house, and is not too large for the business, which is now rapidly increasing. The scene from the cupola of the hotel is remarkably fine, commanding a view of the lake, the city, and the boundless prairie to the south.

The hotel is supplied with water from a well dug in the court yard. At a depth of forty-five feet a layer of rock was struck, and five feet below that water was obtained. This water rises in the well to within ten feet of the surface, and, as is supposed, to the level of the lake, from which it is evidently supplied. It is therefore inexhaustible. The water is forced into a tank upon the top of the building, and is thus distributed through the various rooms.





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1st CONGREGATIONAL CHURCH



# First Congregational Church.

**F**IRST CONGREGATIONAL CHURCH.—This handsome and substantial church building is located at the south-west corner of West Washington and South Green Streets. It is built of stone, the Illinois marble, and is of the most convenient, substantial structure. The entrance leads to a vestibule, from which two flights of stairs ascend to the main audience room. That portion of the church under the auditorium is most admirably arranged for the various spiritual and temporal offices of the church. The pastor's study, Sabbath school rooms, church parlor, lecture room, and other offices are in this part of the building. The church is furnished with a very fine organ, and an excellent and accomplished choir, though, as in all other churches of the same denomination, the ordinary singing is by the congregation. The cost of the building was \$40,000. The architect was E. W. Smith.

The history of this church society is of deep interest. Pre-

vious to 1850, the New School Presbyterian Church of the United States held what a number of the members deemed an equivocal position upon the question of slavery. At the session of the General Assembly of that year, no change was made, whereupon, forty-two out of the sixty-eight members of the Third Presbyterian Church of Chicago, resolved that, as long as "this vacillating policy" was pursued, that church would stand aloof from all meetings of Presbytery, Synod and Assembly. The Presbytery of Chicago voted that such action was disorderly, and required that it be rescinded. The Third Church refused to obey the mandate, whereupon the Presbytery declared that those who voted for the resolution and adhered thereto, had separated themselves from the church, and directed that their names be stricken from the church roll.

The members thus summarily ejected from the church, in order to be free from all ecclesiastical control, save that of its own body, organized, according to the Congregational principle, on

May 22d, 1851, as the First Congregational Church of Chicago. Forty-eight persons assented to the articles of faith and to the covenant. These first assembled in a small wooden building on West Washington Street, and continued there until 1853, when the building was destroyed by fire. Another wooden building was erected on Green Street, where the church held its services until October, 1855, when the present church building was completed. The first regular pastor was the Rev. George. W. Perkins, whose pastorate commenced in June, 1854, and terminated with his death in November, 1856. On the 8th of the succeeding January the Rev. W. W. Patton, the present pastor, was installed.

The original trustees of the church were Philo Carpenter, Walter Lull, and John Sheriffs; the present trustees are James H. Pearson, chairman, Willard Cook, Charles Barton, Leonard Gould.

The number of members in January, 1867, are: Males, 209; females, 312; total, 521. The church has recently completed a mission chapel, at the corner of North Morgan and Indiana Streets, at a cost of \$15,000, and a new church has been organized at that point, embracing over 200 members, 60 of whom were members of the First Church. The various mission Sunday

Schools of the church have been gathered at that point and put under the charge of the new church; the combined school now numbering 1,050 children in actual attendance. The building thus erected by the First Church, has been given to the new society. The Sunday School proper of the First Church is in a most flourishing condition, and in all the essentials of a Sunday School, is not surpassed by any other in Chicago. It numbers about 500 in attendance, and Professor J. R. Dewey is the superintendent.

The Rev. Dr. Patton, the pastor, has a national reputation. He will be remembered as the person who, in September, 1862, presented to Mr. Lincoln the memorial praying a proclamation of emancipation, a memorial that was answered a few days later by the proclamation itself. He has been in Europe for several months by permission of his congregation, who continue his salary and defray all his expenses.

On the same print is a view west on Washington Street. The first church on the right is the Cathedral of SS. Peter and Paul—Protestant Episcopal—the Rev. Dr. Whitehouse, bishop. The next is the Second Universalist church; T. E. St. John is pastor; and the third is the Third Presbyterian Church, of which Rev. Dr. Arthur Swazey is pastor.







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ILLINOIS CENTRAL ROUND HOUSE



## Illinois Central Round House.

**I**LLINOIS CENTRAL ROUND HOUSE.—This view is taken from a point south of the Round House and shops of the Illinois Central Railroad, looking north. The buildings are about a mile and a quarter from the great Central Depot, which has been described in a previous number. When erected, they were far beyond the inhabited part of the city, but are now three miles within its improved limits. The breakwater, so essential for the protection of the land and the railroad tracks, is extended continuously

from the depot to this point, and for miles further south. Occasionally some person ventures upon the journey of passing along its surface from one end to the other, but the attempt is hardly ever repeated by the same person. In stormy weather it is impossible to stand the force of the water beating over this structure.

In the general sketch of the history of Chicago, which will close this work, the Illinois Central Railroad will necessarily here occupy a considerable space. Till then, any description of any particular portion of its buildings will be deferred.











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GREAT FIRE ON LAKE ST.  
BETW. MARKET & FRANKLIN STS.

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## Great Fire on Lake Street.

**F**IRE DEPARTMENT.—This scene represents the burning of the marble front block on Lake street, west of Franklin street, in the Fall of 1866. The fire was an obstinate one. It originated in stores on Water street, and burned through to Lake, and presented difficulties of no ordinary character. The Fire Department, however, was equal to the work; they confined the destruction to the premises actually on fire when they reached the scene.

In the many municipal improvements in Chicago, there is no one particular which exceeds in value the progress of its fire department. Eight years ago, the department consisted of volunteer companies, with the old hand machines; and though the men may have been brave and prompt, they were unable to do the work required of them. In 1859, the first steam engine was purchased, and was rapidly followed by others, and the volunteer department as rapidly gave way to the present well organized and disciplined paid department. In 1861-2 the fire department was placed under the charge and control of the Board of Police

Commissioners. It is now one of the most efficient fire departments in the country. It consists of 13 steamers; 2 hand engines; 15 hose carts; two ladder trucks; 67 horses; 15 brick engine houses, and two temporary buildings. It is officered and manned by the following force: 1 fire marshal, 3 assistant fire marshals, 6 fire wardens, and 140 men of all grades.

U. P. Harris, Esq., the present chief of the department, and to whom the credit of its present efficient organization is due, has been at the head of the Chicago fire department uninterruptedly for eleven years.

The completeness of the department was greatly promoted in 1865, by the addition of a telegraph fire alarm,—which has now 140 miles of wire, and 125 alarm boxes, extended over a large portion of the city.

The estimated cost of the department for 1867-8, including new buildings, additional engines, the necessary horses and repairs, the expenses and extension of the fire telegraph, bell ringers, and all other expenses, direct and incidental, is \$325,000.







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THIRD PRESBYTERIAN CHURCH

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## Third Presbyterian Church.

**T**HIRD PRESBYTERIAN CHURCH.—This handsome church building is situated upon the North-west corner of West Washington and South Carpenter Streets. It is built of stone—the Athens stone of Illinois. The walls are rock faced, while the towers and trimmings are of dressed stone. The main tower, and steeple, and spire are models of symmetry and good taste, and compare favorably in beauty and finish with any similar construction in the city. The front is divided into three entrances, the main one in the centre, with a smaller door-way upon the right and left. The audience room is spacious, admirably arranged, and neatly and comfortably furnished. The church has a very fine organ and a large and superior choir. In the rear of the audience room is a spacious lecture hall and Sunday School room.

The church society was organized on the 1st of July, 1847, by

a committee of the Presbytery of Ottawa, the committee consisting of the Rev. Messrs. Patterson, Bascom, Wilcox, Walker and Henderson. At its organization there were thirty-five members, of whom Messrs. Philo Carpenter, Henry Smith, Laurens Kent and Gustavus W. Southworth were chosen elders. The Rev. J. B. Walker was the first pastor, and continued until November, 1849. In November of that year he was succeeded by the Rev. Lewis H. Loss, of Rockford, who commenced in that month, but was not formally installed as pastor until May, 1850, and dissolved the connection in June, 1851. In October, 1851, he was succeeded by the Rev. Edwin G. Moore, who continued as pastor until the fall of 1854. From that time, until the installation of the Rev. Ashael Brooks in June, 1856, the pulpit was acceptably filled by the Rev. Mr. Ferris, of the Dutch Reformed Church. In November, 1859, the pastoral relation with Mr. Brooks was terminated. In the meantime, the erection

of this church building had been commenced and completed under the most adverse circumstances. The congregation was comparatively small, and had suffered numerically by the separation, from the society, of those who had organized the First Congregational Church. When Mr. Brooks retired from the pastoral charge of the church, the Rev. Arthur Swazey, then of Galena, but previously of Massachusetts, was invited, and accepted the call. He began his labors on the 1st of April, 1860, and has continued since then as pastor of the church. He found the church oppressed with a heavy debt. His zeal in the work was not without effect; it was communicated to the members of his flock, and his labors have been crowned with the happiest results, not only in regard to the temporalities of the church, but in its spiritual affairs. The congregation has grown rapidly in numbers, and in October, 1866, the roll of church members contained 434 names.

Dr. Swazey enjoys the highest regard of his congregation and of the public generally. As a pulpit orator, as a pastor, as a citizen, he stands high in the estimation and confidence of all who know him, and to his perseverance is due, to a great extent, the success which has attended the church of late years. The following gentlemen are the present officers of the church:

*Ruling Elders*—WILLIAM OSBORNE, BACON WHEELER, JAMES HOLLINGSWORTH, V. A. TURPIN, STEPHEN B. WILLIAMS, EDWARD FRY.

*Clerk of Session*—STEPHEN B. WILLIAMS.

*Treasurer of the Church*—WILLIAM OSBORNE.

*Trustees*—WILLIAM OSBORNE, ALBERT KEEP, ROBERT T. CRANE, WILLIAM J. POPE, E. J. WARNER, H. H. TAYLOR, O. CRONKHITE, JACOB BEIDLER, JER. B. BRIGGS.

*Treasurer of Trustees*—E. J. WARNER.

The Sunday School attached to the church, is under the superintending care of H. R. Skinner, and numbers 400 pupils; it also sustains the William Street Mission School, superintended by E. W. Hawley, which has over 500 pupils.









Illustration of the Theatre and Ale House, Detroit, Michigan.

Published by Jencks & Altmire



## McVicker's Theatre.

**M**CVICKER'S THEATRE—Is built upon the School block, fronting on Madison street, between Dearborn and State streets, and is centrally located. It is built of red brick, with stone trimmings. It has a front on Madison street of 82 feet, with a depth of 190 feet. It stands alone, wholly separated from any other building, by wide alleys on each side, and in the rear. The front portion of the building is devoted to business purposes,—the ground floor to stores, and the upper floors to offices, club rooms, lodge rooms, and like purposes. The entrance is thirty feet wide and forty deep; persons entering the door may ascend by easy flights of stairs to the auditorium, or pass under the dress circle into the parquette.

The means of exit are easy, and in case of alarm the audience could get out without difficulty.

The Theatre proper is 79 feet wide by 147 feet deep. The stage has a depth of 61 feet, and the auditorium 86. There are seats for over 1,600 persons, while the lobby and aisles can accommodate 250 more. On occasions of special interest there have been as many as 2,000 persons in the audience. Boyington and Wheelock were originally the architects, though the building was mostly erected under the superintendence of Mr. JAMES H. McVICKER. It was built in 1857, at a cost of \$83,000, and in 1865 was re-modeled at an additional cost of \$33,000. It was commenced in April, 1857, and opened to the public on the 5th of October in the same year, with the comedy of the "Honey-moon." It is possibly one of the most comfortable and convenient

theatres in the United States. Its stage arrangements are admirable. Standing alone, the building is capable of the most thorough ventilation. The theatre was erected in one of the most disastrous financial seasons Chicago has witnessed, and it required unusual nerve to carry the work to completion. For several years the investment was of questionable profit, and the proprietorship passed through a variety of hands. On the first of April, 1862, Mr. McVicker became the sole owner, as he had been the manager from the opening, and as he continues to be. Since that time the theatre has been a source of profit, and the perseverance of the proprietor, as well as his skill and experience professionally and as a manager, have been rewarded in the most substantial manner. Some years ago, Mr. Samuel Myers, brother-in-law of Mr. McVicker, and an actor long and favorably known

to Chicago, became associated in the management of the theatre.

McVicker's Theatre is one of the institutions of the city. It enjoys the reputation of a well conducted, orderly and first-class place of amusement, at which, during the year, are produced, in commendable style, the sterling dramas, and all the novelties of the day. During each season all the eminent members of the profession are engaged and appear in succession.

The success of this enterprize has been due to the personal efforts and personal integrity and ability of Mr. McVicker as projector, proprietor, manager and actor, in all of which respects he has, and continues to enjoy, the unlimited respect and confidence of the people of Chicago, and of his own profession every where.







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MICHIGAN AVENUE  
From the Lake

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## Michigan Avenue from the Lake.

**I**N previous numbers of this work there were views of Michigan Avenue, taken from several points. This view of this great promenade and fashionable quarter, is taken from the lake, and includes that portion of the avenue between Madison and Congress streets.

There are a number of the frame buildings of a former day still standing, but they are gradually giving way to the more stately and imposing marble residences.

As the entire length of that portion of this avenue fronting the lake is less than a mile, building sites are much sought after, and are rarely parted with. The residences of Bishop Duggan, of Messrs. J. H. and C. T. Bowen are easily recognized. To the left of the picture may be seen "Terrace Block," extending south from Van Buren street, and in which reside Lieut. Gov. Bross, J. Y. Scammon, Judge H. T. Dickey, Messrs. Sherman, Peck, and other well known wealthy citizens of Chicago.









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# M. S. & N. I. R. R. and C. R. I. & P. R. R. Depot.

**T**HIS IMPOSING BUILDING was commenced on the 16th of April, 1866, and is now completed. It is of the Franco-Italian style. The building measures 542 feet by 160 feet; these measurements are exclusive of the outside platforms which are under the general roof—the total width being 180 feet. The central or great roof over the tracks is 132 feet span; the side platforms are 27 feet wide, and the central one 16 feet. There are three tracks for departing trains, and two for trains arriving. The height of the roof is 60 feet from the platforms. The construction of the roof is the Howe Truss, with auxiliary beams above, to give the regular slope for a slate roof. Running along the centre and between each truss is a sky-light and tunnel ventilation. On the sides are French roofs above the walls, and large triplet Dormer windows, the whole giving a clear and cheerful light to the interior. The effect is greatly enhanced by a tasteful and harmonious coloring of the walls and roof. On the west side of the building are a number of rooms for the accommodation of travelers waiting

for the departure of trains. These rooms connect with the platform within the depot, and front on Sherman and Griswold streets. Each of the several companies using this depot has its baggage rooms, oil and lamp rooms, conductors' room, and large waiting apartments for ladies and gentlemen. There are rooms, also, for second class passengers, and emigrants, provided with all conveniences. These several rooms are appropriately furnished. There is also a spacious restaurant and ladies dining room. All the employees of the several roads have their appropriate rooms and offices.

The front of this vast building,—being the part shown in this view,—is in addition to the depot building proper. It is 173 feet wide by 63 deep, making the entire length of the edifice 605 feet. It is occupied by the official staff of the several railroad companies. There is a central entrance hall, handsomely frescoed and finished. On the east side of this hall are the offices of the Michigan Southern and Northern Indiana Railroad Company. These offices number twenty-three rooms, nine of which are fire and burglar proof. On the west side of the hall



are the offices of the Chicago and Rock Island and Pacific Railroad Company, occupying the same number and style of rooms. The several stories are reached by broad flights of stairs, and the building is rendered more complete by an ample supply of bath rooms, closets, etc. From the towers an excellent view of the city can be obtained.

The building has been constructed in the most substantial manner and of the best material; while there might have been more display in the way of ornament, there has been no lack of expenditure to secure for the traveling public every possible security, protection and comfort. Those who have traveled can appreciate the value of comfort, regularity, convenience, cleanliness and order at the depots in large cities, where there arrive and depart at almost every hour trains for widely separated destinations. In all that tends to the comfort of the traveler, this depot building is a model of elegance and order.

This immense building was commenced, erected and completed within one year. The following persons were engaged in the work: W. W. Boyington, Esq., Architect and Superintendent-in-chief. J. W. Roberts, Ornamental Draughtsman. J. Morris, Superintendent. Mortimer and Tapper, Contractors for building. Warwick and Cassidy and A. Grannis, Carpenters. Boomer, Boyington and Co., Roof Truss builders. Jevne and Almini, Artists, Decorators and Painters. James Parker, and Griffiths and Clark, Slaters and Tanners. Scanlan and Bowden, Plumbers. J. Nash, Gas Fitter. G. Gladding, Sewerage.

The building is warmed and ventilated by Baker & Smith's low pressure Steam Generator.

The officers of the respective roads who unitedly occupy this building, are as follows:

CHICAGO, ROCK ISLAND AND PACIFIC R. R. CO.

JOHN F. TRACY, *President and General Superintendent*, Chicago.  
F. H. TOWS, *Secretary*, New York.  
E. W. DUNHAM, *Treasurer*, New York.  
P. A. HALL, *Assistant General Superintendent*, Chicago.  
W. H. WHITMAN, *Assistant Superintendent Ill. Division*, Rock Island.  
A. KIMBALL, *Assistant Superintendent Iowa Division*, Davenport, Iowa.  
E. H. JOHNSON, *Chief Engineer*, Chicago.  
LEWIS VIELE, *General Freight Agent*, Chicago.  
R. A. GILLMORE, *General Ticket Agent*, Chicago.  
F. D. SHERMAN, *Cashier*, Chicago.  
JACOB BARNEY, *Master Mechanic*, Chicago.  
J. I. FOGO, *Superintendent Car Repairs*, Chicago.  
A. MANVEL, *Purchaser of Supplies*, Chicago.

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R. CO.

*President*—E. B. PHILLIPS, office, Chicago.  
*Treasurer*—LE G. LOCKWOOD, office, New York.  
*Secretary*—D. P. BARRYDT, office, New York.  
*General Superintendent*—CHARLES F. HATCH, office, Chicago.  
*Chief Engineer*—CHAS. PAINE, office, Chicago.  
*Superintendent Eastern Division*—J. E. CURTIS, office, Adrian, Mich.  
" *Western Division*—C. HARRIS, office, Laporte, Ind.  
" *Northern Division*—P. D. COOPER, office, Detroit, Mich.  
" *Air Line Division*—H. M. WRIGHT, office, Toledo, O.  
*Cashier*—J. P. JONES, office, Chicago.  
*Auditor*—JOHN J. ADAM, office, Chicago.  
*Com'l Freight Agent*—CHAS. M. GRAY, office, Chicago.  
*General Passenger Agent*, } C. P. LELAND, office, Chicago.  
*General Accountant*, }  
*General Master Mechanic*—JAS. SEDGLEY, office, Adrian, Mich.  
*Master Car Builder*—JOHN KIRBY, office, Adrian, Mich.  
*Supply Agent and Storekeeper*—S. G. REMINGTON, office, Adrian, Mich.  
*Western Passenger Agent*—S. C. HOUGH, office, Chicago.







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CENTENARY M. E. CHURCH

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# Centenary Methodist Episcopal Church.



CENTENARY CHURCH.—This imposing edifice is situated on West Monroe street, between Morgan and Aberdeen streets, and fronts south. The front, which is of the Gothic style, is of Athens marble, rock faced, and trimmed with bold, cut mouldings. The triple arched entrance, the strong outlines, the octagonal turrets and buttresses, the gables and stone crosses, all give a charming and harmonious effect. The Gothic quadruple mullion window of beautifully stained glass, completes the symmetry and beauty of the whole.

The building is 76 feet front by 118 feet deep, exclusive of the buttresses. The vestibule, to which there are three entrances, is 12 by 76 feet. From this a spacious stairway leads to the auditorium above. The lower story is reached from the vestibule by an entry 12 feet wide, on one side is an Infant class room,

and a Bible class room, each 26 by 28 feet. Passing further on, the entry reaches the smaller audience room, which measures 59 by 65 feet. At the north end of this room is a rostrum, from which can be viewed a comfortable and convenient sized room for public worship, and one of the finest Sunday School rooms in the city. The class rooms we have mentioned communicate with this room by folding doors, and when occasion needs, the whole can be thrown into one room. In this room is a very fine organ, and in the rear there is an apartment for a library. From the North-East corner of this floor there is a staircase leading to the main floor, and communicating with the Pastor's study, immediately over the library, and in the rear of the main auditorium. The same stairway, by a second flight, reaches to the choir gallery.

The lower story is above the level of the street, and therefore admits of a spacious sub-basement, which is economically appor-

tioned for very useful purposes. There is a complete suite of rooms for working, dining, dressing rooms, coal bunks, sinks and closets.

The minor audience room is handsomely and tastefully decorated and frescoed. The walls contain, in illuminated old English text, Scriptural mottoes, and are ornamented with vignettes of an appropriate significance. Bible history is beautifully illustrated by scenes portrayed upon the panels. The same style of decoration is to be found also in the class rooms, in the vestibule, and in the entries. The columns are neatly bronzed, and the floors carpeted.

The main floor or auditorium is not yet completed, and the dedication exercises, and the subsequent public worship by the congregation, have all taken place in the minor hall, which, when the main hall is completed, will be devoted to its original purpose, as a lecture and Sunday School room. The main hall, when finished, will be one of the most spacious and elegant temples of prayer in Chicago. This church is a noble monument of the zeal and energy of the Methodist body in Chicago.

The opening or dedicatory exercises were held on Sunday, February 17, 1867. There were three services—morning, conducted by Dr. T. M. Eddy; afternoon, by Dr. Hatfield; and

evening, by Dr. Hitchcock; the Rev. C. H. Fowler, the pastor, assisting. Notwithstanding the severity of the season, the unfinished state of the building, and the comparatively limited accommodations, there was a large attendance at all the services. Dr. Eddy preached in the forenoon after which it was stated that the cost of the building, including the lot, to its then stage of completion, was \$50,000; of which \$40,000 had been subscribed and collected, leaving \$10,000 to be raised to pay the arrears then due. After the sermon, \$11,400 was subscribed by the congregation present. In the afternoon, after Dr. Hatfield's sermon, \$2,000 more was subscribed; and in the evening, some \$200 additional was collected, making nearly \$14,000.

Much of the credit for the prosecution of this work,—the erection of such a large and handsome church edifice, is due to the zeal and personal efforts of the esteemed pastor, the Rev. C. H. Fowler; and under his auspices there is no question but that the work will be completed during 1867.

Those engaged in building the church are: Architect, W. W. Boyington, Esq.; mason, Daniel Goodman; carpenter, John Walsh; painting, J. M. Wilson; frescoes, Jevne and Almini; plumbing, William Wilson; gas fitting, Spencer and Nash; stained glass, E. Cooke; furnaces, Fuller, Warren and Co.





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ARMORY & GAS WORKS

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## Armory and Gas Works.

**A**RMORY.—This building belongs to the city of Chicago. It was built in 1856-7, and was intended as a general building for the keeping, and storage of arms belonging to the various volunteer military companies of the city, and such guns and other arms as belong to the city. Hence the name popularly given to the building. With the exception of being used in part by an artillery company, and for the storage of some muskets belonging to the city, it has long since lost all its military character.

The building is now used for police business. It contains the temporary prison for all persons arrested and awaiting examina-

tion by the magistrates. The police court, which meets twice a day, is held in this building, and the "Armory" is the scene wherein the degraded and the criminals of this great city appear and play their parts. The picture represents a procession of police, and the persons captured upon one of their raids upon the disreputable establishments of the city. The location of the building is in the very center of the abodes of crime, degradation and vice of every form, which, by some strange impulse, have gathered under the very walls of the tribunal where it is daily arraigned, subjected to penalties, and discharged, to be brought back, within a few hours, to pass through the same ordeal.

On the right of the picture is a view of the buildings of the Chicago Gas Light and Coke Company. They cover a large space of ground, and the works are not only extensive, but very complete in every particular. When this site was selected for the Gas Works, it was supposed to be sufficiently removed from the central part of the city, as to be inoffensive; but since that period, while improvements and business have carefully avoided the immediate locality, the city has been extended miles in every direction beyond the Gas Works. Until 1858,

this company had the monopoly of supplying Gas in Chicago; but, in that year, a new company was organized, which, by a subsequent arrangement, has the exclusive supply of the West Division.

West of the Works, are the Coal Docks belonging to the company, where is received and stored, the vast amount of coal necessary for their business. The removal of these Gas Works, to some remote part of the city, is now a mere question of time.





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## Pittsburgh, Fort Wayne and Chicago Freight Depot.

**T**HE RIVER SOUTH OF MADISON STREET.—  
This is another of many views upon the Chicago River. It represents that portion of the South branch lying between Madison and Van Buren Streets. On the West is to be seen the mammoth freight depot building of the Pittsburg, Fort Wayne and Chicago Railway Company. This depot occupies the river side to the

extent of two blocks, and is on the eastern side of the site of the projected Union railway depot.

South of the depot building are to be seen several elevators, and the section of the river embraced in this view, in the season, presents one of the most animated and busy scenes. On the east side of the river, is the large coal yard of the Chicago Gas Company, and a number of extensive lumber yards.











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# Corner Lake Street and Wabash Avenue.



## WABASH AVENUE AND LAKE STREET.

This is a view of the crossing of Lake Street and Wabash Avenue, Burch's iron block being the building in the foreground. This view is taken from Lake Street, looking west. These buildings were erected in 1857-8, and have iron fronts, corresponding with

a similar block on the opposite side of the street. In the distance is the cupola of the Tremont House. The extensive and widely renowned publishing house of S. C. Griggs & Co., which is one of the institutions of Chicago, is in this block. The other buildings are all occupied by wholesale firms. On the north-west corner of the crossing is the extensive wholesale clothing establishment of Philip Wadsworth & Co.











Historical Lithography Co. 132 & 134 Clark St.

Published by Lewis & Atwood

8<sup>TH</sup> PRESBYTERIAN CHURCH.



## Eighth Presbyterian Church.

**E**IGHTH PRESBYTERIAN CHURCH.—This Edifice is located at the north-west corner of West Washington and Robey Streets, and thus occupies a central point in the pleasant and rapidly growing section of the city that lies west of Union Park. It is built of wood, in a solid and well finished manner, and is regarded as a model of architectural beauty. It has a front of fifty-four feet, and is one hundred and seven feet in depth. The main tower is on the corner, and is surmounted by a graceful spire, which rises to the height of one hundred and seventy feet. Two entrances, one opening from Washington street, and the other from Robey, lead to the vestibule, from which two spacious stairways ascend to the main audience room. This room is also reached by an entrance in the rear, which opens from Robey street. The room measures sixty-two feet by eighty, and affords comfortable seating for seven hundred and fifty persons. The ceiling is divided

by beautifully carved wood-work into panels, which, together with the walls, are chastely frescoed. The windows are of neatly stained glass, with richly ornamented heads and borders. At night the room is softly lighted from above by reflectors inserted in the ceiling. The pulpit is of solid black walnut, and stands on a spacious platform, in the rear of which is the choir recess, measuring twenty-one feet by twelve. The pews are grained in imitation of oak, with walnut arms and rails, and upholstered in a handsome and luxurious manner. In all respects, indeed, beauty and utility have been so combined in the finishing and furnishing of this room as to make it one of the most inviting auditoriums in the city. In easy communication with the pulpit is a very convenient and comfortable study for the pastor.

The first story of the building, which is eleven feet high in the clear, is divided up into several apartments, (including an attractive church parlor,) which are admirably arranged and

appropriately furnished for the convenience of the Sabbath School, and for the various religious and social purposes of the Society.

The architect was G. P. Randall, Esq., and the builders, Messrs. Harris and Child, of Chicago. The total cost of the building was about thirty thousand dollars. The fresco painting was done by Jevne and Almini.

The church was organized on the 20th of December, 1864, and comprised twenty-five members, of whom Messrs. S. R. Bingham and B. L. Chamberlain were chosen Elders. At the same time a unanimous call was made out for the Rev. Jas. T. Matthews to assume the pastoral care of the new society. Its first place of worship was a chapel thirty feet by forty-five; but this house was soon found to be inadequate to the requirements

of the rapidly increasing population. Accordingly in the month of July, 1866, the foundation of the present structure was laid, and the building was completed and opened for Divine Worship on the third Sabbath of June, 1867.

Since the organization of the church its eldership has been increased by the addition of Messrs. O. F. Woodford and Thos. Hood. Its present Board of Trustees is composed of Messrs. E. H. Whitney, I. McAllister, G. H. Miller, Thos. Hood, and I. E. Fay. S. R. Bingham, Esq., is the Superintendent of the Sabbath School, which has already reached a high degree of prosperity under his skillful management. In all respects, indeed, this vigorous young church is flourishing, and looks forward expectantly to a useful and happy future.









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## Corner Lake and Wells Streets.



LAKE AND WELLS STREET.—This view is of an ordinary scene at the crossing of Wells and Lake Streets. In the distance, looking north, may be seen Wells Street bridge. This portion of Wells street was paved with the Nicholson block pavement in 1855-6, the first of that kind of pavement laid in Chicago, and is yet in a good state of preservation. Mears & Rockwood's

wholesale drug and paint establishment is in the building on the north-west corner. The patent "spring bed" factory is in the same building. This is one of the busiest street crossings in Chicago.











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PARK ROW

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## Park Row.



ARK ROW.—Park Row takes its name from a block of brown stone buildings which for a long time stood alone, facing the south end of the Lake park, the right resting upon the Lake shore. Since then, other buildings of white

stone have been built between the Row and Michigan Avenue. It is one of the finest residence locations in the city. Among those residing on this place are W. F. Coolbaugh, Esq., C. G. Wicker, Esq., Col. John VanArman, Henry G. Miller, Esq., John V. Ayer, Esq., and others.









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CHICAGO WATER WORKS  
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## Chicago Water Works.



**C**HICAGO WATER WORKS.—This view of the new Water Works of Chicago is taken from the West. In a former number we gave a view of the crib, or the lake end of the tunnel through which the city obtains the water from the lake. The building to the right is of white stone, and includes boiler rooms, engine rooms, and all the necessary apartments and offices for the persons employed in the establishment. Within the area covered by this building are three wells, one square well thirty by fifteen feet, and twenty feet deep; one circular well thirty-one feet in diameter and twenty-one feet deep; and one thirty-eight feet in diameter and thirty feet deep. This last well is not used, but kept in reserve for the future need of the city. Two new engines of nine hundred horse-power stand over the other circular well, resting on foundations of masonry. A drift or horizontal shaft one hun-

dred and fifty-four feet long and four feet in diameter has been laid from the main shaft, or shore end of the tunnel, to the gate chamber. From this chamber a passage one hundred and nine feet long extends to the several wells. These are forty feet below the surface. The gate chamber has a depth of forty-five feet, and a diameter of eighteen feet. Within are five partition walls of masonry, with an equal number of gates to regulate the flow of water. The two new engines are estimated to have the power of forcing eighteen millions of gallons of water a day. The cylinders are each forty-five inches in diameter, with eight-foot stroke. The pumps which are placed in the wells below the cylinders are double-acting, and twenty-six feet in diameter, with eight feet stroke. The boiler is twenty feet long, and eleven feet six inches in diameter. The white stone stack or chimney is one hundred feet high. The engine rooms measure one hundred and eighty-six by sixty feet.

In the front of the picture is the Water Tower. It is of white stone, and measures one hundred and thirty feet high. The base is twenty-four feet square, but is surrounded by a building forty-one feet square, within which a spiral stair-case leads to an observatory overlooking the city, and affording a view of the water column in the center. The column within the tower will be three feet in diameter, and is made of wrought iron. The base has six nozzles, three of which receive the water from the pumps, and the others distribute it through the mains which supply the city.

The successful completion of the tunnel was followed by the construction of these new buildings, and on the 25th of March,

1867, the corner stone of the building was laid with imposing ceremonies by the Masonic fraternity, the Most Worshipful Grand Master Jerome R. Gorin officiating. A grand military, civic and Masonic procession took place, and thousands of people were present on the occasion. The oration was delivered by the Hon. John B. Rice, Mayor of Chicago. Addresses were also made by Ex-Mayor F. C. Sherman and others. Both gentlemen paid deserved compliments to the scientific skill of E. S. Cheshbrough, Esq., the engineer who superintended the whole work.

The entire cost of the Chicago Works, including tunnel, buildings, machinery, and all the requisites, was two millions five hundred thousand dollars. W. W. Boyington, Esq., was the architect of the buildings.







1<sup>ST</sup> BAPTIST CHURCH.

Engraved by J. G. Thompson & Co. 127 & 129, Nassau St.



Engraved by J. G. Thompson & Co.



## First Baptist Church.

**F**IRST BAPTIST CHURCH.—This very imposing edifice is situated on Wabash Avenue, immediately south of Hubbard Court. It is built of stone, and will be one of the most substantial church buildings in Chicago. It has a front of ninety feet on Wabash Avenue, and is one hundred and twenty feet deep. The lecture room and Sunday School rooms are in a two-story building in the rear of the church. The auditorium is upon the main floor, and is seventy-five feet wide by one hundred and five feet deep in the clear. The main tower is two hundred and twenty-five feet high, and is entirely of stone. The minor tower is one hundred and four feet high. The corner stone was laid in 1865, and in 1866 the church was completed and occupied.

The church is elegantly and comfortably furnished, and capable of accommodating a very large congregation. The organ is the finest in the city, and is an instrument of great volume, variety and smoothness of tone. It is of the same size as

that in Plymouth Church, Brooklyn, New York. It has three manuals, and forty-eight stops, and cost ten thousand dollars. Since its erection its powers and qualities have been repeatedly tested by some of the most eminent organists, and has earned an enviable reputation. The church building, site, organ and gallery cost one hundred and seventy-two thousand dollars, all of which has been contributed by voluntary subscription. W. W. Boyington, Esq., of Chicago, was the architect.

The society of this church is one of the oldest in Chicago. It was first organized in October, 1833, and consisted of a few members. In the year 1836 it was able to purchase the lot on which now stands the Chamber of Commerce building, and to erect thereon a large brick church. In this church the society worshiped until 1863-4, when they sold the lot to the Chamber of Commerce, and donated the building to the Second Baptist Church. [See Number 7 of this work.] The society then wor-

shipped for one year in Bryan Hall, and then in the lecture room until the church was ready for occupancy.

The Rev. Dr. W. W. Everts was appointed pastor of the church in 1859, and under his zealous and eminent labors, the congregation has grown until it is now the largest Protestant congregation in the West. It has not only prospered beyond

precedent in its own affairs, but it has done much to aid and build up other churches in the city and elsewhere. The following clergymen have officiated as pastors of this society in the order named: A. B. Truman, I. T. Hinton, C. B. Smith, E. H. Hamlin, Miles Sandford, E. Tucker, J. C. Burroughs, W. G. Howard, W. W. Everts.









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MARINE BANK BUILDING  
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## Marine Bank Building.

**C**ORNER OF LA SALLE AND LAKE STREETS. This is a familiar scene to the people of Chicago. It is one of the busy street crossings. The view is taken from the south-west, looking east. On the extreme left is a portion of Link's iron building in which Coolbaugh's Union National Bank has its offices, and in the upper stories are the real estate rooms of Mr. S. S. Hayes. The central building is that of the Marine Bank, constructed of Illinois marble. It is at the north-east corner of LaSalle and Lake Streets, and was one of the first of the large business houses built of that stone.

In 1858-9, the grade of Lake Street having been raised, the entire block of buildings, of which this Marine Bank building was one, extending from LaSalle Street east to Clark Street, were raised from their foundations nearly six feet. The process was one that attracted general interest, and was watched with great anxiety by the public. The buildings were all of brick or stone, four and five stories high, were all occupied, and the work was accomplished without accident and without suspending business for an hour.











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VIEW FROM VAN BUREN ST. Original from  
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## View from Van Buren Street Bridge.

**S**OUTH BRANCH OF THE RIVER.—This is a view of another section of the south branch of the Chicago River. It is taken from Van Buren Street Bridge, looking north. At the extreme north may be seen Madison Street Bridge, near the west end of which are the Oriental mill and the Illinois River elevator. South of the bridge may be seen the

freight depot of the Pittsburgh, Fort Wayne and Chicago Railroad. On the right of the picture the extensive coal yards of the Chicago Gas Company is the most prominent object. In the season of navigation this part of the river is generally very crowded with coal and lumber vessels discharging cargoes.


















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