

CHICAGO

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HISTORICAL
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ILLINOIS CENTRAL R. R.

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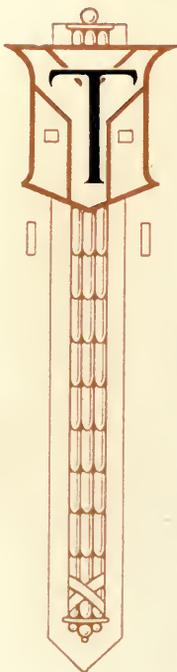


Grant Park, the Lake, Michigan Boulevard and Central Station of the Illinois Central R. R.





Chicago as a Tourist Point and Summer Resort.



THAT Chicago, the second largest city in population in the western hemisphere, and the fifth largest in the world, the city having a population in 1910, by the U. S. Census, of 2,185,283—that this western metropolis and “Great Central Market” should be visited by all tourists desiring to broaden their knowledge of the world and experience the pleasures that a city of such size affords, is a matter easily understood. There are exceptionally good local reasons why the summer time may be appropriately selected for such a visit; but, if there were not, it certainly can be no worse to tour Chicago than “to do” the various European cities in midsummer, as so many Americans are in the habit of doing. Nevertheless, it may not be quite so apparent why Chicago should be considered in the category of summer resorts. Delightfully comfortable days, with cool breezes and sunny skies, and a restful environment, combined with enjoyable entertainment and interesting sights and experiences, are not generally understood to be an adjunct of a large city in summer time. But such thought is erroneous in the case of Chicago. It possesses all, and more, of the qualities mentioned, as can be attested by the great number of its well-to-do families who from preference remain in their city homes during the heated term as the most comfortable place to be in at such time of all their travel experience, and also by the very considerable colony from the South that have for a number of years made Chicago their place of summer sojourn for weeks, and, in some cases, months at a time. The reasons for its possessing all and more of the qualities mentioned are manifold, but in a broad way they will be briefly epitomized in the following

*The Boulevard.**Inner Portion of Park.*

MICHIGAN AVENUE, GRANT PARK AND

pages. First its location at the foot of Lake Michigan makes it a seashore city in every sense except that the waters that lave its shore are fresh instead of salt and there is no perceptible going and coming of the tide. From its beaches and water front one looks out upon the same broad expanse and water-line horizon as does one at the Atlantic Coast resorts, and a pleasure trip on a lake steamer takes one out of sight of land as quickly, or even more so, owing to a low coast line, as is the case from any ocean port. For those who have never seen any of our mighty inland seas, it may help to a realization of their magnitude to remember that the greatest width of Lake Michigan is but eleven miles short of being the same as the rail distance between Philadelphia and Baltimore, and that its length is within four miles of the rail distance between Philadelphia and Pittsburgh; in other words, the lake is 84 miles in width and 345 miles long.

Supplementing the climatic influence of the lake is the vast outlying prairie country forming the land boundaries of Chicago, and also the territorial greatness of the city itself, for it is 191.6 square miles in area. Furthermore, in general characteristics, Chicago's physical upbuilding has been on the open order principle, particularly in the residence district; that is, its streets are wide, a semblance, at least, of yard room prevails in the home districts, and scattered about in all sections are breathing spaces of varying size and nature. This last in addition to a wonderful park and connecting boulevard system, scattered through the three principal divisions of the city and aggregating 4,428.50 acres. Hence, it will be seen that all physical conditions combine to give refreshing breezes from all quarters a chance for free circulation and to make Chicago a comfortable city in which to sojourn during any portion of the summer. There is nothing pent up or enclosed about Chicago.

CHICAGO'S SUMMER CLIMATE.

A hint has been given in the preceding paragraphs of some of the causes that contribute to or influence Chicago's summer climate. It may be truthfully stated



Illinois Central R. R. Tracks—Depressed below Park Level.

Outer Park—Under Construction.

THE LAKE—FROM CENTRAL STATION.

in a general way that the bracing character of Chicago's weather the year round is a potent factor in the well-known reputation of its people for vigorous energy and initiative; and that its summer season, as a whole, is characterized by a moderation of temperature, an utter absence of a dry heat, and a prevalence of a vitalizing quality in the atmosphere that serves as a tonic to make living in this great metropolis, even during midsummer, a comfortable proposition all of the time, and for most of the time a delight. Some "hot spells" do, of course, occur, but they almost invariably are of but two or three days' duration, as shown by the records of the local weather bureau. Even at their worst, the heat waves have a modicum of vitality, and they seldom, if ever, succeed in causing a Chicagoan to lose sleep on account of unbearably hot nights. On the contrary, the nights as a rule are particularly cool and comfortable.

In explanation of this general summary is the fact that mighty Lake Michigan serves as a regulator to Chicago's weather. Does a hot spell begin to get near the annoying point, the wind shifts to the northeast and brings in a refreshingly cool breeze that dispels the torrid wave; for, as the temperature of the water of the vast lake varies much slower than does that of the land of the prairies, the air over the former is the colder and most dense, and rushes into the hotter and therefore more rarefied air over the land, causing a so-called lake breeze and an evening-up of the temperature. Probably the greatest gift and blessing that nature has bestowed on Chicago is its summer lake breezes.

As a matter of fact and interest in this connection, the sudden and radical changes of summer temperature that are liable to occur in Chicago must be mentioned. A drop of the thermometer from fifteen to twenty degrees in less than an hour, although by no means a common occurrence, is what has taken place in the past and is liable to occur at most any time. Hence, for such and less marked, but more common changes, the tourist is cautioned to always bring a top coat or a light wrap with him or her to Chicago, even in midsummer.

Thunder storms, when they occur, are apt to prevail with characteristic Chicago energy, but they are not of excessive frequency or of long duration.



The Post Office.



Chicago Public Library.



Cook County Courthouse and City Hall.

The Weather Bureau statistics on this subject, for a recent average year, show that during the spring, summer and fall months there were five thunder storms each in May and September; seven each in June, July and August, and two in October. These thunder storms are one of nature's most invigorating tonics, and are a factor in the prevailing delightfully cool days with which Chicago is blessed during the warm season.

For the six months, May to October, inclusive—October is generally a “beautiful” month in Chicago, although, of course, certain recreative out-of-door features are then out of season—for the six months mentioned there was but one day each in June, July, August and September when the official registration of the thermometer reached ninety degrees or over, and the highest it registered in that time was ninety-two degrees, on August 11th and September 1st, respectively. During the same period the thermometer went as low as thirty-four degrees in May, the mean for the month being fifty-two degrees; in June the lowest registered was forty-seven degrees, with a mean for the month of sixty-six degrees; in July the record was fifty-five degrees lowest and seventy-three degrees mean; fifty-four and seventy-one degrees were the respective lowest and mean for August; September's record was thirty-nine degrees minimum and sixty-five degrees mean, while those for October were thirty-five and fifty-three respectively. The mean temperature for the combined months of June, July and August was seventy degrees. That the year thus quoted for Chicago was not exceptional in the delightful average of its temperature is shown by the fact that in the published records of the Weather Bureau for that year, the mean temperature of the months June to October, inclusive, “differed from their respective normals by not more than one degree.” May was an exceptionally cool month.



Newberry Library.



Art Institute.



Academy of Sciences.



CHICAGO IN OUTLINE.

As shown by the accompanying map on page 18, the city of Chicago, with a lake frontage of about twenty-three miles, is divided by the Chicago River and its so-called north and south branches into divisions locally designated as the North, South and West Sides. In its length the city extends due north and south, and that one may form an approximate idea of its territorial greatness the following will be of interest. From the city's northern boundary, due south to a point opposite its southern boundary, the distance is nearly twenty-six miles; north and south streets, such as Western Avenue, twenty-three and a half miles long. Halsted Street, over twenty miles long, and State Street, seventeen miles long, are in the city limits; the greatest width of the city is a little over ten miles, through which 87th Street extends due east and west for the entire distance. From what has been said, and a further perusal of the map, it will be noted that Chicago's streets are laid out on the block system, eight full blocks to the mile, and that they run east and west and north and south, with a few exceptional avenues running diagonally. Hence, with the right angle block system prevailing in conformity with the cardinal points of the compass, it is easy to find one's way about in Chicago. As a rule it is simply a matter such as "two blocks south and one east."

Broadly speaking, the following may be said of the three divisions of the city. The North Side is a residence section, in addition to having a blending, particularly toward the river and the west, of warehouse business and manufacturing. The West Side, in addition to its large residence sections and its considerable retail marts, is a great manufacturing district, and is also the section in which the great lumber interests are located; manufacturing, however, being also extensively



In the Shopping District—State Street.



In the Shopping District—Wabash Avenue.

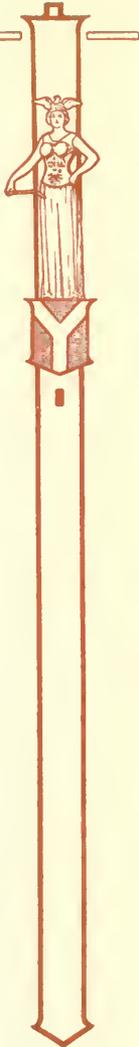
carried on at various localities on the South Side, notably at West Pullman, Pullman, and in South Chicago, the great steel rolling mills being located at the latter point. The South Side, in addition to its manufacturing just mentioned, is the section in which the world-wide famous Union Stock Yards are located. It is also a large residence section and is the portion of the city in which is located the "down-town" or "business" section—the section in which are the great banks, the Board of Trade, the Central Postoffice, Courthouse, City Hall, those veritable hives of commercial industry, the tall office buildings, the principal theatres, hotels and restaurants, the great wholesale and retail houses and the famous department stores. This, in short, is what may be called the heart of the city, and is the portion probably the most widely known and understood by the country at large. It is bounded on the east by the lake, on the north and west by the river, and its present congested part ends, just at present, on the south at an indefinable "somewhere" between Van Buren and Twelfth Streets; although the entering wedge of the overflow further southward is clearly defined by "automobile row," extending beyond Twenty-Second Street on Michigan Avenue.

Transportation Facilities. The North, West and South Divisions of the city are bound together and kept in touch from all directions with "down-town" by suburban service of various steam railroads, by four elevated railroad systems, and by three principal street railway systems, covering between them all sections of the city.

Of the suburban steam trains, those operated by the Illinois Central on the South Side, run from down-town to South Chicago, Matteson and Blue Island, serving a very extensive residence district, some important manufacturing districts, the South Shore beaches, the South Shore Country Club and six golf clubs, Jackson Park, and quite a number of popular family hotels. Both express and local trains are run from Van Buren Street (they start from Randolph Street) every twenty minutes during the middle of the day, increasing in frequency as the rush hours of the morning and evening occur, to ten, five, four and even three minutes apart. These suburban trains leave the city at varying frequent intervals from 5.25 a.m. to 1.00 o'clock midnight, there being 280 of them in both directions on week days. On Sundays a local train service is maintained to the extent of 125 trains in both directions.

Tourists, when making use of the street car lines, and having to change before reaching a desired destination, should bear in mind that the transfer system in Chicago is a very liberal one, and that possibly but one fare will be required. It is sufficient between two points on a given line that can be reached by continuous cars; and under a recent agreement with the city, there is a system of transfers and of through car routes between the different companies. One of these, which will serve as an illustration, makes it possible for one to ride for one fare, five cents, in a through car, from the junction of Vincennes Ave. and 77th Street, on the South Side, to Clark Street and Devon Avenue on the North Side, a distance of about eighteen miles, and including the privilege of transfer onto an east or west line, except in the down-town district. Transfers should be asked for on payment of fares, as they are given only at that time.

Another chain that links the South, North and West Sides of Chicago together is the boulevard system, connecting the parks in each of the divisions, more concerning which will be found under its appropriate head.

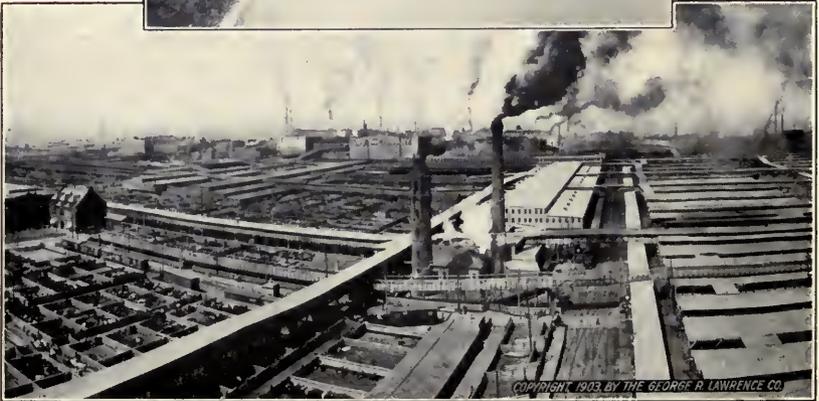




*Grand Boulevard
of the
South Park
System—
North End.*



*South End of
Grand Boulevard—
Entrance to
Washington Park.*



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*View on Michigan Avenue.
Bird's-Eye View of the Union Stock Yards.*

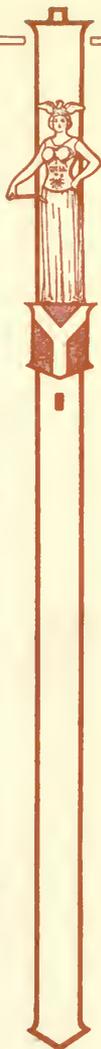
THE ARRIVAL AT CHICAGO.

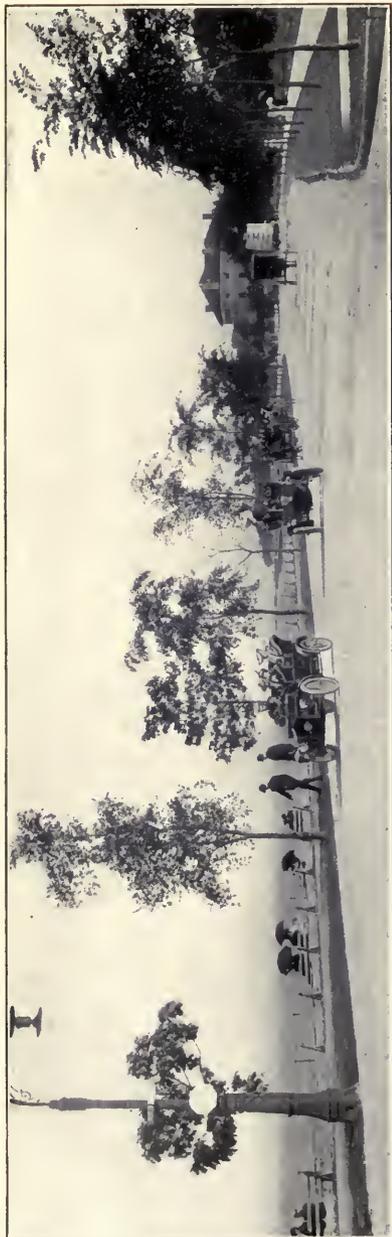
For favorable first impressions the entrance to Chicago from the south over the Illinois Central is a most fortunate and agreeable one to tourists. Approaching the city, the so-called Chicago Terminal District of the road will be entered at Matteson, twenty-seven miles from Central Station.

Chicago as a Railroad Center. On the run in from Matteson not only will one have a view from the car window of much that can be counted among Chicago's attractions, but will be able to get a very good general idea of Chicago's greatness as a railroad center. In explanation of this last, it should be known that Chicago is the terminal of thirty-one railroads, having an aggregate mileage of 92,614 miles, or thirty-eight per cent of the entire mileage of the United States. Hence, while passing over this main line from Matteson to 12th Street, one will not be surprised on observing that the Illinois Central's main line crosses, or forms junctions with, the tracks of fourteen other railroad lines, in addition to forming junction with two of its own branches and its main line west. One will also be interested to learn that there is operated over all these tracks combined, including those of the Illinois Central, the trains of twenty different railroad companies.

The Little Calumet River is crossed and the city limits entered just before reaching the suburban station at Riverdale, and about a mile further on the Central's "Wildwood Yard," sixteen miles out, is passed, followed in succession by Burnside, eleven miles out, and the "Fordham Yard" immediately beyond. The Wildwood Yard is used principally for the receipt and distribution of commercial coal for the city, and has forty-eight tracks, with a capacity of 3,000 cars. At Burnside, on the left, are the Central's shops, employing, when running to their full capacity, about 3,000 men. The Fordham Yard, used for receiving and forwarding freight trains other than those hauling commercial coal, contains approximately eighty tracks and a modern gravity classification yard. Beyond Central Station is Randolph Street Yard, having a capacity of 3,500 cars, and where are additional extensive freight terminal facilities (also the suburban trains terminal), including the Central's local freight office and platforms, where approximately 365 cars of outbound merchandise are loaded daily, as well as two large grain elevators, team tracks, a fruit house and other accessories. Among other things, during the fruit season, there is handled at this yard, between the hours of 4.30 a. m. and 8.00 a. m., an average of eighty cars of vegetables and fruit from the South.

The Beginning of Sight-Seeing. From another and, perhaps, a more strictly tourist point of view, the run from Matteson in will be even more interesting. At Flossmoor will be seen the substantial beginning of the new suburban settlement of that name, and also, on the right, the extensive clubhouse and golf links of the Homewood Country Club, a little distance beyond which, but not visible, are the grounds and links of the Idlewild Country Club. On the left, a mile beyond Flossmoor, and opposite Homewood, the grounds and surrounding summer residences of the Ravisloe Country Club make an attractive picture, while still further on, at Burnside, the clubhouse and links of the Calumet Country Club may be seen on the right—in which connection it may be of interest to note that the South Shore Country Club is located on the South Chicago Suburban Branch of the Central, and that shortly before Burnside is reached the settlement and car works of Pullman are passed, while opposite, on the left, may be seen in the distance one of the numerous so-called small parks (Palmer Park—only forty acres) for which the South Park System is famous. At 83d Street is the last

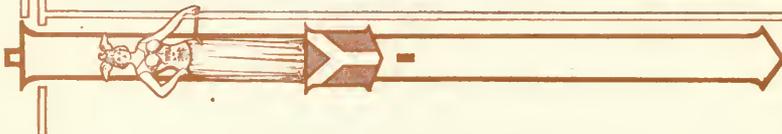




The Sheridan Road, Lincoln Park.



Children's Bathing Beach, Lincoln Park.



street crossing that will be made at grade on entering the city, the tracks being elevated from thence on to 47th Street, after which, there being no crossings on account of their following the lake shore, they come to grade again. At 67th Street the right of way over which the train is speeding becomes an eight-tracked roadbed into the city, two tracks being devoted exclusively to through passenger trains, two exclusively to express suburban and two to local suburban trains, while the remaining two are utilized for freight trains. At about 67th Street the line begins to enter a thickly-settled residence district; soon a corner of Jackson Park comes into view on the right, with the Art Building (now the Field Museum) of the World's Columbian Exposition of 1893 in sight, and at about the same time the famous Midway Plaisance is crossed, the latter now a beautiful strip of sunken grass plots, and bordering which can be seen in the distance, on the left, the picturesque gothic buildings of the Chicago University. Soon the train is running through an aristocratic South Side residence district on the left, passing the Douglas Monument, near 36th Street, while on the right are the waters of mighty Lake Michigan extending to the horizon. Just as the train begins to slow up for its final stop at Central Station, the line passes under the tracks of the Central's main line from Dubuque, St. Paul, Minneapolis, Council Bluffs, Omaha, Sioux City, Sioux Falls and the West.

Trains Stop in Residence District. There is one matter in connection with the tourist's entry into Chicago over this southern terminal district of the Illinois Central that has not been mentioned in its proper connection for the purpose of greater emphasis. That is the fact that all through trains from the South make regular stops at, and baggage may be checked to, the following stations in the South Side residence district: 63d Street (Woodlawn), Hyde Park (53d Street) and 43d Street. Hence the tourist from the South who may desire to stop at some of the hotels in the South Side residence district is given an opportunity to leave the train at the nearest through station to such of the several hotels as may be selected. The largest of these hotels are as follows: Hotel Del Prado (American plan), overlooking the Midway Plaisance, between Madison and Washington Avenues, within two blocks of Jackson Park and easy access of Washington Park, and one block from the 60th Street suburban station of the Illinois Central; reached from the 63d Street through station by suburban train to 60th Street. Hotel Windermere (American plan), on 56th Street (No. 125), opposite the north end of Jackson Park and within easy access of Washington Park, two blocks from the lake and but a block from 57th Street (South Park) suburban station of the Illinois Central; reached from the 53d Street (Hyde Park) through station by suburban train to 57th Street. The Chicago Beach Hotel (American and European plans), located on Hyde Park Boulevard (51st Street) and the lake front, within easy access of Jackson and Washington Parks and about half a block from the 50th Street (Madison Park) suburban station of the Illinois Central; reached from the 53d Street (Hyde Park) through station by suburban train to 50th Street. The Hyde Park Hotel (American plan), on Hyde Park Boulevard, corner of Lake Avenue, near the lake, within easy access of Jackson and Washington Parks, and about half a block from the 50th Street (Madison Park) suburban station of the Illinois Central; reached from the 53d Street (Hyde Park) through station by suburban train to 50th Street. The Elms Hotel (American plan), 53d Street and Cornell Avenue, near the lake front, within four blocks of Jackson Park and easy access of Washington Park, and a block from the Hyde Park (53d Street) through and suburban stations of the Illinois Central.

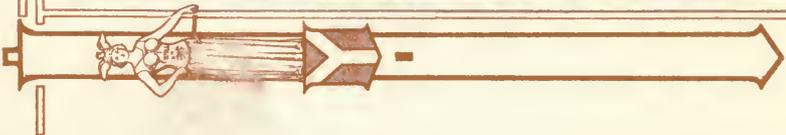




the Park, Mile Long Lagoon and the Lake.

"High Bridge" across the Lagoon at Lincoln Park.

Lincoln Park—View from "High Bridge" of



Baggage and Cab Service. At all of the South Side through stations mentioned the Frank Parmelee Baggage Transfer service is in operation, to a representative of which checks can be given for delivery of baggage to the hotels.

For those wishing to stop at some of the down-town hotels, uniformed Parmelee transfer agents will pass through the train before reaching Central Station and arrange for transfer of passengers and baggage to principal hotels (or other railroad stations), and for the delivery of baggage at hotels and residences in any part of the city. At Central Station the Parmelee Company also maintains a special automobile, cab and carriage service, with an office on the ground floor, where the various classes of public vehicles pertaining to this kind of service may be hired. Automobile, cab or carriage tickets should be procured at the cab office before taking vehicle, to avoid argument with the driver.

Central Station is beautifully located at lake front and 12th Street, overlooking the lake, Grant Park—the outer portion of this park being under construction—and a portion of Michigan Avenue, the latter one of Chicago's finest boulevards, and on which are located, within sight of the station, four of the leading hotels of the city. Hence, the sight-seeing of the down-town district will have begun in earnest on the tourist's arrival at the station.

CHICAGO'S HOTELS AND RESTAURANTS.

Down-Town Hotels. The hotels of Chicago are numerous, and, as a whole, enjoy an enviable reputation for their good qualities and reasonable prices for what one is given. Among them are houses suiting luxuriant tastes supplemented by plethoric purses, hostelries where the man of average means will be taken care of in a manner in harmony with all the requirements of up-to-date modern hotel life, and houses where first-class accommodations can be had by those of moderate means. As a rule the down-town hotels of Chicago are run on the European plan, with accompanying cafes. Following is a list of the principal hotels:

Auditorium, Michigan Avenue and Congress Street; Congress Hotel and Annex, Michigan Avenue and Congress Street; Blackstone, Michigan Avenue and Hubbard Place; Stratford, Michigan Avenue and Jackson Boulevard; Wellington, Wabash Avenue and Jackson Boulevard; Great Northern, Dearborn Street and Jackson Boulevard; Grand Pacific, South Clark Street and Jackson Boulevard; Palmer House, State and Monroe Streets; Sherman House, Randolph Street, corner Clark Street; La Salle, Madison and La Salle Streets; Planters, Clark Street, between Washington and Madison Streets; Majestic, 29 Quincy Street; Windsor-Clifton, Monroe Street, corner Wabash Avenue; Morrison, Madison Street, corner South Clark Street; Saratoga, 29 South Dearborn Street; New Hotel Brevoort, 120 West Madison Street; Union, 72 West Randolph Street; Bismarck, 173 West Randolph Street; Briggs Hotel, Randolph Street, corner Fifth Avenue; Kaiserhof, South Clark Street, near Jackson Boulevard; New Southern, Michigan Avenue and 13th Street.

In the Residence Districts. For tourists who may prefer to take up their abode in the residence district within easy reach of down-town, the larger parks and the lake, the following list of hotels is added: On the North Side is the Virginia, located on Rush Street, corner of Ohio Street, and conducted on the European plan. On the South Side are those already mentioned in another connection, and others, the list of the largest and best known being as follows:

South Side Hotels. Lexington, European plan, Michigan Avenue, corner 22d Street; Metropole, European plan, Michigan Avenue and 23d Street; Lakota, American plan, Michigan Avenue and 30th Street; Chicago Beach, American and



*Humboldt Park
Lily Pond.*



Lincoln Park Driveways, the Grant Statue in the Distance.

Foliage and Water View in Garfield Park.

European plans, Hyde Park Boulevard (51st Street) and the lake shore; Hyde Park, American plan, Hyde Park Boulevard and Lake Avenue; Elms, American plan, 53d Street and Cornell Avenue; Windermere, American plan, 125 56th Street; Del Prado, American plan, 59th Street, between Madison and Washington Avenues.

Down-Town Restaurants. In a recent article on Chicago's restaurants the writer interpolated the following assertion and truism: "Chicago's aim is to feed you well. There are more happy memories because of good eating than anything else." A suggested amendment to the first sentence of this quotation would be to the effect that the aim is accomplished and that one *is* fed well in Chicago, and at reasonable prices in proportion to the style and kind of meal partaken of. Not only so, but the number of eating places in the down-town districts is very great, so that one has a wide range to choose from, both as to locality and character. They include a long list of those patronized by the wealth and fashion of the city and furnishing costly epicurean dishes and every luxury that the market affords, a longer list of those enjoying the patronage of the well-to-do masses, some that are first-class in their way but avowedly cater to those desiring to keep their gastronomic expenditures at a minimum, and finally there is a legion of the "bakery" and "quick lunch" establishments—Chicago being, it is believed, the originator of these latter institutions in their development along extensive and attractive lines.

As a whole, the restaurants of Chicago are housed in handsome and attractively decorated and furnished quarters, and in the matter of linen, tableware and service are inviting and most satisfactory. The menus are particularly wide in scope, for Chicago is the greatest fruit, produce, game and provision center in the country; and, on account of its central location, the various seasons in different parts of the country supply its markets with the earliest to the latest possible consignments. Among the best of the cafes and restaurants the tourist will see much of the social life of the city, it being particularly exemplified in the midday matinee and shopping lunches, and in the evening dinners and after-the-theatre lunches.

With over thirteen hundred restaurants in Chicago, it will, of course, be impractical to begin to specify them, even in the down-town district. In view, however, of the fact that one will, as a rule, eat at or near one's hotel, or at the most available place where the interest of the day finds one, even a partial list would perhaps serve no good purpose in this connection. But it should be remembered that among the hotels are cafes and grill rooms largely patronized by the outside public; that most of the State Street department stores maintain, during the shopping hours, large and finely conducted restaurants; and that for those whose convenience it may suit, or those who are partial to them, there is a large list of down-town distinctively German restaurants. There is also in the loop district a distinctively French restaurant for those who desire it. To many tourists the Chop Suey or Chinese restaurants, with their beautiful and intricate carvings, unique oriental furnishings, and scrupulous neatness, will undoubtedly prove at least an incidental attraction. This if for no other reason than to try perchance for the first time the delectable Chop Suey.

AROUND AND ABOUT THE LOOP DISTRICT.

That portion of Chicago's down-town district where the elevated and electric car lines enter from and leave for the three great divisions of the city over tracks "looping round" certain sections, is familiarly called the Loop District. Perhaps the term applies more particularly to the loop of the elevated roads, which girdles

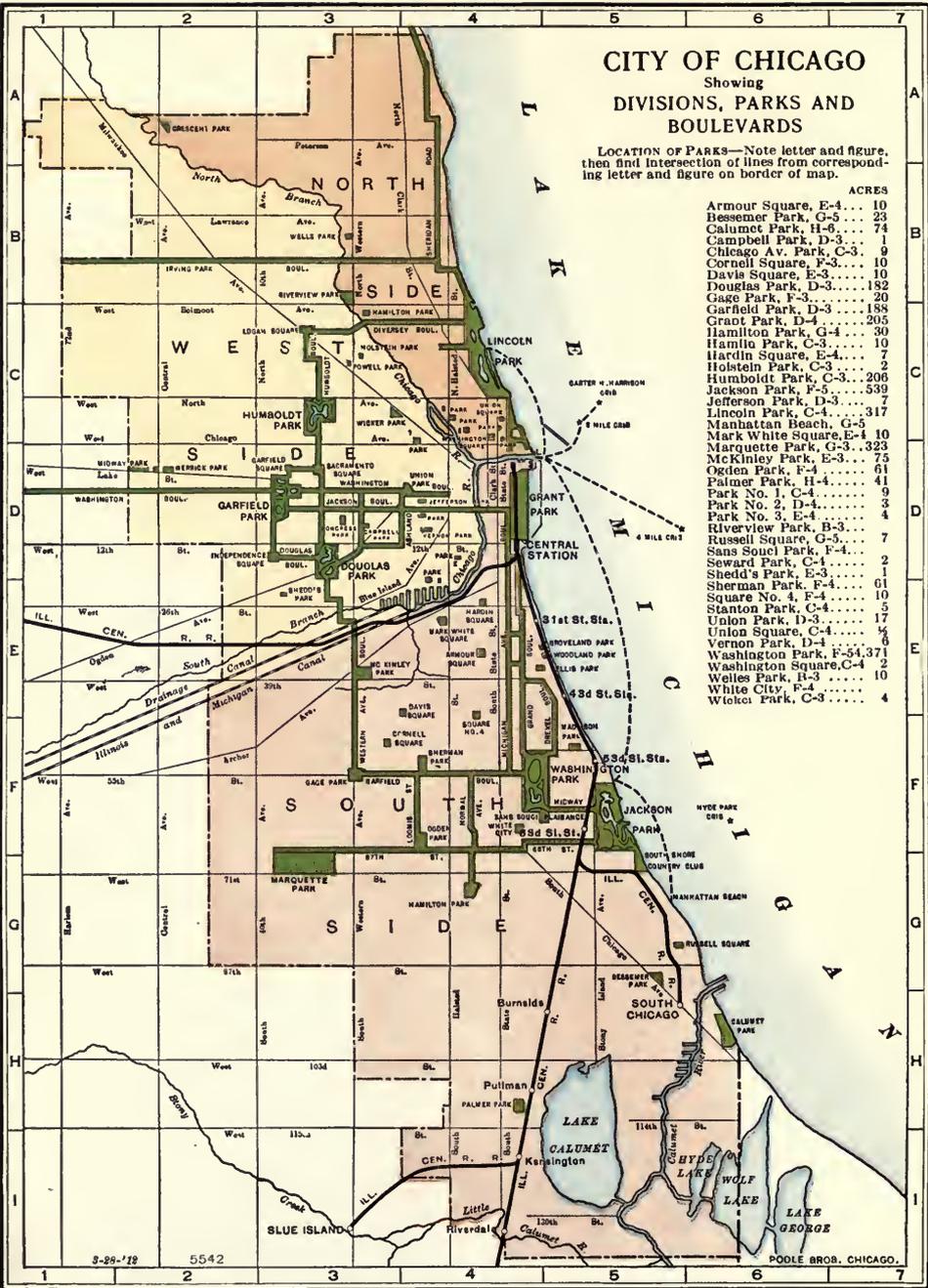


CITY OF CHICAGO

Showing DIVISIONS, PARKS AND BOULEVARDS

LOCATION OF PARKS—Note letter and figure, then find intersection of lines from corresponding letter and figure on border of map.

	ACRES
Armour Square, E-4	10
Bessemer Park, G-5	23
Calumet Park, H-6	74
Campbell Park, D-3	1
Chicago Av. Park, C-3	9
Cornell Square, F-3	10
Davis Square, E-3	10
Douglas Park, D-3	182
Gage Park, F-3	20
Garfield Park, D-3	188
Graot Park, D-4	205
Hamilton Park, G-4	30
Hamilo Park, C-3	10
Hardin Square, E-4	7
Holstein Park, C-3	2
Humboldt Park, C-3	206
Jackson Park, F-5	539
Jefferson Park, D-3	7
Lincoln Park, C-4	317
Manhattan Beach, G-5	10
Mark White Square, E-4	10
Marquette Park, G-3	323
McKinley Park, G-3	75
Ogden Park, F-4	61
Palmer Park, H-4	41
Park No. 1, C-4	9
Park No. 2, D-4	3
Park No. 3, E-4	4
Riverview Park, B-3	7
Russell Square, G-5	7
Saus Souci Park, F-4	1
Seward Park, C-4	2
Shedd's Park, E-3	41
Sherman Park, F-4	61
Square No. 4, F-4	10
Stanton Park, C-4	5
Union Park, D-3	17
Union Square, C-4	1/2
Vernon Park, D-4	16
Washington Park, E-5	54,371
Washington Square, C-4	2
Welles Park, H-3	10
White City, F-4	1
Wicko Park, C-3	4



seven blocks on the east, five on the north and equivalent parallel distances on the west and south. All trains of each of the roads make the rounds of this loop, hence one desiring to make use of them can take any line at any loop station.

The Shopping Mart. Around the loop district and its vicinity are many features to interest the tourist, particularly as there is where Chicago's great shopping district is located. The two principal streets devoted to the large retail stores are State Street and Wabash Avenue; although some of the high grade jewelry, art, furniture, book and furnishing stores have gained a considerable foothold on Michigan Avenue. On Wabash Avenue will be found music, book, art, furniture and other stores, as well as the Wabash Avenue entrance to some of the great State Street drygoods and department stores. State Street, from Randolph to Van Buren Streets, is where almost any day in the week one will learn the full significance of what is meant by a crowded street in a big city, which condition will not be due to confined space, but to a host of pedestrians on sidewalks as broad as some streets in many an older city. It is the greatest retail mart of Chicago, and on it are located the numerous and mammoth department stores, and the jewelry, candy and other stores, all displaying a wide range of merchandise. Of the department stores a few words may be said, in as much as in size, comprehensiveness, character and quality of their wares, and in attractive methods of showing them off, they are unique of all such in the world. Their window displays, at all times, and decorative features for special occasions, have attained a classification as one of the fine arts. The universal verdict of those who have the experience of extensive travel at home and abroad is that the best of these stores have no equals even in the stores of Paris or London. The largest of them, which is twelve stories high, with three additional floors below the street level, has 1,523,017 square feet, or over thirty-five acres, of floor space, has in commission seventy-six elevators of all kinds, and, on special days, and during the holiday season, its visitors average, it is estimated, nearly two hundred thousand. Aside from any commercial consideration, the tourist should visit at least several of these big stores, for they are really "show features of the town," and there are lines of merchandise carried in some that are not handled in others. For instance, to one who has never encountered such a proposition, it will certainly be of interest to see how a meat market and grocery is made to blend with silks and satins without violence to good taste, prejudice or sanitation.

Incidental Sights. As one passes to and fro in this busy district, shopping, to one's meals, or to and from the parks or lake steamers, a general impression will be acquired of the tall office and other buildings. Hence no special dissertation need be given in such connection, although much of interest could be written of them. In passing among them, however, there are a few items that may appeal to one, the most or all of which may be seen incidentally when one is in their vicinity; or, they can be made the special object of about an hour's stroll, taking them in the order named.

On the east side of State Street, No. 31, corner of Washington Street, is the Columbus Memorial Building. Embedded in the walls, opposite the elevators, of the entrance to this building are ten mosaic tablets giving in brief outline the history of Christopher Columbus, the great navigator and discoverer. In the candy shop adjoining are two immense mosaics, filling the rear wall, and showing in beautiful color scheme and artistic handling, "The Landing of Columbus," and "The Return of Columbus."

Going south on State Street to Madison, and thence one block west and turning south again on Dearborn, the massive eighteen-story First National Bank Building will be passed. Located at the corner of Dearborn and Monroe Streets,





*Blackstone
Hotel.*

*Harvester
Building.*

Congress Hotel and Annex.

*Auditorium
Hotel.*

*Fine Arts
Building.
Club.*

*Mc
Bu*

CHICAGO'S SKY LINE AND WATER, FROM

with its main entrance on the former, it will be worth while in passing to at least step into the doorway and take a look at the grand stairway leading to the main banking rooms.

A block further south on Dearborn Street, on the west side, near the corner of Adams Street, is the main entrance to the Marquette, a memorial office building commemorating the great missionary and explorer of that name. Over the lintels, on the outside, are statuary and descriptive bronze tablets as follows, the accompanying legends being quotations from Marquette's journal:

Marquette and Joliet launching their canoe on the headwaters of the Wisconsin River—"To follow those waters * * * which will henceforth lead us into strange lands."

Marquette and Joliet attacked by Indians on the Mississippi—"In vain I showed the calumet * * * to explain that we had not come as enemies."

Arrival of Marquette at the Chicago River—"Passing two leagues up the river we resolved to winter there * * * being detained by my illness."

Burial of Marquette at St. Ignace (Dablon's Narrative)—"The De Profundis was intoned * * * the body was then carried to the church."

Inside the portal one is in a compact but beautiful and unique rotunda of carrara marble, in which are exquisite Tiffany glass and mother-of-pearl mosaics, further depicting the career of Marquette. These consist of panels showing the armour and weapons of the period, the heads of Marquette and Joliet, an Indian chief, a French man-at-arms, a courier-de-bois, and the following three principal panels, the legends thereon being from Marquette's journal:

Departure of Marquette and Joliet from St. Ignace on their first voyage to the Illinois—"Firmly resolved to do all and suffer all for so glorious an enterprise."

The meeting with the Illinois—"They answered that they were Illinois, and in token of peace presented the pipe to smoke."

The Death of Marquette (Dablon's Narrative)—"To die as he had always asked * * * in a wretched cabin amid the forest, destitute of all human aid."

These mosaics can be studied to the best advantage from the second floor. Over the elevator doors, on the first floor, are bronze panels of the heads of char-



nick Hotel. Stratford Hotel. Railway Exchange Building. Theodore Thomas Orchestra Hall. Gas Building. Rear of Art Institute. Montgomery Ward Building.

OF THE DOWN-TOWN BUSINESS DISTRICT.

acters associated with the history of Marquette—De Menthet, Big Snake, Joliet, Talon, Noon Day, Marquette, Chicagou, Little Panther, Tonti, Shaubena, La Taupine.

Leaving this building and turning the corner west on Adams Street one reaches, in the same block, the Commercial National Bank Building, in which the main hall may be considered worthy of note, and leading off from which is an entrance to the Illinois Central's city ticket office. Across the street is the northern or Adams Street entrance to the massive new \$8,000,000 Federal Building, or Postoffice, as it is more generally called. It is unique and impressive as to exterior architectural design, and contains a special system of machinery for handling Uncle Sam's mail business, the like of which is said not to exist anywhere else in the world, and which cost a quarter of a million dollars to install. A sight of its always-illuminated rotunda is worth one's while.

Leaving the Postoffice by the western exit, one will be on Clark Street, diagonally opposite Jackson Boulevard. A block west, on the latter, and one is at the Board of Trade Building, where one can look down on the apparent confusion of the pit from the visitors' gallery (one flight to the right) at any time from 9.30 a. m. to 1.15 p. m.—Saturdays until noon only.

North from the Board of Trade, and directly opposite, is the Illinois Trust and Savings Bank Building, facing La Salle Street. Classic in design, and in marked contrast to the "sky-scrapers" all about in that it is but two stories in height, it is nevertheless a modern building. One should look into it, if for no other reason than to note the soft yellow and red color scheme of its courtlike interior.

Continuing north on La Salle, on the east side of the street, in the adjoining building, at No. 209, is the west entrance to the Rookery Building, a structure of chaste design, and whose glass-covered inner court is worthy of passing notice. Crossing Adams Street, the huge structure on the northwest corner is the new Corn Exchange National Bank Building, and adjoining it, on the southwest corner of Monroe Street, is the architecturally beautiful Woman's Temple—No. 108. The massive granite building on the next, or northwest corner, is that of the Northern Trust Company. It is devoted exclusively to the banking business.



Digressing to the right, or east, for a few steps on Monroe Street, the tourist will reach the building of the Central Trust Company of Illinois, at No. 125. This, like the Illinois Trust and Savings Bank Building, is of strictly classic design, and is also devoted exclusively to the banking business. Its interior is of particular interest to the tourist because, as a part of the embellishment of its lofty marble walls, are a series of fine mural paintings on the following subjects of Chicago history:

The winter quarters of Father Marquette, 1674; the first Fort Dearborn, built in 1803; the Kinzie House, near Fort Dearborn, 1804; the last council of the Pottawatomes, 1833; the Chicago River, near Wolf Point, 1833; the first bridge across the Chicago River, 1834; the first grain elevator in Chicago, 1838; the great flood in the Chicago River, 1849; the first railway station in Chicago, 1849; Chicago office of Frink & Walker's stage lines, 1850; the Illinois Central Railroad station, 1856; Clark Street, between Lake and Randolph, 1857; the Ogden residence after the fire of 1871; the World's Columbian Exposition of 1893; the Rock cut in the Drainage Canal, 1899; the Chicago River at Lake Street bridge, 1900.

Returning to La Salle Street, and going north again, after crossing Madison Street, one will reach Washington Street, and on turning east thereon, the main entrance to the Chamber of Commerce Building will be found at No. 133. While this building is not by many stories as tall as the majority of the modern "skyscrapers," the sight from the main floor of its tier of balconies will be found most impressive. Directly opposite the Chamber of Commerce is the new Cook County Courthouse and City Hall, handsome and impressive in the substantial and dignified character of its architecture. Its main entrances and facade are on Clark and La Salle Streets respectively.

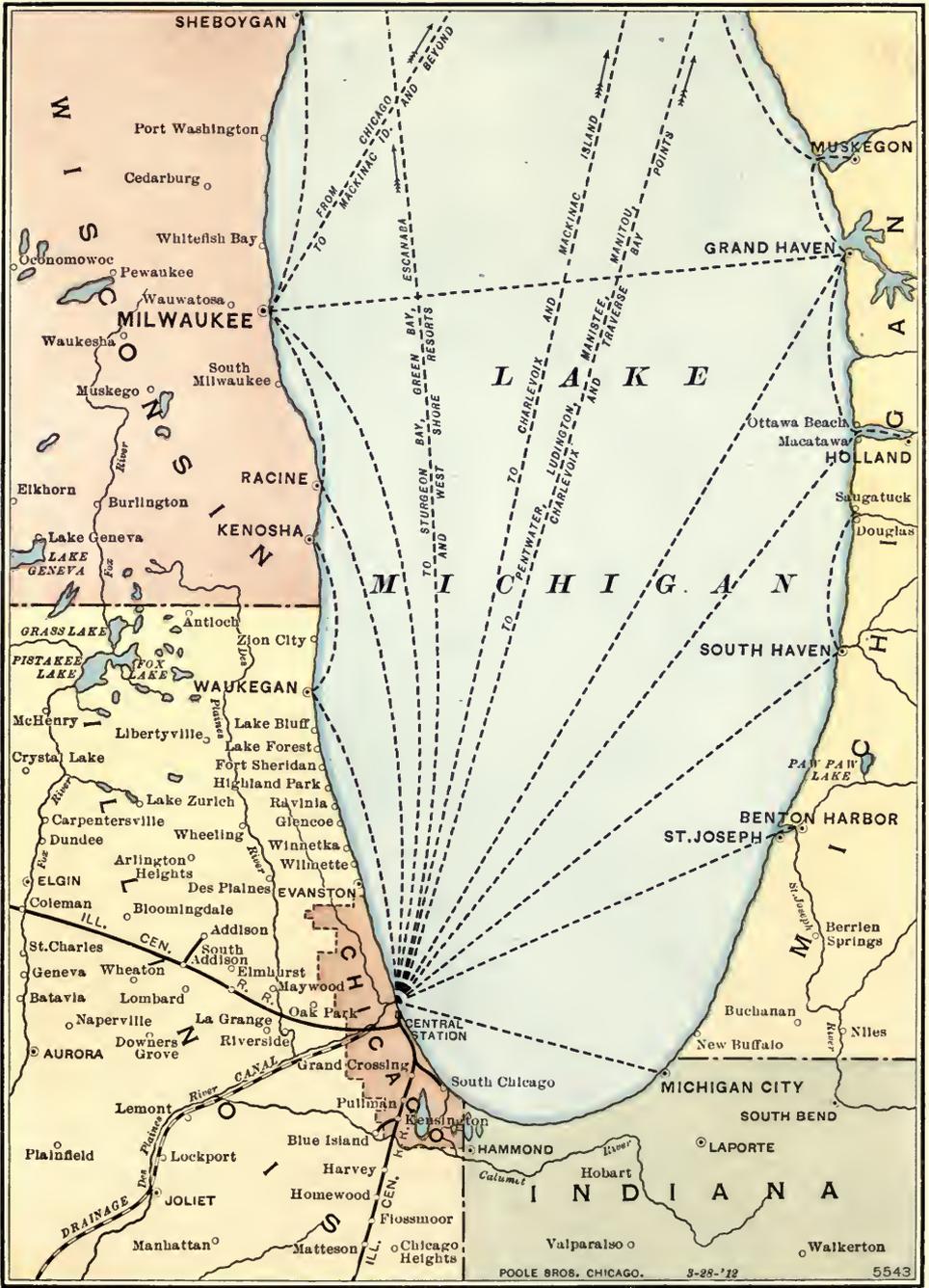
South Water Street. It is now but a short distance back to the starting point, and it may be a welcome change to have the attention called to other matters.

Hence, continuing north on Clark Street for three blocks, South Water Street will be reached. This, it is claimed, is the world's greatest produce market, and an interesting story could be told in proof of the assertion were it the province of this book to discuss Chicago from a commercial point of view; but it is sufficient to say that, as one works one's way east to State Street, amid the boxes, crates and barrels of the crowded sidewalk, what is in sight is a part only (one-fourth—four stocks being received and disposed of daily) of the purely local business. The cold storage plants, car-load lots, and branch houses are elsewhere, but they are all controlled from the counting-rooms of this street. Should one desire to visit this show place independently of any other sight-seeing, it is generally reached by going to the foot of State Street.

The Shipping. The lake tonnage of the port of Chicago for the year 1910, as determined by arrivals and clearances, was 18,909,646 tons. For the proper prosecution of this maritime business, the city has the Chicago River and the Calumet River harbors, supplemented by Indiana Harbor and Gary—the three last being near the southeastern extremity of the city. The Chicago River alone, however, with its great forks and slips in the manufacturing districts, furnishes seventy miles of water frontage for harbor facilities.

Watching the coming and going of all kinds of lake craft in and out of the river from any of the bridges leading out from the down-town district is always a fascinating diversion. The State Street bridge is right at hand for such purpose on one's going to or from the sights of South Water Street; but the Rush Street bridge, at the foot of Michigan Avenue, and two blocks further east, is perhaps the best view point for the tourist. It is the bridge nearest the mouth of the river, and from it one not only sees everything that moves in and out of the harbor, but has the additional advantage of seeing a large number of the lake passenger steamers and excursion boats whose docks are on both sides of this bridge.

In this connection it will be interesting to note the following facts: The current of the river is from the lake towards the Gulf of Mexico, by way of the



Showing from One to Two Days' Lake Trips from Chicago, with Longer Trips Indicated.

CHICAGO FOR THE TOURIST



The Children's Wading Pool, Washington Park.

The Field Museum, Jackson Park.

The Stepping Stones, Washington Park.

Illinois and Mississippi Rivers, Chicago's great drainage canal being the cause of this seeming paradox. Crossing the river and its two branches and two forks, are eighty bridges of all kinds; also three tunnels, the latter devoted to street-car purposes only.

The Site of Fort Dearborn. Opposite the south end of the bridge, on the building at the junction of River Street and Michigan Avenue, lower story, is an historical tablet reading as follows:

"This building occupies the site of old Fort Dearborn, which extended a little across Michigan Avenue and somewhat into the river as it now is. The fort was built in 1803—forming our outmost defense. By order of General Hull it was evacuated August 15, 1812, after its stores and provisions had been distributed among the Indians. Very soon after the Indians attacked and massacred about fifty of the troops and a number of citizens, including women and children, and the next day burned the fort. In 1816 it was rebuilt, but after the Blackhawk War it went into gradual disuse, and in May, 1835, it was abandoned by the army, but was occupied by various Government officials until 1857, when it was torn down, excepting a single building, which stood upon this site until the great fire of October 9, 1871. At the suggestion of the Chicago Historical Society this tablet was erected by W. M. Hoyt, November, 1880."

Street Traffic. In one's wanderings down-town the density of the street traffic will be noticed. The stranger little dreams, however, how much the congestion is relieved by an invisible means—Chicago's great tunnel system. Broadly speaking, the wholesale interests of the down-town district fringe the river, and from thence blends into the retail sections. With some of these houses the river helps in the transfer problem; but the universal relief is found in the freight tunnel system, nearly forty feet below the surface, duplicating the streets in the down-town district and many beyond. Through these rush trolley trains, carrying supplies and merchandise to and from the big office buildings, the wholesale and industrial houses, and the railroad freight houses. With about sixty miles of tunnels the system is the most complete and extensive thing of its kind in the world. It has so far cost many millions of dollars, and is a private enterprise under city franchise.

MISCELLANEOUS FEATURES OF INTEREST.

The Art Institute. Located on Michigan Avenue, opposite Adams Street. Free on Wednesdays, Saturdays and Sundays; other days 25 cents admission. It maintains summer and winter schools of art and design, and an art museum ranking among the first three or four of the country. The exhibition rooms contain collections of sculptural and architectural casts; reproductions of antique bronzes from Pompeii and Herculaneum; Egyptian antiquities; Japanese bronzes, weapons, porcelain, carvings, lacquers, jades, textile fabrics and water colors; medals, armor and musical instruments; laces, tapestries and other textiles; ceramics and carved ivories and paintings, engravings and photographs. Among the collection of paintings there are especially fine examples of the old Dutch masters and of the modern French masters. Special temporary exhibitions of a high order are almost constantly maintained throughout the year, a series of galleries being devoted to such express purpose.

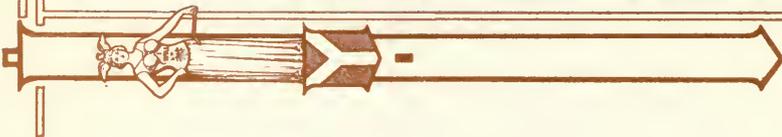
The Libraries. There are in Chicago, including those of importance connected with institutions of note, fourteen libraries, of which the three following are among the largest, and are open to the general public:

The Chicago Public Library, facing Washington Street, Michigan Avenue and Randolph Street, its main entrance being on Washington Street. Its entrance hall and stairway and the circulating room on the third floor (take elevator) are very beautiful and well worth visiting. The library has 109 delivery stations and nineteen branch reading rooms and libraries. The Grand Army of the Republic occupy quarters in the north end of the Library Building, the entrance to them being on Randolph Street, one flight up. One of the spacious rooms there is devoted to an interesting collection of Civil War relics, both Federal and Confederate.





Jackson Park—The German Building (Refectory) and the Beach.



The John Crerar Library, located on the sixth floor of 110 Wabash Avenue. It is a reference library, devoted largely to scientific literature, particularly along medical and kindred lines.

The Newberry Library, also confined to reference purposes. This library is of wide reputation and usefulness in its special field. It is located on the North Side and is beautifully housed in a spacious building erected for the purpose, overlooking Washington Square, between North Clark Street and Dearborn Avenue. To reach it take North Clark Street electric car to Walton Place.

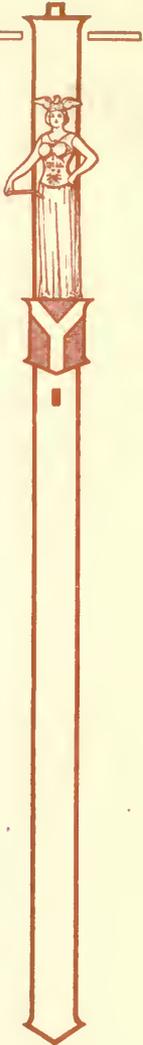
Chicago Historical Society. This institution has a fine, substantial building of its own on the corner of Dearborn Avenue and Ontario Street, North Side. To reach it take electric cars to Ontario Street, leaving down-town over Dearborn Street, between Monroe and Washington Streets—either North Clark Street line and one block east, or North State Street line and one block west. The society is devoted to matters pertaining to the history of the Northwest, particularly that of Chicago; and in its building, in addition to a lecture room and a library, is a museum of historical relics that cannot fail to be of interest to the visitor. Admission free.

Academy of Sciences. Located in Lincoln Park, and reached by the North Clark Street electric car to Center Street, leaving down-town over Dearborn Street between Monroe and Washington Streets. The Academy has a valuable scientific library, and, as a part of its work, it gives free lectures on technical and scientific subjects, and maintains a free museum of natural history, the latter being especially strong in local specimens and its collection of mollusks. Admittance to the latter free.

University of Chicago. The buildings of this great university, something over thirty in number, are all of the gothic style of architecture, but vary radically in their individual design. In their groupings, extending over several blocks and overlooking on the south the Midway Plaisance of the South Park System; and, in their wide variety of structural outlines, their effect as a whole is both beautiful and impressive. Either by riding or walking one should make it a point to at least have a general view of these external evidences of the university's greatness. As its classes are conducted on the Quarter system the university is never closed, so that one wishing to see more than the exterior can at any time familiarize one's self with such additional features as is customarily available at such a place. The eastern approach to the grounds can be most quickly reached by the express suburban trains of the Illinois Central R. R. to 57th Street Station, and from thence going west on 57th Street. Trains leave down-town from Randolph Street and Van Buren Street stations, just off Michigan Avenue.

Field Museum of Natural History. As has been mentioned elsewhere, this greatest institution of its kind in the country is at present occupying temporary quarters in the "World's Fair" Art Building in Jackson Park. Hence it is quickly reached from down-town—Randolph Street or Van Buren Street stations, just off Michigan Avenue—by the express suburban trains of the Illinois Central to 57th Street station. The museum has been developed along the highest scientific lines into the departments of Anthropology, Zoology, Botany and Geology. To help accomplish the great work that has already been achieved by this institution, expeditions have been, and are still being, sent to various parts of the world. There is much in the exhibits at this museum that attracts even the layman, especially among the sections of ethnology and of mammals. The mounted specimens of animals, showing them in groups amid their natural surroundings and in characteristic poses at different seasons of the year, to one never having seen anything of the kind, are alone worth a visit to the museum. Admission, 25 cents, except on Saturday and Sunday, when it is free.

Hull House. Those interested in that class of philanthropic work for which this social settlement has acquired a wide fame, and desiring to visit it, can do so by taking any West Side electric car and transferring at Halsted Street, going on the latter to Polk Street, the house being located at No. 800 South Halsted Street.





The Brook, Washington Park.



A Typical View in Washington Park.

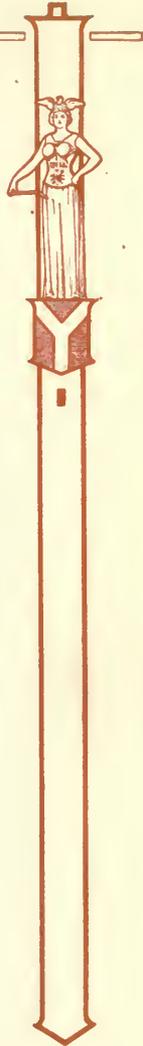
The Ghetto District. This bit of a foreign land in the midst of a great American city is on the West Side and is roughly bounded by 12th Street and Maxwell Street on the north and south, respectively, and by South Canal Street and Jefferson Street on the east and west, respectively. Vegetables and boots, fish and hair pins, bread and suspenders, fowl and collar buttons, eggs and notions, fruits and toys, groceries and wearing apparel—all this and much more one will find there being vended on crowded sidewalks and streets by busy and clamorous merchants. Fridays and Sundays are generally the busiest days there, and Saturday is the Sunday of the community. The fish market, which is considered by some the most interesting of all, is on Jefferson Street, from 12th Street south. This district is quite largely visited by those who love to browse about in odd corners and study human nature. It is reached by the 12th Street car (which can be taken at corner of Adams and Dearborn Streets) to Jefferson Street.

The Union Stock Yards. These are located on the South Side, the main entrance being at Halsted and Root Streets. They are reached by trains of the South Side elevated, and by the Halsted Street electric cars leaving down-town over South Clark Street. The Yards extend from 39th Street to 47th Street and west from Halsted Street. In them are located the big packing houses, the pens, the horse market, the International Live Stock Exposition Building, the Exchange and other features forming a part of, or incidental to, the vast interests of the "chief live stock market in the world." The South Side elevated road runs trains into and around the yards over a loop on which are stations at principal points and packing houses. Hence a ride around this loop gives a comprehensive idea of the yards, not to be obtained in any other way, and that in a most comfortable manner. To visit and see the workings of a packing house, the tourist has only to leave the train at any of the stations where such a house is located. On application at the office, the management is generally very willing to send visiting parties through the establishment with a guide.

THE PARKS AND BOULEVARDS.

The map on page 18 shows that the parks of Chicago are distributed over each of the three great divisions of the city, and, as has been stated in another connection, they aggregate in area 4,428.50 acres. It will also be seen that they are connected in various combinations by Park Boulevards. Their relative sizes are shown in connection with the map, but in a general way the following may be said of them: They are divided into three independent systems under the jurisdiction of separate commissions. Of these, the South Park System is the largest, containing over twice the acreage of the largest of the other systems, and consisting of twenty-four parks, and twenty-two boulevards aggregating thirty-three miles. Of its parks Jackson, Washington, Grant and Marquette are the largest. The Lincoln Park System includes the large park of that name, four small parks, a playground and nine miles of boulevards. The West Chicago System consists of Humboldt, Garfield, Douglas, and seven other lesser parks, a group of small parks and playgrounds, and thirteen boulevards aggregating twenty-five miles.

Of these parks as a whole it may be said that they are well maintained and are most beautiful examples of the best art in landscape gardening; for, with the exception of the lake feature to three of them and a natural woods to one other, nature gave no original aid in the matter of these parks beyond furnishing the bare prairie, with here and there a little timber belt. In connection with all the parks, it is doubtful if in any city in the world more is done in them for the pleasure of the people, or if in any other city the people of all classes get more rational and continuous enjoyment out of the parks than is the case in Chicago. It is one of the features of a tourist trip to the great metropolis to see, in addition to the physical features of the parks, the joyous life and activity displayed therein; for during the summer months it is characteristic of the Chicago people that they lead as much of an out-of-door life as can be made possible. Hence the parks become one vast and continual recreation ground for all ages and classes; from the

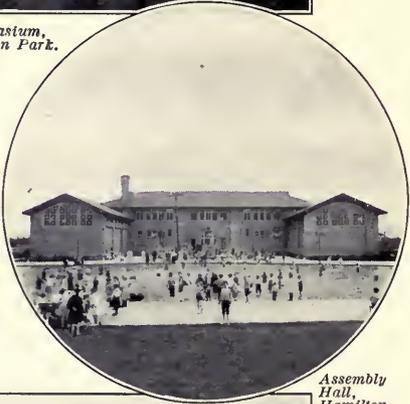




*Gymnasium,
Hamilton Park.*



Gage Park.



*Assembly
Hall,
Hamilton
Park.*



*McKtnley Park.
Small Parks—South Park System.*



millionaire who glides over the boulevards in his automobile or takes his morning horseback exercise in the large parks, to those of the humblest circumstances who exercise in the out-of-door gymnasiums of their neighborhood small park.

The life and animation in the larger parks becomes infectious, and the visitor making a considerable sojourn in the city will acquire an irresistible habit of going to them to watch the passing pedestrians, equipages, equestrians and automobiles, to enthuse over the tennis and baseball games, to become interested in the archery practice, to make a round over the golf links, to speculate on the beauty or good points of the horses on the speedway, to hire a boat for a row on the lagoons or ponds, to purchase a ticket for a round trip in the electric launches, to thrill with excitement over a shell race on the aquatic course, to listen to the band concerts, to sit on the lake front and drink in the fascination of the broad expanse while enjoying the cooling influence of its waters, and to dine well in some of the refectories; and also, through it all, to be enjoying the beauties of attractive landscapes and the healthful influence of being out of doors.

One should by all means make a round tour of the parks over the connecting boulevards. In an automobile the thirty-four-mile trip can be made quickly and comfortably by direct route. It would be still more enjoyable, however, to make two, or even three, trips of it, so as to include all of the interesting boulevards, and the principal roads in each of the parks; thus getting a more complete view of the latter as a whole. The principal show boulevards, on the whole or parts of which many fine residences are located, are the following: On the South Side: Michigan Avenue and Grand and Drexel Boulevards; on the North Side: Lincoln Park Boulevard, Lake Shore Drive, Sheridan Road, Fullerton Avenue and Diversey Boulevard; on the West Side: Humboldt, Washington, Jackson and Douglas Boulevards.

A few words more as to the principal parks will be sufficient for the tourist's general information. They are all shown on the map.

South Side—Jackson Park. The site of the World's Columbian Exposition in 1893. The change that this park has undergone since the close of that wonderful "White City" is simply a marvel of landscape engineering. Its chief features are its three miles of lake front, the quiet beauty of its land and water vistas, its Wooded Island and lagoon, with launches and rowboats on the latter, its yacht harbor, its two golf courses with shelters, lockers and showers for both sexes, its tennis courts, baseball and football fields, and its refectory—the latter the "German Building" of the World's Fair. It also contains the Jackson Park Sanitarium for Children, housed in "La Rabida," the Field Museum, and on the Wooded Island the beautiful little Japanese buildings that will be so well remembered by those who visited the World's Fair. Reached by the Illinois Central express suburban train service to 57th Street (South Park) station, trains leaving down-town from Randolph Street and Van Buren Street stations, just off Michigan Avenue.

South Side—Washington Park. This park is characterized by beautiful drives and equestrian paths, by fine foliage and a broad "meadow" devoted to athletic sports, such as baseball, cricket and tennis. It also contains a curling pond, a lake on which are facilities for boating, a wading pool and a sand pile for children, croquet courts, archery range, fly-casting stand, speedway for horses in harness, and a refectory. Reached by the South Side elevated railroad to 55th Street, and by the "Jackson Park" and "Cottage—Grand X" electric cars leaving down-town over Wabash Avenue.

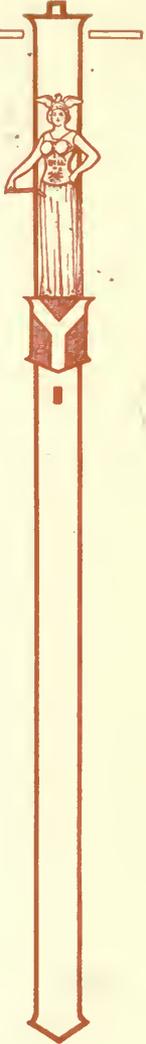
South Side—Grant Park. This is the down-town park illustrated on pages 4 and 5. The portion of it east of the Illinois Central tracks is under construction, but when completed it will have a little over a mile of lake front. The Art Institute and the John A. Logan monument are located in the portion of the park bordering on Michigan Avenue.

South Side—Small Parks. The South Park Commissioners have constructed a series of small community parks that have acquired a wide fame for their general beauty and uplifting usefulness. As is shown by the map, they are

CHICAGO FOR THE TOURIST



Maritime Chicago—Excursion Steamers at Docks and Leaving the River.



located in widely scattered sections, and, with variations, they are equipped as follows: With a recreation building, in which is an assembly hall for entertainments and rooms for club meetings, used by the community free of cost; reading rooms, supplied with periodicals by the commission—one of them has a branch reading room of the public library; lunch room and counter; gymnasium for both sexes, and plunge and shower baths with locker rooms. Outside there are also gymnasiums for both men and women, children's playground and gymnasium, wading and swimming pools with dressing booths, a ball field and tennis courts. In one of them there are boating facilities, and in another a bathing beach has been properly equipped, it bordering on the lake.

Three of these parks—Sherman, Gage and McKinley—are located on the boulevards connecting Washington and Douglas Parks, and can be seen when making the grand tour of the three systems. Perhaps Sherman Park is the most reasonably available and representative of any of them. It is reached by the Center Avenue electric car, leaving down-town over South Clark Street.

North Side—Lincoln Park. This is the oldest park of them all and has attractions and features peculiar to itself. Among them are a beautiful and well-developed foliage, a slightly rolling contour, a "zoo" containing about 1,200 specimens, and boulevards skirting about five miles of lake front. The latter includes the famous Lake Shore Drive and the Sheridan Road. It also contains lakes with boating facilities, a yacht harbor and a mile-long lagoon adapted to racing, the latter spanned by a famous "high bridge." The floral gardens are a feature of the park, and in it are many statues, including imposing ones of Lincoln and Grant. A refectory and provision for athletic pastimes are additional features of the place; also a children's bathing beach. It is reached by the North Clark Street electric car.

West Side—Humboldt Park. This is the largest of the West Side group, and in addition to the usual characteristics of foliage and attractive walks and drives, it has a large lake which is one of its features of special attraction. Of course there are boating facilities on the latter. It has a very handsome refectory building, garden hall, pergola and fountains, a pavilion and boat landing, a music court, a wading pool and shelter for children, and has the usual facilities for tennis and baseball. Statuary is also a feature of this park. It is reached by the Metropolitan elevated road, "Humboldt Park" trains—to California Avenue station, or by the Division Street electric car leaving down-town from corner State and Randolph Streets.

West Side—Garfield Park. This is a beautiful park with impressive landscape features specially peculiar to itself. It contains a lake on which a fleet of boats are maintained, a golf course with field house having lockers for both sexes, a fly casting stand, and tennis courts and baseball grounds. It has a new conservatory said to be the largest in the country, a refectory building, grouped about which, or forming a part of its general design, is a boat landing and pavilion, and water courts and fountain. A music court and band stand are also among its structural features. To reach this park, take the Chicago and Oak Park elevated road to Hamlin Avenue, or the Madison Street electric car leaving down-town on Madison Street, west of State Street.

West Side—Douglas Park. Reached from down-town by the Ogden Avenue electric car, which can be taken at the corner of State and Randolph Streets. The south end of the park is also reached by the Metropolitan elevated road—"Douglas Park" trains to Marshall Boulevard station. The park has its features of shrub, trees and lake; also a refectory, a boat landing and pavilion, a music court, a natatorium and outside gymnasium with swimming pools, shower baths and dressing rooms for both sexes, and facilities for boating, baseball and tennis.

Municipal Parks. In addition to the principal parks described, there is maintained by the municipality a system of small parks, playgrounds and bathing beaches; there being fifty-seven of the former, two beaches and seventeen playgrounds. During the last year, for which statistics have been published in the matter, the attendance at the municipal playgrounds was 2,969,197.



Manhattan Beach—

*The Popular South Side
Bathing Resort.*



Whaleback S. S.

Christopher Columbus.



View at Sans Souci.



Center Court of the White City.

AMUSEMENTS FOR THE VISITOR.

The Theatres. All of the best shows of the country either originate in or are brought to Chicago, as from a discriminating point of view, coupled with liberal patronage, the city is known to the profession as one of the best of "show towns." Hence the visitor will find plenty of summer diversion along dramatic lines, for as a rule the theatres are all running the year round. The principal houses in the down-town district (there are about sixty theatres in the city) are the following: Powers, on Randolph Street, between Clark and La Salle Streets; Illinois, on Jackson Boulevard, between Michigan and Wabash Avenues; Blackstone, on Hubbard Place; Studebaker, on Michigan Avenue, between Van Buren and Congress Streets; Auditorium, on Congress Street, corner Wabash Avenue; Grand Opera House, on Clark Street, between Washington and Randolph Streets; McVicker's, on Madison Street, between State and Dearborn Streets; Colonial, on Randolph Street, between State and Dearborn Streets; Garrick, on Randolph Street, between Dearborn and Clark Streets; Lyric, on Jackson Boulevard, between State and Dearborn Streets; Majestic, on Monroe Street, between State and Dearborn Streets; Cort, on Dearborn Street, between Randolph and Washington Streets; Chicago Opera House, on Washington Street, corner Clark Street; Olympic, on Clark Street, between Washington and Randolph Streets; Columbia, on Clark Street, between Washington and Madison Streets; La Salle, on Madison Street, between Clark and La Salle Streets; Princess, on Clark Street, near Jackson Boulevard; Whitney Opera House, on Van Buren Street, between Michigan and Wabash Avenues.

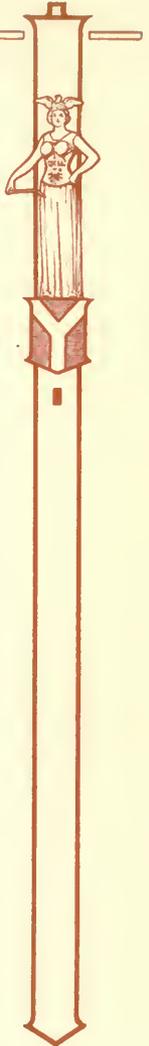
Amusement Parks. Those who love the excitement of a scenic railway, to shoot the chutes and do a host of other such stunts; who delight to distribute nickels, dimes and quarters where they will bring returns in pure fun and amusement; who enjoy seeing things generally, and particularly people out for a good time; who at the same time enjoy listening to good music—all such will find that Chicago has provided clean and meritorious amusement along these lines on a characteristically large scale.

Such a place is the White City. It is characterized by the architectural grouping of its buildings, it affecting, as its name implies, to be a city rather than a park. It is located on the South Side, at the corner of 63d Street and South Park Avenue. It can be reached by Suburban trains of the Illinois Central to 63d Street station, and from thence by 63d Street electric line; by Jackson Park trains of the South Side elevated road to South Park Avenue station; by "Cottage—Grand X" electric car (leaving down-town over Wabash Avenue) to 63d Street and transferring west, or by Wentworth electric car (leaving down-town over South Clark Street) to 63d Street and transferring east.

Sans Souci Park is another of these places located on the South Side, and combines the structural with the garden features. It is at Cottage Grove and 60th Street, and is reached by the "Cottage—Grand X" electric car leaving down-town over Wabash Avenue. It can also be reached by the Jackson Park trains of the South Side elevated road to Cottage Grove station, from which it is three blocks north.

Riverview Park is on the North Side, bounded by Western Avenue and the river, and by Roscoe Street and Belmont Avenue. The interest in its artificial attractions is heightened by the large acreage of natural woodland that is one of its features and charms. It is reached by several of the West and North Sides electric car lines, of which the Clybourn Avenue car, leaving down-town over Dearborn Street, between Monroe and Washington Streets, is the most direct.

League Baseball. Chicago has clubs in the two major baseball leagues and, always a liberal patron of the great national game, during recent years it has grown wildly enthusiastic over it, account of the championships that each of the clubs have won in that time. Games are played in Chicago by either the "Cubs" or the "Sox" almost continuously from about April 11th to October 1st.



"CUBS"—NATIONAL LEAGUE. Grounds on West Side, West Polk Street, corner South Lincoln Street. Reached by Douglas Park trains of the Metropolitan elevated road to Polk Street station and thence by going west; by the Ogden Avenue electric car (leaving from corner of Randolph and State Streets) to Polk Street and thence by going east; by Harrison Street car (from corner Adams and State Streets) to Lincoln Street and then by going south.

"WHITE SOX"—AMERICAN LEAGUE. Grounds on South Side, 35th Street and Shields Avenue. Reached by Wentworth electric car to 35th Street, leaving down-town over South Clark Street; also by South Side elevated road to 35th Street station and thence by going west.

Beach Bathing. Good bathing may be had on the South Side at Manhattan Beach, about a mile southeast of Jackson Park. Bath houses, bathing suits for hire and all facilities for aquatic sport will be found there. It is a place much visited during the warm season. Reached by the South Chicago express suburban trains of the Illinois Central to Windsor Park station—trains leaving down-town from Randolph and Van Buren Street stations.

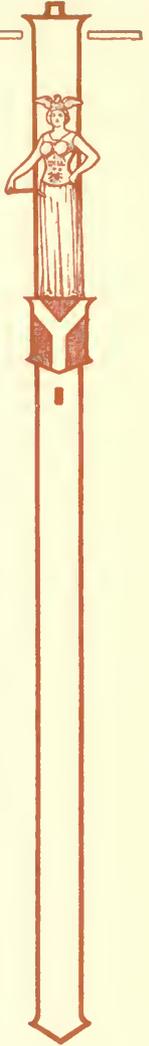
Seeing Chicago. Mention has been frequently made in these pages as to methods of reaching different sections of the city. Of course there are in addition the cabs, carriages or automobiles to be hired at the hotels or at the stands on the streets. In addition there are the big, amphitheater-like automobiles, known as the "Seeing Chicago" cars, that regularly make trips to the North Side and Lincoln Park, and trips on the South Side, the latter including Jackson and Washington Parks. The north trip consumes one hour, and the south trip two hours. The cars are accompanied by a guide who explains all points of interest en route. They can be found at various stands in the heart of the loop district.

Little Outside Excursions. For those who make a sufficiently protracted stay in Chicago, there are a great number of interesting trips that can be made to near-by points by steam roads, trolley lines and boats. It is not within the scope of these pages to feature these places, but the following will serve as suggestions.

Along the north shore there is Evanston, a city of beautiful residences and the home of the Northwestern University; Ravinia Park, an aristocratic place of amusement much frequented by Chicagoans; Fort Sheridan, the attractive and extensive army post; and a long list of handsome outlying towns, settled chiefly by persons doing business in Chicago. Further out are Waukegan, the much advertised Zion City, Kenosha, Racine and Milwaukee. A trip to the latter is almost a universal tourist diversion, as it can be made in a day by rail or boat, with more or less time in which to see the city, according to the route selected. Then there are the relatively near-by inland lake resorts of northern Illinois and Wisconsin and such outlying smaller cities as Rockford, Freeport, Elgin, Aurora, Joliet and Kankakee. In Michigan, on the east shore of the great lake, are a number of towns and resorts that are tributary to Chicago's recreation. As these "across-the-lake" places are incidental to the feature of lake trips from Chicago, they will be further mentioned in that connection.

LAKE TRIPS FROM CHICAGO.

Passenger steamboat lines are numerous from the port of Chicago, and one can make a lake trip from the city varying from the little local excursions to the parks and beaches (as shown by map on page 23) to an extensive tour of the chain of great lakes. The illustrations on pages 32 and 34 will give one a good idea of Chicago's activity in the direction of the lake excursion business. Of the boats employed in the service, it may be said of them in general that they are



modern, commodious and comfortable; and that they are maintained and operated in such a manner as to be devoid of objectionable features. Their popularity, and the estimation in which a lake trip is held by the knowing ones, is attested by the fact that, during the height of the season, it is estimated that they average over 10,000 passengers per day, and that for the year the passenger fleet handles out of Chicago several hundred thousand in excess of a million people. One of the special advantages of the lake trips from Chicago is that among them there is quite a list available to the tourist whose time or inclination admits only of short trips of a day or two days' duration, and also that they reach resorts and cities interesting to visit. These short trips are shown by the map, and of them the following may be briefly stated. It should be borne in mind, however, that the number of trips per day made by the different lines to some of the points mentioned varies at different periods of the season; also the sailing times vary on different days of the week. Hence, for specific data for the planning of a short lake trip, one should, on arriving at Chicago, consult the daily papers and other advertising mediums of the steamship companies. The outline given herein is for the height of the season.

Gasoline or electric launches leave the eastern end of Randolph Street viaduct, also Grant Park, from opposite the end of Van Buren Street, at frequent intervals during the season, for Government Pier, Lincoln Park, Jackson Park, and the four and six-mile cribs. These are purely local trips, occupying a half hour or more. When the bathing season is at its height, there is also a little steamer that makes frequent trips on Sundays between Manhattan Beach and Jackson Park.

The trip to Michigan City—where there are some wonderful sand dunes and an embryo Coney Island—occupies about two hours in each direction; the round-trip, including stay at Michigan City, consuming from about ten o'clock in the morning until the evening dinner time.

Along the west coast an excursion steamer makes round trips by daylight between Chicago and Waukegan. In addition, a steamer leaves Chicago at about six o'clock in the evening and runs to Waukegan and Kenosha, arriving at bed time; returning, it leaves those places in the morning and makes the daylight trip back in about four hours from Kenosha, and three hours from Waukegan. Accommodation for the night can be had at hotels on shore.

Boats make night runs in each direction between Chicago and Milwaukee; and in addition the "Whaleback" S. S. Christopher Columbus makes a round-trip day run, arriving back in Chicago between nine and ten o'clock in the evening.

The "Peach Belt" and the resorts of the Michigan east shore at St. Joseph and Benton Harbor, South Haven and Ottawa Beach, Macatawa and Holland are reached by both day and night boats, the trip occupying, on the day runs, about four, five and six hours respectively. Daily round trips are made to St. Joseph, Benton Harbor and South Haven. In addition, a line of night boats ply between Chicago and Grand Haven and Muskegon, Grand Haven being a summer resort and great fruit shipping center.

In addition to these short trips that can be made in the nature of outings from the city, there are, of course, the longer trips on Lake Michigan and the extended trips out of Chicago through all the great lakes by direct lines and connections. Such trips, for instance, as to Sturgeon Bay, Green Bay, Escanaba and west shore resorts; Pentwater, Ludington and Manistee on the east shore; Manitou, Charlevoix and Traverse Bay points, and Mackinac Island; Georgian Bay points, Detroit, Cleveland and Buffalo; also Sault Ste. Marie and Duluth. Coupon ticket agents of the Illinois Central and connecting railroads can give information as to these long distance lake steamship trips.

DIRECT TO CHICAGO VIA THE ILLINOIS CENTRAL R. R.

BEST OF DAILY THROUGH TRAIN SERVICE FROM THE SOUTH

As shown by the opposite map, the Illinois Central, in addition to its lines in other directions, has a particularly strong group of direct lines from the South to Chicago—lines with which other roads from all points southeast and southwest connect at important gateways. For this reason, together with the fact of the high standard of physical condition in which it is maintained, and the employment of all modern mechanical devices in its operation, and on account of its efficient and fast train service, the Illinois Central is a most available and popular railroad by which to reach Chicago. Fast through trains are run to that wonderful city by the lake from New Orleans, Jacksonville, Birmingham, Memphis, Cairo and St. Louis. These trains are composed of substantial equipment, meeting all the requirements of comfort and attractive environment en route. It includes electric-lighted sleeping cars, observation sleeping cars, steel observation cars, buffet-club cars, dining cars, free steel reclining chair cars and coaches. In addition to its unsurpassed train service, the Central offers its patrons, as also do connecting lines,

ROUND-TRIP SUMMER TOURIST TICKETS TO CHICAGO

That is, from May 15 to September 30, round-trip summer tourist tickets will be on sale from southern territory to Chicago, with a final return limit of October 31. In addition, the usual round-trip summer tourist tickets to the resorts of various parts of the country that are on sale during the season *and that read through Chicago*,

ARE GOOD FOR STOP-OVER IN CHICAGO

within the limit of ticket. Details of conditions under which this stop-over will be allowed can be ascertained of agent at time ticket is purchased.

Detail information as to train service, specific fares, dates and limits, as well as tickets, and any general information that may be desired in connection with a trip to Chicago, can be had on applying to any ticket agent of the Illinois Central Railroad and connecting lines. Any special advice that they are unable to give, may be had by communicating with the nearest of the following Illinois Central Representatives:

New Orleans, La.—

St. Charles and Common Sts.
W. H. BRILL, Asst. Gen'l Passenger Agent.

Nashville, Tenn.—

717 First National Bank Building
H. C. CANTWELL, Traveling Passenger Agt.

St. Louis, Mo.—707 Olive Street

F. D. MILLER, Division Passenger Agent.

Chicago, Ill.—76 West Adams Street

R. J. CARMICHAEL, Division Passenger Agt.

Memphis, Tenn.—

Corner Main and Madison Sts.
E. C. NEWMAN, City Passenger Agent.

Jackson, Miss.—

WALTER BYRNS, District Passenger Agt.

Jacksonville, Fla.—27 Hogan St., cor. Forsyth
S. C. BAIRD, Florida Passenger Agent.

Evansville, Ind.—126 Main Street

G. W. SCHELKE, Traveling Passenger Agt.

Birmingham, Ala.—2010 First Avenue

ROBT. ANDERSON, District Passenger Agt.

Houston, Tex.—909 Franklin Avenue

H. C. WEBB, District Passenger Agent.

San Antonio, Tex.—440 Moore Building

T. F. BOWES, Traveling Passenger Agent.

Havana, Cuba—11 Obispo Street

W. M. DANIEL, General Agent.

H. J. PHELPS,
General Passenger Agent, CHICAGO, ILL.

G. H. BOWER,
General Passenger Agent, MEMPHIS, TENN.

S. G. HATCH,
Passenger Traffic Manager, CHICAGO, ILL.



ILLINOIS CENTRAL AND YAZOO & MISSISSIPPI VALLEY RAILROADS AND CONNECTIONS SHOWING DIRECT LINES TO CHICAGO.

FOOT SCALE

T H I R D
R E V I S E D
E D I T I O N



ISSUED BY THE
PASSENGER
DEPARTMENT
OF THE
ILLINOIS
CENTRAL
RAILROAD

1 9 1 2



ROADSIDE

1912

F
548
.18
C445
1912
BARE
BK RM

ROADSIDE

CHICAGO

F O R T H E
T O U R I S T



REACH THE
ILLINOIS CENTRAL R.R.