

THE TRAIL OF THE TROLLEY

ANY DAY—ALL AROUND TOWN

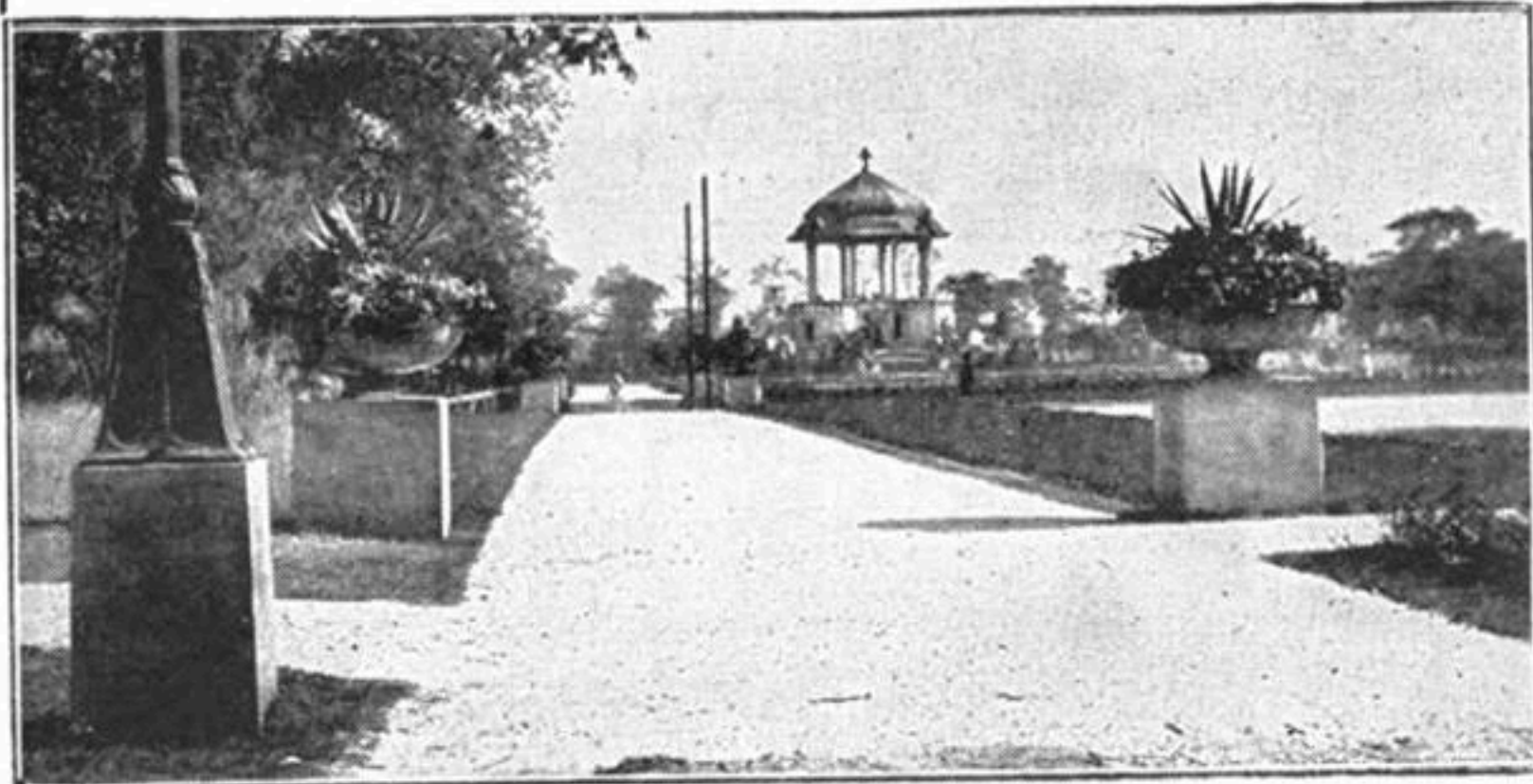
This is a "loop the loop" trip, starting from Clark and Randolph streets. The route is via Clark street, past Lincoln Park to Belmont avenue. Transfer can be procured for the Belmont car, which makes a bee line for Milwaukee avenue, its terminal, eight miles from the center of town and 65 minutes' ride. At this point take a southbound car to Western avenue. Paying another fare and securing a transfer for Western avenue, take the Western avenue car to 26th street, where a second transfer to a Blue Island avenue car will lead to the center of town, Adams and Dearborn-sts.

This "loop the loop" trip will be found attractive from an educational standpoint, and there are several pretty views, along Belmont and Milwaukee avenues, notably the glimpses

large stone quarry, a soap factory and several churches. Many factories line the way and four elevated roads are passed by means of subways.

To the west, at Madison street, is Garfield park, one of the most beautiful in the city and well worth a special trip at any time.

Farther south is the big roundhouse of the Chicago, Burlington & Quincy railroad amid a vast number of tracks. Nearing 26th street the bridge over the big Drainage canal can be seen over to the south a few blocks away, while straight ahead rise the buildings of the International Harvester Company, one of the greatest farm implement manufactories in the world. Here also is located the McCormick Evening Technical school for those workmen with ambition to rise above the labor requiring only brawn. Then there is a men's club for



A NEW GARFIELD PARK VIEW.

of Riverview Park by the side of the north branch of the river, which winds in and out here like a real country rivulet. But the features of this trip are not the beauties of scenery, but places of interest in the way of amusement, industry and education.

Passing Lincoln Park, about the first really interesting place is Riverview Park, where, amid the trees and shrubs, can be seen quite plainly the various alluring devices for the amusement of the pleasure seeker.

Avondale consists of rows upon rows of workmen's houses, all alike, with a stone quarry to the east. It is on the home trip that most of the interesting sights are observed. Taking the Milwaukee avenue car and passing through a district of shopkeepers, out of which appears Logan Square, with its patch of green and trees, the passenger reaches Western avenue, transferring on Western avenue to 26th street. This car passes a

the benefit of employees socially and educationally. A short distance west is Douglas boulevard, and the John Worthy school for boys, a large fine edifice. The finish of the loop is made by taking the Blue Island avenue car past the lumber yard district and other evidences of Chicago's industries, and finally into town by way of Dearborn street to Adams.

POINTERS FOR THE TOURIST—Time, two hours and forty-five minutes, the round trip. Fare, ten cents the round trip. What to see: Riverview Park, saw factory and many other factories, McCormick Reaper Works, John Worthy school, churches. Directions: Clark street car at Randolph and Clark streets to Belmont; Belmont car to Milwaukee avenue; Milwaukee avenue car to Western avenue; Western avenue car to 26th street; Blue Island avenue car to Adams and Dearborn.

THE TRAIL OF THE TROLLEY

MONDAY TO LYONS

For a bargain ride, one in which the tourist gets the most for his money, the trip to Lyons cannot be surpassed. It is one of the longest trolley rides from the heart of the city for the price and it would be hardly stretching a point to say it is the most attractive, bar none, of all the trolley street car rides about Chicago and the suburbs.

Starting from downtown, the Ogden avenue car, by means of which the first lap of the journey is accomplished, soon emerges upon



View on Des Plaines river between Lyons and Riverside.



A pretty spot near Lyons on Des Plaines river.

BITS OF SCENERY ON TRIP TO LYONS.

what loyal west siders are still pleased to call Haymarket square, although the city has posted the commonplace title of West Randolph street. The tourist who has not traversed this thoroughfare of late looks in vain for the famous monument which marked the scene of the an-

archist riots, and is surprised to find the landmark has been removed to Union park.

At 12th street Ogden avenue broadens and takes on a more or less boulevard appearance, and at Western avenue, or just above it, it enters Douglas park, cutting the latter in two. As the car speeds on there is a good view of the park, with its glittering lake, broad lawns and old trees to the north, while in the more recently improved section to the southeast fountains spout, and over to the southwest corner appears the children's playground, forming a pleasing diversion to the inmates of the Jewish old people's home, across the street. Douglas is one of the most beautiful of the parks which make Chicago's vast system one of the most renowned in all the world.

At 40th avenue the change to the Lyons car is accomplished. The scene changes from here on and, after a brief ride, the tall chimneys and immense buildings of the Western Electric company come upon the sight. The sight-seer discovers that this gigantic plant is located at Hawthorne, for near the plant is a little red depot bearing that name.

The Lyons branch of the street-car line follows the line of the Chicago, Burlington & Quincy in a desultory way, at no time being far from it and much of the time within a stone's throw and even going under it. A little beyond Hawthorne the "real" country begins. There are vast hay fields dotted all over with mammoth stacks, some erected in beehive fashion, while others are of the longer variety. In the midst of this great field, absolutely isolated but not far removed from the village of Clyde, stands the township high school, to which students of a number of the Cicero towns and settlements are tributary. It is a large building and its size is augmented by its isolation, with nothing but waving meadows in the early summer all about it and later the great haystacks for neighbors.

LaVergne is passed and then Berwyn and the car line just skirts Riverside. One or two of the winding driveways here are observable, but for the most part Riverside, as viewed from the Lyons car window, looks like a tangled wilderness.

Then there is the beautiful Des Plaines river, which winds in and out and is to be seen at several of its curves before the end of the route is reached and the conductor switches the backs of the car seats preparatory to the journey home.

POINTERS FOR THE TOURIST—Time: Two hours and forty minutes the round trip. Distance: Thirteen miles each way. Fare: Five cents each way. Directions: Ogden avenue car at State and Randolph streets to the end of line, transfer to Lyons car.

THE TRAIL OF THE TROLLEY

TUESDAY TO MAYWOOD

The trip over Madison street to 40th avenue is the least interesting part of this journey, the way lying through a more or less congested district of the west side for a considerable distance, with stores on each side until Kedzie avenue is reached. But after the change to the Maywood car is made the scene lies through more interesting localities, several pretty suburbs being encountered as the car proceeds and some charming scenery invaded.

The outlook along the right of way of the Madison street line is not wholly without interest, however. There is the usual attraction

some old residents still persist in calling it in spite of the change long since made.

Not long after the Maywood car is boarded the delightful suburb of Austin comes into view, and Oak Park takes its place in due course, with its scores of artistic homes, well-kept lawns and tidy streets. Forest Park is adjacent to Oak Park, and from here it is not a far cry to Altenheim, where aged Germans dwell together as one great family.

The building is not in plain view, though glimpses of it may be caught as the car whirrs along, set away back from the street, with a shaded avenue leading directly down to



3. City park, Maywood.



1. Street in Maywood. 2. Des Plaines river.

VIGNETTES OF A WESTERN TROLLEY RIDE

that belongs to life as it is depleted along any business street which is a main artery for traffic, as is Madison street, and there are glimpses of attractive residence streets, notably Ashland boulevard, and still more to the point, there is Garfield park—Central park, as

its entrance and broad lawns with wooded spots here and there. Then there is Concordia avenue and from here on the land is wooded down to the Des Plaines river, flowing between its high banks all fringed with twisted trees and a wild growth of willows. This region is a great place for picnics and more than one grove in the vicinity is inclosed for this very purpose, while there is open country in plenty where a cold luncheon, spread temptingly forth under broad branches, might be enjoyed.

The Des Plaines valley, indeed, is noted more or less for its beautiful scenery and the coolness of its sylvan retreats.

When Maywood is reached the car turns into 5th avenue, past pretty homes, many of them set in large grounds, on by the village hall which stands at the edge of a public park. Near at hand is the Maywood Union hospital and in another direction close by stand the fire station and waterworks. Maywood also boasts a few factories of some importance, which might interest the visitor of practical bent.

POINTERS FOR THE TOURIST—Time: One hour and fifteen minutes. Distance: Twelve miles each way. Fare: Ten cents the round trip. What to see: Pretty residence districts, popular suburbs, the Des Plaines river. Directions: Madison street car at State and Madison streets to end of line at 40th avenue, then take car on Chicago Consolidated Traction company line for Maywood.

THE TRAIL OF THE TROLLEY

WEDNESDAY TO DUNNING

Two routes may be pursued in the trip to Dunning and return. One is via the Milwaukee avenue and Irving Park boulevard lines, while the other begins on the North Clark street line, a limits car being chosen for the start, with a change to the Irving Park car at the barns. The Milwaukee avenue route is the most direct, and supposing the objective point of the trip to be the Cook county infirmary and hospital for the insane, it is the better one. One may roam the grounds of the Cook county institutions at Dunning indefinitely without exhausting all the points of interest, as the grounds cover an immense area—over a quarter of a section—and more than 100 acres of this are in the form of one of the finest gardens that was ever planted, while the balance is devoted to building sites and parks.

The trip along Milwaukee avenue is much the

they have their duties to perform), while those who are not to be trusted have the freedom of porches so inclosed and protected as to render them absolutely safe.

Including patients in the asylum and inmates of the infirmary, together with the employes, the family at Dunning numbers over 4,000 all told. Between 300 and 400 of these are attendants, office employes, etc.

Tuesday is visitors' day and on these occasions the public is taken through the buildings in squads, under the direction of a guide. However, friends of the demented and other inmates of the place are permitted to visit the institution on any day they choose and the public generally is allowed to roam the grounds at will, though they are not accommodated with the services of a guide excepting on the regular "visitors' day."



LAGOON AT DUNNING

same as that in any of the business streets outside the heart of the city. As the car nears the end of the line, however, there are many open stretches, and along Irving Park the way leads to more open land, some of which is planted to "truck," while other is uncultivated and bears huge signs announcing it for sale.

The buildings of the county institutions are to be seen long before the grounds are reached, as they are large structures, several stories high. The grounds are pleasant throughout and the original building, which is now devoted entirely to the insane, faces a park filled with stately trees of venerable age. Directly in front of the entrance a fountain plays.

The patients whom it is deemed safe to allow their liberty are privileged to sit and lie about on the grass, when not otherwise engaged (for

It is an interesting sight to visit the kitchen when the preparation of a meal is under way, and when the baking of bread is in progress.

To one who has never seen it, it is quite impossible to imagine the quantities in which the food is prepared and the great size of the utensils required in cooking it. On Saturdays several thousand loaves of bread are baked, for Saturday's baking includes the bread that is used on Sunday as well as on Saturday.

POINTERS FOR THE TOURIST—Time: One hour and fifteen minutes each way. Distance: Thirteen miles each way. Fare: Ten cents the round trip. How to get there: Milwaukee avenue car from downtown, transfer to Irving Park boulevard car and go to the end of line; or Clark street limits car from downtown and transfer to Dunning.

THE TRAIL OF THE TROLLEY

THURSDAY TO EVANSTON

The journey from downtown to Evanston and North Evanston is one of real delight. North Clark street for the most of its length is a prepossessing thoroughfare, and after the business portion becomes less congested and the boarding-house district is passed, the outlook is most attractive. In the first place on many of the abutting streets are located the homes of people in more than comfortable circumstances, and in many instances the houses to be seen from the car windows possess artistic lines. Then, too, if there is a chance in Chicago to be cool it is on this journey, with the lake at no point any considerable distance away and for much of the trip only a couple of blocks or so to the eastward.

Features of the North Side.

Soon after leaving the river comes Washington square into view, backed up by the

buildings of Northwestern university, one of the most famed institutions in the west. The car moves swiftly along broad avenues, with every now and then a Greek letter fraternity house, with its ancient characters in view, to remind the stranger within its gates that he is in a college town. Further on, as North Evanston is approached, appears a sign, directing the traveler's attention to the fact that the football field is a half-mile farther north, and in due time the field itself comes into view, with its double grand stand facing the gridiron from two directions and all kept in the pink of condition.

What Makes It "Classic."

Besides the well-kept lawns, the clean streets and sidewalks and the air of culture in Evanston, the character of the houses as the "classic city" is approached changes materially from the majority of those noted in other



VIEW ON DAVIS STREET.

classic contour of the Newberry library building. Lincoln park follows soon with the Academy of Sciences facing Center street. For some distance the park frontage is traversed, and after this is left behind there are cool lawns and attractive homes in plenty. Evanston avenue leads past stately apartment blocks almost at its inception, some of these taking rank with the finest structures of their kind that this city affords.

A most beautiful spot is Buena Park. It has every advantage of physical attraction for the location of homes. The trees are stately and luxuriant of foliage, the lawns and gardens are well kept. But the car speeds on through Buena Park, through Sheridan Park, through lovely Edgewater, then Rogers Park, past Calvary cemetery and on into Evanston.

There is a real air of culture in this old college town. To the east are to be seen the

sections. Many of the new houses all through this section are built of plaster, with half-timber effects. Houses of such design are of course to be found in other locations than along the entire length of the north shore. But in other rides about the city one notices them less often. Here they are almost the rule in the case of houses put up within the last few years. Many of the porches are screened, which adds to the appearance of comfort in these homes.

POINTERS FOR THE TOURIST—Time: One hour and thirty minutes to North Evanston. Distance: Fifteen miles to North Evanston from downtown. Fare: Ten cents each way. How to get there: North Clark street and Evanston avenue cars to Devon avenue and transfer to Evanston car, or North Clark limits car and transfer to Evanston car at end of line. These cars run over the same lines downtown.

THE TRAIL OF THE TROLLEY

FRIDAY TO FOREST PARK

From Chicago to Forest Park, via 12th street, is one of the many interesting and delightful trolley trips with which this city abounds. The car is boarded at Dearborn and Adams streets and traverses most of the journey, until 12th street is reached, over 5th avenue. After the noisy loop district is left behind, the car speeds past an interminable succession of freight houses adjacent to Grand Central station, whose grim facade is conspicuous early in the jaunt. The end of these signals the approach of the historic 12th Street viaduct, the longest superstructure or series of superstructures of its kind in Chicago. This viaduct begins at Wabash avenue and ends at Canal, spanning the tracks of numerous trunk lines which find their terminus in Chicago, and a branch of the Chicago River

But it is not necessary for the tourist to leave the car to get an insight into the characteristics of this locality. Many of the stores bear the ancient and quaint Hebrew characters to advertise their wares and the frequency of the fish markets and the costuming of the inhabitants, the Israelitish beards of the men, all give their coloring to this spot. And even before the last of the Ghetto is seen loom the great structures of Holy Family church and St. Ignatius college, a vast pile altogether, the church the largest in the city. This is between May street and Blue Island avenue. At Ashland 12th street broadens into a boulevard to form the connecting link between Douglas park and the great system of boulevards that links Chicago's unparalleled park series. Douglas park itself



HOT-WEATHER VIEW IN THE GHETTO.

as well. The termination of the viaduct plunges one almost into the heart of the Ghetto. Twelfth street itself is not so typically a Ghetto thoroughfare as are the streets abutting, but the latter are quite distinctive and if one has the time, one is well repaid for a stop-over to make a sortie into Jefferson street, preferably southward, or down any of the highways and byways that honeycomb the famed "Maxwell street district." In the summer, of nights, the streets are filled with the sleeping figures of inmates of the hovels and tenements that form the abode for the sweatshop workers, wagon peddlers and others in the various lines of trade and occupation peculiar to the race. On unusually hot nights the pedestrian has fairly to pick his way in order not to stumble over the sleeping forms.

is soon passed. An object of interest before the change is made at 40th avenue are the mammoth storehouses of the Sears-Roebuck company, which rise to the north when Turner avenue is reached. At 40th avenue a transfer is taken to another 12th street car and this conveys the tourist as far west as Desplaines avenue and lands the jaunter at the gates of beautiful Forest Park. The Desplaines river is near at hand, just a few blocks west of Desplaines avenue.

POINTERS FOR THE TOURIST—Time, two hours and fifteen minutes the round trip. Distance, ten miles each way. Fare, the round trip, 10c. Directions: Twelfth street car at Adams and Dearborn streets. Transfer at 40th street to car going west on 12th.

THE TRAIL OF THE TROLLEY

SATURDAY TO NORTHWEST SIDE

Tourists who like to visit old landmarks will find it to their interest to take a trip of an hour on the Elston avenue line running over the northwestern side of the city and traversing along one angle of the once notorious Goose Island, finally landing its passengers before the main entrance of the National Bohemian Cemetery.

The Bohemian cemetery is just $8\frac{1}{2}$ miles from the center of the city, making the round trip 17 miles, all of which can be traveled for the small sum of one dime. The Elston avenue car can be taken at State and Randolph streets. Speeding down Lake street to Milwaukee avenue the car turns north to Elston avenue, a region of numerous factories, tiny

the Ogden Canal touching each side of the bend, the water of the river and the canal forming a triangle around the land. But Goose Island is no longer Goose Island in the sense the name implied long years ago, when its inhabitants, chiefly foreigners of the lower as well as the poorer element, enlivened the scene with boxing bouts premeditated and impromptu, cock fights and dog fights and many other entertainments more or less disturbing to the peace of the city. The shanties are about all gone now and in their place are lumber and coal yards, factories and tanneries and here and there a grain and feed store.

But the trolley is whirling on past this stretch of a mile of island into less busy and



ALONG THE NORTH BRANCH.

homes and shops and great gas plants, via Milwaukee avenue. At Canal street may be seen the great work of the C. & N.-W. Railway company, where \$20,000,000 is being invested in new terminals and a new passenger station. At Halsted street may be seen, night and morning, one of the busiest street crossings in town, right in the heart of the Italian district, frequently called "Little Sicily". Turning off Milwaukee avenue into Elston avenue one comes to a glove and mitten manufactory and a tannery and stretching out a mile on the left from Chicago avenue to North avenue lies Goose Island, a bonafide island right in Chicago, made so by a crook in the North branch of the Chicago river, and

less settled quarters. It leaves Elston road at North 40th avenue and presently, crossing the river, arrives at the National Bohemian cemetery, a garden spot of rest, after the busy factories and other evidences of toil and grime and sordidness. A walk in the cemetery beneath the trees and among the blossoms of hundreds of commemorative gardens and the tourist is ready to make the homeward journey of just 59 minutes into town.

POINTERS FOR THE TOURIST—Time, 59 minutes each way. Distance, $8\frac{1}{2}$ miles each way. Fare, 10 cents the round trip. How to get there: Elston avenue car from Randolph and State to end of line. What to see: Goose Island, Bohemian Cemetery and many manufacturing industries.

THE TRAIL OF THE TROLLEY

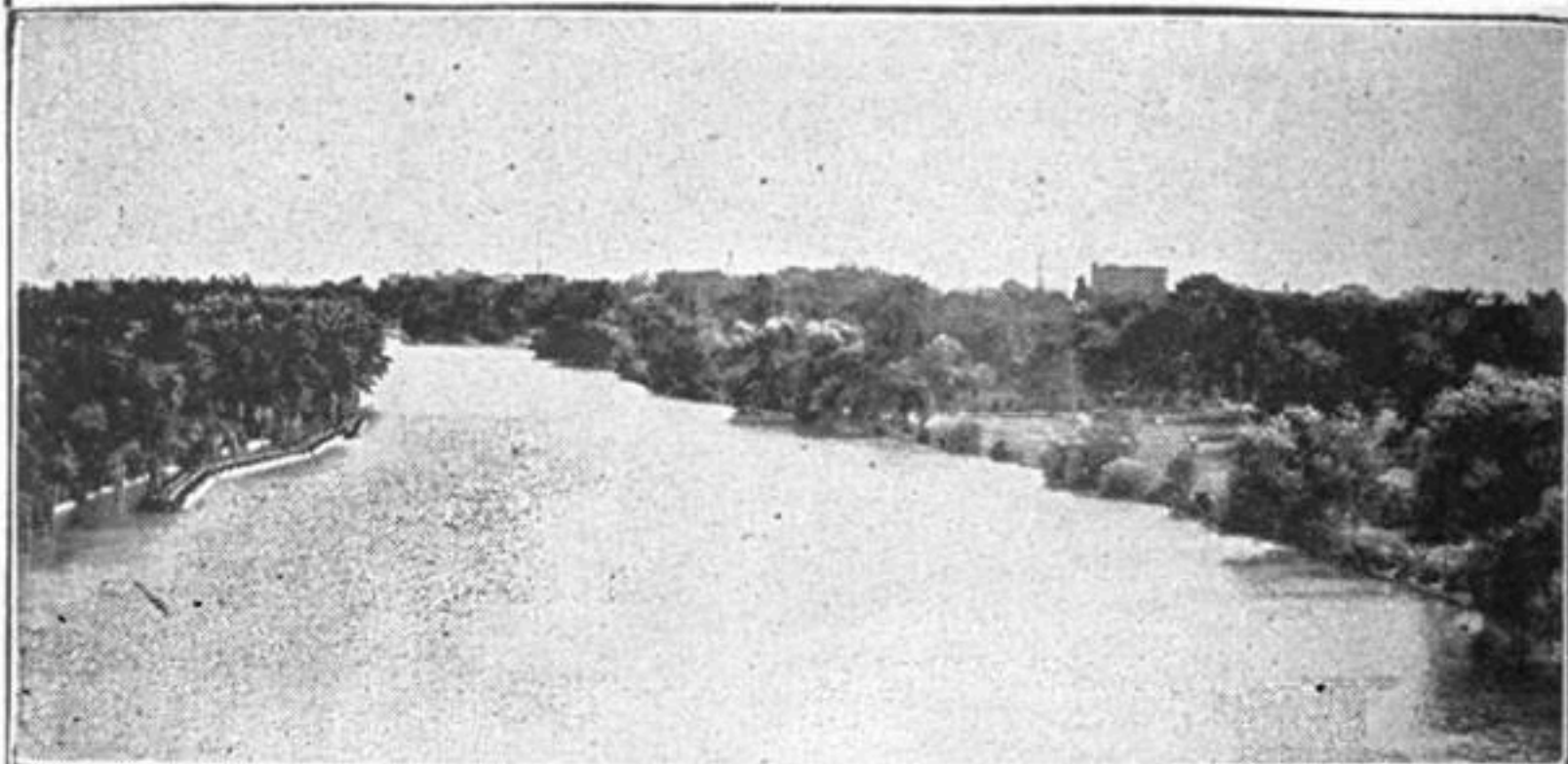
SUNDAY TO BOWMANVILLE OR ROSE HILL

A pleasant north side trip is one which begins via the Lincoln avenue branch of the Clark street line and whose destination may be either Bowmanville or Rosehill cemetery. Starting at Monroe and Dearborn streets, the journey to Bowmanville, if that is chosen as the objective point, a distance of eight miles, may be made in a trifle less than one hour and without change of cars, the place being located at the end of the Lincoln avenue line just northwest of Ravenswood. The big attraction at Bowmanville is what is known as Budlong's pickle farm, though the cucumbers have long since ceased to be the principal crop, owing to a "disease" that has appeared among these vegetables.

The trip is made down Clark street past Lincoln park and then down Lincoln avenue, which is one of the most enterprising of the

Chicago to Winnetka became one of the regions affected for the past eight years, therefore the crop has been changed to every variety of garden truck the soil will grow. And the most of the green stuff goes to supply Chicago tables, though crops are shipped to all parts of the United States and numerous Canadian markets. In the busy season there are no less than 2,000 persons on the pay roll of this Chicago farm.

In taking the Rosehill trip, which, by the way, ends within walking distance of the Budlong pickle farm, the Lincoln avenue car is left at Robey street, where a transfer to the Robey street car brings the passenger to his destination. Rosehill is one of the most beautiful as well as one of the oldest burial grounds about the city, having been established in 1859. Many soldiers have found their last resting place in the grounds, the spot marked



VIEW OF LAGOON IN LINCOLN PARK.

outlying business streets. Here in the evening the shops show gorgeous window displays and the big illumination of much of the avenue with arc and incandescent lights, an every-day affair with these shopkeepers, gives the air of a perpetual holiday.

Out toward Bowmanville the shops are smaller and more scattered, but the farm's the thing in this locality and visitors are welcome to stroll through as far as feet will endure at any and all times of the day. The Budlong farm has been in existence since 1859, so it may be said to be something of a pioneer in this region, and time was when 100,000 bushels of so-called "pickles" were turned out of the place. But that was in the good old days before pickles took to having diseases like humankind, and this particular district from the lake to Milwaukee avenue and from

with a towering monumental figure directly ahead as the entrance is reached.

On the way to Rosehill one must not fail to observe to the left in Robey street, shortly before reaching the cemetery, the big greenhouses with their many acres of roses, carnations and lilies. Visitors are always welcome here among the blossoms under the 2,000,000 feet of glass. The establishment is said to be the largest acreage under glass in the United States.

POINTERS FOR THE TOURIST—Time: To Bowmanville, 50 minutes each way. To Rosehill, 45 minutes each way. Distance to Bowmanville, seven miles; to Rosehill, seven miles. Fare to either place, 10 cents the round trip. How to get there: Lincoln avenue car from Monroe and Dearborn streets to Bowmanville. Same car to Rosehill with transfer at Robey street to Robey car.