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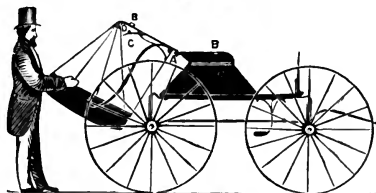
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
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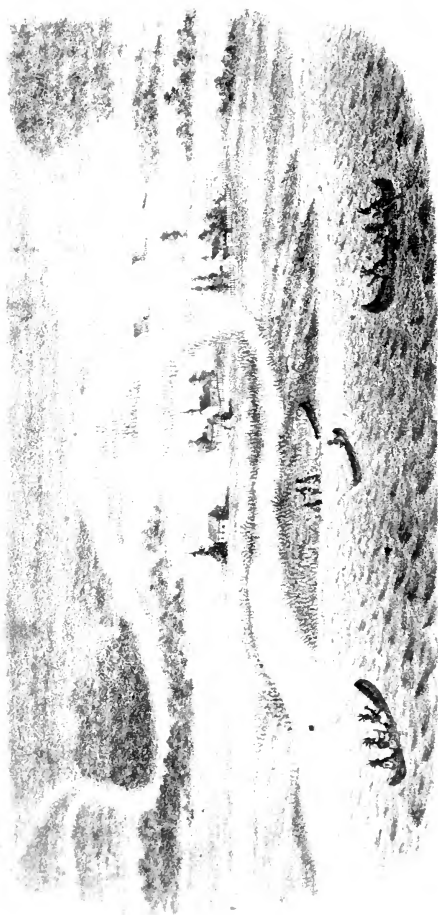
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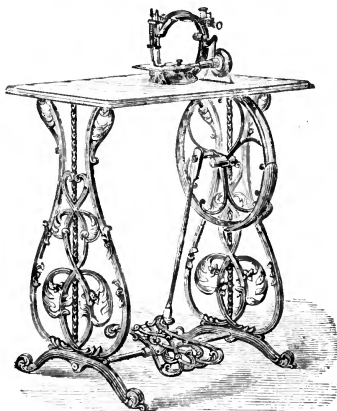


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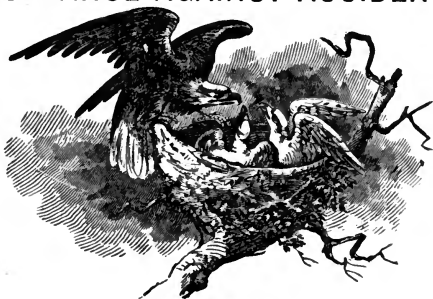
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# CONTENTS.

---

	PAGE
ARTESIAN WELLS . . . . .	66
Academy of Sciences . . . . .	88
Athens Marble . . . . .	72
Arlington Hall . . . . .	125
Banks . . . . .	128
Boards . . . . .	128
Chamber of Commerce . . . . .	80
Cemeteries . . . . .	152
Catholic Asylum for Boys . . . . .	101
Court House . . . . .	83
Churches . . . . .	146
Crosby Opera House . . . . .	121
Cook County Hospital . . . . .	107
Christian Association Library . . . . .	112
Chicago . . . . .	81
Chicago Orphan Asylum . . . . .	98
" Historical Society . . . . .	91
" Medical College . . . . .	104
" Law Library . . . . .	112
" Theological Seminary . . . . .	85
" Eye and Ear Infirmary . . . . .	102

# CONTENTS.

	PAGE
Dearborn Observatory . . . . .	85
"    Park . . . . .	119
Dispensaries . . . . .	111
Douglas Monument . . . . .	79
Erring Woman's Refuge . . . . .	96
Fire Department . . . . .	127
German Theatre . . . . .	125
Hacks and Carriages . . . . .	177
Half Orphan Asylum . . . . .	101
Hotels . . . . .	132
Home for the Friendless . . . . .	95
Hospitals . . . . .	107
Jewish Hospital . . . . .	108
Jefferson Park . . . . .	120
Lake Tunnel . . . . .	62
"    Hospital . . . . .	108
"    Park . . . . .	120
Libraries and Reading-Rooms . . . . .	111
Lincoln Park . . . . .	119
Magdalen Asylum . . . . .	96
Mercy Hospital . . . . .	107
McVicker's Theatre . . . . .	122
Newspapers . . . . .	141
Nicholson Pavement . . . . .	75
Old Ladies' Home . . . . .	97
Places of Entertainment . . . . .	121
Presbyterian Theological Seminary . . . . .	86
Police Department . . . . .	128
Post-Office . . . . .	126

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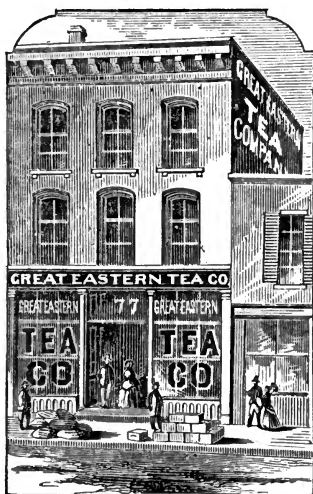
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# CONTENTS.

|                                         | PAGE |
|-----------------------------------------|------|
| Public Halls . . . . .                  | 125  |
| “ Parks . . . . .                       | 114  |
| “ Schools . . . . .                     | 113  |
| Railroads . . . . .                     | 152  |
| “ (Street) . . . . .                    | 173  |
| “ Distances . . . . .                   | 181  |
| Roman Catholic Orphan Asylums . . . . . | 102  |
| Reform School . . . . .                 | 102  |
| Rush Medical College . . . . .          | 103  |
| Savings Banks . . . . .                 | 131  |
| Steamboats . . . . .                    | 152  |
| Soldiers' Home . . . . .                | 92   |
| Societies . . . . .                     | 112  |
| Streets . . . . .                       | 61   |
| St. Luke's Hospital . . . . .           | 107  |
| Stock Yards . . . . .                   | 69   |
| Theatres . . . . .                      | 121  |
| Telegraph Offices . . . . .             | 132  |
| To Travellers . . . . .                 | 184  |
| University of Chicago . . . . .         | 84   |
| Union Park . . . . .                    | 120  |
| Vernon Park . . . . .                   | 120  |
| Washingtonian Home . . . . .            | 95   |
| Washington Park . . . . .               | 121  |
| Watering-Places . . . . .               | 182  |
| Wood's Museum . . . . .                 | 122  |
| Young Men's Library . . . . .           | 111  |
| “ “ Christian Association . . . . .     | 86   |

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# BUSINESS INDEX.

---

## APOTHECARIES AND PHARMACEUTISTS. PAGE

|                         |    |
|-------------------------|----|
| GEORGE BUCK . . . . .   | 53 |
| BLISS & SHARP . . . . . | 35 |

## BANKERS.

|                             |     |
|-----------------------------|-----|
| TYLER, ULLMAN & Co. . . . . | 129 |
|-----------------------------|-----|

## BAG MANUFACTURERS.

|                           |    |
|---------------------------|----|
| HART, ASTEN & Co. . . . . | 73 |
|---------------------------|----|

## BAKING POWDERS.

|                               |    |
|-------------------------------|----|
| RANEY'S PEERLESS . . . . .    | 50 |
| ROYAL BAKING POWDER . . . . . | 77 |

## BOOTS AND SHOES (Wholesale).

|                              |     |
|------------------------------|-----|
| PHELPS, DODGE & Co. . . . .  | 60  |
| WHITNEY, BROS. & Co. . . . . | 162 |

## BOOTS AND SHOES (Retail).

|                             |     |
|-----------------------------|-----|
| L. MANNHEIMER . . . . .     | 67  |
| WISWALL & Co. . . . .       | 73  |
| PETER KELLER . . . . .      | 68  |
| HERMERDINGER & Co. . . . .  | 106 |
| S. & P. FLORSHEIM . . . . . | 139 |

## BOOKSELLERS.

|                              |                     |
|------------------------------|---------------------|
| CHURCH & GOODMAN . . . . .   | 89                  |
| ELDREDGE & BROTHER . . . . . | 189                 |
| POE & HITCHCOCK . . . . .    | 144                 |
| STREET, MOORE & Co. . . . .  | 195                 |
| T. ELLWOOD ZELL . . . . .    | 5, 19, 42, 186, 192 |

## *Business Index.*

### **CARPETS.**

|                          | <b>PAGE</b> |
|--------------------------|-------------|
| ALLEN & MACKEY . . . . . | 169         |
| JOSEPH WEST . . . . .    | 37          |

### **CARD ENGRAVERS.**

|                           |     |
|---------------------------|-----|
| JOHN B. WIGGINS . . . . . | 117 |
|---------------------------|-----|

### **CARRIAGES AND SLEIGHS.**

|                           |    |
|---------------------------|----|
| DANIEL BRAINARD . . . . . | 45 |
| THOMAS H. BROWN . . . . . | 4  |

### **COACH AND SADDLERY HARDWARE**

|                                     |    |
|-------------------------------------|----|
| BRIGHAM, GOODYEAR & HAYES . . . . . | 58 |
|-------------------------------------|----|

### **CONFECTIONS (Manufacturer).**

|                         |    |
|-------------------------|----|
| P. L. GARRITY . . . . . | 78 |
|-------------------------|----|

### **CONCRETE PAVEMENT.**

|                                           |    |
|-------------------------------------------|----|
| CHICAGO CONCRETE PAVING COMPANY . . . . . | 74 |
|-------------------------------------------|----|

### **CLOTHING.**

|                        |    |
|------------------------|----|
| H. H. HUSTED . . . . . | 64 |
|------------------------|----|

### **COMMISSIONER OF DEEDS.**

|                          |   |
|--------------------------|---|
| SIMEON W. KING . . . . . | 6 |
|--------------------------|---|

### **CROCKERY AND GLASSWARE.**

|                             |     |
|-----------------------------|-----|
| DERRICK & SALT . . . . .    | 74  |
| MERRILL & HOPKINS . . . . . | 109 |
| JOHN D. ZERNITZ . . . . .   | 139 |

### **DRY GOODS (Wholesale).**

|                                    |     |
|------------------------------------|-----|
| J. V. FARWELL & Co. . . . .        | 102 |
| BOWEN, WHITMAN & WINSLOW . . . . . | 148 |
| S. D. HASKELL & Co. . . . .        | 41  |

### **DRY GOODS (Wholesale and Retail).**

|                             |     |
|-----------------------------|-----|
| CUSHING & SOUDER . . . . .  | 54  |
| FIELD, LEITER & Co. . . . . | 169 |
| SHOENFELD BROS. . . . .     | 186 |

## *Business Index.*

### DRUGGISTS AND CHEMISTS.

PAGE

|                         |    |
|-------------------------|----|
| BLISS & SHARP . . . . . | 35 |
| GEORGE BUCK . . . . .   | 53 |

### DYE WORKS.

|                          |    |
|--------------------------|----|
| AUGUST SCHWARZ . . . . . | 77 |
|--------------------------|----|

### ELASTIC SPONGE.

|                                          |     |
|------------------------------------------|-----|
| WESTERN ELASTIC SPONGE COMPANY . . . . . | 190 |
|------------------------------------------|-----|

### FOREIGN AND DOMESTIC FRUITS

|                                |     |
|--------------------------------|-----|
| F. NEWHALL & BROTHER . . . . . | 68  |
| H. C. CHAMPION & CO. . . . .   | 109 |

### FOREIGN & DOMESTIC LIQUORS.

|                     |     |
|---------------------|-----|
| A. RANNEY . . . . . | 124 |
|---------------------|-----|

### FIRE INSURANCE.

|                              |     |
|------------------------------|-----|
| GIRARD FIRE INS. CO. . . . . | 191 |
|------------------------------|-----|

### FIRE-PROOF SAFES.

|                                      |     |
|--------------------------------------|-----|
| MAYNARD BROTHERS . . . . .           | 170 |
| HALL'S SAFE & LOCK COMPANY . . . . . | 136 |

### FURNITURE.

|                             |    |
|-----------------------------|----|
| JOHNSON & COBB . . . . .    | 59 |
| STEUER & ROBINSON . . . . . | 57 |

### HARDWARE.

|                                  |     |
|----------------------------------|-----|
| MILLER BROTHERS & KEEP . . . . . | 32  |
| T. B. & H. M. SEAVEY . . . . .   | 123 |
| J. K. TYLER . . . . .            | 134 |

### HATTERS AND FURRIERS.

|                         |     |
|-------------------------|-----|
| KLOKKE & HAND . . . . . | 139 |
|-------------------------|-----|

### HAT MANUFACTURERS.

|                               |    |
|-------------------------------|----|
| LAMBERSON & BROTHER . . . . . | 82 |
|-------------------------------|----|

### HOSIERY AND GLOVES.

|                               |   |
|-------------------------------|---|
| SEYMOUR, CARTER & CO. . . . . | 2 |
|-------------------------------|---|

## *Business Index.*

| <b>HORTICULTURAL AND SEED WAREHOUSE.</b> |  | <b>PAGE</b> |
|------------------------------------------|--|-------------|
| HOVEY & NICHOLS . . . . .                |  | 86          |

### **HOOP SKIRTS.**

|                              |   |
|------------------------------|---|
| BEAN, BROWNSON & Co. . . . . | 6 |
|------------------------------|---|

### **IVORY GOODS.**

|                        |    |
|------------------------|----|
| G. G. THOMAS . . . . . | 37 |
|------------------------|----|

### **JEWELRY AND SILVER WARE.**

|                             |     |
|-----------------------------|-----|
| A. H. MILLER . . . . .      | 16  |
| W. H. C. MILLER . . . . .   | 93  |
| GILES BROTHER & Co. . . . . | 105 |

### **LANDS.**

|                                          |    |
|------------------------------------------|----|
| ILLINOIS CENTRAL R. R. LAND DEP. . . . . | 30 |
|------------------------------------------|----|

### **LAUNDRY.**

|                                |     |
|--------------------------------|-----|
| STATE STREET LAUNDRY . . . . . | 123 |
|--------------------------------|-----|

### **LAMPS AND GLASSWARE.**

|                        |     |
|------------------------|-----|
| E. F. SLOCUM . . . . . | 100 |
|------------------------|-----|

### **LIFE INSURANCE.**

|                                           |     |
|-------------------------------------------|-----|
| NEW YORK LIFE INSURANCE COMPANY . . . . . | 140 |
| ATLANTIC " " " . . . . .                  | 180 |
| ECONOMICAL " " " . . . . .                | 90  |
| EXCELSIOR " " " . . . . .                 | 124 |
| PROVIDENT " " " . . . . .                 | 12  |
| UNION " " " . . . . .                     | 109 |
| UNIVERSAL " " " . . . . .                 | 185 |
| UNITED STATES " " " . . . . .             | 42  |

### **MILLINERY GOODS (Wholesale).**

|                          |     |
|--------------------------|-----|
| D. B. FISK & Co. . . . . | 158 |
|--------------------------|-----|

### **MILLINERS.**

|                            |   |
|----------------------------|---|
| MRS. A. B. SMITH . . . . . | 6 |
|----------------------------|---|

### **MACHINERY.**

|                       |    |
|-----------------------|----|
| R. M. PEARE . . . . . | 77 |
|-----------------------|----|

## *Business Index.*

| <b>MOWERS AND REAPERS.</b>       |  | <b>PAGE</b> |
|----------------------------------|--|-------------|
| E. BALL & Co. . . . .            |  | 130         |
| <b>MOVEMENT CURE.</b>            |  |             |
| DRS. J. G. & T. H. TRINE . . . . |  | 3           |
| <b>MUSIC PUBLISHERS.</b>         |  |             |
| DE MOTTE BROTHERS . . . . .      |  | 63          |
| ROOT & CADY . . . . .            |  | 150         |
| <b>MUSICAL INSTRUMENTS.</b>      |  |             |
| ROOT & CADY . . . . .            |  | 150         |
| DE MOTTE BROTHERS . . . . .      |  | 63          |
| <b>NEWSPAPERS.</b>               |  |             |
| N. W. PRESBYTERIAN . . . . .     |  | 20          |
| THE ADVANCE . . . . .            |  | 143         |
| NEW REPUBLIC . . . . .           |  | 194         |
| N. W. CHRISTIAN ADVOCATE . . . . |  | 144         |
| IRISH REPUBLIC . . . . .         |  | 46          |
| NEW COVENANT . . . . .           |  | 153         |
| CHICAGO TIMES . . . . .          |  | 179         |
| WESTERN RURAL . . . . .          |  | 15          |
| LITTLE CORPORAL . . . . .        |  | 11          |
| PHILADELPHIA PRESS . . . . .     |  | 100         |
| <b>OPTICIANS.</b>                |  |             |
| M. POLACHEK . . . . .            |  | 19          |
| DR. J. PHILLIPS . . . . .        |  | 4           |
| <b>PAPER MANUFACTURERS.</b>      |  |             |
| CHARLES MAGARGE & Co. . . . .    |  | 193         |
| <b>PAINTS AND OILS.</b>          |  |             |
| HOOKEES & Co. . . . .            |  | 45          |
| <b>PRINTERS.</b>                 |  |             |
| CHURCH, GOODMAN & DONNELLY . . . |  | 89          |
| SHERMAN & Co. . . . .            |  | 192         |

## *Business Index.*

### **PRODUCE COMMISSION MERCHANTS. PAGE**

|                             |     |
|-----------------------------|-----|
| SMITH & DEXTER . . . . .    | 82  |
| CAVEN & PERLEY . . . . .    | 186 |
| CHARLES LEEDS & Co. . . . . | 110 |

### **PRESERVED FRUITS.**

|                               |    |
|-------------------------------|----|
| NUMSEN, CARROLL & Co. . . . . | 99 |
|-------------------------------|----|

### **PHOTOGRAPHERS.**

|                         |    |
|-------------------------|----|
| S. M. FASSETT . . . . . | 81 |
|-------------------------|----|

### **RESTAURANTS.**

|                                   |     |
|-----------------------------------|-----|
| J. WRIGHT (Opera House) . . . . . | 116 |
|-----------------------------------|-----|

### **RAILROADS.**

|                                       |     |
|---------------------------------------|-----|
| ILLINOIS CENTRAL . . . . .            | 94  |
| MICHIGAN SOUTHERN & NOR. IND. . . . . | 154 |

### **READY-MADE HOUSES.**

|                         |     |
|-------------------------|-----|
| LYMAN BRIDGES . . . . . | 106 |
|-------------------------|-----|

### **SAVINGS BANKS.**

|                                               |     |
|-----------------------------------------------|-----|
| THE MERCHANTS, FARMERS & MECHANICS' . . . . . | 120 |
|-----------------------------------------------|-----|

### **SCALES.**

|                                    |    |
|------------------------------------|----|
| FAIRBANKS, GREENLEAF & Co. . . . . | 70 |
|------------------------------------|----|

### **SCHOOL FURNITURE.**

|                          |     |
|--------------------------|-----|
| H. M. SHERWOOD . . . . . | 117 |
|--------------------------|-----|

### **SEWING MACHINES.**

|                                  |      |
|----------------------------------|------|
| GROVER & BAKER S. M. Co. . . . . | 36   |
| WHEELER & WILSON . . . . .       | 76   |
| WILCOX & GIBBS . . . . .         | 7, 8 |
| EMPIRE . . . . .                 | 115  |

### **SEWING-SILKS (Jobbers).**

|                                |   |
|--------------------------------|---|
| BELDING BROTHERS & Co. . . . . | 3 |
|--------------------------------|---|

### **SHIP CHANDLERS.**

|                               |     |
|-------------------------------|-----|
| GILBERT HUBBARD & Co. . . . . | 174 |
|-------------------------------|-----|

## *Business Index.*

### SHOW-CASES.

|                                | PAGE |
|--------------------------------|------|
| D. BARCLAY . . . . .           | 106  |
| VREDENBURGH BROTHERS . . . . . | 67   |

### SILVER WARE.

|                                     |    |
|-------------------------------------|----|
| N. W. SILVER WARE COMPANY . . . . . | 49 |
|-------------------------------------|----|

### SMOKED MEATS.

|                                   |     |
|-----------------------------------|-----|
| STILES, GOLDY & McMAHAN . . . . . | 38  |
| L. M. PRENTISS & Co. . . . .      | 118 |

### SPRING BEDS.

|                                     |     |
|-------------------------------------|-----|
| EMPIRE SPRING BED COMPANY . . . . . | 189 |
|-------------------------------------|-----|

### STEREOTYPE FOUNDERS.

|                            |     |
|----------------------------|-----|
| JOHN FAGAN & SON . . . . . | 191 |
|----------------------------|-----|

### STOVES AND TINNERS' GOODS.

|                      |    |
|----------------------|----|
| SEAVEY & Co. . . . . | 38 |
|----------------------|----|

### SURGICAL INSTRUMENTS.

|                         |    |
|-------------------------|----|
| BLISS & SHARP . . . . . | 35 |
|-------------------------|----|

### TEAS, COFFEES, SPICES.

|                                     |    |
|-------------------------------------|----|
| GREAT EASTERN TEA COMPANY . . . . . | 22 |
| AMERICAN TEA HOUSE . . . . .        | 5  |

### TELEGRAPH COLLEGE.

|                              |     |
|------------------------------|-----|
| • PORTER'S COLLEGE . . . . . | 133 |
|------------------------------|-----|

### TOILET GOODS.

|                         |    |
|-------------------------|----|
| BLISS & SHARP . . . . . | 35 |
| GEORGE BUCK . . . . .   | 53 |

### TURKISH BATHS.

|                             |     |
|-----------------------------|-----|
| DR. JOHN WINGRAVE . . . . . | 110 |
|-----------------------------|-----|

### WOOD ENGRAVERS.

|                       |     |
|-----------------------|-----|
| MAAS & MANZ . . . . . | 118 |
| W. D. BAKER . . . . . | 110 |
| A. MARKS . . . . .    | 130 |

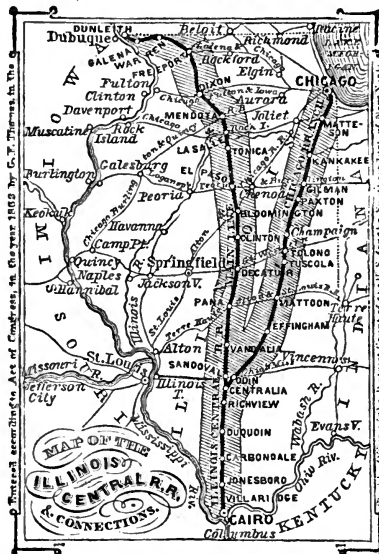
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All Station Agents on the line are provided with plats, showing the lands for sale in their vicinity. Persons coming through Chicago can call at the office in the Land Department building, 58 Michigan Avenue, opposite the Great Central Depot, where prices and full information upon all points will be furnished, together with maps showing the exact locality of all the lands, or address, by letter, in any language, for the same, to

JOHN B. CALHOUN, Land Commissioner,  
Illinois Central Railroad Co., CHICAGO, ILL.



# GUIDE

## TO THE

### CITY OF CHICAGO.

---

#### CHICAGO.

CHICAGO is the largest and most important city in the Northwest, and, in its rapid growth, the most remarkable in the Union.

It is said that when Professor Goldwin Smith was preparing for his voyage to the United States, Mr. Richard Cobden said to him: "See two things in the United States, if nothing else,—Niagara and Chicago." The Professor acted upon this advice, and, while visiting this city, acknowledged that the two objects named by his friend were truly the greatest wonders of North America. According to geologists, the cataract has been about four thousand years in becoming what it is; but the city has come to its present growth in thirty-four years.

On a certain morning in the fall of the

year 1834, word was brought to the people of Chicago that a large black bear had been seen in a piece of woods a short distance out of town. The population capable of bearing arms, seized their guns and made for the forest, where the bear was soon shot. After so cheering an exploit, the hunters, disinclined to resume their ordinary labors, resolved to make a day of it, and have a dash at the wolves which then prowled nightly in every part of Chicago. Before night closed in, they had killed over forty wolves, all on the site of the present metropolis of the Northwest! The wolves did not take the hint, for we learn that, as late as 1838, the howlings of these pests of the prairies have been heard far within the present city limits.

In 1830, Chicago was what it had been for a quarter of a century,—a military post and fur station, consisting of twelve habitations. There was a log fort, with its garrison of two companies of United States troops; there was the fur agency; there were three taverns, so called, much visited by idle, drunken Indians, who brought in furs, and remained to drink up the proceeds; there were two stores, a blacksmith's shop, a house for the interpreter of the station, and one occupied by Indian chiefs. In 1831, there were

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**CHICAGO, ILL.**



## A GUIDE TO CHICAGO.

twelve families; and when winter came on, the troops having been withdrawn, the *whole population* moved into the fort, and had a pleasant time of it, with their debating society and balls. In 1832, the taxes amounted to one hundred and fifty dollars, twelve of which were expended in the erection of Chicago's first public building,—a pound for stray cattle.

But in 1833 the rush began. Before that year closed, there were fifty families in Chicago. When the forty wolves were slain, in 1834, there were, as it appears, nearly two thousand inhabitants in the town; and in 1835, more than three thousand.

Chicago, for fifteen years after it began its rapid increase, was perhaps of all prairie towns the most repulsive to every human sense. The place was in vile odor even among the Indians, since the name they gave it,—She-kaw-go,—if it does not mean skunk, as some aver, signifies nothing of sweeter odor than wild onion.

The prairie, on that part of the shore of Lake Michigan where the city stands, appears to the eye as flat as the lake itself, and its average height above the lake is about six feet. A gentleman who arrived at Chicago in 1833, reports that he waded the last

eight miles of his journey in water from one to three feet deep,—a sheet of water extending as far as the eye could reach, over what is now the fashionable portion of the city. Another traveller remarked about the same time, that he “would not give sixpence an acre” for what is now the business portion of the city; some of which—corner of Clark and Lake streets—has recently been sold for *three thousand dollars per foot*.

Why settle such a spot, when better sites upon the same shore might have been selected? It was only because the Chicago River furnished the possibility of a harbor on the coast of the stormiest of lakes.

This Chicago River may not properly be termed a river, as the lake at this point cut into the soft prairie two hundred and fifty feet wide for a quarter of a mile, and then divided into two forks, one running south, the other north, both parallel with the lake-shore. There is no tide or flow to this curious inlet, except such as caused by the winds blowing the waters of the lake into it, which flows out when the wind changes or subsides. Originally this river was twenty feet deep, and being obstructed at its mouth by a sand-bar, it only admitted vessels of thirty or forty tons. But by dredging it has

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# SEWING MACHINES

AT THE

## PARIS EXPOSITION.

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It is gratifying to find that the Grover and Baker Machine, which stands so high at home, should also receive the highest honor abroad. When it is remembered that one thousand gold medals were awarded at the Exposition, and only 150 decorations, it will be seen that the Cross of the Legion of Honor was considered by the judges as a much higher award of merit than the gold medal. No other sewing machine at the Exposition received this distinction, showing that, in the opinion of his Imperial Majesty, and the judges, no other was equally deserving. This award places the Grover & Baker Machine first in order on the official catalogue of the Exposition, as it is first in the estimation of the public on both sides of the Atlantic.

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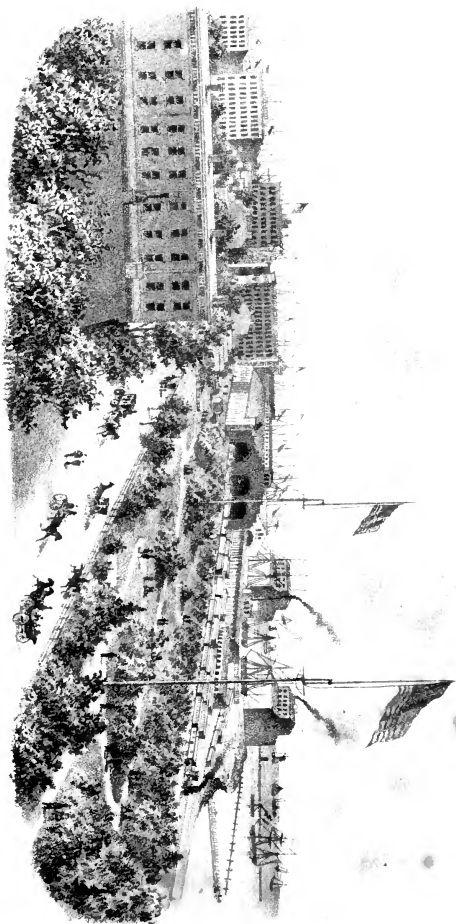
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CHICAGO IN 1868.





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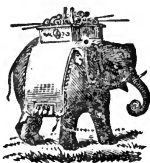
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## A GUIDE TO CHICAGO.

been made capable of receiving the largest vessels that sail the lakes, and given to the city over thirty miles of wharves. Considering the peculiar destiny of Chicago, as the great distributor of commodities, no engineer could have contrived a more convenient harbor; for, go where you will in the city, you cannot get far from it, and every mill, warehouse, elevator, and factory, can have its branch, or basin, and receive or send away merchandise at its door. The drawbridges are a very serious obstacle at present; but there is a good prospect of overcoming this by tunnelling the river at various points. A tunnel is now in course of construction at Washington Street, at a cost of about one million dollars. In a very short time, these various draw-bridges will be superseded by as many tunnels.

Into this forked inlet, called a river, all the drainage of the city is poured, and there is no current to carry it away into the lake. Despite incessant dredging, these streams of impurity fill the channel, and converts the water into a filthy state. This great evil is being overcome. The Board of Public Works are now expending three millions of dollars in changing this pool of abominations into a pure and running stream. The canal

which connects Lake Michigan with the Illinois River, begins at one of the branches of the Chicago River, the water of which is now pumped up into the canal by steam. This canal is being deepened, so that the water of the river will flow into it, and run down through all its length to the Illinois, and so carry away the impurities of the city to the Mississippi. Thus, by one operation, the pumping is obviated, the canal is improved, the river is purified, and the city is rendered more healthy. The Chicago River, therefore, will at length become a river, only it will run backwards.

The growth of Chicago, since 1833, strikes every mind with wonder and astonishment. The mystery, however, may in a measure be solved in considering the location of the city. Standing as it does at the southern end of Lake Michigan, gives it necessarily a leading share of the commerce of all the lakes, and easy access by land, round the southern shore of Lake Michigan, to all the East and Southeast. Chicago might have continued as it was previous to 1833, if the region behind it had remained unpeopled. The city has grown with the development of the region round about, and has become its grand depot, exchange, counting-house, and metropolis.

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## A GUIDE TO CHICAGO.

The crowds of idle and dissolute Indians were the first obstacle to the growth of Chicago, with which the early settlers had to contend. In 1833, seven thousand of them gathered at this point to meet the Commissioners of the United States for the purpose of selling their lands in Illinois and Wisconsin. The chiefs signed a treaty which ceded to the United States twenty million acres of the Northwest, and agreed to remove twenty days' journey west of the Mississippi River. A year later, four thousand of these dusky faces assembled in Chicago to receive their first annuity. The goods to be distributed were piled up on the prairie, and some of the red-skins becoming dissatisfied with the method of distribution, rushed upon the heap and attempted to seize something from it. So severe was the scramble, that a general fight was the result, in which several Indians were killed and many wounded. Night closed in on a wild debauch, and next morning few of the Indians were the better off for the thirty thousand dollars' worth of goods which had been given to them. Similar scenes, with similar bloody results, were enacted in the fall of 1835; but that was the last Indian payment Chicago witnessed. In September, 1835, a long train of fifty wagons,

drawn by oxen, conveyed away, across the prairies, the Indians and their effects. In twenty days they crossed the Mississippi, and for twenty days longer continued their westward march, and Chicago was troubled with them no more. Walking in the imposing streets of the city of Chicago to-day, how difficult it is to realize that thirty-three years have not elapsed since the red men were dispossessed of the very site on which the city stands, and that it required forty days to carry them to a point now reached in fifteen hours.

In 1836, the population of the city was four thousand. Then there was a check to its prosperity, as to that of Illinois and the United States, and the population scarcely increased for five years. But it was in those very years of depression and despair that Chicago entered upon a new career. A little beef had been salted and sent across the lake; but in 1839 the business began to assume promising proportions; 3000 cattle were driven in from the prairie, cut, packed, and exported. Since that time the packing business has continued to increase with the growth of the city, and the development of the great West. The following figures, showing the number of cattle packed in the city

**D. BRAINARD,**  
DEALER IN FIRST CLASS



**Carriages, Light Buggies and Sleighs,**  
REPOSITORY, 187 STATE STREET,  
**CHICAGO, ILL.**

We have all the latest styles of top and open Buggies, Family Carriages, such as the English Park Phaetons, Rock-aways, Cabriolets, Victorias, and Slide Seats. Also, Hearses.

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**HOOKERS & CO.,**

127 SOUTH WATER STREET,

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**VARNISHES,**

**Window-Glass,**

**BRUSHES, &c.**

FAYETTE HOOKER. HENRY M. HOOKER. JOHN F. WEARE.

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Office of the IRISH REPUBLIC,

84 Washington Street,

P. O. Drawer 5900.

Chicago, Ill.

## A GUIDE TO CHICAGO.

during the last seventeen years, will give a correct idea of the growth of the trade:—

|            |        |            |         |
|------------|--------|------------|---------|
| 1851 ..... | 21,900 | 1859 ..... | 52,340  |
| 1852 ..... | 25,400 | 1860 ..... | 33,976  |
| 1853 ..... | 24,820 | 1861 ..... | 54,629  |
| 1854 ..... | 23,987 | 1862 ..... | 60,428  |
| 1855 ..... | 27,729 | 1863 ..... | 72,120  |
| 1856 ..... | 25,870 | 1864 ..... | 93,724  |
| 1857 ..... | 35,400 | 1865 ..... | 99,864  |
| 1858 ..... | 44,700 | 1866 ..... | 121,320 |
| 1867 ..... |        | 127,210    |         |

The first shipment of grain from Chicago, of which there is any record, was made in 1838, when a rather venturesome trader sent off *seventy-eight* bushels of wheat. The following year over four thousand bushels were exported, in 1848 over three millions, and in 1867 *thirteen million bushels*. During 1867 there were shipped from Chicago 27,000,000 bushels corn, 18,000,000 bushels oats, 2,200,000 bushels rye, and 1,700,000 bushels barley. Thus it may be seen what a gigantic business the grain trade has become. The ease, the celerity, and quietness with which this immense quantity of grain is handled, although hands never touch it, is one of the wonders of Chicago. Whether it arrives by boat or railroad, it comes in bulk, that is, loose, without bags or barrels. The car or boat stops at the side of one of the twenty-two elevators

within the city, by which the grain is pumped into enormous bins, and poured out into other cars or vessels on the other side of the building,—the double operation being performed • by steam in a few minutes. When Chicago exported a few thousand bushels a year, the business blocked the streets and filled the place with commotion; but now that it exports fifty million bushels, a person might live a year in the city without being aware that anything was doing in grain.

The business of pork-packing has also attained enormous proportions in Chicago, surpassing entirely Cincinnati, where it originated. In one season of three months, Chicago converted over one million hogs into pork; which was one-third of all the hogs slaughtered in the Western country during the year.

During the last few years the number of cattle received in Chicago from the prairies, and sent away in various forms to the East, has averaged about one thousand per day. Nevertheless a stranger in Chicago might never suspect that any business was done in cattle—never see a drove, never hear the bellow of an ox. All the business is done at the great Stock Yards, a description of which will be found in this work.



# N. W. Silver Ware Manufacturing Co. OF CHICAGO.

FACTORY, COR. STATE STREET AND ELDRIDGE COURT.

Manufacturers of all kinds of

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AND GOLD AND SILVER WATCH CASES.

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| A. D. TITSWORTH, . Vice-Pres.                                | L. J. GAGE, ... Treasurer. |
| Manager and Sup't, JAMES H. HOES, formerly of Matson & Hoes. |                            |

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**PEERLESS**

**Baking Powder.**

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**A. Raney & Co.**

**CHICAGO.**

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**THIS POWDER**

**HAS NEVER BEEN EQUALLED AND CANNOT BE EXCELLED.**

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Wholesale dealers will find it to their interest  
to give us an order.



## A GUIDE TO CHICAGO.

Chicago also stands foremost in the lumber business. Like the grain and cattle trade, it has developed itself into startling proportions. From thirty-three millions of feet received in Chicago, in 1847, it has increased until it reached, in 1867, the amount of *seven hundred and ninety-five millions of feet*. Miles upon miles of lumber-yards extend along the south fork of the river. The prairies, to which Nature has been so variously bountiful, lack this great necessity of the settler, and it is Chicago that sends up the lake for it, and supplies it to the prairies. To economize transportation, we are now beginning to dispatch timber in the form of ready-made houses. There is a firm in this city who are ready to furnish cottages, stores, churches, hotels, or towns, wholesale and retail, and to forward them securely packed to any part of the country.

Until within the last ten or twelve years, Chicago was little more than what it has been termed,—the great Northwestern Exchange. It was a buyer and seller on a grand scale; but it *made* scarcely anything, depending upon the Eastern States for supplies of manufactured merchandise. At the present time, almost every article of much bulk used upon railroads, in farming, in warming houses,

in building houses, or in cooking, is made in Chicago. Four thousand persons are engaged in manufacturing boots and shoes. The prairies are now mowed by machines made in this city. A short distance from the city stands the Chicago Clock Factory, capable of manufacturing one hundred and fifty thousand clocks a year. Still farther back on the prairies is the National Watch Company, which soon expects to produce fifty watches a day. Pianos and melodeons are also made on a great scale in the city.

Chicago, already a handsome town, is going to be one of the most beautiful cities on the continent. It is no longer a quagmire. The mud and water for a long period were the despair of the people, since water will only run down-hill, and part of the town was below the level of the lake. Planking was a poor expedient, though unavoidable for a time. Open ditches were tried for a while, which in wet seasons only aggravated the difficulty. It became clear, at length, that nothing would suffice short of raising the whole town; and accordingly a higher grade was established, to which all new buildings were required to conform. It soon appeared that this grade was not high enough, and one still higher was ordered.

# BUCK,

SUCCESSOR TO BUCK & RAYNER,

**Apothecary and Pharmaceutist.**

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**PURE DRUGS AND MEDICINES,**

Selected and prepared expressly for our

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We devote attention *chiefly* to the preparation of Medicines and Physicians' Prescriptions, and keep constantly a large stock of the most reliable

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**PHARMACEUTICAL PREPARATIONS,**

of American and Foreign Manufacture.

**CHOICE WINES AND LIQUORS,**

— AND —

**DELICACIES FOR INVALIDS, PURE COOKING  
ARTICLES, &c. &c.**

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We also have always on hand an extensive assortment of the

**FINEST TOILET GOODS,**

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**CENTRAL PRESCRIPTION DRUG STORE,**

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**CHICAGO.**

CUSHING & SOUDER,

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NEW GOODS

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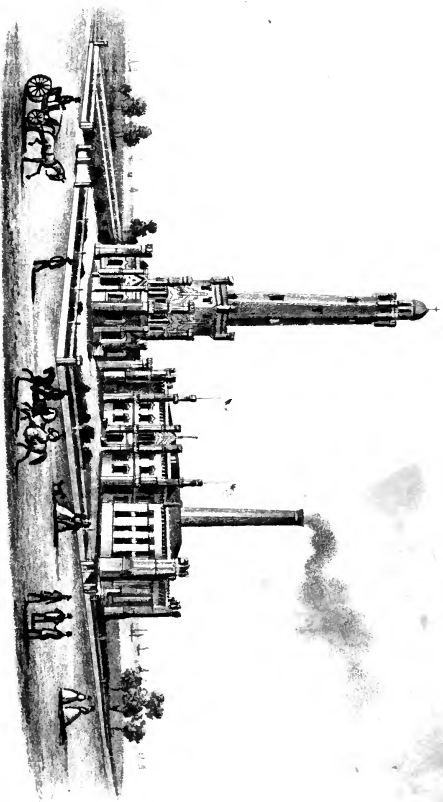
OLD STAND,

*No. 73 Lake Street,*

TREMONT HOUSE BLOCK,

CHICAGO,

ILLINOIS.



**WATER WORKS**  
CHICAGO.



Even this proved inadequate; and the present grade was adopted, which lifts the city about twelve feet above the level of the prairie. All the new houses are built upon the new grade, and some old buildings have been raised to the proper level; but many houses are yet upon the grades previously established, and a large number are down upon the original prairie. The consequence is, that in some sections of the city the plank sidewalks are a series of stairs.

The principal streets are paved with that *ne plus ultra* of comfort for horse and rider,—the Nicholson pavement, a description of which will be found among the following pages.

Chicago is still a forming city. It stretches along the lake about eight miles, but does not reach back into the prairie more than three. Along the lake, south of the river, for two or three miles extend the beautiful avenues, which change insensibly into those streets of cottages and gardens which have given Chicago the name of the Garden City. This is a pleasant quarter, where glimpses are caught of the blue lake that stretches away to the east for sixty miles. On this shore is rising the monument to Douglas, and near by in shady retreats stands

## A GUIDE TO CHICAGO.

the Soldiers' Home, and Chicago University, a description of each of which we have devoted separate articles in the succeeding pages of this work.

It is always interesting to a stranger to notice the names of the streets of a city which he visits for the first time. We will therefore give a few of the quaint ones.

The city boasts of a Goethe street, a Schiller, a Greeley, a Poe, a Kane, a Kossuth, a Wentworth, and a Long John street. Local history is commemorated in Astor, Kinsie, Fur, Blackhawk, Calumet, and Wahpanseh; general history, in Blucher, Bonaparte, Macedonia, Garibaldi, Kansas, Mayflower, Fabius, and Sigel. There is also a Rosebud street, a Selah street, a Queer Place, and a Grub street.

The natural advantages of Chicago, together with the energy and perseverance of her citizens, have been the cause of the city's growth. The following table will show at a glance its rapid strides since it was only an outpost of civilization.

### *Population of Chicago from 1829 to 1867.*

|            |     |            |       |
|------------|-----|------------|-------|
| 1829 ..... | 35  | 1833 ..... | 370   |
| 1830 ..... | 49  | 1834 ..... | 1,720 |
| 1831 ..... | 73  | 1835 ..... | 3,440 |
| 1832 ..... | 428 | 1836 ..... | 4,100 |



# FURNITURE.

---

## Steuer and Robinson,

Manufacturers and Dealers in

FINE AND MEDIUM  
FURNITURE.

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ROSEWOOD, BLACK WALNUT, & MAHOGANY  
PARLOR SUITES  
In Reps, Haircloth, and Silk.

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ROSEWOOD, WALNUT, CHESTNUT, & PAINTED  
CHAMBER SETS.

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A LARGE VARIETY OF FURNITURE  
FOR EVERY ROOM IN THE HOUSE.

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We make a specialty of manufacturing to order,  
*Fine Draperies, Parlor & Library  
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CHICAGO.

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HARDWARE,**

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**LEATHER,**

**HUBS, SPOKES, BENT FELLOES,**

And all other articles of Bent Carriage Work.

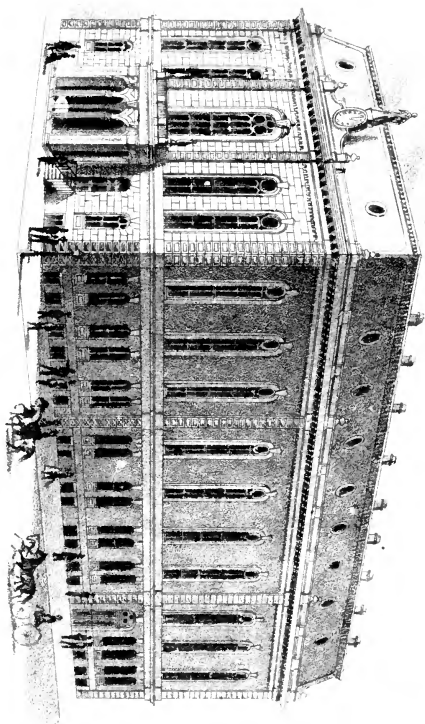
**SPRINGS, AXLES, BOLTS, AND MALLEABLE IRON**

*Seward's Axle Clips, Philadelphia Bolts, Broad-cloths, Damask, Enameled Cloths, Muslin, Drill and Duck, Coach Laces of all kinds, Carpeting, Drugget, Moquette, Plush, Corduroy, and all kinds of Sleigh Trimmings, Curled Hair, Moss and Tow, Saddles and Collars, Horse Blankets, Lap Robes, Affghans, Fancy Work Mats, Leather and Linen Fly-Nets, Linen Horse-Sheets, &c. &c.*

G. F. BRIGHAM,

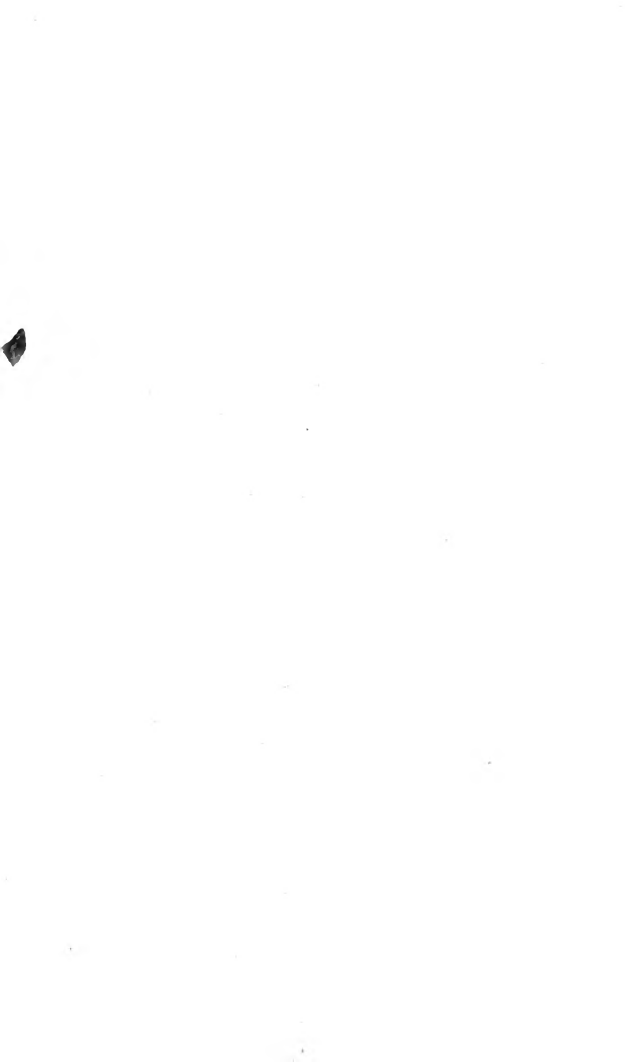
C. B. GOODYEAR.

J. B. HAYES.



# CHAMBER OF COMMERCE.

Chicago.



# JOHNSON & COBB,

Manufacturers and Wholesale and Retail Dealers in

# B E D D I N G

AND

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Of all kinds on hand, and for sale at the very lowest figures.

A LARGE ASSORTMENT OF

*Blankets, Feather Pillows, and  
Bolsters, Counterpanes, Sheets,  
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ORDERS PROMPTLY FILLED

*Our MATTRESSES made full and of good size.*

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**PHELPS, DODGE & CO.,**

MANUFACTURERS AND JOBBERS OF

# **Boots and Shoes,**

**50 Lake Street,**

Would call the attention of purchasers to their large and complete stock of goods, embracing every style and quality required in the retail trade.

We wish particularly to mention our CELEBRATED P. D. & Co. WORK. Every shoe warranted. It has stood a four years' test, and pronounced by all, the best in style and material that can be found in the market.

## **OUR OWN MAKE CHICAGO BOOTS**

Have borne the palm of superiority from all competitors, and we confidently claim for them

## **THE CHAMPIONSHIP OF THE NORTHWEST.**

Our terms of warrantee are the most LIBERAL and comprehensive imaginable. In all cases when our boots have been sold, and a defect discovered by the purchaser, we instruct the dealer to furnish him a NEW PAIR, in place of the defective ones, and will consider it a favor to have them returned to us at our expense.

We cordially invite all CASH and prompt-paying purchasers to call and investigate the subject, believing it to be to their interest.

## A GUIDE TO CHICAGO.

|            |        |            |         |
|------------|--------|------------|---------|
| 1837 ..... | 4,349  | 1852 ..... | 39,629  |
| 1838 ..... | 4,220  | 1853 ..... | 58,754  |
| 1839 ..... | 4,440  | 1854 ..... | 66,361  |
| 1840 ..... | 4,370  | 1855 ..... | 79,440  |
| 1841 ..... | 5,650  | 1856 ..... | 87,390  |
| 1842 ..... | 6,800  | 1857 ..... | 95,600  |
| 1843 ..... | 7,950  | 1858 ..... | 84,584  |
| 1844 ..... | 8,300  | 1859 ..... | 93,260  |
| 1845 ..... | 12,210 | 1860 ..... | 108,247 |
| 1846 ..... | 14,756 | 1861 ..... | 122,740 |
| 1847 ..... | 16,420 | 1862 ..... | 139,320 |
| 1848 ..... | 21,200 | 1863 ..... | 154,710 |
| 1849 ..... | 23,628 | 1864 ..... | 171,356 |
| 1850 ..... | 28,347 | 1865 ..... | 177,621 |
| 1851 ..... | 35,200 | 1866 ..... | 221,000 |
| 1867.....  |        | 255,000.   |         |

---

## STREETS.

The Lake is situate on the east side of the city. Michigan Avenue runs north and south, parallel with and along the lake-shore; next west of it is Wabash Avenue; then State, Dearborn, Clark, La Salle, Wells, Franklin, and Market Streets; west of Market Street and parallel with it is the south branch of the Chicago River. Running east and west along the south side of the main Chicago River, is South Water Street; next south of it is Lake Street, then Randolph, Washington, Madison, Monroe, Adams, Quincy, Jackson, Van Buren, Harrison, Polk, Twelfth, Thirteenth, and so

on. These streets continue on the west side of the river, and are called West Randolph, West Washington, etc.

The West Division comprises all of the city west of both branches of the river, and those streets running north and south are divided by West Randolph Street. The North Division comprises that portion of the city north of the main river, and between the lake on the east, and the north-west branch. Those streets continued from the south side are called North Dearborn, North Clark, North La Salle, and so on.

By reference to the map, accompanying this work, the location of the streets may easily be found.



## LAKE TUNNEL.

The Tunnel begins a short distance from Chicago Avenue, on the lake-shore, and extends two miles out under the lake in a straight line, at right angles to the general direction of the shore. The tunnel is very near circular in form, and has an interior width of five feet and a height of five feet two inches, enclosed in brick masonry eight inches thick. The depth of the shore-shaft, —which is eight feet in diameter, circular in



# De Motte Brothers,

SUCCESSORS TO H. M. HIGGINS,

## MUSIC PUBLISHERS.

WHOLESALE & RETAIL DEALERS IN

ALL KINDS OF

## SHEET MUSIC BOOKS

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## MUSICAL INSTRUMENTS.




Sole Agents for the

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## Pianofortes.



 Liberal Discounts made to Dealers and Teachers.

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91 Washington St.,

*CHICAGO.*

**139 & 141 RANDOLPH ST.,**

**SHERMAN HOUSE BUILDING,**

*Chicago, Ill.*

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**CLOTHING**

*At Wholesale & Retail.*

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**H. H. HUSTED**

has a large and well selected stock of

**CLOTHING & GENT'S FURNISHING GOODS.**

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The Goods have all been bought and manufactured since the large decline in WOOLLENS, and patrons may depend upon getting goods at the

**LOWEST LIVING PRICES.**

Merchants purchasing to sell again will always find some job lots that can be bought at very low prices.

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**YOUTHS' AND CHILDREN'S CLOTHING.**

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In the

**CUSTOM DEPARTMENT**

Will be found a choice stock of Cloths, Cassimeres, and Vestings, which will be made to order at short notice.

**H. H. HUSTED,**  
**139 & 141 Randolph St.**

form, and of brick masonry,—at the bottom of which the tunnel commences its direction out under the lake, is sixty-seven feet; and the depth of the lake-shaft, which is of cast iron, of the same dimensions as the shore-shaft, below the surface of the lake, sixty-four feet. This latter shaft is provided with gates to let on and shut off the water at pleasure.

To protect the lake-shaft from the fury of the gales that sweep from the prairies over the lake, a five-sided crib, (the location of which may be seen by reference to the map,) forty-five feet high and fifty-eight feet in width, was constructed, and placed in its present position in July, 1865. The depth of the lake at the crib is thirty-five feet, thus leaving the top of the crib ten feet above the ordinary surface of the lake. This crib, which is built of twelve-inch timber, consists of an outside, centre, and inside wall, each wall connected by cross timbers running entirely through from outside to inside, all securely fastened with square bolts. It is kept in its proper position by being filled with about twelve thousand tons of stone. There are three openings in the sides of the crib, by which the water is let in or shut off. Each of these flumes are five feet square. The first one is about five feet from the bottom of the

lake; another ten feet; and the last fifteen feet, or thirty feet below the top of the crib, thus insuring the purest of water.

The work upon this gigantic enterprise was commenced in March, 1864, and completed in July, 1867. The contract price was \$315,000, but through various causes it has cost about \$800,000. It is a work that Chicago may be proud of, not especially for its magnitude, but for the simplicity, originality, and boldness of the idea.

Buildings of more than usual architectural beauty for the pumping-works have recently been erected on the corner of Chicago Avenue and Pine Street. These structures, together with their surrounding grounds, are pleasing in their appearance, and ornaments to the city.



## THE ARTESIAN WELLS.

No stranger will fail to visit these objects of peculiar interest. They are located at the corner of Western and Chicago avenues, and may readily be reached by the Randolph-Street cars. There are two wells, one about seven hundred and the other about one thousand feet deep. These wells were first bored by some oil speculators, who were led

77 LAKE ST., 77 LAKE ST.,

Chicago, Ill.

**L. MANNHEIMER,  
BOOTS & SHOES.**

A LARGE STOCK OF THE BEST GOODS CON-  
STANTLY KEPT ON HAND.

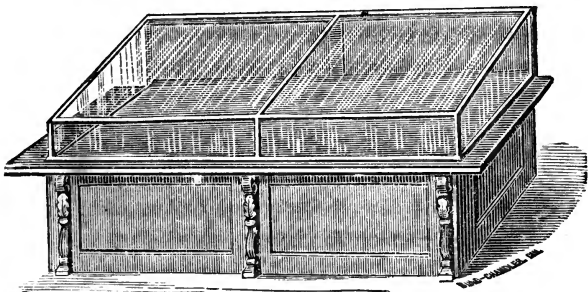
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**DEPOT FOR E. C. BURT'S  
CELEBRATED BOOTS.**

Having made these goods a specialty, I am enabled to sell  
them cheaper than any other house in the city.

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**VREDENBURGH BROS.**



**SHOWCASE WARE ROOMS,**

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Show-Cases of every description and material, Silver, White Metal, and Wood. shipped to all parts of the United States. Parties will do well to call and examine our Metal Work, which is on an improved plan, and something new in style.

**F. NEWHALL & BRO.,**  
WHOLESALE DEALERS IN  
FOREIGN AND DOMESTIC GREEN, DRIED, AND CANNED  
**FRUITS,**  
**NUTS AND FANCY GROCERIES.**  
**6 DEARBORN STREET,**  
CHICAGO, ILL.  
PACKERS AND JOBBERS OF  
NEW YORK AND MICHIGAN APPLES.  
CIDER BY THE BARREL.

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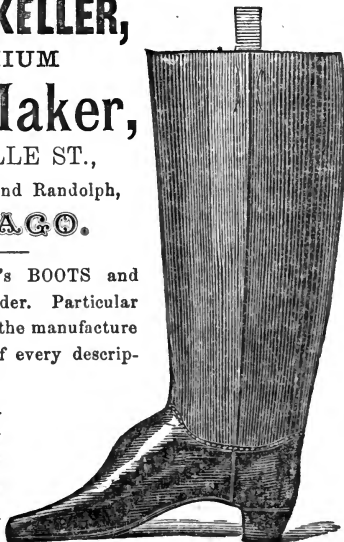
**PETER KELLER,**  
PREMIUM  
**Boot Maker,**  
41 LA SALLE ST.,

Between Lake and Randolph,

**CHICAGO.**

*PS* Gentlemen's BOOTS and  
SHOES made to order. Particular  
attention given to the manufacture  
of Ladies' Boots of every descrip-  
tion.

*PS* A full as-  
sortment of every  
kind of Ladies' and  
Gentlemen's Boots  
always on hand and  
cheap for cash.



to the spot by a spiritual medium, who asserted that petroleum would be found in great quantities beneath the surface. But instead of oil, a very little of which appeared, water began to flow, and has continued to come forth at the rate of a million gallons a day. The two wells are very near together, and have bores of from five to six inches in diameter.

---

## STOCK YARDS.

Out on the prairie, four miles south of the city, and two feet below the level of the river, may be seen the famous Stock Yards. Two millions of dollars have been expended there in the construction of a cattle-market. The company owning it have nearly a square mile of land, 355 acres of which are enclosed with cattle-pens,—150 of these acres being floored with plank. There is at the present time pen-room for 25,000 cattle, 80,000 hogs, and 25,000 sheep, the sheep and hogs being provided with sheds; and no Thursday has passed since the yards were opened, when they were not full,—Thursday being the full day, and the best time to visit the yards. This bovine city of the world, like most prairie cities, is laid out in streets and

## A GUIDE TO CHICAGO.

alleys crossing at right angles. The principal street is named Broadway. It is a mile long and seventy-five feet wide, and is divided by a light fence into three paths, so that herds of cattle can pass one another without mingling, and leave an unobstructed road for the drovers. Nine railroads have constructed branches to the yards, and there is also a canal connecting it with the Chicago River

Nothing is more simple and easy than the working of these stock yards. A cattle train stops along a street of pens; the side of each car is removed; a gently declining bridge woos the living freight down into a clean, planked enclosure, where on one side is a long trough, which the turn of a faucet fills with water; and on another side is a manger, which can be immediately filled with hay. While the tired and hungry animals are enjoying this respite from the torture of their ride, their owner or his agent finds comfort in the Hough House, a handsome hotel of yellow stone, built solely for the accommodation of the cattle-men, and capable of entertaining two hundred of them at once. A few steps from the hotel is the Cattle Exchange, another spacious and elegant edifice, wherein there is a great



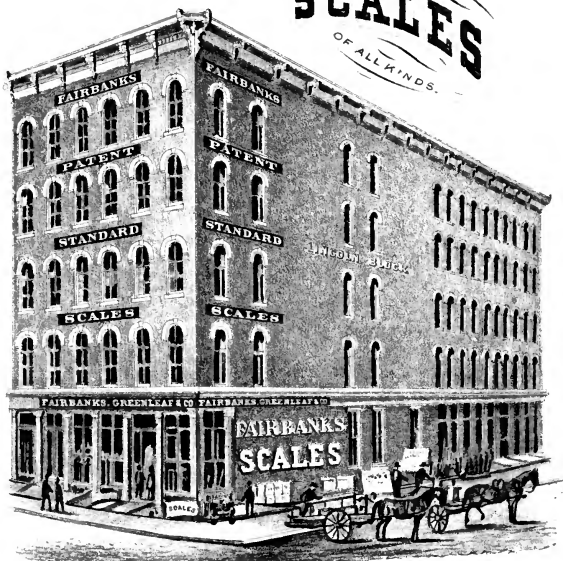
MANUFACTORY ESTABLISHED 1830.

# FAIRBANKS

STANDARD

# SCALES

OF ALL KINDS.

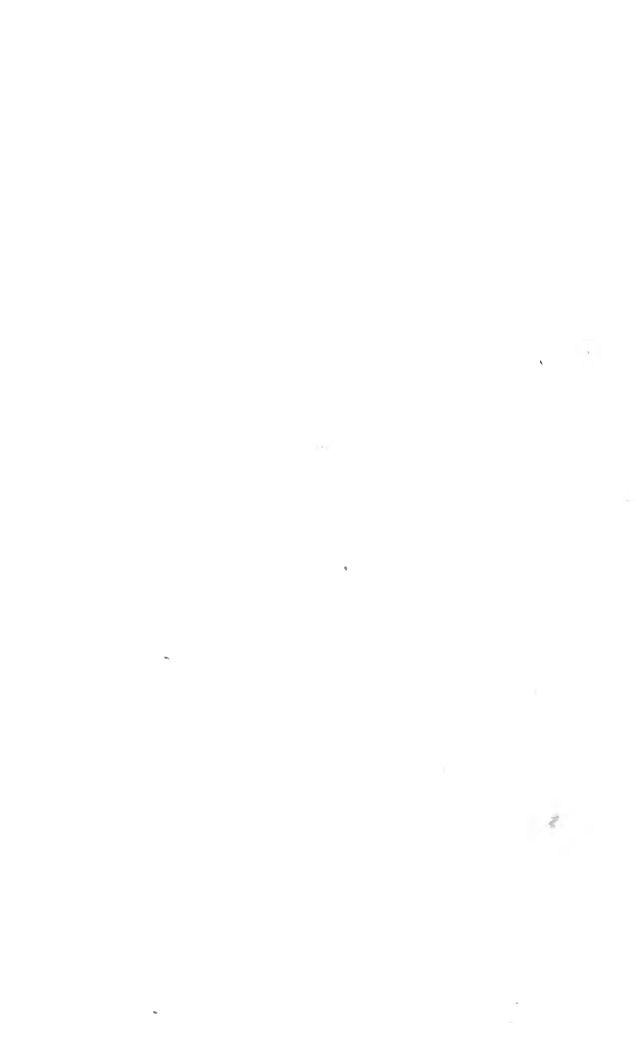


Also Baggage-Barrows, Warehouse Trucks, Letter  
Presses, &c.

## FAIRBANKS, GREENLEAF & CO

226 & 228 LAKE ST,  
CHICAGO.

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room for the chaffering or preliminary "gasing" of buyers and sellers; also a Bank, solely for cattle-men's use, with a daily business of from one hundred thousand to half a million dollars; also a telegraph office, which reports, from time to time, the price of beef, pork, and mutton in two hemispheres, and sends back to the cattle-markets of mankind the condition of affairs in this, the great bovine city of the world. The preliminaries being over, the cattle-men leave the Exchange, and go forth to view the cattle. The purchase completed, the cattle are driven along, through opening pens and broad streets, to the yards adjoining the railroad by which they are to resume their journey. On the way to those yards they are weighed at the rate of thirty cattle a minute, by merely pausing in the weighing-pen as they pass. The men return to the Exchange, where the money is paid,—all the cattle business being done for cash; after which they conclude the affair by dining together at the hotel.

In the elegant Exchange two classes of cattle-men are met,—those who collect the cattle from the prairie States, Texas, Missouri, Kansas, Iowa, Wisconsin, Minnesota,

Illinois,—and those who distribute the cattle among the Eastern cities.

The design of the directors of these yards is to keep the rent of these pens at such rates as to exactly pay the cost of cleaning and preserving them, and to get the requisite profit only from the sale of hay and corn. One hundred tons of hay are frequently used in the yards in one day. If these yards were in any of the Eastern States, the sale of the manure would be an important part of the business; but the fertile prairies not needing anything of the kind, they are glad to sell it at ten cents a wagon-load, which is less than the cost of shovelling it up.

These yards may be reached by the Archer Avenue line of street-cars, and the Pittsburg, Fort Wayne, and Chicago Railroad. As we have said before, Thursday is the day to visit the yards and see the pens full.

---

## ATHENS MARBLE.

While the canal was being constructed at Athens, a point about sixteen miles from the city, a deposit of soft, cream-colored stone was discovered, which proved to be an inexhaustible quarry. For some time this stone

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About two years ago a specimen was laid down in DRUID HILL PARK, Baltimore, Md., which has proved perfectly satisfactory; and a very large number has been laid in the Central Park and City Hall Park, in the City of New York, Prospect Hill Park, Brooklyn and vicinity; and Side Walks can now be seen in front of J. B. Taylor's residence, No. 749 Wabash Avenue; Dr. Bigelow, and others, in the immediate vicinity, in this city. Street Pavements will soon follow, and will produce a complete revolution in the Paving and Walks of this Emporium of the West.

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For further information in relation to the business, or for the laying of this kind of work, or for the purchase of Town, County, or State Rights, in the Northwestern States, apply to

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*All Communications to be addressed to*

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**SAMUEL SALT.**

was supposed to be useless, and it was regarded only as an obstruction to the excavation of the canal. It was discovered a year or two after that fragments of the stone which had been exposed to the air for a few months had become harder. It was, however, with much difficulty that builders were induced to give a trial to what is now regarded as the very best and most elegant building-material in the country. Soft to the chisel, it is hard in the finished wall; and devoid of the glare of white marble, it possesses that hue of the Parthenon which, Dr. Wordsworth says, looks as though it had been "quarried out of the golden light of an Athenian sunset."



## THE NICHOLSON PAVEMENT.

As Chicago was the first city to adopt this style of street pavement, it may be proper to give a brief description of it. It is considered far superior and more durable and economical than stone, which is so popular in other cities.

In laying down this pavement, the ground is first levelled or rounded off, so as to conform with the grade, then covered evenly with a coating of sand. Next comes the sub-

structure, which is a flooring of pine boards an inch thick, laid close together in courses lengthwise of the street. The flooring is well tarred on both sides with hot tar and pitch. Upon this substructure the upper stratum of blocks is placed. They are of pine, sawed three inches thick, six inches long, and from six to ten inches wide, and, after being dipped in coal-tar, are set up on end across the street from curb to curb, with their broad faces fronting up and down the street. The first line of blocks being thus set, a line of pickets or strips of board, three inches wide, are placed on edge between the rows, every row being nailed through the picket into the blocks and penetrating the board below, thus making the whole close and tight. Then another row of blocks dipped in hot coal-tar as before is set up against the strip, and so on alternately until completed. There is left between each two consecutive rows of blocks a continuous groove or cell, seven-eighths of an inch wide and three inches deep, extending from curb to curb. The filling of these grooves is the next operation, and this is done with the use of screened gravel and hot coal-tar. The gravel is heated hot and then filled into the cells level with the surface; the coal-tar,





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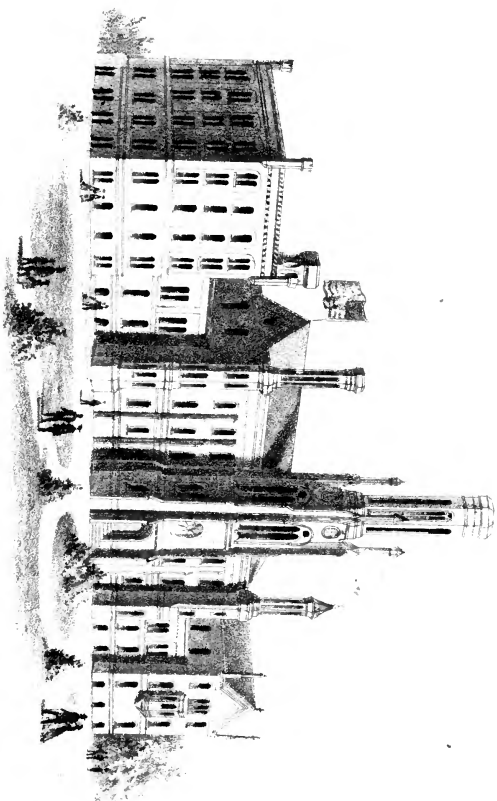
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after being heated, is poured upon the hot gravel until the cells are filled. The composition thus formed is compactly rammed down. The whole surface is then thoroughly covered with hot coal-tar mixed with pitch, and immediately covered with fine gravel and common sand, mixed in about equal proportions, three-quarters of an inch thick. When this is done, the pavement is complete and ready for use.

### THE DOUGLAS MONUMENT.

The grave of Illinois' honored son will ever remain an attractive spot. At Cottage Grove, four miles from the Court House, upon a beautiful plateau, is to be found the grave and monument of that illustrious statesman, Stephen Arnold Douglas.

The monument, which is rapidly approaching completion, may be described as follows: A circular platform base, fifty-two feet in diameter, and two and a half feet from the ground; another base, with steps, rising three feet above the circular base, upon which is constructed the sepulchre,—with projecting pedestals, at four corners, eleven feet high, with surrounding walls five feet thick; within is a chamber ten feet square. In the centre of the chamber is a sarcophagus,

to be seen by the visitor through an open-work iron door. Upon the sepulchre is a pedestal twenty-two feet high, and a composite column, forty-four in height, rests upon that; a base, resting on the column six feet high, for the reception of a statue of the Senator, twelve feet high, making the height of the entire monument about one hundred feet.

The monument is embellished with many devices and symbolical figures, very beautifully wrought in marble.

The grounds, upon which are the grave and monument, formerly belonged to the Douglas estate, and was purchased from Mrs. Douglas for \$30,000. The cost of the monument will be about \$80,000.

The place may be reached by the Cottage Grove line of cars, which start from the corner of Lake and State streets.

## CHAMBER OF COMMERCE BUILDING

Is situated on the corner of Washington and La Salle streets. It is a handsome structure, ninety-two feet front by one hundred and eighty feet in depth, built of Athens marble, and costing about \$400,000 in its erection. The meeting-room, where daily transactions of millions of dollars take place,



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is on the second floor, a spacious and lofty apartment, one hundred and forty-three feet in length by eighty-seven in width, and forty-five feet in height, decorated with beautiful fresco paintings in the highest style of art. There are about 1500 members, representing all classes of business. The average daily attendance on 'Change is about 1200 members, engaged principally in the flour, grain, lumber, provision, and whisky trade. At about half-past twelve o'clock each day, the Secretary of the Board appears in the gallery and announces the reports of the Eastern markets. The gallery is always open to visitors.

## THE COURT HOUSE

Is located in the centre of the square bounded by Clark, Randolph, La Salle, and Washington streets. It is constructed of stone brought from Lockport, New York, and was erected in 1848.

The building is occupied by the various city and county courts, and also by the city government. The basement is used as the County Jail. A splendid view of the city and surrounding country may be obtained from the cupola, to which the visitor has access at any hour of the day. The erection

of a City Hall is in contemplation for the exclusive use of the city offices.

## UNIVERSITY OF CHICAGO.

Is located at Cottage Grove, about four miles from the Court House. It is built of Athens marble, in the Norman or Romanesque style of architecture. The extreme length of the building is three hundred and thirty-six feet, with a depth of one hundred and seventy-two feet, with wings on the north and south. The height of the main tower is one hundred and fifty-six feet. The north wing is not yet completed. Its external appearance is very much like that of the Smithsonian Institute at Washington, with its lofty towers and minarets.

The University was first opened for instruction in 1858, and then occupied what is now the south wing. The Hon. Stephen A. Douglas was the founder of the institution, and donated the land, ten acres, upon which the structure stands.

The University is always accessible to visitors, and may be reached by the Cottage Grove line of cars from State Street. Another interesting object connected with the University is the

### Dearborn Observatory.

Situated west of the main building of the University. It consists of a hollow cone, twenty-seven feet in diameter at the base, and eighty-two feet high, to the floor of the astronomer's room; erected at a cost of twenty-five thousand dollars; and contains the great Alvan Clark telescope, the largest refractor in the world, having an object glass of eighteen and a half inches aperture, and a focal length of twenty-three feet, and weighing six tons.

Visitors are privileged to examine this immense instrument by application to the person in charge.

### The Chicago Theological Seminary

Is situated on the west side of Union Park, on the corner of Warren and Reuben streets.

The building is of brick, sixty-five by fifty feet, four stories high, and contains six lecture and reading rooms, and other rooms for about one hundred and fifty students. Cost of building about \$100,000.

The institution was established by the Congregational denomination in 1855. It receives, however, students from all denominations. The Seminary may be reached by Madison Street cars.

### Presbyterian Theological Seminary.

This institution was founded in 1859 by the Old School branch of the Presbyterian Church. The building, situated on the corner of Fullerton Avenue and Halsted Street, is constructed of pressed brick and stone, five stories high, and presents a very handsome appearance. The Seminary library consists of about seven thousand volumes.

### The Young Men's Christian Association,

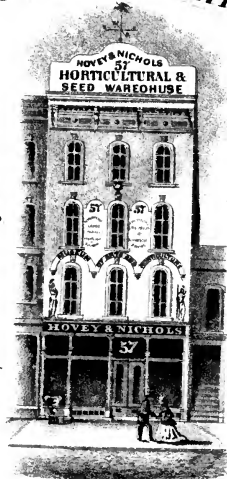
Now in the twelfth year of its existence, presents a record of prosperity and success scarcely equalled by any similar institution in this country. At the time of its organization it numbered about one hundred and fifty members; at the present time it has enrolled upon its books over two thousand names.

During the last nine years, daily, noon prayer-meetings have been held at its rooms. Its library and reading-room, stocked with religious books, and papers, and periodicals, from all parts of the world, invite the attention of those whose leisure and inclination will permit a visit there. Within the past two years the field of its operations have increased to such an extent that it became

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apparent that new quarters must be provided, if the Association should continue its work of usefulness. An appeal was made to the generous Christian public of Chicago to enable the Association to erect a building, the leading object of which should be to accommodate the laborers of the organization. The appeal was nobly responded to. Land was purchased on Madison Street, between Clark and La Salle, and in September, 1867, the largest structure of the kind in the world was dedicated to the interests of the Chicago Young Men's Christian Association.

The main building fronts on Broadway Place, and has a depth of one hundred and twenty feet, with a width of eighty-one feet, four stories high, with a mansard roof. The main entrance to the hall is through the Madison Street front. This room, which has been named Farwell Hall,—in honor of John V. Farwell, the largest contributor to the enterprise,—occupies the whole space within the four walls of the building, and is of the dimensions of one hundred and twenty-one feet by eighty-five feet, and forty-five feet from floor to ceiling. The interior is plainly but neatly finished, and the ceilings are very tastefully frescoed with scriptural subjects. The galleries, of which there are two, ex-

tending round three sides of the hall, are so arranged that all the seats have a good view of the speaker's platform. The main floor of the hall is level, with movable chairs. The seats in the gallery are stationary. The entire hall is lighted from the ceiling by double reflectors. This is the largest hall in the West, and capable of comfortably seating three thousand five hundred persons. The ground floor of the building is occupied with stores, while on the second floor are the library, reading-room, lecture-room, and other office rooms for the use of the Association. On the floor above the hall are forty-five dormitories, intended for the use of young men who cannot afford more ample accommodations. The building is painted and grained throughout in imitation of oak and black walnut. The cost of the structure, which is built of marble, was over \$200,000.\*

### Academy of Natural Sciences.

This noble institution, which was organized in 1857, have recently erected a plain, substantial building, entirely fire-proof, upon a lot in the rear of 261 Wabash Avenue. The object of the association is for the increase and diffusion of scientific knowledge, by a Museum, by reading and publication of

\* Destroyed by fire, January 7th, 1868.

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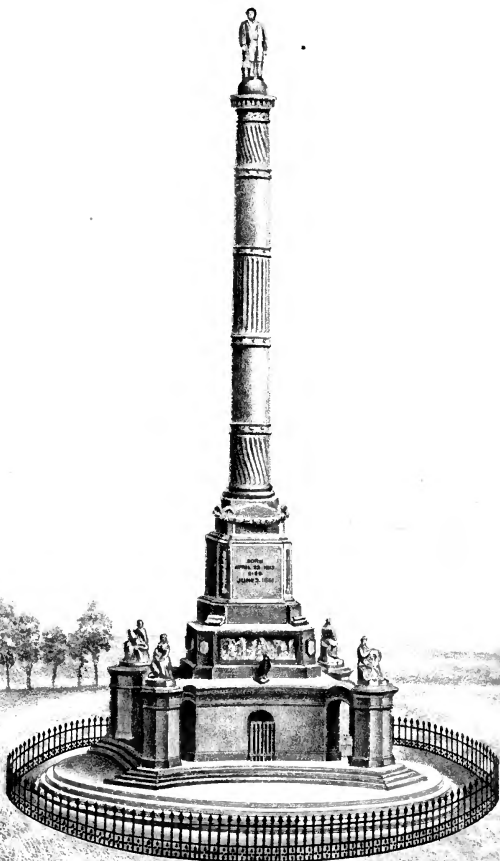
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**DOUGLAS MONUMENT**  
Chicago.



original papers, by a library of works on science, and such other methods as from time to time may be adopted.

The Museum is divided into four cabinets: Zoölogy, Botany, Geology, and Mineralogy. In all there are about fifty thousand specimens. Open to visitors from 10 A. M. till 5 P. M.

### **The Chicago Historical Society,**

Which has been organized about twelve years, have recently erected a noble building on Ontario Street, between North Clark and Dearborn streets. It is an elegant fire-proof structure, built of brick and stone, forty-two feet front, ninety feet in depth, and three stories high; forming only one wing of the main building, which, it is presumed, will be needed before many years. The object of the organization is to prosecute historical collections for the State of Illinois and the Northwest, and for the foundation of a public library of a comprehensive character. Its collections, thus far amounting to about 90,000, consist of rare and valuable books and pamphlets pertaining to the history and antiquities of the country. Also medals, coins, maps, &c.

Its rooms are open every day, Sunday

excepted, for members; and its library privileges to strangers and visitors from 10 o'clock A. M. to 4 o'clock P. M.

### **The Soldiers' Home.**

This noble enterprise, founded in 1863, is located at Cottage Grove, about four miles from the city. It is built of brick, four stories high, and is very admirably arranged throughout for the comfort and convenience of its occupants. The cost of the building was about \$47,000. The value of the Home, together with the land upon which it stands, is now estimated at \$100,000.

This worthy institution is maintained by private and public contributions, together with a fund realized from the great Northwestern Fair, and gives a home and shelter to all honorably discharged Illinois soldiers or sailors who are unable, by reason of wounds or other disability, to support themselves. The average number of inmates is about one hundred. The building will accommodate nearly two hundred. Visitors always welcome.

Cottage Grove cars from State Street run to the Home.





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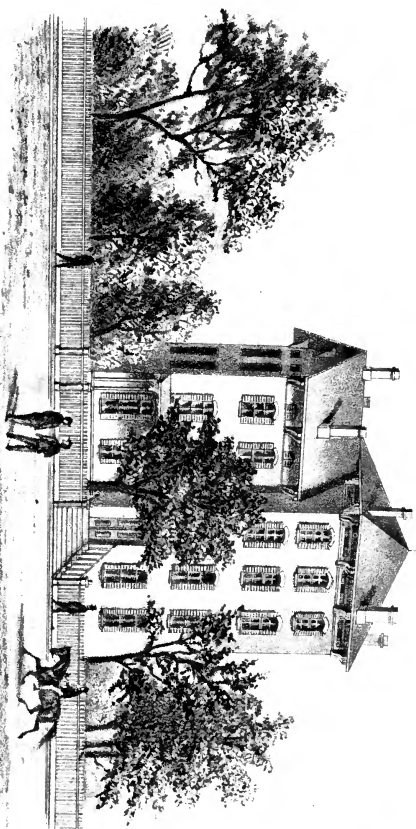
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THE CHICAGO SOLDIERS HOME.  
Chicago.



### Home for the Friendless.

This noble charity is located at 911 Wabash Avenue. The average number of inmates is about one hundred. Since its establishment in 1858, it has received and provided with homes in city and country, about two thousand women and children. Poor women, as well as children, are given a temporary home until they can find employment. In our visit to the institution, we were much gratified with the general appearance of the entire establishment. It is a model in point of cleanliness, order, judicious management, and practical benevolence.

The institution is sustained entirely by voluntary contributions, and we would commend it to the consideration of the benevolent. Visitors kindly welcome at any time.

### The Washingtonian Home

Was incorporated in 1867. It occupies a large three-story frame structure, No. 568 to 572 Madison Street, near Union Park. It has accommodations for about sixty persons, and is maintained principally by private contributions, although a small charge is made to those who are able to pay. It is a reformatory establishment for unfortunate inebriates, hundreds of whom can testify to its

benefits. Through its kindly influence, many fathers, or husbands, or sons, have been restored to their families, and caused multitudes to rejoice.

Madison-Street cars pass the Home.

### The Magdalen Asylum.

Chicago, like every other large city, has its class of outcasts from society, who must be rescued and reformed, or must inevitably infect the moral atmosphere with the taint of vice, and prepare a never-failing supply of inmates for its prisons, hospitals, and almshouses. The above-named institution has been established for the reclamation of the fallen women, with which this city so fearfully abounds. It was founded in 1858, and is under the care and management of the Sisters of the Good Shepherd.

The Asylum is located on the corner of North Market and Hill streets, in the North Division of the city. Visitors not admitted.

### The Erring Woman's Refuge.

This praiseworthy institution is situated on Indiana Avenue, corner of Thirty-first Street. The above-named Refuge is intended as a home, not as a place of confinement,—a home where may be found kind looks, affec-

tionate words, earnest entreaty, and wholesome advice,—a home, whose inmates, sheltered by good influences, and withdrawn entirely from the whirlpool of dissipation, may carry out their feeble resolves, to forsake, with Divine assistance, the allurements of sin, and prove by their future lives the sincerity of their efforts. The Refuge was purchased for \$10,500. It is a neat commodious building, surrounded with trees, and is capable of sheltering about forty persons. Visitors not admitted, except for the purpose of imparting religious counsel and instruction to its inmates.

### Old Ladies' Home.

The object of this Institution is to provide a home for indigent old ladies over sixty years of age. One hundred dollars is charged as an entrance fee; then they are provided for during life without any additional expense. The Home, a three-story frame building, is located on Indiana Avenue, between Twenty-sixth and Twenty-seventh streets. In this establishment many old ladies find a home, who otherwise would have to look to the cold world for support.

Visitors admitted at any time.

## The Chicago Orphan Asylum

Was incorporated in 1849 and organized in 1853, its object being to take in, care for, and provide homes for poor orphan children, and recently an additional feature has been added to its objects, namely: to care for the children of deceased Union soldiers.

This Institution has a large four-story brick building for the accommodation of its inmates. Its capacity is sufficient for between four and five hundred children. The Asylum is located on Michigan Avenue, between Twenty-second and Twenty-third streets, on a lot two hundred by three hundred feet in extent, tastefully ornamented with trees, shrubbery, &c., and having a children's playground.

The Asylum is ably sustained by the contributions and yearly subscriptions of the benevolent and charitable people of Chicago, through whose noble liberality it was established, and thus far successfully maintained. The amount of good that has been accomplished by this institution to unfortunate, friendless, and homeless children, cannot be estimated. Hundreds of little ones have been rescued from wretchedness, kindly cared for, and when arriving at a proper age, provided with good homes. Every sentiment



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Editor and Publisher,  
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of humanity appeals to the public to foster and amply support an institution that is so beneficent in its purpose. Visitors are admitted from 10 A. M. to 5 P. M.

### The Half Orphan Asylum

Occupies a spacious building well arranged for the purpose to which it is adapted, on the corner of Wells and Wisconsin streets. It is under the management of ladies of various religious denominations. A large number of the children are those whose fathers fell in the recent war. The benevolence of the Christian appears truly in a work like this. What friend of his country, of humanity, does not wish well to such a noble institution! Strangers admitted from 10 o'clock A. M. to 4 P. M.

### The Catholic Asylum for Boys

Is under the care of the Christian Brothers. It is the legal guardian of all children who may be committed to it by the voluntary act of parents or by the order of a police magistrate. The children are taught various trades, and instructed in all the branches of a common-school education.

### **Roman Catholic Orphan Asylums.**

These Asylums are located at 265 and 267 Wabash Avenue. The St. Joseph's Asylum for boys, and the St. Mary's for girls, are both under the care of the Sisters of Mercy.

### **The Reform School.**

The objects of the institution are, to rescue from the ills and the temptations of poverty and neglect those who have been left without a parent's care ; to reclaim from moral exposure those who are treading the paths of danger ; and to offer to those whose only training would otherwise have been in the walks of vice, if not of crime, the blessings of education and industry.

The school is under the management of a Board of Guardians selected by the Common Council. It is situated about six miles from the city, on the road to Hyde Park. Belonging to the institution are about forty acres of land, which is kept under cultivation by the boys in the school. The institution may be reached by the Illinois Central Railroad.

### **Chicago Eye and Ear Infirmary.**

This commodious hospital is located on Pearson Street west of State. It is open for

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the gratuitous treatment of the poor who are afflicted with diseases of the eye and ear. Persons applying for gratuitous admission are expected to bring satisfactory evidence of respectable character and indigent circumstances. Pay patients are also admitted, and the managers are thus enabled to diffuse its advantages more widely among the poor than they otherwise could do.

State Street cars lead to the Institution.



## THE RUSH MEDICAL COLLEGE

Was founded in 1837. The present building was erected in 1867, at a cost of \$75,000. It stands on the corner of North Dearborn and Indiana streets, fronting on the latter. It is built of brick with stone dressings, sixty feet front and seventy-two feet in depth, four stories high, and has fine accommodations for about seven hundred students. The lecture-rooms are commodious, and that part appropriated to dissection is admirably adapted to the purpose, being large, well ventilated, and supplied with all the conveniences necessary for the comfort of those engaged in the study of Practical Anatomy.

The Museum contains ample materials for

study, in wax models, anatomical preparations, morbid and healthy specimens, both dry and wet, and a large collection of anatomical, surgical, and obstetrical plates, of the size of life. A cabinet of minerals, specimens of the materia medica, and philosophical instruments, &c. The Museum is accessible to visitors.

---

## CHICAGO MEDICAL COLLEGE.

This institution was founded in 1858, and is now in a very prosperous condition. For nine years past this has been the only Medical College in the United States whose curriculum embraced the whole series of Medical Sciences, a full corps of thirteen Professorships, a long College Term, and a successive order of study, with Hospital Clinical instruction, as an essential part of the Senior course, and one of the conditions for graduation.

The College building, located at 1015 State Street above Twenty-second Street, is a plain brick structure, and contains a lecture-room, museum, dissecting room, laboratory, professors' and students' rooms, &c. The Museum, considering its age, is amply supplied. We would recommend our readers to avail them-



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CHICAGO.

selves of the opportunity to examine this Museum.

Open to visitors during the sessions—from October to March.

State Street cars pass the College.

### Cook County Hospital

Occupies a brick building on Arnold Street between Eighteenth and Nineteenth Streets. It was erected in 1856 by the city at a cost of \$75,000. A four-story brick structure, capable of accommodating about three hundred patients.

### St. Luke's Hospital,

Situated at 669 State Street, was founded in 1864, and is under the control of the Episcopal denomination. It is open, however, to persons of any color, creed, or country. It has accommodation for about one hundred patients.

### Mercy Hospital.

This Institution, under the charge of the religious order of the Sisters of Mercy, is situated on Calumet Avenue between Twenty-fifth and Twenty-sixth streets. The accommodation for patients, which is limited, is excellent in every respect. It is a receptacle in cases of sudden accidents. It is not

altogether gratuitous; but to such as are able to pay, it offers most important advantages.

### Lake Hospital.

A spacious structure, consisting of a main building two stories in height, with two wings, one story each, built of wood, and cost about \$14,000. Located on the corner of North State Street and North Avenue. This is not an asylum for the support of the destitute, but an hospital for their cure when sick. A limited number of pay patients are received, which is but an extension of its charity; for whatever profits are derived from this source, go to increase the ability of the institution to relieve the poor.

### The Jewish Hospital

Is situated on North La Salle Street between Goethe and Schiller streets. It is built of red brick, eighty feet by forty, two and a half stories high, and costs about \$40,000.

The building, although it presents a handsome exterior, is constructed with an eye to durability and comfort. Corner-stone laid September 2, 1867.

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CHARITY DISPENSARY, Rush Medical College.

HAHNEMANN DISPENSARY, 168 South Clark Street.

EYE AND EAR DISPENSARY, 16 East Pearson Street.



## LIBRARIES AND READING-ROOMS.

### Historical Society Library.

Situated on Ontario Street between North Clark and Dearborn. Contains about eight thousand volumes and sixty thousand pamphlets, together with many interesting and valuable maps, coins, charts, &c. Open from 10 A. M. to 4 P. M.

### Young Men's Library.

This is the oldest and largest regular library in the city,—established in 1841,—and contains twenty thousand volumes. They have recently received a very valuable contribution from the English Government, a complete set of the Patent Reports of the English Government from the beginning, numbering about two thousand five hundred volumes, about the size of Webster's Unabridged Dictionary. There are but four sets of this collection in the United States: one

in the Patent Office, one in the Astor Library, one in New York State Library at Albany, one in Boston Public Library. This one here is the only one in the Northwest. The Library is located in Library Hall Building, corner of La Salle and Randolph streets. Open from 9 A. M. to 10 P. M.

### The Chicago Law Library

Numbers about five thousand volumes. Rooms at the Law Institute in the Court House. Open daily.

### Christian Association Library.

The Library belonging to this Association is not very large, numbering only about seven thousand volumes, mostly of a religious character. The reading-room connected with it is well supplied with the papers and periodicals of this and foreign countries. Rooms in the Association building, No. 148 Madison Street. All are welcome. Open from 9 A. M. till 10 P. M. of each week-day.



## SOCIETIES.

AMERICAN BAPTIST HOME MISS., 51 La Salle Street.

AMERICAN MISSIONARY UNION, 51 La Salle Street.

AMER. BOARD OF COMMISSIONERS, 51 La Salle Street.



## A GUIDE TO CHICAGO.

AMERICAN HOME MISS. SOCIETY, 51 La Salle Street.  
AMERICAN MISSIONARY ASSOCIATION, Lombard Block.  
AMER. SUNDAY SCHOOL UNION, 109 Dearborn Street.  
AMERICAN TRACT SOCIETY, 7 Custom House Place.  
AMER. TRACT SOCIETY (Boston), 51 La Salle Street.  
AUDUBON CLUB, 77 Dearborn Street.  
BIBLE SOCIETY, 170 Clark Street.  
BOHEMIAN CLUB, McVickers' Theatre Building.  
CALEDONIAN CLUB, 101 Washington Street.  
CHICAGO HISTORICAL SOCIETY, Ontario near Clark St.  
CHESS CLUB, Dearborn and Washington Streets.  
FREEDMEN'S ASSOCIATION, 109 Monroe Street.  
HEBREW RELIEF ASSOCIATION, Metropolitan Build'g.  
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MENDELSSOHN SOCIETY, 81 Wabash Avenue.  
MUSICAL UNION, Clark and Washington Streets.  
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SONS OF ERIN, 82 Randolph Street.  
TOTAL ABSTINENCE SOCIETY, 78 Dearborn Street.  
YOUNG MEN'S CHRISTIAN ASSOC., 148 Madison St.



## PUBLIC SCHOOLS.

The public schools of the city are among the very best in the United States. The buildings are large, handsome, and convenient; much care is taken with regard to the ventilation of the rooms and the exercise

of the pupils; the salaries of the teachers range from four hundred to twenty-four hundred dollars a year. In the High School, as well as in the common schools, colored children mingle with the other pupils. No little child is allowed to pass more than half an hour without exercise. In the higher classes, the physical exercises occur about once an hour; the windows are thrown open, the pupils rise, and all the class imitate the motions of the teacher for five minutes. The boys in the High School have a lesson daily in out-door gymnastics. The girls have a variety of exercises which combine work and play in an agreeable manner. Thus it will be observed the parents of Chicago are not unmindful of the physical as well as mental training of their children.

Twenty-eight years ago there was not a single school-house in the city; at present there are some twenty-five, with over forty thousand children instructed therein.

---

## PUBLIC PARKS.

Although Chicago is a city of a quarter of a million inhabitants, it is not so compactly built as to need parks, as breathing

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June 26th, 1860.



Patented, March 12th, 1861.

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It has a straight needle, perpendicular action, makes the *Lock or Shuttle Stitch*, which will *neither rip nor ravel*, and is alike on both sides. It is the **MOST NOISELESS** of all the shuttle machines.

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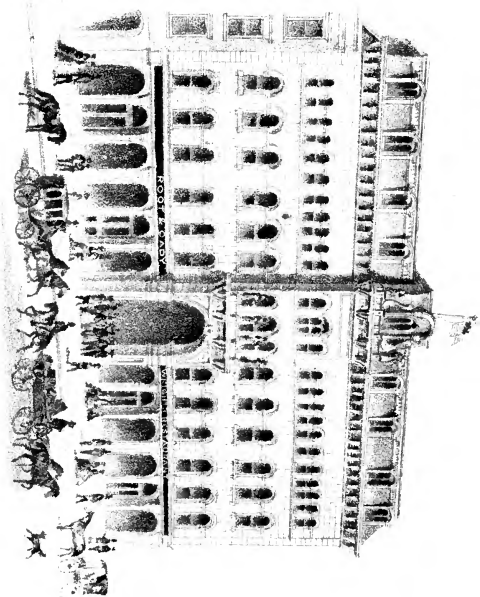
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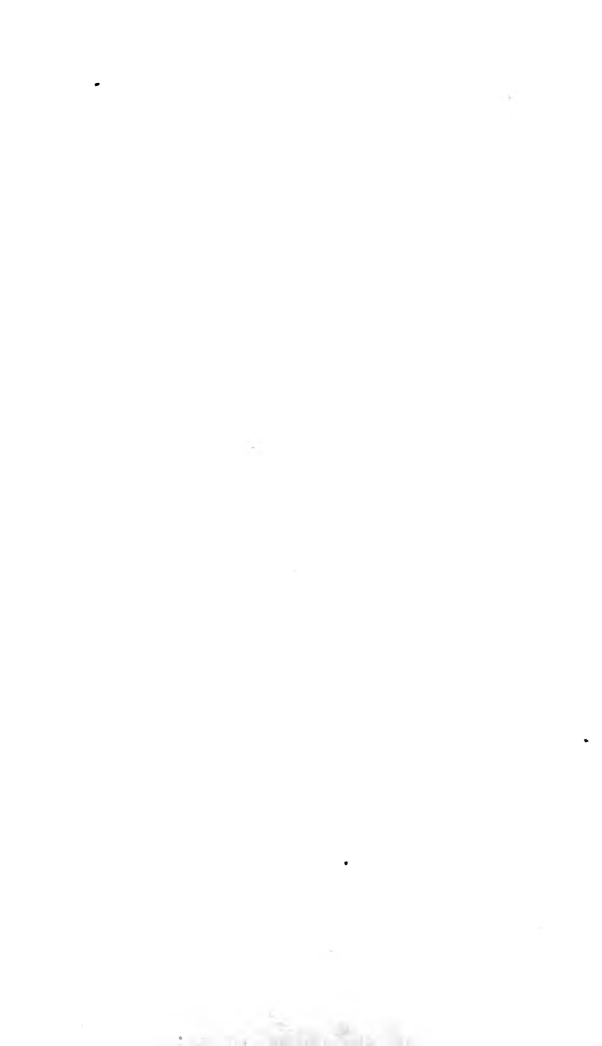
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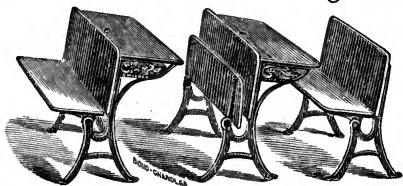
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CORNER OF  
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**Chicago, Ill.**  
118



places, like many Eastern cities; yet we are happy to witness the opening and ornamenting of these public places, for we regard them among the most beautiful and salutary of our public improvements.

### Dearborn Park.

Upon this spot was situated the Sanitary Fair Building in 1865. The Park contains about one and a half acres, and is enclosed with an iron railing. It occupies the space bounded by Randolph and Washington streets, and Michigan Avenue and Dearborn Place. It formerly belonged to the General Government, and was ceded to the city to be used exclusively as a public park.

### Lincoln Park

Is located near the city cemetery, commanding a beautiful view of the lake. It contains some sixty acres, with a variety of fine trees, handsome walks and carriage-ways, and will in time possess all the essentials of a picturesque park—pond, stream, hill, rock, plain, and slope. The attractions are greater than that of any other, and it may properly be called *the* park of Chicago.

### Lake Park,

So called, will in time be worthy of the above name. The Board of Public Works have decided to fill up what is now the Basin, on the east side of Michigan Avenue, and ornament it with trees, shrubbery, flowers, and fountains, rendering it the finest promenade in the city.

### Union Park

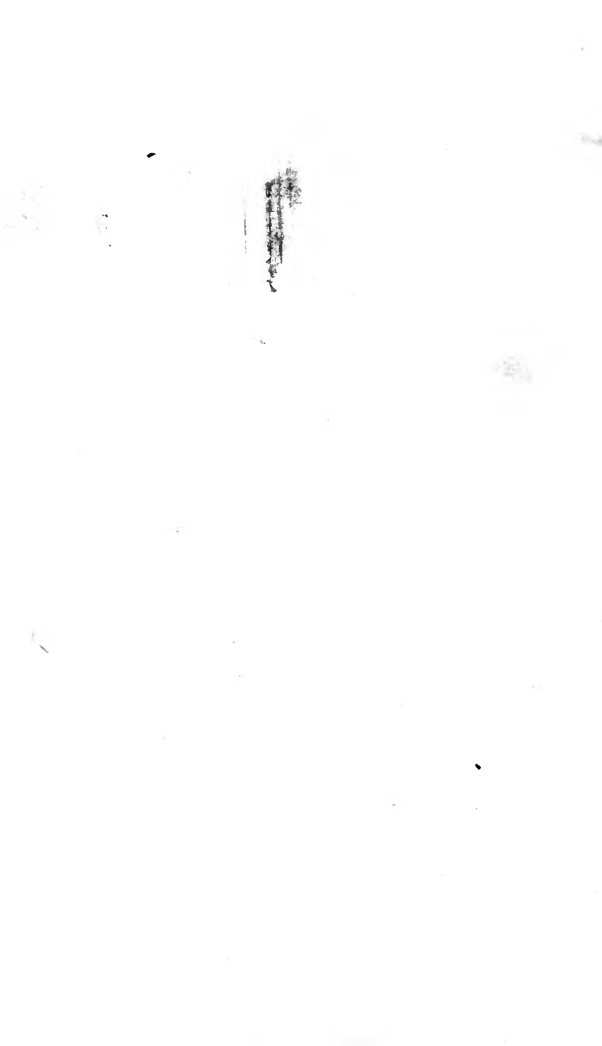
Is situated in the West Division and contains sixteen acres. It is bounded on the north by Lake Street, south by Warren, west by Reuben Street, and on the east by Byron Place. It is only partially improved, the design being to ornament it with artificial hills, rocks, and ponds. This Park is located in the vicinity of what may be termed the *West End* of Chicago.

### Jefferson Park

Is a smaller one, situated only two blocks south of Union Park. It contains about five acres, covering one square.

### Vernon Park

Lies about half a mile south of Union Park, on Polk Street. It is scarcely worthy the name of a park, being so small.



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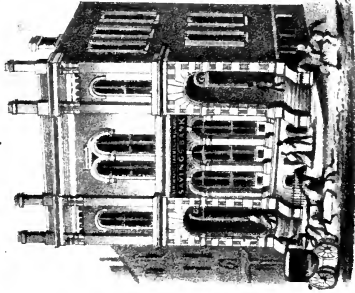
A deposit of five dollars each week with the interest allowed by this Bank produce the following results.

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| In Five Years        | \$1,503 50 |
| In Ten Years         | 3,324 25   |
| In Fifteen Years     | 6,239 80   |
| In Twenty Years      | 9,839 20   |
| In Twenty five Years | 14,793 70  |
| In Thirty Years      | 21,385 05  |

Amount deposited in Thirty Years \$260 each Year.  
Amount of Interest on same.

\$ 7,800 00  
13,585 05  
21,385 05

The Business of this Institution is confined exclusively to the Care of Savings Deposits and Trust Funds.  
No general or Commercial Banking Business is transacted.



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Married Women & Minors may deposit in their own names for their own use.

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Also from 6 P.M. to 8 P.M. Saturdays

### Washington Park

Contains about three acres, with but little ornamentation or anything to make it attractive. It occupies the square bounded by Chestnut, Clark, and Dearborn streets.

---

## PLACES OF ENTERTAINMENT.

### The Crosby Opera House,

Which gained so much notoriety in connection with the "Great Gift Enterprise," is located on Washington Street, between State and Dearborn. It has a front of one hundred and forty feet, with a depth of one hundred and seventy-nine feet, and four stories high, with an extensive mansard roof. It is built of Athens marble, somewhat in the Corinthian style of architecture. It is said to be the largest and most elegant edifice of the kind on this continent. The auditorium, which is approached by a broad and spacious stairway, is eighty-six feet wide, one hundred and fifty-five feet in depth, and sixty feet from floor to ceiling; it is scarcely equalled in its decorations and arrangements, and is divided into five parts,—the orchestra circle, the parquet, the parquet circle, the

dress circle or first gallery, the second or family circle,—all of which is fitted up in magnificent style.

The entire cost of this splendid building was about \$500,000. It was completed and opened to the public in May, 1865.

### McVicker's Theatre.

This spacious edifice stands on Madison Street, between State and Dearborn. It was erected at a cost of about \$80,000, and is capable of accommodating 2000 people. The interior is admirably arranged, and the seats, which are easy and comfortable, give a fine view of the immense stage, which is eighty feet deep and forty-eight feet wide. This Theatre is usually successful in its entertainments.

### Col. Wood's Museum

Is located on Randolph Street, between Clark and Dearborn. It contains several large halls filled with a variety of curiosities; besides numerous paintings and statuary, an extensive mineralogical and ornithological collection, together with other objects of interest and wonder.

Dramatic entertainments are given in the Lecture Room every evening by a stock company.

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**GEORGE FARR,**  
*General Agent,*  
**Major Block, corner Madison and La Salle Sts.**  
**CHICAGO**



### German Theatre.

The above theatre, patronized chiefly by our German fellow-citizens, is situated on North Wells Street, corner of Indiana. The performances are given exclusively in the German language.

### Arlington Hall.

This is about the only place in the city where burnt cork performances are given. It is a good place to "while away an hour." Situated on Washington Street, between Dearborn and Clark, opposite the Court House.

### Public Halls.

ARLINGTON HALL, Washington Street, near Clark.

APOLLO HALL, Lake and South Water Streets.

AURORA HALL, Milwaukee and Second Streets.

BRYAN HALL, Clark Street.

BLANEY HALL, Randolph and La Salle Streets.

BURLINGTON HALL, State and Seventeenth Streets.

CITY HALL, Court House.

CROSBY MUSIC HALL, 88 State Street.

DEMOCRATIC HALL, Clark and Monroe Streets.

DRUIDS HALL, South Water, near Wells Street.

FARWELL HALL, Young Men's Ch. A. Building.

FENIAN HALL, Randolph and Wells Streets.

GERMAN TURN HALL, Clark and Chicago Avenue.

HARMONY HALL, 48 Clark Street.

HORNER'S HALL, 82 West Randolph Street.

## A GUIDE TO CHICAGO.

JACKSON HALL, 55 La Salle Street.

KINZIE HALL, Kinzie, near Clark Street.

LIBRARY HALL, Randolph and La Salle Streets.

LIGHT GUARD HALL, State and Randolph Streets.

LINCOLN HALL, Lake and Franklin Streets.

MASONIC HALL, Dearborn, near Washington Streets.

MASONIC HALL, La Salle, near Madison Street.

METROPOLITAN HALL, Randolph and La Salle Sts.

NIPPE'S HALL, Vedder and Pleasant Streets.

ODD FELLOWS' HALL, 48 Clark Street.

PEOPLE'S HALL, Taylor and Morgan Streets.

ST. GEORGE'S HALL, 226 Clark Street.

SMITH & NIXON'S HALL, Washington and Clark Sts.

TEUTONIA HALL, 235 Randolph Street.

WARNER'S HALL, 124 Randolph Street.

WORKINGMEN'S HALL, Twelfth and Walter Streets.

WITKOWSKY, Clark and Monroe Streets.



## POST-OFFICE.

This elegant and imposing building, situated on the corner of Dearborn and Monroe streets, was erected by the General Government in 1859. It is constructed of marble and iron, and is probably one of the most expensive public buildings in the city.

The building was erected by the Government as a Custom House, and the upper portions of it are occupied as such in connection with the United States Courts,

Offices of Internal Revenue, and United States Marshal.

The Post-Office is open during the following hours: from April 1st to November 1st, 7 A. M. till 7½ P. M.; from November 1st to April 1st, 8 A. M. till 7½ P. M.; on Sundays, from 8.30 A. M. till 10.15 A. M.

A large number of street letter-boxes are stationed throughout the city, from which collections are made five times daily.



## FIRE DEPARTMENT.

This most efficient department consists of twelve Steamers, two Hand-Engines, two Hook-and-Ladder Trucks, and thirteen Hose Carts, operated by about three hundred men, half the number of whom are paid, and half volunteers. There are one hundred and seventy-one fire-alarm boxes in various parts of the city, each connected by telegraph with the central office, in the tower of the Court House. The Commissioner's and Fire Marshal's offices are at 140 Madison Street, in the Young Men's Christian Association Building.

## POLICE DEPARTMENT.

The Police are under the control of three Commissioners elected by the people, and a Superintendent and Deputy appointed by said Commissioners. The Headquarters, or Central Station, is located at 140 Madison Street. Two hundred and fifty men compose the entire force. The following are the stations :

CITY ARMORY, corner Franklin and Adams Streets.

FIRST PRECINCT, corner Archer and 22d Streets.

SECOND PRECINCT, 14 North Union Street.

SUB STATION, corner West Lake and Paulina Streets.

THIRD PRECINCT, Michigan Av., near Dearborn St.

SUB STATION, cor. North Avenue and Larrabee St.



## BOARDS.

BOARD OF PUBLIC WORKS, 17 Wells Street.

BOARD OF HEALTH, 140 Madison Street.

BOARD OF POLICE COMMISSIONERS, 140 Madison St.

BOARD OF FIRE COMMISSIONERS, 140 Madison Street.



## BANKS.

The Banks of Chicago may with propriety be numbered among the public buildings,

TYLER, ULLMANN & CO.,  
**Bankers and Dealers**  
IN  
GOVERNMENT SECURITIES,  
**GOLD, STOCKS,**  
GOLD DUST,  
AND  
**Local Securities.**

---

We are members of the "NEW YORK STOCK EXCHANGE" and GOLD BOARD, and all orders for STOCKS and GOLD executed with promptness and dispatch.

*Office, cor. Lake & Dearborn Sts.*  
**CHICAGO.**

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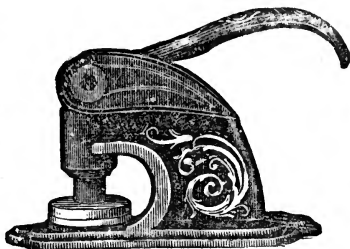
**Agricultural College Scrip and Land Warrants a Specialty.**

---

TYLER, WRENN & CO.,  
18 Wall Street,

NEW YORK CITY.

Seals, Stencils, Door  
Plates, Wedding & Visiting  
Cards.



Wood Engraving, Litho-  
graphing, Manufacturer  
of Seal Presses.

A. MARKS,  
**GENERAL ENGRAVER,**

*47 Clark Street, Chicago.*

---

**E. BALL & Co.,**

MANUFACTURERS OF

THE  
**WORLD'S MOWER & REAPER,**  
**OHIO REAPER & MOWER,**  
AND  
**TORNADO THRESHER.**

*Canton, Ohio.*

Western Office, 186 & 188 Washington St.,

**CHICAGO.**

## A GUIDE TO CHICAGO.

and, taken as a whole, are certainly very beautiful as specimens of architecture.

There are sixteen National Banks, with a capital of over \$6,000,000, located as follows:

FIRST NATIONAL, S. W. corner Lake and Clark Sts.

SECOND NATIONAL, N. W. corner Lake and Clark Sts.

THIRD NATIONAL, corner Dearborn and Randolph.

FOURTH NATIONAL, cor. Monroe & Custom House Pl

FIFTH NATIONAL. 50 La Salle Street.

COMMERCIAL, 55 Dearborn Street.

MANUFACTURERS', 154 Lake Street.

MECHANICS', 156 Lake Street.

MERCHANTS', 36 Clark Street.

NORTH WESTERN, Chamber Commerce Building.

CITY, Chamber Commerce Building.

TRADERS', 40 South Clark Street.

UNION, corner Lake and La Salle Streets.

TREASURY, 66 Washington Street.

MARINE, Lake and La Salle Streets.

BANK OF MONTREAL, 48 La Salle Street.

### Savings Banks.

The first Savings Bank in Chicago was established in 1857: since then the following have been organized:

MERCHANTS' SAVINGS LOAN AND TRUST COMPANY,  
corner Lake and Dearborn Streets

MERCHANTS', FARMERS', AND MECHANICS',  
13 Clark Street.

STATE SAVINGS INSTITUTION, 82 La Salle Street.

## TELEGRAPH OFFICES.

WESTERN UNION, S. E. cor. of Lake and Clark Sts.

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## TELEGRAPH COLLEGES.

PORTER'S COLLEGE, Washington St., cor. La Salle.

---

## HOTELS.

The Hotels of Chicago excel in the elegance, comfort, and convenience of their interior arrangements and accommodations. To the leading ones of the city would we especially call attention.

### The Sherman House,

Situated on the corner of Clark and Randolph streets, is built of Athens marble, six stories in height. The building was erected in 1860, at a cost of \$428,000. It has a front on Clark Street of one hundred and eighty feet, and that on Randolph Street of two hundred feet. It is furnished throughout in the most splendid and costly style, having all the accommodations and conveniences that the most luxurious taste could desire. All the rooms, beside being well furnished, lighted, and ventilated, have means of access by a perpendicular railway, intersecting each





# PORTER'S TELEGRAPH COLLEGE,

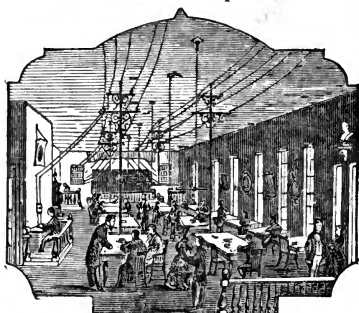
*Washington St., corner La Salle St.,*

CHICAGO, ILL.

SAM'L PORTER, Pres't.

E. PAYSON PORTER, Principal.

As a means of PERMANENT SUPPORT, Telegraphing competes with any other salaried business, either for gentlemen or ladies; and in addition, it never loses its novelty. Strangers are cordially invited to visit the Institution and witness its operation.



INTERIOR OF PORTER'S TELEGRAPH COLLEGE.

J. K. TYLER,  
DEALER IN  
**HARDWARE,**  
SASH, WEIGHTS,  
AND  
**WHEELING NAILS.**  
AMERICAN, RUSSIAN, AND ITALIAN  
**HEMP SASH CORD;**  
Russell & Erwin's, and Davenport & Mallory's  
**LOCKS.**

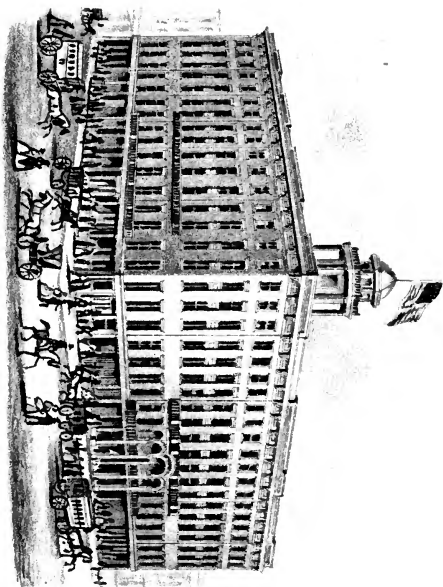
BLAKE'S JAPANNED AND SILVERED

**Acorn Tip Butts, etc.**

---

The attention of Merchants and Builders is invited to my stock of Builders' Hardware, which is made a specialty, comprising the finer class of goods not generally kept by Wholesale Houses.

**41 STATE St.,**  
(City Hotel Buildings),  
**CHICAGO.**



FREMONT HOUSE

CHICAGO.



story, in addition to the broad and capacious corridors and stairways, independent of the ordinary approaches from floor to floor. Accommodations for about 700 guests. Gage & Rice, proprietors.

### Tremont House.

This is another elegant establishment, located on the corner of Lake and Dearborn streets. It is constructed of brick, six stories high, and contains about three hundred rooms. It is furnished throughout with an elegance and sumptuousness unequalled by any hotel in the city, and all its internal appointments and conveniences are unsurpassed. It is well located in the very heart of the city. Messrs. Gage & Drake are its gentlemanly proprietors.

### The Matteson House,

Under the management of Mr. Robert Hill, is situated corner of Dearborn and Randolph streets, convenient to the principal business routes, public buildings, railroad offices, places of amusement, &c. It is a neat and plain red brick structure, four stories high, with the modern improvements, and capable of accommodating about four hundred guests. It has been opened about sixteen years, and

has well sustained its reputation as a first-class house.

### St. James' Hotel.

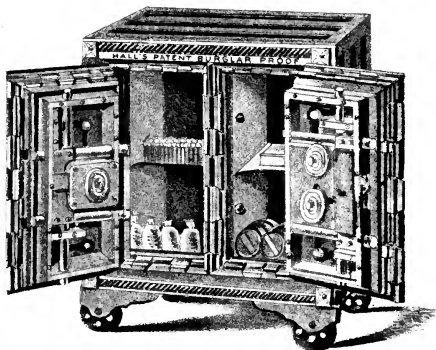
This fine establishment, which was partially burnt in July, 1867, has been rebuilt and reopened, newly finished and fitted up in a magnificent manner, and has again taken its place among our first-class hotels. It has a capacity for about four hundred guests, with superior accommodations. Its situation, on Dearborn Street, corner of Washington, adjoining the Crosby Opera House, is in a delightful part of the city, and is a most eligible and convenient stopping-place for travellers.

### The Briggs House

Is one of our most popular first-class hotels. It is five stories high, with fine accommodations for about four hundred and fifty guests. The location of this house, corner of Wells and Randolph streets, is convenient of access to the business portion of the city, and near the Court House and Chamber of Commerce. The traveller is here provided with every possible comfort, and its table is spread with all the delicacies of the season. B. H. Skinner, proprietor.

# Hall's Safe & Lock Co.

MANUFACTURERS OF  
**HALL'S PATENT CONCRETE  
FIRE AND BURGLAR-PROOF  
SAFES,**



**VAULTS, VAULT FRONTS AND  
VICTOR COMBINATION BANK LOCKS.**

— 93 Dearborn St, —  
**CHICAGO, ILL.**  
and Cincinnati Ohio.





### Richmond House,

Located corner of South Water Street and Michigan Avenue, has recently been renovated and refurnished throughout in splendid style, and is supplied with all the comforts and conveniences of a first-class house. The Prince of Wales selected this house as his place of sojourn during his stay in Chicago. Its location near the Great Central Depot, together with the beautiful avenue upon which it is situated, render it a most convenient and delightful stopping-place for travellers. Richard Somers, proprietor.

### Adams House.

The above house, situated on the corner of Lake Street and Michigan Avenue, is another among the many popular hotels with which our city is favored. It is built of Milwaukee brick, five stories high, and cost about \$250,000. It has accommodations for some three hundred guests. The house was opened in 1856. It contains all the modern improvements throughout and is one of the few hotels where it is a pleasure to stop. Pearce & Benjamin are its proprietors.

### Metropolitan Hotel.

This popular house has recently been altered and greatly improved in all its internal arrangements. It has about two hundred and fifty rooms, fitted up with a view to comfort as well as elegance. The traveller who may be so fortunate as to select this house during his stay in the city will find its kind and courteous proprietor, Mr. C. W. Baldwin, ever ready and anxious to contribute to the comfort of his guests. The Metropolitan is situated on the southwest corner of Randolph and Wells streets, near the business centre of the city.

### Revere House

Is situated on the north side, at the corner of North Clark and Kinzie streets. It is a first-class house, replete in all its departments with modern conveniences. Can accommodate about two hundred and fifty guests. Gilbert Dutcher, proprietor.

### Barnes House.

This is an elegant hotel, located in the central part of the city, corner of Randolph and Canal streets, and convenient to the Northwestern, St. Louis, and Pittsburg, and

**KLOKKE & HAND,**  
PRACTICAL

**Hatters and Furriers,**

31 NORTH CLARK STREET,  
(Uhlich's Block.)

**CHICAGO.**

---

*Hats, Caps, Furs, Gloves, Canes, Umbrellas, &c.*

A large and Fashionable stock constantly on hand.

---

**JOHN D. ZERNITZ,**

IMPORTER OF

**CHINA, GLASS,**

**QUEENSWARE,**

LAVA, PARIAN, SILVER-PLATED WARE, TABLE CUTLERY, ETC.

No. 55 North Clark Street,

**CHICAGO, ILLINOIS.**

---

**S. & P. FLORSHEIM,**

DEALERS IN

**Boots and Shoes,**

46 NORTH CLARK STREET,

**CHICAGO.**

(Under the Revere House.)

---

A large assortment of Burt's Fine Shoes.

# NEW YORK LIFE INSURANCE COMPANY,

HOME OFFICE, 112 & 114 BROADWAY, NEW YORK.

**Established 1845.....Assets, \$10,000,000.**

**WM. H. BEERS, Actuary.**      **MORRIS FRANKLIN, Pres't.**

North-Western Branch Office, 126 WASHINGTON ST., CHICAGO, ILL.

**O. P. CURRAN, Gen. Agent.**

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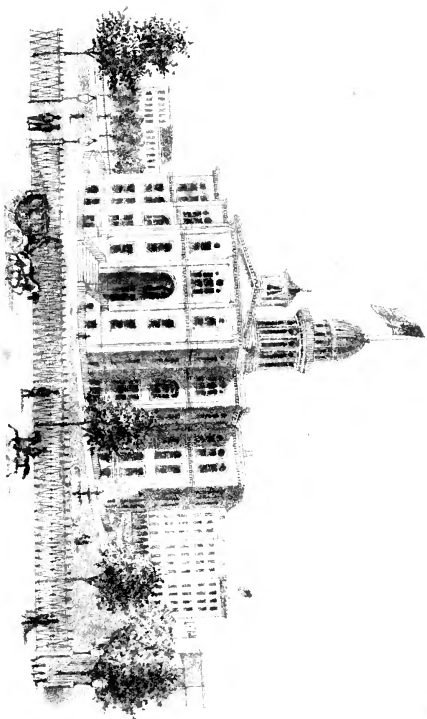
During the twenty-three years of its existence, it has issued policies upon the lives of more than Fifty Thousand persons, and has paid to the Widows and Orphans of its members over Four Millions of Dollars, and to them (the insured) while living, over Three and One Half Millions of Dollars, as return Premiums or Dividends.

Being a purely Mutual Company, no part of its funds are diverted from its Members to pay Stockholders for use of Capital, &c. The security it offers is an amount of Assets reaching Ten Millions of Dollars. Its Trustees are men of undoubted standing chosen from its Members, and its Funds are invested with strict regard to security. Its Annual Dividends are 50 per cent. Suicide does not cause a forfeiture of the Policy, that being considered an evidence of insanity, and insanity the result of disease.

This Company originated and introduced the New Feature known as The Non-Forfeiture Plan, which is rapidly superseding the life-long payments, and has revolutionized the system of Life Insurance in the United States, and which has since been adopted by all Life Companies; thus attesting the force of public opinion in favor of a system so favorable to policy holders as that established by the New York Life for the benefit of its Members. It has received the unqualified approval of the best business men of the land, large numbers of whom have taken out policies under it, simply as an investment.

It has also just originated a New Feature which will eclipse anything heretofore known, that will repay those contemplating insurance, for a visit to my office, directly opposite the South Door of the Court-House.

**O. P. CURRAN,**  
*General Agent.*



COURT HOUSE.  
Chicago.



## A GUIDE TO CHICAGO.

Fort Wayne Depots. Mr. R. B. Barnes is the worthy host of the establishment.

### Garden City House.

Located corner of Madison and Market streets. This house is also situate near the Chicago and St. Louis, and Pittsburg and Fort Wayne Depots, and contains all the comforts of a first-class hotel. W. Merritt, proprietor.

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## NEWSPAPERS.

The oldest newspaper in Chicago is the "Evening Journal," which was founded in 1843. The "Tribune" comes second in age, but stands at the head of the city dailies, with a circulation nearly equal to the aggregate of those of the other dailies. The "Times" is the only Democratic daily issued in the city. The "Republican," first issued in 1865, is rapidly gaining its way into public favor.

We herewith append a list of all the papers and periodicals published in the city. —

### Morning Dailies.

TRIBUNE, 51 South Clark Street.

TIMES, 118 Dearborn Street.

## A GUIDE TO CHICAGO.

REPUBLICAN, 93 Washington Street.

STAATS-ZEITUNG, (German,) 55 La Salle Street.

UNION, (German,) 233 Randolph Street.

### Evening Dailies.

JOURNAL, 46 Dearborn Street.

POST, 157 Dearborn Street.

### Tri-Weeklies.

JOURNAL, 46 Dearborn Street.

REPUBLICAN, 93 Washington Street.

TIMES, 118 Dearborn Street.

TRIBUNE, 51 South Clark Street.

### Sunday Papers.

TRIBUNE, 51 South Clark Street.

TIMES, 118 Dearborn Street.

REPUBLICAN, 93 Washington Street.

UNION, (German,) 233 Randolph Street.

STAATS-ZEITUNG, (German,) 55 La Salle Street.

### Weeklies.

ART JOURNAL, 122 Dearborn Street.

ADVANCE, 25 Lombard's Block.

CATHOLIC WEEKLY, 47 La Salle Street.

CHRISTIAN ADVOCATE, 66 Washington Street.

CHRISTIAN FREEMAN, 110 Dearborn Street.

CHRISTIAN TIMES, 110 Dearborn Street.

JOURNAL OF COMMERCE, 71 State Street.

NEW COVENANT, 132 Clark Street.

PRESBYTERIAN, Clark and North Water Streets.



# THE ADVANCE

A FIRST-CLASS  
RELIGIOUS NEWSPAPER  
OF NATIONAL CIRCULATION.

---

REV. WM. W. PATTON, D.D., EDITOR-IN-CHIEF.

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Among its regular contributors are many of the best religious and literary writers in the country. It especially aims to furnish

*Choice Reading*

*For Home and Sunday,*

while its Commercial Department will have

*Special Value to Business Men,*

as, for

Able FINANCIAL and BUSINESS EDITORIALS,

Careful REVIEW of the MARKETS,

Latest Corrected PRICES CURRENT,

it excels every other paper of its class in the country.

***SPLENDID PREMIUMS!!***

to those who get up clubs. Specimen copies always sent free.

***Terms, \$2.50 a year.***

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THE ADVANCE COMPANY,  
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CHICAGO.

**POE & HITCHCOCK,**  
**PUBLISHERS & BOOKSELLERS,**  
Keep the Largest Assortment of  
**Sunday School Books**  
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**REQUISITES**  
IN THE WEST.

ALSO A GREAT VARIETY OF  
**THEOLOGICAL & MISCELLANEOUS**  
**BOOKS, STATIONERY, ETC.**

Liberal Discount given to all Ministers, and Students preparing for the Ministry, and to the Trade.

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**IMPORTANT TO ADVERTISERS.**

P. & H. also publish the following

**PAPERS,**

all of which have a large circulation.

**WEEKLY.**

**The Western Christian Advocate**, at Cincinnati.

**The Northwestern Christian Advocate**, at Chicago.

**The Central Christian Advocate**, at St. Louis.

**The Christian Apologist** (in German), at Cincinnati.

**The Sandebudet** (in Swedish), at Chicago.

**MONTHLY.**

**The Ladies' Repository** — A First-Class Family Magazine, each number containing two elegant Steel Engravings.

**SEMI-MONTHLY.**

**The Sunday School Advocate** — A beautifully Illustrated Child's Paper.

**The Sontag-Schul Glocke** — An Illustrated Child's Paper, in German.

Address the Publishers at

*S. W. cor. Main & 8th Sts., Cincinnati.*

*66 Washington St., Chicago.*

*413 Locust St., St. Louis.*

## A GUIDE TO CHICAGO.

PRAIRIE FARMER, 164 Clark Street.  
SAVENSKA AMERIKANAREN, 157 Randolph Street.  
SAENDEBUDET, 66 Washington Street.  
POST, 151 Dearborn Street.  
UNION, 233 Randolph Street.  
REPUBLICAN, 93 Washington Street.  
TRIBUNE, 57 Clark Street.  
TIMES, 118 Dearborn Street.  
EVENING JOURNAL, 46 Dearborn Street.  
SPIRITUAL REPUBLIC, 84 Dearborn Street.  
WESTERN RURAL, 84 Dearborn Street.  
CHURCHMAN, 101 Washington Street.  
COMMERCIAL EXCHANGE, 188 South Water Street.  
MERCHANT, 140 South Water Street.  
RAILROAD GAZETTE, 101 Washington Street.  
TEMPERANCE ADVOCATE, 109 Monroe Street.  
PRICE CURRENT, 164 Clark Street.  
WORKINGMEN'S ANTI-MONOPOLY, 155 Clark Street.  
IRISH REPUBLIC, Randolph and Dearborn Streets.  
NEW REPUBLIC, 170 Clark Street.  
TEMPLARS' OFFERING, 168 Clark Street.  
GERMAN REFORM, 101 Washington Street.  
STAATS-ZEITUNG, 55 La Salle Street.  
RELIGIO-PHILOSOPHICAL JOURNAL, 88 Dearborn St.

### Semi-Monthlies.

HOME VISITOR, 110 Dearborn Street.  
RELIGIONS-HAUSFREUND, (German,) 38 La Salle St.

### Monthlies.

AMERICAN PULPIT, 148 Lake Street.  
WESTERN PULPIT, 110 Dearborn Street.

## A GUIDE TO CHICAGO.

OLIVE WREATH, Reynolds' Block.

HOME PAPERS, 147 Clark Street.

HOME VISITOR, 110 Dearborn Street.

LITTLE BOUQUET, 88 Dearborn Street.

THE GREAT WEST, Reynolds Block.

LITTLE CORPORAL, 138 Lake Street.

JOLLY JOKER, Opera House.

MEDICAL JOURNAL, 91 Dearborn Street.

MEDICAL EXAMINER, State and Monroe Streets.

INVESTIGATOR, 147 Clark Street.

LADIES' REPOSITORY, 66 Washington Street.

MANFORD'S MAGAZINE, Madison and Dearborn St.

MYSTIC STAR, 110 Dearborn Street.

SUNDAY SCHOOL TEACHER, 155 Randolph Street.

RATTA HEMLANDET, 192 Superior.

MEDICAL AND SURGICAL JOURNAL, 147 Clark Street.

VOICE OF MASONRY, 164 Clark Street.

MISSIONARY ADVOCATE, 66 Washington Street.

### Quarterlies.

AMERICAN LAW MANUAL, 80 La Salle Street.

MEDICAL AND SURGICAL JOURNAL, 147 Clark St.

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### CHURCHES.

There are about one hundred and forty churches in the city of Chicago, very many of which are distinguished for their elegance and architectural beauty. They are always to be found open on the Sabbath-day, and strangers are invited to attend. They will

## A GUIDE TO CHICAGO.

find a welcome to the House of the Lord, and a seat at the table of the Master with their brethren. Services commence at 10½ o'clock A. M.; 3½ and 7½ P. M. We annex a full list of all the churches in the city.

### Baptist.

|                         |                            |
|-------------------------|----------------------------|
| First.....              | Wabash Av. & Hubbard.      |
| Second.....             | Monroe and Morgan Sts.     |
| Wabash Avenue.....      | Wabash Av. cor. 18th St.   |
| Union Park.....         | Wabash Av. c. Paulina.     |
| Fifth.....              | Harrison & Sangamon Sts.   |
| North.....              | Superior cor. N. Dearborn  |
| Indiana Avenue.....     | Indiana Av. cor. 30th St.  |
| First German.....       | Indiana Av. cor. Wood St.  |
| First Danish.....       | Indiana Av. cor. Union St. |
| Second German.....      | Curtis cor. Third St.      |
| First Swedish.....      | Reuben Street              |
| Olivet, (colored,)..... | Fourth Avenue n. Polk St.  |
| Free Will.....          | Peoria cor. Jackson St.    |

### Congregational.

|                  |                            |
|------------------|----------------------------|
| Plymouth.....    | Wabash Av. c. Eldridge Ct. |
| Union Park.....  | Reuben c. W. Washington.   |
| New England..... | N. Dearborn c. S. White.   |
| Tabernacle.....  | c. Morgan & W. Indiana.    |
| First.....       | Green c. W. Washington.    |
| South.....       | 26th St. and Calumet Av.   |
| Salem.....       | Oakland Av. cor. Lake St.  |

### Church of God.

|            |                           |
|------------|---------------------------|
| First..... | Warren cor. Robey Street. |
|------------|---------------------------|

## A GUIDE TO CHICAGO.

### Christian.

|             |                          |
|-------------|--------------------------|
| First.....  | Cass near Michigan Av.   |
| Second..... | Centralia and Front Sts. |

### Episcopal.

|                     |                            |
|---------------------|----------------------------|
| Cathedral.....      | W. Washington c. Peoria.   |
| St. James'.....     | Cass and Huron Sts.....    |
| St. John's.....     | Lake St. c. St. John's Pl. |
| St. Mark's.....     | Cottage Grove Avenue.      |
| St. Stephen's.....  | Forquer n. Blue Is'nd Av.  |
| St. Luke's.....     | Wabash Av. cor. 16th St.   |
| St. Ansgarius.....  | Indiana cor. Franklin St.  |
| Trinity.....        | Wabash Av. and Jackson.    |
| Grace.....          | Wabash Av. and Peck Ct.    |
| Holy Communion..... | Wabash Av. & Randolph.     |
| Ascension.....      | La Salle and Maple Sts.    |
| Christ.....         | Michigan Av. & 24th St.    |
| Atonement.....      | Madison and Robey Sts.     |

### Friends.

|                    |                           |
|--------------------|---------------------------|
| First Society..... | Room 15, Methodist Block. |
|--------------------|---------------------------|

### German Evangelical.

|                            |                            |
|----------------------------|----------------------------|
| Erste Evangelische.....    | Polk cor. Third Avenue.    |
| Zweite.....                | Chicago Av. cor. Wells St. |
| Evangelic Association..... | Twelfth cor. Union Sts.    |

### Hebrew.

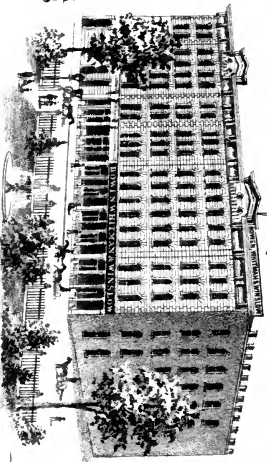
|                          |                           |
|--------------------------|---------------------------|
| Sinai.....               | Van Buren cor. Third St.  |
| Kehilath.....            | Wells and Adams Sts.      |
| Kehilo Benay Shalem..... | Harrison and Fourth Av.   |
| Zion.....                | Desplaines n. Madison St. |

# Bowen, Milman & Winslow,

(Wholesale)

DRY GOODS.

WE KEEP FULL LINES IN OUR  
SEVERAL DEPARTMENTS  
AND AIM TO GIVE OUR



(NOTIONS)

AND

WOOLLENS,

CUSTOMERS GOODS AT THE  
LOWEST PRICES OF THE  
MARKET AT ALL TIMES.

15, 17, 19, 21 RANDOLPH ST.

**CHAS. F. BOBBS, Jr.**





## A GUIDE TO CHICAGO.

### Independent.

First.....Illinois, near Wells St.

### Lutheran.

First Norwegian.....N. Franklin and Erie Sts.

Second Norwegian.....W. Indiana & Peoria Sts.

Swedish .....Superior, near Wells St.

Vor Fraelsers.....Third, cor. May St.

Salem.....21st, near Archer Ave.

Zion.....Union, cor. Mitchel St.

Emanuel.....Brown and W. Taylor Sts.

Trinity.....Harrison, cor. Kossuth St.

St. John's.....Chicago Av. cor. Noble St.

St. Paul's.....Ohio, cor. N. La Salle St.

St. Paulus'.....Superior, cor. Franklin St.

### Methodist.

First.....Clark and Washington Sts.

First Scandinavian.....Illinois, n. Nth. Market St.

Second Scandinavian.....Fourth & Sangamon Sts.

Maxwell.....Newbury & Maxwell Sts.

Wesley.....Sedgwick & Black Hawk.

Park Avenue.....cor. Robey and Park Ave.

Bridgeport.....Bonfield Street.

Trinity.....Indiana Av. and 21st St.

Centenary.....Monroe, n. Morgan Sts.

Grace.....La Salle, cor. Chicago Av.

Wabash Avenue.....Wabash, cor. Harrison St.

West Indiana.....Indiana and Sangamon.

## A GUIDE TO CHICAGO.

### Methodist, (German.)

|                |                          |
|----------------|--------------------------|
| Van Buren..... | Van Buren, n. Clark St.  |
| Maxwell.....   | Maxwell, n. Johnson St.  |
| Clybourne..... | Clybourne Av., Division. |

### Methodist, (African.)

|                     |                           |
|---------------------|---------------------------|
| Quinn's Chapel..... | Jackson, cor. Fourth Av.  |
| Bethel Chapel.....  | Griswold, n. Harrison St. |

### Presbyterian, (New School.)

|                  |                            |
|------------------|----------------------------|
| First.....       | Wabash Av. n. Congress.    |
| Second.....      | “ cor. Washington.         |
| Third.....       | Washington & Carpenter.    |
| Seventh.....     | cor. Halsted and Harrison. |
| Eighth.....      | Washington, cor. Robey.    |
| Ninth.....       | Ellis Av. nr. Wahpanseh.   |
| Westminster..... | Dearborn, cor. Ontario.    |
| Calvary.....     | Indiana Ave., cor. 22d St. |
| Olivet.....      | Wabash Av., cor. 14th St.  |
| Hyde Park.....   | Hyde Park.                 |

### Presbyterian, (Old School.)

|                       |                             |
|-----------------------|-----------------------------|
| First Scotch.....     | 226 Clark Street.           |
| North.....            | Indiana Ave., cor. Cass.    |
| South.....            | Wabash Ave. & Congress.     |
| Central.....          | Cass, near Illinois Street. |
| Jefferson Park.....   | Jackson, cor. Peoria.       |
| Reformed.....         | Fulton, near Clinton.       |
| Fullerton Avenue..... | Fullerton Av., near Clark.  |

### Presbyterian, (United.)

|            |                         |
|------------|-------------------------|
| First..... | W. Green, near Madison. |
| Third..... | Superior & N. Franklin. |

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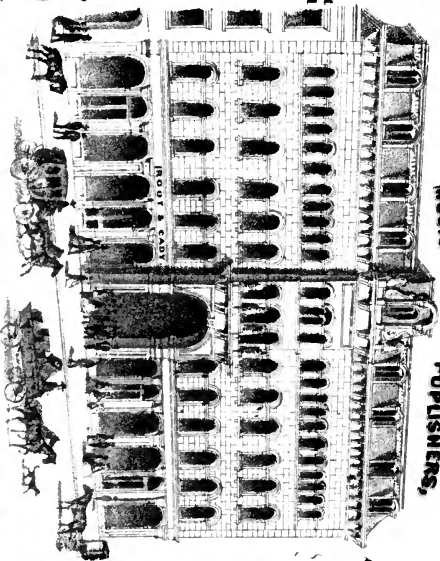
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## A GUIDE TO CHICAGO.

### Reformed Dutch.

|             |                    |
|-------------|--------------------|
| First.....  | Foster, near Polk. |
| Second..... | Monroe & Sangamon. |

### Roman Catholic.

|                          |                             |
|--------------------------|-----------------------------|
| Cathedral.....           | State, cor. Superior.       |
| Notre Dame.....          | Tyler and Halsted Sts.      |
| Holy Family.....         | West 12th, cor. May St.     |
| Immaculate Conception... | N. Franklin, nr. Schiller.  |
| St. Mary's.....          | Wabash Ave. & Madison.      |
| St. Patrick's.....       | Desplains, cor. Adams.      |
| St. Louis'.....          | Sherman, near Polk.         |
| St. Columbia's.....      | Paulina, cor. Indiana St.   |
| St. John's.....          | Clark, cor. 18th St.        |
| St. James'.....          | Prairie Ave., cor. 27th St. |
| St. Boniface's.....      | cor. Cornell and Noble.     |
| St. Bridget's.....       | Bridgeport.                 |
| St. Joseph's.....        | Chicago Ave., cor. Cass.    |
| St. Michael's.....       | cor. North Av. & Church.    |
| St. Francis'.....        | Clinton and Mather.         |
| St. Wenceslaus'.....     | Desplains and Dekoven.      |

### Spiritualists.

|                    |                    |
|--------------------|--------------------|
| First Society..... | Crosby Music Hall. |
| Independent.....   | Washington Hall.   |

### Swedenborgians.

|                    |                          |
|--------------------|--------------------------|
| New Jerusalem..... | Adams, nr. Michigan Av.  |
| German.....        | Reuben, nr. Chicago Ave. |
| Mission.....       | cor. 33d & Kankakee Av.  |

### Unitarians.

|               |                          |
|---------------|--------------------------|
| Messiah ..... | Wabash Av. & Hubbard Ct. |
| Unity. ....   | Chicago Av. & Dearborn.  |

## A GUIDE TO CHICAGO.

### Universalists.

Redeemer.....Wash'gton & Sangamon.  
St. Paul's.....Wabash Av. & Van Buren.

### United Brethren in Christ.

First.....Clinton, cor. Wilson St.

---

## CEMETERIES.

Graceland.....Green Bay Road.  
German Catholic.....Green Bay Road.  
Anshe Mayrew.....Green Bay Road.  
Old City.....Green Bay Road.  
Rose Hill.....Green Bay Road.  
Oakwood.....Cottage Grove.

---

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For Sarnia and Lake Superior, from foot of La Salle.  
For Milwaukee and Green Bay, fr. Rush St. Bridge.  
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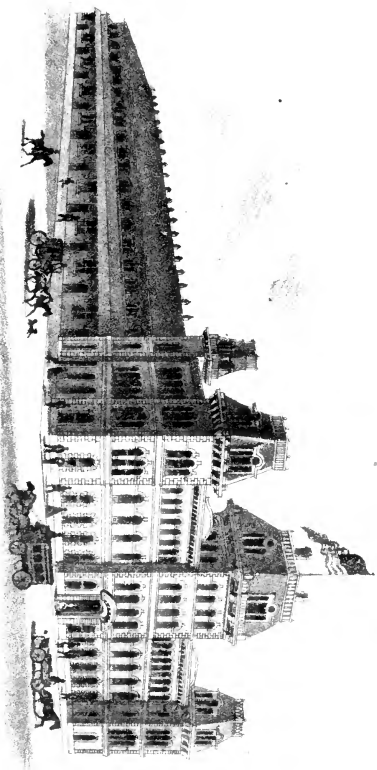
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Chicago



west of Chicago. The railroad system, of which this city is now the centre, embraces over five thousand miles of track. A passenger train reaches or leaves the city every fifteen minutes of the twenty-four hours. Not less than two hundred trains arrive or depart in a day and night. There are sixteen points on the Mississippi River which have railroad communication with Chicago. It is but fifteen years since this city first had railroad connection with the cities on the Atlantic coast; and the traveller now has his choice of three main lines, which branch out to every important intermediate point.

The depots are immense in extent, and admirably convenient. There are two for passengers only,—the Central, foot of Lake Street, and the Michigan Southern, on Van Buren Street, each of which have under cover three-quarters of a mile of track, from which three trains can start at the same moment without the least danger of interference, and wherein no person has to cross a track in changing cars.

The following are the locations of the depots of the various lines diverging from Chicago, together with a list of the towns and distances on the several routes

## A GUIDE TO CHICAGO.

For arrival and departure of trains the daily papers must be consulted; the changes with the seasons being so frequent as to preclude the possibility of affixing a permanent table here.

Omnibuses run to and from the hotels and depots on the arrival and departure of all trains. Fare fifty cents.

### Michigan Southern and Northern Indiana Railway.

This road runs from Chicago to Toledo, Ohio, and Detroit, Michigan. It makes connections at White Pigeon with the branch to Three Rivers; at Adrian, with the branch for Jackson; and also with branch for Monroe and Detroit.

The entire length of the road, with branches, is about 550 miles. Depot, corner of Sherman and Van Buren streets. State-Street cars run the nearest to the depot of any line.

#### *Distances and Stations from Chicago to Toledo (via Adrian).*

| STATIONS.                 | MILES. | STATIONS.             | MILES. |
|---------------------------|--------|-----------------------|--------|
| Chicago to                |        | Holmesville .....     | 50     |
| Chicago Junction.....     | 6      | Laporte.....          | 59     |
| Ainsworth.....            | 12     | Rolling Prairie ..... | 66     |
| Pine Station.....         | 22     | Carlisle .....        | 72     |
| Miller's .....            | 30     | Terre Coupee.....     | 74     |
| Calumet .....             | 41     | South Bend .....      | 86     |
| N. A. and S. Crossing ... | 49     | Mishawaka.....        | 90     |

## A GUIDE TO CHICAGO.

| STATIONS.         | MILES. | STATIONS.              | MILES. |
|-------------------|--------|------------------------|--------|
| Elkhart.....      | 101    | Osseo.....             | 183    |
| Bristol.....      | 109    | Pittsford.....         | 187    |
| Middlebury.....   | 114    | Hudson.....            | 193    |
| White Pigeon..... | 120    | Clayton.....           | 200    |
| Sturgis.....      | 131    | Adrian.....            | 211    |
| Burr Oak.....     | 138    | Palmyra.....           | 216    |
| Bronson.....      | 144    | Blissfield.....        | 220    |
| Coldwater.....    | 155    | Knight's.....          | 222    |
| Quincy.....       | 161    | Sylvania.....          | 232    |
| Allen's.....      | 168    | Air Line Junction..... | 241    |
| Jonesville.....   | 173    | Toledo.....            | 244    |
| Hillsdale.....    | 178    |                        |        |

### *Distances and Stations from Chicago to Toledo (via Air Line).*

| STATIONS.                | MILES. | STATIONS.              | MILES. |
|--------------------------|--------|------------------------|--------|
| Chicago to               |        | Wawaka.....            | 130    |
| Chicago Junction.....    | 6      | Brimfield.....         | 136    |
| Ainsworth.....           | 11     | Kendalville.....       | 143    |
| Pine Station.....        | 22     | Corunna.....           | 149    |
| Miller's.....            | 29     | Lawrence.....          | 151    |
| Calumet.....             | 41     | Waterloo.....          | 155    |
| N. A. and S. Crossing... | 49     | Jarvis.....            | 163    |
| Homesville.....          | 50     | Edgerton.....          | 170    |
| Laporte.....             | 58     | Bryan.....             | 180    |
| Rolling Prairie.....     | 65     | Styker.....            | 186    |
| Carlisle.....            | 72     | Archibald.....         | 192    |
| Terre Coupee.....        | 73     | Pettisville.....       | 197    |
| South Bend.....          | 85     | Wamseon.....           | 202    |
| Mishawaka.....           | 89     | Delta.....             | 210    |
| Elkhart.....             | 101    | Centerville.....       | 214    |
| Goshen.....              | 111    | Springfield.....       | 224    |
| Millersburg.....         | 119    | Air Line Junction..... | 241    |
| Sigonier.....            | 126    | Toledo.....            | 244    |

### Pittsburg, Fort Wayne, and Chicago Railway.

This may be termed an "air line" route, as it is the most direct one to Pittsburg, Philadelphia, and New York. It is composed of several roads, which were consolidated in

1858. The entire distance from Chicago to Pittsburg is 468 miles.

The following are the connections made with other roads. At Wanatah, with the Louisville and New Albany Road; at Plymouth, with the Cincinnati, Peru, and Chicago Road; at Fort Wayne, with Toledo and Wabash; at Lima, with the Dayton and Michigan; at Forest, with Sandusky, Dayton, and Cincinnati Road; at Crestline, with the Cleveland and Columbus Road; at Mansfield, with Sandusky, Mansfield, and Newark Road; at Orville, with the Cleveland, Zanesville, and Cincinnati Road; at Alliance, with Cleveland and Pittsburg Road; at Homewood, with New Castle and Beaver Valley Road; and at Pittsburg, with the Pennsylvania Central and boats on the Ohio River.

Depot corner Madison and Canal streets, which may be reached by Madison-Street line of cars.

*Stations and Distances from Chicago to Pittsburg.*

| STATIONS.                | MILES. | STATIONS.        | MILES. |
|--------------------------|--------|------------------|--------|
| Chicago to               |        | Hanna .....      | 59     |
| Rock Island Junction.... | 7      | Grovertown.....  | 74     |
| Ainsworth .....          | 12     | Plymouth .....   | 84     |
| Clarke .....             | 24     | Inwood .....     | 90     |
| Hobart.....              | 33     | Bourbon .....    | 94     |
| Wheeler.....             | 37     | Warsaw.....      | 108    |
| Valparaiso.....          | 44     | Pierceton.....   | 117    |
| Wanatah.....             | 53     | Huntsville ..... | 121    |
| Morgan .....             | 56     | Columbia .....   | 129    |

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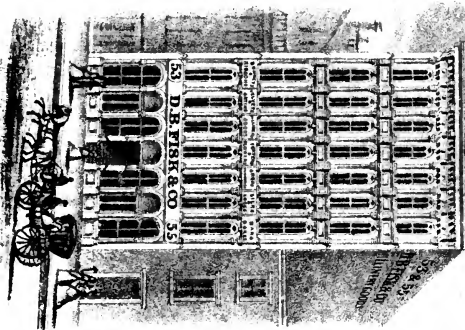
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## A GUIDE TO CHICAGO.

| STATIONS.           | MILES. | STATIONS.          | MILES. |
|---------------------|--------|--------------------|--------|
| Arcola .....        | 139    | Shreve.....        | 323    |
| Fort Wayne .....    | 148    | Wooster .....      | 333    |
| Naples.....         | 158    | Orville.....       | 344    |
| Dixon .....         | 167    | Lawrence .....     | 351    |
| Van Wert .....      | 180    | Massillon.....     | 358    |
| Middlepoint.....    | 187    | Canton .....       | 366    |
| Delphos .....       | 193    | Louisville .....   | 373    |
| Lima .....          | 207    | Strasburg .....    | 378    |
| Lafayette.....      | 215    | Alliance.....      | 384    |
| Johnstown.....      | 222    | Damascus.....      | 392    |
| Washington .....    | 229    | Salem .....        | 398    |
| Dunkirk.....        | 231    | Franklin .....     | 401    |
| Forest .....        | 238    | Columbiana.....    | 408    |
| Upper Sandusky..... | 250    | Palestine .....    | 418    |
| Nevada .....        | 258    | Enon .....         | 422    |
| Bucyrus.....        | 267    | New Galilee .....  | 427    |
| Robinson.....       | 273    | Homewood .....     | 433    |
| Crestline .....     | 279    | New Brighton ..... | 439    |
| Richland.....       | 284    | Rochester .....    | 442    |
| Mansfield....       | 292    | Leetsdale .....    | 453    |
| Lucas... ..         | 299    | Sewickley .....    | 455    |
| Perrysville .....   | 307    | Haysville.....     | 457    |
| Loudonville .....   | 311    | Allegheny.....     | 467    |
| Lakeville.....      | 317    | Pittsburg.....     | 468    |

### Chicago and Great Eastern Railway.

This road runs from Chicago to Cincinnati, a distance of 294 miles, and connects Chicago with the South and Southwestern States. It makes connections at Kokomo with the Peru and Indianapolis Road, forming a direct route to Louisville, Nashville, and Lexington, Ky.; at Anderson, with the Bellefontaine Railway; at Logansport, with the Toledo, Logansport, and Burlington Road, and Toledo, Wabash, and Western; at Richmond, with the Xenia,

## A GUIDE TO CHICAGO

Dayton, and Western Road, and the Columbus and Indianapolis Road.

The depot of this road is corner of Canal and Kinzie streets, on the north side.

### *Distances and Stations from Chicago to Cincinnati.*

| STATIONS.                 | MILES. | STATIONS.               | MILES. |
|---------------------------|--------|-------------------------|--------|
| Chicago to                |        | Florida.....            | 171    |
| N. W. Junction.....       | 4      | Anderson .....          | 177    |
| C. B. and Q. Crossing.... | 5      | Middletown .....        | 184    |
| St. Louis Crossing....    | 7      | Honey Creek .....       | 187    |
| R. I. Crossing.....       | 15     | Sulphur Springs .....   | 190    |
| Ill. Cent. Crossing.....  | 20     | New Castle.....         | 197    |
| Dolton.....               | 21     | Ashland.....            | 200    |
| Lansing.....              | 27     | Millville.....          | 203    |
| Joliet Crossing.....      | 32     | Hagarstown .....        | 208    |
| Crown Point.....          | 41     | Washington .....        | 215    |
| Hebron .....              | 51     | Centerville Pike.....   | 218    |
| Kouts.....                | 61     | Richmond.....           | 224    |
| N. A. and S. Crossing.... | 68     | Florence .....          | 234    |
| North Judson.....         | 77     | Eaton .....             | 241    |
| Shakapee.....             | 81     | Barnet's.....           | 248    |
| Winamac.....              | 92     | Camden.....             | 250    |
| Star City.....            | 98     | Somerville.....         | 255    |
| Rosedale.....             | 101    | Collinsville.....       | 258    |
| Royal Centre .....        | 106    | Seven Mile.....         | 262    |
| Gebhard .....             | 112    | Hamilton.....           | 269    |
| Logansport.....           | 117    | Schenck's .....         | 272    |
| Anoka .....               | 122    | Jones.....              | 275    |
| Walton.....               | 126    | Elliston.....           | 277    |
| Lincoln .....             | 130    | Glendale.....           | 279    |
| Galveston .....           | 133    | Lockland .....          | 282    |
| Kokomo.....               | 139    | Carthage.....           | 284    |
| Tampico.....              | 145    | Spring Grove.....       | 287    |
| Nevada.....               | 149    | Ludlow .....            | 289    |
| Windfall .....            | 152    | Brighton.....           | 292    |
| Curtisville.....          | 158    | O. and M. Junction..... | 293    |
| Quincy.....               | 161    | Cincinnati.....         | 294    |
| Frankton.....             | 166    |                         |        |

# Chicago, Alton, and St. Louis Railway.

Trains for St. Louis and intermediate stations leave the depot corner of Madison and Canal streets. Passengers may take the Madison-Street line of cars for the depot.

This road forms an air line route to St. Louis, making connections as follows:—At Joliet, with Rock Island Road; at Chenoa, with Toledo, Peoria, and Warsaw Road; at Normal, with Illinois Central; at Bloomington, with St. Louis and Jacksonville Road; at Springfield, with Toledo, Wabash, and Western Railway; at Monticello, with St. Louis and Jacksonville Road; at Alton, with Terre Haute and Alton Road; and at St. Louis, with the Pacific and North Missouri Railways, and Mississippi steamers for points West and South.

## *Distances and Stations from Chicago to St. Louis.*

| STATIONS.                | MILES. | STATIONS.          | MILES. |
|--------------------------|--------|--------------------|--------|
| Chicago to               |        | Dwight .....       | 74     |
| Fort Wayne Junction .... | 2      | Odell.. ....       | 82     |
| Bridgeport .....         | 4      | Cayuga .....       | 87     |
| Summit.. .....           | 12     | Pontiac .....      | 92     |
| Wells Springs.....       | 18     | Ocoya .....        | 98     |
| Leinont .....            | 26     | Chenoa. ....       | 103    |
| Lockport.....            | 33     | Lexington.....     | 111    |
| Joliet.. ....            | 38     | Towanda.....       | 119    |
| Elwood .....             | 46     | Normal.....        | 124    |
| Hampton .....            | 49     | Bloomington .....  | 126    |
| Wilmington.....          | 53     | Shirley .....      | 133    |
| Stewart's Grove.....     | 58     | Funk's Grove ..... | 137    |
| Gardner .....            | 65     | McLean.....        | 141    |

## A GUIDE TO CHICAGO.

| STATIONS.               | MILES. | STATIONS.        | MILES. |
|-------------------------|--------|------------------|--------|
| Atlanta.....            | 146    | Nilwood .....    | 214    |
| Lawn Dale .....         | 150    | Carlinville..... | 223    |
| Lincoln .....           | 157    | Macoupin .....   | 230    |
| Broadwell.....          | 164    | Plainview .....  | 234    |
| Elkhart.....            | 168    | Shipman .....    | 238    |
| Williamsville .....     | 174    | Miles .....      | 243    |
| Sherman .....           | 178    | Brighton.....    | 245    |
| Springfield .....       | 185    | Monticello ..... | 252    |
| T. W. and W. Junction.. | 187    | Alton.....       | 257    |
| Wood Side.....          | 191    | Milton .....     | 261    |
| Chatham.....            | 194    | Mitchell.....    | 269    |
| Auburn.....             | 200    | Kinder.....      | 274    |
| Viriden.....            | 206    | Venice .....     | 276    |
| Girard .....            | 210    | St. Louis.....   | 280    |

### Illinois Central Railroad.

This road, extending from Chicago to Cairo, a distance of 365 miles, was completed in 1856.

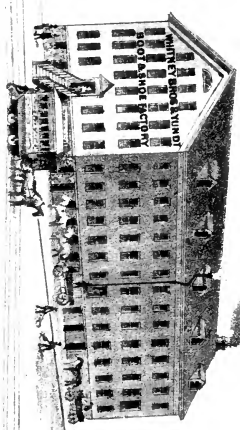
In its passage through the State it makes the following connections:—At Matteson, with Joliet and Northern Indiana Road; at Gilman, with Toledo, Peoria, and Warsaw, and Toledo, Loganport, and Burlington Roads; at Tolono, with Toledo, Wabash, and Western Road; at Mattoon, with Terre Haute, Alton, and St. Louis Road; at Odin, with the Ohio and Mississippi Road; at Centralia, with the Dunleith branch of the Illinois Central; and at Cairo, with the Mobile and Ohio Road; also with boats on the Ohio and Mississippi Rivers. Depot, foot of Lake Street.

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## A GUIDE TO CHICAGO.

### *Distances and Stations from Chicago to Cairo.*

| STATIONS.         | MILES. | STATIONS.        | MILES. |
|-------------------|--------|------------------|--------|
| Chicago to        |        | Neoga .....      | 185    |
| Calumet .....     | 14     | Effingham.....   | 199    |
| Thornton.....     | 24     | Watson.....      | 206    |
| Matteson.....     | 28     | Mason .....      | 212    |
| Richton.....      | 29     | Edgewood.....    | 215    |
| Monee .....       | 34     | Farina.....      | 223    |
| Peotone.....      | 40     | Kinmundary.....  | 229    |
| Manteno .....     | 47     | Tonti .....      | 239    |
| Kankakee.....     | 56     | Odin.....        | 244    |
| Chebanse .....    | 64     | Centralia.....   | 253    |
| Clifton.....      | 69     | Richview.....    | 263    |
| Ashkum.....       | 73     | Ashley.....      | 266    |
| Gilman .....      | 81     | Coloma.....      | 274    |
| Onarga .....      | 85     | Tamora.....      | 280    |
| Spring Creek..... | 88     | Du Quoin.....    | 289    |
| Loda.....         | 99     | De Soto..        | 302    |
| Paxton.....       | 103    | Carbondale.....  | 308    |
| Pera .....        | 109    | Makanda.....     | 317    |
| Rantoul.....      | 114    | Cobden .....     | 323    |
| Champaign.....    | 128    | Jonesboro.....   | 329    |
| Tolono.....       | 137    | Wetang.....      | 341    |
| Pesotum .....     | 142    | Ullin .....      | 345    |
| Tuscola.....      | 150    | Pulaski.....     | 349    |
| Okaw.....         | 158    | Villa Ridge..... | 353    |
| Milton.....       | 164    | Mounds.....      | 357    |
| Mattoon.....      | 173    | Cairo.....       | 365    |

### Michigan Central Railroad.

This is the direct route to Canada via Detroit. The road was completed in 1852.

It makes connections at Michigan City with the Louisville, New Albany, and Chicago Railway; at Jackson, with the Amboy, and Lansing Road; also with the Jackson Branch of the Michigan Southern to Adrian; and at Detroit, with the Grand Trunk and Great Western Roads of Canada.

## A GUIDE TO CHICAGO.

Cars leave the Great Central Depot, foot of Lake Street.

### *Distances and Stations from Chicago to Detroit.*

| STATIONS.          | MILES. | STATIONS.              | MILES. |
|--------------------|--------|------------------------|--------|
| Chicago to         |        | Kalamazoo.....         | 141    |
| Stock Yards.....   | 5      | Galesburg.....         | 150    |
| Calumet.....       | 15     | Battle Creek.....      | 164    |
| Gibson's.....      | 24     | Marshall.....          | 177    |
| Lake Station.....  | 36     | Albion.....            | 188    |
| Porter.....        | 44     | Parma.....             | 198    |
| Michigan City..... | 56     | Jackson.....           | 208    |
| New Buffalo.....   | 66     | Grass Lake.....        | 219    |
| Avery's.....       | 75     | Chelsea.....           | 230    |
| Dayton.....        | 83     | Dexter.....            | 237    |
| Buchanan.....      | 87     | Ann Arbor.....         | 247    |
| Niles.....         | 93     | Ypsilanti.....         | 255    |
| Dowagaic.....      | 106    | Wayne.....             | 267    |
| Decatur.....       | 117    | Dearborn.....          | 274    |
| Lawton.....        | 125    | Grand Trunk Junction.. | 281    |
| Mattawan.....      | 129    | Detroit ..             | 284    |
| Ostemo.....        | 135    |                        |        |

### Chicago, Burlington, and Quincy Railroad.

This road leads from Chicago to Galesburg, from which place it extends to two different points on the Mississippi River—one to Quincy, Illinois, and the other to Burlington, Iowa.

In its route it forms connections with the Illinois Central Road at Mendota; Galesburg, Peoria, and Lewiston Road, at Galesburg; Burlington and Missouri River Road, at Burlington; Quincy and Toledo Road, at Camp Point; Quincy and Palmyra Road, at Quincy. At the latter place it connects with



## A GUIDE TO CHICAGO.

the Hannibal and St. Joseph Road. The cars leave from the Central Depot, foot of Lake Street.

### *Distances and Stations from Chicago to Quincy.*

| STATIONS.           | MILES. | STATIONS.                                                                                                                                       | MILES |
|---------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Chicago to          |        | St. Augustine.....                                                                                                                              | 181   |
| Lyons.....          | 13     | Avon.....                                                                                                                                       | 185   |
| Downer's Grove..... | 23     | Prairie City.....                                                                                                                               | 188   |
| Napierville.....    | 30     | Bushnell.....                                                                                                                                   | 194   |
| Aurora.....         | 40     | Bardolph.....                                                                                                                                   | 198   |
| West Aurora.....    | 41     | Macomb.....                                                                                                                                     | 206   |
| Oswego.....         | 45     | Colchester.....                                                                                                                                 | 212   |
| Bristol.....        | 48     | Tennessee.....                                                                                                                                  | 214   |
| Plano.....          | 54     | Colmar.....                                                                                                                                     | 220   |
| Sandwich.....       | 58     | Plymouth.....                                                                                                                                   | 224   |
| Somanauk.....       | 62     | Augusta.....                                                                                                                                    | 228   |
| Leland.....         | 68     | La Prairie.....                                                                                                                                 | 235   |
| Earle.....          | 75     | Keokuk Junction.....                                                                                                                            | 238   |
| Mendota.....        | 85     | Camp Point.....                                                                                                                                 | 243   |
| Arlington.....      | 94     | Coatsburg.....                                                                                                                                  | 248   |
| Malden.....         | 101    | Paloma.....                                                                                                                                     | 251   |
| Princeton.....      | 107    | Fowler.....                                                                                                                                     | 254   |
| Wyandot.....        | 113    | Chilola.....                                                                                                                                    | 256   |
| Buda.....           | 119    | Quincy.....                                                                                                                                     | 265   |
| Neponsit.....       | 125    |                                                                                                                                                 |       |
| Kewanee.....        | 133    | The Road from Galesburg<br>to Burlington—45 miles—<br>passes through the towns of<br>Cameron, Monmouth, Young<br>America, and Oquawka Junction. |       |
| Galva.....          | 142    |                                                                                                                                                 |       |
| Altona.....         | 149    |                                                                                                                                                 |       |
| Oneida.....         | 153    |                                                                                                                                                 |       |
| Wataga.....         | 157    |                                                                                                                                                 |       |
| Galesburg.....      | 165    |                                                                                                                                                 |       |
| Abingdon.....       | 175    |                                                                                                                                                 |       |

### Chicago and Rock Island Railroad.

This line is composed of the Chicago and Rock Island, Peoria and Bureau Valley, and Mississippi and Missouri Railroads. It leads from Chicago to Council Bluffs and Omaha

## A GUIDE TO CHICAGO.

City on the Missouri River. It is finished thus far to Kellogg, 315 miles from Chicago.

At Bureau it connects with the Valley Road to Peoria, 47 miles; at Wilton, with the branch to Muscatine and Washington.

The depot is located corner of Sherman and Van Buren streets.

### *Distances and Stations from Chicago to Kellogg.*

| STATIONS.        | MILES. | STATIONS.         | MILES. |
|------------------|--------|-------------------|--------|
| Chicago to       |        | Atkinson .....    | 152    |
| Junction.....    | 7      | Genesee.....      | 159    |
| Blue Island..... | 16     | Colona .....      | 170    |
| Bremen.....      | 23     | Moline.....       | 179    |
| Mokena.....      | 30     | Rock Island.....  | 182    |
| Joliet.....      | 40     | Davenport.....    | 184    |
| Minooka.....     | 51     | Walcott.....      | 196    |
| Morris.....      | 62     | Fulton.....       | 201    |
| Seneca.....      | 72     | Durant.....       | 203    |
| Marseilles.....  | 77     | Wilton.....       | 209    |
| Ottawa.....      | 84     | Moscow.....       | 212    |
| Utica.....       | 94     | Atalissa.....     | 217    |
| Lasalle.....     | 99     | West Liberty..... | 222    |
| Peru.....        | 100    | Iowa City.....    | 238    |
| Trenton.....     | 110    | Oxford.....       | 253    |
| Bureau.....      | 114    | Marengo.....      | 269    |
| Tiskilwa.....    | 122    | Victor.....       | 281    |
| Pond Creek.....  | 129    | Brooklyn.....     | 289    |
| Sheffield.....   | 137    | Grinnell.....     | 304    |
| Annawan.....     | 146    | Kellogg.....      | 315    |

### Chicago and North-Western Railway.

This road embraces the original North-western line which runs from Chicago to Fort Howard and Green Bay, Wisconsin, and also the Galena and Chicago Union, with

its many branches. Since the consolidation it is one of the most important roads running from Chicago. Depot, corner of Canal and Kinzie streets.

### Wisconsin Division.

Making connections at Harvard Junction, with the Branch to Rockford, also to Beloit and Madison; at Clinton Junction, with the Western Union Road; at Watertown with the Milwaukee and St. Paul Road; at Burnett, with the Horicon Road; at Oshkosh, with the steamers on Lake Winnebago and Wolf and Fox rivers; and at Fort Howard, with steamers on Green Bay to Escanaba, and there connecting with the Peninsular Road for Marquette on Lake Superior.

#### *Distances and Stations from Chicago to Green Bay.*

| STATIONS.             | MILES. | STATIONS.               | MILES. |
|-----------------------|--------|-------------------------|--------|
| Chicago to            |        | Watertown .....         | 130    |
| Des Plaines.....      | 17     | Juneau .....            | 145    |
| Dunton .....          | 22     | Minnesota Junction..... | 148    |
| Palatine.....         | 26     | Burnett.....            | 152    |
| Barrington.....       | 32     | Chester .....           | 160    |
| Crystal Lake.....     | 43     | Oakfield.....           | 168    |
| Woodstock .....       | 51     | Fon Du Lac.....         | 177    |
| Harvard Junction..... | 63     | Oshkosh.....            | 194    |
| Lawrence....          | 65     | Neenah.....             | 207    |
| Clinton Junction..... | 78     | Appleton .....          | 214    |
| Janesville.....       | 91     | Wrightstown .....       | 226    |
| Milton Junction.....  | 99     | De Pere.....            | 236    |
| Fort Atkinson.....    | 111    | Fort Howard.....        | 242    |
| Jefferson.....        | 117    | Green Bay.....          | 244    |

## Chicago and Northwestern Railway.

(Galena Division.)

Making connections at the Junction with the Chicago, Burlington, and Quincy Road; at Elgin, with the Fox River Valley Road; at Belvidere, with the Madison Branch; and at Freeport, with the Illinois Central for Dunleith and Dubuque on the Mississippi River. Depot, corner of North Wells and North Water streets.

*Stations and Distances from Chicago to Freeport.*

| STATIONS.            | MILES. | STATIONS.           | MILES. |
|----------------------|--------|---------------------|--------|
| Chicago to           |        | Huntley.....        | 55     |
| Harlem.....          | 9      | Union.....          | 62     |
| Cottage Hill.....    | 16     | Marengo .....       | 66     |
| Babcock's Grove..... | 20     | Garden Prairie..... | 72     |
| Danby.....           | 23     | Belvidere .....     | 78     |
| Wheaton.....         | 25     | Cherry Valley.....  | 84     |
| Winfield.....        | 28     | Rockford.....       | 92     |
| Junction.....        | 30     | Winnebago.....      | 99     |
| Wayne.....           | 35     | Pecatonica .....    | 106    |
| Clintonville.....    | 39     | Ridolt .....        | 114    |
| Elgin.....           | 42     | Freeport.....       | 121    |
| Gilbert's.....       | 50     |                     |        |

## Chicago and Northwestern Railway.

(Madison (Wis.) Division.)

Making connections at Harvard with the Rockford Division. Depot, corner North Water and North Wells streets.

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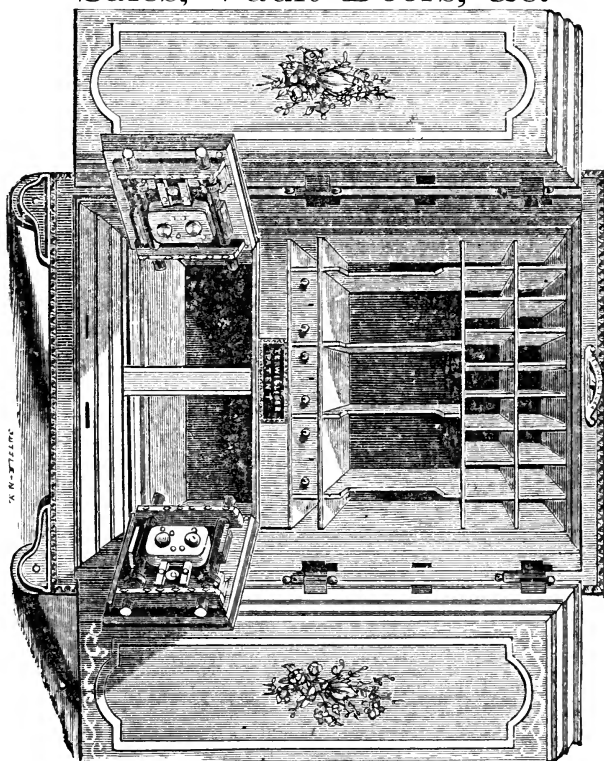
BRYAN HALL, 89 SOUTH CLARK STREET,  
CHICAGO.

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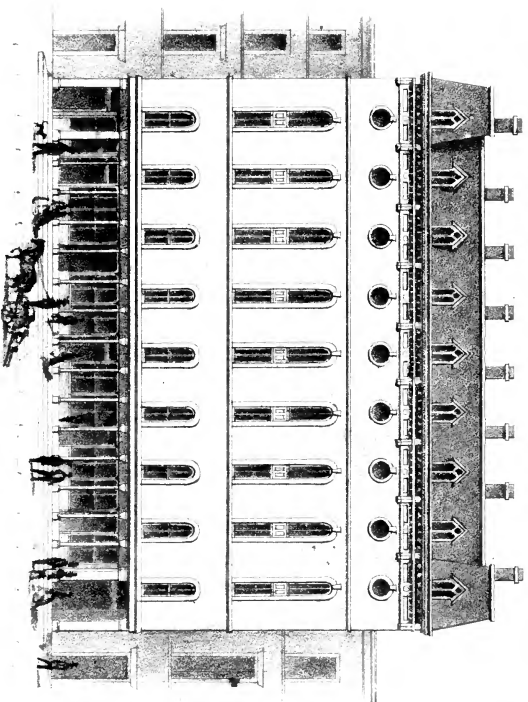
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## A GUIDE TO CHICAGO.

### *Stations and Distances from Chicago to Madison.*

| STATIONS.         | MILES. | STATIONS.       | MILES. |
|-------------------|--------|-----------------|--------|
| Chicago to        |        | Roscoe.....     | 84     |
| Des Plaines.....  | 17     | Beloit.....     | 90     |
| Dunton.....       | 22     | Afton.....      | 98     |
| Palatine.....     | 26     | Hanover.....    | 103    |
| Barrington.....   | 32     | Footville.....  | 106    |
| Crystal Lake..... | 43     | Magnolia.....   | 110    |
| Woodstock.....    | 51     | Evansville..... | 115    |
| Harvard.....      | 63     | Oregon.....     | 127    |
| Caledonia.....    | 78     | Madison.....    | 138    |

## Chicago and Northwestern Railway.

### (Fox River Valley Division.)

Making connections at Elgin with the Galena Division; at Crystal Lake, with the Wisconsin Division; and at Genoa, with the Rockford Branch.

### *Stations and Distances from Chicago to Genoa Lake.*

| STATIONS.            | MILES. | STATIONS.                | MILES. |
|----------------------|--------|--------------------------|--------|
| Chicago to           |        | Algonquin.....           | 52     |
| Harlem.....          | 9      | Crystal Lake.....        | 56     |
| Cottage Hill.....    | 16     | C. and N. W. Crossing... | 57     |
| Babcock's Grove..... | 20     | Nunda.....               | 60     |
| Danby.....           | 23     | McHenry.....             | 65     |
| Wheaton.....         | 25     | Ringwood.....            | 69     |
| Winfield.....        | 28     | Richmond.....            | 75     |
| Junction.....        | 30     | Genoa.....               | 77     |
| Elgin.....           | 42     | Geneva Lake.....         | 85     |
| Dundee.....          | 47     |                          |        |

## Chicago and Northwestern Railway.

### (Iowa Division.)

Making connections at the Junction with the Galena Division, and Fox River Valley Line; at Dixon, with the Illinois Central; at Ful-

## A GUIDE TO CHICAGO.

ton, with steamers on the Mississippi River Depot, corner of North Wells and North Water streets.

### *Stations and Distances from Chicago to Omaha.*

| STATIONS.             | MILES. | STATIONS.            | MILES. |
|-----------------------|--------|----------------------|--------|
| Chicago to            |        | Lowdon .....         | 178    |
| Harlem .....          | 9      | Mechanicsville ..... | 195    |
| Cottage Hill .....    | 16     | Mount Vernon .....   | 203    |
| Babcock's Grove ..... | 20     | Cedar Rapids .....   | 219    |
| Danby .....           | 23     | Blairstown .....     | 244    |
| Wheaton .....         | 25     | Tama .....           | 270    |
| Winfield .....        | 28     | Marshal .....        | 289    |
| Galena Junction ..... | 30     | State Centre .....   | 303    |
| Geneva .....          | 36     | Nevada .....         | 318    |
| La Fox .....          | 41     | Boonsboro .....      | 340    |
| Blackberry .....      | 44     | Moingona .....       | 346    |
| Lodi .....            | 50     | Des Moines .....     | 349    |
| Cortland .....        | 55     | Ogden .....          | 352    |
| De Kalb .....         | 58     | Beaver .....         | 357    |
| Malta .....           | 64     | Hager .....          | 364    |
| Dement .....          | 70     | New Jefferson .....  | 370    |
| Rochelle .....        | 75     | Scranton .....       | 379    |
| Ashton .....          | 83     | Glidden .....        | 389    |
| Franklin .....        | 88     | Carroll .....        | 396    |
| Nachusa .....         | 93     | Tip Top .....        | 406    |
| Dixon .....           | 98     | Vail .....           | 415    |
| Nelson .....          | 104    | Denison .....        | 424    |
| Sterling .....        | 110    | Elkton .....         | 432    |
| Galt .....            | 113    | Dunlap .....         | 441    |
| Round Grove .....     | 119    | Woodbine .....       | 451    |
| Morrison .....        | 124    | St. John's .....     | 461    |
| Fulton .....          | 136    | Honey Creek .....    | 476    |
| Clinton .....         | 138    | Crescent .....       | 481    |
| Low Moor .....        | 148    | Council Bluffs ..... | 490    |
| Dewit .....           | 157    | Omaha .....          | 493    |

### Chicago and Milwaukee Railway.

This road was opened in 1855. It now belongs to the consolidated line of the Chicago and Northwestern Railroad. The distance from Chicago to Milwaukee is 85 miles.

## A GUIDE TO CHICAGO.

At Kenosha it connects with the Rockford Division; at Racine, with the Western Union Road.

Depot, corner of Canal and Kinzie streets.

### *Stations and Distances from Chicago to Milwaukee.*

| STATIONS.           | MILES. | STATIONS.          | MILES. |
|---------------------|--------|--------------------|--------|
| Chicago to          |        | Waukegan.....      | 35     |
| Rosehill.....       | 8      | State Line.....    | 45     |
| Evanston.....       | 12     | Kenosha .....      | 52     |
| Winnetka .....      | 16     | Racine Junction .. | 60     |
| Glencoe .....       | 19     | Racine .....       | 62     |
| Highland Park ..... | 23     | County Line.....   | 71     |
| Lake Forest .....   | 28     | Oak Creek.....     | 76     |
| Rockland.....       | 30     | Milwaukee .....    | 85     |



## CITY RAILWAYS.

The "Chicago City Railway Company" run their cars in the "South Division," upon the following routes:—

### State Street Line.

Starting from the corner of State and Lake streets; run up State Street to Thirty-First Street. Return same route.

### Cottage Grove Line.

From State and Lake streets, up State Street to Twenty-Second Street, out Twenty-Second to Cottage Grove Avenue, and thence to Douglas Place, where are the Soldiers'

## A GUIDE TO CHICAGO.

Home and the Douglas Monument. The Chicago University is in the immediate vicinity. Cars return same route.

### Indiana Avenue Line.

From State and Lake up State to Twenty-Second, out Twenty-Second to Indiana Avenue, and thence to Thirty-First Street, where is the Race-Course. The cars return by Indiana Avenue to Eighteenth Street, and thence out to State Street, and down State to Lake. This route passes the Orphan Asylum, Old Ladies' Home, and Erring Woman's Refuge.

### Archer Avenue Line.

From State and Lake streets, up State to Nineteenth Street and Archer Avenue; up Archer Avenue to Halsted Street. Return same way. This route terminates at Bridgeport and in the immediate vicinity of the Great Stock Yards.

---

The "West Division Railway Company" run their cars upon the following streets:—

### Randolph Street Line.

From State and Randolph streets, running west on Randolph Street to Bryan Place, and

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Manufacturers of and Dealers in  
**TWINE S AND CORDAGE.**

*Cotton & Flax Buck All Widths and Weights*

**COTTON AND FLAX TWINES,**

*OF Every Description*

**TENTS & AWNINGS, TARPAULINS, WAGONS  
 & HORSE COVERS**

*Of Plain or Rubber Coated Buck Constantly on  
 hand or made to Order;*

**205 & 207 ST. WATER ST.**

Corner of Wells,

**CHICAGO.**

*G. Hubbard*

*J. S. Turner.*

*Geo. P. Carpenter.*



thence out Lake Street to Western Avenue or city limits. Return same route. This is the nearest line to the Artesian Wells.

### **Madison Street Line.**

Starting from State and Lake streets, up State to Madison, and thence to Western Avenue. Return same route.

### **Milwaukee Avenue Line.**

From Randolph and State streets, out Randolph to Halsted, through Halsted to Milwaukee Avenue, and thence to Western Avenue. Return the same way.

### **Blue Island Avenue Line.**

Starting from Randolph and State streets, through Randolph, Halsted, and Blue Island Avenue, to Twenty-second Street. Some of the cars of this line run out Madison Street, and thence out Blue Island Avenue.

### **Clinton Street Line.**

From Randolph and State streets, through Randolph and Clinton, to Meagher Street. Return same route.

---

The different routes of the "North Division Railway" are as follows:—

## A GUIDE TO CHICAGO.

### North Clark Street Line.

Starting from State and Lake streets, pass across the river, up North State Street, to Michigan Street; through Michigan Street to North Clark, and thence to Fullerton Avenue or city limits. These cars pass the City Cemetery and Lincoln Park. Passengers can take the dummy cars at city limits for Lake View or Graceland Cemetery.

### Chicago Avenue Line.

From State and Lake streets, out North State Street to Chicago Avenue, and thence to north branch of Chicago River. Return the same way.

### Sedgwick Street Line.

From State and Lake streets, through North State, North Clark, Division and Sedgwick streets, to North Avenue.

### Clybourne Avenue Line.

From North Clark Street Bridge, through Clark, Division, and Clybourne Avenue, to Fullerton Avenue or city limits.



### Larabee Street Line.

From North Clark Street Bridge, through Clark, Chicago Avenue, and Larabee Street, to city limits.

*Fare, six cents on any of the city railroads. Ten fares, indicated on one card, are sold for fifty cents.*

---

### HACKS AND CARRIAGES.

For the benefit of strangers and others, we give the rates of fare in the city of Chicago, to be taken by or paid to the owner or driver of any licensed hack or carriage. We trust it will serve as a safeguard to strangers against the impositions frequently practised upon them by the drivers of these conveyances.

The Hack-Stands are on the streets around the Court House.

For conveying a passenger, not exceeding one mile, 50 cts.

For every additional passenger of the same party, . 25 cts.

For conveying a passenger any distance over a mile, and not more than two miles, . . . . \$1.00

For each additional passenger of the same party, . 25 cts.

For carrying a passenger any distance exceeding two miles, . . . . . \$1.50

## A GUIDE TO CHICAGO.

For each additional passenger of the same party, when the distance is over two miles, . . . . . 50 cts.

For conveying children between five and fourteen years of age, half of the above prices may be charged for like distances; but for children under five years of age, no charges shall be made: *Provided*, that the distance from any railway depot, steamboat landing, or hotel, to any other steamboat landing, railroad depot, or hotel, shall in all cases be estimated as not exceeding one mile.

For the use, by the day, of any hackney-coach or other vehicle drawn by two horses or other animals, with one or more passengers, . . . . . \$6.00

For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, as follows: For the first hour, \$1.50: for the second hour, 75 cents; for each succeeding hour, 50 cents.

Every passenger shall be allowed to have conveyed upon such vehicle, without charge, his ordinary travelling baggage; not exceeding, in any case, one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight or baggage is over one hundred pounds, if conveyed to any place within the city limits, the owner or driver may collect 15 cents.

# THE CHICAGO TIMES

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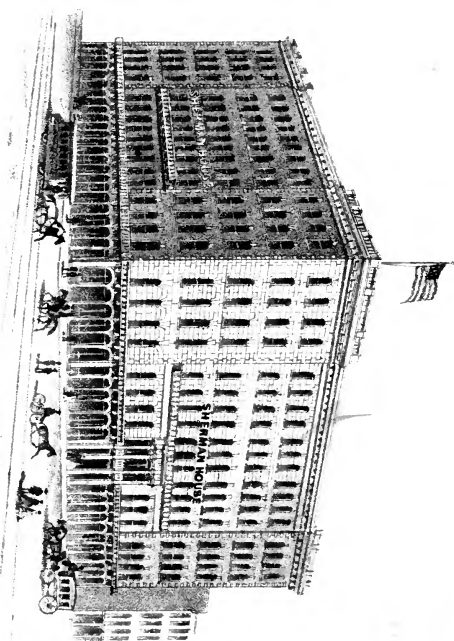
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---

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Gen'l Western Agent.

66 Clark Street. (under Sherman House.)  
*Chicago, Ill.*



SHERMAN HOUSE.

Chicago.



## RAILROAD DISTANCES.

For the convenience of travellers, we append a table of distances from Chicago to the principal cities in the United States.

| CHICAGO TO            | MILES. | CHICAGO TO            | MILES. |
|-----------------------|--------|-----------------------|--------|
| Albany, N. Y.....     | 810    | Memphis, Tenn.....    | 679    |
| Augusta, Ga.....      | 1,602  | Montreal, Canada...   | 824    |
| Atlanta, Ga.....      | 1,814  | New Haven, Ct.....    | 1054   |
| Baltimore, Md.....    | 826    | New York.....         | 899    |
| Boston, Mass.....     | 1,010  | New Orleans, La.....  | 2,518  |
| Buffalo, N. Y.....    | 539    | Pittsburg, Pa.....    | 468    |
| Burlington, Vt.....   | 915    | Portland, Me.....     | 1,130  |
| Cleveland, Ohio.....  | 356    | Providence, R. I..... | 960    |
| Columbus, Ohio.....   | 271    | Petersburg, Va.....   | 1,040  |
| Concord, N. H.....    | 930    | Philadelphia, Pa..... | 823    |
| Cincinnati, Ohio..... | 294    | Quebec, Canada.....   | 1,002  |
| Canandaigua, N. Y..   | 629    | Reading, Pa.....      | 771    |
| Charleston, S. C..... | 1,430  | Richmond, Va.....     | 1,144  |
| Detroit, Mich.....    | 284    | Rochester, N. Y.....  | 599    |
| Elmira, N. Y.....     | 675    | Savannah, Ga.....     | 1,579  |
| Harrisburg, Pa.....   | 717    | Springfield, Mass.... | 906    |
| Hartford, Ct.....     | 948    | St. Paul, Minn.....   | 389    |
| Indianapolis, Ind.... | 210    | St. Louis, Mo.....    | 280    |
| Louisville, Ky.....   | 321    | Toledo, Ohio.....     | 240    |
| Lynchburg, Va.....    | 1,240  | Wilmington, Del....   | 820    |
| Milwaukee, Wis:.....  | 85     | Wilmington, N. C...1, | 310    |
| Macon, Ga.....        | 1,810  | Washington, D. C....  | 998    |
| Mobile, Ala.....      | 2,400  | Worcester, Mass.....  | 966    |

## A GUIDE TO CHICAGO.

### WATERING-PLACES, &c.

For reference by the tourist and pleasure-seeker, we give a list of the more prominent Watering-Places, Springs, and fashionable resorts.

| CHICAGO TO                        | MILES. |
|-----------------------------------|--------|
| Avon Springs, N. Y.....           | 1,070  |
| Atlantic City, N. J.....          | 904    |
| Bedford Springs, Pa.....          | 760    |
| Brandywine Springs, Del.....      | 956    |
| Blue Lick Springs, Ky.....        | 374    |
| Cape May, N. J.....               | 890    |
| Cape Ann, Mass.....               | 1,040  |
| Carlisle Springs, Pa.....         | 738    |
| Catskill Mountains, N. Y.....     | 960    |
| Columbia Springs, N. Y.....       | 907    |
| Clarendon Springs, N. Y.....      | 940    |
| Delaware Water Gap, Pa.....       | 806    |
| Drennon Springs, Ky.....          | 340    |
| Falls of Montmorenci, Canada..... | 1,012  |
| “ “ St. Anthony, Minn.....        | 406    |
| Greenwood Lake, N. Y.....         | 868    |
| Harrodsburg Springs, Ky.....      | 383    |
| Lebanon Springs, N. Y.....        | 870    |



## A GUIDE TO CHICAGO.

| CHICAGO TO                      | MILES. |
|---------------------------------|--------|
| Lake George, N. Y.....          | 840    |
| “ Champlain, N. Y.....          | 876    |
| “ Mahopac, N. Y.....            | 900    |
| “ Memphremagog, Vt. ....        | 1,114  |
| Long Branch, N. J.....          | 900    |
| Lake Winnipiseogee, N. H.....   | 1,033  |
| Mount Vernon, Va.....           | 1,019  |
| Mount Holyoke, Mass.....        | 970    |
| Mammoth Cave, Ky.....           | 406    |
| Nahant, Mass.....               | 1,022  |
| Niagara Falls, N. Y.....        | 579    |
| Newport, R. I.....              | 1,030  |
| Natural Bridge, Va.....         | 1,188  |
| Richfield Springs, N. Y.....    | 715    |
| Rockaway Beach, L. I.....       | 920    |
| Saratoga Springs, N. Y.....     | 831    |
| Sharon Springs, N. Y.....       | 740    |
| Shannondale Springs, Va.....    | 1,040  |
| Schooley's Mountains, N. J..... | 842    |
| Trenton Falls, N. J.....        | 739    |
| White Mountains, N. H.....      | 1,106  |
| West Point, N. Y.....           | 887    |
| Weir's Cave, Va.....            | 1,121  |
| Willoughby Lake, Vt.....        | 1,098  |
| Warm Springs, N. C.....         | 1,436  |
| White Sulphur Springs, Va.....  | 1,104  |
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5. Always show your ticket (without getting in a bad humor) whenever the conductor asks for it. Observe this rule, and it will pay.

6. Look out for your valise, carpet-bags, &c., (as professional thieves are always around,) especially when the cars stop at a dining station.

7. A gentleman or lady should not occupy more than one seat at a time.

8. *Ladies* without escort in travelling should be very particular with whom they become acquainted.

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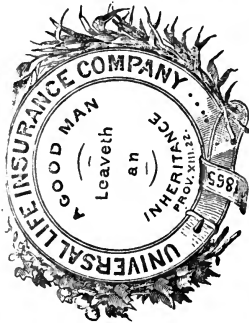
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## A GUIDE TO CHICAGO.

9. "If your lips would save from slips,  
Five things observe with care:  
Of whom you speak, — to whom you speak,—  
And how, — and when, — and where."

10. Whenever you see a fellow over-anxious for your comfort, and pushing himself forward, saying, "Are you travelling alone?" — "Allow me to," &c., &c., — just say to him, "Thank you, sir. I require no assistance." By observing this rule, ladies will often save themselves and others trouble.

11. Never sit in a seat, in warm weather, with a man weighing 244 pounds.

12. Never give information without being asked, then you will not be contradicted.

13. Never let your valise, bag, coat, or any other article, occupy a seat when there is a rack for them. It looks bad for you to occupy a whole seat when there are passengers standing without seats.

14. Never sit on the end of another person's seat with your back turned, talking to an opposite party; — it is disagreeable to the one whose seat you are thus obtruding yourself on.

15. Never sit beside a person who is hard of hearing, and has never travelled any; get away; there are too many questions to be answered.

## A GUIDE TO CHICAGO.

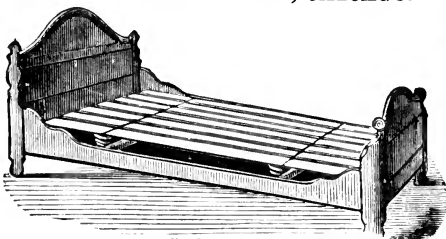
16. Never make love in a railroad car; being too affectionate, people will talk.

17. All railroad tickets are GOOD UNTIL USED; the condition "good for this day only" being of no value, according to judicial decisions.

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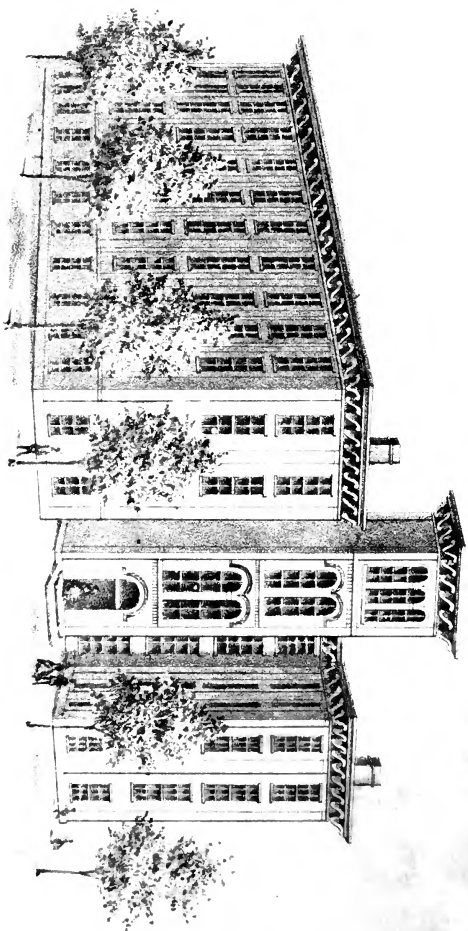
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