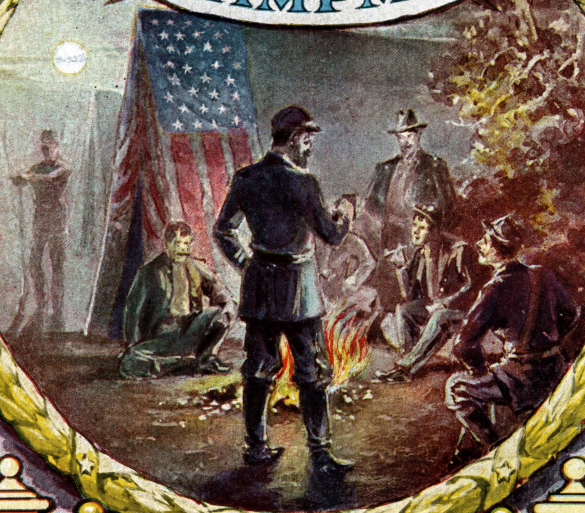


GRAND ARMY OF THE REPUBLIC

34TH

ANNUAL

ENCAMPMENT



IN THE CITY OF
CHICAGO
AUGUST 26TH TO 30TH

★ 1900 ★

THIRTY-FOURTH ANNUAL
ENCAMPMENT

OF THE

Grand Army of the Republic

CHICAGO, ILL.,

AUGUST 26 TO
SEPTEMBER 1, 1900.

ENCAMPMENT PROGRAMME

AND

SOUVENIR OF CHICAGO

ISSUED BY

The Chicago & North-Western
Railway Co.

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1900.



LINCOLN MONUMENT, LINCOLN PARK.

Programme ❖ ❖ ❖

THIRTY-FOURTH NATIONAL ENCAMPMENT

OF THE

Grand Army of the Republic,

CHICAGO,

August 26 to September 1, 1900.

COURT OF HONOR, Michigan Avenue, Jackson Boulevard to Park Row.

GRAND ARMY ARCH, Michigan Avenue and Jackson Boulevard.

NAVAL ARCH, Michigan Avenue and Park Row.

SATURDAY, AUGUST 25TH.

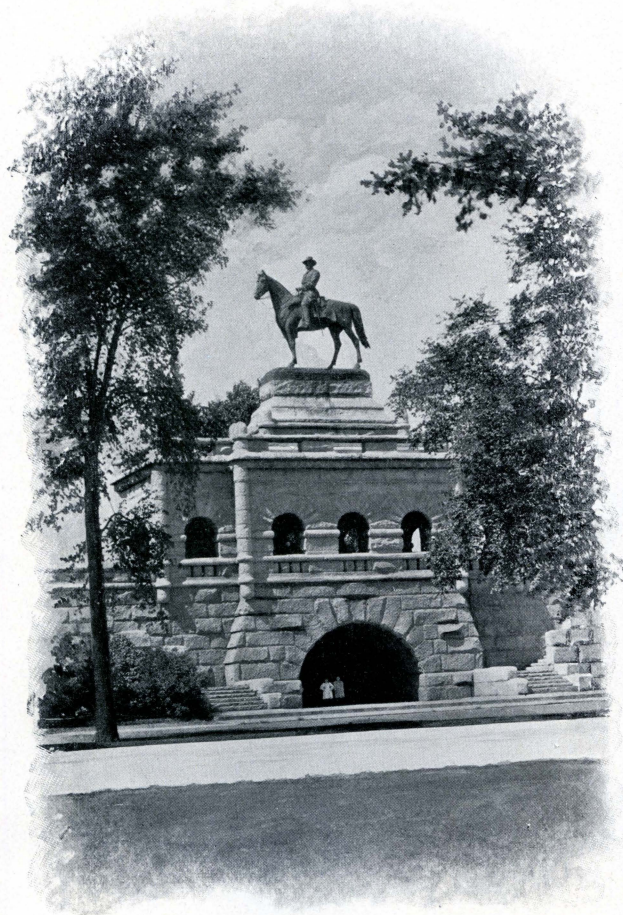
- 4.00 P. M.—The committee receives the President of the United States and his Cabinet, and other distinguished guests.
- 4.15 P. M.—President's salute, Twenty-one guns.
- 8.00 P. M.—Opening War Song Concert at the Coliseum, Phinney's U. S. Band (100 pieces), and Chorus of 1,000 voices.

SUNDAY, AUGUST 26TH.

- 10.30 A. M.—Special patriotic services will be held in all city churches.
- 2.00 P. M.—Sacred concerts will be given in the parks by military bands.
- 3.00 P. M.—Patriotic Religious Exercises for Children at the Coliseum.
- 8.00 P. M.—Grand patriotic and sacred song services, dedicating the new Coliseum, Wabash Avenue, between 14th and 16th streets.

MONDAY, AUGUST 27TH.

- Sunrise Salute to the flag. Thirteen guns. All citizens are requested to join in the ceremony and raise flags.
- 9.00 A. M.—Dedication of the Naval Arch, Michigan Avenue and Park Row.
- 10.30 A. M.—Grand parade of the Naval Veterans of the Civil War, escorted by Veterans of the Spanish-American War, Naval Reserves and Sons of Veterans, together with the National Association of Union Ex-Prisoners of War, escorted by a battalion of the National Guard and the Boys' Brigade,



GRANT MONUMENT, LINCOLN PARK.

MONDAY, AUGUST 27TH.—(Continued.)

representing the soldiers of the past, present and future, all reviewed by Commodore Geo. L. Seavey, Commander-in-Chief of the Naval Veterans Association; National Commander James Atwell of the National Association of Union Ex-Prisoners of War; Col. Asa W. Jones, Commander-in-Chief, Sons of Veterans; Commander-in-Chief Albert D. Shaw of the Grand Army of the Republic; Mayor Carter H. Harrison, and distinguished guests.

3.00 P. M.—Parade of all government vessels on the lakes, tugs, yachts, etc., all profusely decorated. The course will be from Lake Front Park to Lincoln Park.

5.00 P. M.—Naval battle off Lincoln Park.

8.00 P. M.—Dog-watch of the Naval Veterans Association at Association Auditorium, 155 La Salle Street; Grand Camp-fire and Reunion of the National Association Union Ex-Prisoners of War at the Coliseum, Wabash Avenue near 16th Street; First illumination of the Arches and Court of Honor on Michigan Avenue.

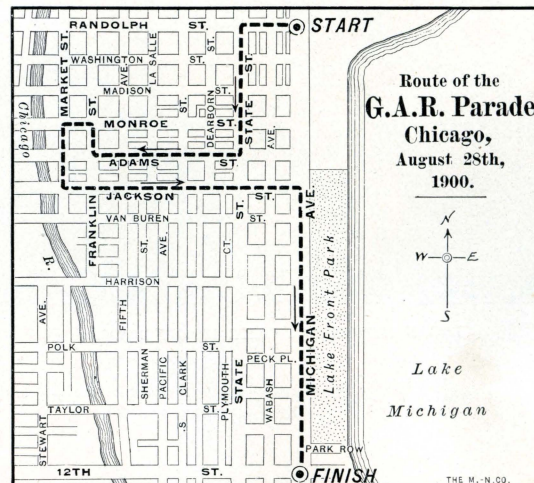
8.30 P. M.—Fireworks off Lake Front Park, including Pain's gorgeous spectacle, "Battle of Santiago." Repeated every evening during the Encampment.

TUESDAY, AUGUST 28TH.

Sunrise Salute. Thirteen guns.

9.00 A. M.—The dedication of the Grand Army Arch, Jackson Boulevard and Michigan Avenue.

10.00 A. M.—Parade of the Grand Army of the Republic, reviewed by Commander-in-Chief, the President of the United States, the Mayor of Chicago, Governor of Illinois, Governors of other States, and distinguished guests.





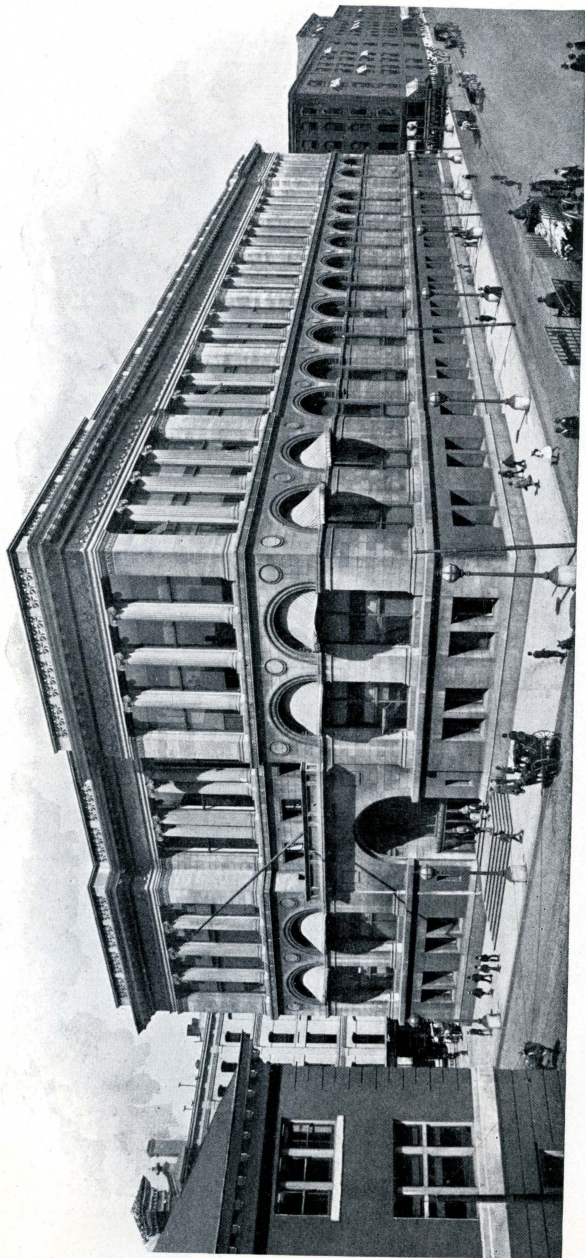
LOGAN MONUMENT, LAKE FRONT PARK.

TUESDAY, AUGUST 28TH.— (Continued.)

- 8.00–9.00 P. M.—Informal reception to the President of the United States, Commander-in-Chief Shaw, Department Commanders and other distinguished guests, at G. A. R. Memorial Hall, Michigan Avenue and Randolph Street.
- 8.00 P. M.—Twenty-five State Reunions, the halls to be announced.
- 8.00 P. M.—War Song Concert at the Coliseum, by Phinney's U. S. Band and Grand Chorus.
- 8.00 P. M.—Reception of Woman's Relief Corps at Palmer House, State and Monroe streets.
- 8.30 P. M.—Fireworks off Lake Front Park.
- 9.30 to 11.00 P. M.—Reception of Ladies of the G. A. R. at Palmer House.
- Illumination of Streets, Arches and Court of Honor.

WEDNESDAY, AUGUST 29TH.

- Sunrise Salute. Thirteen guns.
- 9.00 A. M.—Veterans' Bicycle Road Race, five mile, starting at Washington Boulevard and Halsted Street, and finishing at Garfield Park bicycle track, west end of Jackson Boulevard.
- 10.00 A. M.—Meeting of the 34th National Encampment of the Grand Army of the Republic at Studebaker Hall, Michigan Avenue, between VanBuren and Congress streets, welcomed by Mayor Carter H. Harrison, response by Commander-in-Chief Shaw. Welcome on behalf of the Department of Illinois by Commander Joel M. Longenecker, response by Past Commander-in-Chief Louis Wagner.
- Convention of Woman's Relief Corps in Central Music Hall, State and Randolph streets.
- Meeting of Ladies of the G. A. R. in Y. M. C. A. Hall, 155 La Salle Street.
- Meeting of Daughters of Veterans at Hall 512, Masonic Temple, State and Randolph streets.
- Meeting of Ladies of Ex-Prisoners of War Association at Hall 210, Masonic Temple.
- Meeting of National Association of Army Nurses of the Civil War, 209 Masonic Temple.
- Meeting of the Ladies of the Naval Reserves at Hall 613, Masonic Temple.
- Meeting of Naval Veterans at Handel Hall, 40 Randolph Street near Wabash Avenue.
- Meeting of National Association Union Ex-Prisoners of War, Room 307 County Building, Clark and Randolph streets.
- 3.00 P. M.—Delegates and friends will visit the Union Stock Yards by invitation.



CHICAGO PUBLIC LIBRARY AND GRAND ARMY MEMORIAL HALL, MICHIGAN AVENUE, WASHINGTON AND RANDOLPH STREETS

WEDNESDAY, AUGUST 29TH.—(Continued.)

- 8.00 P. M.— Reception of Daughters of Veterans, drill hall, Masonic Temple.
- 8.00 P. M.— Camp-fire of Army of the Potomac.
- Camp-fire of Army of the Tennessee.
- Camp-fire of Army of the Cumberland.
- Camp-fire of Army of the Mississippi and Gulf.
- Camp-fire of Army of the Frontier.
- War Song Concert at the Coliseum.
- 8.30 P. M.— Fireworks off Lake Front Park.
- Illumination of Streets, Arches and Court of Honor.

THURSDAY, AUGUST 30TH.

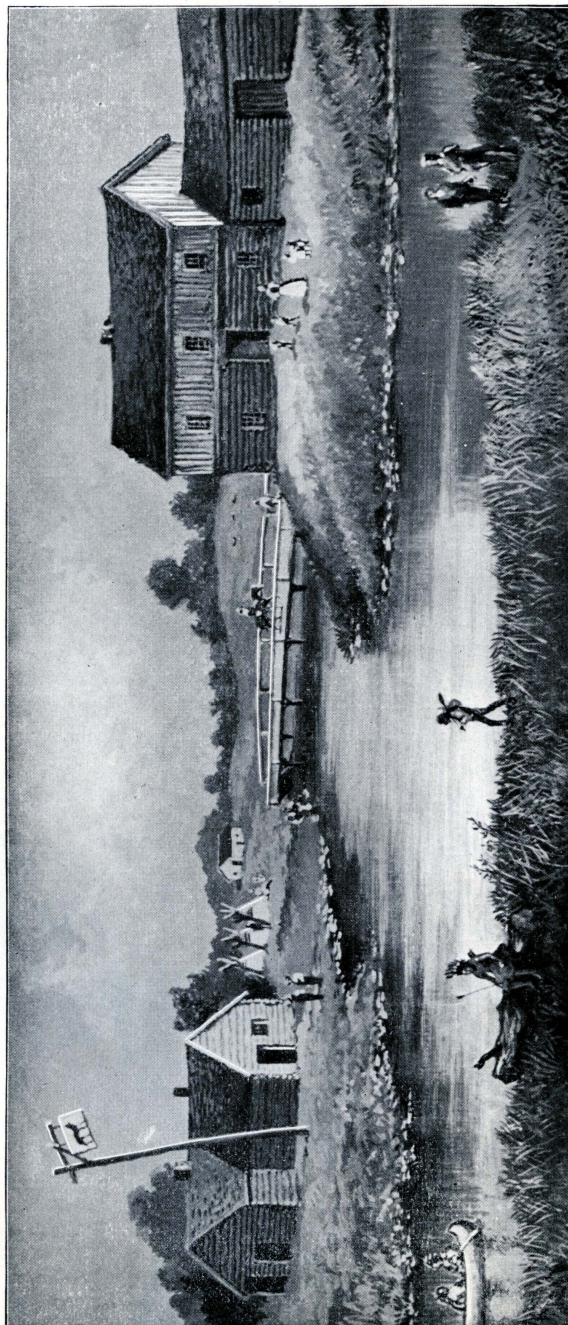
- Sunrise Salute. Thirteen guns.
- 10.00 A. M.— Adjourned business meetings of the Encampment.
- Adjourned business meetings of auxiliary societies.
- Reunions and interchange of visits among posts.
- 3.00 P. M.— Infantry, Cavalry and Artillery maneuver and sham battle at Washington Park by the First Brigade and First Cavalry, Illinois National Guard, and United States Troops stationed at Fort Sheridan.
- 8.00 P. M.— War Song Concert at the Coliseum.
- 8.30 P. M.— Fireworks off Lake Front Park.
- Illumination of Streets, Arches and Court of Honor.

FRIDAY, AUGUST 31ST.

- 8.30 A. M.— Delegates' lake excursion to Milwaukee and return on the whaleback steamer "Christopher Columbus."
- Excursions on the Lake and Drainage Canal.
- 4.00 P. M.— Automobile floral parade.
- 8.00 P. M.— War Song Concert at the Coliseum.
- 8.30 P. M.— Fireworks off Lake Front Park.
- Illumination of Streets, Arches and Court of Honor.

SATURDAY, SEPTEMBER 1ST.

- Recreation.
- Afternoon — Baseball, golf, and other games in the various parks throughout the city.
- 4.00 P. M.— Concerts in Lincoln, South and Garfield parks.
- 8.30 P. M.— Fireworks off Lake Front Park.
- Illumination of Streets, Arches and Court of Honor.
- TAPS.



WOLF'S POINT, CHICAGO, 1832.

DIVERGENCE OF THE MAIN RIVER INTO THE NORTH AND SOUTH BRANCHES, NEAR THE PRESENT SITE OF THE NORTH-WESTERN LINE PASSENGER STATION.

PUBLIC SCHOOLS

Used for Free Quarters for Grand Army Posts, during Encampment. Their Location.

NORTH SIDE SCHOOLS.

Greeley, Horace, School—Grace Street and Sheffield Avenue.
Hawthorne School—corner School Street and Seminary Avenue.
Morris School—Noble Avenue and Bissell Street.
Alcott School—Wrightwood Avenue and Orchard Street.
Agassiz School—Diversey and Seminary avenues.
Knickerbocker School—Clifton and Belden avenues.
Arnold School—Burling and Center streets.
Lincoln School—Larrabee Street and Kemper Place.
La Salle School—Hammond and Eugenie streets.
Newberry School—Willow and Orchard streets.
Trumbull, Lyman, School—Division and Sedgwick streets.
Franklin School—Goethe Street, near Wells.
Ogden School—Chestnut and North State streets.
North Division High School—Wells and Wendell streets.
Adams, J. Q., School—Townsend St., between Chicago Ave. and Locust St.

WEST SIDE SCHOOLS.

Peabody School—Augusta and Noble streets.
Mitchell, Ellen, School—North Oakley Avenue and Ohio Street.
Carpenter School—Center Avenue and Huron Street.
Tilden School—Lake and Elizabeth streets.
Tennyson School—California Avenue and Fulton Street.
Marshall School—Adams Street, near Kedzie Avenue.
Ericsson, John, School—West Harrison Street, near Sacramento Avenue.
Calhoun School—Jackson Boulevard and Francisco Avenue.
West Division High School—Lincoln, Congress and Ogden Avenue.
Marquette School—Harrison and Wood streets.
Goodrich School—Taylor and Sangamon streets.
Jackson, Andrew, School—Sholto and Better streets.
McLaren, John, School—York and Laffin streets.
Cramer, John, School—Campbell Avenue, between Taylor and Fillmore Sts.
Chalmers, Thomas, School—Twelfth Street and Fairfield Avenue.
Brainard School—Twelfth Place, near Hoyne Avenue.
Gladstone School—Robey Street and Washburne Avenue.
Clarke School—Ashland Avenue, corner West Thirteenth Street.
Medill High School—Fourteenth Place, near Throop Street.
Smyth, John M., School—Thirteenth Street, near Blue Island Avenue.
Foster School—Union Street, corner O'Brien Street.
Washbourne School—West Fourteenth Street, near Union Street.
Jirka, Frank J., School—Seventeenth and Laffin streets.
Froebel School—Twenty-first and Robey streets.
Hammond School—Twenty-first Place, near California Avenue.
Spry, John, School—Southwest Boulevard and West Twenty-fourth Street.

SOUTH SIDE SCHOOLS.

Jones School—Third Avenue and Harrison Street.
Haven School—Wabash Avenue and Fifteenth Street.
Harrison School—Twenty-third Place, near Wentworth Avenue.
Moseley School—Michigan Avenue and Twenty-fourth Street.
South Division High School—Twenty-sixth Street and Wabash Avenue.
Ward School—Shields Avenue and Twenty-seventh Street.
Sheridan, Mark, School—Twenty-seventh and Wallace streets.
Healy School—Wallace Street, near Thirty-first Street.
Webster School—Wentworth Avenue and Thirty-third Street.
Keith School—Dearborn and Thirty-fourth streets.
Douglas School—Forest Avenue and Thirty-second Street.
Doolittle, James R., Jr., School—Thirty-first St., near Cottage Grove Ave.
Raymond School—Wabash Avenue and Eda Street (Thirty-sixth Place).
Mann, Horace, School—N. E. corner Thirty-seventh St. and Princeton Ave.
McClellan School—Wallace and Thirty-fifth streets.
Greenwood Avenue School—Greenwood Avenue and Forty-sixth Street.
Forrestville School—Forty-fifth Street and St. Lawrence Avenue.
Colman School—Dearborn Street, near Forty-seventh Street.
Hancock School—Princeton Avenue and Swan Street.
Hendricks School—Forty-third Street and Shields Avenue.
Willard, Frances E., School—Forty-ninth Street and St. Lawrence Avenue.
Kozminski, Charles, School—Fifty-fourth Street and Ingleside Avenue.
Farren School—Wabash Avenue, near Fifty-first Street.
Hyde Park High School—Fifty-sixth Street and Kimbark Avenue.
Carter School—Wabash Avenue and Sixty-first Street.
Englewood Grammar School—Stewart Avenue and Sixty-second Street.
Englewood Annex—Stewart Avenue and Sixty-second Street.
Woodlawn School—Lexington Avenue, near Sixty-fourth Street.
Scott, Walter, School—Sixty-fourth Street and Washington Avenue.

CHICAGO . . .

FACTS AND INFORMATION FOR THE TOURIST.

CHICAGO'S location is definitely referred to in the annals of the early explorers of the West — Marquette, Joliet and La Salle — who, in their journey to discover the Mississippi, and explore the unknown West, found this a convenient point for portaging across to the Des Plaines River, thence to the Illinois and beyond. This gave rise to the establishment of an Indian trading post, and a gradual settlement followed.

In 1795, under the treaty of Greenville, the Indians ceded to the United States "a piece of land six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood." The fort referred to was under French control in the early part of the eighteenth century.

On this site

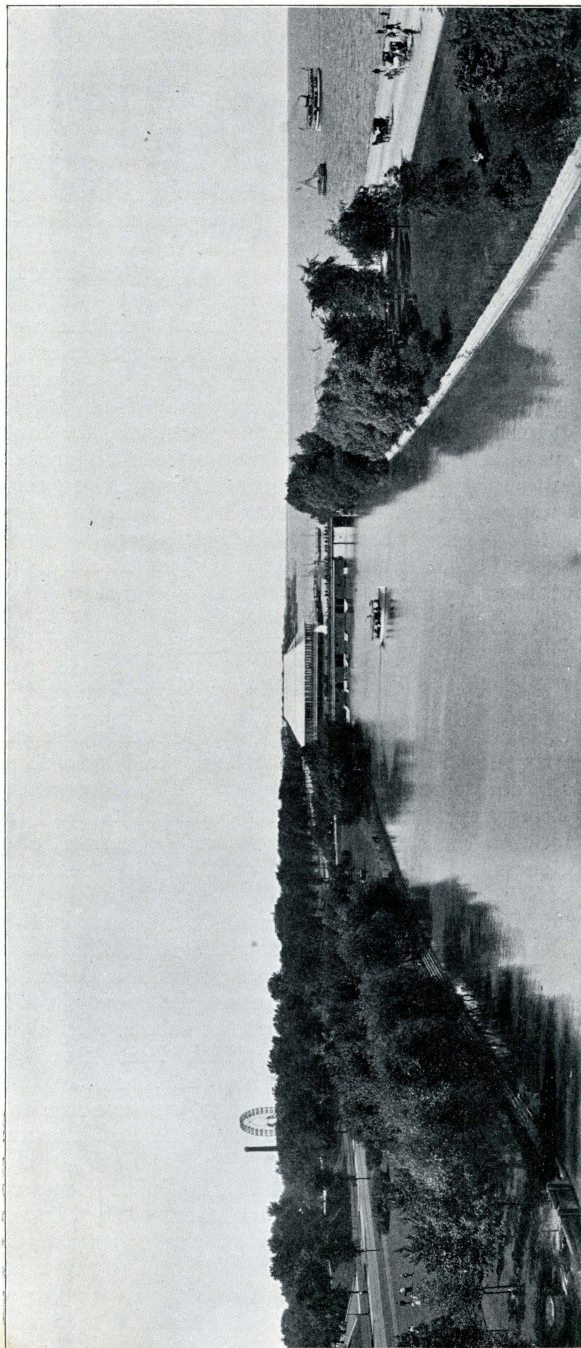
FORT DEARBORN

was established in 1803, and a company of United States soldiers stationed there. The fort stood on the south side of the river, at the bend where the river turned to enter the lake (the site is now partially covered by the building at Michigan Avenue and River Street, a memorial tablet there indicates the location of the fort). The fort was named after General Henry Dearborn, at that time Secretary of War.

Captain Nathan Heald was the Commandant of Fort Dearborn in 1812. The war which the United States was waging with Great Britain and a religious ceremony in progress among the Indians at that time, brought the red men to a determination to subdue the whites.

On the 9th of August, 1812, Fort Dearborn learned of the British success at Mackinac, and orders came to Captain Heald to evacuate the fort and retreat to Detroit. There were but fifty-four privates of the regular army in the fort; twelve militiamen and two minor officers. With them were a dozen women and twenty children. The captain, being authorized to dispose of the supplies as he thought proper, destroyed the muskets and threw the ammunition and whiskey part into the river and part into a well. The Indians had assembled to receive





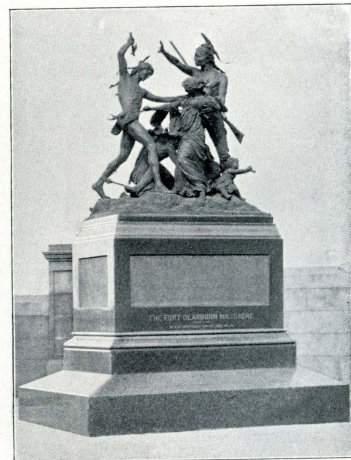
LINCOLN PARK FROM THE HIGH BRIDGE.

the goods, which they understood were to be given them. Upon learning of their destruction, they resolved to have revenge.

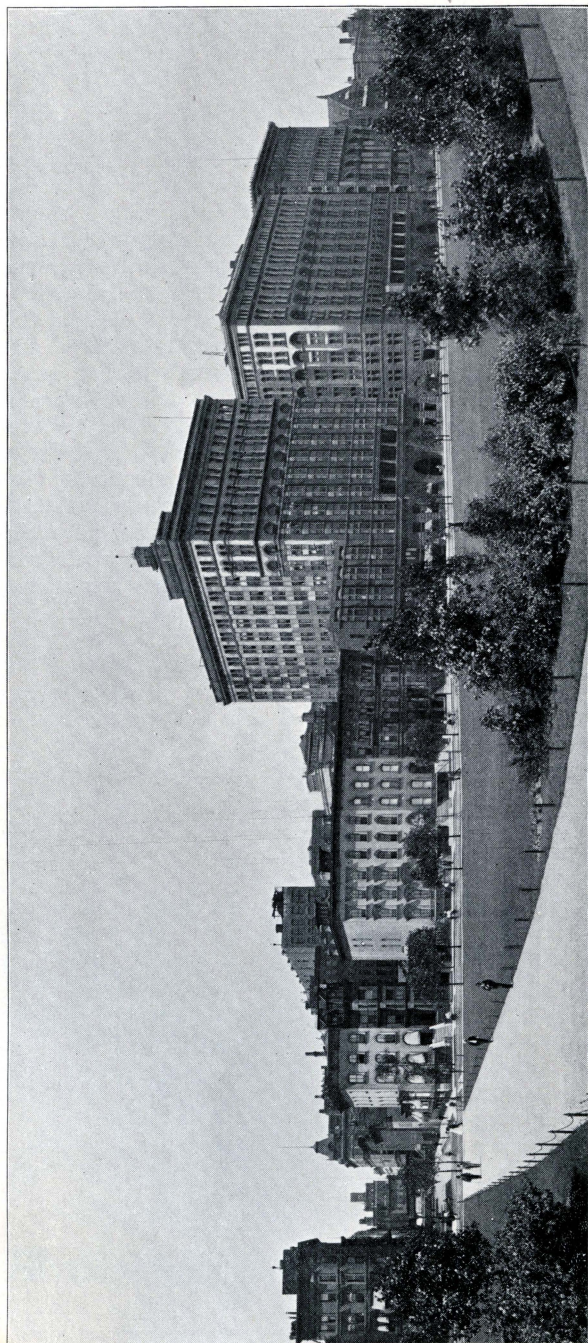
On the morning of the 15th of August the retreat from the fort commenced. The soldiers marched out to the strains of music, and by some strange and weird choice of the band master, who was among the killed, the "Dead March" was played as the soldiers advanced to the open sands of what is now State Street, Chicago. A quarter of a mile from the fort was a sand bank, or range of sand hills, separating Lake Michigan from the prairie. Back of this were in hiding some 500 Pottawattomi. The little band was permitted to march in front of these banks about a mile and a half, or to where the residence of the late George M. Pullman stands, on Prairie Avenue, and there the Indians opened fire. The officers, men and the women fought for their lives; but it was soon over. A few wounded men were left to make a last stand, when Chief Black Bird advanced and promised to spare their lives if they would surrender. They did so. There survived this massacre twenty-five non-commissioned officers and privates and eleven women and children. The Indian loss was fifteen. A Mrs. Helm was saved by Black Partridge, who conducted her to a place of safety. The day following the massacre the Indians burned the fort and agency building. The same day that Fort Dearborn was burned General Hull surrendered Detroit to the British.

Fort Dearborn was rebuilt in 1816, and a garrison maintained there until 1823. At the time of the Black Hawk War, in 1832, it was again regarrisoned, and General Scott landed there with troops on the 8th of July of that year. The troops were permanently withdrawn from the fort on December 29, 1836, one year before Chicago's incorporation.

The place of the Fort Dearborn



FORT DEARBORN MASSACRE MONUMENT,
PRAIRIE AVENUE AND 18TH STREET.



MICHIGAN AVENUE FROM LAKE FRONT PARK.

massacre is now marked by a handsome bronze monument, erected by the late George M. Pullman. This monument is under the care of the Chicago Historical Society. Another memento of the battle is the tree which for many years stood at the spot, now set within the grounds of the Historical Society, at 142 Dearborn Avenue.

PROGRESS.

In 1818, an agency of the American Fur Company was established at Chicago. In 1829, Wolf Tavern was erected at the junction of the north and south branches of the river, and a ferry there established.

In 1830, James Thompson surveyed and filed a plat of the town of Chicago, embracing a tract about three-eighths of a mile square, extending west from State Street to Des Plaines Street, and south from Kinzie Street to Madison Street.

In 1831, Chicago became the county seat of Cook County. The first post-office was opened March 31st of the same year. On August 10, 1833, Chicago was incorporated as a town. The population then numbered 200. The *Chicago Democrat*, the first newspaper, was issued November 26, 1833. Harbor improvements began July 1, 1833, by closing the old channel to the lake at Madison Street and cutting a direct outlet, as at present.

In 1834, the first drawbridge was built at Dearborn Street. Until that year no large craft could navigate the Chicago River.

In 1835, a brick court house was erected at Clark and Randolph streets. A branch of the Illinois State Bank was opened in December, 1835, and stands of record as the first bank in Chicago.

On July 4, 1836, work on the Illinois and Michigan Canal was started at Bridgeport, near Archer and Ashland avenues. This work was completed in 1848, and the first boat, the "General Fry," passed through the canal on October 25, 1848.

Chicago was incorporated as a city on March 4, 1837, having a population of about 4,200. W. B. Ogden was elected mayor May 2, 1837. A financial panic, started during 1837, kept Chicago back for several years.

In April, 1839, the first daily paper was published, the *Daily American*.

The city's first disastrous fire occurred October 27, 1839, destroying eighteen buildings, including the Tremont House and many of the leading stores.



CHICAGO BOARD OF TRADE, LA SALLE STREET AND JACKSON BOULEVARD.

In 1842, the water works were put in operation, supplying water through wooden mains.

An enterprise of great importance to Chicago and the West was started during 1848, in the building of the Galena & Chicago Union Railroad (now the Chicago & North-Western Railway). The first ten miles of this road, extending to the Des Plaines River, was

opened for business on November 20, 1848.

The first telegram received in Chicago was from Milwaukee, on April 15, 1848.

The first stockyards were established at Madison Street and Ogden Avenue during 1848.

In 1849, Chicago, and especially the marine interests, suffered much damage by an overflow of the Des Plaines and Chicago rivers.



NEAR THE HARBOR ENTRANCE.

During the year 1850, gas for street illumination, and planked streets, were among the new public conveniences.

In 1852, the first through trains from the East entered Chicago during the month of February. The city water works were also started in 1852.

During the year 1856, the first ordinance for a street railway was passed, the line running south on State Street from Randolph Street.

In 1857, another financial panic retarded the advancement of the city. A great fire occurred in October, destroying \$500,000 worth of property. During the next year a paid fire department was organized.

On March 17, 1864, work on the first lake tunnel was commenced, and completed in 1867. This was the occasion of a celebration on March 25th of the latter year. The water works building and tower, at the foot of Chicago Avenue, were built during 1867.

In 1869, the Washington Street tunnel was completed. The La Salle Street tunnel was opened on July 4, 1871.

We have now passed over some of the important events of Chicago's early times, marking its progress from an Indian trading post to a city attracting the attention of the whole country. In 1871, Chicago's rivalry with several other western cities, as the metropolis of the West, was being closely contested. A calamity overtook the city at this time that was widespread enough to have crushed all ambition in a less-determined community.

THE GREAT FIRE.

On Saturday night, October 7, 1871, a fire broke out near the corner of Canal and Van Buren streets, which burned north to Adams Street bridge and all the territory between Clinton Street and the river, about four blocks in extent. This fire taxed to the utmost the strength of the Fire Department. Before sufficient time had elapsed to restore the Department to its proper physical condition, it was called (at first to the wrong location) to what proved to be the great fire. Both fires happening so close together, were, in effect, considered as one disaster.

About 9.30 o'clock on Sunday night, October 8, 1871, the Great Fire started in a barn at the rear of No. 137 DeKoven Street, on the west side. A tablet in the front of the building at that location now certifies to the place. A long drouth had served to make the great number of wooden buildings

Showing location of the
Passenger Station and Lines
of the
CHICAGO & NORTH-WESTERN R'Y
also defining the
Parks and Boulevard System.

Chicago River

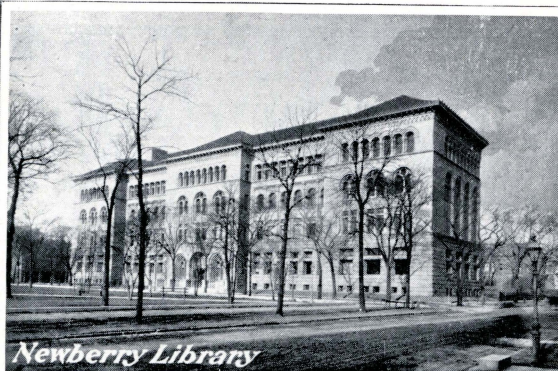
Reference :

Chicago & North-Western, _____
Other Railroads,.....+++++
Elevated Railroads,.....●-----●
Street Car Lines,.....-----

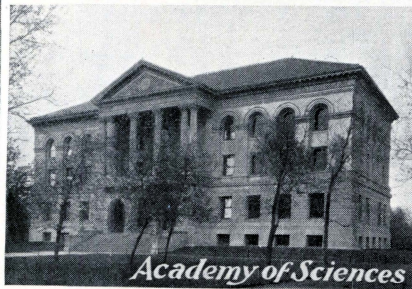
SCALE OF MILES.



THE MATTHEWS-NORTHRUP CO., BUFFALO, N.Y.



Newberry Library



Academy of Sciences



Water Works



Chicago Historical Society

NEWBERRY LIBRARY, NORTH CLARK STREET AND WALTON PLACE.

ACADEMY OF SCIENCES, LINCOLN PARK.

WATER WORKS, CHICAGO AVENUE AND LAKE SHORE.

CHICAGO HISTORICAL SOCIETY, 142 DEARBORN AVENUE.

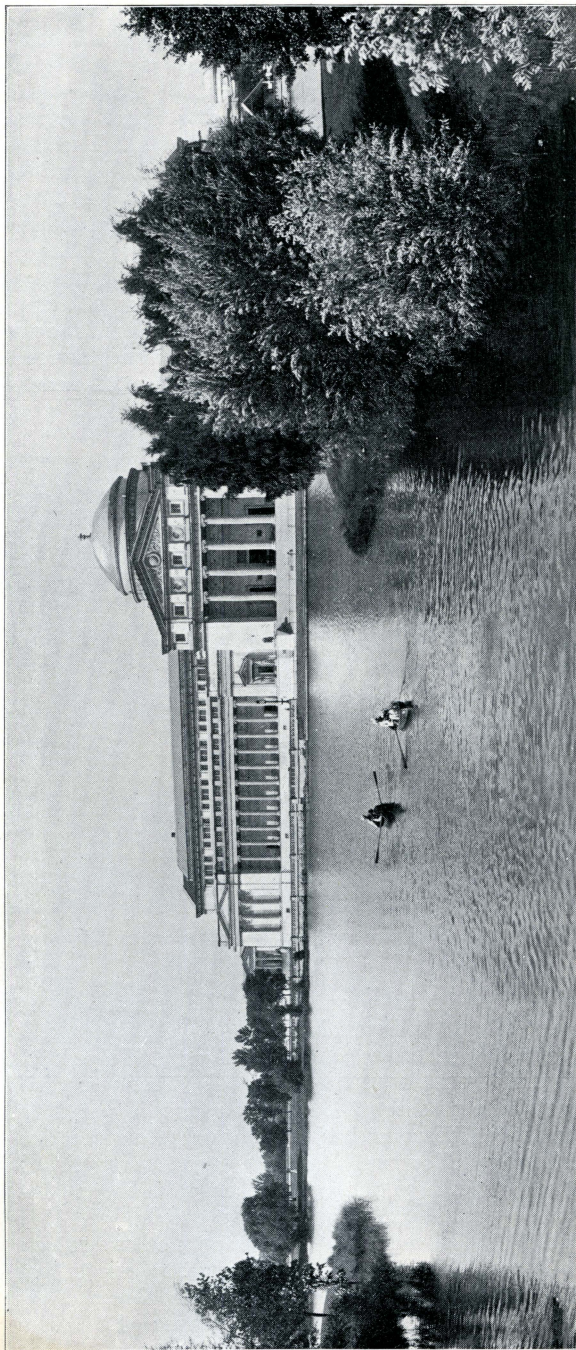
as dry as tinder, and, swept by a strong south-west wind, the flames very soon got beyond all control. The course of the fire covered a portion of the West Side bordering the river, all the business district, including the City Hall and Court House, the North Side and the city waterworks. The destruction of the waterworks, cutting off the water supply, brought acute distress to the whole community, already overburdened by the fire sufferers. The fire stopped, when there was nothing further to burn, at the north city limits, then Fullerton Avenue. The burned area was over four miles in length, and nearly a mile wide, containing over 17,000 buildings. One hundred thousand persons were left homeless, and the loss aggregated nearly \$200,000,000.



CITY HALL AND COURT HOUSE, CLARK, RANDOLPH, LA SALLE
AND WASHINGTON STREETS.

The world was astounded at the extent of the calamity, and individuals, communities, states and nations, hastened to give assistance. Helped by substantial encouragement from all directions, Chicago's citizens determined on the rebuilding of their city, more beautiful and substantial than the one destroyed. How well this has been accomplished has only increased the wonder and admiration that have ever attended Chicago's great efforts.

In 1874, another fire, in a section not covered by the great blaze, destroyed property valued at \$3,845,000. In ten years after the Great Fire, nearly all traces of its ruins had disappeared.



FIELD COLUMBIAN MUSEUM, JACKSON PARK.

WORLD'S FAIR.

By vote of the House of Representatives in the spring of 1890, Chicago was selected from among many contestants as the site of the World's Columbian Exposition. This Exposition was formally opened May 1, 1893, and closed on October 31st of the same year. The total cost of this magnificent enterprise was \$43,000,000, of which Chicago and its citizens contributed over \$30,000,000.

It is conceded that this was the greatest Fair known in the world's history, and has set the mark for expositions in all time to come.

October 9th—the twenty-second anniversary of the Great Chicago Fire—was set apart as Chicago Day at the Fair. As a testimonial to the grand achievement of Chicago, 761,942 persons visited the Exposition on this occasion.

The site of this Fair was in Jackson Park, now one of the city's attractive pleasure grounds. There still stand, as reminders of the aggregation of beautiful structures, the German Building and the Art Gallery, the latter now known as the

FIELD COLUMBIAN MUSEUM.

This magnificent museum was brought into existence through the generous gift of Chicago's great merchant, whose name the museum bears. It was enriched by donations of exhibitors at the World's Columbian Exposition.

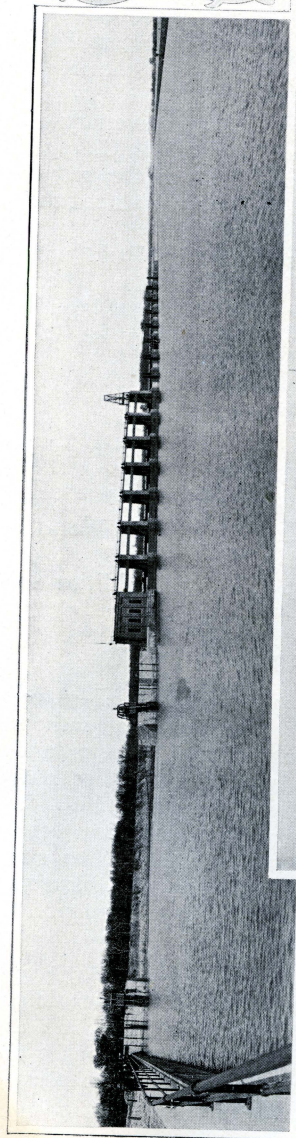
Chicago is justly proud of this grand addition to her educational advantages.

THE CHICAGO PUBLIC LIBRARY

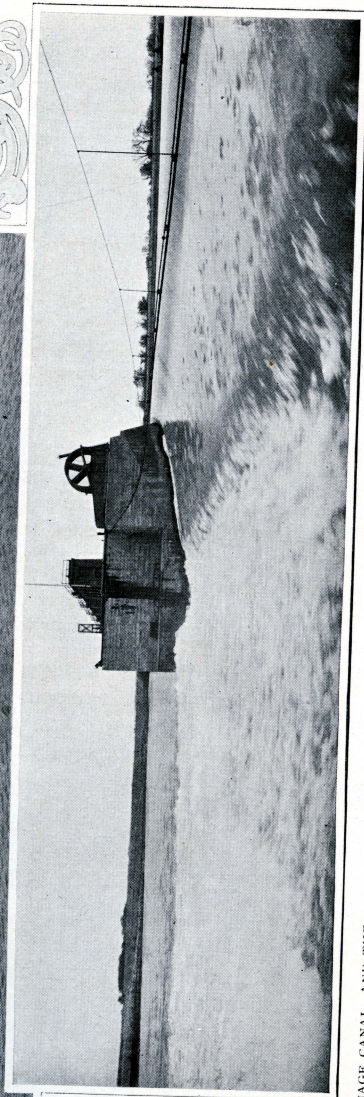
was formed in 1872, soon after the Great Fire, by the beneficent gift of English and American authors and publishers, who got together 7,000 volumes, and started new Chicago with a library. It has outgrown quarters at four different locations, until, in 1897, the magnificent structure now occupied, costing about \$2,000,000, was dedicated. The site is that of Fort Dearborn Park, one of Chicago's historic spots, and the first public pleasure ground.

GRAND ARMY MEMORIAL HALL.

The rooms of the Grand Army of the Republic, which are a part of the Library Building, are as magnificent as the library itself. They consist of three halls—a domed lobby, 45 x 50 feet; an assembly hall for meetings; and, most notable of all,



THE END OF THE DRAINAGE CANAL, AND THE CONTROLLING WORKS AT LOCKPORT.



THE CONTROLLING WORKS AT LOCKPORT, SHOWING THE OUTFLOW OVER THE BEAR-TRAP DAM INTO THE DES PLAINES RIVER.

Memorial Hall, 33 feet high, 96 feet long, and 53 feet wide. All the halls are most beautifully lined with marble, and richly decorated, including inscriptions and paintings commemorating deeds of the country's defenders.

THE DRAINAGE CANAL.

Among Chicago's great undertakings is the Sanitary Canal. This was built for the purpose of satisfactorily disposing of the city sewage and insuring the purity of the water supply. The water supply is taken from Lake Michigan, and until the opening of the new drainage canal it was at times contaminated by the outflow of the river to the lake inlets of the waterworks tunnels.

After years of discussion and investigation, to determine the best method to insure permanent improvement of the sanitary conditions, the Sanitary District Law of 1889 was enacted, an organization perfected, and, on September 3, 1892, work on the great canal was started. This was continued until January 2, 1900, when the last barrier was removed and water admitted to the channel, practically completing the canal.

The plan involved the excavation of a new channel twenty-eight miles in length, and from 162 to 290 feet wide at water line, the depth of water being twenty-two feet. The minimum flow of water through the channel to be 300,000 cubic feet a minute, and the maximum flow 600,000 feet, the latter figure being estimated sufficient to meet the requirements of a population of three millions. The cost of this great work up to January 1, 1900, was \$33,525,691.

This Drainage Canal intersects the south branch of the Chicago River at Robey Street, about four miles from the center of the city. Its course from this point is southwesterly to Lockport, where the immense controlling works are located.

It is claimed that the completion of the canal has restored the ancient relations between Lake Michigan and the Mississippi River, which were interrupted by nature in the formation of a limestone ridge, from twelve to twenty miles west of Chicago, separating the basins of the St. Lawrence and the Mississippi. The first suggestion for the cutting of this canal came from Louis Joliet, the explorer, in August, 1674. Many since then proclaimed the feasibility of the plan, but over two and one quarter centuries went by before the great idea became an accomplished fact.



THE GERMAN BUILDING,
WORLD'S FAIR,
JACKSON PARK



THE YACHT RACE
OFF LAKE FRONT



PAGODA AND MINERAL SPRING,
GARFIELD PARK



LAKE FRONT, LINCOLN PARK



BICYCLE TRACK AND
RACE COURSE, GARFIELD PARK

THE RAILWAYS.

Chicago is the greatest railway center in the world. At present, twenty-three roads, with a total of nearly 70,000 miles of railway, terminate at Chicago. There are six large passenger stations. That of the North-Western Line, at Wells and Kinzie streets, is large and commodious, and is wholly required for the business of the road. A convenient station of the North-Western Elevated Railroad gives ready access to the cars that circle the "Loop" and business district, connecting with all other elevated lines.

CITY TRANSPORTATION.

Chicago has an extensive system of intramural transportation, operated by companies serving the north, south and west divisions of the city, all lines entering the business district.

All the elevated lines start on the "Loop," in the business district, and their trains can be taken at any "Loop" station. All Cable and Electric Lines leave from points in the business district, as designated below:

FOR NORTH SIDE.

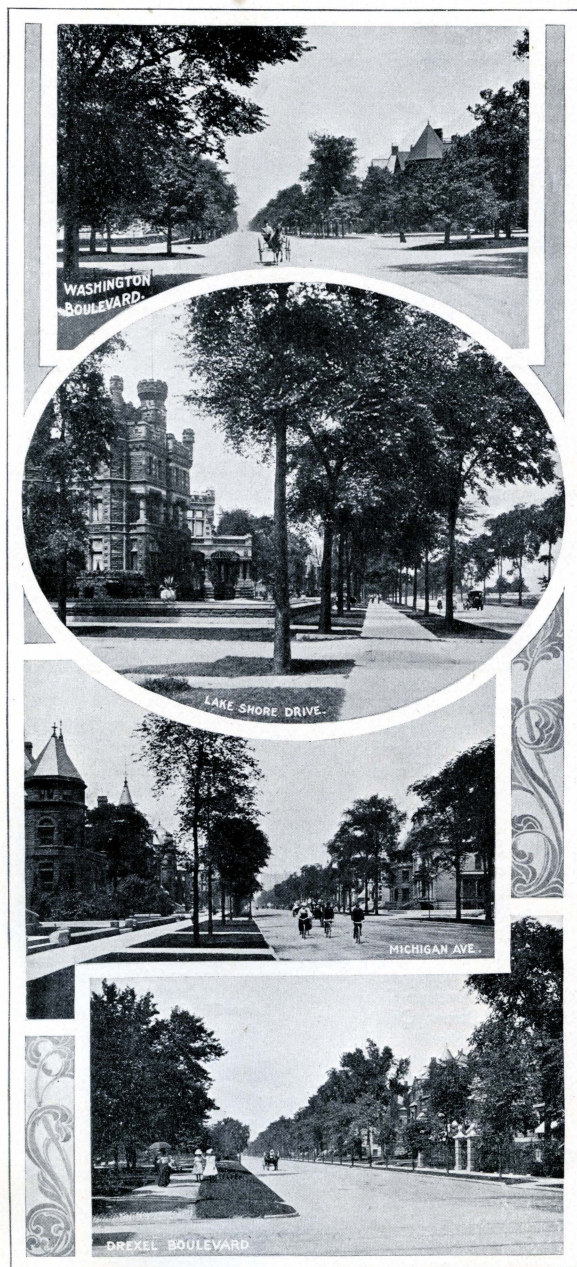
N. Clark Street Limits Cable Line,	} Leave Dearborn and Monroe streets.
Wells Street Limits Cable Line,	
Lincoln Avenue Cable Line,	
Clybourn Avenue Cable Line,	
Sedgwick Street Electric Line,	} Leave Clark and Washington streets.
Larrabee Street Electric Line,	
North-Western Elevated — From Loop Stations in business district.	

FOR WEST SIDE.

Twelfth Street Electric Line,	} Leave State and Van Buren streets.
Van Buren Street Electric Line,	
Grand Avenue Electric Line,	} Leave State and Randolph streets.
Ogden Avenue Electric Line,	
Taylor Street Electric Line,	} Leave Madison Street and Fifth Avenue.
Canalport Avenue Electric Line,	
Harrison Street Electric Line — Leaves State and Adams streets.	
Blue Island Avenue Cable Line,	} Leave Dearborn and Adams streets.
S. Halsted Street Cable Line,	
W. Madison Street Cable Line,	} Leave State and Washington streets.
Milwaukee Avenue Cable Line,	
Metropolitan Elevated — From Loop Stations in business district.	

FOR SOUTH SIDE.

Wabash Avenue Cable Line,	} Leave Wabash Avenue and Randolph Street.
Cottage Grove Avenue Cable Line,	
Indiana Avenue Line,	} Leave State and Lake streets.
State Street Cable Line,	
Archer Avenue Line,	} Leave Clark and Washington streets.
Wentworth Avenue Electric Line,	
Wallace Street Electric Line,	} Leave Clark and Washington streets.
South Side Elevated — From Loop Stations in business district.	



PARKS AND BOULEVARDS.

Chicago has the finest system of public parks and boulevards of any city in the world, thanks to the foresight of the projectors. In each division of the city are great pleasure grounds, vieing with each other in picturesque attractiveness.

The parks are connected by beautiful boulevards, which encircle the city. Other boulevards penetrate fine residence districts or furnish convenient avenues to cross the city.

The Sheridan Road, skirting the north shore, passes through a most beautiful country.

LIST OF PARKS.

NAME.	PART OF THE CITY.	LOCATION.
Douglas,	West,	{ Ogden and California avenues.
Garfield,	West,	{ Washington Boulevard and Homan Avenue.
Humboldt,	West,	{ Division Street and California Avenue.
Jackson (World's Fair site),	South,	{ 56th Street and Stony Island Avenue.
Jefferson,	West,	{ Monroe and Throop streets.
Lake Front,	South,	{ Lake Front, Randolph Street to Park Place.
Lincoln,	North,	{ Clark Street and North Avenue.
Union,	West,	{ Ogden Avenue and Washington Boulevard.
Vernon,	West,	{ Polk and Loomis streets.
Washington,	South,	{ South Park Avenue and 60th Street.
Washington Square,	North,	{ Clark Street and Walton Place.
Wicker,	West,	{ Robey and Fowler streets.

The total park area of the city is 2,232 acres.

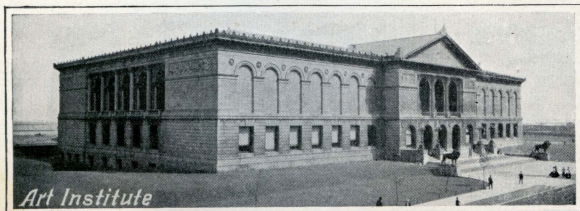
THE BOULEVARDS

are known by the following names :

Lake Shore Drive,	{ On the North Side of the city.
Sheridan Road,	
Jackson Boulevard,	
Michigan "	{ On the South Side of the city.
Grand "	
Oakwood "	
Drexel "	
Garfield "	
Midway Plaisance,	{ On the West Side of the city.
Washington Boulevard,	
Jackson "	
Humboldt "	
Ashland "	
Oakley "	
Douglas "	

CHICAGO'S INTERESTING PLACES.

Academy of Sciences, Museum, Lincoln Park. Admission free.
 Art Institute, Michigan Avenue and Adams Street. Admission free on Wednesday, Saturday and Sunday. Other days, admission twenty-five cents.
 Auditorium, Congress Street, between Wabash and Michigan avenues, largest theater; observation tower.
 Board of Trade, LaSalle Street and Jackson Boulevard.
 Chicago Historical Society, 142 Dearborn Avenue. Public days, Monday and Thursday.
 Chicago Public Library, Michigan Avenue and Washington Street. A visit to this magnificent building should not be neglected.
 Chicago University, 58th Street and Ellis Avenue.
 Chicago & North-Western Railway Ticket Office, 210 and 212 Clark Street, corner of Adams Street.
 Chicago & North-Western Railway Passenger Station, Wells and Kinzie streets.
 Chicago & North-Western Railway General Offices, 22 Fifth Avenue.
 City Hall and County Offices, Randolph, Clark, La Salle and Washington streets; square.
 Coliseum, Wabash Avenue, between 14th and 16th streets.
 Electric Fountain, Lincoln Park. Display every evening during the Encampment.
 Field Columbian Museum, Jackson Park. Admission free Saturday and Sunday. Other days, a charge of twenty-five cents is made.
 Fort Sheridan, U. S. Military Post, twenty-five miles north on Chicago & North-Western Railway; frequent trains.
 Grand Army Memorial Hall, Chicago Public Library Building, Michigan Avenue and Randolph Street.
 Greenhouses in the several parks.
 John Crerar Library, Field Building.
 Newberry Library, North Clark Street and Walton Place.
 North-Western University at Evanston, twelve miles north on Chicago & North-Western Railway.
 Post-office, foot of Washington Street, opposite Public Library.
 Post-office, new, under construction, cost \$5,000,000, Jackson Boulevard, Adams, Dearborn and Clark streets.
 Public Parks. See list, page 31.
 Suburbs in various directions, with beautiful homes and grounds.
 Union Stock Yards, Halsted and 42d streets.
 Young Men's Christian Association, 155 La Salle Street.
 Young Women's Christian Association, 288 Michigan Avenue.
 Zoological Garden, Lincoln Park.



ART INSTITUTE, MICHIGAN AVENUE AND ADAMS STREET.

CHICAGO, GENERALLY.

The city has a population estimated at 2,000,000, in an area of 190 square miles. Provided with an excellent water supply and good drainage (which has been further improved by the recent opening of the sanitary canal), Chicago stands better supplied with these essentials to health than does any other city. The city's health record will compare favorably with that of all other cities. The public conveniences include all that are most modern.

Chicago has long enjoyed the reputation of being a model convention city. Adequate public halls and splendid hotels have combined, with its popularity as a summer resort, to draw hither many notable gatherings. A number of handsome theaters, and amusement places of all kinds, present the latest and best attractions the year round. Splendid libraries, museums, art galleries and reading rooms offer to the visitor unequalled privileges. In social and business life are numerous prominent clubs. Many religious denominations have beautiful churches.

As a place where nearly all nations are represented, Chicago can claim to be cosmopolitan. The public school system is of vast proportions, and one of the very best. In advanced education, Chicago is a prominent college city. Its convenience as a center for allied institutions suggested the founding of a university and other schools of learning, which have been liberally endowed, and they have an enrollment of students from all directions.

In commercial importance, Chicago is preëminent. As a grain, live-stock and provision market it occupies first place. The wholesale and jobbing trade is immense. The number, size and attractiveness of the great retail stores excite favorable notice. The manufacturing establishments are exceedingly diversified and of large capacity. Chicago being the terminal of many transportation systems, the facility for reaching any point could not be excelled.

The wonderful growth of Chicago is shown by the following figures:

YEAR.	POPULATION.
1840	4,470
1850	29,963
1860	109,260
1870	300,000
1880	503,185
1890	1,099,850
1899	1,942,000
1900 estimated	2,000,000

THE THREE DIVISIONS OF CHICAGO.

The Chicago River main branch extends almost directly west from the lake to a point about one mile from the harbor entrance, where two branches diverge, one to the south and southwest, the other to the northwest. The district lying north of the main branch and east of the north branch is called the North Side. The portion south of the main river and east of the south branch is called the South Side. That lying west of both the north and south branches is the West Side. This natural division of the city has been illustrated by the adoption of a design emblematical of Chicago, which has as its basis the outline of the river in this form.

THE SUBURBS.

Surrounding Chicago is some very charming country. The natural beauty of location has been the foundation for the development of many attractive suburbs. This is especially true of the territory reached by the North-Western Line, with its three divisions radiating from the city to the North, Northwest and West. Many of Chicago's citizens have elegant homes in these suburbs, their convenience being served by rapid transit on frequent trains.

A visit to these places will reveal a wealth of beauty.

GOLF AND COUNTRY CLUBS ON NORTH-WESTERN LINE.

Onwentsia Club, Lake Forest.	Evanston Country Club, Evanston.
Ft. Sheridan Golf Club, Ft. Sheridan.	Westward Ho Golf Club, Oak Park.
Skokie Country Club, Glencoe.	Newspaper Golf Club, Oak Park.
Exmoor Country Club, Highland P'k.	River Forest Golf Club, River Forest.
Kenilworth Golf Club, Kenilworth.	Chicago Golf Club, Wheaton.
Ouilmette Country Club, Wilmette.	Lake Zurich Golf Club, Lake Zurich
Kenosha Country Club.	(Barrington).
Lake Geneva Country Club.	

THE FISHING, HUNTING AND SUMMER RESORTS

contiguous to Chicago are among the most popular in the country. The territory traversed by the North-Western Line has a variety of such places, affording the recreation incident to fashionable summer resorts, or the pleasures of fishing and hunting under the most favored natural conditions.

Worthy of mention, as popular resorts, are :
Lake Geneva, Waukesha, Madison, Green Lake,

Lake Koshkonong, Lake Mills, Devils Lake, Gogebic Lake, Ashland and Marquette.

Low-rate tourist tickets and splendid train service to all points.

Descriptive pamphlets and tickets may be obtained at the North-Western office, 212 Clark Street, corner of Adams, or Wells Street Passenger Station, Chicago, or at any other office of the North-Western Line.

THE PIONEER RAILROAD—WEST AND NORTH-WEST OF CHICAGO.

Beginning with the first-built portion of what is now the Chicago & North-Western Railway, we find that, on January 16, 1836, the Galena & Chicago Union Railroad Company was chartered to run from Chicago to Galena, Ill. Galena was then a prosperous town, the center of a great lead-mining district



CHICAGO & NORTH-WESTERN PASSENGER STATION,
WELLS AND KINZIE STREETS, CHICAGO.

and the distributing point for the commerce of an extensive surrounding territory. Recognition of this prominence is indicated in the corporate title. The line was surveyed in 1837, and some construction work done in 1838, but operations ceased the same year, and not until ten years later was the road put upon a successful basis.

The first equipment consisted of five flat cars, one box car and an engine. This engine, named the

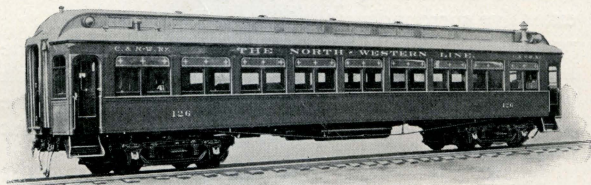
"Pioneer," the first of a great number that have made Chicago famous for its commerce, was landed in Chicago from the brig "Buffalo," in October, 1848, and was immediately put in service.

On November 20, 1848, the road was formally opened by a grand excursion to the terminus, the Des Plaines River, ten miles west of Chicago. A wagon load of wheat was in waiting at the western end and was transferred to the train and brought to Chicago. This was the first shipment of the vast produce of the Northwest to enter Chicago by rail. About a week later the amount of wheat at the Des Plaines River awaiting transportation to Chicago was the subject of exciting comment among the business men of Chicago.

The completion of the road to Elgin, forty-two miles out, was the occasion for another popular celebration, which was given by an excursion on February 1, 1850. The extension to Freeport was made in 1853.

A more direct line to the Mississippi River was decided upon, and what was known as the "Dixon Air Line" was constructed in 1853 and 1854. This, with connections made and extensions built, has the distinction of being the first railroad to the Missouri River, and there forming a part of the through transcontinental route opened May 10, 1869.

The Chicago & North-Western Railway Company was organized June 6, 1859. From that time the corporation has steadily progressed. The original ten miles of road to the Des Plaines River, with its one second-hand locomotive and six cars, operated over a track of wooden stringers and strap rails, have developed into the present vast system which penetrates the forests, the iron and copper regions of the north, the agricultural and dairy sections of the north and west, the granaries and milling centers of the northwest, the mineral ranges, live-stock ranches, and other parts of the far west. It has on its lines many of the largest manufacturing establishments in the United States.



FREE ATTENDANT SERVICE AND INFORMATION BUREAU AT THE NORTH-WESTERN STATION.

A corps of uniformed attendants has been provided at the Chicago Passenger Station to render both incoming and outgoing passengers all necessary assistance. *No charge is made for this service.*

These attendants wear blue uniforms and bright red caps. Look for them.

BUREAU OF INFORMATION

is located in the main waiting room of the station.

Courteous attendants are always present and ready to furnish full particulars regarding rates, routes and resorts on THE NORTH-WESTERN LINE and its connections—in brief, to answer the thousand and one questions which travelers, experienced as well as inexperienced, are compelled to ask.



CARRIAGE AND CAB SERVICE.

A carriage and cab service has been established by a company whose office is conveniently situated in the station, at which place tickets for this service should be procured.

First-class cabs, coupés and carriages will be promptly furnished at rates established by city ordinances.

TRANSFER COACH AND BAGGAGE LINE.

On through trains entering Chicago, or upon the platform on arrival of trains, uniformed agents of the Parmelee Coach and Baggage Line will be found, who will comfortably and quickly transfer passengers in handsome coaches to stations of other lines and to principal down-town hotels.

This Transfer line will also deliver baggage to hotels and private residences in all parts of the city.

AGENCIES.

Tickets via the North-Western Line can be procured at all coupon ticket offices in the United States, Canada and Mexico. Additional information can be obtained at the following agencies of the Company:

ATLANTA, GA.,	49 North Pryor Street (Equitable Building).
BOSTON, MASS.,	368 Washington Street.
BREMEN, GERMANY,	6 Bahnhof Strasse.
BUFFALO, N. Y.,	301 Main Street, Ellicott Square.
CHICAGO, ILL.—General Offices,	22 Fifth Avenue.
City Office,	210 and 212 Clark Street.
Passenger Stations,	Wells and Kinzie streets and Oakley Avenue.
CINCINNATI, OHIO,	435 Vine Street (Carew Building).
CLEVELAND, OHIO,	234 Superior Street.
DENVER, COLO.,	801 Seventeenth Street.
DETROIT, MICH.,	17 Campus-Martius.
DULUTH, MINN.,	405 West Superior Street.
HAMBURG, GERMANY,	11 Schmiede Strasse.
HAVRE, FRANCE,	47 Quai d'Orleans.
HELENA, MONT.,	215 Granite Block.
LIVERPOOL, ENGLAND,	20 Water Street.
LONDON, ENGLAND—West End,	3 Waterloo Place (Pall Mall).
City,	8 Love Lane (Wood Street).
LOS ANGELES, CAL.,	247 South Spring Street.
MILWAUKEE, WIS.,	102 Wisconsin Street, corner of Broadway.
MINNEAPOLIS, MINN.,	413 Nicollet Avenue.
NEW YORK CITY,	461 Broadway.
OMAHA, NEB.,	1401 and 1403 Farnam Street.
PARIS, FRANCE—Chief Office,	11 Rue Scribe (Opera).
Freight Office,	47 Rue des Petites Ecuries.
PHILADELPHIA, PA.,	601 Chestnut Street.
PITTSBURG, PA.,	507 Smithfield Street (Park Building).
PORTLAND, ORE.,	153 Third Street.
ST. LOUIS, MO.,	106 North Fourth Street.
ST. PAUL, MINN.,	382 Robert Street, corner Sixth Street.
SALT LAKE CITY, UTAH,	206 South Main Street.
SAN FRANCISCO, CAL.,	617 Market Street, Palace Hotel.
SEATTLE, WASH.,	606 First Avenue.
SIOUX CITY, IOWA,	Security Bank Building.
SOUTHAMPTON, ENGLAND,	3 Canute Road.
SPOKANE, WASH.,	Corner Riverside Avenue and Howard Street.
TORONTO, ONT.,	2 King Street, East.
WEST SUPERIOR, WIS.,	815 Tower Avenue.
YOKOHAMA, JAPAN,	4 Water Street.

H. R. McCULLOUGH,
THIRD VICE-PRESIDENT,

W. B. KNISKERN,
GENERAL PASSENGER AND TICKET AGENT,

W. A. GARDNER,
GENERAL MANAGER,
CHICAGO, ILL.

6 Fast Trains

CHICAGO & NORTH-WESTERN R'Y.

The Overland Limited:

California in 3 days — every evening.

The Colorado Special:

One night to Denver — every morning.

The Chicago-Portland Special:

Oregon and Washington in 3 days — every evening.

The North-Western Limited:

Electric Lighted — Chicago, St. Paul and Minneapolis — every evening.

Duluth and St. Paul Fast Mail:

Fast train to the head of the lakes — every night.

The Peninsula Express:

Fast time to Marquette and Copper Country — every night.

FASTEST TIME—UNEQUALED SERVICE.
THE BEST OF EVERYTHING.



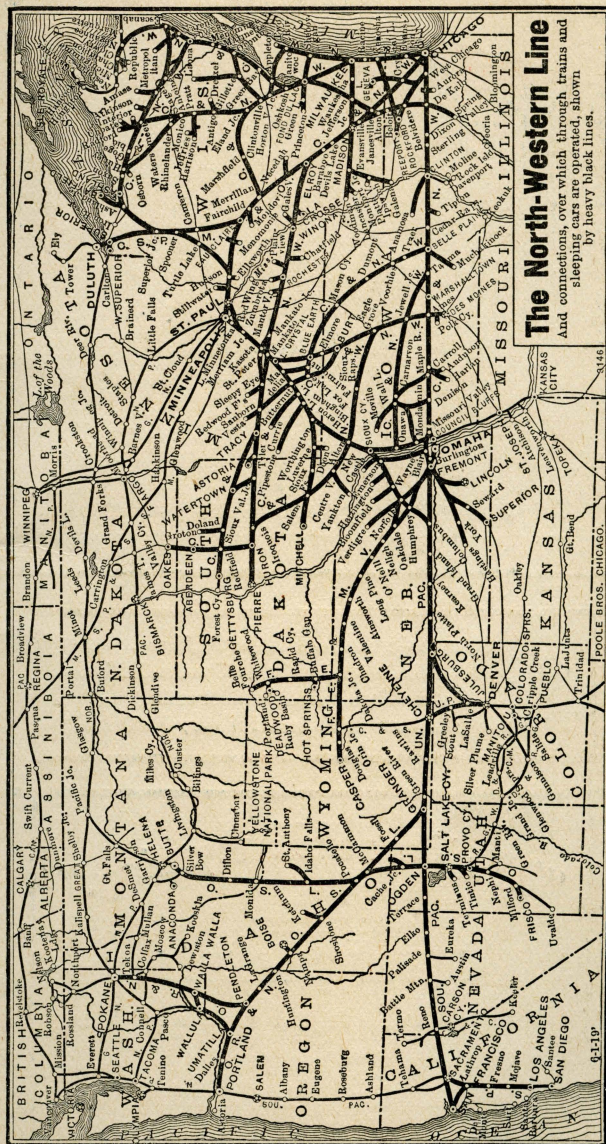
. . Through Car Line Between . .

Chicago, Milwaukee, Fond du Lac, Oshkosh, Green Bay, Marinette, Menominee, Ishpeming, Marquette, Houghton, Hancock, Calumet, Ashland, Duluth, St. Paul, Minneapolis, Madison, Winona, La Crosse, Watertown, S. D.; Aberdeen, Clinton, Davenport, Rock Island, Cedar Rapids, Marshalltown, Des Moines, Sioux City, Council Bluffs, Omaha, Denver, Cheyenne, Ogden, Salt Lake, Portland, San Francisco and Los Angeles.

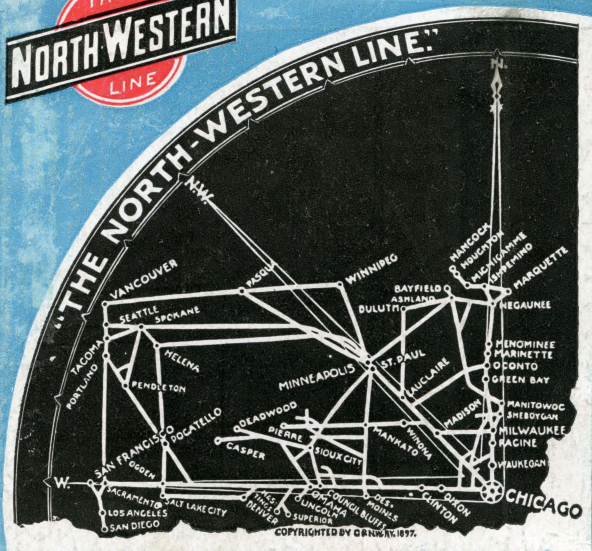


CHICAGO CITY OFFICE, CHICAGO & NORTH-WESTERN RAILWAY,
CLARK AND ADAMS STREETS.

Map of the North-Western Line.



8,463 MILES of first-class railway in the great States of Illinois, Wisconsin, Michigan, Minnesota, Iowa, North Dakota, South Dakota, Nebraska and Wyoming.



Chicago & North-Western Railway.
 Chicago, St. Paul, Minneapolis & Omaha Railway.
 Sioux City & Pacific Railroad.
 Fremont, Elkhorn & Missouri Valley Railroad.

“The Best of Everything.”

... 8,463 ...

MILES OF RAILWAY

Maintained at the Highest Standard of Efficiency, in the States of . . .

ILLINOIS, WISCONSIN,
 MICHIGAN, IOWA, MINNESOTA,
 SOUTH DAKOTA,
 NORTH DAKOTA, NEBRASKA,
 and WYOMING.