

F 548

.68

.A1 C4



Class F 252

Book 65

A. C.  
17.





THE BEAUTIFUL COUNTRY  
NEAR CHICAGO.

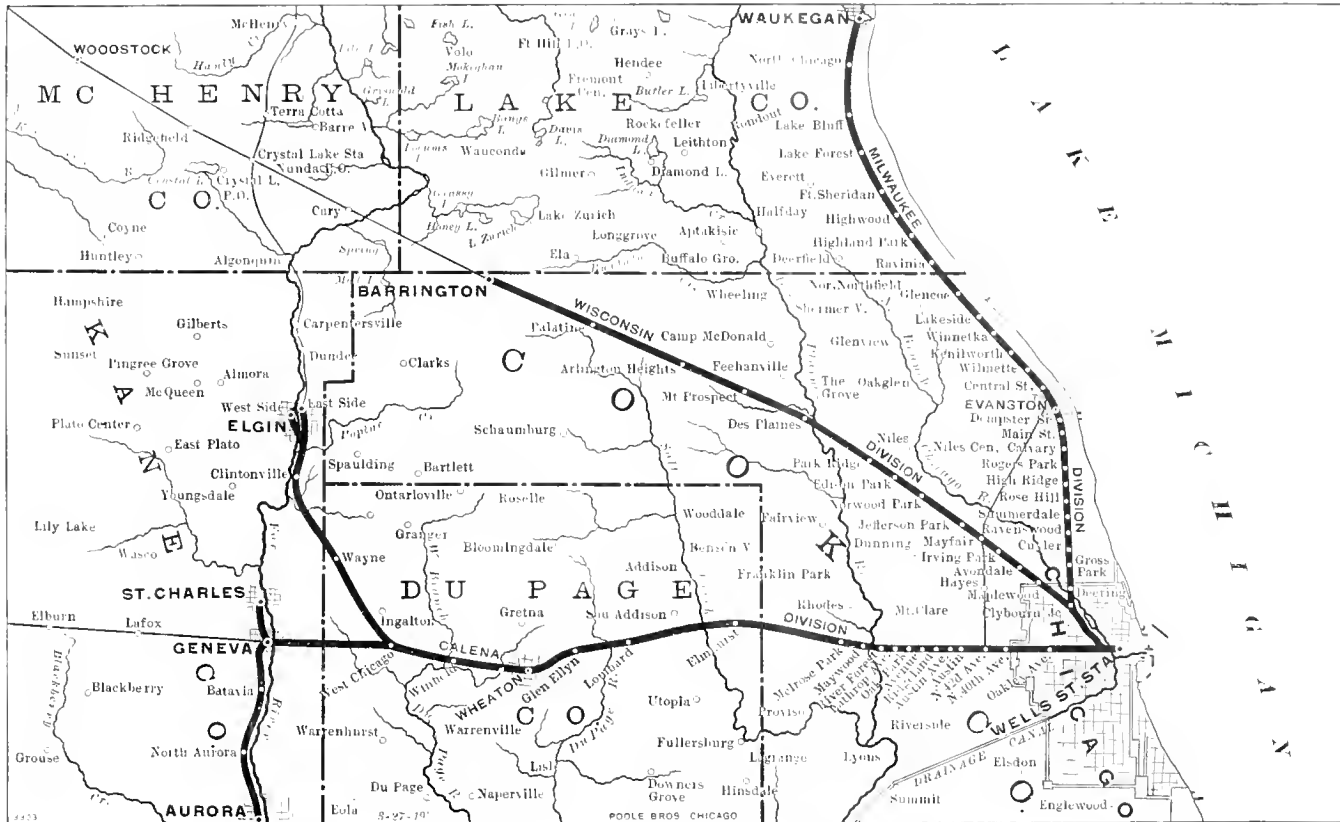


COPYRIGHT, 1900, BY THE  
CHICAGO & NORTH-WESTERN RAILWAY CO.

# INDEX.

.60  
A1C4

Arlington Heights.....	45	Lake Bluff.....	29
Austin .....	53	Lake Forest.....	26
Austin Avenue.....	54	Lakeside.....	18
Avondale .....	37	Lathrop Avenue.....	57
Barrington.....	49	Lombard .....	65
Batavia .....	74	Maplewood.....	37
Clintonville.....	78	Mayfair .....	37
Clybourn Junction.....	6	Maywood.....	58
Cuyler.....	6	Melrose Park.....	61
Deering.....	6	Mount Prospect.....	42
Des Plaines .....	42	North Chicago .....	30
Edison Park.....	38	Norwood Park.....	37
Elgin.....	81	Oak Park.....	54
Elmhurst .....	62	Palatine.....	46
Evanston .....	13	Park Ridge.....	41
Fort Sheridan.....	25	Ravenswood.....	9
Geneva .....	73	Ravinia .....	22
Glencoe .....	21	Ridgeland.....	54
Glen Ellyn .....	66	River Forest.....	57
Gross Park.....	6	Rogers Park.....	10
Highland Park.....	22	Rose Hill.....	9
High Ridge .....	9	St. Charles .....	77
Highwood .....	25	Summerdale .....	9
Irving Park.....	37	Waukegan.....	33
Jefferson Park.....	37	Wayne .....	78
Kenilworth .....	17	West Chicago .....	70
		Wheaton .....	69
		Wilmette.....	14
		Winfield .....	70
		Winnetka .....	18



SUBURBAN DISTRICT—CHICAGO & NORTH-WESTERN RAILWAY



WELLS AND KINZIE STREET STATION, CHICAGO

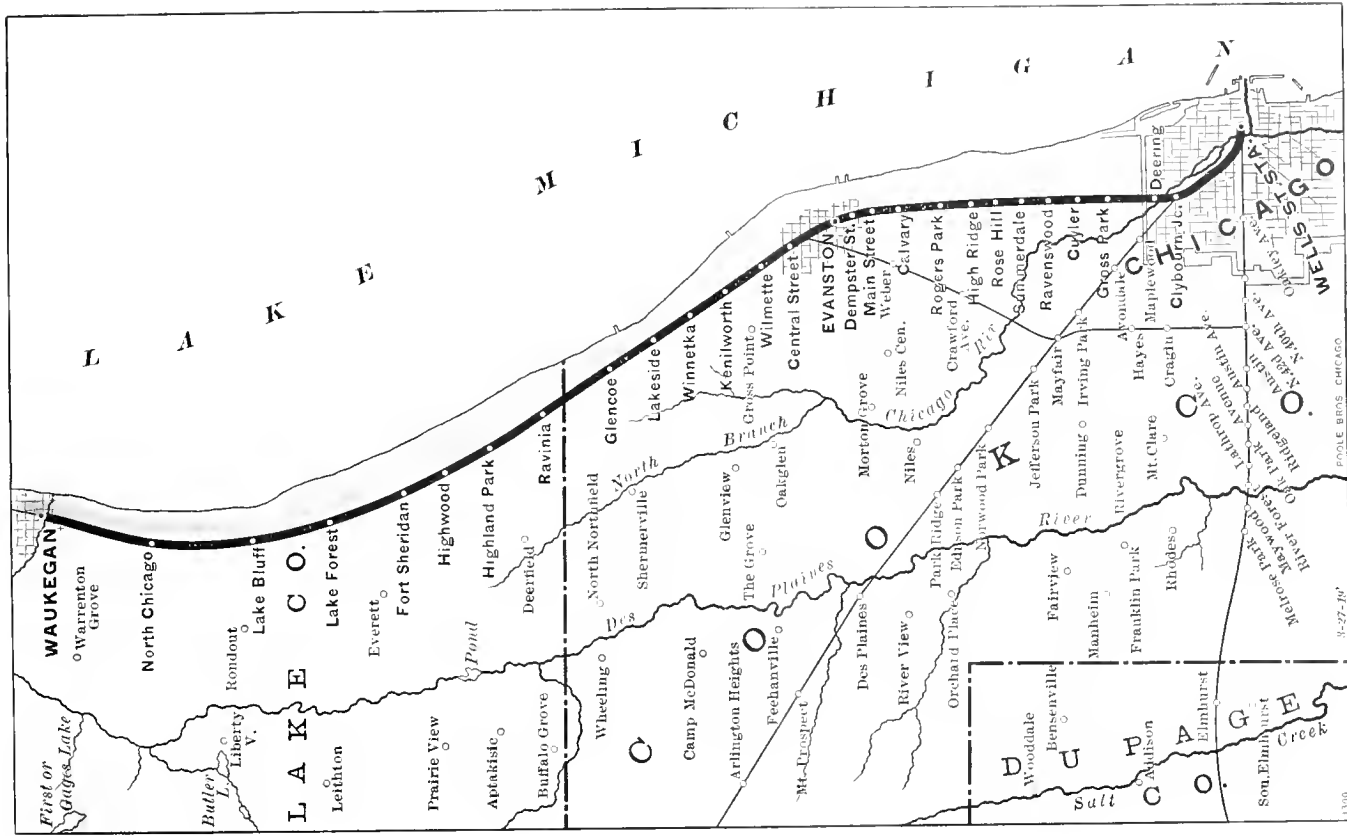


THE object of this booklet is to present in a concise form the salient features of some of Chicago's most attractive suburbs, incidentally noting their apparent advantages as residence localities. Hotels and private boarding houses providing excellent accommodations are to be found at many of these places, and convenient access to the city is afforded by the fast and frequent trains of the Chicago & North-Western Railway.

It is hoped that a perusal of these pages will result in so favorably commending some locality to the reader as to create a desire for further information, which will be cheerfully furnished by any of the local dealers in realty.

**T**HE Milwaukee Division of the North-Western Line, paralleling the beautiful North Shore, traverses a district unsurpassed in natural scenic attraction and the high, well-wooded landscape overlooking the broad expanse of Lake Michigan presents most delightful locations for homesteads.

The first stop is made three miles from Wells Street Station, at CLYBOURN JUNCTION, the diverging point of the Milwaukee and Wisconsin divisions. A new, thoroughly equipped station, of handsome design, affords a convenient place of transfer between these two divisions, thus avoiding the necessity of coming into the city. Here tickets are sold and baggage checked to all points via Chicago & North-Western Railway. Frequent trains to and from the business district of the city provide this populous section of Chicago with splendid rapid transit, which is likewise enjoyed at DEERING, GROSS PARK and CUYLER.



NORTH SHORE SUBURBAN DISTRICT MILWAUKEE DIVISION  
 PEOPLE BROS. CHICAGO  
 11-27-1911



RAVENSWOOD AND SUMMERDALE

**R**AVENSWOOD is a very desirable residence section, now within the northern limits of Chicago. The improvements include all that are possessed by a modern city. The streets are broad and beautifully shaded, and the pretty residences are surrounded by spacious lawns, flowers and shrubbery. The splendid schools are the outgrowth of early and complete planning. There are many churches and numerous societies and clubs. In the business district stores of every variety afford convenient marketing.

An elevated track system, reducing the running time of all Chicago & North-Western trains, gives to Ravenswood unsurpassed service, the six-mile distance being quickly annihilated.

**S**UMMERDALE, one mile north, and **HIGH RIDGE**, two and one-half miles north of Ravenswood, are developing as places of residence in the onward march of population to the favored North Shore.

Beautiful Rose Hill is located between Summerdale and High Ridge.

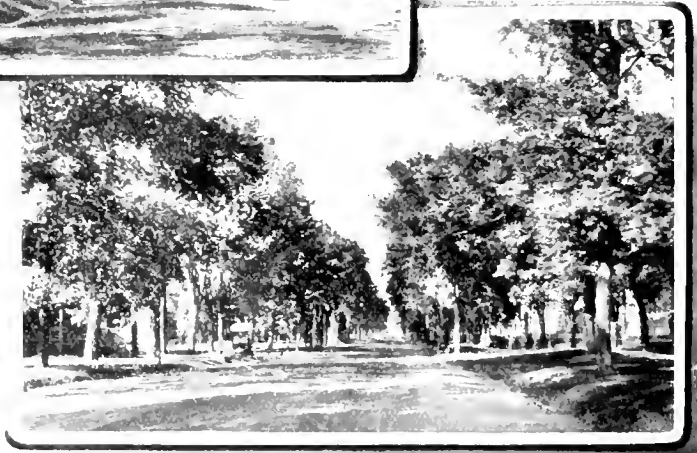
**R**OGERS PARK, nine miles from Wells Street Station and bordering on Lake Michigan at an altitude of twenty-two feet, is a charming residence district within the city limits. The early history of this locality is replete with reference to negotiations with the Indians whereby the United States obtained title to the land. The old Indian boundary line is now known as Rogers Avenue.

The annexing of Rogers Park to the city was subsequent to the installing of its waterworks system, supplying filtered lake water. It also has gas, electric lights, sewers, paved streets, well-stocked stores, fine churches, schools, and several social organizations.

The splendid train service of the North-Western Line to and from Chicago enhances the pleasure of living in this delightful suburb.



ROGERS PARK



EVANSTON.



EVANSTON, a beautiful city of 25,000 inhabitants, is situated twelve miles north of Wells Street Station. Its model residences, broad, well-paved and beautifully shaded streets, extensive private grounds surrounding many homes of palatial character, make it indeed an ideal locality for a summer sojourn or a permanent dwelling place. It possesses a splendid public library, numerous schools, churches of all denominations, many of them stately edifices, banks, societies, various clubs, and attractive stores.

Evanston is the seat of the Northwestern University, chartered in 1851 and opened in 1855. The annual attendance at this institution approximates 1,800 students. The charter prohibits the sale of intoxicating liquors within four miles of the university, and this provision is rigidly observed. The Illinois Industrial School for Girls is also located here.

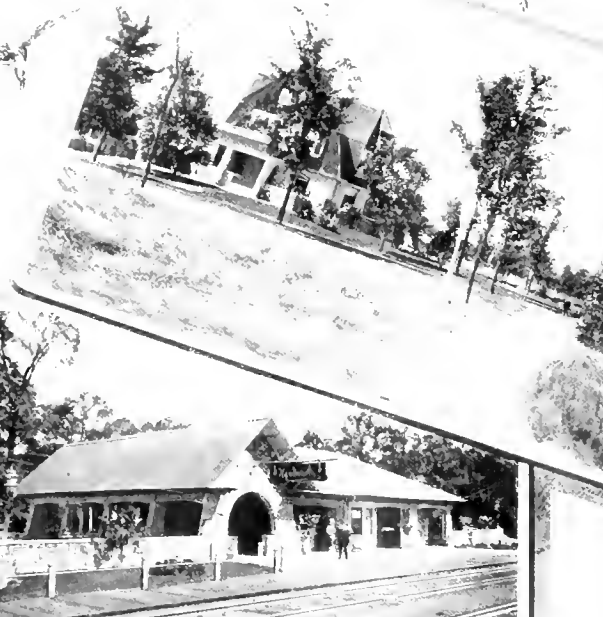
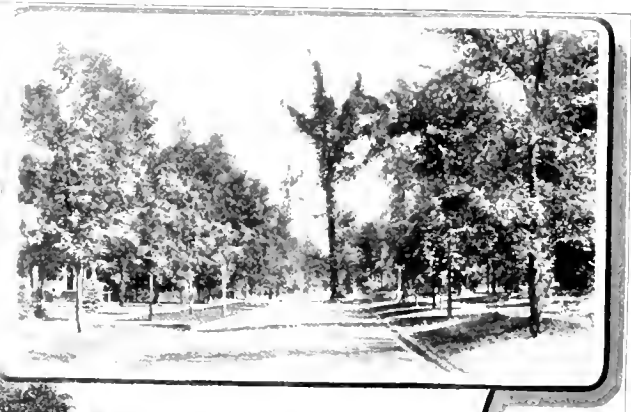
During the season the Evanston Club is enthusiastic in the pleasures of golfing, the grounds being situated near by. Evanston's accessibility to Chicago is promoted by the unequalled service of the Chicago & North-Western Railway. This company has four stations in Evanston, one in the northern portion called Central Avenue (formerly North Evanston), another in the busy center called Evanston, another at Dempster Street, and one at Main Street (formerly South Evanston).

Frequent fast trains make the run to and from Wells Street Station, Chicago, in twenty minutes.

**W**ILMETTE, so named in commemoration of "Ouilmette," the Pottawatomie chief who lived at this place when it was an Indian reservation, is located on a level strip of heavily wooded country extending to and overlooking Lake Michigan, and is fourteen miles from the North-Western station in Chicago. The streets are tastefully laid out, curbed and paved. It has a drainage system, waterworks and gas. There are several churches. Schools are modern and instruction the best. Good stores provide all necessaries. Among its social attractions is the Ouilmette Country Club, which favors outdoor sports, especially the game of golf. Population, 2,500.

Wilmette is a link in the chain of incomparable suburbs that are located along the line of the Chicago & North-Western Railway, which have gradually developed from small crossroads stations established with the building of the railway, until to-day, with their progressive population and the continued improvement in train service, they stand forth as the most charming and convenient home localities to be found anywhere.





**K**ENILWORTH claims attention as a suburb of elegant homes amid grounds of generous proportion, beauty and adornment. It is situated on a bluff nearly forty feet high overlooking Lake Michigan. Its population numbers 500.

The streets are boulevarded and well lighted and all walks are of cement. There is a complete gas and drainage system, and a waterworks supplying filtered water. Excellent schools are provided, including one for girls and a college preparatory school for boys. The Kenilworth Golf Club is a popular institution among this suburb's other social advantages.

A picturesque station and a public fountain command attention at the threshold of this modern suburb. The distance of fifteen miles from Wells Street Station is most expeditiously and comfortably traversed by the improved express train service of the North-Western Line.

**W**INNETKA, originally named by the Indians "Wynetka," or "Beautiful Land," was incorporated as a village in 1869 under the name it now bears. It is seventeen miles from Wells Street Station, and situated in a gently rolling country at an elevation of about seventy-five feet above Lake Michigan, from which the water supply is conducted throughout the village. It has a population of 2,000.

A splendid drainage system has been provided. The natural beauty of the landscape, enhanced by the improvement of streets, and homes of artistic design, presents a park-like appearance.

There are schools, a public library, a hall for public ceremonies, churches and a variety of stores. The Skokie Country Club, with convenient golfing links, numbers in its membership a fair proportion of Winnetka's residents. Participating in the splendid train service of the North-Western Line, Winnetka possesses everything to make it a convenient and delightful place for a home.

**L**AKESIDE, one mile north of Winnetka and eighteen miles from Wells Street Station, is within the corporate limits of Winnetka, and possesses all the natural beauty of its near neighbor. The improvements under way and in contemplation will certainly make Lakeside of great attraction as a residence locality.



WINNETKA AND LAKESIDE



GLENCOE



**G**LENCOE, nineteen miles from Wells Street Station, and beautifully situated on a high bluff overlooking Lake Michigan, has a population of about 800. The wide streets are well shaded and bound extensive home grounds.

Glencoe has good water and drainage, splendidly paved streets, stores, schools and churches. The many pleasures of rural life are supplemented by pastimes usual with clubs, societies, etc. The Skokie Country Club has golf links conveniently situated. "Pear Orchard," with its pioneer house made of oak, is a notable landmark, and certifies to the ambition of an early settler.

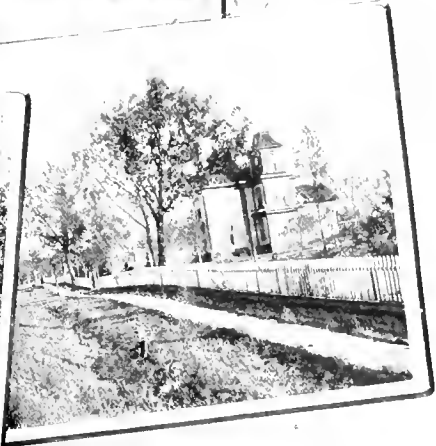
The question of rapid transportation to and from Chicago is one that in no way handicaps the pleasure of living in the country, as the Chicago & North-Western Railway operates an express train service that affords the finest accommodations.

**R**AVINIA, a gateway to the attraction of Highland Park, within the corporate limits of which it is located, is one and one-half miles south of Highland Park Station and twenty-one and one-half miles from Wells Street Station. It presents the finest conditions for suburban residence.

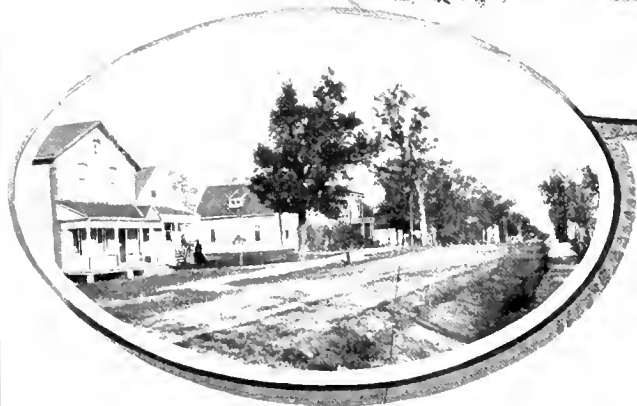
**H**IGHLAND PARK was first known as "Port Clinton." The adoption of its present name was to fittingly express the features of natural beauty surrounding this locality—the magnificent bluff overlooking the lake and the picturesque ravines—which have been utilized to great advantage in the artistic development of this suburb.

Highland Park, abounding in attractive homes, has a population of about 3,000, many of whom are numbered among Chicago's prominent business people. Its streets are broad and well paved. Waterworks, electric light and sewer systems are among the conveniences. Churches of several denominations are established, and its public school system includes three grammar and one high school. Other educational institutions are the Northwestern Military Academy, and the Alta School for young ladies.

The business interests of the place include stores of all kinds, two banks and several hotels. Special effort has been made by the construction of a modern hotel to provide for the increased patronage that is bestowed on Highland Park as an attractive and convenient summer resort. The Exmoor Country Club and the Highland Park Club are prominent in its social life, golf being an attractive sport during the season. Rapid transit is amply provided by the Chicago & North-Western Railway.



HIGHLAND PARK



HIGHWOOD FORT SHERIDAN

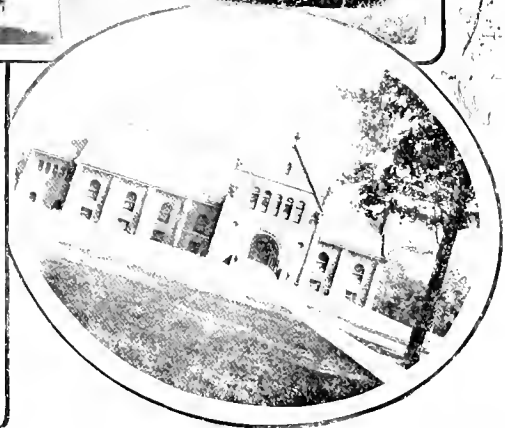
**H**IGHWOOD STATION, in the village limits of Fort Sheridan, is twenty-five miles north of Chicago, and was established long prior to the locating of the United States military post in its vicinity. It now has a population of about 800, and is amply provided with stores, schools and churches. The situation is one of natural beauty, and in many ways claims attention as a desirable locality with a conveniently arranged schedule of fast train service to and from Chicago. The streets are well graded and graveled. Lake water and electric lights are supplied.

**F**ORT SHERIDAN STATION, one mile north of Highwood, serves the convenience of passengers to and from the magnificent military post, which, in the extent of its grounds, substantial character of buildings and beauty of location, is unsurpassed.

LAKE FOREST, twenty-eight miles north of the city, and situated at an elevation of over 100 feet above the level of Lake Michigan, is one of Chicago's most beautiful suburbs. Originally platted as a park, it has, as attractive features, broad winding thoroughfares, fine shade trees and picturesque ravines. The many handsome homes are surrounded by grounds of generous extent and great beauty. The permanent population numbers 3,000 and includes many of Chicago's prominent business men. The public conveniences are the finest—well-paved streets, electric lights, splendid water and drainage systems, attractive stores, excellent schools, a library and churches. Of proud distinction is Lake Forest University, chartered in 1857 as "Lind University," and changed in 1865 to its present name. This is one of the most prominent universities in the west, and enrolls in its organization of five distinct institutions about 1,400 students annually.

The Onwentsia Club is prominent in social functions, and especial attention is given to golf and other outdoor sports.

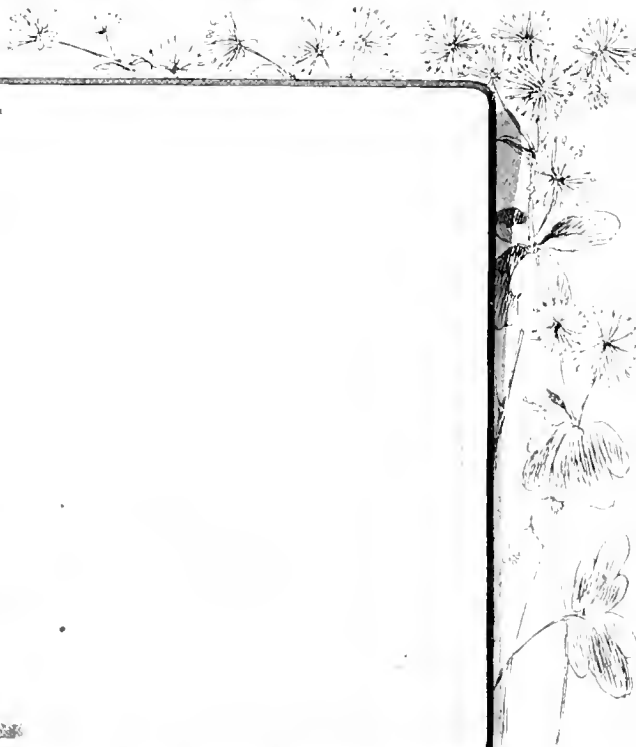
The frequent and fast trains of the North-Western Line to and from Chicago add to the conveniences of this beautiful suburb.



LAKE FOREST.



57



THE BEACH AT LAKE BLUFF.



**L**AKE BLUFF, thirty miles north of Chicago, on an eminence overlooking Lake Michigan, is another station in the continuous stretch of beautiful country traversed by the Chicago & North-Western Railway, that offers rare opportunities for the location of a home with pleasant rural surroundings and convenient transportation service.

It has ever been a popular summer resort, and has a permanent population of about 200 people. Lake Bluff has a water supply from artesian wells, and is about to install an extensive sewer system. There are many pretty homes, schools, churches, stores and various clubs. A hotel very prettily situated affords an attractive summer home to many of Chicago's citizens.

**N**ORTH CHICAGO, thirty-three miles from Chicago, and aspiring, as its name would imply, to a share of the prominence attained by the great metropolis, has started out on a system of industrial development. It is now a village of 900 people, having made commendable progress since its recent establishment. With this foundation of enterprise and industry, together with a most favorable location adjoining the shore of Lake Michigan, there is every reason to anticipate rapid development in the near future. Many beautiful sites await the contemplative builder.



THE BEACH NEAR NORTH CHICAGO.



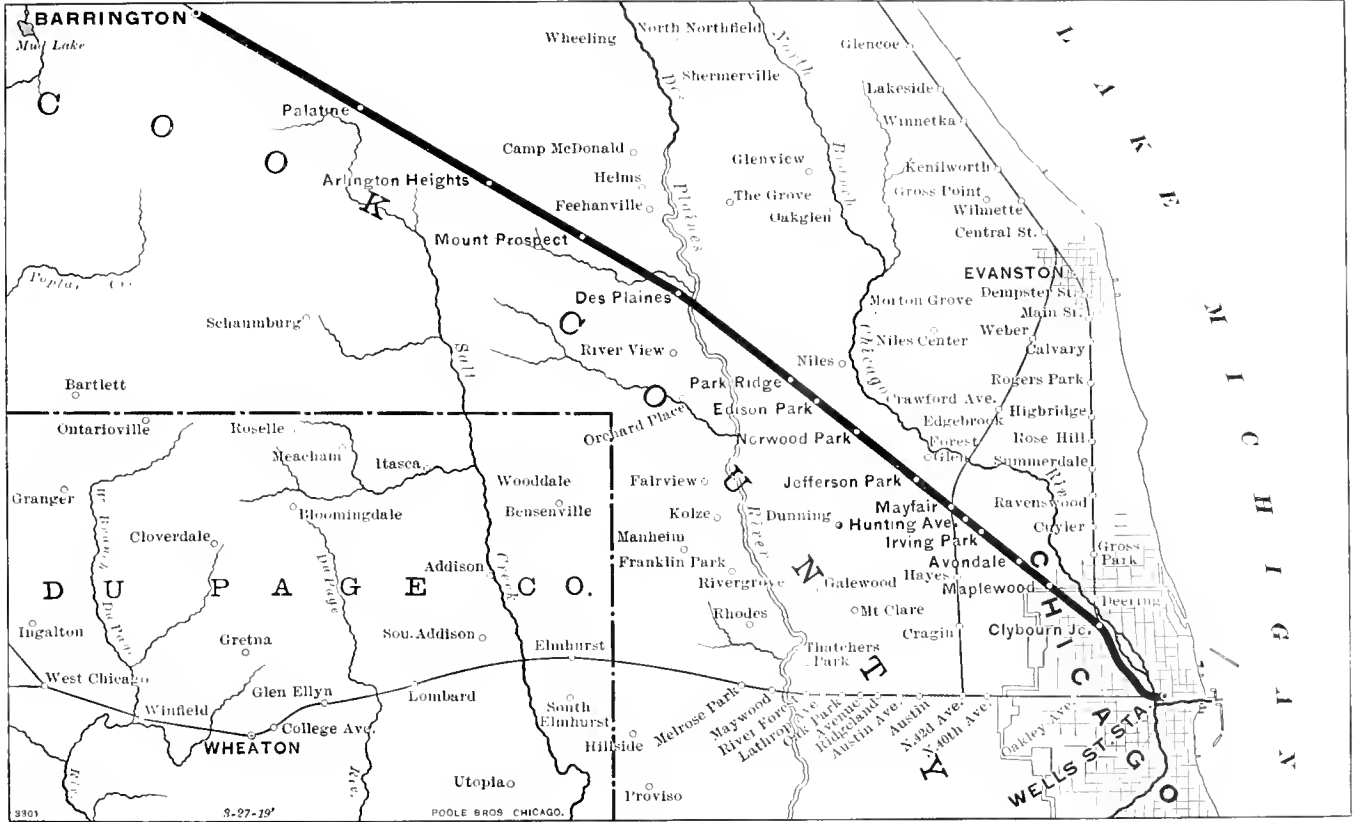
**WAUKEGAN.** Thirty-five miles north of Chicago, on a bluff overlooking Lake Michigan, lies the beautiful city of Waukegan, Lake County, Ill. Its situation is incomparable, the view perfect, and the air always pure. Waukegan is a well-built city. Its business buildings are substantial structures of brick and stone, and face broad, well-paved streets. The residence portion is particularly attractive. Beautiful homes are surrounded by spacious grounds, with shrubs, trees and flower beds. Skirting the edge of the bluff and overlooking the lake is the Sheridan Drive, a broad macadamized highway adorned by many of Waukegan's fine homes. The city is supplied with water, and the best possible drainage insures the finest sanitary conditions. Well-organized fire and police departments promote the security of the city. The schools are modern, and afford complete instruction by a corps of efficient teachers. Churches of all denominations and various societies are represented. The socially inclined have several delightful clubs. The financial interests are represented in its two banks. Population, 12,000.

Without detracting or endangering its desirability as a home site Waukegan offers many advantages for the location of manufacturing establishments. An inexhaustible water supply and extensive grounds, located below the level of the residence district at a distance great enough to render them practically isolated, and accessible to the finest transportation facilities, make the situation here one of great opportunity. By the unsurpassed service of the North-Western Line, Waukegan is so closely linked to Chicago that its favored position has induced many of Chicago's busy people to make their homes in this pleasant city.

THE Wisconsin Division, extending in a northwesterly direction from the city, diverges from the Milwaukee Division at Clybourn Junction.

The natural beauty of the country induced early settlements at many points on this line, and which have developed into beautiful suburbs affording choice residence sites.

As a route of travel the Wisconsin Division now leads in its facilities for the conduct of traffic between Chicago and the northwest. Of particular notice in its many trains to points in Wisconsin, Minnesota, the Dakotas and beyond, is *The North-Western Limited* (electric-lighted throughout to St. Paul and Minneapolis); the *Duluth and St. Paul Fast Mail*, and the *Badger State Express* (a daylight train through picturesque Wisconsin to St. Paul and Minneapolis). Other trains in addition to its splendid suburban service provide the Wisconsin Division with accommodations equal to a rapidly growing traffic.



SUBURBAN DISTRICT - WISCONSIN DIVISION



CLYBOURN JUNCTION AND NORWOLD PARK.



**M**APLEWOOD. Four miles from Wells Street Station.

AVONDALE. Five miles from Wells Street Station.

IRVING PARK. Seven miles from Wells Street Station.

MAYFAIR. Eight miles from Wells Street Station.

JEFFERSON PARK. Nine miles from Wells Street Station.

NORWOOD PARK. Eleven miles from Wells Street Station.

These stations, formerly individual suburbs, have, through continuous development and improvement, been absorbed within the municipality of Chicago, and combine with the advantages of suburban life the public conveniences of this great city. They retain, however, the beauty of spacious grounds and pretty homes, and are within easy access of the center of the city by the splendid train service of the North-Western Line.

EDISON PARK is just outside of the limits of Chicago, twelve miles from Wells Street Station. It is naturally well situated, and its elevation makes a perfect sewerage system possible, which at present is under construction. The population numbers about 600. It is one of the newest suburbs and gives promise of rapid development. The village has one school, two churches, and four stores dealing in all the commodities for home needs. The character of improvements is modern. The streets are nicely graded and kept in good repair. Pure water is plentiful, and it is planned to shortly supply all houses with running water.

The transportation service to and from Chicago is arranged to promote a rapid growth.



EDISON PARK



PARK RIDGE

PARK RIDGE is a village of 2,100 people, situated thirteen miles northwest of Chicago. Its name has been well chosen, as it is a veritable park on a ridge many feet above the level of Lake Michigan. With its undulating landscape covered with a variety of trees, beautiful lawns and shrubbery surrounding many pretty homes, Park Ridge is an attractive place. It has two artesian wells supplying the purest water. The sewage is conducted a considerable distance and has a fall of forty feet, thus providing a most desirable sanitary condition. Most of the streets are skirted with beautiful shade trees, are of macadam or gravel, and at night are brilliantly lighted by electricity.

Park Ridge is justly proud of its schools, both from educational and architectural standpoints. The social features are promoted by several clubs. There are four churches, two public halls and two parks. The train service of the North-Western Line places this pleasant village within easy access of Chicago.

**D**ES PLAINES, bordering the Des Plaines River, sixteen miles northwest of Chicago, is a village of 1,800 people, and is favorably known as being the site of the Methodist camp meetings for the past forty years. Its well graded and graveled streets are lined with pretty homes and beautiful grounds. A splendid waterworks and sewer system, a bank and good stores are among the conveniences afforded, and the schools are adequately maintained. There are five churches. Frequent and fast trains place Des Plaines in the list of convenient suburbs.

**M**OUNT PROSPECT, twenty miles from Wells Street Station, promises the development of an attractive suburb. Transportation service is ample.



CES PLAINES.



ARLINGTON HEIGHTS



**A**RLINGTON HEIGHTS, twenty-two miles northwest of Chicago, is in a very attractive undulating country. Its generous proportions are typified in the attractive park surrounding the station. Streets are graveled, good natural drainage is afforded, and fine trees and shrubbery add to the beauties of pleasant homes. Schools, churches, well-stocked stores, hotels and a public hall provide for the welfare of the community. Several manufacturing concerns find this a convenient location. An extensive nursery is also located here. The population is estimated at 1,200.

**P**ALATINE, a very pretty village twenty-six miles northwest of Chicago, contains a population of 1,200. It has many well-shaded streets and pretty homes. The country is gently rolling. A fine waterworks and sewer system is installed. Well-kept stores, a public hall, bank, good schools and several churches combine to make a residence in this center of an attractive agricultural section, a pleasure.

The train service to and from the city is very conveniently arranged.



PALATINE



BARRINGTON

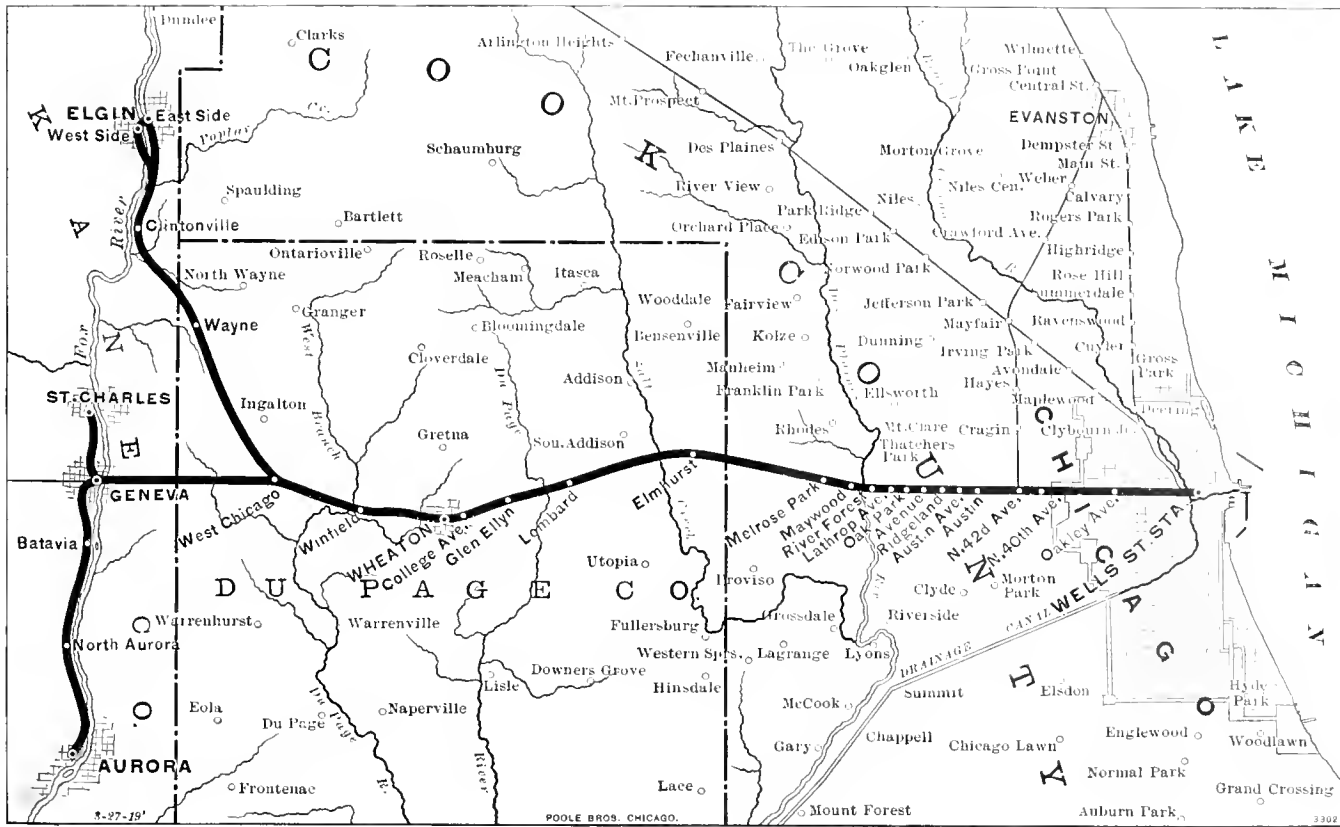
**B**ARRINGTON is another of Chicago's pretty suburbs, thirty-two miles northwest of the city in the midst of a very fine agricultural and dairy section. The character of the country is hilly, affording very good natural drainage. Close to Barrington and reached over good roads are Wauconda and Lake Zurich, popular resorts for fishing and summer outings. Fine golf links are located at Lake Zurich.

Some distinction attaches to Barrington as a junction point with the outer belt line, the E. J. & E. Railway, which affords interchange of a large traffic between the North-Western Line and its connections.

Barrington's population of 1,400 people enjoys the comforts and conveniences of fine schools, churches and good stores. Electric light and water systems are installed. The streets are well kept, and beautiful grounds surround many pretty homes. A creamery machinery works, cheese factory and creameries represent its industries. Excellent train service is provided to and from Chicago.

THE Galena Division extends directly west from Chicago with several branches diverging from the main line. The name is derived from the title of Chicago's first railroad, the "Galena & Chicago Union," and the completion of its first ten miles was a notable achievement in the progress and development of the great west, and it has ever since been an important factor in the conduct of transcontinental traffic. It is the pioneer line west and northwest of Chicago, and the route of *The Overland Limited*, *The Chicago-Portland Special*, *The Colorado Special*, and other fast trains to points in Illinois, Iowa, Nebraska, the Black Hills, Wyoming, Colorado, Utah, Idaho, Nevada, California, Oregon and Washington.

The suburban service affords the most adequate accommodation.



8-27-19'

POOLE BROS. CHICAGO.

3302

SUBURBAN DISTRICT - GALENA DIVISION





AUSTIN, seven miles west of the Wells Street Station, is another of Chicago's fine residence districts. As a suburb it was named after one of Chicago's enterprising merchants, who established at this place in 1866 a brass clock works. These works have gone out of existence, but remaining as evidence of artistic planning are the parks and trees which now beautify this locality. Its development from a long favored suburb is demonstrated by beautiful homes, splendid schools, fine churches, modern business blocks, attractive stores, substantial public buildings, two parks and a large and fashionable club. The service of the North-Western Line places Austin in an advantageous position as to time required in getting to and from the city.

AUSTIN AVENUE and RIDGELAND are within the limits of Oak Park, and possess many of the characteristics of that suburb.

OAK PARK, nine miles from Wells Street Station, commands attention as one of the handsomest suburbs of Chicago. Going back into history we find that this is one of the oldest settlements around Chicago, being first known as Kettlestring's Grove, after Joseph Kettlestring, who settled here in 1833. Later it was known as Oak Ridge, Harlem and Noyesville. Subsequently the name Oak Park was adopted.

The present population numbers 10,000. The business buildings include many of substantial character, and the stores are large and well stocked. Oak Park enjoys the conveniences of a modern city. It has a splendid water and drainage system, gas, electricity, paved streets, graded and high schools, a fine public library and magnificent churches. Social life is alert with its several clubs and societies of prominence. Out-door pastimes are popular, golf being particularly favored by the Westward Ho Club, River Forest Golf Club and the Newspaper Golf Club, each having grounds conveniently located. Many residences with broad lawns are embowered in luxuriant shade, and to refer to its homes is to touch a subject of pride to the residents.

By special fast train service Oak Park is reached in eighteen minutes from Wells Street Station. Numerous other trains of the North-Western Line cover the distance in about the same time.



OAK PARK



RIVER FOREST.

RIVER FOREST, as the name suggests, is situated amid a beautiful growth of timber on the east bank of the Des Plaines River, nine and one-half miles west of Wells Street Station. The place was originally called Thatcher, having been named after David C. Thatcher, who settled here in 1856, but was afterward changed for reasons suggested by the natural surroundings.

Broad streets and wide lawns present an attractive appearance, and there are many new and pretty residences. The conveniences of water, gas, electric lights and sewers enhance the attraction of a home in this village of 1,800 people. There are several stores and churches, a grammar and a high school. The River Forest Golf Club, a popular organization, has grounds conveniently located. The North-Western trains are arranged to give the best service.

LATHROP AVENUE, a station at the east side of River Forest, accommodates a large number of the residents of this suburb.

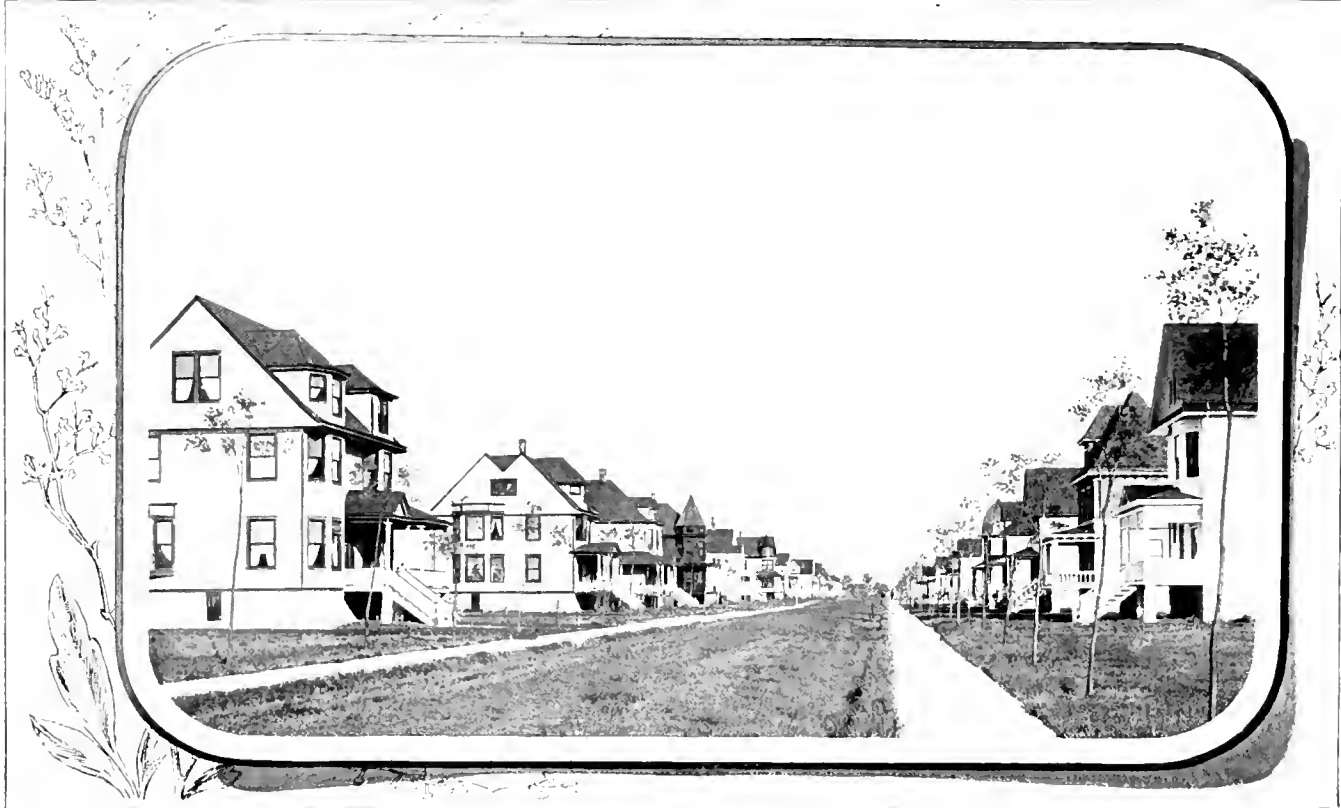
**M**AYWOOD, ten miles west of Wells Street Station, is situated on the west bank of the Des Plaines River. Population, 4,000. It was founded in 1868, and incorporated as a village in 1881. The land is high and dry, and a splendid sewer system and waterworks promotes the healthfulness of this location. Many of the streets are delightfully shaded and the main thoroughfares paved. Within the public park of about ten acres, naturally pretty, is located a handsome building containing the village offices. Very extensive building improvements have been made in the western portion of the town.

An electric plant furnishes light for street and house lighting. Schools are conveniently located and well equipped. Two large halls accommodate public gatherings. There are many stores and a number of churches.

Maywood possesses some distinction as an industrial center. A large sheet metal works employs a very large force, and another important industry is a foundry. Fast and frequent trains are run between Maywood and Chicago by the North-Western Line.



MAYWOOD.



WEST MAYWOOD.



**M**ELROSE PARK, eleven miles from Chicago, is noted for its thriftiness. From an expanse of prairie a few years ago, has been developed a village of 2,500 people, with comfortable homes and pleasant surroundings.

The streets have been sewerred, waterworks erected, and with electric lights, well-stocked stores, good schools, churches, and a favorable location, Melrose Park confidently welcomes the newcomer.

The Latrobe Steel Works have their extensive plant here and employ a large number of men. A fine train service is arranged with due regard to the growing needs of the place.

ELMHURST, situated sixteen miles west of Chicago, like many other suburbs has had an experience in finding a name suitable to its environment. It was first known as "Cottage Hill," but to avoid it being confounded with other places of similar name, and seeking individuality, its present title was suggested by the character of its landscape; hence its adoption.

Many attractive villas, the homes of some of Chicago's prominent men, are to be seen.

The streets are broad, macadamized and beautifully shaded and lighted by electricity. A perfect sewer system has been installed. A water supply from a bountiful spring is piped throughout the village. A variety of stores, a bank, large tile works, and a stone quarry are among its business enterprises.

There are four churches and a large hall available for public gatherings.

The educational facilities are the best and the Lutheran College, which has fine buildings and grounds, is located here. The population is 2,000. The North-Western's train service to and from Chicago is ample, and planned to suit the convenience of those making Elmhurst their home.



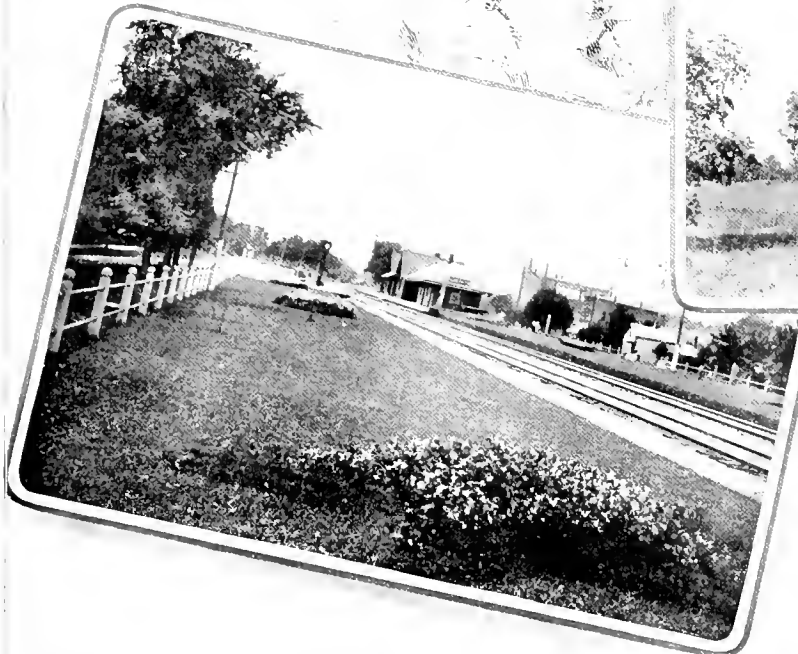


LOMBARD

LOMBARD, a quiet suburb twenty miles from Wells Street Station, possesses natural beauty as a site for a country home. The streets are well graded and graveled, and offer enjoyment in bicycling and driving. There are many pretty homes with well-kept grounds. Two churches, two schools and several stores aid to fulfill the requirements of this village of 600 people. Fast and frequent trains of the North-Western Line render easy access to the city.

**G**LEN ELLYN, twenty-three miles west of Chicago, possesses a marked individuality in its beautiful hills and woods. Its history shows that it was first known as "Danby," after an early settler, then as "Prospect Park," and after its development as a summer resort it received its present name.

The character of the soil renders its streets naturally good at all seasons for driving or wheeling. Its schools are the best. There are four churches. Very good business buildings are occupied by a variety of stores. The population numbers 800. A small spring-fed lake is within the village, and adjoining this is a large hotel, a favorite retreat for many people during the summer season. Several springs of highly praised water have brought prominence to this locality, which for natural attractiveness is unsurpassed within many miles of Chicago. A fast train service brings this ideal suburb to Chicago's very threshold.



GLEN ELLYN



WHEATON.



**W**HEATON, county seat of DuPage County, Ill., dates its settlement from 1838. It is a prosperous city of 2,500 inhabitants, with many modern homes surrounded by beautiful grounds, and residence streets bordered with shade trees.

The educational advantages are of a superior character. Besides the grammar and high schools, and the Adams Memorial Library, is Wheaton College, an institution long established and growing in importance. There are also several churches.

Electric lights and a splendid water supply are among the public conveniences, also a bank, public hall, and stores of all kinds. Good roads in all directions afford pleasure in driving or bicycle riding.

One and a half miles southwest of the railroad station the Chicago Golf Club has its clubhouse pleasantly situated, with broad verandas overlooking the links and extensive grounds.

The distance of twenty-five miles from Wells Street Station is traversed by fast trains, making it possible to combine the advantages of a Wheaton residence with the demands of business in Chicago.

**W**INFIELD, Du Page County, twenty-eight miles from Wells Street Station, modestly comes to notice as a convenient center for interchange with the many rich farms in the beautiful surrounding country.

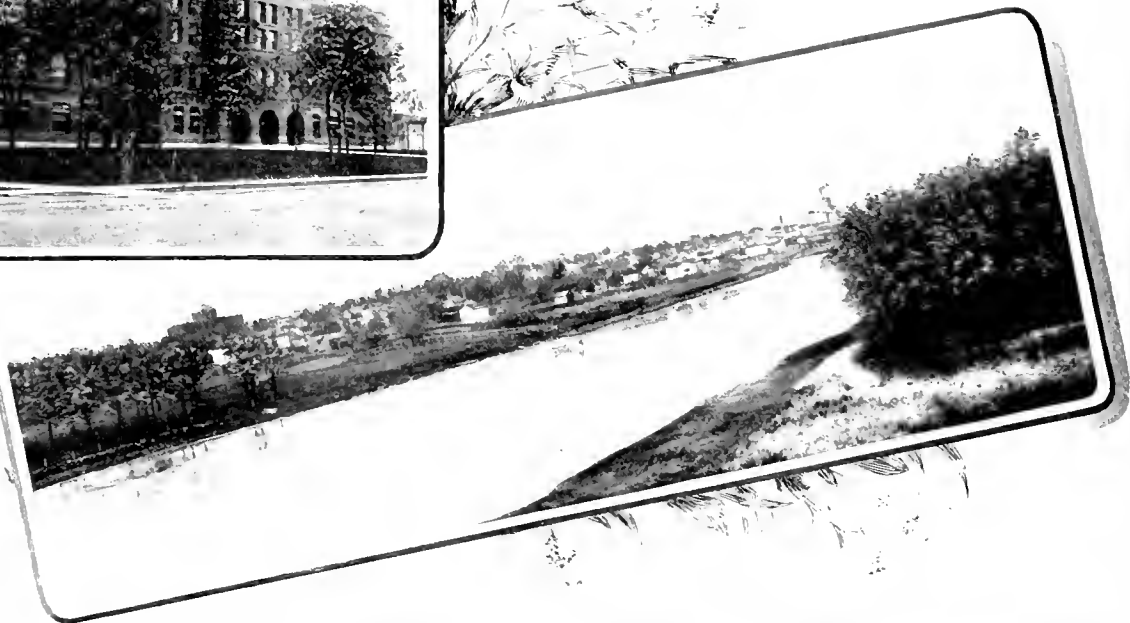
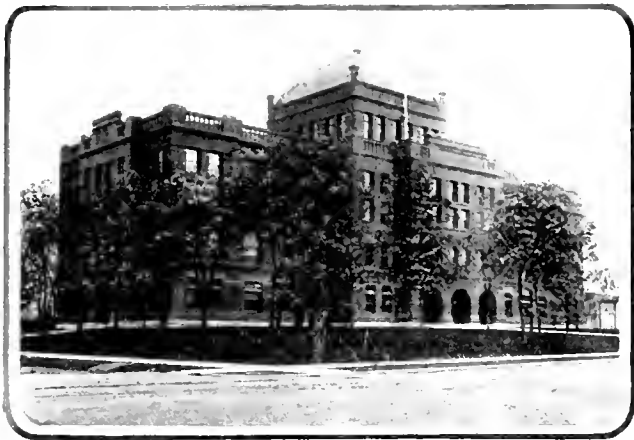
This locality, but partially improved, affords unusual opportunities for development.

**W**EST CHICAGO, Du Page County, thirty miles from Wells Street Station, is the point at which the North-Western Line diverges to Elgin, Rockford and Freeport from the air line to Geneva, De Kalb and beyond. This village of 2,500 people is located in a gently rolling country. It has many pretty homes and broad and well-kept streets. In the business section is a bank and many stores. Water is piped throughout the village from an artesian well. An electric light plant supplies public and private needs. Good schools, including a high school, are maintained. Several churches are here. An opera house and a splendid driving park afford diversion. Among its industries are a brickyard, a manufactory of interior house trimmings, a steel and iron metal-coating company and the local shops of the North-Western Line.

The train service to and from Chicago is fast and frequent.



WINFIELD AND WEST CHICAGO



GENEVA

GENEVA, county seat of Kane County, situated on the west bank of the beautiful Fox River, thirty-five and one-half miles from Wells Street Station, has a population of 2,500. Its streets are broad and well shaded, and are curbed and macadamized in the business section.

Many handsome residences and grounds are noticed throughout the town. Prominent among the substantial buildings is the Kane County court house, situated in a square that is beautified by lawns, trees and shrubbery: All lines of business indicative of a progressive community are represented, and several manufacturing establishments attest its advantages as an industrial center. The city is supplied with good water. It also has an electric plant furnishing public and private illumination at a low cost. Its educational advantages are excellent. Churches of several denominations add their stately presence to the attractiveness of the city. Several hotels give ample accommodations to the wayfarer. Banking facilities are added to its other business interests. Geneva, with a natural beauty and a fast train service, offers many attractions to the homeseeker.

BATAVIA, the first settlement in Kane County, dating from 1833, is pleasantly situated on both sides of the Fox River, and commands the use of an extensive water power. This advantage has been the means of developing many of its industries, whose products have made Batavia favorably known in many parts of the world. The great stone quarries in this vicinity have also added to its prosperity. Its situation in a beautiful rolling country makes this point an attractive and healthful place of residence. The drainage, though naturally good, has been improved to provide modern sanitary essentials. An electric plant under city control furnishes illumination. Many fine business buildings and well-stocked stores are found in the business portion. The commercial and industrial interests find convenience in home banking facilities.

The educational privileges rank with the best, and the moral, social and material welfare of the populace is advanced by its many churches, societies, clubs, fraternities and miscellaneous organizations. The streets are improved, and the many elegant residences have generous ground space with beautiful shade. The population numbers close to 5,000.

Additional to the advantages of Batavia as a place of residence or business, the North-Western Line has provided a fast train service to and from Chicago which is specially arranged for morning and evening demands.



NEAR BATAVIA



ST. CHARLES.



**S**T. CHARLES is another of the delightful places on the Fox River. It is one of the oldest settlements in the west, reckoning its history from 1837, and warranting its selection by the charm of natural scenery and the possibilities of water power.

It is a city of 3,500 inhabitants, thirty-eight miles from the Wells Street Station. Its streets are macadamized and remain in fine condition through all seasons. The favorable natural conditions have served to great advantage in providing water and drainage, and will be utilized in extending modern conveniences.

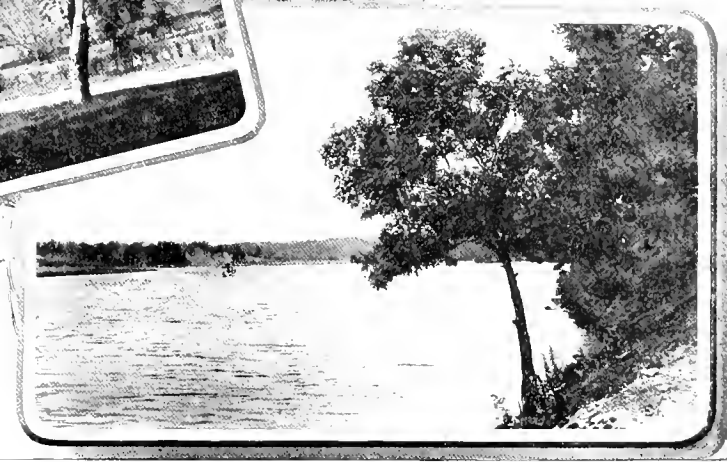
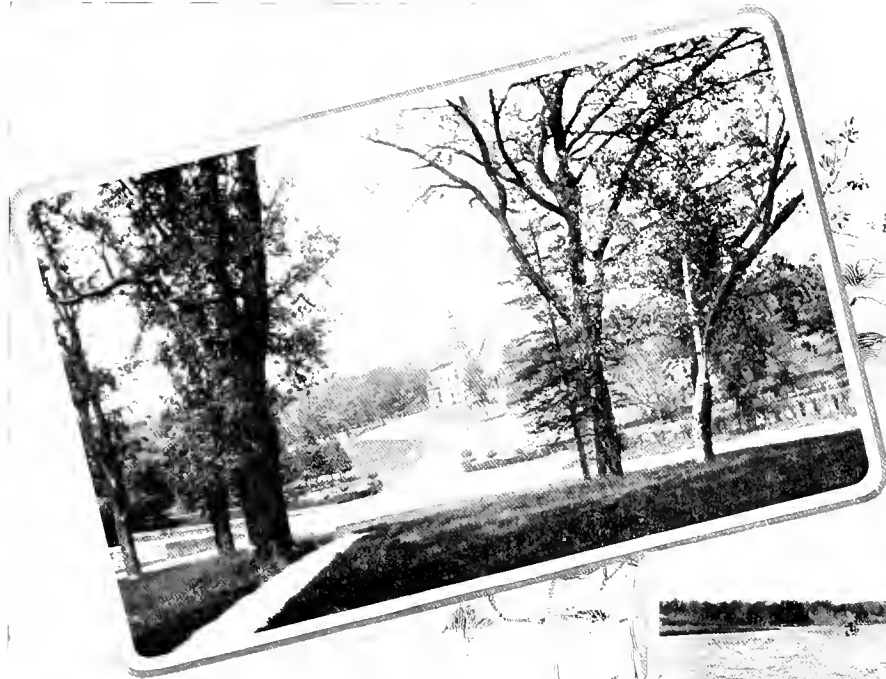
Electricity is used for public and private illumination. There is a good school system, and a modern high-school building has been recently completed. Churches and fraternal orders are well represented besides many purely social organizations. Stores are many and complete. Several manufacturing plants are prospering, and opportunity offers for the location of others.

As a home location St. Charles is particularly attractive by the beauty of landscape. The transportation service of the North-Western Line to and from Chicago is arranged with careful consideration for speed and convenience.

**W**AYNE, thirty-five miles from Wells Street Station, is a village of about 100 people, with two general stores, a post office, school and church. The natural beauty of its location and the surrounding country make this section one susceptible of great development.

Although the adjacent farm land is used chiefly for dairying purposes there are several fine stock farms which stand pre-eminent among those of the world.

**C**LINTONVILLE is thirty-nine miles from Wells Street Station. In approaching this point a grand view of the Fox River Valley is afforded. The broad river flows rapidly through the town, affording the very best water power. This, with the low price of property, presents opportunities for the development of industries. Clintonville is incorporated as a village, with a population of 500, and is surrounded by a rich and prosperous farming community. It has two churches, two schools, stores, shops, two mills, one hotel, and several societies incident to the general welfare of the residents. The installation of sewer, water and lighting systems will undoubtedly be put in operation soon. The train service to and from Chicago is liberally planned.



WAYNE, AND RIVER NEAR CLINTONVILLE.



ELGIN is a beautiful city among the hills skirting the Fox River. The natural attraction of a gently undulating, well-wooded country, combined with the advantage of generous water power, gave to Elgin a basis for development that is attested by its substantial position as a city of 22,000 inhabitants. Many commanding views are afforded from the hillsides overlooking the river and the valley in which the business portion is located. These hills are dotted with many elegant homes, and throughout the city are fine residences with large grounds.

Its public and business buildings are of fine design and substantial build. The streets are broad and well paved. The city has splendid water and drainage systems, gas and electric lights, parks, amusement places, hotels, banks, large and elegant stores, postal delivery service, a fine public library, magnificent churches, the best schools from both an architectural and educational view, several academies and private schools, and many clubs and societies. Commercially speaking Elgin has a great variety of important industries, and is also famous as the dairy market of the world, distributing, as the center of an unsurpassed dairy country, the finest milk, butter and cheese.

Transportation service is most adequately provided. Besides the line leading northwest through Elgin to Marengo, Rockford and Freeport the Chicago & North-Western Railway has another line running north from Elgin to Crystal Lake and Lake Geneva through the beautiful villages of Dundee, Carpentersville and Algonquin. Fast and frequent trains place Elgin and these towns within easy reach of Chicago.



THE BEST OF EVERYTHING



Elegant Drawing Room and Compartment Sleepers, Buffet-Smoking and Library Cars, Parlor, Parlor-Café and Superb Dining Cars, Free Reclining Chair Cars and Modern Coaches on the

## *FAST TRAINS*

*OF THE*

## *CHICAGO & NORTH-WESTERN RAILWAY*

To St. Paul, Minneapolis, Duluth, Superior, Ashland, the Copper Country, Marquette, Green Bay, Oshkosh, Fond du Lac, Milwaukee, Madison, La Crosse, Winona, Mankato, Sioux City, Council Bluffs, Cedar Rapids, Marshalltown, Des Moines, Omaha, Denver, Cheyenne, Deadwood, Salt Lake City, Ogden, Portland, San Francisco, Los Angeles and many other important points in the west and northwest.

*COMFORT, SPEED AND RELIABLE OPERATION.*

H. R. McCULLOUGH,  
THIRD VICE-PRESIDENT.

W. A. GARDNER,  
GENERAL MANAGER

W. B. KNISKERN,  
GEN'L PASS'R AND TICKET AGENT.

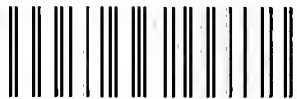
CHICAGO, ILL.







LIBRARY OF CONGRESS



0 014 136 338 4

