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**CHICAGO
CITY
MANUAL
1915**



**CHICAGO
BUREAU OF STATISTICS AND
MUNICIPAL LIBRARY
1915**



OFFICIAL CITY HALL DIRECTORY

Location of the Several City Departments, Bureaus and Offices in the City Hall

FIRST FLOOR

The Water Department
Superintendent, Bureau of Water
Assessor, Bureau of Water
Meter Division, Bureau of Water
Shut-Off Division, Bureau of Water
Chief Clerk, Bureau of Water
Office of the Cashier of Department
Cashier, Bureau of Water
Water Inspector, Bureau of Water
Permits, Bureau of Water
Plats, Bureau of Water
The Chief Clerk, Assistants and Clerical Force

The Fire Department
The Fire Marshal
Hearing Room, Board of Local Improvements
Department of the City Clerk
Office of the City Clerk
Office of the Chief Clerk to the City Clerk
Department of the City Collector
Office of the City Collector
Office of the Deputy City Collector
The Saloon Licensing Division

SECOND FLOOR

The Legislative Department
The City Council Chamber
The City Council Committee Rooms

The Rotunda

Department of the City Treasurer
Office of the City Treasurer
The Assistant City Treasurer

The Chief Clerk and Assistants

The Cashier and Pay Roll Clerks

Board of Local Improvements
The President's Room
The Secretary's Room
The Bookkeeper's Room

Private and Public Offices of the Division of Streets, Engineers, Sidewalk Inspectors, Special Assessment Section

The Board's Law Department
Board Members' Assembly Room

THIRD FLOOR

First Deputy Superintendent of Police
The Secretary

Transportation Committee Rooms
Clerks

Police Vehicle Department

The Assistant Chief Clerk

Election Commissioners
The President's Room
The Chief Clerk

The Attorney

Council Committee Rooms

The Custodian of Police Department

VAULTS FLOOR

Vaults for all Departments
Municipal Court Clerk's Vault

The Compensation Bureau

Department of Supplies
Office of Purchasing Agent

Cement Testing and Chemist's Laboratory of Board of Local Improvements

The Stationer

The City Sealer

The Chief Clerk

The Gas Inspector

FOURTH FLOOR

Public Works Department	The Chief Accountant
The Commissioner of Public Works	The Bond and Contract Clerk
The Deputy Commissioner of Public Works	Bureau of Streets and Alleys
City Engineer	Bureau of City Maps and Plats
Division of Water Pipe Extension	
The Sewers Division	
Bridges and Harbor Division	

FIFTH FLOOR

The Mayor	Police Department
Secretary to the Mayor	The General Superintendent of Police
Department of Finance	The Secretary to the General Superintendent
The City Comptroller	The Real Estate Agent
The Assistant City Comptroller	Office of the City Paymaster
The Chief Clerk	Clerk, Municipal Pension Fund
The Auditing Clerk	Chief Clerk and Secretary to the Corporation Counsel
General Accountant Clerk	
Department of Law	
The Corporation Counsel	
Assistants to the Corporation Counsel	
Special Assessment Attorneys	

SIXTH FLOOR

Department of Civil Service	Department of Smoke Inspection
Office of the President	The Smoke Inspector
Civil Service Commission's Rooms	The Assistant Smoke Inspector
The Chief Clerk and Examiner	Department of Boiler and Steam Plant Inspection
Department of Electricity	The Attorney to the Commission
The City Electrician	The Clerical Division
Assistant City Electrician	Fire Prevention Bureau
Department of Public Service	Fire Alarm Telegraph
The City Attorney	Police Ambulance
The Chief Clerk	
The City Prosecuting Attorney	
The Chief Clerk	

SEVENTH FLOOR

The City Health Department	Hospital and Ambulance Service
Commissioner of Health	
The Assistant Commissioner	Department of Buildings
The Secretary to the Commissioner	The Commissioner of Buildings
The Sanitary Bureau	The Deputy Commissioner
The Vital Statistics Bureau	The Secretary
The Laboratories	The Assistant Secretary
Bureau of Food Inspection	The Chief Fire Escape Inspector

EIGHTH FLOOR

Department of the Municipal Court	Municipal Court Rooms One, Two, Three and Four
Municipal Court Clerk	
Municipal Court Bailiffs	

NINTH FLOOR

Department of the Municipal Court—	Municipal Court Rooms, Five, Six, Seven Eight, Nine, Ten, Eleven and Twelve
Continued	
The General Offices of the Chief Justice	
The Chief Clerk	

TENTH FLOOR

Small Parks and Playgrounds	The Secretary of Police Department
President of Commissions	Board of Examining Engineers
The Secretary	Board of Examining Plumbers
Bureau of Statistics	Custodian of the Building
Municipal Reference Library	Chief Janitor
Office of the Oil Inspector	Municipal Court Jurors' Assembly
Bureau of Architecture	Rooms
The City Architect	Bureau of Police Records
The Civil Service Examining Rooms	
Second Deputy Superintendent of Police	

ELEVENTH FLOOR

The Municipal Court Rooms, Thirteen, Fourteen, Fifteen, Sixteen, Seventeen, Eighteen, Nineteen, Twenty, Twenty-one, Twenty-two, Twenty-three and Twenty-four.

BASEMENT

Office of the	Standard of Measures
Gas Inspector and Testing Room	Sewer and Flushing Gang
Water Pipe Inspectors	Storage Vaults for the Water Departments, for the City Clerk, for the City Collector, for the Board of Local Improvements and for the City Electrician.
Storage Vaults for the Water Departments, for the City Clerk, for the City Collector, for the Board of Local Improvements and for the City Electrician.	Public Comfort Stations, with entrances from La Salle and Washington Streets.



Wm. Dale Thompson

CHICAGO CITY MANUAL

1915

PREPARED BY
FRANCIS A. EASTMAN
City Statistician

CHICAGO—

*Erect, commanding, like a goddess born,
With strength and beauty glowing in her face,
And all her stately form attired in grace,
She stands beside her lake to greet the morn.
Behind her, rustling leaves of yellow corn
That whisper richest comfort to the race;
And 'neath her gaze, the waters' purple space
A thousand flashing sails with light adorn.
Still in her sight shine visions of the fair—
Immortal Art illuming human ill,
And far-eyed science blessing with her care;
While through her soul, in purpose to fulfill
And reach her highest hope beyond compare,
Throbs deep and strong the strenuous cry: "I will!"*

—HORACE SPENCER FISKE.

UNIVERSITY OF CHICAGO.

CHICAGO:
BUREAU OF STATISTICS

1915

TWO ANCIENT CITIES COMPARED.
(Mommsen's History of Rome.)

“From a financial point of view, Carthage held in every respect the first place among the states of antiquity. At the time of the Peloponnesian war this Phoenician city was, according to Polybius, the wealthiest city in the world. It is impossible to form an idea of the mass of capital accumulated in this London of antiquity, but some notion at least may be gained of the public revenues from the fact, that, in spite of the costly system on which Carthage organized its wars and in spite of the careless and faithless administration of the state property, the contributions of its subjects and the customs-revenue completely covered the expenditure, so that no direct taxes were levied from the citizens; and further, that even after the second Punic war, when the power of the state was already broken, the current expenses and the payment to Rome of a yearly installment of \$240,000 could be met, without levying any tax, merely by a somewhat stricter management of the finances, and fourteen years after the peace, the state proffered immediate payment of the remaining instalments of \$180,000. But it was not merely the sum total of its revenues that evinced the superiority of the financial administration of Carthage. The economical principles of a later and more advanced epoch are found in Carthage alone of all the more considerable states of antiquity. Mention is made of foreign state-loans, and in the monetary system we find along with gold and silver mention of a token money having no intrinsic value—a species of currency not used elsewhere in antiquity.

“Let us now compare the respective resources of Carthage and Rome. Both were agricultural and mercantile cities, and nothing more; art and science had substantially the same altogether subordinate and altogether practical character in both, except that in this respect Carthage had made greater progress than Rome. But in Carthage the moneyed interest preponderated over the landed, in Rome at this time the landed still preponderated over the moneyed; and, while the agriculturists of Carthage were universally large landlords, in the Rome of this period the great mass of the burgesses still tilled their fields in person. The majority of the population in Rome held property, and was therefore accessible to the gold of the rich as well as to the cry of the democrats for reform. In Carthage there already prevailed all that opulence which marks powerful commercial cities, while the manners and police of Rome still maintained at least externally the severity and frugality of the olden times. When the ambassadors of Carthage returned from Rome, they told their colleagues that the relations of intimacy among the Roman senators surpassed all conception; that a single set of silver plate sufficed for the whole senate, and had reappeared in every house to which the envoys had been invited.

“In both the constitution was aristocratic; the Judges governed in Carthage, as did the senate in Rome, and both on the same system of police-control. The strict state of dependence in which the governing board at Carthage held the individual magistrate, and the injunction to the citizens absolutely to refrain from learning the Greek language and to communicate with a Greek only through the medium of a public interpreter, originated in the same spirit as the system of government at Rome; but in comparison with the cruel harshness and the categorical precision, bordering on silliness, of this Carthaginian state-tutelage, the Roman system of fining and censure appears mild and reasonable. The Roman senate, which was open to eminent ability and represented in the best sense the nation, was able to trust the nation, and had no need to fear the magistrates. The Carthaginian senate, on the other hand, was based on a jealous control of administration by the government, and represented exclusively the leading families; its essence was mistrust of all above and below it, and therefore it could neither be confident that the people would follow whither it led, nor free from the dread of usurpations on the part of the magistrates. Hence the steady course of Roman policy, which never receded a step in times of misfortune, and never threw away the favours of fortune by negligence or indifference; whereas the Carthaginians desisted from the struggle when a last effort might perhaps have saved all, and weary or forgetful of their great duties as a nation allowed the half-completed building to fall to pieces, only to begin it in a few years anew.

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Fighting of Fires in Early Chicago

CHICAGO "FIRE-DAY" COMMEMORATED BY THE CHICAGO HISTORICAL SOCIETY.

Address on the Old Volunteer Fire Companies, on the Fire Department, and on the Great Fire of October Eight and Nine, Eighteen Hundred and Seventy-One.

The address which had for subject, the old volunteer fire companies, the succeeding fire department, and the great fire of October 8 and 9, 1871—in the main reproduced below—was originally read before the Chicago Historical Society on the evening of last Fire-Day—at the very hour that Mayor Thompson and his party of Aldermen and other representative citizens, together with the state officials of Illinois, and the officers of the World's Panama-Pacific Exposition at San Francisco, were celebrating Chicago Day in the Illinois State building there. The Historical Society and the fine audience all wished their congratulations to the able men who planned, and by their genius and wealth created, a group of buildings for the delight of all nations, the equal of which in suitability and splendor were never before seen in the world; and also, their felicitations to the whole people of that city of beauty and grandeur, at the Golden Gate of the Pacific—the commercial metropolis of the mountain-crowned coast-states, so opulently fronting toward the Orient.

It has been thought the substance of this address may appropriately be given place in the City Manual, the occasion which called it forth, having been partly municipal, in that one of the great departments was represented on the platform by the Chief Fire Marshal, and by the Head of the Fire Prevention Bureau; and by others who are responsibly connected with the city government.

The old Volunteer Fire Companies for twenty-five years—from 1832 to 1857—were the defence and pride of village and city, and celebrated over the whole country. The members of those organizations were self-appointed, self-supported, and ordinarily not distinguished from their fellow-townsmen. But they lacked nothing of mechanical outfit that elsewhere was possessed by any body of fire-fighters then in the world. They operated as effective instruments as ever had been invented, or anywhere put in use. Or if better had been evolved and employed in some forgotten age, then they had gone the way of Wendell Phillips' lost arts, which he tried but failed to re-discover. But more protective to the infant community struggling to establish itself around the mouth of the Chicago River, was the public spirit and bravery of the pioneers, many of whose names still may be seen on the faded rolls of the several fire companies, which jealously maintained their separate organizations, but all together composed the famous Volunteer Fire Department of that period.

There is peculiar interest attaching to first inventions, but some are hard to find. From all that can be gathered from ancient history, the first fire instruments ever invented and notably used were the product of original minds of old Babylon. There the problem was, how to raise water to the top of the high wall by which the city was surrounded. Heroditus tells us that water was admitted into closed vessels or pipes, and then forcibly expelled on the principle of the bellows. Then for the first time water was forced perpendicularly up to the required height. This process, beyond doubt, suggested ultimately the fire instruments—sucking pumps, siphons, syringes; and these in turn suggested a kind of fire engine, that for another long period waited on invention.

The earliest mention of fires and fire instruments, in the city of London, was by William Fitzstephen, who in about 1190 wrote concerning them. John

Stow dug up this matter, and in his survey of London, first published in 1603, made this observation: "It followeth in Fitzstephen, that the plagues of the city in his time were an inordinate quaffing among fools, and oftener casualties by fire, the houses being then built all of timber, and covered with thatch of straw or reed, it was long since thought good policy in our forefathers wisely to provide, namely, in the year of Christ, 1189, the first of Richard I, Henry Fitzalwine then being Mayor, that all men in this city should build their houses of stone up to a certain height, and then to cover them with slate or baked tile; since which, thanks be given to God, there has not happened the like often consuming fires as afore." According to this authority, the only instruments then used against fires were hand-squirts, syringes and axes, the like of the instruments that were used in a fire in Rome, described by Pliny. From those old times down to the great fire of London, September 2nd, 1666, it is certain that no considerable improvements in fire instruments were made. And from the date of the London conflagration down to the year 1834, when the first of Chicago's fires occurred, the inventive talents of all nations had produced few weapons for combatting with fires, and the best of them did not suggest, much less did they prophesy, the powerful steam fire engines and the accompanying paraphernalia that now are universally employed.

In the Chicago Municipal Library at the City Hall, there is a most interesting re-print, itself very old, of a remarkable pamphlet that originally bore the date, London 1667. Some great names appear in it, names of persons who witnessed the going up of that city in flames. Among them were the diarist Pepys, who contributed a paragraph to the pamphlet, and John Ford the poet and dramatist. The latter's poem written on the spot, so to speak, is informing enough, and four of its verses are to the point in this enquiry:

Buckets and pumps they now for service press:
 The service hot, and dubious the success:
 They drain the Thames and from the broken lead
 Divert the stream which private dwellings fed.

They had a bucket brigade, in London—so much is certain, and it came into being at least two hundred and five years before Chicago's brigade of buckets appeared in 1833. And they had a pump service, which in some manner was connected with delivering instruments. What these latter were like, is read in a description found in another old pamphlet in the Municipal Library, of a fire engine once employed there. "In the Guildhall museum can be seen this fire engine (this was written twenty-one years after the fire), together with two others belonging respectively to the Ward of Aldgate and the parish of St. Lion's Backchurch. These engines are brass hand squirts, the largest being three feet long, with a brass receptacle with capacity of from two to four quarts of water, to which was attached hose two and a half feet long and one inch in diameter; the base of the nozzle was one-half inch. Three men were required to work this engine—one on each side grasped the cylinder with one hand and the nozzle with the other, while the third worked the piston. Those who held the instrument plunged the nozzle into the water, the operator then drew back the piston and thus charged the cylinder; and when it was raised up to the required position, he pushed the piston and forced the water on the fire, "like a fight with bayonets." China at that time had better instruments, and the Germans were in advance of all other nations, and had their fire engines placed on carriages.

London had no fire bell; alarms of fire were given by human voices—as told by one Wiseman, quoted in our pamphlet—"voices shrill, piercing, frightful. The great fire was advancing. Now the cry of fire in every street—with horrid emphasis—is echoed forth: these dreadful screams disturb our midnight quiet,

It would not be right, at this point in the narrative, to proceed and make no acknowledgement of the benevolence of the element of fire. Fire is the cause of all comfort and abundance on the earth. Fire drives the factory and speeds traffic. Fire makes it possible to build up wealth for the uses of individuals, communities, states and nations, and it affords the means by which riches are distributed in millions of commodities around our globe.

Now for the reverse character, in which fire now and then, and here and there, does and will appear in aspects of terror. Then the Promethean heat that is so valuable and delightful a servant, proves itself no other than that which rules the interior of the earth, and to which mountains owe their upheaval

and the volcano its awfulness. It is this now malignant agency that Chicago's firemen are organized to confront on occasion, and to subdue. Rush into the field of such conflict, the members of the first Volunteer Fire Company, and bravely attack! This company is coeval with, nay, it was three years prior to the creation of the city. It came into organized being in the very year the original town was established; since when, its pioneer men and their successors in the old army of fire fighters, and ultimately the present Fire Department, have filled with stirring accounts of their heroic actions, many a chapter of local history. The city's firemen, equally with the police, if not sometimes in larger measure, often have been thanked and praised from the general heart of a grateful people.

The legislature, January 1831, passed an act authorizing the trustees of any town or village to organize fire companies, not exceeding thirty members, and exempting them from jury service, and military service except in time of war. Anticipating by a whole year the incorporation of Chicago town, the Washington Volunteers came into insubstantial being. There is now extant evidence that applications for membership were made, and that such were formally passed upon, but that was all. The company had not even nominal existence, for more than a few months. And there was less need of fire companies than of measures for fire prevention. Barely three months after the organization of the town, a fire prevention ordinance was passed. It forbade the passing of any stove-pipe through the roof, partition or side of any building, unless guarded by tin or sheet iron, six inches from wood, under penalty of \$5, and if the cause of complaint was not removed within forty-eight hours, the fine was to be repeated. Under this ordinance a fire warden was appointed—Benjamin Jones, the father of Fernando Jones who down to his recent death was one of the most familiar figures on our streets. Upon the division of the town into four wards, each ward was given a fire warden. These were charged with the duty of enforcing the stove-pipe ordinance. They were required each to make once a month a tour of their respective wards to see that there were no violations of the ordinance. Their one other duty was to direct the movements of citizens who responded to the alarm of fire. Only domestic pails were available for the passing of water from dips in the river, to where the fire might happen to be.

The first fire ever reported in a Chicago newspaper, broke out on October 11, 1834, at the corner of Lake and La Salle streets. Three dwelling houses, a grocery store and a cabinet shop were destroyed. By that event the Board of Trustees was moved to take further action; they held a meeting, in which the citizens generally participated, and passed an ordinance declaring that, thereafter, it would not be lawful for any person or persons to carry fire-brands or coals of fire from one house or building to another within the limits of the town, "unless the same be carried or conveyed in a covered earthen or fire-proof vessel, under penalty of \$5 fine for each and every offence." Complaint was made at the meeting that there was not a fire-bucket in the place. On September 19, 1835, the trustees resolved to order two fire engines for the use of the corporation, "of such description as the president of the board should deem necessary, and also one thousand feet of hose, on the credit of the corporation." The president gave over the duty and responsibility of making the purchase to William B. Ogden, as agent. A month later the trustees ordered the buying of two fire-hooks, with chains and ropes, two ladders sixteen feet long, four axes and four hand saws. Such articles were bought, at the cost of \$26.63. Thereupon a hook and ladder company, consisting of twenty-five citizens, was organized. In the list of names of members are found a number that afterwards became distinguished in the city of Chicago, and beyond. On November 4, 1835, the trustees adopted measures for the organization of a regular fire department, to consist of a chief engineer, two assistant engineers, four fire wardens, in addition to the trustees, who were designated as wardens ex-officio. The board was empowered to appoint the officers of the department. It was made imperative to have in every dwelling-house or other building containing one fire-place or stove, one good painted leathern fire bucket, with the initials of the owner's name painted on it, and every building with two or more fire places or stoves, two buckets. The penalty for breaking this order was a fine of \$2 for each absent bucket, and the further sum of \$1 for each month the owner neglected to provide himself with buckets as required, after notice was given him by a warden. Every able-bodied male inhabitant possessing a bucket, who did not repair to the place of

a fire and work under the direction of the fire warden, was liable to a fine of \$5. Therein was found authority by which the first bucket company was organized.

Now there was felt a need of something more than a bucket company, and accordingly the company of Fire Kings was organized, December 10, 1835. The next step was to secure a site for an engine house, in the public square. But that belonged to the County, and the County Commissioners were to be dealt with. After some demur, they relented and allowed a free lease for five years to be taken by the Fire Kings company. An engine house, twenty by twelve feet, and fronting on La Salle street, was erected, and a water cistern of two hogsheds capacity was sunken. All at a cost of \$220. Then the Fire Kings proceeded to make laws and rules for their own governance. It was decreed that members were to be admitted on petition; and that the foreman, for neglecting to see that his engine was in good order, was to be fined \$2, and for neglect of any other duty, \$1. The clerk, for failure to perform any of his duties, was to pay a fine of \$1. The steward,—it was his duty to provide meat and drinks to the members when engaged at fires,—was held to a strict accountability, and duly fined \$2 each and every time he was wanting with respect to supplies, or in punctuality. The members were liable to fines for derelictions, as follows: For non-attendance at a meeting, 50 cents; for disobeying the commands of the officer in command, \$2; for absence from a fire, \$2; for absence from the semi-annual review, \$2; for leaving a fire without the permission of the officer in command, \$1; for each month he was without a uniform, \$1. When a member was not present at the first roll call, but present at the second, one-half the fine was remitted.

The engine ordered by the trustees, through their agent, Mr. Ogden, did not arrive for some months, and meantime the Hook and Ladder Company waited on events. On March 4, 1837, Chicago was incorporated. A census of the population was then taken, which showed the presence of 4,170 souls. There were six wards, and from each ward there were two aldermen,—who also were fire wardens; they as a body had power to appoint other wardens and to organize additional fire companies. A chief engineer and two assistant engineers were chosen by the council, but their successors were to be elected annually by the voters of the city. Vacancies in the offices of chief engineer and assistant engineers, if any should occur, were to be filled by election of the council. In that first year of the corporation a fire engine was purchased at Rochester, N. Y., for \$775, and a second hook and ladder company, the Metamora, with house-quarters on Lake street near the river, was organized. Alexander Loyd was elected chief engineer. On March 3, 1840, this same Alexander Loyd became mayor of Chicago. In 1841 a fire company was organized under the name and style of the Chicago Bag and Fire Guard Company. Partly for the reason that this was a clumsy title, but more because of the bag each of its members carried,—it was a rescue company,—the organization was popularly known as the Forty Thieves. In that year, on October 27—again, October!—there was a large fire in Lake street which caused a \$60,000 loss in building and store-goods.

In 1841, A. L. Sherman succeeded Mr. Loyd as chief engineer of the Metamora, and he held the office for three years, or until he was, April 2, 1844, elected mayor. In September of that year the Neptune Bucket Company was organized, with headquarters at the foot of La Salle street. This company had one hundred and sixty buckets, and was attractively uniformed and had a fine carriage. It had, however, but a short life of two years, and then was disbanded. The Osceola was organized in 1844, but it soon dropped the name and took up with that of Niagara. In November, 1846, the Red Jackets were organized; so called for the red jackets worn by its members under a belt and hat, of white enamelled leather. They were stationed at the foot of North Dearborn street, but afterwards moved to the corner of Kinzie and North Wells. Geo. F. Foster, a man of note in his day, was elected foreman. But the most popular company of all was the Fire Kings, of which Stephen F. Gale was chief engineer till 1848. The Hope Hose Company No. 2 was organized in March, 1848, with Charles E. Peck as chief engineer. This company still in old firemen's circles, is remembered for its men having run 500 yards and made connections with 300 feet of hose in one minute and seven seconds. Ashley Gilbert was the next chief engineer, and he was followed by Cyrus P. Bradley, who later was influential in local politics.

Stephen F. Gale, just now mentioned as commander of the Fire Kings, must be given further notice. He was born at Exeter, N. H., and after having taken the academic course in that scholastic town, he removed to Boston in search of

employment, and found it in a book store. His half-brother, A. H. Burley, who had some acquaintance with the book trade, had migrated to Chicago, and he wrote to Mr. Gale to come out and join him in establishing a book-store here. He came, and the store was opened, the first of its kind in the town that was about to be born. His name was on the poll-list with twenty-seven others, and he voted aye on the proposition of organizing the town of Chicago. A. G. Burley became a strong man in the future city. He was the father of Clarence A. Burley, president of the Chicago Historical Society, who this evening is presiding. Stephen F. Gale was an able man, and quickly proved himself possessed of initiative, and of a progressive spirit. He was among the first who invested in Chicago real estate, not as a hurried speculation and for immediate profit, but the rather looking to the future when the city should be large and famed. He caused to be built the first bridge at the Randolph street crossing, the first real bridge over the river to the West Side. He published the first law book ever printed here. He was second only to William B. Ogden in the winning of railroads from the east, and in the projecting of railroads into the Northwest. Such were the principal points in his energetic business life. It remains to be said, that he was the father-in-law of Colonel William Hale Thompson, who was of patriotic lineage extending back to the War of the Revolution, and who himself achieved distinction in the War for the Union. At the peace, and upon his settling in Chicago, he engaged successfully in business pursuits, and took active part in public affairs. He was twice elected to the legislature, where he became a leader. He was the author of, and carried through to its enactment, the now existing law that authorizes the Illinois National Guard. He was the father of William Hale Thompson, the present mayor of Chicago. So Stephen F. Gale was the grandfather of our Mayor.

During the three years ending with 1847, that Mr. Gale was chief engineer of the Fire Department, there were organized the Philadelphia Hose company, the Excelsior Engine company, and the Rough and Ready Bucket company. In the year last named, there was formed, mainly through Mr. Gale's efforts, the Firemen's Benevolent Association. It was to be composed of persons who were or had been members of the Fire Department of the city of Chicago, and who should pay annually in advance the sum of 50 cents to the treasurer, "provided the first payment be made previous to the first day of January, 1849, after which time the additional sum of one dollar will be required as initiation fee." Five dollars paid in entitled the payer to a life membership. The first officers of the association were Stephen F. Gale, president; Charles E. Peck, vice-president; Ashley Gilbert, treasurer; Chas. E. Griswold, secretary. Directors: A. Rossiter, J. W. Steel, H. H. Yates, S. Anderson, Fred Letz, W. F. Dominick, J. L. Marsh, E. J. Chapin, Thomas L. Church, and N. Sherman, Jr.

No sooner was the Firemen's Benevolent Association organized than it made its existence known to the social public by means of a ball given at the Sherman House, then just built and opened to the traveling public. Mr. John B. Fergus has kindly loaned for this occasion, an invitation card to the ball, which was received and duly honored by his father, Robert Fergus of honored memory.

Ball of the Firemen's Association.

The Firemen of Chicago request the pleasure of your company at the Sherman House, on Friday evening, December 24, 1847.

General Managers:

	Stephen F. Gale,	Chas. E. Peck,	John H. Kinzie.	
	Engineer Managers, Engine Company No. 1.			
A. Rossiter,	A. Gilbert,	J. H. Tiffany,	G. C. Wicker,	C. R. Bills.
	Engine Company No. 2.			
S. Johnson,	A. Burnham,	Stiles Burton,	S. Sauter.	T. C. Hoag.
	Engine Company No. 3.			
J. S. Rumsey,	E. I. Tinkham,	G. S. Hubbard,	G. H. Rankin,	W. E. Dogget.
	Engine Company No. 4.			
Hiram Jones,	J. J. Langdon,	W. W. Jenes,	G. Whitlock,	D. H. Gleason.
	Engine Company No. 5.			
Geo. Davis,	S. McBride,	W. H. Scoville,	H. B. Bay,	James H. Rees.
	Hope Hose Company No. 1.			
W. G. Snell,	J. B. Johnson,	S. Warner,	R. C. Pollock,	J. Holmes.

Hook and Ladder Company.

E. W. Herrick, L. M. Boyce, N. Sherman, Jr., J. M. Underwood, H. O. Stone.
Special Wardens.

J. B. F. Russell, G. M. Higginson, E. W. Tracey, G. C. Drew, W. L. Church.
Carriages will be in attendance at 6 o'clock.

Note the early hour, 6 p. m., at which the guests are expected to arrive; though this by no means implies that the ball will break up at a correspondingly early hour of the morning.

While the Firemen's Association was thus celebrating its coming into being, plans for adding to the Fire Department were maturing. The legislature passed an act, February 10, 1849, exempting the firemen of Chicago from working out any street or road tax, and from paying any money in lieu thereof. This operated as a stimulus to the creation of fire companies. The Protectoe Engine Company was organized in 1849, the Lawrence, or Eagle, in 1850, the Phoenix in 1852, the Illinois Hose Company in 1853, the New England, subsequently known as the America, in 1854, the Washington, the Lafayette Hose, the Racine Hose and Ladder Company, the Neptune, No. 2, the Wide Awakes, the Torrent, all in 1856; the Lady Washington Hose Company, the Liberty Hose, and the Empire Hook and Ladder Company, all these were organized in 1857. If there be no omissions, now all of the thirty-three fire companies that together composed the Volunteer Fire Department, have been named.

In the main, descriptions of the properties of the fire companies have been omitted as unnecessary, a Firemen's Museum having been established in the Chicago Historical Society's building,—a museum of interesting savings from the past of the city, which appropriately supplements the historic treasures possessed by this Society; precious salvages from the vanished centuries since the French voyageurs first pointed their canoes toward the West. By authorization of the late Mayor Harrison, the Fire Chief has placed in the Firemen's Room a fire engine of primitive pattern, one that formerly was in service in town and city. In this same room is a veritable fire bucket that, many times filled at the river-side, was passed from hand to hand, and its two gallons of water poured into the engine-box, or dashed directly upon the fire. Here also is a scarlet coat that did often cover the broad shoulders of Matthew Ladin, who was a member of the Red Jackets. He was a good fireman, and also a sagacious and forceful citizen. The Academy of Natural Sciences at Lincoln Park was built and furnished with money bequeathed by him for the purpose.

The fire engines as from time to time they were acquired, have not been described, as their individual shape and style are familiar to many, perhaps to most people. Enough now to say, that they each and all were operated by hand, and drawn to fires by the men at the ropes. Nor has anything been said of the water supply, for the same reason. First the river, when the entire town lay close along side it, was the source; next wells were added; and at last Lake Michigan and the Water Works.

More interesting would it be, to inquire into the history of certain bells that, though late, came to be rung out at the outbreak of fires. Up to about 1844 the cry of fire from the throats of firemen and other aroused citizens alone were heard. In that year a bell was placed in the tower of the Unitarian Church, at the northwest corner of Washington and Dearborn streets, and by agreement with the city it was used to ring fire alarms. Any one who first saw a building on fire ran to the church and pulled the rope which hung outside. When an alarm was rung at night, torch-lights were carried ahead of the engine by boys paid for such service, or who did it "for fun." Citizens were instructed to place lighted candles in the windows of the stores or dwellings to light the firemen on their way. Other bells there were in other churches, which were or were not rung to increase the alarm of fire, as the case might happen to be; there was no specific understanding that they were to be used for such a purpose. A larger bell was placed, February 1855, on the First Baptist Church at the corner of Washington and La Salle streets, and this occasionally gave out deep-toned alarms. In July, 1855, a bell was hung in the tower of the Court House, which at once was known as the official bell for all the six fire districts into which the city was then divided. Eight strokes upon it was an alarm; the additional strokes gave the number of the district. A watchman was continually on duty in the tower, and hung out flags by day, and lanterns by night, which directed the firemen to the scene of the fire.

In this connection it were curious to note some popular belief concerning church bells in the Middle Ages. They were consecrated with imposing ceremonies, and were believed to have wonderful power to allay storms and even to control tempests, thunder and lightning, and in the extinguishing of fires. There is quoted in a very old book, a statement found in a much older one, to the effect that in some instances bells were substituted for fire fighting instruments.

Now the story of the Volunteer Fire Companies is brought down to 1857. For narrative material in files of the Chicago newspapers largely have been drawn upon. The never flagging attention with which the writers of these newspapers watched and chronicled the actions of these historic organizations, is evident through all the years of their existence. And while tracing their course, one gains a store of other forgotten matters that need only to be aired, to become of present value. One then is disposed to bear witness with Nathaniel Hawthorne:

"Here is a volume of what were once newspapers, and their aspect conveys a singular impression of antiquity, in a species of literature which we are accustomed to consider as connected only with the present moment. Ephemeral as they were intended to be, they have long outlived the printer and his whole subscription list, and have proved more durable as to their physical existence, than most of the timber, bricks and stone of the town where they were issued. These are but the least of their triumphs. The government, the interests, the opinions, in short, all the moral circumstances that were contemporary with their publication, have passed away, and left no better record of what they were than may be found in these frail leaves. Happy the editors of newspapers! Their production excels all others in immediate popularity, and are certain to acquire another sort of value with the lapse of time. They scatter their leaves to the wind, as the sibyl did, and posterity collects them, to be treasured up among the best materials of wisdom. With hasty pens they write for immortality."

A fire that occurred on October 15, 1857, was badly fought and was very destructive, both to property and lives. It originated at 109 and 111 South Water street and spread till it had consumed the finest business structures then in the city. Popular feeling was excited against the fire companies. Officers then recently elected were forced to resign, but their successors were no better. Very generally the citizens demanded that the volunteer companies be disbanded and a paid fire department organized. The volunteers themselves, by their attitude toward the city administration because of its purchase of a steam fire engine, helped on the movement for a change of policy. The steam fire engine arrived from the East, and was given a street trial; it was condemned, but less for its imperfections than by reason of the firemen's clamor against it. This engine was sent away to St. Louis. But the movement lost nothing of its momentum; there continued to be general and loud demand for another steam fire engine and for a paid fire department. Obeying the popular will, the City Council, in March 1858, authorized the purchase of the desired machine. It arrived, and upon a street showing of its powers, was accepted, and christened the Long John. The firemen protested and indulged themselves in a roar of opposition. A number of the fire companies, dragging their engines behind them, and preceded by a band of music, moved tumultuously through the principal streets, and finally drew up in front of the City Hall. There they made still louder and angrier demonstrations of their hostility. A large number of citizens had assembled to watch events. Suddenly by order of Mayor Wentworth, a file of police appeared and arrested the more prominent of the rebellious firemen, and conveyed them to the armory; but upon their promising to subside they were released. The engines were taken by the police to a place of safe keeping. The Democrat, Mr. Wentworth's paper, stated next morning, that so soon as the Mayor appeared on the steps of the City Hall, "the rebels scattered in all directions like a flock of sheep." Thus ended the war of the hand engines, and shortly afterwards the life of the Volunteer Fire Department terminated.

While matters relating to the fire organizations thus were going forward, there had developed a marked deterioration in the character of the firemen themselves. Still, there were good and substantial men among them, but many of an earlier period had become absorbed in business and affairs, and withdrew from the service. The new volunteers largely were composed of second-rate men, even loungers around the fire station, and individuals without regular employment, managed to be accepted as firemen. It was the latter that made trouble when the steam fire engines were purchased, and it was proposed to create a paid fire

department. Like this, was the case in New York City; there the volunteers were mostly from the roughs in the population, and were much more successful in their efforts to put off the day of their foreseen dismissal. They prevented the purchase of steam fire engines till three years after Chicago had such in triumphant operation. The phrase, "New York Firemen," became one of reproach and terror; and that element in the New York Fire Department was not eliminated until Elmer E. Ellsworth, organizer and commander of the Chicago Zouaves, went thither and recruited the "New York Brigade" for the War of the Union, and led it to Washington city, and in person offered it to President Lincoln. His regiment, the first for the war, was mustered into the service on May 7, 1861, and transported, May 24, to Alexandria, Va., where Colonel Ellsworth was shot dead while attempting to haul down a rebel flag. And yet New York City retained its Volunteer Fire Department, and it was not until 1865 that another fire department was organized there,—seven years after Chicago had effected the change.

In June 1858 our City Council by ordinance provided for a fire department whose members should be city officers or employes, and their time and services paid for by the city. The chief and the assistant engineers were to have full charge of the department, its general supervision and "rule making" power residing in the Board of Control, consisting of the Mayor, Chairman of the Committee on Fire and Water, the Chief Engineer, and one Water Commissioner chosen by themselves. When approved, the rules made by the board were to have the force of ordinances. Except the engineers, all members of the department were to be nominated by the board and confirmed by the Council. Salaries and wages were fixed. Every fireman was required to wear a badge, and no engines were to be used but such as belonged to the city. Rules were laid down as to the number of men apportioned to each steam engine, each hand engine, and to the hook and ladder company. After July, all the members of the "Long John" engine company were paid and, in December, another full company was commissioned and given its quarters on La Salle street. The engine house was near the corner of La Salle and Washington streets. In 1859, U. P. Harris, an able and popular fireman, was elected chief of the department, and by February 1860, two engines named respectively the U. P. Harris and the Little Giant, were added to the numbers. In 1865, by the amended city charter, the Fire Department was placed in the hands of a board of police and fire commissioners, appointed by the Council. In 1866 the department consisted of eleven steamers, two hand engines, thirteen hose carts, one hook and ladder company, one hundred and twenty paid members, one hundred and twenty-five volunteers, and fifty horses. Within the next five years the hand engines had disappeared.

Now mention demands to be made of the Fire Alarm Telegraph, that in May, 1858, was brought to the attention of the Aldermen of Chicago by John M. Gamewell of Boston who, collaborating with Dr. Channing of that city, was its author. An exhibit was placed in the Council Chamber, which was open to the public at certain hours of the day, and hundreds of the citizens inspected the apparatus. D. J. Sweney was Chief of the Department, and he urged the immediate adoption of the system; but objections were interposed, and a delay was forced. After five years, the matter again came before the City Council. On May 18, 1863, there was appointed by that body a committee to enquire as to the cost of constructing a Fire Alarm Telegraph. In the spring of 1864 the authorities awarded a contract to W. H. Mendell, who had been interested with Mr. Gamewell in constructing plants and installing apparatus in other cities. The contract price was \$70,000. The system was to embrace one hundred and twenty-five miles of wire, one hundred and six boxes, fourteen engine-house gongs, six bell-strikers, six dial instruments, and the necessary central office fixtures. On June 2, 1865, the system was formally turned over to the city. Its working was satisfactory. The central office was located, originally, in the dome of the Court House cupola. The system itself was announced to all the people of Chicago during their celebration, May 9, 1869, of the completion of the Pacific railroad.

There was an industrial procession that stretched along for three miles, making a fine appearance. It was marshaled by Colonel Gurdon S. Hubbard, son of Gurdon Saltinstall Hubbard, the most stalwart of the earlier pioneers. It had been arranged that the Fire Alarm Telegraph should signal to the citizens the fact of the work finished, which was to connect the Atlantic and the Pacific

coasts. A circuit was conducted from the Western Union telegraph office to the Court House tower, thus forming an electrical connection by which every alarm bell, as also every engine-house gong, in the city should be struck simultaneously. At Promontory Point, the place where the Governor of California and suite were to drive the golden spike into the polished laurel-wood tie on which the last rail rested, the telegraph apparatus had been so arranged that the sounding key was placed under the spike, and when the hammer struck the head of the golden ingot the stroke was carried, with the speed of electricity, direct to the Court House tower in Chicago, there instantaneously upon the wires connecting with the different alarm bells and engine-house gongs. Thirty-four of these were sounded at precisely the same moment. It was at four minutes past two o'clock, Chicago time, May 9, 1869, and at twelve-thirty o'clock, at Promontory Point in Utah, that the Pacific railroad from ocean to ocean was completed.

Beginning with the Enterprise Engine Company, organized on December 26, 1858, and in 1866 given the name of the "J. B. Rice Company," after John B. Rice of theater renown, who afterwards was Mayor of Chicago, there were added in the period rounded by 1868, twenty companies to the department, with but little change of system. During the period of eight years, 1858-1868, and in fact down to the time of the great fire of 1871, what had been the government of the Volunteer Fire Department, was continued practically over that which nominally rather than really was a new department. For the new management was inefficient, and all was at loose ends. Fires were frequent, great loss of property was sustained, and many lives were lost. A mere mention of the more notable of these fires will suffice.

September 15, 1859, a fire broke out on Canal and Lake street, which destroyed four blocks, causing a loss of \$500,000. The shops and round house of the Illinois Central Railroad company were burned down, April 17, 1860, and the loss was \$130,000. On June 2, 1866, a fire destroyed the Pennsylvania Oil Company's building on Franklin and Market streets; the loss was \$207,000. The burning of Ward's rolling mills on the North Branch, June 21, 1866, entailed a loss of \$200,000. A fire occurred July 16, 1866, on State and Polk streets, which destroyed fifty buildings, mostly small dwelling houses, and rendered near a hundred families homeless, and the money loss was \$140,000. On November 18, 1866, a fire originating in a warehouse on South Water street, swept on Lake from Wells to Franklin street, loss, \$450,000. January 28, 1868, a fire broke out at the corner of Lake and Wabash avenue, which burned several good buildings in the vicinity; the damage sustained amounted to \$2,000,000. The oil, paint and glass establishment of Heath & Milligan, on East Randolph street, was burned to the ground August 12, 1870. The Drake block, on the southeast corner of Wabash avenue and Washington street, was destroyed by fire, September 4, 1870. It was a new building, very fine, and its owners were John B. Drake of hotel-keeper fame, and Nat. Wilder, capitalist. It was seven stories high, and had a mansard roof of combustible material,—a style of roof copied from the newer buildings in Paris. The fire burned from the top of Drake block downward. The Fire Department at the time had machine hose elevators, by means of which firemen in buckets were carried aloft when streams were to be thrown to a great height. But on this occasion the machine was not in working order and the firemen were practically out of commission. The loss caused by this fire was \$3,000,000. On January 14, 1871, Armour & Company sustained a loss by fire at their packing house of \$125,000. The Burlington warehouse, on Sixteenth and State streets, was destroyed by fire September 30, 1871. The loss on the building and the goods stored reached \$638,000.

The fire of Saturday night, October 7, 1871,—the forerunner of the conflagration of October 9,—started at about eleven o'clock p. m., at 209 South Canal street. A large planing mill was there, and the larger portion of the block was filled with lumber sheds. The progress of the fire was rapid, owing to the strong south wind which drove the flames till they enveloped scores of wooden buildings to the north. In less than twenty minutes from the discovery of the fire, the several blocks between Jackson, Adams and Clinton streets and the river were all in flames. The fire spread southwardly over the district bounded by West Van Buren, Clinton and Jackson streets, and the river. To confine it within that area was a hard task in the then condition of the firemen. For days and nights previously they had been overworked; since September 30 they had been almost

constantly in action, with scant hours for rest and sleep. On October 6, 5 and 4, the entire department was called out.

Many evils persisted in the Fire Department, and now, as once before, schemes were devised for their correction. On October 2, six days before the Great Fire, the Insurance Patrol was created. The promoters of the plan, were prominent agents of Insurance Companies—Chas. W. Drew, Gen. A. C. Ducat, and Thomas Buckley. Ben. B. Bullwinkle, member of a city fire company, was appointed captain of the Patrol; he afterwards was made superintendent. In 1872 a building for the new organization was erected at 113 Franklin street, and in 1878 it moved into other new quarters at 176 Monroe street. Also it had quarters on the West Side at the corner of Peoria and Congress streets, and at the Stock Yards where the packers furnished a building and equipment for a patrol and guaranteed one-half of the maintenance expense. The Insurance Fire Patrol soon proved to be a very efficient organization. From 1871 to 1885 it extinguished 353 fires, involving insurance of \$17,000,000 and entailing a loss of \$20,000,000. The organization expanded with the city's growth. The strength of the regular Fire Department at the time, or in 1871, was—seventeen steam engines, fifty-four hose carts, four hook and ladder trucks, two hose elevators, one fire escape, eleven alarm bells and forty-eight thousand feet of hose, and a force of two hundred and sixteen men.

Now! the Great Fire of October 8th and 9th is about to leap upon the city. Its flames are seen to be rising and expanding.

But few persons, it is believed, in the North Division saw the first signals of the conflagration, and I was one of that small number. On that Sunday evening, Rev. Robert Collier, then but a few days returned from Paris, where he had witnessed many of the terrible scenes during the wild reign of the Commune, delivered from his pulpit at Dearborn avenue and Walton place, a sermon depicting those awful occurrences; a notable sequence to his morning's discourse, on that fateful day, from the text "Think ye that those upon whom the tower of Siloam fell, were sinners above those that dwelt in Jerusalem?" Present in the large congregation were myself and Mrs. Eastman, Mr. and Mrs. Perry H. Smith, and Mr. and Mrs. George L. Dunlap, who stopped after the benediction, and shook hands with the great preacher. The precise time, as then observed, and two days after recalled and set down in a memorandum book, was 9:45 p. m. When out on the steps of the church, which was on the east side of the avenue, and looking toward the southwest, all together exclaimed "See that fire light, what can be the cause of it?" The little party slowly walked down Dearborn to Chicago avenue, where another look was had in the direction of the spreading light, and again and again we stopped to get a view of the reflected rising blaze. Finally, Erie street was reached, where the party separated to their several homes, but not before taking another look at the red glow that had alarmingly increased in intensity and breadth. "It must be a big fire," was the parting conclusion. The hour and minute agree with declarations afterwards made by many, and embodied in official reports, of the time of the breaking out of the Great Fire. At about 11:40 a messenger arrived at my house from the postoffice, with the intelligence that the fire was threatening to sweep the city, and that the post-office already was in danger. I made all possible haste, and left my house precisely at 12 o'clock, and started down Dearborn avenue, and past the Historical Society's building, one block from my residence on Erie street. The door of the building was open, and men and women were seen to be carrying inside, articles they supposed would be safe there. They and many others misjudged. In a few hours more, the fine building was in ruins, and its valuable contents, including the original draft, in President Lincoln's own hand writing, of the emancipation proclamation,—that testamental instrument which gave to the colored people of the South their liberty. This by the way: I hastened down on Dearborn avenue, crossed the bridge, turned round the corner at the Tremont House, and pressed forward toward the postoffice; but at Washington street an impassable barrier of fire was met with. The dreadful time! Flames and falling buildings to the right of me, flames and falling buildings to the left of me, volleyed and thundered. My sudden retreat and fleeing to the northward, over a now endangered bridge, and the coming to my house, only to assist the moving-out family, are remembered with a sense of horror still. It does not fall within the limits of my engagement for this evening, to describe the conflagrant destruction of the richest and fairest portions of Chicago. My business is with the Fire Department.

Before, however, proceeding with that, there may be presented two letters, never yet made public, that the postmaster of the day received from Washington, both dated October 11. One was from the President of the United States, and was as follows:

Executive Mansion,
Washington, D. C., October 11, 1871.

Mr. F. A. Eastman,
Postmaster at Chicago.

Dear Sir:

The President directs me to inform you of his deep sympathy with the people of Chicago in their terrible calamity, and with yourself thrown into circumstances which will make extremely difficult the discharge of your official duties. He realizes somewhat the unparalleled situation, and has requested the Postmaster General to extend to you every possible aid. But he has confidence in your ability and expects you to proceed on your own responsibility and take such measures as in your judgment may be necessary.

Respectfully,
HORACE PORTER,
Private Secretary to the President.

The same mail that brought President Grant's cheering words also brought an autograph letter from Postmaster General J. A. J. Creswell. He wrote:

Postoffice Department,
Washington, D. C., October 11, 1871.

Mr. F. A. Eastman,
Postmaster at Chicago.

Dear Sir:

I am distressed beyond expression by the accounts received of the destruction of Chicago by fire, and my thoughts are on what must be the condition of the postal affairs with which you are charged. I can give no instructions other than that you are authorized to go ahead, using your best judgment, and as fast as possible rehabilitate the service. You will be sustained in whatever measures you may take. I have instructed the Postmaster at New York to send a few of his best men to you, in case you need them.

Respectfully,

J. A. J. CRESWELL,
Postmaster General.

The value of the property belonging to the Fire Department in 1871 prior to the Great Fire, was \$369,050. A loss of \$146,076 was the estimate after the fire. R. A. Williams was Fire Marshal; with him were first assistant Fire Marshal John Shank, second assistant Fire Marshal Lorenz Walters, and third assistant Fire Marshal Mathias Benner.

New as briefly as possible shall be indicated the course of the Great Fire, from the obscure place of its starting, through the South Division and the North Division, to where it stopped from want of ignitable material, at the prairie's edge.

At 9:32 an alarm of fire was sounded, summoning the brigade to the corner of Jefferson and DeKoven streets, West Side. Before the first engine was on the ground the flames had enveloped half a dozen outbuildings and was pouring its columns upon the city to the southward and eastward with resistless force. The firemen, convinced of the impossibility of saving anything in the district now attacked, confined their efforts to checking the northward march of the fire. Heroic as their efforts were, they were in vain. The flames ran along the wooden sidewalks, and whole tenements would burst into flames as simultaneously as if set on fire by regiments of incendiaries. The narrow streets were crowded with appalled spectators, half-dressed women with aprons thrown over their heads running distractedly hither and thither, and men tearing furniture to pieces in the furious haste with which they flung it out of doors or dragged it through the crowd. The element had the best of the battle so far. Engine No. 14, driven back foot by foot, was penned in a narrow alley; in another moment a gush of flame came from the rear, and the firemen could only cover their eyes from the blinding heat and stagger desperately to safety through the burning

belt that fringed them round, abandoning the engine. Still they fought on gallantly. The advance of the fire was strongly defined in two great columns running north, one between Jefferson and Clinton streets, the other between Clinton and Canal streets. The latter led the way, and as one o'clock struck, had seized the buildings on Van Buren street, while the other was spreading more slowly along West Harrison.

One o'clock had just struck, and a sudden puff of the variable wind blew down a curved wing of the great golden-red cloud on the South Side. The Court House bell rang incessantly. The universal uproar was deafening to the firemen, but they rallied to their engines, or to as many as were available. In vain their efforts; the South Side as far down as Congress street was doomed; and but a little later, so also was the North Side,—so like to the movements of any army, now advancing and now receding, and again advancing, was the varying course of the conflagration. What, against those stupendous, darting, streaming flames, could the firemen do—what even attempt? Their engines disabled, the Water Works killed by blocks of fire that came down upon them from high in the air, and Lake Michigan,—violently agitated by torturing winds, and with apparent sympathy, was powerless to save the burning city lying alongside it. The next day, or so soon as officers and men could rally, the thoughts of the department were upon reconstruction and new equipment. The Council gave first aid to the future, by extending the fire limits in every direction, and by placing restrictions on the construction of the interiors of large buildings. But the legislature gave other and better aid, which, however, served only for a brief time, owing to the opposition of certain interests in the city. The legislation in question had been promoted by "fire-proof" Mayor Medill, and was designed to take the appointment of both police and fire officers away from politicians. He proposed to appoint such officers himself, and to be responsible for them to the people. He commissioned Mathias Benner as Fire Marshal, August 2, 1873, who remained at the head of the department one year; he directed its movements against a large fire that occurred on July 14, 1874 and burned for almost precisely twenty-four hours. The district burnt over lay along Congress street, Wabash avenue, Sherman and Harrison streets. The loss sustained was \$3,845,000, with insurance of \$2,200,000. Large part of this disaster was attributed to wrangling and disloyalty within the Fire Department. Alarm was taken by the insurance companies, and the national board of underwriters held a meeting at which it was resolved: "We demand a re-organization of the fire department; the vesting of absolute authority in the hands of the fire marshal; a rigid enforcement of the fire limits, and regulations against frame structure; the enlargement of the city water mains; prohibition of combustibles in the city, and the tearing down of wooden awnings, cornices and cupolas."

Through the effort of the citizens' association and the Chicago board of Underwriters, General William H. Shaler, of New York, a retired army officer, was brought to Chicago to co-operate with Fire Marshal Benner in re-organizing the department, and in instructing and in drilling the force. The citizens' association contributed \$5,000 towards the services of General Shaler, and the national board of underwriters \$5,000.

In accordance with General Shaler's suggestions, the uniformed force of the department, known as the fire police of Chicago, was constituted a brigade, under the command of the fire marshal as chief, and divided into six battalions. Each battalion was placed under the command of an assistant fire marshal, or acting assistant, who was chief of the battalion, and these chiefs were assigned to command their respective battalions by order of the fire marshal, according to their rank. Each battalion was assigned to a district, the boundaries of which were fixed by the fire marshal, and each battalion was comprised of several companies in charge of their respective captains. But more remained to be done. There needed to be a further change in the law governing the city. Accordingly, on April 23, 1875, the people voted in favor of city organization under the general law for the incorporation of cities, towns and villages, passed by the legislature April 19, 1872. In agreement therewith, an ordinance was passed August 12, 1875, establishing the Fire Department of Chicago, and creating the office of Fire Marshal, whose term of office was to be two years. He was to be appointed by the Mayor, subject to the consent of the Council. The department was to consist of a fire marshal, seven assistant marshals and as many competent and respectable citizens as the Council might from time to time authorize to be ap-

pointed, to be known as firemen. The fire marshal was authorized to appoint and remove at pleasure, with the concurrence of the Mayor, all assistant marshals, and he had power to appoint and remove at pleasure, with the concurrence of the first and second assistant marshals, all firemen belonging to the Fire Department. Then began the real career of the Paid Fire Department.

Fire Marshal Benner instituted a school of instruction on matters pertaining to fires, in which the captains and lieutenants met once a week in afternoon session. This would appear to be the germ of systematic fire protection in this city. On November 10, 1879, by appointment of the Mayor, Dennis J. Swenie succeeded Mathias Benner as Fire Marshal. The position of first assistant marshal was left unfilled. The force consisted of three hundred and thirty-five men, organized in seven battalions. The apparatus was materially increased, by the addition of new engines and of 70-foot extension ladders. Turn table hook and ladder trucks with fire escapes were purchased. Inspectors of the department were appointed, and battalion efficiency was greatly increased.

Sometime in 1877 the Fire Department invested in self-propeller machines which, attached to fire engines, made havoc on the streets, tearing up pavements, running into other vehicles, and crashing against lamp posts. There were three such purchased and put in use; two on the West Side, one on the South Side. The wheels were shod with thick steel bands stuck full of spikes, to prevent skidding. But in that case prevention did not prevent; at the speed they were driven, when turning a corner they skidded frightfully. Finally one of the self-propellers struck against the head of an old wooden bridge that stood at Adams street, and did to the bridge and itself much damage. Then all were put out of service. But they had anticipated, or predicted, the autotruck of the present day.

In 1893 the Fire Department comprised four fire boats, eighty steam fire engines, three hand engines, twenty-six chemical engines, one hundred hose carts, carriages and wagons, thirty-one hook and ladder trucks, sixty chemical extinguishers, thirty-one portable pumps, and one water tower. The uniformed force was nine hundred and eighty-four; not uniformed forty six, making a total of one thousand and thirty-seven men in the fire service. Of horses, there were sixty-six.

Has the shocking fire in the Cold Storage Plant of the World's Columbian Exposition been forgotten? On the 10th day of July, 1893, a fire broke out in the cupola of the tower. The Jackson Park fire brigade were first on the ground. The men first scaled the roof of the warehouse, but the blaze could not be reached from that point. Then Captain Fitzpatrick led his men up to the tower balcony. There they fought the flames in sight of thousands of spectators. Burning cinders and brands dropped from the burning cupola down into its base, and soon a fierce blaze started beneath the men, and in a few minutes they were utterly cut off from escape. They ran to various points of the tower in the hope that a way to safety might be found. Some jumped from the tower only to meet death as they struck the ground or roof of the building. Captain Fitzpatrick's body broke through the roof and stuck there until two brave firemen grasped and carried him to the ladder. Perhaps never before was so terrible a tragedy witnessed by a sea of agonized faces. The visitors to the Exposition that day numbered 130,000, and more than one-half of them witnessed the fearful spectacle. Four members of the Fire Department and eight members of the Exposition force lost their lives, and five others were crippled for life. Over \$100,000 were quickly subscribed for the relief of the families of the killed and injured. The damage to the building was \$258,000.

By proclamation, dated September 22nd, of Mayor Thompson's, the citizens were asked to observe this day as Fire Prevention Day. It is appropriate that this proclamation be read out on this occasion. "Only by the preservation," it says, "of that wealth which has been bestowed so abundantly upon the American people can we expect to continue our era of national prosperity. Natural resources are not limitless and constant waste or drain must in time make itself manifest. Therefore, the conservation of life and of the various natural resources is a duty incumbent upon every citizen of this great Republic. It is our duty to lessen in every possible way those powers of destruction which manifest themselves in various forms of wanton waste.

Chicago has ever been foremost among cities in its endeavor to contribute its share toward the promotion of good citizenship. It, therefore, seems to me most opportune that we turn our attention toward the problem of the prodigious

annual fire loss, the destruction of life and property which is annually taxing the resources of our people, resources given us in part by nature and developed by the art and craft of man. The average annual fire waste for the United States is approximately \$240,000,000, towards which the State of Illinois contributes approximately \$12,000,000. Statistics gathered by the Fire Marshal of the city of Chicago show that the annual property loss for the past ten years averages approximately \$4,150,000. These losses represent a complete destruction of that much Municipal wealth and are especially deplorable in view of the fact that authorities fairly well agree that 75 per cent of all fires are preventable.

In view of these conditions and in order to bring to the attention of the people of Chicago the dangers of fire and the need of their prevention, I hereby proclaim that Saturday, the ninth day of October, 1915, the anniversary of the great Chicago fire, be known as Fire Prevention Day.

It is urged that on this day school and other officials urge upon those in their charge that attention be given to such measures as will prevent and guard against fires and the dangers therefrom. Fire drills and other steps that may be possible should be taken to safeguard buildings and their occupants, and whenever possible instructions should be given on the dangers of fire and upon the means of fire prevention. Upon this day it is also recommended that general steps be taken to clean up accumulations of rubbish and remove from vacant places trash and waste material that might cause fire.

Respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Fires of a destructive nature will occur, despite all the ingenuity of men; but indifference and neglect alone will enable them to start anywhere and everywhere, and run unsubdued and unchecked till they have done their disastrous work. But fires can be prevented, and when they are started and under some headway, they may be curbed; their ways are known; they may be mastered by skillful firemen. Only, however, within the last few years have the citizens had their attention pointedly called to this most important matter. For generations we have builded without much thought of safety, while racking our brains to devise schemes for extinguishing fires.

Chicago partially awoke some years since to the importance of fire prevention, and by city ordinance gave power and direction to the Police Department to supervise the keeping and handling of explosives by individuals and firms. And in 1912 a further awakening occurred, and on the 22nd of July in that year the Council passed an ordinance creating a Bureau of Fire Prevention and Public Safety, in the Fire Department, and also creating the office of Chief of Fire Prevention, and ordering that he be one of the Assistant Fire Marshals, and be selected by the Fire Chief of the city. He was authorized to appoint subordinate officers of the bureau, and to prescribe such rules and regulations for the control and guidance of his subordinate officers as shall secure the strict enforcement of all the several provisions of this ordinance. Further, he was authorized, whenever it shall be necessary, to call on the Fire Department for aid in carrying out and enforcing any of the provisions of the ordinance affecting his bureau. Assistant Fire Marshal J. C. McDonnell was appointed Chief of the Bureau of Fire Prevention. Much general interest was one result of the establishment of this bureau. Chief McDonnell is quoted as saying that to a large extent it has been educational to the citizens, its advice being sought in fire prevention and fire protection matters by various classes and organizations; and many inquiries are received from municipalities and state organizations, where it was the purpose to adopt some similar plan for conserving life and property within their jurisdictions.

Theaters and moving picture shows are inspected nightly by the bureau inspectors, and all places of this class are placed under strict regulations for safety. Fire drills are maintained in many large buildings for the training of their occupants. Special attention is given to mercantile houses where are employed considerable numbers of persons. Evidences of the beneficial effects of such observances are numerous, and interesting testimonials appear in Chief McDonnell's official reports. The school originally established by the Fire Department, for training its own inspectors, is continued for instructing the inspectors for the Fire Prevention Bureau, in building construction, ordinance re-

quirements, etc. Sessions are conducted every Monday morning in the public hearing room at the north end of the City Hall. Chief McDonnell closes his latest report with these words: "I firmly believe that a comprehensive study of the causes and results of fires will result in a better understanding of the subject of fire prevention, and will furnish data from which valuable deductions may be drawn as to the influence which various types of construction and occupancies exert on fire losses, and I believe this bureau should be given the authority and facilities to carry on this work in an exhaustive manner and with a sufficient appropriation for that purpose.

During the year 1914 the Fire Department responded to 14,977 alarms and the number of actual fires for the same period amounted to 10,534. There were a few fires of considerable magnitude from a spectacular standpoint and where the energies of the firemen were thoroughly taxed, but the financial losses were not great comparatively, such as the U. S. Express Stables, April 17, involving a loss approximating \$190,000; another, May 27, where the loss approximating \$35,000 was inconsiderable compared with the area burned over and number of communications, and the fire on Christmas Eve in the department store at Forty-seventh and Ashland avenue, which, with the smaller buildings it communicated to, approximated a loss of \$225,000.

The forces of the department for the year 1914 were—the Fire Marshal and six assistant Fire Marshals; 159 Chiefs of Battalions; 159 Captains; 162 Lieutenants. The total numerical force was 1,988 men, officers and privates. The aggregate cost of the department was \$3,461,584, or one dollar and forty-three hundredths per capita.

There were transmitted during the year 3,333 box alarms, 102 second alarms, 26 third alarms, 34 combined second and third alarms, 47 special calls and 11,435 still alarms, making a total of 14,977 alarms, an increase of 294 over the preceding year.

Twenty-six deaths occurred in the department during the year 1914. In the number were Fire Marshal Charles F. Seyferlich, and Captain Thomas Coreoran. Five privates were killed while in the performance of their duties. If there was time left, to mention the distinguished dead firemen, of a few years prior to 1914, there should be a fresh eulogy pronounced upon Fire Marshal James Horan, who on December 22, 1910, fell a sacrifice to duty that he knew to be more than ordinarily perilous, under the brutal walls of a packing house at the Stock Yards.

I have been asked not to omit to state the bounds of the district, or districts, burnt over by the great fire of October 8th and 9th, 1871. They were the following: Beginning in the West Division: Commencing at the corner of De Koven and Jefferson streets; thence northerly along Jefferson street, to near the corner of Harrison street; thence northeasterly to near the corner of Clinton and Van Buren streets; thence east to Canal street and the river; thence southerly along the river, to Taylor street; thence west to the corner of Taylor and Clinton street; thence south to De Koven street; thence west to Jefferson street.

In the South Division: Commencing at Taylor street and the Chicago river; thence east to Sherman street; thence north to Harrison street; thence east to Wabash avenue; thence north to Congress street; thence east to the lake; thence northerly along the lake shore, to the mouth of the Chicago river; thence westerly and southerly along the river to Taylor street and the river bank.

In the North Division: Commencing near the mouth of the river, to Market street; thence north to Michigan street; thence west to the river; thence northwesterly along the river to near Division street; thence northeasterly to near the corner of Division and Wesson streets; thence west to the corner of Division street and Hawthorne avenue; thence easterly to Clybourn avenue; thence easterly to Orchard street; thence northeasterly to Vine street; thence north to Center street; thence east to Hurlbut street; thence north to Belden avenue; thence northeasterly to Franklin street, by Lincoln Park, to Clark street; thence southerly to Wisconsin street; thence east to the lake; thence southerly along the lake shore, to the place of beginning.

It is not easy to follow such descriptions; a small map would much better serve the purpose, but none is available. Perhaps a better conception of the extent of the conflagration may be had from these statistics: 446 acres of the South Division were burnt over; 3,600 buildings were destroyed including 1,600 stores; 28 hotels and 60 manufacturing establishments. 21,000 persons lost their homes. In the North Division, 10,000 buildings were destroyed, including 600

stores. 70,000 persons out of a population of 77,000 were rendered shelterless.

To conclude this paper. The members of the Chicago Historical Society here present, and those in this audience who are not, but should be members, are for the most part old enough to have witnessed the Great Fire, as many certainly did witness it; and now all with one accord will turn again back in thought from this pleasant evening to that dreadful night of October 8-9, 1871; to that spectacle, the most terrifying ever observed by dwellers on this earth. Not another such a night, we may dare to say, will ever be passed by any mortal, except at the last, when some shall not sleep, but be changed when the world has melted with fervent heat. We may rest in this reasonable assurance, even though some of us are part way conscious still of there being over our heads a dizzy whirl of rustling, whirling, coiling rage of anarchy, of enormous power, and of being driven before a scorching wind and persuing flames at inconceivable speed. Assurance? yes; but one is moved to ask, "What is there to prevent our hearing, before this night is past, the roar of flames and the crash of houses falling in ruins?" Nothing; there is nothing, given a fire once started, to assure against that, but Chicago's Fire Department—Fire Marshal O'Connor and his brave men, who are as another providence over the whole city, while itself and ourselves sleep.

CELEBRATION OF MARKET WEEK—NEW INTEREST IN THE CITY.

Market Week in Chicago is a prolonged mercantile and industrial festival which, though recently inaugurated, appears to be well established as a periodical affair of the business people of the city. It has had the approval and been proclaimed by two Mayors, and favored in resolutions of the City Council. But primarily it had its origin at meetings of the Chicago Association of Commerce, where it is the custom to devise plans, and ways and means, to advance the business and commercial interests of the city. After the event, therefore, it was pertinent to ask the officials of that Association, in the manner of observance of Market Week, and the known results, were to themselves satisfactory. The daily newspapers, representing the people at large, by the liberal space each day devoted to current doings of interested citizens and visitors through the week, implied entire approval. And the opinion of the Association of Commerce, at the conclusion of the festival, was given by the Association's own organ, "Commerce," in these emphatic paragraphs:

"Chicago, the Great Central Market, as Chicago Commerce goes to press, is concluding a notable celebration of Chicago market week—the biggest and best of the trade demonstrations that has marked this important period from year to year. Vice-president James W. Morrison and associates of the Trade Extension committee, represent the plan and push behind the success.

"The city has been the mecca of large numbers of visiting merchants, bringing to the city from a broad territory, west, south and east, optimistic reports of business conditions, and confirming them by purchases in the Chicago market, anticipating business demands of fall and winter.

"The show windows of Chicago's shopping thoroughfares are telling once more the story of the city's industrial wealth. The Chicagoan, as well as the visitor from out of town, who studies the interesting and attractive displays to be found in the city's shop windows this week, will gain a larger conception of the magnitude and the importance of Chicago's manufactures, the great variety of the things the city produces, and the excellence and superiority of goods of Chicago origin.

"At the mayor's request Chicago has shown her colors during market week. Notably in the wholesale and retail districts has a display of flags and bunting borne impressive testimony to the fact that Chicago is celebrating an event that grows in its appeal from year to year, to the civic and patriotic, as well as to the commercial interests of all Chicago."

Mayor Thompson co-operated officially with the Association of Commerce in promoting and exploiting the first week in August, 1915, as Chicago market week. His proclamation of this festival was the following:

"To the People of Chicago and the Central Western States:

"Believing it to be appropriate that Chicago, the great central market, should celebrate annually the supremacy of its commercial facilities, I, William

Hale Thompson, mayor of Chicago, do hereby proclaim the week of August 2 to 7, 1915, inclusive, to be known and observed as 'Chicago market week,' this week to be devoted to a demonstration of the greatness of Chicago's trade and industries. To all residents of the territory adjacent to Chicago I extend a most cordial invitation to visit this city for business and for pleasure during this week.

"I call upon all citizens of Chicago, and especially its merchants and manufacturers, to join in providing a display of Chicago merchandise that shall contribute to the significance and the success of 'Chicago market week.'

"Further, I urge all citizens to make extraordinary efforts for the entertainment of the city's guests during this week, and request every citizen to do his part, so that no visitor to the city during 'Chicago market week' shall depart without being convinced not only that Chicago is the world's greatest summer resort, but that it is a good place to come to, a good place to do business in, to play in, and a good place to revisit."

In the concluding sentences of his proclamation, Mayor Thompson virtually gave to all visitors to the city, in market week, the freedom of the town. One visitor, who was a home-comer as well, and had not forgotten the Chicago thirty years ago, was reminded by Mayor Thompson's words, of the speech of the senior Carter H. Harrison when, as Mayor of Chicago in 1884, he welcomed the Republican National Convention that nominated James G. Blaine for President. "Mounting the platform," wrote this visitor to his home newspaper, "Mayor Harrison smilingly assured the delegates, as a quizzical, knowing expression spread over his strong gray-bearded face, that everything in the town would be 'wide open,' and that if they wanted to have a good time, they need not give themselves any concern about the police." Comparing this language with Mayor Thompson's, extending greetings to visitors in Chicago, the recaller of the incident was convinced that there had been considerable improvement in moral conditions here in late years.

The following local business organizations were numerously represented on the week-long occasion:

- Fullerton Avenue Business Men's association.
- Edgewater Business Men's association.
- South End Business Men's association.
- West North Avenue Business Men's association.
- North Avenue Merchants' association.
- Broadway Commercial association.
- South Side Business Men's association.
- Woodlawn Business Men's association.
- Lake View Business Men's association.
- Evanston Commercial association.
- West 26th Street Business Men's association.
- The Retail Merchants Association of South Chicago.
- Auburn Park Commercial club.
- Lincoln, Lawrence and Western Business Men's association.
- Chicago Randolph Market association.
- Belmont Avenue Merchants' club.
- Armitage Avenue Boosters' club.
- Englewood Business Men's association.
- Fifty-fifth Street Business Men's association.
- Hyde Park Business Men's association.
- Irving Park Boulevard Business Men's association.
- North Clark Street Business Men's Improvement association.
- Oak Park Business Men's association.
- Sixty-first Street Business Men's association.
- Summerdale Business Men's association.
- Washington Park Business Men's association.
- West Side Commercial league.
- Northwest Side Commercial association.
- Business Men's Association of Forty-third Street and vicinity.
- West Division Street Business Men's association.
- Lincoln Avenue Business Men's association.

Count them, and their number will approximately be that of the minor business centers scattered over the city. Minor centers, but every one important

In the great northwest district, comprising one-fifth of the area of Chicago, and with its 600,000 inhabitants, there are several such. During market week hundreds of people, some of whom are known to the present writer; people who had never before seen the great retail stores, located outside of the "loop;" made the tour of North Avenue, and Milwaukee Avenue, and were amazed at what they saw of local department stores, where beautiful fabrics were displayed, and a profusion of other goods in great variety, that would match with the most that are offered by the retail houses in the down-town quarter. In the future, doubtless, one great benefit to be derived from market week, will be the knowledge acquired by multitudes of surprised residents, of the number and magnitude of mercantile transactions in the local business centers of this expanded and expanding city. The "loop" is mighty, but it is not all of might. It is powerfully attractive to thousands upon thousands on every business day in the year; but there are other thousands upon thousands that never feel the attraction, and are satisfied and happy with the supplying of their wants at the neighborhood stores. Indeed it is said, and seemingly believed, that there are more mercantile transactions on Milwaukee Avenue than in the down-town retail district. The fact of the sufficiency and prosperity of what we call neighborhood stores, many miles out from State street, is not often heard of by travelers stopping for a few days in the city; nor does it become generally known, or if so, not much thought about by those who, from habit, or fashionable example, or compulsion of advertisements in the newspapers, do their buying at the splendid stores and shops situated south and east of the river. Well, the whole city has great pride in its merchants of highest standing; merchants that far and near are regarded as among the wealthiest and most trustworthy of their kind in all the world.

It is to the credit of the merchants, manufacturers, and men of commerce, that so much was done in a single week for the strengthening of the foundations of general business in Chicago. Men in the professions looked on and applauded. Clergymen lent their presence at meetings arranged for the occasion at the rooms of the Association of Commerce. One of these contributed a trifle that, by its form, suggests the acrostic, but more like it is to letters, before objects named, in a child's school reader; if the likeness may be noticed, where the meaning is of serious and high import. It was the following:

C.....for Cordiality
 H.....for Happiness
 I.....for Intensity
 C.....for Co-operation
 A.....for Action
 G.....for God
 O.....for Opportunity

By that figure is suggested an astonishing number of qualities and things: polite manners, things of the soul, business passion, economic fellowship, powers of body and spirit, religion, and timeliness. To most people, perhaps, the latter—"Opportunity"—will make the strongest appeal. It is as the stroke of the hour, giving distinct calls to men with unemployed capabilities and free capital, to come and set up new businesses; to others without adequate means, but who are not less desired, to take offered positions of influence in established stores or factories that are extending their fields of enterprise; while there are still others, with for the time being more moderate ambitions, who are bidden to accept of various clerical assignments. "Opportunity" stands for an these near-to-hand advantages.

It was specially interesting, all through market week, to see present in the city so many country merchants. Our merchants' customers at prosperous towns and villages throughout the Northwest, who at most other times replenish their stocks by means of orders given to traveling salesmen, in large numbers came in person with the double purpose of buying goods at first hand, and of making or renewing acquaintance with members of great firms with whom they do business the year round, great firms whose celebrity in the mercantile world adds, so to speak, materially to the working capital of the wholesalers. But such occasional visitors do not give up the whole of their time to business. A portion of it they improve with the taking into view

the city itself, and with looking into its numerous civic and humanitarian institutions. The curious interest taken by them in these things, is sure to result in criticism and suggestion, which citizens and officials can not fail to value. Local patriotism is stimulated, greater interest is taken in the city. Following market week, were frequently heard intimations of a purpose to organize a society of men born in Chicago, after the fashion of a society recently organized in New York, avowedly to spread a fuller knowledge of our excellent facilities for education in the arts and sciences, and of kindred advantages, social, religious and professional. More and more is civism fostered and commended, and incivism increasingly denounced and contemned.

A signal manifestation of the improved public spirit is seen in the legislation recently started in the City Council, at the instance of Alderman James Kearns, looking to the authorization of a municipal flag, and its appropriate designing for permanent adoption. New York, in this matter, is beforehand with Chicago; but that does not matter; this city may without hesitation follow a good example. The ordinance that Alderman Kearns had passed contemplates such a flag, and invokes the aid of representatives of the Chicago Art Institute, the Chicago Art Commission, the Association of Commerce, the City Club, and the Woman's City Club, who are invited to co-operate with three Aldermen as a Commission in working out a design for it.

New York city's official flag symbolically embraces in its folds, as well each and every borough as the concrete whole of the corporation; and also each of the working departments; for the ordinance provides "that such official flag shall also be the official flag of the several departments of the city government, but each such department may place upon any flag intended for its own use, the appropriate title to designate such department, such title to be inscribed in block letters in blue upon the middle or white bar of the flag, under the seal." Also the Mayor may have a flag to himself, and the New York newspapers are recommending that, along with the block letters designating it, there be placed the same number of stars as there are burroughs of Greater New York. Now, should the recommendation as respects stars on the New York city flag, for its Mayor's use, practically obtain in Chicago and be followed as near as possible by the City Council, it will be easy similarly to emblazon our Mayor's flag. As a part of the emblazonment, three stars at once offer themselves, one star for each geographical division of the city; and if they be accepted, their shining will be for an indefinitely longer time than that of any luminants representing mere political divisions called boroughs. For it is possible, and even probable, that New York at no very distant day will abolish its borough system; but Chicago river and its branches will endure forever. This river, unlike most notable rivers of the world, has its source in an ocean, and empties into the ocean. It can never cease to flow, and the land divisions marked off by it will always remain. As to the perdurability of the city itself, let us not divine. In the ancient world, it is certainly known, a number of great cities were survived by the rivers that were the first cause of their being. One ancient and world-renowned city—Damascus—is on the living map still, its two rivers continuing to flow; rivers that today bear the names by which they were known to the writers of the Old Testament books of the bible—names of haunting sound, Pharpar and Abana. Taking hope of this instance, there might be predicated a future existence for our city of three or five thousand years—so many, at the least—but, not to employ high numbers, let it be asserted that there will not come a time, in which persons now living can pretend to feel an interest, for themselves or for many future generations, where the three geographical divisions of Chicago city will not be as now. It were, therefore, not idle to say that the suggested three stars for a Mayor's flag (if happily such shall be adopted as representative of these divisions), practically forever will be so used. But to shorten the view. Three generations of men, each with its legislators, to a century—at the expiration of which time some, doubtless, will be saying, "a hundred years ago the City Council ordered these stars to be placed on the Mayor's flag, and see! they have not lost either their appropriateness or their splendor."

CHICAGO, MOTHER AND QUEEN; AN ODE.

By WALLACE RICE.

(Contributed by the Author to the Chicago City Manual.)

Mother, Mother and Queen, beautiful, strong, and alert,
 Rich in motherhood's riches, in diligent children and wise,
 Clad as the mighty are clad, with azure and sable engirt,
 Wonder of waters about you, and swirling of toil-laden skies.

Beautiful are you with labor, that children of men may be blest,
 Lovely as mothers are lovely in youth with a child at the breast,
 Comely with duties fulfilled and glorious justice beyond,
 Mystic and wistful with dreams, noble ideals and fond!

Royal your rule and secure over a broadening realm,
 Workshop and coffer and mart, palace and playground and street,
 Circled by ocean-like prairies that suns of summer o'erwhelm
 League upon league with harvests waving and golden and sweet.

Strong are you in your children welcomed from every land,
 Led by the seekers of old, those who gave hardship their hand,
 Myriads strong in their manhood, eager to found them a state
 Void of dullards and drones, liberty-loving elate!

Musing you sit by your sea, fairest of all in the world,
 Amethyst, beryl, and gleam, bordered with ivory foam,
 Led by your wisdom afar, where the Father of Waters is whirled
 Down to the sapphirine Gulf—such is your throne and our home!

Wonder we then that encrowned you love all the beauty of earth,
 Marvels of color and music, art in its making and mirth,
 Sending your children abroad who loveliness take as their bride,
 Cherishing bounty of books and Learning and Science in pride.

O Great City of Visions, justice your sword and your star,
 Beautiful, strong, and alert, a goddess in purpose and mien,
 Guarding America's altar, to battle the wrongs that still are
 Here are bold hearts and brave souls, Mother, dear Mother, and Queen!

THE CALUMET WATER AREA.

For the last fifty years, at least that long a time, there has been a slowly growing interest hereabouts in the Calumet region; and this interest has been taken as well by thoughtful viewers of Chicago's home territory, with reference to the navigable waters that surround, or flow in or out of, this territory, as by men whose minds are ever set on speculation in whatever commodity of land and water, or manufactured or harvested product. Even the blind almost see that the Calumet river, and both the big and little Calumet lake, are destined to be of immense importance to the manufacturing interests and to the commerce of Chicago; though the realization looked for may be overlong postponed. And it is not matter of wonder that so rich a prize offered by a near, or not so near, future, is sought to be possessed anticipatively by eager coveters. That there are such, is probably shown by the bills that from time to time are before the Illinois legislature. The bill passed at the last legislative session may or may not have been deserving of Governor Dunne's veto; but that he did so kill it, will not be taken as a final reason why a similar or different bill may not be introduced in some future legislature, and passed and be approved by another Governor. To what extent the United States government, at an unlooked for juncture, may have to be reckoned with, of course it were impossible to foresee.

In the meanwhile, and more and more, it should be well for our people to familiarize themselves with the descriptions and dimensions of the Calumet water area.

The Calumet river empties into Lake Michigan at South Chicago, and its mouth is known as Calumet Harbor. About 6.18 miles up the river from east end of north pier is a place known as the "Forks," where there is a connection with Lake Calumet through a narrow channel about 1,100 feet in length, with depths varying from 4 to 6 feet. Lake Calumet is about $3\frac{1}{2}$ miles long north and south and about $1\frac{1}{2}$ miles wide, with about 6 feet average depth at mean lake level, and has practically the same level as Lake Michigan.

About 1.65 miles above the "Forks," or about 7.83 miles from the end of north pier, is the "Junction" or head of the main Calumet river, where it divides into the Little Calumet and the Grand Calumet. The Grand Calumet is a lagoon or bayou (about 18 miles long), with only a small drainage area, with a channel from 10 to 5 feet depth and about 50 feet width, with banks rising just above the water surface, and having no current except what is caused by floods and freshets, or by fluctuations in Lake Michigan. The Little Calumet is about 60 miles long, with a large drainage area, having a large flood discharge but small low-water discharge, and with average depth of about 8 feet and width of a little less than 200 feet from the "Junction" up 7.14 miles to the village of Blue Island.

This extensive water area, in which are above seen to be the two lakes Calumet and the Calumet rivers or lagoons, and besides Hyde Park and Wolf lakes, presents an appearance such as does no other city. It is a striking feature of two wards, each of them territorially great. In time, the district comprised by them together may come to be known as the maritime section of Chicago. Then possibly the dream of the enterprising people of South Chicago may come true. Add to this area, the Chicago river and its branches, and estimate the whole in acres. Thus will it be found that the combined water surfaces of the City of Chicago number 4,215.21 acres.

THE FOUR GRAND CENTERS OF CHICAGO.

There are four principal centers in Chicago—the center of area, the center of population, the center of business, and the center of industry.

First, the center of area, which is ascertained by dividing the city geometrically into four equal parts. A line drawn diagonally from North Forty-sixth avenue and the city limits at the north, to the city limits on the south, divides the area of the city into two equal parts east and west of such diagonal. A line drawn across the city east and west, at Thirty-seventh street, divides the city into two nearly equal parts north and south of this street; and the common point of intersection at Thirty-seventh street and Ashland avenue, divides the city into four nearly equal parts. Accordingly the point of intersection at Thirty-seventh street and Ashland avenue is the center of area; although the excess 370 acres in the portion north of Thirty-seventh street would place the center of area in Ashland avenue between Thirty-seventh and Thirty-sixth streets.

The center of population. In finding the center of population in Chicago, the population of the respective Wards, as ascertained by the census taken in 1910, reliably serve as a basis of calculation for each of the grand divisions of the city. Then, the total population of the three divisions is divided into four equal parts, by means of an imaginary line drawn from Western avenue and the city limits on the north, to the city limits on the south at One Hundred and Thirty-eighth street and the Calumet river, and by another imaginary line drawn east and west at Twelfth street; both together indicating with sufficient decisiveness the center of population to be at Twelfth street and Center avenue. However, there is a small excess of inhabitants north of Twelfth street and the second imaginary line. Should this excess be regarded, the center of population would be a little to the north of Twelfth street and east of Center avenue; but here mathematical niceties may be discarded.

The center of business. Nearly the same method is to be employed in determining the business center of Chicago as that which served in locating the center of the city's area; although the ascertainment by the United States census bureau in 1910, of the amount of business done, or sales made, by the leading mercantile houses here are something lacking in statistical demonstration. It were more helpful toward the present quest, to refer to the reports made each year by the Illinois State factory inspector. In these reports he gives

the number of such houses that are located respectively in the several Wards of the city, also the number of those, together with the total of their employes, found in the First Ward. The nine great department stores on State street, and the hundreds of small sales houses on streets adjacent, and within the loop district, all located in this Ward, and doing collectively near to \$300,000,000 of business yearly—these easily establish the business center at the intersection of State and Madison streets.

The industrial center. This center may not be discovered by reference to the value of the output of enumerated manufacturing establishments for the reason that convincing statistics designed to show it, do not exist, or have not been collected. The United States bureau of the census in its bulletin of manufactures in Illinois, touches on the subject of values, but not in a way to bring it within the scope of the present enquiry. Better for this purpose is a study of the Illinois State factory inspector's report on the places he inspected with the design of detecting violations of the child labor law. The number of plants visited, the branches of industry followed, and the tale of individuals employed, all are ascertained. He shows also that the heavy manufacturing Wards are chiefly river Wards. Following such distribution of these, on the territory of the city, in order to arrive at the industrial center, it is found necessary to lay out, well within the city, four several districts, awarding to each district an approximately equal number of manufacturing establishments, and of employes; and then to draw across them two diagonal lines, one from southwest to northeast, the other from northwest to southeast, at the same time marking the point of intersection. There will be seen to be the industrial center of Chicago, that is, at Van Buren and Desplaines streets.

The problem of the four centers of Chicago was statistically worked out, and supported by diagrams, in the 1908 City Manual; to which any doubting person is hereby referred.

INFLUENCES ON CHICAGO CLIMATE.

There are a number of local climatic conditions, one or other of which is sure to obtain alternatively at Chicago, and to have an appreciable influence on the weather. The greatest of these, of course, is caused by Lake Michigan. It moderates the extreme cold of winter, and the oppressive heat of summer; increases the humidity of the atmosphere, and the quantity of rain that falls; causes local currents of air, thus partially changing prevailing winds, that affect temperatures in a noticeable degree, and often in a very few minutes. Such is the case here in summer, on the hottest days and nights—just when suffering humanity is nigh to death from exhaustion. Then will come, suddenly, in a minute, a saving breeze, or cooling blast of wind that brings instant relief. Every one has experienced, and been grateful for, these aerial visitings; but not every one has known what induced and will induce them. From a scientific treatise on the subject, the following is gathered: The cause arises from the greater specific heat of the land, than that of the water. The land absorbs and gives out heat more rapidly. Water, while absorbing heat more slowly, stores up a greater quantity, and parts with it less readily, owing to the difference in the conducting and radiating properties of each. It is mainly because of these facts that our spring seasons are so cold, and long continued. But a little later, when the opposing temperatures are nigh to equal, the temperature in the immediate vicinity of the lake, is higher than at the suburbs, or even at localities two hundred miles to the southward. Therefore Chicago is not all the summer time the best of summer resorts. Men and families have been known to come up from Springfield and further south, in June or July, for a refreshing month, and after a day and night here, turn about and make for their mid-Illinois homes, "where they would be comfortable."

Dr. John H. Rauch, a member of the Chicago Board of Health, in 1869, and a learned meteorologist, in that year made a number of tests, and on July 10, found that the thermometer indicated 72 degrees at a depth of thirty feet in the lake, and that on the same day 85 degrees on land. In that spring and early summer the extraordinary warmth of the water that passed through the tunnel, at the water works, attracted attention. It by some was supposed that the water supplied to the city, did not come through the tunnel, but was pumped up from near the shore. But Dr. Rauch satisfied himself that the lake

had practically the same temperature, at any rate throughout its southern extent; and the same as that of the land through the year; the two bodies differing only in the power of absorbing and parting with heat, possessed respectively. Touching on the matter of health, he noticed that the freezing point is but a short distance from the shore, thus leaving the lake outside that point, during eight months of the year, and some years even nine, free to exercise a wholesome influence upon the health of the people; counteracting to a considerable extent the great and sudden changes incident to our level and open topography; while during the remaining months its chilling effects are injurious to health.

The second great influence upon the climate of Chicago is that of the winds. Ours truly is the windy city (with apologies to Duluth), owing to the almost treeless plain near which it is, and to Lake Michigan. These winds can only be beneficial to health.

In looking over some authentic meteorological tables for a series of years, it is found that generally at Chicago the weather is hottest in July, but sometimes in August, and that the severest cold nearly always falls in January, but again sometimes in February.

A pharmacist has handed to the present writer a report of observations made by him in the outskirts of the city, north, south and west, during a recent year, and which he compared with the results of observation made at Fort Dearborn for the War Department, for the years 1832 and 1836. He found that the range of temperature had increased by at least two degrees since those dates, but that this increase in range is not as great north of the city, as south and west of it, the mean annual temperature has increased about two degrees. The extremes of heat and cold are greater at the outskirts, than in the city, where no doubt the buildings have some influence in moderating the temperature.

The only way in which this change of climate can be accounted for is, that since 1836, at least two-thirds of the timber that covered the country on which Chicago now stands, and its vicinity, have been destroyed.

CHICAGO "CITY MANUAL" IMITATED BY NEW YORK.

For thirty-three years prior to 1870, a "Manual of the Corporation of New York City," compiled in the department of the Mayor, was published each year. In 1870 this work was discontinued, and not until 1913 was another publication, similar in kind, but under a different title, offered to the public of that city. The "Municipal Year Book" was issued in that year, and by admission of its compiler the form and scope of it were suggested by observing the "Chicago City Manual." Indeed in a number of its features it was a close imitation of our official Manual. It proved of such value, that the present Mayor of New York, John Purroy Mitchel, resolved to continue its publication with improvements, or as he expressed it, "as a further development of the idea." The result is a book that bulks as large as the Chicago City Manual, heavy paper and coarse types being used; but if all the matter it contains were "set" in as small types as those required here by city ordinance, the size of it would be reduced by at least a third. Some things that are deemed appropriate and important to the work here, are omitted there. The rosters of the departments are not given; there are no quotations from the proceedings of the City Council; the Aldermen and their committees are not mentioned; and there are no references to work either done or commenced by any of the great departments. In so many respects, therefore, the "Municipal Year Book" of New York is not equal in interest and value to the "Chicago City Manual." But Mayor Mitchel is satisfied and pleased, as appears from his endorsement in his introduction of the New York book, as follows:

INTRODUCTION.

I am especially pleased that during my administration there should again be made available to the public, facts like those contained in this Municipal Year Book. From 1841 to 1870 the city clerk compiled annually a "Manual of the Corporation of the City of New York," which is now a quaint but authoritative source of information regarding the earlier days of New York City's government. During the last year of my predecessor's administration the publication of a manual or handbook was revived and a Municipal Year Book

was prepared by the Mayor's secretary. The present Year Book is a further development of this idea.

It is extremely difficult for even the city official of long experience to bear in mind the details of the government of New York City, while for the citizens a familiarity with the structure and functions of the municipal departments has been practically impossible of attainment. There are many bureaus and offices which are important parts of the administrative structure but which have little, if any, direct contact with the public. In some municipalities the citizens are able to inform themselves of the duties and organization of even the out-of-the-way bureaus and offices by examining the city charter. The charter of New York City, however, is so vast and complex that few citizens ever see it and fewer read it.

I believe it to be important from the standpoint of the development of the science of municipal administration as well as from the standpoint of public education that a current record be maintained appropriately describing the actual structure and activities of the city government. I hope, therefore, that a Municipal Year Book may in the future be published annually.

JOHN PURROY MITCHEL, Mayor.

FOURTEENTH AMENDMENT TO THE FEDERAL CONSTITUTION—ITS RATIFICATION BY ILLINOIS—PERSONAL RECOLLECTIONS.

The following personal recollections of the 1867 session of the Illinois legislature are appropriately revived at this "Lincoln Jubilee" time, and when the fiftieth anniversary of Negro Emancipation is being celebrated in the Coliseum. (This is written on Aug. 23, 1915.)

Almost immediately, upon its first meeting, January 7, 1867, there was thrown upon the General Assembly of Illinois the responsibility of either ratifying or rejecting the then proposed fourteenth amendment to the Constitution of the United States. But a few days before, Governor Richard J. Oglesby had received from Washington a certified copy of the proposed amendment, duly attested by William H. Seward, Secretary of State of the United States; and he, the Governor, at once determined to submit the matter to the legislature at the earliest practicable moment. But he wished to make sure its favorable reception and prompt ratification. To that end, after a considerable number of legislators had arrived at Springfield, he summoned to the State Mansion the recognized Republican leaders for a consultation as to how best to ensure the speedy action he desired. To those who answered to his call, he read out the passage in his prepared message, advocating and recommending the ratification of the amendment, in these words:

"This proposed amendment to the Constitution of the United States, after full and deliberate discussion, has received a most emphatic approval and indorsement by the people of the State. While in some sense it may be supposed the necessity for this amendment grew out of the late rebellion, and that it was framed with direct reference to the state of facts resulting from the war, it is candidly submitted that there is not a principle asserted, a right declared, or a duty defined by it, that might not, with great propriety, have been engrafted upon the Constitution, without any reference to the war, and independently of and antecedently to it. Are not all persons born or naturalized in the United States and subject to its jurisdiction, rightfully citizens of the United States and of each State, and justly entitled to all the political and civil rights citizenship confers? and should any State possess the power to divest them of these great rights, except for treason or other infamous crime?

Only expressions of approval of the passage being heard, the Governor then said, "Well, I ask you all to get busy and to see to it, that no mistake is made, and that Illinois have the credit and distinction of being first of all the States to ratify, and so to lead in the establishing of political equality throughout the length and breadth of the land." He advised that the tardy Republican members, upon their awaited arrival be at once taken in hand, and strengthened for the fight, if fight there was to be. Next it was decided to start the ball rolling in the Senate, immediately upon the reception of the message by that body, or not later than the second day of the session. Senator Mack was selected to present the ratifying resolution, and move its adoption.

A degree of vigilance was counselled, as some feared that enough of color-prejudice still might linger in the minds of two or three Republicans even and cause them to hesitate. Accordingly, on the 9th, Senator Mack presented his resolution—"Whereas the Congress of the United States has proposed to the several States the following amendment to the Federal Constitution (reciting the amendment), Resolved by the Senate, the House of Representatives concurring therein, That the State, of Illinois, by its legislature, ratifies and assents to said amendment." He moved the adoption of the resolution, and objections being heard, he asked for the previous question, which was refused by a vote, eleven ayes and thirteen nays. Thereupon Mr. Ward, one of Chicago's two senators, moved to postpone further consideration of the resolution to the next day at two and a half o'clock p. m. In the evening following this indecisive action, there was held at the State Mansion a further consultation, with the result, that it clearly appeared that on a second vote being taken on the resolution, the majority would be for it.

The event was as predicted; but at the hour appointed, as Mr. Mack was about getting on his feet to renew his motion, he was heard to whisper that only the votes of two suspected Republicans, actually given in the affirmative, could remove his suspicion of their having a negative intent. However, the majority for ratification was larger than had been hoped for, all the Republicans and four Democrats voting aye. Those voting in the affirmative were: Messrs. Addams, Boyd, Bushnell, Cheney, Eastman, Fort, Fuller, Green, Mack, Metcalf, Munn, Patton, Pinckney, Strain, Tincher, Ward, Webster. Those voting in the negative were: Messrs. Chittenden, Cohrs, Hunter, McConnell, Reily, Shepherd, Wescott, Woodson.

Without unnecessary delay, the action of the Senate was reported to the House of Representatives, with a request that that body concur. They took only two days for consideration of the matter, and then by little more than a party vote concurrence was had, and notification made to the Senate; and the Governor lost no time in affixing his signature to the resolution of ratification.

The news of this, the first, ratification by any State of the proposed amendment to the Constitution of the United States, was at once telegraphed over the country, and Governor Oglesby sent an enthusiastic message of triumph to the Secretary of State, William H. Seward, announcing ratification "by the glorious commonwealth of Illinois."

The fourteenth amendment to the Federal Constitution, in its origin was designed—no Republican denied this—to secure to the Republican party, the Congressmen, and the majorities for Presidents in the Southern States. Its designing was perfect, and would have been for a long time largely effective, had not other matters and considerations come before the country, to change the attitude if not the opinions of controlling numbers of people, north as well as south. The fourteenth amendment largely is a dead letter, and the weight that otherwise the votes of the colored people of the southern states would have in the elections is nil. Thus, is a plain command of the Constitution of the United States, obstinately and continuously disregarded at the South, without bringing upon that section any diminution of representation in the Congress and in the Electoral College. And it has to be added, that such partial nullification of the fourteenth amendment is winked at very generally at the North. But the amendment was thought to be honestly intended, by the legislature of Illinois that ratified it. This is proven, in part, by the efforts then further made by the legislature to conform, in this particular, the Constitution of the State to the so amended Constitution of the United States.

On Monday, January 14, Mr. Eastman, who was the other of Chicago's two Senators, presented a resolution asking for a constitutional convention to so amend the State Constitution as to abolish all political distinctions; and this he followed up with a petition having the same intent and meaning, signed by ten thousand citizens of Chicago. And on every Monday morning for six weeks on, he presented petitions, numerously signed, from citizens of different towns and counties of Illinois, praying for an amendment to the State Constitution conferring impartial suffrage upon all males of the voting age. John Jones, colored, a respected citizen of Chicago, who in an honorable business had acquired a fortune, gave of his time and money to procure such petitions and to produce them at Springfield. He was the John Jones, a man free-born, who came to Chicago under the ban of the law, the same who, two years before, had carried

through these streets petitions for repeal of the cruel "black laws" that since 1853 had disgraced the State. Largely as a consequence of his untiring labors and persistence those laws in 1865 were abolished.

The prayed-for Constitutional Convention was ordered by a vote of the whole people, and duly held. In the framing of a new constitution, in order to realize the wishes of the equal suffragists of that time, there was nothing more to do than to omit one little word—White,—thence forward the suffrage was not limited to white male citizens, but all male citizens, without distinction of color, were allowed the ballot. The battle of and for the negro was finally won.

Woman suffrage? That was not an issue, but it may not be said that some were not then thinking of the question of votes for women. Indeed, it became known at the time the question affecting negroes and the suffrage for them, was undetermined, in one and the other house of the legislature, there were senators and representatives who refused to pledge their votes for negro male suffrage on the ground that it was unfair to the women to exclude them from the suffrage, while extending the privilege to colored men. In the short time the measure was pending in the House, three several attempts were made to bring the question up in double form. Mr. Corkins of Adams county submitted the following:

Whereas, The question is now being agitated in the state to allow others than white male citizens over the age of twenty-one to vote; therefore, be it

Resolved, That it is the sense of the House of Representatives, the Senate concurring herein, that if the right of franchise is conferred upon the black man it should be conferred upon the women of the state. That we hold they should not be placed in an inferior position to the black race in political privileges; and we pledge ourselves to maintain at least an equality for them, as their virtue, intelligence and moral power entitle them to it and no more.

Resolved, That our Senators in Congress be instructed and our Representatives be requested to incorporate the principle laid down in the foregoing resolution in the organic acts of territories, and to see that it is incorporated in the constitutions of new states before they are admitted to the Union.

It will be observed that Mr. Corkins gave his resolution a federal cast, and properly it was referred to the committee on federal relations; that, and nothing more, was done with it.

It is next to impossible for men and women of the present day to believe, much less to realize, the prejudice against the negro as a political possibility fifty years ago. After the adoption of the fourteenth amendment, and so soon as the word white was dropped from the State Constitution, he was by law entitled to the rights and privileges of a full citizen. Legally he was eligible for election or appointment to political office. But the public were slow in conceding to him such eligibility. It was sooner in Chicago than any where else that he was given recognition of the kind. In 1869, the postmaster of the day signaled his first quarter-year in office by appointing a colored man to a clerkship, and by recommending a colored man for appointment as letter carrier. (There were no civil service laws or rules in those days.) This act was thought by the most to be so original and bold, that the Chicago Tribune made it the subject of an editorial. It was the following:

Negroes in the Postoffice.

"The new postmaster, Colonel Eastman, has caused two colored men to be sworn into the civil service of the government, one is a clerk and the other a letter carrier. We believe it is the first instance of the kind in this country. And we know that the postmaster had practically to defy a body of prejudice existing among the old and new employes of the office, against taking colored appointees into the service. He was told to his face, and in a number of letters signed and unsigned, that his act would fatally demoralize the entire force. There were threats to resign, rather than work by the side of negroes. But up to yesterday noon, no resignations had been received; and as the postmaster is prepared to fill any and all vacancies, he is not at all worried."

How great the change! in opinion and sentiment in something less than fifty years.

A SEGREGATED VICE-DISTRICT IN OLD LONDON, ENGLAND.

It is mentioned in that fascinating book, John Stow's Survey of London, first published in 1598. But he surveyed his loved city at a much earlier period, by exercising his antiquarian talents on then extant records and floating traditions pertaining to matters and doings of the urban people of a past age. To gain credit for sundry of his statements, he was wont to say, "I have seen divers patents in confirmation." For an account of what may be called London's "Red Light District"—the Stewes and their occupants—he extended his survey back to the time of Edward III, to be exact, to the year, 1345. The designation currently given to the district, was not always the Stewes, but sometimes the Bordello, both signifying the same thing; the place of baudes, immoral women. Flanders contributed numbers of them, and those were called froes. The district they inhabited—the "segregated district"—was on the bank of the Thames. It will be observed that a Mayor of London was owner of houses that were occupied by Froes of Flanders. This form of vice was "regulated" then. How so, old John Stow tells us.

The following is a quotation from his book:

"On this bank (Thames) was sometime the Bordello, or Stewes, a place so called of certain stew-houses privileged there, for the repair of incontinent men to the like women; of the which privilege I have read thus:

"In a parliament holden at Westminster, the 8th of Henry II (year 1154), it was ordained by the commons, and confirmed by the king and lords, that divers constitutions for ever should be kept within that lordship or franchise, according to the old custom that had been there used out of mind; amongst the which these following were some, viz.:

"That no stew-holder or his wife should let or stay any single woman, to go and come freely at all times when they listed.

"No stew-holder to keep any woman to board, but she to board abroad at her pleasure.

"To take no more for the woman's chamber in the week than fourteen pence.

"Not to keep open his doors upon the holidays.

"Not to keep any single woman in his house on the holidays, but the bailiff to see them voided out of the lordship.

"No single woman to be kept against her will that would leave her sin.

"No stew-holder to receive any woman of religion, or any man's wife.

"No single woman to take money to lie with any man, but she lie with him all night till the morrow.

"No man to be drawn or enticed into any stew-house.

"The constables, bailiff, and others, every week to search every stew-house.

"No stew-holder to keep any woman that hath the perilous infirmity of burning, not to sell bread, ale, flesh, fish, wood, coal, or any victuals, etc."

These and many more orders were to be observed upon great pain and punishment. I have also seen divers patents of confirmation, namely, one dated 1345, the 19th of Edward III. Also I find, that in the 4th of Richard II, these stew-houses belonging to William Walworth, then mayor of London, were farmed by Froes of Flanders, and spoiled by Walter Tyler, and other rebels of Kent: notwithstanding, I find that ordinances for the same place and houses were again confirmed in the reign of Henry VI, to be continued as before. Also, Robert Fabian writeth, that in the year 1506, the 21st of Henry VII, the said stew-houses in Southwarke were for a season inhibited, and the doors closed up, but it was not long (saith he) ere the houses there were set open again, so many as were permitted, for (as it was said) whereas before were eighteen houses, from thenceforth were appointed to be used but twelve only. These allowed stew-houses had signs on their fronts, towards the Thames, not hanged out, but painted on the walls, as a Boar's head, the Cross keys, the Gun, the Castle, the Crane, the Cardinal's hat, the Bell, the Swan, etc. I have heard of ancient men, of good credit, report, that these single women were forbidden the rites of the church, so long as they continued that sinful life, and were excluded from Christian burial, if they were not reconciled before their death. And therefore there was a plot of ground called the Single Woman's church-yard, appointed for them, far from the parish church.

"In the year of Christ 1546, the 37th of Henry VIII, this row of stews in

Southwarke was put down by the king's commandment, which was proclaimed by sound of trumpet, no more to be privileged, and used as a common brothel, but the inhabitants of the same to keep good and honest rule as in other places of this realm."

WITCHCRAFT AND DEMONRY ONCE HEREBABOUTS.

Oscar E. Hewitt, former Assistant Commissioner of Public Works, and now a staff writer on the Chicago Herald, lately was surprised to find record of a battle of the American Revolution, fought within the limits of the City of Chicago; and he in turn, caused equal surprise doubtless to the large majority of his readers, by reciting the particulars of that forgotten event. (Any person who has the City Manual of 1912 will have, on page 75 so much of this battle story as is now obtainable from sources that are not known to everybody).

Illinois, in histories of the Revolution, is associated with Virginia and Massachusetts, and indeed with all the patriot colonies. Numerous records that still are extant of the county of Illinois, in Virginia, may be referred to for the fact, though not for many particulars, of the fight with the British, down by the Calumet. That, however, is hardly necessary, authentic and popular mention having now been made of it. But now there is another surprise for Mr. Hewitt, in the discovery to him, that witchcraft and demonry once were practiced in the State of Illinois, and in the city of Chicago.

Witches were in Massachusetts, at Salem, yes; and accounts of them have gone into the demonology of the world. Well, there were just as real witches in Williamson county, Illinois, at a time so much later than when they were known, and wrought evil, and suffered, in Massachusetts, that our State should feel shame to this day. They were no less hated in Williamson county, and if there were no executions, it was because of the relenting of the denouncers. So now it can be said, with resounding emphasis, that New England has nothing on the West, relating to Satan and his familiars.

Look on the map for the location of Williamson county. It forms the center of territory once nick-named Egypt because of its much corn. Its inhabitants in the early time were simple folk, the most of whom had migrated thither from different States of the South. Many were superstitious, and some were ferocious. If they read any book, it was the bible; and in that, to them, infallible guide, witches have fearful mention and stern condemnation. One was the oracular woman of Endor. And there is the command in Exodus 22, 18: "Thou shalt not suffer a witch to live." Such had been the principle of the reading, at a much earlier time, on Massachusetts Bay, and in the Connecticut colony; and thence they derived the authority they exercised toward witch suspects and confessed witches. But how the superstition ever got through the clarified air in which the Alleghanies lift their crests and peaks, it were impossible to say. The route by the Great Lakes then was scarcely known; though the Red Men too were demoniacs.

As the Puritans around Boston shared in the education of the period, they had come honestly by their belief in witches. They had lived with it in Old England, and been accompanied by it across the Atlantic; but by the time white men first settled in Illinois, the delusion should have completely disappeared. But it had not. And now, without longer dallying, and missing most part of two centuries, the witches of Williamson county are come to. First Chicago mention of them, is in a letter written by John K. Wright to his sister in Peabody, Mass., hard by Salem. It was printed at the time in a Salem newspaper:

Chicago, June 5, 1835.—Dear Sister: My travels have at last brought me to this place, which, I do believe, has fewer things or features to recommend it than any other inhabited spot in our great country. Here are but few people, and the most of them are travelers like myself without any definite purpose. Last night in my, or rather our room, for in this little tavern we have to sleep "three in a bed," was a man just come up from an interior part—I think he called it Williamson, where imitators of the Salem witches are terrifying the settlers. He said that one of these witches, driven out from there, was with him and two others all the way almost up to Chicago; and that she, a bold young woman, did act queerly. It is to be hoped she does not settle in Chicago, which already has delusions enough, God knows.

JOHN K. WRIGHT.

Fuller notices of the Williamson witches are found in a recent publication put forth by a newspaper man in that county. Hal. W. Trovillion, editor of the *Herrin News*, has printed on his own press, and in creditable style, an account of their practices that was written and first locally published in 1876, by Milo Erwin, a prominent attorney in his day. From this interesting document it appears that the witches were self-made, and consciously so. They drew their own blood, wrote their own names in it, and gave it to the devil; thus they made a league with him. Says the Williamson county historian: "From 1818 to 1835, there were a great many witches in this county. The most noted one was an old lady by the name of Eva Locker, who lived on Davis' prairie. She could do wonders, and inflicted horrible spells on the young, such as fits, twitches, jerks and such like; and many an old lady took the rickets at the mere sound of her name. When she inflicted a dangerous spell, the parties had to send to Hamilton county for Charley Lee, the great witch-master to cure them. This he did by shooting her picture with a silver ball. It was a fine sight to see this man set up his board and the measure point and screw around like an artillery man planting his battery, while the whole family were standing by with the solemnity and anxiety of a funeral. None of the other witches of the county could do anything with Eva. They had to pale their ineffectual fires and sink into insignificance. Many farmers and hunters had the 'power.' When any of these concluded that his neighbor was killing too many deer around his field, he would spell his gun, which he did by going out early in the morning, and, on hearing the crack of a rifle, he walked backward to a hickory wythe, which he tied in a knot in the name of the devil. Thus was the gun made worthless until the knot was untied, or it might be taken off by putting nine new pins in the gun and filling it with a kind of lye, corking it up and setting it away for nine days. Cows, when bewitched, would go into mud-holes and no man could drive them out; but the wizard, by laying the open bible on their backs, could bring them back, or cut the curls out of their forehead and their tails off, and put nine pins in their tails and burn the curls with a poker. This would bring the witch to the spot, and then she was dealt with as convicted horse thieves commonly were in that rough time. Witches were said to milk the cows of the neighbors by means of a towel hung up over the door, when the milk was extracted from the fringe. There was an idea, too, that if you read certain books used by the Hard-Shell Baptists the devil would appear"—to do what, the account does not say. The superstition persisted in some of its forms, in back-woods districts, until about 1850. It is plainly intimated in this local narrative, that some witches met the fate of their kind at Salem. The words of the intimation are: "This would bring the witch to the spot" (where the cows were, bare of curls on their foreheads, and tails cut off), "the matter was settled in the way our fathers settled their business."

Martyrdom of Knud Iverson.

As late as in 1858 there was a strange case in Chicago—stop; before giving an account of it, let the distinction between witchcraft and demonry be stated. The practitioners of the former, call up evil spirits, and send them on mischievous or ruinous errands; those under the latter head—demoniacs—are possessed of the Devil's agent, and made to work evil deeds on chosen victims. The Chicago case was one of demonry.

It developed among fervently religious people of Norwegian birth, who then recently had built a church on the North Side. They believed in God, and also in the Devil. They were evangelical Lutherans, and had the same conception of the chief of the powers of evil, of his personal being, that Luther had when he with his own eyes saw the Devil, and threw his inkstand at him.

There were real boys in those days; boys for whom enclosed and policed playgrounds, with regulation equipments, did not exist. Their only playgrounds were the streets and alleys, and weedy open squares; and a little way off, the tempting river-side. But they were no "gutter-snipes" nor "water-rats," but children with natural inclinations, and of respectable parents. Swimming holes were not in the river, but where Division street crosses the North Branch was a bathing place much favored of the boys thereabouts. Another attraction was a fruit orchard nearby, that belonged to a Mr. Elston. Well, a number of

so-called bad boys, led on by a daring chap, said to be an imp of Satan, would entice good boys to the spot, and by threats to duck them if they refused to rob the orchard, forced them to a commerce as satisfactory to the leaders as it was annoying to the orchard's owner. Thus compelled to steal, then, under more dire threatenings, they kept secret their acts for awhile; but at length the fact became known and the families of the "good boys" were much grieved. The minister started an inquiry, and so wicked did he find the "bad boys" to be, that he denounced from the pulpit their leader and his willing followers, as offenders whose acts undoubtedly were instigated by the Devil himself. A watch was set at the river-side which temporarily put a stop to the evildoings. But the Devil was not for long to be scared off; he soon again set his boy-agents to their evil work. The better boys once more were enticed to the spot, and driven to pluck apples from Elston's trees, or if any refused to do so, or hesitated, they were thrown into the water and there held until they consented. All this became known throughout the city, and may still be read in files of newspapers of the period.

But there is more of the story. One day a boy of the Sunday school, by name, Knud Iverson, of age 10 years, fell into fated and fatal clutches, and was dragged to the river bank. The orchard was pointed out to him—he was told to go and get some apples thence—and that should he refuse to do so, he would be thrown into the water and left to drown. Such was the charge against his alleged captors after the event. And he indisputably was in the water, for in it he drowned. Great was the resulting excitement. It was everywhere said, and printed in all the newspapers, that Knud Iverson was given his choice, either to steal and tell a lie, or to drown then and there. True to his religious teaching he declared, "I will die rather than steal and lie." He was given a great funeral—the ministers of all the churches made him the subject of sermons—the newspapers eulogised him. He at once took local rank as a martyr. A proposal made by a prominent editor, to erect a monument in his honor, was multitudinously endorsed. A committee was raised at a public meeting of leading citizens to have charge of the affair. Money came pouring in in such abundance that it was decided that nothing less than a marble monument would do. Contributions were received from all parts of the United States. P. T. Barnum of circus fame, sent from his home in Connecticut \$200. The prevailing interest was not much lessened by the cautious verdict of the coroner's jury, in these rather incoherent words: "We the jury of this inquest, of the above child, have concluded from the testimony before us that it was accidental so far as to the design for the murder of the child, but that some wicked boys unknown are accessory to his death through thoughtless imprudence, and whose names are not before the jury." This verdict served to check, but it did not arrest, the in-flow of money for the Knud Iverson monument. It was not until the committee had issued a card, setting forth the doubts in the case, and the newspapers had commented, to the effect that after all it could not positively be said that Knud Iverson was an actual martyr, that the late excited community again calmed down. The next move was to return all moneys to the contributors to the Knud Iverson monument fund.

SITE OF OUR CITY NOT TO BE ENGLUFED.

The following letter will explain itself:

University of Chicago,
Department of Geography,
July 20, 1915.

Mr. F. A. Eastman,
City Statistician.

Dear Mr. Eastman: Your letter of June 18 emphasizes the unreliability of the Public press. In the first place, I did not see myself quoted in the Chicago newspapers, and I am glad that I did not, for I never said such a thing. It is nothing but arrant nonsense to say that the site of Chicago will cease to be.

Some years ago, Mr. G. K. Gilbert published the result of the studies on the level of the Great Lakes, pointing out that there is crustal warping in progress, the land rising in a ridge running northwest across Niagara Falls; that if the same rate of deformation continues for three thousand years, Niagara River will be cut in two, and all the upper lakes will drain out to the Gulf by way of Chi-

ago. Please notice that he did not offer any opinion that this crustal deformation would continue that long in that way; and even at the end of three thousand years if the upper lakes were to drain out by way of Chicago, that by no means implies that the present site of Chicago would be abandoned, or even impaired. All such talk is foolish nonsense. Remember that Lake Michigan flows out to the Gulf by way of Chicago now, and remember also that there are very many people who would like to have a very much larger river flow out to the Gulf than now flows. In place of such an event proving a "catastrophe," engulfing the said city, you can see plainly that such a change would be of very vast importance to the City of Chicago.

The clipping which you enclosed with your letter saying that geographers and geologists foresee the doom of Chicago, is untrue. I never heard of a geologist or geographer who thought any such thing. There is no reason why we should not look forward to a longer future for Chicago than Damascus or Cairo could have hoped for ten thousand years ago.

I wish it might be possible to insist that a journalist who writes a review of a scientific paper might be compelled to read the paper before reviewing it.

I am,

Sincerely,

J. PAUL GOODE.

ANOTHER CALAMITY PREDICTION.

Now comes the Minneapolis Journal containing a report of a lecture by "a distinguished scholar and educator," in which he predicts dire things for Chicago, and some other cities. "The learned professor forecasted and depicted Chicago as a diminished and deserted town, along about the year 2115, A. D. Two centuries hence," he said, "Chicago and other cities will be abandoned metropolises. The power of coal will be no more, the supply of coal having failed. Then the power of waterfalls will be everything. Two centuries hence the great cities will be on the edge of the Brazilian plateau, where the rivers break down in cascades to the low plains, and around the great falls in Africa. Now, New York and Chicago excel in confidence that the future promises to them. But other futures than theirs, are for these two western continents. Changes will be forthcoming that shall work such remarkable economic revolutions, as that produced by the steam engine, and that shall effect new shifts of population."

It were idle to argue with the learned predictor of such a calamity, but—What will Chicago be doing when his forecastings shall actually impend? Will some city in South America, or in Africa, have a monopoly of productive economies in the year 2115, A. D.? It is very possible, indeed quite probable, that the power of coal will be no more, and that the rivers will continue to break down upon the Brazilian plateaus. But what then? Will there be nothing for skilled hands to do in Chicago, and everything in Brazilian and African cities? Is then every manufactured article to disappear from North America, and its people to return to naked barbarism? Electricity surely will not be exhausted; and what other elements and powers of nature may not, before the last coal has been burnt, be called forth?

There were manufacturers before coal ever was used—untold ages prior to 800, A. D., the proximate date of the introduction of coal as a driving power. Doubtless there were manufacturers, as there were brave men, before Agamemnon; and great cities older than Carthage with its 2,000,000 inhabitants; if it had so many, as David Hume calculated it did have. Forests then spread over great part of the world, and wood-fuel was abundant and easily obtained.

Rome was a great city for centuries before coal was known there. It was a manufacturing city almost from the first; there is no still existing proof of this, but it must have been so. When the oldest accounts were written, manufactures were carried on there. More pointedly is the fact stated by the poets. Horace invites Mæcenæ to pay him a visit, and mentions as an inducement the pleasant features of his Sabine farm. He counsels his great patron—

"Admire not so Rome's smoke and crowds,
And all her prosperous noise."

Which is the same as saying, the chimneys of Rome's factories poured out smoke, and that the noises of mill and streets of the city, were ear-splitting. And ac-

ording to this poet, the fuel used was not exclusively of wood. In another of his poems is an intimation that asphalt was utilized. It is in part of a single sentence: "Flames to flame asphalt turns." But, and after all has been said, it will appear that none of the ancient cities—in anything like the modern sense of the term—was a manufacturing city.

David Hume wrote: "I do not remember a passage in any ancient author, where the growth of a city is ascribed to the establishment of manufactures. The commerce, which is said to flourish, is chiefly the exchange of those commodities, for which different climates and soils were suited." He says little concerning the populousness of any ancient city, besides that of Carthage; and for the most part is content with estimating the population of the ancient nations. As to Alexandria, he says merely that it had one straight street, extending from gate to gate, that was five miles in length; and as to Rome, he says, it was about the size of Paris, and that Paris was as large as the London of his day. This writing of David Hume's bears date 1757. Sir William Petty, in 1780, was making his statistical guesses as to what would be the population of London after sixty years, that is, in 1840; but he does not state the size of that city's population at the time he wrote his curious speculations.

Each of the great cities named in the foregoing—omitting London and Paris—was great and flourished mightily before the discovery of the economic uses of coal; three declined and became of small account in respect of manufactures and commerce, and two perished. And the three that lived on into the coal age, did not profit by the new power, but lost never to regain their former high rank. So it is seen that the power of coal is not everything, and the Minneapolis editor, his eyes fixed on the revolving wheels of his city's flour mills, may be told that neither is water everything. Whatever changes, economic or other, the future shall sometime reveal and enforce, Chicago then, with its matchless millions of inhabitants; its marvellous incalculable wealth; its proud civic state, made reasonably perfect, and over the entire world renowned for its architectural and pictorial and sculptural splendors—Chicago will be right here on the very site that was pointed out by destiny, and chosen by wise and resolute pioneers who knew what they were doing, and with true prescience discerned, if but dimly, the waiting achievements they were born to assist and perpetuate.

ORIGIN AND GROWTH OF THE LAW DEPARTMENT.

Benjamin F. Ayer, the first Corporation Counsel given that title by city ordinance, and empowered with the functions now exercised by the Corporation Counsel, was appointed by Mayor Rumsay in 1861. The charter at the time did not specifically provide for such appointment, but authority was found in the words, "any other office or offices the City Council may create."

Mr. Ayer prepared the amendments that were added to the amended charter of 1863. One of these was, "The corporation counsel of said city, and the city attorney shall devote themselves exclusively to the duties of their respective offices, and shall have their office in such place as shall be provided by the common council. Neither of said officers shall be employed in any other business than that which relates to the duties of their offices, respectively, during the terms for which they were chosen."

Ben F. Ayer was a native of New Hampshire, a graduate of Dartmouth college, and of an Albany, N. Y., law school. He commenced the practice of his profession at Manchester, N. H., where at once he engaged in politics as a supporter and friend of Franklin Pierce, the future President. He was elected to the State Legislature, in which body he took a distinguished part. He was prosecuting attorney of Hillsboro county in 1856, and migrated to Chicago in 1857. Here he made eloquent speeches for Senator Douglas in 1858, and was thought to be on the high road to political preferment. But upon the great Senator's failure to become President, and the defeat in succeeding years of the Democratic party, he devoted his talents exclusively to matters of law and the interests of clients. Though still a Democrat, he was appointed by a Mayor, who was in politics Republican, Corporation Counsel in 1861. In 1865, the splendid record he had made in that office, procured him a partnership with Corydon Beckwith and Francis H. Kales. Corydon Beckwith of this firm, and subsequently a

Judge of the Supreme Court, was the father of John W. Beckwith, late Corporation Counsel in the administration of Mayor Carter H. Harrison. In 1876 Mr. Ayer was appointed general solicitor of the Illinois Central Railroad Company, in which position he made fame and fortune. The many volumes of Railroad law composed by him, comprise an extensive library in the office of the president of the company. Now; it is amusing to recall that Mr. Ayer ran for office in New Hampshire on a platform that characterized railroads as "those political serpents of the day," and gratifying to know of the existence of these evidences of his ability and opportunities in the long service he rendered to this great Railroad Company.

S. A. Irvin succeeded Mr. Ayer in the office of Corporation Counsel, in 1865, and was re-appointed. Next, M. F. Tuley filled the office for two years, 1871-2. J. O. Norton was appointed in 1874, for two years. Egbert Jamieson in 1876. Elliot Anthony in 1877. J. F. Bonfield in 1878. Francis Adams in 1879. Fred S. Winston, Jr., in 1882. Clarence A. Knight in 1887. Jonas Hutchinson in 1890. John S. Miller was Mayor Washburn's first Corporation Counsel, and Adolf Kraus, his second, 1891-2. Harry Rubens was appointed by Mayor Hopkins in 1894. Fred G. Beale was appointed by Mayor Swift in 1896. Chas. S. Thornton held the office in 1898. Charles M. Walker in 1900, and Edgar B. Tolman in 1904, all three appointments by Mayor Harrison. James Hamilton Lewis was appointed by Mayor Dunne in 1905. Edward J. Brundage in 1907, by Mayor Busse. In 1911 William H. Sexton was appointed by Mayor Harrison, and held the office till October 5, 1914, when he resigned, and was succeeded by John W. Beckwith.

Mayor Wm. Hale Thompson, upon his taking office, April 29, 1915, appointed Richard S. Folsom as Corporation Counsel. Mr. Folsom filled the position for six months, or until October 8, 1915, when he resigned, and was succeeded in office by Samuel A. Ettelson.

The law officer of Chicago went under three several titles successively, before that of Corporation Counsel was affixed. First, it was corporate attorney; next city attorney; and then attorney to the corporation.

The first corporate attorney was John D. Caton, appointed by the town trustees, December 4, 1833. He was the first lawyer in the place, if Giles Spring was not on the ground a few weeks before him. His office was in Temple block, Dr. Temple's building, in which was a lecture hall and a number of office rooms. (Dr. Temple was Maclay Hoyne's great grandfather on the maternal side.) Mr. Caton rented one of the office rooms, and a bedroom in the attic. He was the first justice of the peace, and had the first jury case in the Circuit Court of Cook county. From 1848 to about 1864 he was almost continuously a justice of the highest court in the State. At retiring, he resigned the office of Chief Justice of the Supreme Court. He was learned in some of the natural sciences, and early took an interest in telegraphy. He made a large fortune in handling telegraph companies. His home in summer months was on a highly improved landed estate near the city of Ottawa, and during the winter months, in Chicago.

The best lawyers of the young city were glad to become advisers to the corporate officials, and to prosecute offenders in the Mayor's court, until that august tribunal was abolished; though some, as is to be inferred from an ordinance passed by the trustees, were laggards. The ordinance reads, "The corporate attorney shall take the oath of office prescribed in the State constitution, and if he refuses or neglects to qualify for the office within five days, he shall forfeit \$10.00."

In the first Mayor's term—Mayor Ogden's—the corporate attorney elected by the common council was Norman B. Judd, who succeeded himself under the second Mayor, Buckner S. Morris. He was the same Mr. Judd who for many years was successful in city and state politics, and who was Mr. Lincoln's manager in the Republican National Convention, held in the "Wigwam" in this city, where Abraham Lincoln was nominated for President. He was rewarded by giving him the mission to Germany. Returning from that country at President Lincoln's death, he was elected to Congress, and afterwards was collector of the port of Chicago.

After Corporate Attorney Judd, was a long line of corporate city attorneys. Following are their names in regular order:

Samuel Smith, Mark Skinner, Geo. Manierre, Thomas Hoyne (grandfather of Maclay Hoyne), Henry Brown, twice elected; Henry V. Clark, Patrick Ballingall,

Giles Spring (reputed a fine lawyer, but who tired of Chicago and removed to Iowa territory). In Mayor Boone's term J. A. Thompson was city attorney, and a hard time he had of it, what with the beer riots and the general turmoil. Joshua L. Marsh, John C. Miller and Elliot Anthony next succeeded. Mr. Anthony was a forceful character, afterwards a judge. He came out from Oneida county, N. Y., where he once taught in an Academy in which Grover Cleveland was a pupil. Of this he was fond of boasting, and on one occasion he in person brought the circumstance to the recollection of President Cleveland. Next to the office of city attorney was Geo. F. Crocker, and following him were Geo. A. Meech, Ira W. Buell and John Lyle King.

The foregoing had been appointed by the Common Council. In 1851 the office was made elective by the people, and the first City Attorney so elected was George Manierre, who was followed in 1853 by Arnold Voss; in 1856 by John A. Thompson; in 1858 by Joseph E. Gary.

The Law Department of the City of Chicago is comprised of the Corporation Counsel, the City Attorney and the Prosecuting Attorney. The two latter are recommended for appointment to the Mayor. The office of Prosecuting Attorney was created in 1970.

There have been five several Codifications of the Ordinances; the first was made by Murray F. Tuley in 1873; the second by Mr. Binmore, a court reporter, in 1890, to which in 1894 he added a supplement; the third by Clarence S. Thornton in 1898, which was supplemented with Special Franchises by William S. Beale; the fourth by E. B. Tolman in 1905, and the fifth by Edward J. Brundage in 1911.

HISTORIC UNMARKED GRAVE DISCOVERED.

This grave is that of James Thompson, a civil engineer, who made the original survey of the site of Chicago. It is in the cemetery of Preston, in Randolph county, and quite unmarked. This fact lately coming to the knowledge of Mayor Wm. Hale Thompson, he resolved to propose that a monument be erected there to the memory of his surveyor namesake, but not of his family. This he did in the following letter to the City Council:

Office of the Mayor,
Chicago, January 31, 1916.

To the Honorable, the City Council of the City of Chicago:

Gentlemen: On visits which I have made to Southern Illinois, it was brought to my attention that the mortal remains of the man who made the original survey of Chicago now lie in an unmarked grave in the old cemetery at Preston in Randolph county, the first county organized in Illinois.

One hundred years before Fort Dearborn was erected at the mouth of the Chicago river, a settlement named Kaskaskia had been established at the mouth of the Kaskaskia river. It was from this settlement, and its Fort Gage as a base, that George Rogers Clark, with his little band of Virginia troops, during the Revolutionary War, snatched the great Northwest Territory from the British and brought it into the Union.

One of the men who was active in the affairs of Illinois before Chicago was put upon the map was James Thompson, who emigrated to this State from South Carolina in 1814; taught school in Kaskaskia for three years when it was the State Capital; was surveyor for the United States Government for twenty years, during which time he surveyed the site of Chicago; commanded a company in Black Hawk's War; and rounded out a busy and useful life as Probate Judge of old Randolph county from 1831 to 1848. It apparently has been a matter of sheer neglect that his grave remains unmarked to this day.

I have heretofore brought this matter to the attention of the Chicago Historical Society with a view to having an appropriate monument erected to his memory in the little cemetery at Preston to mark his resting place, but was informed by Mr. Clarence A. Burley, the President, that the Society has no funds which it can use for this laudable purpose.

It would be very appropriate, it seems to me, for the great City of Chicago to do honor to the memory of the man who was associated as Mr. Thompson was with its formative period. When the City shall have become the metropolis

of the world, it would be a reproach to our people if it could be said truthfully that we knowingly permitted the grave of the man who originally laid out Chicago to remain in obscurity.

Apart from considerations of gratitude, it would be worth while for Chicago to erect such a monument, in order that it may be a memorial, not only to the memory of James Thompson, but also to the historic ties which bind old Randolph and Chicago, ties which stretch back to the days of Fort Gage and Fort Dearborn, and which we now desire so much to perpetuate in friendly intercourse and commerce. Let us overlook no opportunity to show our desire to promote harmony and friendship with every portion of our glorious commonwealth—glorious in its history, glorious in its men, and glorious in its magnificent achievements.

I recommend the erection of such a monument by the City of Chicago, and refer the matter to the Council for such action as they deem advisable.

Yours respectfully,

(Signed) WM. HALE THOMPSON,

Mayor.

Surveyor James Thompson in Chicago History.

The name and designation, James Thompson, surveyor, will be known for as long as Chicago history shall endure, they being placed imperishably upon the primal legal instrument of Chicago town.

It came about in this way:

The Congress of the United States, in 1827, made its magnificent land grant to the Illinois & Michigan Canal, through the State of Illinois as intermediary. The grant comprised "a quantity of land equal to one-half of five sections in width, on each side of the proposed route, each alternate section to be reserved to the United States." This splendid gift of Congress amounted to about 284,000 acres, of which 113,000 were fertile prairie.

There was a delay of two years before the State took action. In January, 1829, the legislature passed an act for appointment by the Governor of three commissioners, who were to serve two years, and to be empowered among other things to establish towns along the surveyed route of the canal. They proceeded at once to their work, and first platted Ottawa, at the junction of Fox river and the Illinois, and in the same year they ordered James Thompson to lay out the town of Chicago, at the lake terminus of the canal. Thus the commissioners drove their first stakes, one at each end of their line. Up to that time, Chicago had had but a mythical existence, the name applying sometimes to the river and again to its marshy shores or sandy banks. The plat surveyed by James Thompson was on Section 9, Township 29, Range 14. The completion of this survey, and the filing of the plat, August 4, 1830, marks the date of the geographical location of the town, now city of Chicago.

The part of Section 9, so platted, was bounded as follows: on the south by Madison street, on the west by Desplaines street, on the east by State street, and on the north by Kinzie street. It embraced the little settlement at Wolf Point and the lower village on the South side.

The population of the new town and suburbs, outside of the Fort (where two companies of U. S. Infantry, under the command of Major Fowle, were stationed) numbered, including the white families, half-breeds, and three or four French traders, not to exceed a hundred.

James Thompson published his plat of Chicago, on which is the date of his completed survey, August 4, 1830. Copies of this plat are extremely rare, but one is possessed by the Historical Society, and in the offices of a few of the older real estate firms, they may be seen. Strange to say almost, there are streets indicated and names given them on the plat. But the Canal Commissioners were patriotic and did not forget names illustrious in United States annals. These streets, then otherwise called thoroughfares, running east and west, were Kinzie, Carroll, Fulton (on the West Side), South Water, Lake, Randolph and Washington, naming them in their order from the north; while those lying north and south were Jefferson, Clinton, Canal, West and East Water, Market, Franklin, Wells, "La Selles," Clark and Dearborn, naming them in their order from the west.

It were easy to note the origin of these names: Kinzie was named for John Kinzie, "the father of Chicago"; Carroll, for "Charles Carroll of Carrollton," the signer for Maryland of the Declaration of Independence; Fulton, for the inventor of the steam engine; Clinton, for Governor Clinton of New York; Clark, for General George Rogers Clark, Virginia's conqueror of Illinois; Franklin, printer, statesman and philosopher; Wells, for Captain William Wells, killed in the Chicago massacre (name, wrongly dropped in late years and that of Fifth avenue foolishly substituted; LaSalle, for the French explorer of that name; Randolph, for "John Randolph of Roanoke"; Dearborn, for General Henry Dearborn, Secretary of War, under President Madison and author of Ft. Dearborn, Washington—after what other than the great George could this street have been called? and Madison, for President Madison.

Now, if it were not bootless to inquire, is it too late to honor one other name, and include it in the geographic nomenclature of Chicago? It should surely be possible to rub off some unmeaning name now borne by one or another important down-town street, and to affix to it forever that of the old surveyor, James Thompson.

**SPECIAL MESSAGE OF THE MAYOR.
NEED FOR SUBWAYS SHOWN AND IMMEDIATE ACTION URGED.
ORDER CLOSING ALL SALOONS ON SUNDAY.
GREAT STRIKE OF STREET RAILWAY EMPLOYEES—HOW SETTLED.
THE MAYOR AND ALDERMEN AND DEPARTMENT HEADS ENTER-
TAINED BY CHICAGO ASSOCIATION OF COMMERCE.
SUNDAY CLOSING OF THE SALOONS.**

Mayor Thompson Refers to the State Law and Issues His Effective Order.

Mayor William Hale Thompson, at the regular meeting of the City Council, held on October 4, 1915, submitted a special message which included the information that he had directed that saloons or dramshops shall comply with the law, and close on Sunday. The following is the Mayor's closing order:

Office of the Mayor,
Chicago, October 4, 1915.

To the Honorable, the City Council of the City of Chicago:

I have recently received communications from citizens of Chicago that liquor is sold in this city on Sunday in violation of the State Law. I referred these communications to the Corporation Counsel for an opinion as to what is the law in regard thereto.

He advises me that the State Law provides that "whoever keeps open any tipping house or place where liquor is sold or given away upon the first day of the week, commonly called Sunday, shall be fined not exceeding \$200.00"; and that the city ordinance permitting under certain restrictions saloons or dramshops to remain open on Sunday does not and cannot nullify the State Law.

This being the law, as I am advised, and it being my duty as Mayor to take care, so far as lies within my power, that the law is faithfully executed in the city, I hereby direct that saloons or dramshops shall comply with the law and close on Sunday. And the City Collector is hereby ordered immediately to notify in writing all persons to whom he has issued licenses for saloons or dramshops that such persons must comply with the requirements of the State Law.

Respectfully submitted,

(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Captain moved that the foregoing communication be placed on file. The motion prevailed.

Richard S. Folsom, Corporation Counsel, did not give to the Mayor a written opinion upon the validity and sufficiency of the law prohibiting the keeping open of saloons or dramshops on Sunday, he believing that to do so would be unnecessary labor, in view of the law itself. In a few spoken words he advised the Mayor, that the law, and its implied mandate, both, were plain and above argument.

But for a long time, there had been afloat in the minds of many persons, whose business is not with the law and courts, the idea that there is "judge-

made law" in reports of a number of cases tried in this State, that seems to weaken the statutory law, and that probably would make difficult its rigid enforcement. Individuals had proffered suggestions of this nature to the Mayor; who had received them with doubt.

Mr. Folsom was ready, on this branch of the subject, with a verbal statement that the imagined judge-made law does not exist; but that on the contrary, in more than a few instances the courts have unqualifiedly sustained the law—namely:

Sunday, tipping houses on. Who ever keeps open any tipping house or place where liquor is sold or given away, upon the first day of the week, commonly called Sunday, shall be fined not exceeding \$200. Sunday shall include the time between midnight and midnight.

A CLEVER PERFORMANCE.

A member of the Chicago Journal's excellent reportorial staff, who is on the City Hall assignment, Dan C. Batchelder, sat up and "took notice" of Mayor Thompson's Sunday closing order, producing a remarkable poem thereon which was given place in "Scoop" of Oct. 16. The effort probably echoes the sentiments of, at any rate, the younger men of the Press Club. They, too, are the sentiments of Omar Khayyám found everywhere in the great Persian's famous "tetrastics," as for example:

"Why, be this Juice the growth of God, who dare
Blaspheme the twisted tendril as a Snare?
A Blessing, we should use it, should we not?
And if a Curse, why, then, who set it there?"

Following is Mr. Batchelder's poem; note the title, an ingenious variant on "Rubaiyat of Omar Khayyám," as the division and numbering of the stanzas are a close imitation of the arrangement of the philosophic verses of the astronomer of Naishapur:

The Rubaiyat of Howdri Ayam.

Sleep! Though the sun be bright, the sky be clear,
Yet parched is ev'ry palate, life is drear!
'Tis Sunday morn, the taverns all are closed,
And nowhere in the town doth flow the beer!

III.

So, as the cock crows, those who stand before
The tavern call out, "Open now the door!"
"Nay, nay, Pauline," comes answer to the call,
"Depart! We're closed, and Sundays sell no more!"

IV

For Sunday morn revives the old desire;
The thirsty soul is burned as with a fire.
But what avails? The city now is dry.
What ye would drink, the day before acquire.

IX

Each Sunday morn a new thirst brings, ye say?
Yes, but where burns the thirst of yesterday?
The flood the night before hath drowned it all—
New liquids only, drive new thirst away!

XII

A book of verses! What good can they do
To quench the thirst that burns both me and you?
A cheerless life we're living here today;
The city is a wilderness anew!

XIX

How sure am I that nowhere blows so red
As "thirsty's" nose on Sunday morn in bed!
That nowhere flows the wellknown cup that cheers!
That there is naught to cure an aching head!

XXI

Ah, would that we might fill the cup that clears
 Today of past regret and future fears!
 Tomorrow! Why, that is tomorrow still—
 And that seems farther than a million years!

XXIV

There is no place in town where we may spend
 The Sunday with the Grape 'til night descend.
 Our throats are dry, and dust is everywhere!
 We are sans wine, sans beer,—When will this end?

XXV

How blest are those who, for Today prepare,
 Compared with those who toward Tomorrow stare!
 Now in his freedom doth a barkeep cry,
 "It serves yuh right! You had yer warning square!"

XXXII

There was the door which opened not to me;
 There was the veil drawn back so I might see
 That everything had closed 'til Monday morn—
 And then—there was Some talk of Big Bill T.

LXII

Adjure the balm of Life, alas, we must,
 Scared by some after reckoning ta'en on trust—
 What'er the cause, most certainly we know,
 That Sunday now is drier than dry dust.

XCIX

Ah, friend, couldst thou and I with Bill conspire
 To change this sorry scheme of things entire,
 Would we not shatter it on Sunday morn,
 And lift that damned old lid forever higher?

CI

But, look ye now, what things have come to pass!
 Chicago dry on Sunday! O, alas!
 'Twas but a week ago, though it seems years,
 Bill's order came: "Turn down your empty glass!"

SPECIAL MESSAGE OF MAYOR THOMPSON.

The Eastland Disaster—Subways—Plan for Investigating Complaints.

Office of the Mayor,
 Chicago, October 4, 1915.

To the Honorable, the City Council of the City of Chicago:

Gentlemen: Inasmuch as your Honorable Body has not been in session for nearly three months, and as a number of important events have occurred since your last adjournment and several issues of moment to the municipality are pending, I take this occasion of your reassembling for a season's work to bring to your attention certain information which I believe you should have knowledge of and to make certain suggestions and recommendations which I deem timely the Council and its committees to act upon.

On July 24th last the world was shocked at the magnitude of the Eastland disaster in the Chicago River, which cost the lives of 811 of our citizens. Through the patriotic and unselfish effort of the Mayor's Committee and the co-operation of the public press, and various societies, business houses and individuals, \$375,000 was raised for the relief of those who suffered through the catastrophe, all of this fund being donated by citizens and associates of Chicago. Every case was minutely investigated by the local branch of the American Red Cross and so far as human understanding can determine, equal and exact justice was done in every instance. The collection and distribution of that vast sum was accomplished within two months from the time of the

accident at a total cost of administration of less than \$500, which was the total sum deducted and which is a percentage of less than one-seventh of one per cent.

I desire to call the attention of the City Council to the imperative need of a system of subways in and extending from the so-called "down-town" or "Loop" district, for the use of the transportation lines traversing that district. It has long been evident that the construction and use of such a system would greatly relieve the congestion of street traffic, which, during the busy hours of the day, has become almost intolerable, and would vastly improve the transportation service during the rush periods. During those periods the street railway lines are so clogged that it is impossible to move through the district a sufficient number of cars with sufficient rapidity to give anything like adequate service to the enormous number of people then using or desiring to use those lines. Likewise, the capacity of the Elevated Loop structure, with its two tracks, is woefully insufficient to meet the demands made upon the elevated lines during those periods. This subject of subways has been much discussed in recent years by the people, the press and the city authorities, and while the general opinion appears to be in favor of the immediate construction of a system adequate to the needs of the situation, no real progress has been made in the matter. The time is ripe for some actual accomplishment in this direction, and I earnestly urge the City Council to take up the subject immediately, with a view to starting actual work upon this great improvement.

At one time it was proposed that the City build a so-called "comprehensive system" of subways, to be maintained and operated by it independently of the existing lines. This was objectionable because it meant the payment of two full fares for any passenger who should use the subway for part of his journey and one of the existing lines for the other part, and because it was exceedingly doubtful whether a system operated in competition with existing lines could for many years be made to pay a fair return, or indeed any return at all, upon its cost. The proposition to construct such a system was submitted to the judgment of the people at the election held April seventh, 1914, and was defeated by an overwhelming vote. It has also been proposed that the City proceed to the construction of a system under the provisions of the ordinances of February, 1907, making grants to the surface line companies. These ordinances provide that if the City should build a system of subways to be used wholly or partly as down town terminals for the street railway lines, the street railway companies shall contribute not exceeding \$5,000,000 toward the cost of that part of the initial system devoted to their use, and their pro rata portion of the cost of that part of any future extensions, devoted to their use, and the ordinances further provide that the initial system and the extensions shall be first approved as to location, character and extent by the Board of Supervising Engineers. Under the ordinances the contributions made by the companies would be added to their capital valuations, upon which they would be entitled to a five per cent annual return, but there is no provision for payment to the City of any return upon the excess cost over and above such contributions. For example, if that part of the initial system devoted to the surface lines should cost say \$25,000,000, as has, I think, been estimated, and the companies should contribute \$5,000,000 thereof, the companies would thereafter be entitled to an allowance, annually, from their earnings, before dividing with the City, of five per cent on \$5,000,000, while the city would get no return at all on the \$20,000,000 invested by it. This seems to be a weighty objection against proceeding under the ordinance of 1907, and moreover it is clear that the construction of a system without taking account of subway requirements in the event of complete unification of surface and elevated lines (a consummation which is highly desirable to give the people the best service attainable), would be but a partial solution of our problem.

A more feasible plan seems to be a system of subways constructed by the City in and through the down town district (and extending therefrom as far as may be warranted by the needs of the situation), to be used jointly by both the elevated and surface lines, operated as a unified system of transportation, under such terms of rental as would be fair and reasonable in the light of the earning power of the unified system. It is true that such a plan cannot be realized except by a tripartite agreement between the City, the elevated and the

surface companies, but in view of the fact that the companies have several times expressed, publicly and to the Local Transportation Committee, their willingness to negotiate for such an agreement on fair terms, I think a persistent and business-like effort should be made to bring it about. Inasmuch as the formulation of a concrete scheme for consideration and discussion requires the work of experts familiar with the engineering and financial problems involved, it seems to me that the most rapid progress can be made by the employment of experts on behalf of the City to work out, in conjunction with representatives of the companies, and to recommend, a completed plan for unification and subways, to be submitted to the City Council for discussion, amendment, approval or rejection. Of course any plan finally agreed upon in all its details between the City Council and the companies should, before becoming effective, be approved by the people on a referendum vote. I am informed that it is feasible to have a unified operation of the surface and elevated lines by means of an operating agreement under which the earnings of all the lines could be pooled in much the same manner as is now done between the various street railway lines, and an allowance could be made out of the combined earnings of a fair return on the elevated properties before division of net receipts with the City. I do not think the difficulties of agreeing upon the amount of such allowance are unsurmountable. It is not a question of exacting compensation from the elevated lines for use of street rights or privileges to be granted by the City. Those lines are constructed for the most part on private right of way, and the street privileges which they now possess do not expire for more than twenty years. In such an arrangement as is proposed those lines would be granted nothing which they do not now have except the right to use City subways, and this would be compensated for by a fixed rental. As I see it the question is what would be a fair and reasonable allowance to the elevated properties out of the combined earnings as compensation for their use as part of the unified system, and in determining this question consideration should be given to the improved transportation service that would be effected by the combination and the amount of earnings that may be expected from unified operation, as well as to the estimated value of the properties under present conditions. Of course any arrangement should give to the City the right to purchase the elevated properties at any time at a price either to be fixed now or to be fixed at the time of the purchase under and in accordance with agreements now made, which should be so drawn as to protect the interests of the City in every possible way. I believe that if the entire subject of subways and unification is taken up at once in the manner suggested, or in some other business-like manner, and persistently pressed, we may reasonably hope that a fair arrangement acceptable to the City and to the companies can be made within a short time; and I recommend that the City, without delay, authorize and provide for the employment of experts for the purposes above suggested, or take up in some other practical manner negotiations with the companies.

Plan for Investigating Complaints.

I cannot too strongly urge the co-operation of the members of the Council to assist me in doing constructive work for the betterment of Chicago, and, in order that members of the Council need not waste their time with petty squabbles and bickerings, instigated for no other purpose than to obtain personal notoriety and expend and waste public funds, the results of which only reflect discredit on Chicago, I have prepared a blank form upon which the members of the Council and the citizens of the city can make bona fide complaints; these blanks read as follows:

City of Chicago—Executive Department.

This blank is for the use of individuals or organizations desiring to register complaints against any officer or employe of the City, or wrong or unsatisfactory conditions existing in any Department or Bureau of the municipal government, which demand correction and which should be brought to the Mayor's attention. These blanks may be obtained at every Precinct Police Station in the City of Chicago, every Fire Engine House, every Ward Superintendent's office and every office in the City Hall. It is intended by the use of these blanks to obtain the

systematic co-operation of the public in reporting the incompetence, discourtesy or neglect of duty of City employes, the remedying of wrongful conditions and the suppression of crime.

WILLIAM HALE THOMPSON,
Mayor.

To the Mayor:

The following complaint against the person, or persons, named herein or conditions existing as herein specified, in the Department of..... is hereby presented for your information and for such action as you deem fitting and proper, to wit:

.....
.....
.....

Signed

Address

County of Cook, State of Illinois, ss. do... solemnly swear that the statements contained in the foregoing complaint are true to the best of..... knowledge and belief.

Subscribed and sworn to before me this.....day of....., A. D. 191....

Notary Public.

(Notarial Seal.)

The best results can only be obtained when facts are specified, therefore complaints will not receive attention unless duly attested by notary certificate. When properly filled in please mail or return to the Mayor's Office, City Hall.

Alderman Captain moved that the foregoing communication be placed on file.

ANNUAL COMMERCIAL-MUNICIPAL DINNER.

Given by the Association of Commerce to the Mayor and Department Chiefs and the Aldermen of the City of Chicago.

(Evening of Nov. 9, 1915, at Hotel Sherman.)

The Committee in charge of the dinner was—Frank I. Bennett, chairman; T. E. Donnelly, H. H. Latham, William Nelson Pelouize, Lucien Teter, and Charles L. Deering, ex-officio.

Opening Address by President Deering.

Midway of a continent, an imperial city stands. A busy people dwell where yesterday the great plain shook to the tread of buffalo. The smoke of ten thousand furnaces rises where a short time ago there were but the council fires of the Indians. Here are the granaries and the work shops of an empire, and great buildings, man's monuments, offer challenges to time.

No walls encompass, no forts defend, no guns thunder defiance, no foes beset; all about is peace and prosperity.

That city, sir, is your Chicago and my Chicago—it is our Chicago.

Mayor Thompson, the Chicago Association of Commerce stands for Chicago even as you stand for Chicago, and the association is for all Chicago, even as you are. We know no division of geography or of politics. It is all one—our Chicago.

We see our Chicago as it was, a pioneer town back there on the edge of things—on the edge of the greatest epoch that any city in all ages has ever been privileged to experience.

We see our Chicago as it is today, big, busy—dirty, if you insist—vigorous, powerful, hardly awake to the marvel of its own achievements, yet sensing the certainties of still greater destiny.

And we see our Chicago as it will be, a city wherein all things are as you and I would have them. A city where public funds are wisely invested in improvements of permanent value—where city officials are elected to public office without the badge of partisan politics—where commerce and civic interests unite

their forces for the good of all—and wherein the loyalty of every citizen shall be measured both in words and in deeds.

There are those who would say you are dreamers of dreams. Yes, we are dreamers of dreams, not of the dreams that vanish upon the awakening, but of the dreams that come true with the striving.

You remember what the old German naturalist in Kipling says—“Und he worked miracles, and py Gott they come true.” And we are here to do our part to make these things come true.

There is a special significance in this important occasion when you, our guests who make the laws and administer them, honor us with your presence. That city prospers whose public officials and whose citizenship have not only learned they do well to work together, but have learned how to work together. I believe we have learned how.

Mayor Thompson, it is your high honor to serve that city as its chief executive. A place and an honor that carries with it the fealty of two and a half million people. Yours the care and the solemn duty to protect and keep that people—theirs the care and the equally grave duty to give to you their allegiance, their unswerving loyalty.

Very early in your administration you came before the association at one of its noonday meetings to speak of the needs of Chicago. I think the whole association was there, at least as many of its members as could possibly find standing room in the large meeting place. You told us then some of the ambitions that you cherished for Chicago—some of the plans that as mayor it was your hope to see realized during the term of your administration.

You spoke to us then as one who stood upon the threshold; now you come to us as one whose knowledge of his problem is that of close acquaintance—of everyday familiarity, of direct, and not always gentle, contact. Doubtless tonight the mayor's job means something more than it did a few months ago. I cannot say—perhaps you will tell us.

It is a great privilege to present you, sir, on this occasion, to your fellow citizens, to your fellow workers in the big job of serving Chicago—to the members of The Chicago Association of Commerce.

Mayor Thompson's Response.

Mr. President, gentlemen of the great Association of Commerce of the city of Chicago: First I take this opportunity of extending to you, sir, the thanks of the mayor's cabinet, the members of the city council and myself for your kind invitation to visit you this evening, and break bread with this honorable body, and secondly to congratulate this great association upon its wonderful accomplishments in this community.

You, with your four thousand members representing practically four thousand firms with all their great diversified interests, with all their great power and innumerable associates, represented by the members in this association, are probably doing more good work than any other like association in the civilized world.

Mr. President, I say this not in words of flattery, but in words of all sincerity, not only for what you are accomplishing, but also for some of the many principles for which you stand. You stand for the good of this community, you stand ready to lend a helping hand to civic officials at all times, you do not stand to criticize or to tear down; and if there is any one thing in this community that encourages public officials, it is to know that there is a body of men always and ever ready to help the officials whose inspiration is to work for the good of our people and our wonderful city.

I esteem it a great honor to be here, and a great compliment to every one of these gentlemen, and I believe I voice their sentiments, for the opportunity of coming here to mingle with you. The wonderful co-operative feeling between all your members is not equalled anywhere, and that is the reason you accomplish so many wonderful results.

Dr. John Dill Robertson, Chicago's health commissioner, I believe is the man that has made the greatest record in the same length of time of any man that has ever occupied that office in the city of Chicago. He reaches out with the same spirit and the same principle that the mayor of this city is attempting to instill in every member of his cabinet, in every department head, and in every associate, namely, he remembers always one thing that this city is the

people's city, and that we are their servants first, and consequently that they should be invited in to co-operate with every official wherever they are sufficiently interested to join hands for the good of the city.

He has the volunteer assistance of Mr. Hibbard of this great association, and the benefit of the work that Mr. Hibbard has started. I do not know, and I dare not say, few of you can imagine what will be accomplished after Mr. Hibbard and Dr. Robertson get this going for a year or more, this civic co-operator movement. It is based on the principle, that this is the people's city, and this administration welcomes every citizen that is willing to join hands for the good of the city, and to give as little or as much of his time as he can. The people are ever ready, but the people need leaders, and when a great business man like Mr. Hibbard starts out to organize, and I attach to him our human dynamo, Dr. John Dill Robertson, they are bound to get results. And then here is Mr. Wacker of this association, and of the Chicago Plan Commission and all of his associates, giving of their time generously for what? The good of this community and those who are to come after us.

I have told you the story at other meetings about my grandfather coming here in 1830, when there were a handful of white men here and a lot of Indians; how he predicted that this would be the greatest city in the world, and how he had carefully figured it all out before he came here to settle. He lived to be 93 years old, and saw this city grow from a handful of white men to upwards of two and a quarter millions of people, and he used to tell of how he had believed in Chicago and Chicago's greatness, and how confident he and all the old pioneers were that Chicago would reach some day the pinnacle of success among the cities of the world.

When Mr. Wacker came to the mayor recently and discussed with him the ideas of the Chicago Plan commission, providing for a new and adequate post office in our city, we in conjunction made an appointment with Mr. McAdoo, secretary of the treasury, and when that appointment was kept and the meeting took place in Judge Kohlsaat's court room in the Federal building, there by invitation assembled many of Chicago's foremost citizens, and recited the wonderful achievements of our city.

Mr. Shedd of Marshall Field & Company, himself a conservative man of large business experience, said that Chicago would some day be the greatest city in the world, and Mr. McAdoo with a smile on his face said: "Mr. Shedd, Chicago will be the largest city some day except the city of New York." And Mr. Shedd without hesitation said: "Excepting no city, Mr. McAdoo."

Mr. Reynolds, of the Continental & Commercial National bank, talked about Chicago's banks and deposits, and told how when he came here only a few years ago the deposits of this city in the banks were in the neighborhood of \$340,000,000, and how today the bank deposits in this great city are one billion, two hundred million dollars, truly substantial deposits, my friends, and then after many others had spoken, impressing upon the secretary of the treasury the great importance of a properly located post office, as indicated by the Chicago Plan commission, on two square blocks instead of one, between the Northwestern and the new Union depots, it was left for Congressman Madden to arise and have a little joke on our good friend the secretary of the treasury, by calling to his attention the fact that at this time the post office receipts of the city of Chicago exceeded each and every month the post office receipts of the city of New York to the tune of thirty thousand dollars.

As I sat here talking to your president, he spoke about the membership in this association, and referred to the railroads, the stock yards interests and so forth, and if I have gotten the idea correctly from him, I suppose that possibly in the stock yards firms you may have in the neighborhood of twenty or twenty-five members. I do not know whether you have that many, but I only pause just to reflect on one thought, that the meat packing industry of Chicago as represented by these packing firms does a business of one billion dollars a year, and in this association are represented maybe by only a handful of members.

And so grateful am I as mayor of your city to have this opportunity to discuss these matters with you, with my friends, that I want to compliment this association on this thought of its annual municipal dinner, because it gives us the opportunity to know each other better.

Your president touched on co-operation, how this association works together. No one better realizes the great importance of that. I have used a rather plainer term in my thought, and have called it team work, because I always get back to the old football team that I had the honor of captaining in the Chicago Athletic association in 1896, the team that won the championship of America among athletic clubs, if not without exception all the teams of the country.

Co-operation or team work is the reason that this association goes on and on in its wonderful achievements. That is about the best kind of team work which you are demonstrating. Now I want to take this opportunity, because many members of the city council are here tonight, and I don't want you to misunderstand me, to say this. I do not say it in any spirit of criticism, but I do say that the sooner the city council of the city of Chicago, and the mayor and this administration get together, the sooner we will achieve things for the good of this community. (Great applause). We may go back again to the fundamental principles; we may quarrel; we may fall out; we may attempt to injure or destroy each other, but any time we are doing it, we are not doing our duty to the citizenship of the city of Chicago. (Applause).

The time will come when we will co-operate, I am just as sure of that as I am that I am standing on my feet. Sooner or later we are bound to reach a common ground, and we are bound to all realize that our first duty is to the people who elected us and whom we represent; and I am glad that we are here, and I am glad so many of the council are here, and I hope we may take one lesson from the wonderful spirit of co-operation of this association, and have it injected in us for the good of the people, by co-operating more closely in the city hall.

We might discuss achievements, if we consider them as such, without seeming to be bragging. I believe that I was invited to talk about things that have been accomplished, and things that possibly we have in mind. I was unfortunate enough to inherit a strike of the building trades unions, some twenty-six unions, including 125,000 men, and those men were out on strike 105 days. I counselled with their leaders as fast as I could, and I want to take this opportunity to congratulate the leaders of the labor unions for the way they counselled their men to behave, to commit no depredations; to do nothing unlawful in this contest; to realize one thing, that all great contests between capital and labor are finally settled, if there is any length of endurance, by public opinion, and the side that has public opinion with it has a far better opportunity of success, and you cannot have public opinion with you if you do not respect the law and behave yourselves.

Then came the street car strike, which lasted for a little less than three days, and so they were counselled and advised by their leaders, and this was all settled finally by arbitration, every one of these contests between these different unions. At the same time that 125,000 men were on strike for 105 days, and 14,500 of the street car men for two and one-half or three days, walking the streets of the city of Chicago were 100,000 unemployed, and that was truly a serious situation.

And then my trip to the coast. I took occasion numerous times to recite Chicago's record as regards the controversies that went on here between capital and labor; how many men were involved, how long it lasted, and how it was all settled by arbitration, not one dollar's worth of property destroyed and not one drop of blood spilled in that great contest. The people of the western country were very much impressed, and, usually rose to the occasion with a compliment for our city for what had been achieved.

As you know I was at the exposition in San Francisco when the terrible Eastland disaster occurred. When I was made your mayor, one of the first things I did in an effort to show the people that I hoped for their co-operation during my administration was to appoint what was known as the mayor's committee, composed of about seventy-five of Chicago's leading business men, with Mr. James Simpson of Marshall Field as chairman. When the Eastland news came to the coast, we ordered our cars as quickly as possible and started for home. The Eastland disaster happened Saturday morning. The mayor's committee was called by the chairman to the mayor's office in the city hall on Sunday morning, and they discussed the matter and decided that it was their duty to see to it that a sufficient fund was raised to look after the unfortunate people who were lost, and their dependents.

In about fifteen minutes after discussing ways and means they finally decided that if there was any shortage in the fund of \$100,000, that they themselves would put in their checks and make it up, and that the mayor's fund should not be less than \$100,000 for these people. In a few days I was home and I thanked them for what they had done, and also for their wisdom in deciding to distribute this money to the branch of the local Red Cross. I asked them to do two or three things for me.

First, to cut out the red tape and get the help to these people as quickly as possible. I thought it was better to spend possibly ten or fifteen thousand dollars more than it was to spend ten or fifteen thousand dollars on investigators to see that they did not get too much.

Next, not to hold this fund for any particular length of time, and I called their attention to the controversy over the fund for victims of the steamer General Slocum in New York city, and the comment that had been made about our firemen's fund at the stock yards fire when so many of our brave firemen died, and urged them to distribute the fund as quickly as possible consistent with a proper distribution.

Thirdly, to do it as cheaply and economically as possible, and I asked Dr. Robertson and the chief of police and all heads of departments to co-operate in that; and I think that the record of the mayor's committee stands unchallenged and alone before the world, for in less than sixty days they had raised \$375,000, and had distributed it or arranged for the distribution of every dollar of it at a total expense of \$500, but one-seventh of one per cent. I do not want to criticise, but we hear of cases where 10, 20, 30, 40, 60 per cent has been deducted from funds. This total expense of \$500, or less than one-seventh of one per cent, I think is a splendid record for the committee, that will be hard to tie by any municipality in this country.

I believe that the paramount issue before us at the present moment is the proper working out of the transportation proposition of Chicago. We have our surface lines, our elevated lines, our cars are crowded, and we must have some relief from somewhere. The most practical suggestion that I know of is to have some subways, so I recommended to the city council that it was important that the congestion in our transportation lines should be relieved, and that it should be done by subways. I did not go to our council with any hard or fixed plan. I would not be presumptuous enough to examine blue prints or any set of plans, and say to any set of men: "I have decided that this is the proper relief for this city," and I believe that that is not within the human possibility of any one individual.

But I do say to our city council that today is the time for us to start to work out the subway proposition; that it is a long job anyway, and that I recommend that the local transportation committee start on this important problem and secure such talent as in their good judgment may be necessary, engineers, attorneys or otherwise, to work out the best plan that you can with the best talent that you can get, whip it into ordinance form, and if it is passed by the council, the mayor will approve of any practical plan, with one provision, and that is that after we have done all we can in municipal government to give to the people what we think is the best thing for them, and have drawn it into an ordinance, we shall then submit it to the people of Chicago, let them vote upon it, and take it or not as they see fit. That in my opinion is the fair way, the practical way and the one way to work this solution out. There may be others, but that is the best one that has occurred to me, so that is about what was contained in my message, and I know all you gentlemen are very much interested in the transportation problem of our great city. I feel that most of you agree with me that it will take quite some time to accomplish this, to get to digging these subways, and that we cannot start in too soon.

There are other important projects. I have asked Mr. Faherty, president of the board of local improvements, to use every means in his power in conjunction with the law department to settle the widening of Twelfth street, the widening of Michigan avenue, and building the boulevard link between the north and south sides.

I think it is of the utmost importance that this improvement go through as rapidly as possible, and I am very much pleased with the splendid progress that the law department and Mr. Faherty have been able to accomplish even in these few months they have been in office.

In conclusion, and recognizing as I do the high and generous principles of the Chicago Association of Commerce, of not criticising public officials in an unfriendly spirit, but of striving to aid and strengthen them, I desire you to understand that at any time your officers or any of your membership have suggestions that should be helpful to the Mayor of Chicago, they will be gladly welcomed by him.

GREAT STRIKE OF STREET RAILWAY EMPLOYEES.

Effective at Midnight, June 13; Settled on the Morning of June 16.

The great strike of street railway employes, the order for which became effective at midnight, June 13, 1915, and which was called off on the morning of the 16th following, grew out of differences between the men and the street railway companies as to wages and other working conditions. The contract entered into by the parties respectively, on May 31, 1912, was for the period of three years, expiring on May 31, 1915. In anticipation of its expiration, a conference was held by representatives of the men, and the president of the united companies, at which the latter offered the old wage scale, without change of working conditions, and the men demanded an increase of pay, and a modification of labor conditions.

At the expiration of some ten days' time, passed in presenting their respective views and proposals, the disputants mutually concluded that no agreement was possible. Each side to the controversy declared that the proposals of the opposite side were unreasonable, and could not be considered.

Mayor Thompson, meanwhile—gathering unto himself every feeling of interest and of anxiety, held by the whole people of Chicago—had been in close communication with the contending leaders, and had exerted every power he possessed of argument and entreaty, in hopes of effecting a speedy settlement through compromise among themselves, or that failing, by arbitration on the principle of the square deal. But the strike was ordered and the hour for it was named. Sunday at midnight. On that night and that hour the wheels of all the street cars stood still, and the men suddenly disappeared. Thereupon, Mayor Thompson issued a statement on the alarming situation.

The Mayor's Statement.

Mayor's Office, City Hall,
Sunday, Midnight.

I have made effort to bring the street car officials and the representatives of the employes to an agreement that could avert the strike. The only statement that I have to make to the public is a repetition of my statement to those who were present at the conference.

In the negotiations I felt it was my duty to go to any length in an effort to bring about an agreement that would avert the suspension of work, and so informed the representatives of both sides in the controversy. Recommendations as to the appointment of an arbitration board were unsatisfactory. My statement at the conference was as follows:

"It is recognized by all fair-minded people that differences should and must be settled by arbitration, the endurance of which must be maintained by absolute integrity and fair dealing, and although I much prefer to take no active part in the selection of any of the members of the board of arbitration in this matter, I feel that I would not be doing my duty to the people if I did not say to you that I am ready and willing to accept the responsibility which goes with the suggesting in part of the formation of a board of arbitration.

"If it is the desire of both parties that I do this I will do everything in my power as God gives me the light to see that both parties receive a square deal and an honest adjustment of their differences. I will stake my reputation upon my choice that I may make if I am so requested, but I would prefer, however, if it be possible that an agreement be reached between the conflicting parties themselves regarding their board of arbitration.

"I am responsible to the whole people, and in accordance with my oath of office I shall conduct myself in the protection of the people and property interests as the law provides.

"The representatives of the railroad companies have outlined the interests

which they represent; the men have pointed to the people they represent, whose interests are at stake.

"I am obliged to the two and a half million of people who constitute the population of the City of Chicago who are to be affected by a strike. These are the people whom I intend to serve as it is given to me to serve them and as my oath of office provides.

"W. H. THOMPSON,
Mayor."

The City Council and the Strike.

On the night following the morning of the publication in the city newspapers of Mayor Thompson's statement on the tense situation, a regular meeting of the City Council was held. During the day, which was one of extreme anxiety, the Mayor had sent for a number of Aldermen to his office, to whom he made known his wish that the Council at once take up the matter of the strike of the street railway employes, and by appropriate action make it clearly evident to the public that that body representing the whole people, was in perfect accord with the executive on the issues involved. He asked that a committee of Aldermen be authorized for appointment to aid him in the attempt to bring the perilous controversy to arbitration.

Upon the assembling of the City Council, and with a tacit postponement of all other matters, the question of the strike immediately came up.

Alderman Capitain presented a resolution which was adopted, endorsing the attitude of the Mayor toward the street and elevated railway employes and the transportation companies in their present controversy, and directing the appointment of a committee to confer with the Mayor in relation to all matters growing out of the existing strike of street and elevated railway employes.

Subsequently the Mayor appointed as members of the Committee of Conference the following:

Alderman Capitain, Chairman,
Alderman Lawley,
Alderman Richert,
Alderman Nance,
Alderman Healy.

The Contestants to the Public.

In the city newspapers of Tuesday morning there appeared over the names of the officers of the street railway companies the following appeal to the public:

"We ask the public to be as patient as possible under these trying circumstances. We are doing everything in our power to restore your service at the earliest moment. This strike was called suddenly, almost without warning, and some little time is necessary.

"We are fighting for a principle which is of vital importance to you and one which concerns your future peace and welfare. It is the principle of fair arbitration. The real issue involved here is arbitration, not wages.

"If, as a result of this controversy, we are able to establish that in this city disputes of this nature must be settled by arbitration, the benefits to the public will far outweigh your present inconvenience and will afford some compensation to the companies for the financial loss involved in this strike.

HENRY A. BLAIR,
LEONARD A. BUSBY,
BRITTON I. BUDD."

In the same issue of the morning papers, in which this appeal appeared, was the following statement by representatives of the street car employes, charging that—

"The companies are spending thousands of dollars for advertising in the daily press to misrepresent the situation and throw dust in the eyes of the public. We presume the citizens of Chicago will have to pay 55 per cent of this advertising expense.

"Manager Busby has set himself up as the judge for the public of what is fair arbitration. We offered arbitration upon a fair, square basis. The question depends upon the selection of a man for the third arbitrator who will be absolutely fair to both sides.

"We offered Sunday night in the mayor's office that we then and there

take up and select and agree with one another upon the third man. This Manager Busby and the representatives of the companies absolutely refused.

WILLIAM QUINLAN,
JOHN J. BRUCE,
L. D. BLAND."

Mayor's Committee to the Public.

We, the members of the Mayor's Committee of Chicago, in this momentous moment in the history of our city, desire to urge on all fellow citizens co-operation in bearing the burdens that have been placed upon us.

The working people, particularly the women of Chicago, are victims of this situation, especially those whose labor is performed within the heart of the city. Their transportation has been shut off.

Owners of automobiles can help materially in this matter. We respectfully urge those who come downtown in the morning, returning home at night, and who have vacant seats in their cars, to give the working women of Chicago a lift.

Put an American flag on your machine. The national emblem will be a sign that you are willing to help. It will be a sign of your generous spirit and will be a guarantee to the woman that under her country's flag she can proceed in comfort and safety to shop or home.

THE MAYOR'S COMMITTEE OF CHICAGO.

On the night of Tuesday-Wednesday the committee of the City Council, the representatives of the strikers, and officers of the Companies met with the Mayor in his inner office. The Mayor surprised the conference by locking them in, and inviting them to take off their coats, telling them that he intended to keep them there until some settlement was reached. Those so held were the following:

Mayor William Hale Thompson; Alderman Henry D. Capitain, chairman of the aldermanic "peace" committee; Alderman James H. Lawley; Alderman John A. Richert; Alderman William J. Healy; Alderman Willis O. Nance; Leonard A. Busby, president of the Chicago Surface Lines; Britton I. Budd, president of the Chicago Elevated Railways; Henry A. Blair, chairman of the board of operation of the Surface Lines; William D. Mahon, international president of the car men's organization; William Taber, secretary Surface Lines union; William Quinlan, president of the Surface Lines union; Edward M'Morrow, general executive committeeman, Surface Lines union; L. D. Bland, editor of the Union Leader, the car men's official organ; John J. Bruce, president of elevated men's union; Maurice Lynch, assistant secretary Surface Lines union; W. S. McClenathan, secretary of the elevated men's union and vice president of their international association; James A. Pugh; Charles C. Fitzmorris, the mayor's secretary.

End of Strike Announced.

The before-day light editions of the Examiner, the Herald, and the Tribune, on that auspicious morning, all had announcements of the end of the strike, adding these particulars: "At 5 a. m. Mayor Thompson himself was selected as the referee in the arbitration of the street car strike. This is the final step in the settlement, and the strike ends.

"The board of arbitration, as finally agreed on, will consist of three men, one to act as representative or attorney for each side, and the referee to be the third or deciding member.

"The strike will end at once without referring the question to the body of the strikers."

In later editions of the papers, on the same morning, was given a statement by Mayor Thompson. It was the following:

"We fought it out behind locked doors. This tells the whole story of the settlement of the strike. Both sides acted splendidly. It is a victory for the great principle of arbitration. Both sides fought desperately for their cause, but the great underlying principle at stake was whether we should have real arbitration or arbitration with a specific agreement beforehand. The car men were suspicious. They told of their previous experiences. But arbitration won.

"I cannot say all I would like to say about the splendid spirit of sacrifice for the common good shown on both sides to the controversy. That spirit makes

for the building of a greater Chicago. The city was in a desperate plight and on the threshold of grave developments. Bloodshed might have resulted, business would have been stagnated and the public enraged. This cloud has passed and the city can settle down to business again.

"The situation has been tense since the trouble began. Beneath the surface was a feeling of bitterness that nerved the disputants. This feeling finally gave way to sober reason. I have had five hours sleep out of fifty, and cannot go into the case fully. I will have something more definite to say later.

"I accept this responsibility with a full realization of what it means. The routine duties of the city hall are hard enough, and this means extra work. But I am glad to take on the additional burden. There is too much at stake. I will do my duty as I see it. I devoutly thank God that I can be of service. I will see that a square deal is given to all concerned."

The Arbitrators Chosen.

Mayor William Hale Thompson, chief arbiter,
Maclay Hoyne, State's Attorney of Cook County,
James M. Sheehan, Attorney representing the Companies.

The majority decision in the surface employes' arbitration, signed by Mayor William Hale Thompson and State's Attorney Maclay Hoyne, was announced in the mayor's office on Friday, June 16, at 1:30 p. m., just one week following the close of the case.

Car Men Pleased and Satisfied.

The representatives of the car men issued the following statement to the public:

"We feel deeply grateful to the public of Chicago for the loyal support tendered the street and elevated railway workers in their two and one-half days' strike, which ended Wednesday noon. The good natured manner in which the people of Chicago met the inconvenience caused by the suspension of operation of the street and elevated railway systems was an evidence that the public was on our side and that our struggle for justice had their hearty support.

"Our effort to establish an honest adjustment of our grievances and a square deal resulted in the selection of Mayor Thompson as third member of the arbitration board, whom we have reason to believe will render a fair and just award. We thank the mayor and members of the council committee who brought about the settlement, and the members of the city council who took up our fight last Monday evening.

"We thank the publishers of the newspapers which gave us fair treatment in their news and editorial columns.

Our hearty appreciation goes out to a patient public whose forbearance in our time of struggle and deep sympathy with our cause was our greatest encouragement.

(Signed) WILLIAM QUINLAN,
JOHN J. BRUCE,
WILLIAM TABER,
MAURICE LYNCH,
W. S. McCLENATHAN,
L. D. BLAND,
EDWARD McMORROW,
W. D. MAHON."

A statement was given out at the offices of the surface line company:

We settled the strike this morning at 5 o'clock, the men finally agreeing to submit all questions to arbitration. We offered the mayor as the third arbitrator and he was accepted by the men.

The surface lines will be in operation before noon and we hope to have a normal schedule for the evening rush.

The people have been remarkably cheerful and patient under very trying circumstances. Mayor Thompson is entitled to the gratitude of the people of Chicago for the way in which he upheld and stood by the principle of arbitration.



**GOVERNMENT OF
THE CITY OF CHICAGO**

GOVERNMENT OF THE CITY OF CHICAGO.

Civil Freedom.

(From Edmund Burke's Address to the British Colonists in North America.)

Civil freedom, gentlemen, is not, as many have endeavored to persuade you, a thing that lies hid in the depth of abstruse science. It is a blessing and a benefit, and an abstract speculation; and all the just reasoning that can be upon it is of so coarse a texture as perfectly to suit the ordinary capacity of those who are to enjoy, and of those who are to defend it. For from any resemblance to those propositions in geometry and metaphysics, which admit no medium, but must be true or false in all their latitude, social and civil freedom, like other things in common life, are variously mixed and modified, enjoyed in very different degrees, and shaped into an infinite diversity of forms, according to the temper and circumstances of every community. The extreme of liberty (which is its abstract perfection, but its real fault) obtains nowhere, nor ought to obtain anywhere. Because extremes, as we all know, in every point which relates either to our duties or satisfactions in life, are destructive both to virtue and enjoyment. Liberty too, must be limited in order to be possessed. The degree of restraint it is impossible in any case to settle precisely. But it ought to be the constant aim of every wise public council to find out, by cautious experiments and rational, cool endeavors, with how little, not how much, of this restraint the community can subsist. For liberty is a good to be improved, and not an evil to be lessened. It is not only a private blessing of the first order, but the vital spring and energy of the state itself, which has just so much life and vigor as there is liberty in it.

(From Fairlie's "Municipal Administration.")

Administration is a general term with the widest range of meaning, applying to the management of any kind of business. In reference to public affairs, administration is the detailed execution of general policies, the application of laws. It is to be contrasted and distinguished from legislation, and is indeed the work of public officials, established and set in operation by legislative measures. Municipal administration is that branch of public administration intrusted to municipal officials. The duties of such officials are almost exclusively of an administrative rather than a legislative character; and for that reason the title given is preferred to the less definite term "municipal government."

(From the Same.)

What constitutes a city? There are three essential elements which must exist to form a city, and all these must be represented in the definition: (1) the geographical fact of a definite local area on which buildings are for the most part compactly erected; (2) the sociological fact of a large community of people, densely settled on the given area; and (3) the political fact of an organized local authority or authorities controlling the public affairs of the community. Combining these elements, a city may be defined as "A populous community, inhabiting a definite, compactly built locality, and having an organized public authority."

Cities are the mark of civilization advancing beyond the stage of self-sufficing agricultural villages. The urban community is both product and sign of the division of labor into agriculture, commerce and industry, since an essential element of the city as here defined is the absence of agriculture in the city proper; and hence the need of trade in agricultural supplies to the city, which cannot long exist without a return trade of the city products to the country. The prime factors in the development of cities are the development of commerce and industry.

GOVERNMENT OF THE CITY OF CHICAGO.

William Hale Thompson, Mayor.

The Mayor is the chief executive of the city. He is responsible for the entire Administration. He is elected for the term of four years, the present term expiring in 1919. He is eligible to re-election.

The Mayor appoints an executive secretary, with the title of Secretary to the Mayor, and also the Heads of the following Departments, namely:

- The Department of Finance (City Comptroller);
- The City Collector;
- The Department of Public Works (Commissioner of Public Works) and a Deputy Commissioner of Public Works;
- The Department of Law (Corporation Counsel);
- The Department of Health (Commissioner of Health);
- The City Physician;
- The Department of Police (General Superintendent of Police);
- The Department of Fire (the Fire Marshall);
- The Department Civil Service (three Commissioners of Civil Service);
- The Department of Local Improvements (five members of the Board of Local Improvements: There is a Secretary and Superintendent of Special Assessments, who is under civil service, and by the law a member of the Board);
- The Department of Buildings (Commissioner of Buildings);
- The Department of Gas and Electricity (Commissioner of Gas and Electricity);
- The Department of Public Service (Commissioner of Public Service);
- The Department of Small Parks (the Chairman and members of the Committee, other than the aldermanic members);
- The Department of Business (the City's Business Agent);
- The Department of Public Welfare (Commissioner of Public Welfare);
- The Department of Smoke (City Smoke Inspector);
- The Department of Weights and Measures (Inspector of Weights and Measures);
- The Department of Boilers and Cooling Plants (Inspector of Boilers and Cooling Plants);
- The Department of Examining Plumbers (a Master and a Journeyman Plumber);
- Twenty-one Members of the Board of Education;
- Nine Trustees of the Public Library;
- Chairman and two other members and a Superintendent of the House of Correction;
- Board of Directors of the Municipal Sanitarium;
- The Municipal Art Commission;
- The Harbor Master;
- The Vessel Despatcher;
- The Superintendent of Street Markets;

The City of Chicago is not under a charter, as that designation is commonly understood, but operates under the State law relating to Cities and Villages. The terms of this law are many, and yet so general that it is not possible to define precisely the duties and powers of the Mayor, nor to do more than intimate his obligations to the people of the city. Some are plain and fixed, while others change from time to time as conditions vary. Whatsoever were the specific or general requirements of the executive, five or ten, or twenty years ago are not the same now. Evolution is at work in the city government, as everywhere else. The office of Mayor at present is as little like what it was at the time of the World's Columbian Exposition held in 1903, as then it was unlike the nominally identical position prior to the Great Fire of 1871. Virtually and obviously its active character changes with the unstable civic conditions, and also as the abilities and disposition of the individual holding the office may differ from those possessed by the preceding occupant. Therefore, the successive Administrations will be what each Mayor for himself chooses and is able to make his own to be. The responsible citizens demand that he share in the best sentiments and reasonable desires of the community, and that he labor to effect the betterment, civil and material, of the municipality. He

has at command the conservative and the radical forces of government, and may employ one or other as, in his judgment, conditions and occasion require.

Certain duties of the Mayor are indicated, but not described, in the statute that authorizes the corporate existence. These may be inferred, thus: To preside over all meetings of the City Council and, in case of a tie, to give the casting vote; to annually, and from time to time, give to the Council information regarding the affairs of the city, and to recommend for their consideration any measures he may deem expedient; to preserve the peace, to perform all functions that are assigned to him by the laws and ordinances; and to see to it that all ordinances and laws are faithfully executed.

His powers are more expressly set forth. They are, to remove incompetent or unfaithful officers appointed by him, subject to the approval of the City Council; to exercise within the city limits the lawful agencies possessed by sheriffs, to suppress disorder; to call out, when necessary, every male inhabitant of the city over eighteen years of age, in enforcing the laws and ordinances; and he may invoke, in aid of the suppressing of riots and disorderly conduct, the military arm, subject to the governor as commander-in-chief; to release any person imprisoned for violation of any ordinance, reporting the same to the City Council; and to examine and inspect the books, records and papers of any agent, employe or officer of the city.

Understanding citizens are wont to exalt the office of Mayor, and very justly so, the position being the highest in the second largest city in the world, —confining New York to Manhattan, where the real New York, the New York City that is known in this country to all visitors, and to all travelers from overseas is found, and not looked for beyond the bounds of that famous island.

The Mayor of Chicago occupies the second most important executive position in the United States, after that of the President. Such would not be the case did the government of Greater New York compose an entirety, which it does not; it is fractional, as it is shared severally by the presidents of the five Boroughs: Manhattan being one; and the others are, the Borough of the Bronx (parts of three counties, Kings, Richmond and Westminister); the Borough of Brooklyn (the rest of Kings county); the Borough of Richmond (Staten Island); the Borough of Queens and the former city of Long Island. Each of these boroughs has a president, elected by the voters within it, who practically is another mayor, or if the term be preferred, a mayoralty assistant, but with independent powers. He appoints and may remove a Commissioner of Public Works. He appoints the members of the local school board; and performs many functions of general administration. Besides, there is a president of the Board of Aldermen, elected by the people, and who presides at all meetings of the Board, and for his attendance receives a salary of \$5,000 a year. Thus it is seen that the duties and labors of the Mayor of Chicago are more diversified and extensive than are those of New York's Mayor; and his responsibilities are in proportion.

Manhattan, the New York proper, boasts almost exactly the number of inhabitants that Chicago has; but as Manhattan's population, according to the latest figures, shows no increase, while Chicago's aggregate makes a gain of 50,000 a year, this city's claim to be the second in size in the entire world—London being the first—is indubitably established.

The following official descriptions of the powers and duties of the President of the New York Board of Aldermen, and of the duties and powers of the Presidents of the five Boroughs combined in Greater New York, are copied out of the New York Municipal Year Book—as follows:

President of the Board of Aldermen.

The President of the Board of Aldermen is elected by the city at large for the term of four years, and, as his title implies, is the presiding officer of the board. The law provides in addition that he shall be a member of the Sinking Fund Commission and the Armory Board.

The charter provides that the President of the Board of Aldermen shall be Acting Mayor during the Mayor's absence and shall become Mayor in case of a vacancy of the office.

The powers of the President of the Board of Aldermen depend, however, not so much upon specific grants in the charter as upon voluntary assumption of authority based on his three votes in the board of estimate, on his membership

of the Sinking Fund Commission, and on his general right of succession to the office of Mayor. These powers have been developed during the past five years and the board of estimate has recognized the increased importance of this office by providing the President with a staff for the independent investigation of all matters upon which he is required to vote.

The Borough Presidents.

The City of New York is divided into five boroughs—Manhattan, Brooklyn, The Bronx, Queens and Richmond—whose limits are coterminous respectively with the counties of New York, Kings, Bronx, Queens and Richmond. Each of these boroughs elects a borough president for a term of four years, who is in a measure a local mayor responsible to a large degree for matters relating to local improvements and administration.

The borough presidents, within their respective boroughs, have charge of highway, sewer and topographical work; of the care of public buildings and offices; and of the enforcement of the Building Code; the presidents of the boroughs of Queens and Richmond also have charge of street cleaning. In Brooklyn there is a division of sub-structures which maps all sub-surface improvements.

In addition to exercising these administrative functions, the borough presidents are members of the Board of Estimate and Apportionments, the presidents of Manhattan and Brooklyn having two votes each in the board and the other three presidents having one vote each. Each borough president is also a member of the Board of Aldermen and is chairman of the several local improvement boards composed of the aldermen in his borough. The president of each borough has power to appoint a Commissioner of Public Works, who acts as his deputy and who has supervision over all bureaus except the Bureau of Buildings. The borough president also appoints members of the local school board within his borough.

SECRETARY TO THE MAYOR.

CHARLES CECIL FITZMORRIS—Secretary to the Mayor.

An executive secretary, known as Secretary to the Mayor, is appointed by the Mayor. The ordinance that confers the authority to appoint, provides that the Secretary shall keep in the Mayor's office all books and papers that usually are filed, or that are required by law to be filed, therein; to deliver to the City Council and to the respective departments of the City Government all messages from the Mayor in writing; to attend in the Mayor's office during the usual office hours, and to perform such other duties as the Mayor may assign to him. From small things the Secretaryship has grown, as the Mayoralty has, with the increase of years and civic opportunities and responsibilities, to be an office of recognized high importance.

The multitude and variety of matters that fall within the scope of the Secretary's duties and labors do not admit of particular mention. Nor are they collectively susceptible of description. One and all arise out of, or are conformable to, the exactions of each passing hour; and if the most are not new, then they differ from preceeding ones, as the affairs of the present day contrast with those of yesterday. If there is more or less of routine, yet there is no monotony in the Mayor's office.

More and more, as the City increases in population, and its business interests grow and multiply, do the citizens have occasion to advise and consult with the Mayor. So it has come about that there are not enough hours in the day, for him to see every one who comes. Those who are there by previous appointment, of course are the first admitted to the Mayor's presence. Those who appear to be on matters of urgency, but have not secured appointments, are next admitted, each in his or her turn; and so down the line of callers. There is no undemocratic rule of preference or discrimination.

General Clerk—Stenographer.

Abraham Merinbaum—General Clerk, Mayor's office.

John M. Kelly—Stenographer, Mayor's office.

DEPARTMENT OF FINANCE.

EUGENE R. PIKE—City Comptroller.

L. E. GOSSELIN—Deputy Comptroller.

Chas. J. O'Connor—Chief Clerk.

Mark M. Foote—Expert Accountant.

Joseph Harvey—Chief Auditor.

Chas. B. Willard—Expert Accountant.

J. L. Healy—Paymaster.

Samuel R. Wharton, Thomas D. Chadwick, R. L. Gifford, D. P. Snelling,

F. A. Aoskad—Tellers.

Joseph F. Peacock—Real Estate Agent.

E. T. Ryan—Clerk in charge of Special Assessments.

Appointed by the Mayor as head of the Finance Department, the Comptroller is the chief financial officer of the city.

The Department of Finance is an executive department of the municipal government of Chicago. It controls the fiscal concerns of the city. The department embraces a City Comptroller, the City Treasurer and the City Collector, and all such clerks and assistants as the City Council may by ordinance provide. The Comptroller is the head of the department and has the management and control of all matters pertaining thereto. He is appointed by the Mayor, by and with the advice and consent of the City Council. Before entering upon the duties of his office he executes a bond to the city in the sum of \$100,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office. He appoints, according to law, a Deputy City Comptroller, and such assistants, clerks and subordinates in his office as the City Council may authorize, and he may remove any such appointees, according to law. He is responsible for the fidelity of any person appointed by him who shall have the custody of public money, and he may remove any such person in his discretion for any reason he may deem proper. He requires good and sufficient bonds to be given by all assistants, clerks and employes in his office who shall receive or have care, custody or handling of any moneys or other valuable things belonging to the city, which bonds shall run to the Comptroller and be approved by him. The Comptroller is charged with and exercises a general supervision over all the officers of the city who in any manner have to do with the receipt, collection or disbursement of the city revenues, and the collection and return of such revenues into the City Treasury. He is the fiscal agent of the city, and as such has charge of all deeds, mortgages, contracts, judgments, notes, bonds, debts and choses in action belonging to the city, except such as are directed by law or ordinance to be deposited elsewhere; and he possesses and preserves all leases of the property of the city. He has supervision over the contracts, bonds, obligations, loans and liabilities of the city, the payment of interest, and over all the property of the city and the sale or disposition thereof; and, generally, in subordination to the Mayor and City Council, he exercises supervision over all such interests of the city as in any manner concern or relate to the city finances, revenues and property. Such are the principal powers of the Comptroller. Among his more important duties are these: To advertise at least once in each year, and not later than the first day of December in each year, for bids from all regularly established national and state banks doing business within the city, for interest upon the money of the city deposited in such banks. These bids are referred to the City Council for its information and consideration not later than the fifteenth day of December of each year. Any or all such bids may be rejected by the City Council, and it may designate as many depositories as it deems necessary for the protection of the city's interests, and to award bids accordingly. But the Comptroller is required to give notice that the average monthly balance to be kept in any one bank shall not exceed an amount equal to one-half the capital stock, surplus and undivided profits of such bank, but no bank shall have more than \$2,000,000 of city money on deposit at any one time, excepting during the month when any given bank may be the "active bank," when the amount may be increased if occasion demands. The "active bank" is selected every month, and in it the City Treasurer deposits his current receipts for the month, and against which the Comptroller checks for the payment of salaries and other current liabilities. Finally,

he is required to protect the city at tax sales of property subject to sale on account of delinquent taxes, by appointing an agent who shall attend all tax sales in which the city is interested.

CITY COLLECTOR.

CHARLES J. FORSBERG—City Collector.

Joseph Siman—Deputy City Collector.

George F. Lohman—Cashier.

M. J. Derry—Head Clerk.

Thomas McLain—Principal Clerk.

Bernard McMahon—Bookkeeper.

The City Collector is appointed by the Mayor, by and with the advice and consent of the City Council. Before assuming the duties of the office he executes a bond, with sureties approved by the City Council, in the sum of \$250,000, conditioned for the faithful performance of the duties of the office. He appoints according to law such assistants, clerks and subordinates in his office as the City Council may authorize, and he may remove any such according to law. He is held responsible for the fidelity of any person appointed by him who has the custody of public money, and he may remove any such person in his discretion for any reason he may deem proper; from each such employe he requires a bond in such amount as he may deem proper and protective, in favor of the said City Collector.

He collects all moneys due the City of Chicago for general licenses and permits, liquor and amusement licenses, fees for inspections, compensation for franchises, all warrants issued by the various departments of the City for compensation due the City, inter-department warrants, fines by the Municipal Court, market fees, etc., and all other payments of money not otherwise specifically provided for.

He collects all money due the City of Chicago for vehicle licenses and keeps a comprehensive index system of all such licenses issued; he keeps a record of all vehicle license receipts by wards, reporting same to the City Comptroller in detail so as to allow the proper apportionment of said receipts by the Department of Finance. He keeps an index system of all licensees of the City of Chicago, and from ten to sixty days prior to the expiration of their licenses, he sends them a written notice of such expiration. With the assistance of the Corporation Counsel, he holds hearings on all protests filed against the issuance of various licenses and determines the merits thereof.

He receives all special assessment warrants certified to him by the proper Courts of Record for collection, for improvements ordered by the Board of Local Improvements, notifies the owners of property assessed, of such assessment, and collects same, keeping proper books and records of each payment made to him.

He makes a delinquent return to the County Collector each year of all special assessment instalments due the current year and which have not been collected by him up to March 10th of that year. He furnishes daily to the City Comptroller an itemized report of all money received by him, and forwards daily to the City Treasurer all money collected by him.

DEPARTMENT OF PUBLIC WORKS.

WILLIAM R. MOORHOUSE—Commissioner of Public Works.

WILLIAM BURKHARDT—Deputy Commissioner of Public Works.

John A. Kleine—Department Chief Clerk.

The Department of Public Works is a department of the municipal government of Chicago, established in 1876. It embraces the Commissioner of Public Works, the Deputy Commissioner, the City Engineer, the Superintendent of Streets, the First Assistant Superintendent of Streets, the Second Assistant Superintendent of Streets, the Third Assistant Superintendent of Streets, the Superintendent of Water, the Superintendent of Sewers, the Superintendent of Maps, the Superintendent of the Bureau of Compensation, the City Architect, and such other assistants and employes as the City Council may by ordinance provide.

The Commissioner is appointed by the Mayor, by and with the advice and consent of the City Council. He has the management and control of all mat-

ters pertaining to the department. He appoints, according to law, all officers and employes in the department except the Deputy Commissioner of Public Works. He may remove any such officer or employe, according to law. The Commissioner, before entering upon the duties of his office, executes a bond to the city in the sum of \$50,000, with such sureties as the City Council may approve, conditioned for the faithful performance of the duties of his office.

It is the duty of the Commissioner of Public Works to require good and sufficient bonds to be given by all subordinate officers and employes in said department who perform any or all of the duties of keeping the time of employes, certifying to pay rolls and making out or delivering time checks for employes and the registrar of the Bureau of Water.

The Commissioner has charge of all public improvements commenced, or to be commenced, by the City of Chicago, and he has power, subject to the ordinances of the city, to regulate and control the manner of using the streets, alleys, highways and public places of the city, for the erection of telegraph poles or other poles or posts, for the laying down of gas, water and steam pipes, sewers, conduits and other underground construction authorized by law or the ordinances of the city, and to determine the location thereof; and to cause the prompt repair of the streets, alleys, highways and public places, whenever the same are taken up or altered. But nothing herein contained shall relate to the construction of local improvements, paid for in whole or in part by special assessment; provided, however, that said Commissioner shall have charge of all local improvements paid for in part by special assessment, upon their completion and acceptance by the Board of Local Improvements, or upon their completion, acceptance and approval by the court confirming the assessment, and said Commissioner has the power to enforce all provisions of any contract for such improvements which relate to the guarantee and maintenance of such improvements and the repairs thereto.

It is the duty of the Commissioner of Public Works, subject to the ordinances of the city, to take special charge and superintendence of all streets, alleys and highways in the city, and of all walks and cross walks, bridges, viaducts, docks, wharves, public places, public landings and public grounds in the city; of all markets and market places and all other public buildings in the city, belonging to the city, and of the erection of all public buildings; of all works for the widening, deepening or dredging of the Chicago River and of its branches, and of the harbor of the city; of all sewers and works of said city, and the collection of water rates and fees for the use of water or for permits issued in connection with the water works system, and of all sewerage permits and licenses; to award and execute all contracts for any work or public improvement, the cost of which shall exceed the sum of five hundred dollars, and all contracts for coal for the use of any department of the city, with a proviso as above set forth relating to the construction of local improvements paid for in whole or in part by special assessment and that are under the control of the Board of Local Improvements.

The Deputy Commissioner of Public Works is appointed by the Mayor, with the approval of the City Council. He has authority, under and subject to the order, direction and control of the Commissioner of Public Works, to sign or act for the Commissioner of Public Works, and he shall perform such duties as may be required of him by the Commissioner of Public Works.

The Deputy Commissioner, before entering upon the duties of his office, must execute a bond to the city in the sum of \$25,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office.

DEPARTMENT OF LAW.

SAMUEL A. ETTLESON—Corporation Counsel, (appointed on November 8, 1915).
Succeeded to

RICHARD S. FOLSOM—Corporation Counsel, (appointed on April 29, 1915; resigned, November 8, 1915).

GEORGE E. CHIPMAN—First Assistant Corporation Counsel.

Assistants—Harry F. Atwood, L. B. Anderson, David T. Alexander, Harry L. Brin, James W. Breen, John V. Clinnin, Chester E. Cleveland, John A. Cook, George A. Curran, Robert E. Crowe, Ralph G. Crandall, William H. Devenish,

Eugene H. Dupee, Alfred O. Erickson, J. L. Farnum, Robert Foster, Roy S. Gaskill, J. B. Calo, Kai P. Hammer, Louis C. Ball, W. F. Hartman, Benton F. Kleeman, William E. Mason, Joseph J. Murray, O. W. Ulrich, Charles E. Peace, John H. Passmore, Clifford Roe, D. A. Roberts, Gotthard A. Dahlberg, Howard Sprogle, Edward J. Smejkal, Morton S. Crossy, Donald P. Vail, Edward H. Wright, A. E. Wallace, Anton T. Zeman, Samuel Hamilton.

Edwin J. Zimmer—Secretary and Chief Clerk.

The Corporation Counsel, appointed by the Mayor, is the head of the Law Department. One of his most important duties is to give legal advice to the Mayor and other city officials.

The description here following of the Law Department and of the office of the Corporation Counsel is gathered from the City Code.

The Law Department is an executive department of the municipal government of Chicago. It embraces the Corporation Counsel and such number of assistants and clerks as the City Council may by ordinance provide. One of such assistants is known as the City Attorney and another as the Prosecuting Attorney. The Corporation Counsel is appointed by the Mayor, by and with the advice and consent of the City Council, and he is the head of the department. Before entering upon the duties of his office the Corporation Counsel executes a bond to the city in the sum of \$5,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of his official duties. He has the power of appointing and removing all or any of his assistants. He superintends, and with the assistance of the City Attorney and Prosecuting Attorney, conducts all the law business of the city. He employs an attorney-at-law, whose office is at the headquarters of the Fire Department, and who is known as the Fire Department Attorney; such attorney is subject to the instructions of the Corporation Counsel and of the Fire Marshal, and he performs such duties as may be imposed upon him by either of them. The Corporation Counsel keeps in proper books to be provided for the purpose a register of all actions in court prosecuted or defended by his office, and all proceedings had therein; and such books are at all times open to the inspection of the Mayor, Comptroller and any members or committee of the City Council. He draws any deeds, leases, contracts or other papers required by the business of the city, when requested to do so by the Mayor, the City Council, or the head of any department. He drafts such ordinances as may be required of him by the City Council, or by any committee thereof. He furnishes, when required to do so, written opinions upon subjects submitted to him by the Mayor, the City Council or by the head of any department. And he reports in writing, on or before the first day of March in each year, to the City Council, the transactions of his office during the preceding year, together with such other information as he may deem necessary or proper. Also he prepares and submits to the Comptroller on or before the first day of November in each year an estimate of the whole cost and expense of providing for maintaining his office during the ensuing fiscal year, and this is laid by the Comptroller before the City Council with his annual estimates. All deeds, leases, contracts, books and papers are required to be given over by any retiring Corporation Counsel to his successor on assuming the office.

OFFICE OF CITY ATTORNEY.

CHARLES R. FRANCIS—City Attorney.

Joseph J. Sullivan—Chief Assistant City Attorney.

Victor Sarner, Chas. F. Kopf, Myer F. Emrich, James F. Considine, James O'Toole—Trial Attorneys.

Reginald C. Barley, Henry J. Gibbs, J. M. Brumfield, Ladislaus Herman, Marshall Amberg, Morris N. Friedland, Ruppert F. Bippus—Assistant Trial Attorneys.

Henry J. Case, Jr.—Appellate Court Attorney.

George Seip—Chief Investigator.

A. B. Hult—Supervisor of Investigations.

Charles J. Peters—Chief Clerk.

Jos. M. Coffey—Chief Docket Clerk.

Mrs. Bessie H. Morey—Waiver Clerk.

The City Attorney is appointed by the Corporation Counsel, and he assists that officer in conducting the law business of the city and has especial charge

of all actions in tort against the city arising out of damages or injury caused by defective streets or sidewalks. He keeps in proper books provided for the purpose a register of all actions in court prosecuted or defended by his office, to which the city may be a party, and keeps an accurate record of all proceedings had therein. Such books are open at all times to the inspection of the Mayor, Comptroller, Corporation Counsel, or any member or committee of the City Council. On or before the first day of March in each year, he reports in writing to the Corporation Counsel the transactions of his office during the preceding year, together with a statement of all actions pending in court prosecuted or defended by his office, to which the city is a party; and such report contains the names of all defendants and complainants, the nature of the action, the date of commencement thereof, and the status of such suit, accompanying his report with such information as he may see fit to append. As to any cases that have been disposed of during his term of office, and since his last preceding report, he states the manner of the disposition of each of such cases.

OFFICE OF PROSECUTING ATTORNEY.

HARRY B. MILLER—Prosecuting Attorney.

Daniel J. Webster—Chief Assistant.

Deputy Assistants:

E. Hammer, E. Leubeck, A. Freundlich, L. Jacobs, A. Borgmeir, B. Brown, R. Faherty, W. H. Devinish, C. Roloff, S. Klarkowski, J. Richardson, F. Day, H. Nicholson, E. Hess, William Schulze, G. Barry, H. Menely, E. Lyons, Wm. Navigato, George Neff, Marshall Solberg.

L. P. Piquette—Chief Clerk.

L. Huszagh, Toney Tortorella, Walter Frallio—Notice Clerks.

Miss N. McCleary, Miss G. Decker, Miss H. Sullivan—Stenographers.

The Prosecuting Attorney is appointed by the Corporation Counsel. He is charged with the prosecution of all actions for violation of the ordinances of the city, and he institutes an action in every case where there has been a violation of any city ordinance, when instructed so to do by the Corporation Counsel or the chief officer of any department, or upon complaint of any other person, when in the judgment of the Corporation Counsel the public interest requires that a prosecution shall be had. He may, with the consent of the Corporation Counsel, discontinue any action brought for the violation of any city ordinance on such terms as may to him seem equitable. On or before the first day of March in each year he reports to the Corporation Counsel the transactions of his office during the preceding year and submits with such report such other information as he may deem necessary or proper.

DEPARTMENT OF HEALTH.

JOHN DILL ROBERTSON, M. D.—Commissioner of Health.

GOTTFRIED KOEHLER, M. D.—Assistant Commissioner of Health.

E. R. Pritchard—Secretary.

Arthur M. Corwin, M. D.—Director of Publicity and Education.

M. O. Heckard, M. D.—Chief of Bureau of Vital Statistics.

Heman Spalding, M. D.—Chief of Bureau of Medical Inspection.

I. D. Rawlings, M. D.—Assistant Chief of Bureau of Medical Inspection.

H. O. Jones, M. D.—Assistant Chief of Bureau of Medical Inspection.

C. B. Ball—Chief of Bureau of Sanitation.

Thomas J. Claffy—Assistant Chief of Bureau of Sanitation.

Albert J. Stokes, M. D.—Chief of Bureau of Food Inspection.

Henry Weisberg—Assistant Chief of Bureau of Food Inspection.

W. K. Murray, M. D.—Chief of Bureau of Hospitals, Baths and Lodging

Houses.

F. O. Tonney, M. D.—Director of Municipal Laboratory.

The commissioner of health, who is the responsible head of the department and reports only to the mayor, is given wide latitude in the conduct of his department and ample authority in the enforcement of the ordinances governing health matters. A summary of the provisions of the general ordinances will make the duties of the commissioner easily understood:

The establishment of an executive department known as the department of health.

The provision for a commissioner of health, who is head of the department. He must be a physician duly licensed to practice medicine, and is appointed by the mayor with the advice and consent of the city council.

He exercises a general supervision over the sanitary condition of the city, and all orders from the health department are issued in his name.

The commissioner appoints an assistant commissioner, a secretary, heads of the different bureaus, and necessary employes, who perform the duties provided by State law and city ordinances and other duties the commissioner may require.

It is the commissioner's duty to enforce the laws, ordinances, and regulations of the department of health relating to the sanitary condition of the city.

The commissioner, at all times, is permitted to enter any house, store, etc., to determine its sanitary condition.

He gives professional advice and information to the mayor and city council relative to public health matters, investigates outbreaks of contagious or epidemic diseases, and also adopts measures to arrest the progress of these diseases.

He has charge of the city isolation hospital, and has the power to make such regulations for the prevention and suppression of disease as he may deem necessary.

The commissioner of health makes an annual report to the city council, giving a statement of the work performed by his department during the preceding year, together with any other information regarding his department he deems proper. He also has the authority to publish from time to time statistics and information concerning the work of his department or relating to the health of the community and methods of preventing or curing diseases.

The duties of the commissioner are thus twofold in character: those relating to the administration of the health department, and those pertaining to the activities of other commissions through an "interlocking directorate."

The commissioner is secretary of the Municipal Tuberculosis Sanitarium Board. He is chairman of the board of examiners of plumbers, acting under authority conferred by a State law, has control of the operation of the municipal plant for reduction of garbage, and he is chairman of the technical board, division of wastes, which is engaged in studying the problems of city waste disposal.

The commissioner is president of the morals commission and as such is connected with investigations concerning public morals, the regulation of dance halls, etc. He is a member of the Chicago ventilation commission, a semi-official body made up of representatives of the health department, board of education, and members of technical societies.

Assistant Commissioner of Health.

The assistant commissioner is a civil-service employe. His duties as defined by ordinance are that he shall see that a record is kept of the department's work and that during the absence of the commissioner, or when directed by the mayor, he shall perform the duties of the commissioner.

In addition general administrative duties have been assigned him by the commissioner. He has general supervision of the employes of the department, grants regular leaves of absence, and passes on the sick leave of the employes; audits and checks all requisitions emanating from the different bureaus; authorizes payment of vouchers for supplies; makes contracts; signs the pay rolls of the department; has control and supervision of the property and the proper accounting therefor by the chiefs of the different bureaus. He also keeps the efficiency records of the employes of the department and lectures on subjects pertaining to public health in the school of instruction recently established in the department and before audiences at schools and various societies.

CITY CIVIL SERVICE COMMISSION.

Commissioners:

PERCY B. COFFIN, President; **CHARLES E. FRAZIER**, **JOSEPH P. GEARY**.

A. M. Swanson—Chief Examiner and Secretary.

Howard O. Sprogle—Attorney for the Civil Service Commission.

James Miles—Examiner in charge of the Efficiency Division.

A. W. James—Examiner in charge of the Labor Division.

Charles D. Gastfield—Principal Examiner, Mental Division.

Miss F. B. Rose-Lewin—Senior Examiner, Records Division.

The Civil Service Commission of the City of Chicago was created by an act of the State Legislature, approved and in force March 20, 1895. Under the provisions of this act it became operative in the City of Chicago after being submitted to the electors of the city and adopted by a majority vote during the same year. The Commission is composed of three members appointed by the Mayor, and not more than two members may be of the same political party.

The general powers and duties of the Commission under the law are to classify all offices and places of employment under the city government, except those offices and places which are exempt from the provisions of the law, viz.: officers who are elected by the people or by the city council, or whose appointment is subject to confirmation by the council; judges and clerks of election, members of any board of education, the superintendent and teachers of schools, heads of any principal department of the city, members of the law department and one private secretary to the Mayor; also to make rules to carry out the purposes of this act and for examinations, appointments and removals in accordance therewith; provide for promotion on the basis of ascertained merit and seniority in service and examination; to investigate or cause to be investigated charges preferred against city employes and order the reinstatement or dismissal of such employes; and to investigate the enforcement of the act and the rules, the action of the examiners and appointees and to inquire as to the nature, tenure, and compensation of all offices and places in the classified service.

All original entrance examinations are public, competitive and free to all citizens of the United States, with specified limitations as to residence, age, health, habits and moral character. No question in any examination relates to political or religious opinions or affiliations. Notice of time and place and general scope of every examination is published for two weeks preceding such examination in the official newspaper of the city and such notice is also posted on a bulletin board in the offices of the commission.

Eligible lists are maintained for all grades and classes of positions in the service and persons are certified therefrom in the exact order of their standing on the list, except in the case of promotion lists where a selection among the first three is made by the department head. Eligible lists are in force for a period of two years from the date of posting and may be extended indefinitely by order of the commission.

Appointments from original entrance lists are for a probationary period of six months, during which time a head of a department may with the consent of the Commission discharge the appointee by specifying his reason in writing.

Applications are received by the Commission only between the date when the examination is announced and the day preceding the examination. At other times persons wishing to make application for positions, may leave their names and addresses at the office and they will be notified when to file their applications.

The Commission publishes each year on or before the 15th day of January, its annual report, containing the Civil Service law and rules, the classification of the service, statistical matter and other data pertinent to the work of the department.

DEPARTMENT OF POLICE.

CHARLES C. HEALY—General Superintendent of Police.

William H. Luthardt—Secretary to the General Superintendent.

Si Mayer—Secretary of Department of Police.

Herman Schuettler—First Deputy Superintendent.

M. L. C. Funkhouser—Second Deputy Superintendent.

P. D. O'Brien—Chief of Detectives.

Philip R. Crippen—Department Inspector.

Francis D. Hanna—Inspector of Morals Conditions.

Hugh Borland—Manager of Properties.

De Witt C. Creiger—Custodian of Lost and Stolen Property.

W. H. Westbrook—Director of Instruction.

Philip McKenna—Principal Clerk.

The head of the Department of Police has the title of General Superintendent

of Police. He is appointed by the Mayor, with the advice and consent of the City Council, and has the management and control of all matters relating to the Department of Police, its officers and members, and devotes his entire time to the service of the city. Before entering upon the duties of his office he executes a bond running to the City of Chicago in the sum of \$25,000, with such sureties as the City Council may approve, conditioned upon the faithful performance of his official duties. He appoints according to law all officers and members of the department, and has power to remove from the Police Department and the service of the City of Chicago any member thereof in the manner provided by law. He has the custody and control of the office, stations, equipment, books, records and other property belonging to the department. It is his duty to preserve the peace and secure good order and cleanliness within the City of Chicago, and to that end is required to enforce all state laws, city ordinances and the orders of the City Council and the Mayor of Chicago. Section 6 of the ordinance which creates the office of Superintendent of Police creates also the office of First Deputy Superintendent of Police, Second Deputy Superintendent of Police, Department Inspector, Director of Instruction, Inspector of Moral Conditions, and such number of captains, lieutenants, sergeants, patrolmen and patrolwomen and other employes as may, from time to time, be provided for in the annual appropriation ordinance. Section 7 of the ordinance divides the activities of the Department of Police as follows:

Under the immediate supervision of the First Deputy Superintendent of Police the Active Bureau consists of said First Deputy and such numbers of captains, lieutenants, sergeants, patrolmen, surgeons, drivers, chauffeurs, matrons, operators, clerks and other employes as may, from time to time, be provided for in the annual appropriation ordinance.

Under the immediate supervision of the Second Deputy Superintendent of Police, said bureau consists of said Second Deputy, a department secretary, a manager in charge of properties, a department inspector, instructors, clerks and other employes as may from time to time, be provided for in the annual appropriation ordinance.

The Deputy Superintendents of Police are equal in rank and shall report daily to the Superintendent of Police all matters of police and department business coming to their attention.

The First Deputy Superintendent of Police shall be a member of the police force, and under the direction of the Superintendent of Police shall be charged with the enforcement of all laws pertaining to the City of Chicago and the people therein, and all city ordinances; the prevention of crime in the City of Chicago and the apprehension of criminals; the assignment and distribution of the police force, and the regulation of traffic.

To him report all precinct commanders, the Chief of the Detective Division, the Chief of the Traffic Division, the Chief of the Ambulance Division, the Chief of the Horse Division, the Chief of the Miscellaneous Division and the chief operator.

The Second Deputy Superintendent of Police shall not be a member of the police force, and under the direction of the Superintendent of Police shall be charged with the care and custody of city property and the distribution of the same; the supervision of department records; the inspection of the personnel of the department and of stations, equipment and departmental property; the instruction of officers and men; the ascertaining and recording of departmental efficiency, individual and grouped; the receipt and investigation of all complaints of citizens regarding members of the police force; the supervision of all matters affecting public morals, such as prostitution, the sale of cocaine, opium and other habit-forming drugs; the supervision of saloons, cafes, restaurants, hotels, public dance halls, summer parks and excursion boats; the censoring of moving pictures and performances of all kinds.

To him report the Secretary of the Department, the Manager of Properties and the Department Inspector.

Traffic Division.

In the Department of Police is a Traffic Division, with headquarters at the northwest corner of Illinois and La Salle streets. The Division consists of all mounted officers of the Department, and of all dismounted officers assigned to

traffic and bridge duty in the territory bounded by the river on the north and west, Van Buren street on the south, up to but not including the west side of Michigan avenue on the east.

Captain Albert L. Denman is the commander of the Traffic Division.

There are transferred from various precincts, three lieutenants, seventeen sergeants, and 370 patrolmen, to the Traffic Division.

DEPARTMENT OF FIRE.

THOMAS O'CONNOR—Fire Marshal.

Patrick J. Donahoe—First Assistant Fire Marshal.

Edward J. Buckley—Second Assistant Fire Marshal and Department Inspector.

John C. McDonnell—Third Assistant Fire Marshal and Chief of Fire Prevention.

Arthur R. Seyferlich—Fourth Assistant Fire Marshal.

Marcus Lacey—Acting Fifth Assistant Fire Marshal.

William C. Gamble—Department Secretary.

John P. Murphy—Office Secretary.

Joseph J. Murray—Department Attorney.

The Fire Department is an executive department of the city government, and includes a Fire Marshal and (at the present time) five Assistant Fire Marshals, a general Secretary, an office Secretary, and an Attorney. The Fire Marshal is appointed by the Mayor by and with the advice and consent of the City Council. He is the head of the Fire Department, and has the management and control of all matters and things pertaining thereto. He is not required to perform active fire duty except when in his opinion his presence at fires is necessary. He appoints all his assistants and clerks, and may remove them according to law. He has sole and absolute control and command over all persons connected with the department, and possesses full power and authority over its organization, government and discipline, and he prescribes from time to time such rules as he may deem advisable. He is under a bond to the city in the amount of \$25,000, and he requires of each and all of his assistants, clerks and employes who have the care or custody of any property belonging to the city, good and sufficient bonds for the faithful performance of their duties. He has power to award and execute contracts for such material and supplies as may be necessary in the administration of the affairs of the department, in cases where the cost of such material does not exceed \$500, all contracts to be let to the lowest possible bidder. He is required to inquire into and cause to be investigated by the department attorney, the cause of all fires which occur in the city, as soon as may be after they occur, and cause to be kept a record of such investigations, and the evidence in each case. A merit roll is provided for by ordinance, as also are badges for newspaper reporters, which shall be in form and appearance the same as those worn by members of the Fire Department.

BOARD OF LOCAL IMPROVEMENTS

MICHAEL J. FAHERTY, President; **DAVID W. CLARK**, Vice-President; **WILLIAM H. BLENCOE**, Assistant Secretary; **OSCAR WOLF**; **AUGUST W. MILLER**.

EDWARD J. GLACKIN, Secretary and Superintendent of Special Assessments.

The following named officials are appointed according to law by the Board of Local Improvements:

C. D. Hill—Engineer.

William Kissack—Engineer of Streets.

N. E. Murray—Superintendent of Sidewalks.

Timothy Sullivan—Chief Clerk.

The Board of Local Improvements is composed of six members, five of whom are appointed by the Mayor, and the sixth, as Superintendent of Special Assessments, is ex-officio secretary of the Board, and a member of the Board.

The Board is in charge of local improvements by special assessments, such as condemnations, paving, sewers, house drains, water mains, water service pipes and sidewalks. All the proceedings of the Board are governed by the Local Improvement Act of the State of Illinois, under which it operates.

DEPARTMENT OF SMALL PARKS.

EUGENE H. BLOCK—Chairman.

Walter Wright—Secretary.

Jacob H. Prost—Superintendent of Parks and City Forester.

Theodore A. Gross—Superintendent of Playgrounds and Bathing Beaches.

Special Park Commission—Alderman Eugene H. Block, Chairman; Alderman John J. Coughlin, Alderman Edward F. Cullerton, Alderman Hermon E. Gnadt, Alderman Frank J. Link, Mrs. James H. Shannon, Mr. James B. Robinson, Dr. Marie S. Schmidt, Mrs. Lulu M. Snodgrass, Mr. Robert McLaughlin, Mr. Hill Beachy, Mr. Theophilus Schmidt, Mr. Peter C. Clemensen, and Mr. S. J. Rosenblatt.

The swift rise to greatness, during the last ten years, and in the year 1915 more swiftly than in any period before that; the extension of its activities and usefulness well nigh over the whole city, are triumphs of the municipal spirit. Nothing could be more stimulative of civic pride.

The Small Parks are seventy-four in number, and they range in size from an ornamental beauty spot of one-tenth of an acre to a forty-acre park, containing base ball diamonds, foot ball fields, tennis courts and play apparatus. Besides the general maintenance and improvement work carried on during the year, the following new parkways were taken over by the Commission and improved:

Twenty-second Street Parkway, from Maynard Avenue to Menard Avenue.

West Eighty-seventh Street Parkway, from Eggleston Avenue to Vincennes Road.

Marshall Triangle, Kedzie Avenue and Colorado Street.

Maplewood Parkway, Maplewood Avenue and Schubert Street.

Stony Island Parkway, from Seventy-first Street to Seventy-ninth Street.

Various extensive improvements were also made in Dauphin Park and Dickinson Park. A complete equipment of play apparatus was installed in Barnard Park. About 12,000 trees along the public streets were trimmed, and 1,060 were removed. The Parkways that have received such attentions are the following:

From North Avenue to Chicago Avenue, between Sedgwick Street and Lake Michigan.

From 107th Street to 123d Street, between Halsted Street and Lake Calumet.

From 95th Street to 89th Street, between the I. C. R. R. and St. Lawrence Avenue.

From 71st Street to 79th Street, between South Park Avenue and Greenwood Avenue.

In forestry work, in the following districts, all of the dead and dangerous trees were removed:

From 20th Street to 67th Street, between Halsted Street and Lake Michigan.

From 67th Street to 89th Street, between State Street and Ashland Avenue.

From North Avenue to Howard Avenue, between Western Avenue and Lake Michigan.

The most important new policy introduced during 1915 was that of utilizing yards at numerous school houses, for improvement into small parks. This was done under the supervision of the Chairman and a sub-committee of the Commission, and with the approval of the City Council. The Board of Education cooperated with the Commission, by fencing and in some instances grading these grounds. The schools at which the new grounds are located are the following:

Auburn—Normal Avenue and West 81st Street.

Avondale—North Sawyer and Wellington Avenue.

Beale—Sangamon and 61st Street.

Belding—North 42d Court and West Cullom Avenue.

Brentano—North Fairfield Avenue and Schubert Street.

Bryn Mawr—East 74th Street and Jeffrey Avenue.

Burley—Barry Avenue, between Paulina Street and Ashland Avenue.

Cameron—Potomac and Monticello Avenues.

Carter—East 58th Street and Michigan Avenue.

Clarke—West 13th Street and Ashland Avenue.

Colman—Dearborn Street, north of 47th Avenue.

Davie—West 39th Place and Sacramento Avenue.

Delano—West Adams Street and Springfield Avenue.

Doolittle—East 35th Street, between Cottage Grove and Rhodes Avenues.

Earle—South Hermitage Avenue and West 61st Street.

Emmet—West Madison Street and Pine Avenue.
 Field—North Ashland Boulevard and Greenleaf Avenue.
 Franklin—Goethe Street, between Wells and Sedgwick Streets.
 Fulton—West 53d Street and Hermitage Avenue.
 Gallistel—North 104th Street and Ewing Avenue.
 Gladstone—Robey Street and Washburn Avenue.
 Henry—Eberly and West Cullom Avenues.
 Howe—Lorel Avenue and Superior Street.
 Kohn—East 104th and State Streets.
 Lawson—West 13th Place and Homan Avenue.
 Le Moyne—Rokeby and Addison Streets.
 Lloyd—Dickens and North 49th Avenues.
 Marshall—West Adams Street, between Spalding and Kedzie Avenues.
 McCosh—Champlain Avenue, between East 65th and East 66th Streets.
 McPherson—North Lincoln Street, between Leland and Lawrence Avenues.
 Morse—North Sawyer Avenue and West Ohio Street.
 Mozart—West Hamlin and Humboldt Avenues.
 Hottelhorst—Broadway and Aldine Avenues.
 Oglesby—Green and West 77th Streets.
 Otis—Armour Avenue and Grand Boulevard.
 Pickard—South Oakley Avenue and East 21st Place.
 Poe—Langley Avenue and East 106th Street.
 Raster—Wood and West 70th Streets.
 Ryder—Lowe Avenue and West 88th Street.
 Ryerson—Lawndale Avenue and Huron Street.
 Scanlan—Perry Avenue, between 117th and 118th Streets.
 Scott—Blackstone Avenue, between East 64th and 65th Streets.
 Spry—Marshall Boulevard and West 24th Street.
 Swift—Winthrop Avenue, between Ardmore and Thorndale Avenues.
 Swing—String Street, between West 16th and West 18th Streets.
 Waters—West Wilson and North Campbell Avenues.

(Further details in the work of the Special Park Commission are omitted here, and the reader is referred to Mayor Thompson's New Year statement of the prosperous condition of the various departments of the city government, in which statement he includes extended mention of achievements under this head.)

DEPARTMENT OF BUILDINGS.

CHARLES BOSTROM—Commissioner of Buildings.

Robert Knight—Deputy Commissioner of Buildings.

Peter C. Noey—Secretary.

Thomas F. Peel—Chief Building Inspector in charge.

Edward Nordlee—Plan Examiner.

Richard A. Gerety—Architectural Engineer.

Frank Gaynor—Elevator Inspector in charge.

The Department of Buildings is executive in character and operation, and the Building Commissioner is the head of the department. He is appointed by the Mayor, by and with the advice and consent of the City Council, but he must be an experienced architect, or a civil structural or architectural engineer, or a building contractor or an efficient building mechanic, and have been engaged in some one of these trades or occupations for a period of not less than ten years prior to his appointment; and during his term of office as commissioner he shall not be engaged in any other business. Before entering upon the duties of his office he executes an approved bond to the city in the sum of \$25,000. He has the management and control of all matters and things pertaining to the Department of Buildings, and he appoints, and may remove, according to law, all subordinate officers and assistants in his department. It is the duty of the commissioner and his assistants to enforce all ordinances relating to the erection, construction, alteration, repair, removal or the safety of buildings. The commissioner inspects or causes to be inspected, all public school buildings, public halls, churches, theaters, buildings used either for manufacturing or commercial purposes, hotels, apartment houses, and other buildings or structures occupied or frequented by large numbers of people, for the purpose of determining the safety of such buildings, or any parts, appliances or equipment thereof; the sufficiency

of their doors, passageways, aisles, stairways, corridors, exits or fire escapes, and generally their facilities for egress in case of fire or other accidents, and he is required to make return of all violations of the provisions of ordinances or laws; and whenever he finds any building or structure, or any part thereof, in the city in such unsafe condition as to endanger life, it is his duty to notify the owner, agent or occupant of such building to put it in a safe condition; and if such owner, agent or occupant neglects or refuses to place such building in safe condition within the time specified in the notification, it becomes unlawful for any person, firm or corporation to occupy the same. Other sections of the ordinance relate to the details of administration of the department, thus making plain the duty of the commissioner and his assistants, as also the duties of owners, agents or occupants of buildings in the city.

DEPARTMENT OF GAS AND ELECTRICITY.

WILLIAM G. KEITH—Commissioner of Gas and Electricity.

Arthur C. King—Assistant Commissioner.

Harry Lesser—Superintendent of Construction.

E. M. Tompkins—Electrical Engineer in charge.

Frank W. Swenie—Chief Operator Fire Alarm Telegraph.

B. E. Thompson—Chief Police Operator.

Jacob F. Mehren—Chief of Electrical Repairs.

Michael Hanley—Chief of Fire Alarm Wires.

Michael J. Malloy—Foreman of Electric Lights.

George M. Strachan—General Foreman of Electrical Mechanics.

John E. Bradley—Head Clerk.

The department of the municipal government of the City of Chicago known as the Department of Electricity was established by an ordinance passed by the City Council, and it includes a City Electrician, an Assistant City Electrician, a Superintendent of Construction, a Secretary, one Chief Inspector, one Inspector of Electric Meters and such other assistants and employes as the City Council may by ordinance provide. The same ordinance creates the office of City Electrician, and provides that he shall be appointed by the Mayor, by and with the advice and consent of the City Council. He is the head of the said Department of Electricity and must be a practical and skilled electrician and not engaged in any other business while acting in such capacity. He is required, before entering upon the duties of his office, to execute a bond to the city in the sum of \$25,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of his official duties. He has the management of the Fire Alarm Telegraph and the Police Telephone systems, of municipal lighting, of the inspection of electric meters, of the inspection of all electric wiring within the city, both inside of buildings and above, beneath and upon the surface of the streets, and of all electrical matters in which the city is interested, and appoints, in accordance with law, all subordinate officers and assistants in his department; provided, that the Fire Marshal shall have control of all Fire Alarm Operators, and all matters pertaining to the actual operation of the Fire Alarm Telegraph and the location of call boxes. All operators are members of the Fire Department and are detailed for duty by the Fire Marshal to the City Electrician, but they are not separated from the Fire Department. He has part also in all matters pertaining to the operation of the electrical service of the Police Department; he consults with the General Superintendent of Police; and in case of a disagreement in any of said matters between the City Electrician and the General Superintendent of Police, the Mayor is given the power to decide such matters of difference. The City Electrician, from time to time, makes such rules and regulations as may be necessary for the direction and control of all subordinate officers, assistants, clerks, and employes in the department. He has power to award and execute contracts for such materials and supplies as shall be necessary in the administration of the affairs of his department—in cases wherein the cost of such materials or supplies shall not exceed the sum of \$500; the same to be awarded to the lowest bidder, after advertising in the manner provided for in the letting of similar contracts by the Department of Public Works. The ordinance creating this Department of Electricity has many articles and sections for the information, instruction and direction of the City Electrician, and for the information of the public.

The City Electrician is ex-officio chairman of the Board of Examiners of Moving Picture Operators, and ex-officio chairman of the Board of Motor Vehicle Registry.

DEPARTMENT OF PUBLIC SERVICE.

JOHN P. GARNER—Commissioner of Public Service.

G. W. Bassett—Secretary to the Commissioner.

R. F. Kelker—Transportation Supervisor.

W. D. Wilcox—Gas Supervisor.

G. W. Cummings—Telephone Supervisor.

Fred Abele—Electric Supervisor.

O. F. Gayton—Valuation Supervisor.

By an ordinance passed March 16, 1914, an executive department of the municipal government, to be known as the Department of Public Service, was created and ordered to be placed under the supervision and control of a Commissioner of Public Service, appointed by the Mayor with the advice and consent of the City Council. The department was created for the purpose of regulating local public utility corporations, to secure compliance with laws and ordinances relating to rates and service rendered by these public service corporations. The Commissioner may not be engaged in any other business, employment or occupation, or be financially interested in any public utility while acting in such capacity. He appoints, according to law, all bureau heads, supervisors, inspectors, engineers, accountants, assistants or employes. He is required, before entering upon the duties of his office, to give a bond to the city in the sum of \$50,000, with such sureties as the City Council shall approve, and conditioned upon the faithful performance of the duties of his office.

The Department of Public Service is required to enforce all ordinances, orders and resolutions in respect to public utilities now or hereafter in force in the city, and shall enforce all laws in respect to public utilities now or hereafter in force under and by which power and authority are conferred upon the city; and it shall require all public utilities, under its jurisdiction, supervision or control, which supply or furnish any service, product or commodity to the city or to the inhabitants thereof, to comply with the terms and provisions of their grants. The department shall make investigation of said public utilities and shall collect and preserve, under convenient form and index, necessary, useful and valuable information, reports, statistics and other data relating to the regulation of rates, the furnishing or supplying of any public service, product, or commodity to the public, or relating to the safety, health, comfort or convenience of the public and the patrons and employes of such public utilities. The department may collect and preserve under convenient form and index, such other information, reports, statistics and data pertaining to public utilities in other cities, states and countries as it shall deem useful. The department shall, whenever the City Council by its order so directs, formulate and set forth in writing any matter of complaint against any public utility which shall supply or furnish any service, product or commodity to the city or to the inhabitants thereof, and shall take such further action on said matter of complaint as the City Council may direct.

The Commissioner of Public Service shall receive all complaints against any public utility relating to any service, product or commodity furnished or supplied to the city, or the inhabitants thereof, or relating to any rate, charge or toll, collected or demanded therefor, or relating to the safety, health, comfort or convenience of the public, patrons or employes of any public utility, and shall investigate and examine the grounds of all reasonable complaints, and take such proceedings and action in respect to such complaints for the purpose of adjusting the same as the circumstances may warrant or require, and shall file a monthly report with the City Council of all complaints received and adjusted, and of all complaints received and investigated which the public utility or public utilities concerned refuse to adjust, together with the grounds of refusal therefor. He shall investigate and report monthly to the City Council upon all alleged violations of the laws of the state of Illinois which take place within the corporate limits or jurisdiction of the city and upon all alleged violations of the ordinances, orders and resolutions of the City Council in respect to public utilities, and he shall investigate and report monthly to the City Council upon all accidents hap-

pening in connection with the equipment, plant, appliances, rolling stock or other property of any public utility whenever by him deemed to be advisable and in the interest of the city or the inhabitants thereof.

DEPARTMENT OF PUBLIC WELFARE.

LOUISE OSBORNE ROWE—Commissioner.

James W. Calley—Superintendent, Bureau of Employment.

Mrs. Page Waller Eaton—Superintendent, Bureau of Social Surveys.

Volunteer Advisory Board.

Sara E. Riley—Secretary to the Commissioner.

The Commissioner has engaged the co-operation in the work of the Department the following named persons, who constitute an advisory board:

Miss Kate Adams, Mr. Myron Adams, A. H. Atwood, Mrs. Harry Atwood, Mrs. Edward Bemis, Prof. Scott E. W. Bedford, Mrs. Katherine Briggs, James W. Calley, Miss Helen Crittenden, Inez Rodgers Deach, Mrs. Charles Dering, Mrs. George W. Dixon, Miss M. Dobyne, Mrs. Frederick A. Dow, Mrs. B. L. Engelke, Mr. John Fitzpatrick, Mrs. Harlan Ward Cooley, Mrs. L. L. Funk, Mrs. R. N. Gray, Mr. John Grunau, Mrs. W. S. Hefferan, Ald. John C. Kennedy, Mr. Sherman Kingsley, Mr. Louis Kuppenheimer, Mrs. Herman Landauer, Harry A. Lipsky, Miss Minnie Low, Mr. W. L. Park, Mrs. Moses L. Purvin, Mr. W. S. Reynolds, Mrs. W. D. Richardson, Mr. Benj. J. Rosenthal, Rev. Frederic S. I. Siedenburgh, Mr. Henry Stewart, Sidney Teller, Miss Adelaide M. Walsh, Harriet Vittum, Mrs. H. P. Young.

The Advisory Board was created for the following reasons:

1. That the Commissioner of Public Welfare might receive expert counsel and assistance in the direction of the Department.
2. That city funds appropriated for this Department might be expended through channels which result in the ultimate benefit to the greatest number of people.

3. To work out a co-operative plan between all social agencies and this Municipal Department for a greater concentration of social work in this city.

The Department of Public Welfare is an executive department of the City of Chicago, created by ordinance of the City Council, March 23, 1914. By the same ordinance there was created the office of Commissioner of Public Welfare, the Commissioner to be appointed by the Mayor by and with the advice and consent of the City Council, and to have charge of the general management and control of all matters and activities pertaining to the department, and have power to appoint according to law, all subordinate officers, assistants and other employes. The ordinance created two Bureaus in the department, one to be known as the Bureau of Employment, and to operate the Municipal Lodging House for men and the Municipal Lodging House for women, and to perform such duties as the collection of information relative to working conditions, wages, hours of labor and unemployment in the City of Chicago, and in the practical relief of unemployment, as may be required by the Commissioner of Public Welfare—the head of this Bureau to be known as the Superintendent of the Bureau of Public Employment. The second Bureau created, the Bureau of Social Surveys, is to collect information and data relating to actual living conditions in Chicago; the facilities for recreation, the causes of vagrancy, crime and poverty, and to recommend to the City Council appropriate ordinances for the practical betterment of such conditions—the chief officer of this Bureau to be known as Superintendent of Social Surveys.

DEPARTMENT OF SUPPLIES.

VIRTUS C. ROHM—Business Agent.

Philip C. Schaefer—Head buyer.

William C. Yohde—Principal clerk.

Carlos E. Black—Examiner of printing.

Dan. R. Fenton—Senior clerk.

The Department of Supplies is an executive department of the city. By the ordinance creating it, there was also created the office of the Business Agent, and the person holding such position was constituted the head of the Department of Supplies, which is closely associated with the Department of

Finance, as the Business Agent conforms to the rules and regulations of the City Comptroller. He is appointed by the Mayor, by and with the consent of the City Council. He executes, before entering upon the duties of his office, a bond to the city in the sum of \$50,000 for the faithful discharge of his official duties. All employes under the Business Agent also are required to give bond.

The Business Agent makes all purchases of supplies and materials for use of the City and lets all contracts for labor to be performed for the city in cases where the single purchase amount involved is less than the sum of \$500.00. By an amendment to the ordinances in March, 1914, the Business Agent may make contracts or period-agreements for standard supplies and materials which are in constant use, for a period of time not to exceed six months, when the aggregate amount for such supplies does not exceed \$2,500.00 for such period.

It is the duty of the Business Agent to make all purchases upon the most advantageous terms and to this end he is required to procure competitive proposals from at least two responsible persons, firms or corporations, on all single purchase amounts of \$300.00 or less, and take advantage of the lowest prices quoted for goods of equal value.

In all single purchase cases where the expenditure of sums in excess of \$300.00 and below \$500.00 is involved, and all period-agreements where the aggregate amount for a given period is below \$500.00, the Business Agent is required to receive sealed bids from at least three responsible bidders and take advantage of the lowest prices quoted on goods of equal value. On all time contracts where the aggregate amount involved for a period of time not exceeding six months is more than \$500.00 and less than \$2,500.00, the contract must be placed with the lowest responsible bidder, after advertising in the same manner as is provided for the letting of contracts involving an expenditure of over \$500.00 by the Department of Public Works. In all cases, the Business Agent may, at his discretion, reject any and all bids received.

Requisitions for and estimates of quantities of supplies required, approved in writing by department heads, are the basis of and the authority for all purchases of supplies and materials made by the Business Agent.

The Business Agent makes no contracts or purchases where a single purchase amount of \$500.00 or more is involved. In all such cases the contracts are made by the various departments, by and with the consent of the City Council, after advertising as provided by ordinance governing letting of contracts by the Department of Public Works.

DEPARTMENT OF SMOKE.

WILLIAM H. REED—City Smoke Inspector.

Frank A. Chambers—Mechanical Engineer in charge.

Edward R. Laub—Chief Clerk.

Under the terms of an ordinance providing for smoke inspection and its abatement in the City of Chicago, passed by the City Council on July 8, 1908, a Smoke Inspector is appointed by the Mayor, such appointee to be qualified by technical training and experience in the theory and practice of the construction and operation of steam boilers and furnaces, and also in the theory and practice of smoke abatement and prevention. A chief assistant smoke inspector, appointed under civil service, is bonded in the sum of \$5,000, conditioned upon the faithful performance of his duties, and his required qualifications are similar to those of the Smoke Inspector. The Smoke Department is employed in the detection and prosecution of violators of the provisions of the ordinance, and in the supervision of the construction or reconstruction of plants where heat or power or both of them are generated. In the supervision of construction the officials are required to approve only such proposed installations as provide adequate means for the prevention of smoke. Dense smoke coming from the chimney of any building or premises owned privately or by the city, or from the chimney connected with any boat or locomotive, is forbidden by the ordinance.

CITY OIL INSPECTOR.**PAUL HENDERSON—City Oil Inspector.**

Charles Vavrik—Chief Deputy Inspector.

Catherine Lynch—Stenographer.

The City Oil Inspector is appointed by the Mayor, under authority given by a state law enacted in 1874. His compensation is paid by the party or parties requiring his services at a fixed rate. He gives a bond in such sum as may be exacted by the City Council, with sureties approved by the Mayor. The statute enumerates the various oils to be inspected—coal oil, naphtha, gasoline, benzine and other mineral oils and fluids, the products of petroleum. It is a misdemeanor to offer any such oils for sale that are below the standard. Upon the application of any manufacturer, refiner or producer or dealer in any description of coal oil, or any other person, to test such articles, the Oil Inspector tests them by the approved methods and instruments. He appoints as many deputies as may be needed, and for them he is responsible. The Inspector is paid out of the fees of the office a salary of not more than \$5,000, and the remainder of the fees are turned into the City Treasury. The appointment by the Mayor under the amended law of the Inspector is for one year, and not as before, for the mayoralty term. The amount of the bond now required of the Inspector is \$25,000.

ELECTION COMMISSION.**AUGUST LUEDERS—Commissioner and Chairman of Commission.**

Bernard Horwich—Commissioner and Secretary.

Frank X. Rydzewski—Commissioner.

Dennis J. Egan—Chief Clerk.

Frank Sima—Assistant Chief Clerk.

Colin C. H. Fyffe—Attorney to the Commission.

The three members of the Election Commission are appointed by the County Court, and become officers of that court when first appointed. They hold their offices for a term of three years. In case of a vacancy the County Court has the power by appointment to fill it. Two leading political parties of the state are required to be represented on the Commission, and must be legal voters and householders residing in the city. No commissioner can hold any other office. The board elects one of its members as chairman and one as secretary. The office of the commission is kept open on every day of the week except Sunday and legal holidays. The board provides ballot boxes, registry books, poll books, tally sheets, blanks and stationery of every description with printed headings and certificates necessary for the registry of voters and the conduct of elections. Election precincts are established by the commissioners, the basis taken for each being the number of votes cast at the previous presidential election; each precinct to contain, as nearly as possible, 300 voters. It appoints all judges and clerks of election and has the management and control of the registration of voters.

Within the limits of the authority conferred upon them by the election laws, they may incur debts for the payment of which either the City or the County must make provision. The salaries of the three Election Commissioners, the chief clerk, and assistant chief clerk of the Board are paid by the County; the salaries of all other employes are paid by the City. The City is required to provide quarters for the Board. The expenses of all city elections are borne by the City; the expenses of all general county and state elections are borne by the County.

SUPERVISING ENGINEERS, CHICAGO TRACTION.

(Vacancy), representing the City.

Harvey W. Fleming, representing Chicago City Railway Co., South Chicago Street Railway Co., and Calumet and South Chicago Railway Co.

Engineer—George Weston.

Secretary—L. H. Davidson.

The Board of Supervising Engineers was organized under the ordinance of the City Council, passed February 11, 1907, relating to the Chicago City Railway Company and the Chicago Railways Company, immediately upon the acceptance of said ordinance by those companies. By requirement of the ordinance, there

was appointed by the officials of each company an engineer to represent them on the board, the names and addresses of the engineer so appointed to be reported in writing to the Mayor; and the city was required to appoint, within thirty days thereafter an engineer as its representative on the board—this engineer to be appointed by the Mayor, subject to the approval of the City Council, and the company to be notified in writing of his name and address. It was by the ordinance provided that “the said city or company may respectively, at any time, and from time to time, remove its representative on said board, and may also respectively from time to time, appoint an engineer to represent it upon said board, whenever and as often as it shall fail to have a representative upon said board from any cause whatever. No such removal or appointment shall take effect until written notice thereof has been given to the other party making such removal or appointment.” Bion J. Arnold was named in the ordinance as the third member of the board and he was designated as chief engineer. Next the ordinance stipulates that “the city and the company may, at any time and from time to time, remove the third engineer from said board, and may also select and appoint a third engineer to be a member of said board, whenever and as often as a vacancy in said board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said board.” A majority of the board is authorized at all times to exercise the powers conferred by the ordinance.

Similar action to the foregoing was taken with reference to the Calumet and South Chicago Railway Co. This company received its charter March 30, 1908, and named its representatives on the Board of Supervising Engineers.

BOARD OF EXAMINING PLUMBERS.

Charles J. Herbert—Master Plumber Member.

William W. Petrie—Journeyman Plumber Member.

Dr. John Dill Robertson, M. D., chairman ex-officio.

The Board of Examiners of Plumbers is appointed by the Mayor. The master and journeyman members execute a bond to the city in the sum of \$5,000.00 for the faithful performance of their duties. The Board examines applicants for certificates as plumbers and when satisfied as to their competency, they issue the same upon payment of the fee required by law. The fee of the Master Plumber is \$50 for the original certificate, and \$10 annually for renewals. The fee of a Journeyman Plumber is \$1.00 for the original certificate and \$1.00 annually for renewals. The Board investigates all complaints against persons operating as plumbers without a license, and prosecutes such violations.

EXAMINERS OF STATIONARY ENGINEERS.

The Board:

Edwin L. Miller, President.

James Garvey.

P. W. Holmes.

Vernon L. Bean—Secretary of Boards of Examiners.

(This Board and the Board of Examining Plumbers and the Board of Examining Mason Contractors, in the budget, are grouped together, one secretary serving for all of them.)

The Board of Examiners of Stationary Engineers is appointed by the Mayor. It consists of three members, all of them practical engineers and competent judges of the construction of steam boilers and engines and experienced in their operation. The Board examines applicants for licenses as engineers and boiler or water tenders and issues to such applicants as are found qualified proper certificates; each certificate issued expires by limitation one year from date. An application for an engineer's license must be accompanied by a fee of \$2.00 and for a boiler tender or water tender's license by a fee of \$1.00. Applicants are required to pass by a percentage of 70 or more. The engineers continue under the jurisdiction of the Board after passing the examination under the provisions of the ordinance and three Field Inspectors are employed to travel throughout the city daily inspecting engines and boilers under the direction of the Board.

Recently the Inspectors have been directed to ascertain the size and horse power of the boiler and engine in each plant inspected by them and to note the same in their report. This information is regarded of value to the Board in determining the ability required by engineers to operate the plant.

BOILER AND COOLING PLANTS.

George E. Nye—Chief Inspector of Boiler and Cooling Plants.

Robert Wilcox—Deputy Chief Inspector and Supervising Engineer.

The head of the Department for the Inspection of Boilers, Steam and Cooling Plants is the Chief Inspector, appointed by the Mayor. The persons so appointed shall be qualified from practical experience in the design or construction and operation of boilers or other apparatus under pressure of whatsoever kind, to enable him to judge of their safety. The Supervising Engineer and Chief Deputy Inspector is appointed by the Chief Inspector, according to law. They each execute a bond to the city in the sum of \$5,000, conditioned for the faithful performance of their duties. It is the duty of the department to pass upon the plans and specifications and issue permits for the installation of any pressure apparatus in a new plant or the remodeling, reconstruction of or addition to an existing plant, whether for power or heating purposes.

EXAMINERS OF MASON CONTRACTORS.

Charles C. Stewart—Practical Mason.

(Two vacancies).

John Dill Robertson, M. D.—Chairman ex-officio.

The Board of Examiners of Mason Contractors consists of three members. The Commissioner of Buildings is designated in the ordinance as one member of the new board, who shall be ex-officio chairman; the second member must be a practical architect, and the third a practical mason; these two are appointed by the Mayor, by and with the advice and consent of the City Council, their term of office to extend until the first day of May following their appointment. Their successors are to be appointed in like manner for the term of one year annually before the first day of May. Each of the second and third members, before entering upon the duties of his office, executes a bond to the city in the sum of five thousand dollars, with sureties to be approved by the City Council. Any person, firm or corporation engaged in or desiring to engage in or work at the business of masonry or mason work, either as contractor, sub-contractor or employing mason, in the City of Chicago, shall submit to an examination and shall obtain a license as a mason contractor; but whenever a firm or corporation consists of more than one master or employing mason, it shall not be necessary for more than one member of such firm, or one officer of such corporation, to undergo such examination in order to obtain the required license.

WEIGHTS AND MEASURES.

Morris Eller—Inspector of Weights and Measures.

William F. Cluett—Deputy Inspector.

The Inspector of Weights and Measures is appointed by the Mayor, and is under a bond of \$5,000 for the faithful performance of his duties. He examines once a year all weights, measures, scale beams, patent balances, steel-yards and other instruments used for weighing and measuring in the city, except track scales and scales of capacity of three tons and upward, which he inspects once in every six months. He stamps with a seal all weights and measures and scales used which he may find accurate and delivers to the owner a certificate of accuracy. His fees range from \$3.50 down to 5 cents. He turns in daily to the City Collector all fees received, and makes a report to the City Comptroller, showing in detail his transactions for the day.

HOUSE OF CORRECTION.

Inspectors:

Matthias Aller—Chairman.

Dr. M. A. Weisskopf, A. Buger.

John L. Whitman—Superintendent.

P. J. O'Connell—Assistant Superintendent.

The inspectors of the House of Correction constitute a Board, the members of which are appointed by the Mayor. They serve without money compensation. Their duties are to visit that institution at frequent, though irregular, intervals, and ascertain its condition, and from time to time make such suggestions and orders as they may deem appropriate and timely.

The Superintendent of the House of Correction has the custody, rule, charge and keeping of that institution, and of all persons committed to it, under the supervision and direction of the Board of Inspectors. He receives into the House of Correction such persons as may be sentenced thereto by any court or magistrate of Cook County authorized by the laws of the state or by any ordinance of the city, or by any town or village of the county having a contract with the city for the care of its prisoners. He is required to put each of such persons as are able to labor to the work which they are respectively best able to do, not to exceed ten hours for each working day; each person so put to labor is credited with 50 cents a day, exclusive of his or her board.

MUNICIPAL ART COMMISSION.

Lawton S. Parker, Emil R. Zettler, Louis H. Sullivan—Commissioners.

Commissioners, ex-officio—William Hale Thompson, Mayor; Timothy J. O'Byrne, President of Board of Lincoln Park Commission; William W. Gower, President of Board of West Park Commission; John Barton Payne, President of South Park Commission; Charles L. Hutchinson, President of the Art Institute.

The law makes this commission to consist of the Mayor of the city, the president or chief officer of the principal art institute or similar incorporated organization, the president of the boards of the several park commissions, and three other members, residents of the city, to be appointed by the Mayor, one of the three to be a painter, one a sculptor and one an architect. The commission serves without compensation. The state law declares that no work of art shall become the property of any city having such a commission, by purchase, gift or otherwise, unless such work of art, or a design of the same, together with a statement of the proposed location of it, shall first have been submitted to and approved by the commission; and that no such work of art, until so approved, shall be erected or placed in or upon, or allowed to extend over or upon any street, avenue, square, municipal building or other place belonging to such city, or any park, boulevard, or public ground situated within its limits. The term "work of art" as herein used is defined to include all paintings, mural decorations, stained glass, statues, bas reliefs or other sculptures, ornaments, fountains, images or other structures of a permanent character intended for ornament or commemoration. When so requested by the Mayor or the Common Council, the commission shall act in the same capacity with similar powers in respect of designs of buildings, bridges, approaches, gates, fences, lamps or other structures erected or to be erected upon land belonging to the city or a part of any of the parks, public grounds or boulevards within the limits of the city, and in respect of lines, grades and platting of the public ways and grounds, and in respect of arches, bridges, structures and approaches which are the property of any corporation or private individual, and which shall extend over or upon any street, avenue, highway, boulevard, park or other public place belonging to or within the limits of the city. The commission passes also upon the removal or re-location of any work of art.

COMMISSION FOR ENCOURAGEMENT OF LOCAL ART.

President—WILLIAM IRVINE.

Secretary—Frank A. Werner.

Commissioners—William Irvine, Frank A. Werner, Frank G. Logan, William O. Goodman, Arthur G. Eddy, W. Victor Higgins, Wallace L. DeWolf.

The Commission for Encouragement of Local Art is authorized by an ordinance of the Chicago City Council to select and purchase for the use of the city to an amount not to exceed the amount of appropriations that may from time to time be made therefor by the City Council paintings, sculptures and other works of art produced by artists and sculptors who have been residents of the city of Chicago for at least two years immediately preceding the purchase of their work; and it is provided, that in cases where the cost of any painting, sculpture or other work of art shall exceed five hundred dollars, the Committee may purchase the same only when the City Council shall authorize such purchase by the Commission for the city, in the manner provided by law for contracting for work, material and supplies for the city, when the expense thereof exceeds five hundred dollars. In cases where the cost of any painting, sculpture or other work of art which the Commission may desire to purchase shall be less than five hundred dollars, the Commission may purchase the same for the use of the city without regard to the provisions and conditions of the Chicago Code relating to the purchase of supplies and materials for the use of the city by the business agent of the city.

By a subsequent ordinance the City Council appropriated two thousand five hundred dollars, to be set apart by the City Treasurer and the City Comptroller to the credit of such account or accounts as the City Comptroller may designate, and be used under the direction of the Commission for the Encouragement of Local Art in accordance with the terms of the ordinance creating said Commission. One member of the Commission is selected by the Mayor, two appointed by the Mayor upon the recommendation of the Art Institute of Chicago, one appointed by the Mayor upon the recommendation of the Palette and Chisel Club, one by the Mayor upon the recommendation of the Artists' Guild, and one appointed by the Mayor upon the recommendation of the Chicago Society of Artists. All appointments to be for the term of four years, and appointments to fill vacancies for the unexpired term, according to section one of the ordinance. All of the above named commissioners were appointed by Mayor Harrison in November, 1914.

OFFICE OF CITY CLERK.

JOHN SIMAN—City Clerk.

Edward J. Padden—Chief Clerk.

Wyatt McGaffey—Reading Clerk to the Council.

William F. Harrah—Council Committee Secretary.

James McCabe, Herman Meyer, John Kelley, Henry Eden, Evar B. Charn—Principal Clerks.

Arthur Chamberlin, John T. Meyer, James Kelly, Thomas F. Maher, Daniel K. Sherman—Senior Clerks.

John P. Goggin, Patrick J. Faloon—Junior Clerks.

Lilly T. Bluett—Stenographer.

The office of Clerk of the City of Chicago is elective, and its tenure is for two years. Before entering upon the duties of his office he executes a bond to the city in the sum of \$5,000, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office. He keeps the corporate seal and all papers belonging to the city. He attends all meetings of the City Council and enters a complete record of its proceedings on the official journal of that body. He records all ordinances passed by the City Council, and files the originals for safekeeping. Transcripts from the journals and other records and files in his office, when certified by him under the corporate seal, are evidence in all courts in like manner as the originals, were they produced. He administers oaths and affirmations on all lawful occasions. He issues, when requested by the Mayor or any Aldermen so to do, notices to members of the City Council of special meetings, and also to members of committees, and to all persons whose presence is required before any committee, when requested by the chairman of such committee to do so. He delivers without delay to the officers of the city, and to all committees of the City Council all resolutions and communications referred to such officers or committees. In like manner he delivers to the Mayor all ordinances and resolutions in his charge which may require to be approved or otherwise acted upon by the Mayor, together with all papers on which the same are founded. He reports to the Council all acceptances of ordi-

nances and bonds connected therewith, which have been filed in his office since the preceding meeting. He attests all licenses granted under the ordinances of the city and he keeps a record of their issuance; and where medal plates or badges are required as signs of the licensing, he issues them free of charge to the person paying the license fee. He issues pamphlet copies of the Journal of the proceedings of each meeting of the City Council, and lets a contract annually for the work of such printing to the lowest responsible bidder. He also lets a contract annually for the binding of a limited number of sets of the Journal into single volumes for each Council year.

CITY TREASURER.

CHARLES H. SERGEL—City Treasurer.

William P. Paugh—Assistant City Treasurer.

J. C. Smith—Chief Cashier.

The City Treasurer is elected by the voters of the City of Chicago. He appoints, according to law, all assistants, clerks and subordinates, and may remove them, according to law. But any assistant, clerk or subordinate appointed by him who has the care, custody or handling of any moneys or other valuable thing belonging to the city may be removed by him at his discretion. He requires good and sufficient bonds to be given by all assistants and clerks in his office who receive, have the custody or handling of any moneys or other valuable things belonging to the city, while bonds run to and must be approved by the City Treasurer. He shall receive all moneys belonging to the city and is required to deposit daily all moneys received by him as City Treasurer during banking hours, and all such moneys as he may have received on the day previous after banking hours, in one of the banks which has been designated by the City Council as depositories, pursuant to law. Of the banks so designated as depositories, the City Comptroller, by authority given him, designates from time to time, one as the active bank or depository for a period of not longer than one month at a time. During such period the City Treasury deposits in such active bank such sums as will make up the balance therein not to exceed \$2,000,000, and shall draw his checks to pay warrants drawn upon him by the Mayor and City Comptroller upon such active bank; but it is provided that the Treasurer shall have power to withdraw the city's money from any depository in certain cases and circumstances. The City Treasurer carries a "petty cash" fund and for the purpose of enabling the Treasurer to pay in cash such warrants as may be presented to him for payment in cash, the Mayor and Comptroller are authorized to draw warrants from time to time for such amounts as may in their judgment be sufficient to the daily demand for such purpose. Such warrants are made payable to the City Treasurer and are chargeable to the Treasurer's "petty cash" fund, and in turn they are credited to this fund when paid in cash. There is also an equalization and transfer fund, and for the purpose of facilitating the equalization or apportionment of the amounts of the balances on deposit with the several depositories and the speedy transfer of money from one depository to another in case of necessity, the Mayor and Comptroller are authorized to draw warrants from time to time, for such amounts as may in their judgment be necessary or advisable for the proper apportionment of the city deposits among its depositories or for the protection of the city's interests. Such warrants are made payable to the City Treasurer and are chargeable to the "equalization and transfer" fund, which, in turn, gets its due credits. Minute directions are given in the law to the City Treasurer for the keeping of proper books and full accounts, which at all times are open to the examination of the City Comptroller, the Committee on Finance or any member of the City Council. He makes to the City Comptroller a monthly report, under oath, of all interest or moneys received or credited to the City Treasurer or to the city, by any bank or other depository (naming them) in which is deposited interest-bearing moneys of the city, together with the average sum of money on deposit in each bank or depository during the calendar month, and the average rate of interest so paid or credited.

The bond of the City Treasurer is in the sum of \$5,000,000.

MUNICIPAL TUBERCULOSIS SANITARIUM.

DR. THEODORE B. SACHS, M. D.—President and Member of Board of Directors.

Dr. John Dill Robertson, M. D.—Secretary and Member of Board of Directors.

F. Bowden De Forest—Member of Board of Directors.

The following description of the exterior of the Municipal Tuberculosis Sanitarium is found in a thick pamphlet, profusely illustrated, that was prepared by President Sachs, of the Board of Directors, and by him "Dedicated to the Tuberculosis Workers of Chicago, whose devotion to the cause and whose unqualified support were a source of strength in the gradual realization of plans for efficient control of tuberculosis in this community."

The Sanitarium occupies an area a half mile square in the extreme north-west section of the city, at the corner of North Crawford and Bryn Mawr avenues, about nine miles from the downtown district. Formerly a number of small farms composed this tract of land. The soil is black clay loam, well suited for farming purposes. After the purchase of the site, the ground was thoroughly drained, by placing through the entire area, traversing lines of farm tile, at distances varying from 50 to 100 feet apart.

Large groups of trees are found on the east and northwest sections of the tract, as well as at the southwest corner, at the entrance to the Sanitarium.

A nursery acquired with the land, consisting of about 5,000 trees and shrubs of various kinds, was subsequently used for transplanting on the lawns and along the roads and walks. Later, an additional supply was purchased to complete the improvement. A 20-foot border of trees and shrubs was planted around the grounds to furnish isolation from the surrounding territory.

Water supply was obtained by extending the city main, at the expense of the Sanitarium, a distance of 2,540 feet, to the entrance of the Sanitarium grounds. The Sanitarium bore its pro rata expense of constructing new sewerage lines for the draining of the grounds and the surrounding territory.

Driveways and walks connecting the various buildings of the Institution from one end of the grounds to the other, were constructed.

At the time of opening the Institution, the entire area occupied by the Sanitarium buildings was well graded and covered with trees, shrubs and flowering plants, around the various buildings and along the asphaltic macadam roads and walks which extend through the grounds. The surrounding belt of about 80 acres is plowed and ready for farming. The grounds are closed by a temporary fence, and an ornamental main entrance at the corner of Bryn Mawr and Crawford avenues and a special service entrance at Peterson avenue.

At the layout of the Sanitarium, the administration building, service building, dining halls, infirmary group and power house were placed along the median line of the grounds, running west to east. This line divides the grounds into two sections: the south section reserved for the cottages for ambulant women patients; the north section for men. The entire group of Sanitarium buildings is so placed as to leave a broad stretch of ground on the north, east and south side for farming and gardening. All the buildings located on the median line face west, with the exception of the infirmary wings and the two dining halls, the exposures of which are south. They are all connected by a spacious service tunnel running a distance of 1,500 feet.

The Municipal Tuberculosis Sanitarium was so planned as to gradually meet the needs of the tuberculosis situation in a growing city which has at present a population of two and a half million. The administrative facilities of the Institution are arranged to care for a total of from 900 to 950 patients; these facilities can be further extended. As the average period of stay of a favorable tuberculosis case varies from four to six months, it is expected that the Sanitarium, in its present state, will be in a position to care for about 1,500 to 2,000 patients annually."

CHICAGO SANITARY DISTRICT.

(Offices 7th Floor Karpen Building.)

Trustees:

Fred D. Breit, Patrick J. Carr, Wallace G. Clark, James M. Dailey, Edward

Kane, George W. Paulin, Charles E. Reading, Thomas E. Smyth, Thomas M. Sullivan.

Officers:

Thomas A. Smyth, President; John McGillen, Clerk; Edward Keeley, Manager, Real Estate Department; Francis D. Connery, Comptroller; George M. Wisner, Chief Engineer; Edward B. Ellicott, Electrical Engineer; Edmund D. Adeock, Attorney.

The Sanitary District of Chicago is a municipal corporation, organized under an Act of the General Assembly of the State of Illinois, approved May 29, 1889. Its affairs are administered by a board of trustees elected by the voters resident in the district. The first board of trustees was elected December 12, 1889, by a vote of the people, and entered upon the discharge of their duties as such trustees in January, 1890.

The original district included all the city north of Eighty-seventh street except Norwood Park and Rogers Park and about 42 square miles of adjacent territory on the west. Its total area was 185 square miles. Legislation was passed later by the General Assembly of Illinois which annexed to the old district all of Chicago south of Eighty-seventh street, 78.60 square miles on the north of the city known as North Shore District, and on the south 94.50 square miles, known as the Calumet District, making the total area to be 386.2 square miles.

The law provides that the Corporation may borrow money for corporate purposes, and may issue bonds therefor, but shall not become indebted, in any manner, or for any purpose, to an amount in the aggregate to exceed three per centum of the valuation of taxable property in the district, to be ascertained by the last assessment for state and county taxes previous to the incurring of such indebtedness.

CHICAGO AND COOK COUNTY SCHOOL FOR BOYS.

The Chicago and Cook county school for boys is located at West 22nd street, between Harlem and Des Plaines avenues, in grounds embracing 75 acres. Portions of these grounds have been laid out in various small parks, groves and playgrounds, and a number of buildings have been erected. The history of this benevolent undertaking, and its present state and needed financial help, are briefly given in a letter by Mr. Si Mayer to Governor Dunne:

Chicago, Nov. 11, 1915.—Hon. Edward F. Dunne, Governor of Illinois, Springfield, Ill.—Dear Sir: While you were Mayor of Chicago, I heard you say that it was a shame that children sent for light offences to the John Worthy School are housed on the same grounds as the delinquents sentenced to the Bridewell. It is just three years ago, while I was a member of the City Council, that I was appointed chairman of a committee to investigate conditions at the Bridewell. I remembered your remark, and at once was convinced of the outrageous injustice of confining young boys in that school in the Bridewell grounds. I immediately, with Judge Pinekney and Mayor Harrison, together with a number of leading citizens, took up this important matter, and to date we have accomplished the following:

Through Alderman Beilfuss, then chairman of the Small Parks Commission, we secured 75 acres of the Gage farm. Then from a bond issue by the people, the City Council appropriated \$60,000 for the erection of a dormitory to contain 40 beds, and a superintendent's cottage. I also obtained an appropriation of \$75,000 from the Board of Education for a school building. We expect these buildings to be completed about January 1, 1916, at which time we will take the boys away from the Bridewell contamination and place them in this school. But now we require one additional dormitory with 40 beds; a central power house; a workshop; a gymnasium; a small hospital; a large barn; and a receiving station. These additional buildings will call for an expenditure of about \$200,000, and we shall require for annual maintenance, \$30,000 or \$35,000.

I am drafting a bill to be presented to the legislature, providing for the setting aside a certain percentage of the taxes, to the credit of this institution, that will yield approximately \$75,000 annually. That amount will allow us \$40,000 surplus each year for an additional building, so that in about five years from now we may have the necessary buildings erected. The bill I am drafting proposes the creation of a board of five members, to be appointed

as follows: One by the Governor, one by the Mayor, one by the County Board, one by the Board of Education, and the four select the fifth member; and that the superintendent of the institution shall be a former principal of some one of the public schools of Chicago.

I respectfully request that you include this subject in your call for an extra session of the legislature.

(Signed) SI MAYER,

Chairman, Chicago and Cook County School for Boys.

Governor Dunne did not find it convenient to comply with the above request, and this worthy institution must wait till in the future funds shall be provided for the erection of the necessary buildings.

THE DEPARTMENT BUREAUS.

In the Department of the Mayor:

BUREAU OF STATISTICS,

(Room 1005 City Hall.)

FRANCIS A. EASTMAN—City Statistician.

Kathryn Scully—Stenographer.

The Bureau of Statistics is a Bureau in the Department of the Mayor. To the City Statistician are referred for replies, letters received at the office of the Mayor, requesting information on particular and general matters of the municipality and its government, and also data relating to public affairs of the nation and the world. Hundreds of such letters every month are received, which may not readily be answered by the Secretary to the Mayor, but which must be answered with sufficient painstaking, and promptly. Such is the rule laid down by the Mayor. Numerous letters besides are sent to this Bureau from the various other Departments, and from the City Clerk, all asking for information that may not at once be furnished by them. These letters all together number several hundreds in every month, and amount to thousands in a single year. Replies are written out of ready stores of information, or from quickly accessible municipal or governmental reports and documents, and books on practical civics, in the Municipal Library. Besides, he writes many letters of original inquiry, for officials and citizens who command his assistance. He addresses out the Mayor's formal messages, and the reports of the Department of Public Works, and on occasion, other city documents as well. And he compiles and publishes each year the Chicago City Manual.

Municipal Reference Library, Room 1005 City Hall.

FREDERICK REX—Municipal Reference Librarian.

Kathryn Scully—Stenographer.

Helen I. Fix—Library Assistant.

The Municipal Reference Library is the City Hall branch of the Chicago Public Library. Its function is to provide, arrange and render available for the use of the members of the Chicago City Council, its various commissions and municipal departments and bureau heads, public reports and other data bearing upon the legislative and administrative projects before them. All laws and ordinances of other cities or states bearing upon the questions before the City Council are secured and this material is analyzed, indexed and prepared so that it will be readily at hand. The Library keeps on file material of a local character bearing on local questions and collects and compiles statistical information relating to the activities of all branches of the municipal government. All reports printed or published by the different governing bodies in the city of Chicago or any of the departments or bureaus of the municipal government are kept on file. The Library possesses one of the most complete collections of the charters and ordinances of domestic and foreign cities extant in the United States. A large number of municipal journals and magazines are received and an index is made of all ordinances pending before the City Council of Chicago and other cities. If any information desired is not on file an effort is always made to secure it as promptly as possible.

BUREAU OF WATER.**WILLIAM J. McCOURT—Superintendent.**

John C. Schubert—Chief Clerk.
 Otto A. Dreier—Cashier.
 William J. Diener—Teller.
 James J. Dunn—Accountant.
 T. M. Kennedy—Registrar.
 Thomas H. Byrne—Chief Water Assessor.
 Frank C. Thomas—Deputy Assessor.
 Joseph J. Ward—Field Assessor in charge.
 John J. Morgan—Foreman Shut-off Division.
 Hugh B. Ryan—Permit clerk.
 Herman H. Schlee—Map Engineering Draftsman.

The Bureau of Water is a division of the Department of Public Works. The Superintendent of the Bureau has special charge of the assessments and collection of water rates, and performs such other duties as may be required of him by the Commissioner of Public Works, or by the ordinances of the city. He reports to the City Treasurer once in each day all moneys received by him in his bureau and at the same time pays over to the City Treasurer all moneys, with a statement of the same and to what account the same belongs and takes a receipt and duplicate receipt for all moneys so paid over, which duplicate receipt he is required immediately to deposit with the Commissioner of Public Works.

In Department of Public Works.

BUREAU OF ENGINEERING.**JOHN ERICSON—Chief Engineer.**

H. S. Baker—Assistant City Engineer.
 William A. Roach—Chief Clerk.
 Henry W. Clausen—Engineer in charge, Division of Construction.
 Frank J. McDonough—Assistant Engineer in charge, Division of Pumping Stations and Cribs.
 Frank A. Miller—Superintendent of Water Works, Shops and Repairs.
 Frank D. Anderson—Superintendent of Water Meter Repairs.
 Hugh L. Lucus—Superintendent of Water Pipe Extensions.
 Roy S. Spadding—Engineer, Division of Water Pipe Extension.
 Lawrence S. Marsh—Engineer, Division of Tests and Inspections.
 Thomas G. Pihlfeldt—Engineer in charge, Division of Bridges.
 Adam F. Weckler—Harbor Master.
 A. O. S. Burke—Assistant Engineer, Harbor Division.
 Myron B. Reynolds—Designing Engineer in charge.

The City Engineer is the executive and engineering head of the Bureau of Engineering, Department of Public Works, and is in direct charge of all work pertaining to the construction, maintenance and operation of the water works system, which includes thirteen pumping stations, forty-seven miles of water tunnels, five intake cribs, and twenty-two hundred miles of water main; intercepting sewers and sewage pumping stations; all river and harbor work; and the construction, repair and maintenance of the city bridges over the Chicago River and its branches.

He also performs such other duties as may be required of him by the Commissioner of Public Works, or the ordinances of the City of Chicago, and all such services in the prosecution of public improvements as may require the skill and experience of a civil engineer.

BUREAU OF STREETS.**A. W. MILLER—Superintendent of Streets.**

Felix S. Mitchell—First Assistant Superintendent of Streets.
 W. J. Galligan—Second Assistant Superintendent of Streets.
 W. C. Gregori—Third Assistant Superintendent of Streets.

The Bureau of Streets is a division of the Department of Public Works. The Superintendent of the Bureau has charge of the cleaning and repairing of streets, sidewalks and alleys and of the removal of garbage and ashes and obstructions of

any kind outside the building line. Through this bureau permits are granted to any person or corporation to open any street, sidewalk, alley, avenue or public place for any purpose, but before any such permit is issued, he shall estimate the cost of restoring the street, sidewalk, alley, avenue or public place to a condition equally as good as before it shall have been so opened, with a fair additional sum as margin for contingent damages, and furnish the same to the Commissioner of Public Works. The permit in every case is issued and transmitted to the City Collector, for the collection of the deposit and fee and delivery of the permit. As soon as the work provided for in any such permit has been performed, the person or corporation to whom the permit was issued shall replace and restore the street, sidewalk, alley or other public place to a condition as good as before the tearing up, and if such restoring and replacing is not done forthwith, the Superintendent, under the authority of the Commissioner, has such work done by the city workmen and the net cost of the same is charged to the person or corporation to whom such permit is issued.

Ward Superintendents.

Ward	Superintendent	Location of Ward Office
1	Geo. J. Lake	Randolph and Central Streets
2	A. J. Creighton	3400 Federal Street
3	R. M. Cochrane	16 West 43rd Street
4	Leopold Grand	2901 Lowe Avenue
5	J. J. Carroll	3152 South Ashland Avenue
6	Peter Cashy	5021 Wabash Avenue
7	T. L. Mulroy	6109 Cottage Grove Avenue
8	M. Murphy	93rd and South Chicago Avenue
9	A. Howard Smith	116th Street and Indiana Avenue
10	Jno. Scanlon	15th Place and Loomis Street
11	David McGann	1944 West 20th Street
12	J. J. Corbett	26th and Whipple Streets
13	Chas. H. McDonald	Fillmore and Central Park Avenue
14	J. J. Butler	419 Hart Street
15	J. B. Blank	2720 West Chicago Avenue
16	Jas. H. Burke	1700 West North Avenue
17	Chas. F. Walsh	1034 Austin Avenue
18	T. A. Ryan	208 South Racine Avenue
19	Francis Hurley	806 South May Street
20	Jacob Schug	16th and String Streets
21	E. J. Alden	1128 North Clark Street
22	Miss A. E. Murphy	942 Orleans Street
23	Kirby Ward	2541 North Halsted Street
24	W. J. Conrath	2559 North Ashland Avenue
25	R. P. Sullivan	3608 North Halsted Street
26	H. L. Vanderbusch	Ashland Avenue and Byron Street
27	W. J. Higgins	Grimm Avenue and Lipps Street
28	Frank Monahan	2460 Cortland Street
29	S. C. Avery	1434 West 47th Street
30	Jas. McInerney	337 Swan Street
31	S. J. Wiggins	216 West 59th Street
32	A. T. Dodson	69th Street and Lafayette Avenue
33	Wm. Harper	Kinzie and Cicero Avenue
34	Thos. F. McGrath	1629 Kominsky Avenue
35	Michael English	Kinzie and Cicero Avenue

BUREAU OF SEWERS.

GEO. E. McGRATH—Superintendent of Sewers.

Edward J. Hayes—House Drain Inspector in charge.

Wm. R. Matthews—Bench and Street Grade Engineer.

Edward R. Cullerton—Principal Clerk.

Francis Shanley—Foreman of Bricklayers.

Ignatius Brady—Foreman of Sewer Repairs.

Theodore Josephsen—Foreman of Sewer Pipe Yard.

The Superintendent of Sewers has special charge of the construction of all

public and private sewers and catch basins laid on or in any public street, alley or way, except where the cost of such construction is to be paid for wholly or in part by special assessment. He has charge of the issuance of all permits for connection with, or repairs to, the sewerage system of the city. He is to see that no connection is made with any public sewer or drain without the written permission of the Commissioner of Public works, and that no drain is made from any point within the limits of the city, into the Chicago River or any of its branches, or into any slip connecting therewith, without obtaining a permit for such drainage from the Commissioner. Such permits may be given by the Commissioner at his discretion, upon payment of a fee to be fixed by him to an amount sufficient to defray the expense to the city in consequence of grating the permission. The Superintendent reports all instances of the making of unlawful connections of the kind, when the offender shall be fined not more than \$50 for each offense and a further fine of \$25 for every day such unauthorized connection or opening is continued. Besides, he inspects and has general supervision of altering or extending all sewers and drains.

BUREAU OF MAPS AND PLATS.

JOHN D. RILEY—Superintendent.

John Wittenborn—Chief Draftsman.

T. C. Phillips—In charge of Survey Division.

John Meyer—In charge of Sanborn Atlas Division.

The office of Maps and Plats is a creation of a city ordinance and the Superintendent is appointed, according to law, by the Commissioner of Public Works. He performs such duties as are prescribed in the creating ordinance, and in addition such other duties as are required of him by the Commissioner of Public Works. He is ex-officio examiner of subdivisions and of any map, plat or subdivision of any block, lot, sub-lot or part thereof, or of any piece or parcel of land, situated within the City of Chicago, presented or submitted to him for approval, and if he approves the same, he so certifies. He has special charge of all matters pertaining to the keeping of the records of maps and plats recorded in the city; of all matters pertaining to streets and numbers; and he makes all maps and plats which are required by any department of the city government. He makes copies of all instruments filed for record in the office of the Recorder of Deeds in Cook County, purporting to vacate any public street, alley, park or public ground in the city, and furnishes a copy of the same, together with a plat showing the location of such purported vacation, to each of the Aldermen of the ward in which said property is located.

BUREAU OF ARCHITECTURE.

CHARLES W. KALLAL—City Architect.

The Bureau of Architecture, Department of Public Works, is under the direction of the City Architect, who is certified to the position by the Civil Service Commission. As the law requires that the Commissioner of Public Works take special charge of the construction and repair of all buildings the property of the City of Chicago, the function of the bureau is the preparation of plans and specifications on which contracts are based for said construction, repair and alteration of all buildings other than schools; supervises the work of construction, etc. Architectural services are rendered to the Police, Fire and Health Departments, the Bureaus of Engineering and Streets and the House of Correction. The City Architect also acts in an advisory capacity to the Finance Committee of the City Council and the City Comptroller in the question of leasing quarters or the acquisition of property for the use of all departments of the city and the supervision of the maintenance and equipment of the City Hall building.

BUREAU OF CITY HALL.

CHARLES W. KALLAL—Custodian.

James Connors—Chief Janitor.

The Chief Janitor has charge and direction of all persons employed at janitor work in the City Hall building, and of all cabinet-makers and carpenters.

John Hays—Chief Operating Engineer.

The Chief Operating Engineer has charge of all machinery in the operating department of the City Hall. He must have skill and experience in his profession.

BUREAU OF COMPENSATION.

HENRY V. MCGURREN—Superintendent.

William Hunter—Title Searcher.

Arthur E. Keegan—Junior Clerk.

Anna G. Dolan—Stenographer.

The Bureau of Compensation is under the direction and control of the Commissioner of Public Works. It receives and has charge of all applications for permits to use streets, alleys or public grounds, or any underground space, and attends to all matters connected with their issuance.

In the Department of Police.

BUREAU OF POLICE RECORDS.

SERGEANT THOMAS E. FITZGERALD—Superintendent.

John J. Clancy—Secretary and Stenographer.

This Bureau was established January 1, 1905, to bring together the scattered records of the department of police. It at once became the receiving place for all official reports of the department and a central point where all facts pertaining to police history are filed. Twice each day the official reports from all police stations are received, indexed and tabulated, then filed or referred as occasion may require. Full information concerning criminals wanted, arrests, hold-over cases to the grand jury, indictments, criminal and municipal court proceedings and final convictions in these courts are received daily. Reports of homicide, assault, accident, sick assisted, missing persons, unidentified or insane persons and dead bodies found are by system of arrangement made instantly accessible. Daily and monthly statistical tabulation of facts deduced from these reports also are made. Newspaper articles covering criminal occurrences are clipped and indexed for reference.

VEHICLE BUREAU.

SERGEANT M. W. DELANEY—Sergeant in Command.

H. L. Hudson—Examiner of Public Motor Vehicle Operators.

M. W. Delaney—Chief of Headlight Inspection and Secretary.

By ordinance passed in the City Council February 4, 1915, there was created a bureau to be known as the Vehicle Bureau. The General Superintendent of Police has charge of the general management and control of all matters and activities pertaining to this bureau, and he appoints according to law all subordinate officers, assistants and other employees. He is authorized to detail a sergeant of police to be in direct charge, but subject to the rules of the Police Department. The name of the executive board designated by the General Superintendent of Police for the inspection of vehicles, heretofore known as Board of Inspectors of Public Vehicles, is hereby changed to the "Vehicle Bureau," and wherever the words "The Board of Inspectors of Public Vehicles" occur in the Chicago Code of 1911, or in any other general or special ordinance of the City of Chicago, or in any order, resolution or other legislative enactment, or in any contract or other instrument heretofore authorized, they are to be understood as referring to the bureau created by this ordinance to take the place of said board, and the words "The Bureau of Inspectors of Public Vehicles" shall be construed as meaning the Vehicle Bureau hereby created, constituted and established, or as the same may be hereafter constituted.

BUREAU OF AMBULANCE SERVICE.

GEORGE C. HUNT, M. D.—Chief of the Bureau.

S. J. Park, M. D.—Assistant Chief of the Bureau.

H. P. Griffin—Chief Clerk.

W. A. Cannon—Stenographer.

The Bureau of Ambulance Service is a Bureau in the Department of Police in the City of Chicago. It consists of a Bureau Chief, Assistant Bureau Chief,

Stenographer for office work, 24 Assistant Surgeons, 10 Orderlies, and the necessary number of Drivers and Patrolmen to handle the ambulances (8 in number), assigned to duty at various precincts in the city. The ambulances of the Department of Police are used to handle sick and injured parties and emergency cases, rendering first aid where necessary, and transporting emergency cases to the nearest hospital. When not otherwise engaged, they take destitute cases of non-contagious diseases to the County Hospital, or to any charity hospital located as near or nearer to the seat of removal as the County Hospital. There are three emergency police hospitals, located respectively at the 2nd, 27th and 38th Precinct Stations, where emergency cases and prisoners are treated temporarily. All sick and injured officers who make application for pay during disability from such sickness or injury, are examined by the Chief Surgeon or one of his assistants, and recommendation made to the Chief of Police regarding a period of disability to be allowed to each of such officers. All medical supplies issued in the Department of Police are issued by the Chief of the Bureau of Ambulance Service upon requisition from the commanding officers of each precinct properly approved, and a record of amounts and dates of issues kept in said Bureau. The Chief of the Bureau also is the medical examiner for the Board of Examiners for Public Chauffeurs. All emergency cases occurring in the City Hall or County Building, and in the immediate neighborhood are treated and cared for in the Ambulance Bureau Headquarters. The Bureau also takes charge of all public functions and establishes hospitals and makes details of Ambulances and Surgeons at such functions.

In the Department of Fire:

BUREAU OF FIRE ALARM TELEGRAPH.

Superintendent of Construction—HARRY LESER.

Chief Operator—Frank W. Swenie.

Chief of Electrical Repairs—Jacob F. Mehren.

The Bureau of Fire Alarm Telegraph is under the direction of the City Electrician, but it is a branch of the Fire Department, and its operating forces are paid out of the appropriations to that department. This peculiar condition is caused by the ordinance creating the Department of Electricity, which provides that the City Electrician shall have the management of the Fire Alarm Telegraph systems, and that he shall appoint in accordance with law, all subordinate officers and assistants in his department, the Fire Marshal to have control of all fire alarm operators and all matters pertaining to the actual operation of the fire alarm telegraph and the location of call boxes. The subordinate officers and assistants, however, are appointed by the Fire Marshal on the recommendation of the City Electrician from a list certified by the Civil Service Commission, which list is made up from men who have served in the next lower position for at least one year and who have passed a promotional examination, the questions for which are prepared and the papers marked by the City Electrician, or his representative. After the operators and assistants are appointed they are detailed to work under the orders of the City Electrician, and are also subject, at all times, to the orders of the Fire Marshal and his assistants, so far as the transmission of alarms and messages is concerned. So that, in the technical part of the work, electrical, mechanical and operative, the City Electrician is in charge and responsible, and the Fire Marshal's control of the operators extends only to that part which pertains to the proper and efficient transmission of the department's telephone and telegraph business. The main office is in Room 707 City Hall. There is a branch office at 6345 Wentworth avenue.

BUREAU OF FIRE PREVENTION.

J. C. McDONNELL—Chief of Bureau of Fire Prevention.

Elisha W. Case—Fire Prevention Engineer.

C. W. Hejda—Chief Inspector in charge.

Timothy J. Sullivan—Principal Clerk.

By a city ordinance, recently passed, there was created a Bureau in the Fire Department of the Municipal Government of Chicago, which is known as the Bureau of Fire Prevention and Public Safety. By the same ordinance was created the office of Chief of Fire Prevention and Public Safety, the occupant of

which is the head of the Bureau, and during his term of office he shall not be engaged in any other business. Besides the chief, the Bureau embraces a Fire Prevention Engineer, a Fire Prevention Inspector in charge and such other assistants and employes as the City Council may by ordinance provide. Further provisions of the creating ordinance are: "Said Chief of Fire Prevention and Public Safety shall be one of the Assistant Fire Marshals of the Fire Department of the City of Chicago, and shall be selected as such chief of Fire Prevention and Public Safety by the Fire Marshal of the City of Chicago."

In the Department of Electricity:

EXAMINERS OF OPERATORS OF MOVING PICTURES.

William G. Keith—Commissioner of Electricity, Chairman.

William H. Havill—Examiner.

Vernon L. Bean—Secretary.

The Board of Examiners of Moving Picture Operators examines all candidates for licenses as Moving Picture Operators in the City of Chicago. The City Electrician is Chairman by virtue of the departmental office which he holds and the Secretary of the Board of Examiners acts as Secretary. The Examiner is appointed under civil service. Applicants are required to pass an examination which will show their intimacy with the standard moving picture devices, and upon passing to pay \$10 annually as a license fee. Only duly licensed operators are entitled to operate moving picture machines in local theaters or halls. The income of the Board in 1908, in which year it was organized, was \$1,000. In 1911 it was over \$7,000 and for the four years the total income has been over \$20,000.

THE CHICAGO CITY COUNCIL AT WORK.

THE CITY COUNCIL.

	JOHN SIMAN City Clerk	WILLIAM HALE THOMPSON Mayor	EDWARD J PADDEN Chief Clerk	
1st Ward	JOHN J. COUGHLIN, D, 17 N. La Salle st.....		Main	1157
	MICHAEL KENNA, D, 307 S. Clark st.....		Har.	872
2nd Ward	HUGH NORRIS, R, 3638 S. Fifth av.....		Yards	3764
	OSCAR De PRIEST, R, 3439 S. State st.....		Douglas	7877
3rd Ward	NATHANIEL A. STERN, R, 1618 Tribune Bldg.....		Cent.	140
	EDWARD J. WERNER, R, 822 E. 45th st.....		Frank.	4080
4th Ward	JOHN A. RICHERT, D, 2603 S. Halsted st.....		Yards	1148
	DAVID R. HICKEY, D, 2625 Stark st.....		Drover	4068
5th Ward	THOMAS A. DOYLE, D, 3743 Wallace st.....		Yards	4851
	CHARLES MARTIN, D, 3635 Emerald av.....		Drover	2766
6th Ward	WILLIS O. NANCE, R, 5512 East End av.....		Hyde Pk.	5202
	ALEX. A. McCORMICK, R, 954, 269 S. La Salle st....		Wabash	4272
7th Ward	JOHN N. KIMBALL, Ind, 6233 Kimbark av.....		Midway	2277
	CHAS. E. MERRIAM, R, 1410, 139 N. Clark st.....		Randolph	7400
8th Ward	ERNEST M. CROSS, R, 10200 Avenue L.....		South Chicago	218
	JOHN E. TYDEN, R, 7412 Coles av.....		South Chicago	3937
9th Ward	EUGENE H. BLOCK, D, 9311 Evans av.....		Burnside	18
	HIRAM VANDERBILT, R, 11232 S. Michigan av. W. Pullman			171
10th Ward	JAMES McNICHOLS, D, 1322 Washburne av.....		Canal	2866
	FRANK KLAUS, D, 1809 S. Racine av.....		Canal	813
11th Ward	C. F. PETTKOSKE, D, 1718 S. Ashland av.....		Canal	662
	E. F. CULLERTON, D, 510 Reaper Blk.....		Central	5359
12th Ward	RUDOLPH MULAC, R, 2452 S. Sawyer av.....		Lawndale	178
	OTTO KERNER, D, 1507 Lumber Exchange Bldg....		Randolph	6634
13th Ward	FRANK H. RAY, R, 3833 Flournoy st.....		Kedzie	8413
	JOHN R. ANDERSON, R, 3221 W. Monroe st.....			
14th Ward	JOS. H. SMITH, D, 2415 W. Superior st.....		Seeley	135
	JAMES H. LAWLEY, R, 1925 W. Chicago av.....		Seeley	2296
15th Ward	W. E. RODRIGUEZ, Soc, 718 Reaper Blk.....		Randolph	1122
	HENRY UTPATEL, R, 408 Chamber of Commerce....		Franklin	1007

16th Ward	JOHN SZYMKOWSKI, D, 1500 W. Division st.....	Monroe	2372
	VINCENT S. ZWIEFKA, D, 1357 N. Ashland av....	Haymarket	2117
17th Ward	S. S. WALKOWIAK, D, 1317, 139 N. Clark st.....	Randolph	3564
	LEWIS D. SITTS, R, 1471 W. Grand av.....	Haymarket	295
18th Ward	WILLIAM J. HEALY, R, 11, 716 W. Madison st.....	Monroe	6158
	CARL T. MURRAY, R, 10 S. La Salle st.....	Franklin	1230
19th Ward	JAMES B. BOWLER, D, 1223 Taylor st.....	Monroe	4943
	JOHN POWERS, D, 1284 Macalister pl.....	Franklin	3895
20th Ward	HENRY L. FICK, D, 319 West 12th st.....	Canal	816
	HERMAN E. MILLER, R, 716 West 21st st.....	Canal	3193
21st Ward	HUGO KRAUSE, Prog, 155 W. Grand av.....	Superior	5762
	ELLIS GEIGER, D, 1431 Conway Bldg.....	Main	103
22nd Ward	JOHN H. BAULER, Ind, 515 W. North av.....	Diversey	9045
	WM. P. ELLISON, D, 750 W. North av.....	Lincoln	769
23rd Ward	JOHN KJELLANDER, R, 859 Buckingham pl.....	Graceland	212
	THOS. O. WALLACE, R, 846 Center st.....	Lincoln	705
24th Ward	JOHN HADERLEIN, D, 3150 Southport av.....	Lakeview	1204
	HERMAN E. GNADT, R, 2133 Roscoe st.....	Lakeview	5760
25th Ward	FRANK J. LINK, R, 430 Orleans st.....	Main	1026
	HENRY D. CAPITAIN, R, 184 W. Lake st.....	Main	232
26th Ward	GEORGE PRETZEL, R, 3830 N. Hovne av.....	Lakeview	3970
	WILLIAM F. LIPPS, R, 2180 Wilson av.....	Edgewater	2129
27th Ward	OLIVER L. WATSON, Ind, 410, 69 W. Washington st..	Central	8670
	JOHN C. KENNEDY, Soc, 3814 N. Central Park av....	Irving	7030
28th Ward	M. J. DEMPSEY, Prog, 2500 N. Mozart st.....	Humboldt	3970
	HARRY E. LITTLER, R, 113 Ann st.....	Monroe	5412
29th Ward	FRANK McDERMOTT, D, 1552 W. 55th st.....	Yards	290
	JOHN HRUBEC, R, 1958 W. 51st st.....	Drover	8626
30th Ward	WM. R. O'TOOLE, D, 5227 S. Morgan st.....	Drover	180
	WM. J. LYNCH, D, 461 West 43rd pl.....	Yards	3510
31st Ward	HENRY P. BERGEN, D, 5736 S. Marshfield av.....	Prosp.	532
	JAMES A. KEARNS, R, 21 W. Garfield Blvd.....	Wentworth	8383
32nd Ward	JAMES REA, R, 712 W. 63rd st.....	Wentworth	23
	ALBERT J. FISHER, R, 219 W. 72nd st.....	Stewart	31
33rd Ward	M. A. MICHAELSON, R, 3004 Palmer sq.....	Belmont	2737
	ROBERT M. BUCK, R, 5707 W. Erie st.....	Austin	63
34th Ward	JOHN TOMAN, D, 4141 W. 21st pl.....	Lawndale	4986
	JOSEPH C. BLAHA, R, 3732 W. 12th st.....	Kedzie	5380
35th Ward	THOS. J. LYNCH, D, 602 Ashland Blk.....	Central	2881
	CONRAD H. JANKE, R, 1239 Monticello av.....	Belmont	3182
	WILLIAM F. HARRAH, Sergeant-at-Arms.		

STANDING COMMITTEES, 1915-16.

Finance.

Meets Fridays, at 2:00 p. m.

Richert, Doyle, Nance, Merriam, Block, Kerner, Lawley, Sitts, Geiger, Captain, Lipps, Littler, Kearns, Fisher, Thos. J. Lynch. Herbert B. White, Secretary.

Local Transportation.

Meets Wednesdays, at 2:00 p. m.

Captain, Richert, Nance, Vanderbilt, Smith, Utpatel, Walkowiak, Healy, Geiger, Kjellander, Lipps, Watson, Bergen, Fisher, Michaelson, Toman, Thos. J. Lynch.

Gas, Oil and Electric Light.

Meets Thursdays, at 2:00 p. m.

Sitts, Merriam, Cross, McNichols, Pettkoske, Lawley, Utpatel, Walkowiak, Bowler, Wallace, Haderlein, O'Toole, Bergen, Kearns, Rea, Buck, Toman.

Harbors, Wharves and Bridges.

Meets Mondays, at 10:00 a. m.

Littler, Kenna, Stern, Doble, Vanderbilt, Ray, Zwiefka, Murray, Fick, Krause, Bauler, Wallace, Watson, McDermott, Wm. J. Lynch.

Local Industries.

Meets Tuesdays, at 2:00 p. m.

Fisher, Norris, Cross, Klaus, Cullerton, Mulac, Lawley, Sitts, Bauler, Link, Pretzel, Dempsey, McDermott, O'Toole, Michaelson.

Judiciary.

Meets Mondays, at 2:00 p. m. (When no Council Meeting)

Kerner, Coughlin, Norris, Werner, Hickey, Kimball, Ray, Szymkowski, Powers, Miller, Bauler, Kjellander, Dempsey, Hrube, Wm. J. Lynch, Buck, Blaha.

Streets and Alleys.

Meets Tuesdays, at 2:00 p. m.

Healy, Coughlin, Hickey, Tyden, McNichols, Anderson, Zwiefka, Fick, Krause, Kjellander, Haderlein, Hrube, Rea, Blaha, Janke.

License.

Meets Thursdays, at 10:30 a. m.

Toman, Norris, Werner, McCormick, Tyden, Mulac, Smith, Bowler, Fick, Krause, Ellison, Haderlein, Kennedy, O'Toole, Janke.

Buildings and City Hall.

Meets Fridays, at 2:00 p. m.

Pretzel, Martin, McCormick, Kimball, Vanderbilt, Klaus, Pettkoske, Ray, Smith, Powers, Miller, Link, Kennedy, Dempsey, Wm. J. Lynch.

Schools, Fire, Police and Civil Service.

Meets Tuesdays, at 11:00 a. m.

Thos. J. Lynch, DePriest, Stern, Hickey, Martin, McCormick, Klaus, Powers, Miller, Ellison, Gnad, Kennedy, McDermott, Buck, Blaha.

Health.

Meets Thursdays, at 2:00 p. m.

Nance, Kenna, DePriest, Stern, Martin, Kimball, Tyden, Cullerton, Mulac, Anderson, Rodriguez, Szymkowski, Murray, Gnad, Pretzel.

Railway Terminals.

Meets Tuesdays, at 10:00 a. m.

Geiger, Kenna, Richert, Merriam, Block, Pettkoske, Utpatel, Walkowiak, Healy, Bowler, Captain, Lipps, Littler, Bergen, Rea.

Track Elevation.

Meets Fridays, at 10:00 a. m.

Michaelson, Cross, McNichols, Anderson, Rodriguez, Zwiefka, Wallace, Hrube, Janke.

Compensation.

Meets Fridays, at 1:00 p. m.

Kearns, Werner, Doyle, Kerner, Murray, Watson.

Special Park Commission.

Meets Fridays, at 10:00 a. m.

Ald. Block, Chairman; Ald. Coughlin, Cullerton, Gnad, and Link; and Mrs. James H. Channon, James B. Robinson, Dr. Marie S. Schmidt, Robert Tarrant, Mrs. Lulu M. Snodgrass, Robert McLaughlin, Hill Beachey, Theophilus Schmidt, Dr. Peter C. Clemensen, and S. J. Rosenblatt.

BOARD OF ALDERMEN.

The general legislative power of the city of Chicago is vested in the Board of Aldermen, constituting the City Council, which consists of seventy members, two being elected from each of the thirty-five wards. The term of office of each member is two years. Vacancies among them are filled by special election. A majority of the members constitute a quorum. The City Council is judge of the election returns and qualifications of its own members, subject to review by the courts; appoints a sergeant-at-arms; and sits with open doors. During the session of the City Council, only city officials, ex-aldermen and persons connected with the press, are admitted within the bar of the City Council Chamber, unless upon invitation of the Mayor presiding. Regular meetings of the Council shall be held every Monday evening at 7:30 o'clock, unless other-

wise ordered at a regular meeting; but the Council, between the second Monday in July and the second Monday in September, may adjourn over one or more regular meetings, on a vote of a majority of all the Aldermen authorized by law to be elected. Special meetings may be held at any time on the call of the Mayor, or of any three or more Aldermen; such call shall be in writing and state the proposed business.

CHICAGO CITY COUNCIL, THE SEVENTY-SEVENTH.

The Final Meeting.

April 26, 1915.

(NOTE.—In the following scheme of presentation, only selected matters out of the mass contained in the successive Journals of Proceedings of the Council are availed of, small space forbidding any deeper dipping into those very bulky documents. But enough in detail is given to afford such persons as do not have access to the official Journals an inkling and a taste of Council proceedings, and a partial knowledge of the efforts and successes of the Aldermen.)

His Honor, the Mayor, submitted the following veto message:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council of the City of Chicago:

Gentlemen—I herewith return without my approval, an ordinance passed by your Honorable Body on April 8, 1915, and appearing on page 4318 of the Journal of the Proceedings of the City Council of that date, whereby the appropriation ordinance of 1915 is sought to be amended.

My reason for withholding my approval of said ordinance is that I am advised by the Law Department that it is beyond the power of the City Council to amend the annual appropriation ordinance after the first quarter of the fiscal year has passed and that consequently the said ordinance is void.

I therefore recommend that the vote by which the said ordinance was passed be reconsidered and that the same be re-referred to the Finance Committee for further consideration and for the purpose of taking up the question of the necessity of making an appropriation from miscellaneous receipts.

Yours respectfully,
(Signed) CARTER H. HARRISON,

Mayor.

Alderman Powers moved to reconsider the vote by which said ordinance, vetoed by His Honor the Mayor, was passed. The motion prevailed.

Alderman Powers moved to recommit said ordinance to the Committee on Finance. The motion prevailed.

The Committee on Finance, who had had under consideration a communication from the City Comptroller requesting authority to make a loan of \$250,000.00 from the "traction fund" to the "bridge bond fund", submitted a report recommending the passage of an order submitted therewith. Unanimous consent was given for consideration of said report.

Alderman Richert moved to concur in said report and to pass said order. The motion prevailed and said order was passed.

Alderman Richert presented the following resolution, which was, on motion, duly adopted:

Resolved, That all unfinished business still pending before this Council, except the report of the Committee on Finance in the matter of a reorganization of the Department of Law, be and the same is hereby recommended to the respective committees by which such business was reported to this body; and that all ordinances recommended by the Board of Local Improvements and still pending before this Council be and the same are hereby recommended to said Board.

Alderman Richert presented an ordinance fixing the time for the next succeeding regular meeting of the Council which was passed.

The following is said ordinance:

Be it ordained by the City Council of the City of Chicago:

Section 1. That the next regular meeting of this Council to be held after the meeting of Monday, April 26th, 1915, at 7:30 o'clock p. m., be and the same is hereby fixed to be held on Monday, April 26th, 1915, at 8:30 o'clock p. m.

Sec. 2. This ordinance shall be in force and effect from and after its passage.

Alderman Richert moved that the Council do now adjourn.

The motion prevailed and the Council stood adjourned to meet on Monday, April 26, 1915, at 8:30 o'clock p. m.

MAYOR-ELECT WILLIAM HALE THOMPSON, WITH HIS POPULAR CREDENTIALS, AWAITS INSTALLATION.

Vote of the City for Mayor—Official.

Ward	Sweitzer, Democrat			Thompson, Republican			
	Men	Women	Totals	Men	Women	Totals	
1	6,576	1,894	8,470	3,666	1,409	5,075	
2	4,107	2,238	6,345	9,860	5,855	15,715	
3	4,543	3,148	7,691	9,008	6,301	15,309	
4	4,681	2,825	7,506	3,353	1,597	4,950	
5	5,480	3,053	8,533	4,182	2,083	6,265	
6	4,251	2,698	6,949	10,526	7,337	17,863	
7	4,894	3,300	8,194	11,235	8,246	19,481	
8	3,806	2,137	5,943	6,315	4,236	10,551	
9	3,152	1,740	4,892	6,747	4,455	11,202	
10	2,394	1,306	3,700	3,383	1,488	4,871	
11	3,132	1,760	4,892	4,063	2,059	6,122	
12	3,263	2,001	5,264	5,964	3,193	9,157	
13	7,553	5,614	13,167	7,737	5,139	12,876	
14	4,952	2,783	7,735	6,497	3,918	10,415	
15	3,677	1,807	5,484	8,047	3,864	11,911	
16	3,938	1,936	5,874	3,876	1,347	5,223	
17	2,526	1,171	3,697	2,568	925	3,493	
18	7,077	2,871	9,948	6,358	3,008	9,366	
19	3,317	1,598	4,915	2,640	976	3,616	
20	2,011	997	3,008	2,497	1,174	3,671	
21	5,609	2,549	8,158	6,300	2,911	9,211	
22	3,615	1,643	5,258	3,368	1,304	4,672	
23	4,329	2,387	6,716	8,986	5,836	14,822	
24	4,381	2,198	6,579	5,811	2,889	8,700	
25	5,479	3,705	9,184	13,089	9,746	22,835	
26	5,096	2,584	7,680	10,616	6,802	17,418	
27	5,011	2,270	7,281	11,808	6,551	18,359	
28	3,659	2,067	5,726	7,578	4,295	11,873	
29	5,098	2,598	7,696	6,694	3,484	10,178	
30	5,513	3,196	8,709	4,133	2,305	6,438	
31	5,692	3,998	9,690	8,203	5,550	13,753	
32	5,944	3,682	9,626	13,278	9,681	22,959	
33	4,387	2,331	6,718	12,697	7,747	20,444	
34	4,782	2,760	7,542	9,881	5,163	15,044	
35	7,254	5,037	12,291	9,749	6,051	15,800	
Total	161,179	89,882	251,061	250,713	148,925	399,638	
Vote for Stedman, Socialist							24,452
Vote for Hill, Prohibitionist							3,974
Plurality for Thompson							148,577

CHICAGO CITY COUNCIL, THE SEVENTY-SEVENTH.

The First Meeting, April 26, 1915.

At 8:30 o'clock p. m. (the hour appointed for the meeting), Mayor Carter H. Harrison called the Council to order.

The Clerk presented the official bond of William Hale Thompson as Mayor, in the penal sum of \$10,000.00, with James A. Pugh and William Nelson Pelouze as sureties.

Alderman Richert moved to approve said bond. The motion prevailed, by yeas 69, nays none.

Mayor Wm. Hale Thompson then took the chair and presented the following message:

To the Honorable the City Council of the City of Chicago:

The men and women of Chicago, by their sovereign right of suffrage, have placed in our hands the guidance and management of their municipal government.

Our beloved city, the second in the United States, fourth in the world and destined to become the greatest in the world, today outranks in wealth and population many republics and monarchies and comprises a cosmopolitan citizenship gathered from all quarters of the globe to avail themselves of equal opportunity, acquire wealth, secure justice and rear their children in the atmosphere of liberty.

I am deeply appreciative of the honor of my position as chief executive and profoundly sensible of the grave responsibilities it involves. In assuming the office of Mayor of Chicago I beseech your hearty and loyal co-operation in the conduct of this administration, that not only the people of our city, but of Illinois, the nation and the world may henceforth look to Chicago as attractive to visit, desirable to reside in, inviting and profitable to business, wide awake to expansion of its commerce and ever solicitous for the employment, well-being and happiness of its people.

My greatest desire, seconded by my ambition to achieve constructive results, is that no shadow of corruption, dishonesty or wrongdoing shall cloud any of the varied and multitudinous activities of the city government during my term of office.

It is my business and yours to safeguard Chicago's interests and protect the life, liberty, personal and property rights of its citizens under the constitutions of the United States, the State of Illinois and the laws in force, which each of us have solemnly sworn to support. Let this obligation guide us in the discharge of our official duties, and I ask you, Aldermen, and every citizen of Chicago of whatever tendency of party, creed or race to co-operate with me so that during the four years to come the fair name of Chicago shall stand out respected, honored and unsullied before the nations and people of the world.

I entrust to the heads of departments and bureaus the conduct of the city's business. The responsibility for proper and efficient management and the faithful execution of laws and ordinances rests upon their shoulders. I forewarn all concerned not to ignore this admonition. Service to the public must be the measure of efficiency. The inquiries and requests of citizens and taxpayers must be promptly and intelligently handled by department employees. Laziness and discourtesy will not be tolerated. Charges will be preferred against the negligent in this respect. The over-lapping of the inspection service between the several departments and bureaus to the annoyance and petty persecution of taxpayers must be stopped and duplicate work and useless employes dispensed with. I ask the aid of the Aldermen in remedying these conditions.

I have pledged the people of Chicago that our streets shall be safe for men, women and children. The Chief of Police must make them so. I assure him and the members of his department of my support. I wish to say to the policemen of Chicago that credit will be awarded for honest and capable police service and promotion can only be earned by a record of full performance of sworn duty. No political influence will be permitted to have effect in the Police Department. The protection of life, limb and property, the security of every citizen and the safeguarding of the honor of women is too obligatory a function of government to yield to the trifling of politics.

The patrons of our transportation lines are entitled to better service than now afforded. I ask the proper committees of the Council and such departments of the city as deal with this service to move at once to enforce the provisions of the traction ordinances and relieve the conditions now responsible for overcrowding and delays. As Mayor, I shall act in this matter to the extent of the authority I possess for the purpose of benefiting the public forthwith.

I am advised by the Chairman of the Public Utilities Committee of the House of Representatives of the General Assembly that two elements may operate to defeat the passage of the so-called Chicago Home Rule Bill. These are the early adjournment of the Legislature and the Public Utility Companies themselves. This authoritative statement is of such a character that it must be heeded by the press and the people if Chicago is to regain its right to regulate

and control its public utilities, of which right it was deprived a year and a half ago.

The people themselves must be aroused to the necessity for action in order to secure a restoration of their inherent right to local self-government and in this way regain the power to improve conditions in the traction service and regulate the prices to be paid by the people for gas, electricity and telephone service.

Members of the General Assembly from the State at large who believe in even-handed justice and fair play can certainly have no objection to allowing Chicago Home Rule and the people of this city are certainly capable of self-government and should not be denied this right at this time.

The chief executive of our state is a former Mayor of this city and therefore realizes the imperative need for Home Rule. I have invited him to appear before the Public Utilities Committee of the House with me and I also invite all the members of the City Council, representatives of the numerous civic organizations and as many public spirited citizens as can possibly spare a day from their business to be in Springfield tomorrow and appear with me before the Committee to urge upon the Legislature prompt consideration for the Home Rule Bill and such action by the House and Senate Committees as will bring this vital measure to a roll call on its passage in both branches of the General Assembly.

I have promised the gas consumers of Chicago that the city's interest in the pending suits to secure permanent price reductions and the return of refunds due them will be vigorously prosecuted and in my campaign, in challenging my opponent's stand on this question, I named a committee of aldermen, whom I would appoint to engage competent counsel for this purpose. I hereby redeem this promise and request Aldermen Lawley, Utpatel, Merriman, Capitain, Nance and Richert to act as a special committee for the purpose named and urge their confirmation under your rules that they may take prompt steps in this important matter. In the meantime I renew my advice to all gas consumers to save their receipted gas bills.

For reasons over which the local government of Chicago has no control we have 150,000 people out of employment and many more working at reduced wages and on part time. This causes distress. The plurality of 148,000 votes by which I was elected cannot be explained by the paramount importance of one or several local issues. The fact is the voters emphatically expressed their dissatisfaction with the economic conditions existing under the present national administration and protested as vehemently as they could against the legislation enacted at Washington which has been followed by hard times. When the voters are aroused to a political situation they generally respond in the right. The results of this contest are undoubtedly but a forecast of the people's verdict to be rendered at the polls in the next general election.

But we should urge action to alleviate depressing commercial conditions locally, and this is the time to devise ways and means to expedite the construction of all contemplated public works, including the new Union Station and other terminal projects under consideration by the Terminals Commission, the widening of Twelfth street, the Michigan boulevard extension, the water front development and the subway problem. In addition I desire to obtain the co-operation of the City Council in engendering a spirit of team work among the commercial interests of our city with a view to reviving in some degree private business activity. I have, therefore, in accordance with announced pre-election statements, arranged to call a business men's convention, to be held in the near future, for the purpose of jointly discussing between the business men of Chicago, large and small, representatives of the railroads, traction lines and public service corporations and the executive, legislative and administrative officials of the city, plans to stimulate activity in public, semi-public and private enterprises to provide work for thousands of unemployed people.

Under the statutes I am part of the City Council. I shall strive to preside over your deliberations with fairness and parliamentary decorum. I shall make recommendations to you from time to time on matters bearing upon the administration of the city government and for the best interests of the people as I see them.

No doubt, I shall deem it my duty at times to veto certain measures passed

by your Honorable Body. In so doing I want the members of the Council to feel that no discourtesy toward one or more is intended. I shall only exercise that power after mature and impersonal consideration.

I am a firm believer in the separation of the three co-ordinate branches of government—Executive, Legislative and Judicial—peculiar to our American system, and that one should not intrude upon or violate the prerogatives of the other. I do not intend to exceed the rights and privileges of the executive nor transgress upon the legislative or judicial functions. I shall impartially execute the laws made by the proper legislative authorities and interpreted by the judiciary.

Respectfully yours,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lawley moved to grant authority for the committee named in said message to engage competent counsel to prosecute certain pending litigations in the matter of reductions of gas rates, and to concur in the appointments to said committee. The motion prevailed.

Alderman Lipps moved that said message be published in the Journal and placed on file. The motion prevailed.

Alderman Sitts presented a resolution embodying rules of procedure for the Council. Unanimous consent was given for consideration of said resolution.

Alderman Sitts moved to adopt said resolution. The motion prevailed.

Alderman Sitts, by unanimous consent, presented the following resolution:

Resolved, That William H. Brown be and is hereby elected Sergeant-at-Arms of the City Council for the year 1915-16.

Alderman Sitts moved to adopt the foregoing resolution.

Alderman Powers moved that the Clerk be instructed to cast one ballot for William H. Brown as the unanimous choice of the Council as Sergeant-at-Arms for the year 1915-16. The motion prevailed, and the Clerk thereupon cast a ballot as directed, and William H. Brown was declared duly elected.

Alderman Sitts, by unanimous consent, presented the following resolution:

Resolved, That the Commission on Downtown Municipal Improvements be continued and the chair is hereby authorized to appoint the members of such Commission in accordance with a resolution passed December 17, 1913, which resolution provides for a membership of fifteen members, of which six shall be Aldermen, one the Commissioner of Public Works, one the City Engineer, one the Commissioner of Gas and Electricity, and six citizens at large.

Alderman Sitts moved to adopt the foregoing resolution. The motion prevailed.

Alderman Sitts, by unanimous consent, presented the following resolution:

Resolved, That the Railway Terminal Commission, authorized by a resolution adopted March 23, 1914, be continued for the year 1915-16, and that its members be appointed in accordance with said resolution of March 23, 1914, published in Council Journal pages 4579 and 4580.

Alderman Sitts moved to adopt the foregoing resolution. The motion prevailed.

Alderman Sitts, by unanimous consent, presented the following resolution:

Resolved, That the Chair be and he is hereby authorized to appoint such members of the Chicago Plan Commission as may be necessary to fill vacancies.

Alderman Sitts moved to adopt the foregoing resolution. The motion prevailed.

By unanimous consent, Alderman Sitts presented a list of proposed standing committees and proposed members thereof for the year 1915-1916, which was read by the Clerk.

Alderman Sitts moved that said list be adopted as the list of standing committees for the year 1915-1916, that each committee be composed of the members therein specified, and that the first-named Alderman under each committee act as the chairman of said committee. The motion prevailed by yeas, 65; nays, 2.

Alderman Richert, by unanimous consent, presented the following resolution:

Resolved, That all matters referred to the various committees of this Council during the year 1914-15 and undisposed of by the Council, except the Finance Committee's report and recommendation on reorganization of Law

Department, be referred to the respective new committees of this Council as appointed for the year 1915-16, and the said new committees be and they are hereby directed to give consideration to all such matters referred to them respectively.

Alderman Richert moved to adopt the foregoing resolution. The motion prevailed.

His Honor, the Mayor, submitted the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Eugene R. Pike to be Comptroller of the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Richert moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Richard S. Folsom to be Corporation Counsel for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Bowler moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint William R. Moorhouse to be Commissioner of Public Works for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lipps moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint William Burkhardt to be Deputy Commissioner of Public Works for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Bowler moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Charles C. Healey

to be General Superintendent of Police for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lipps moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Dr. John Dill Robertson to be Commissioner of Health for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lipps moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Harry B. Miller to be Prosecuting Attorney for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lipps moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Charles J. Forsberg to be City Collector for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Virtus C. Rohm to be Business Agent for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint William H. Reid

as Smoke Inspector for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lipps moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Michael J. Faherty as a member of the Board of Local Improvements to succeed Frank Rydzewski, whose term has expired, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Bowler moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—I have the honor to advise you that in conformity with the law I have this day appointed Percy B. Coffin a member of the Civil Service Commission to succeed H. M. Campbell, whose term has expired; Edward C. Racey to succeed Elton Lower, whose term has expired; and Joseph P. Geary to succeed J. J. Flynn, whose term has expired.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Also the following communication:

Office of the Mayor,
Chicago, April 26, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law I hereby appoint Dr. Michael Joseph Purcell to be City Physician for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Lipps moved to concur in the foregoing appointment. The motion prevailed.

May 3, 1915.—Meeting of the Chicago City Council.

The following communications were submitted, by His Honor, the Mayor, and ordered placed on file:

Office of the Mayor,
Chicago, May 3, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the terms of a resolution adopted by your Honorable Body at the last regular meeting directing the appointment of a committee of Aldermen to use their good offices with the conflicting parties in the present differences now existing in the building trades industry, I have the honor to appoint the following:

Alderman Carl Murray, Chairman; Alderman Lewis D. Sitts, Alderman John Toman, Alderman James A. Kearns, Alderman John Kjellander.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Also the following communication:

Office of the Mayor.

Chicago, May 3, 1915.

To the Honorable, the City Council:

Gentlemen—In compliance with the terms of a resolution adopted by your Honorable Body at the last regular meeting, I have the honor to appoint the following as members of the Commission on Downton Municipal Improvements:

Alderman William J. Healy, Chairman; Alderman Oliver L. Watson, Alderman Hugh Norris, Alderman John Kjellander, Alderman James Rea, Alderman John A. Richert, and the Commissioner of Public Works, the Commissioner of Gas and Electricity, the City Engineer, William L. Ellis, August Gatzert, William F. Juergens, William H. Rehm, Philip W. Seipp, Edward M. Skinner.

Yours respectfully,

(Signed) WM. HALE THOMPSON,

Mayor.

Also the following communication:

Office of the Mayor.

Chicago, May 3, 1915.

To the Honorable City Council of the City of Chicago:

Gentlemen—I have the honor to transmit herewith communication from the chairman of the New York Aeroplane Competition, requesting co-operation of the City of Chicago in the meet, which begins July 4th.

I respectfully recommend the reference of the subject to your Committee on Finance for consideration.

Yours respectfully,

(Signed) WM. HALE THOMPSON,

Mayor.

May 10, 1915.—Special meeting of the City Council by call of the Mayor.

The Clerk presented the following proclamation, which was ordered placed on file:

Office of the Mayor.

Chicago, May 4, 1915.

The custom of setting apart a day in the year as Mother's Day has grown until its observance has become general. It should be a day marked by every man, woman and child for observance as a tribute of respect to one of the greatest sentiments that the world is capable of—Mother Love.

In accordance with the authority vested in me I hereby proclaim Sunday, May 9th, as Mother's Day. I urge that upon that day all who can observe it wear a white flower, and commemorate the day by some action done as a token of respect and affection for his or her mother.

(Signed) WM. HALE THOMPSON,

Mayor.

Also, the Clerk presented the following proclamation, which was ordered placed on file:

Office of the Mayor.

Chicago, May 8, 1915.

Whereas, It has been deemed fitting to have set apart a day at the Panama-Pacific International Exposition for observance as Chicago Day, and having completed arrangements with the officials of the Panama-Pacific International Exposition,

Therefore, I, Wm. Hale Thompson, by virtue of the authority vested in me proclaim Tuesday, July 27, as Chicago Day, and announce that it will be observed officially as such at the Exposition.

(Signed) WM. HALE THOMPSON,

Mayor.

May 17, 1915.—Meeting of the Chicago City Council.

His Honor, the Mayor, presented the following communication:

Office of the Mayor.

Chicago, May 17, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Mrs. Louise

Osborne Rowe to be Commissioner of Public Welfare, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also, the following communication:

Office of the Mayor,
Chicago, May 17, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint the following as members of the Board of Local Improvements:

August W. Miller to succeed Fred Burkhardt, David W. Clark to succeed Joseph I. Novak, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointments. The motion prevailed.

Also, the following communication:

Office of the Mayor,
Chicago, May 17, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Morris Eller to be Inspector of Weights and Measures, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Fick moved to concur in the foregoing appointment. The motion prevailed.

Alderman Coughlin presented the following resolution, which was, on motion, duly adopted:

Whereas, It is contemplated by the members of the Board of Education and others to have the salaries of all teachers and employees decreased seven and one-half (7½%) per cent, and

Whereas, The teachers and employees have struggled and labored to have and receive the salary they are getting, and the teachers of Chicago are entitled to credit and reward for being part of an institution that is considered the best and most efficient in the country; and

Whereas, A reduction in their salary would only tend to dishearten and discourage those who have made teaching their life's work, and would take a great deal of hard work and labor to again receive the salary that is today the schedule; therefore be it

Resolved, That we, the Aldermen of the City of Chicago in City Council assembled, do hereby protest to the members of the Board of Education against the cutting of salaries of the teachers and employees of the School Board.

Alderman Nance presented the following resolution, which was, on motion, duly adopted:

Whereas, There are now pending before the General Assembly of the State of Illinois, Senate Bills 382, 393 and 422, and House Bills 762, 815 and 846, all of which bills are bills to create a state board of censorship over the exhibition of moving pictures; and

Whereas, The City of Chicago has for more than eight years past been engaged in censoring moving pictures under and by virtue of various ordinances, conferring said duties upon the General Superintendent of Police, and during which period of eight years many thousands of films have been examined; and

Whereas, The General Superintendent of Police in denying or granting permits has given general satisfaction to the people of the City of Chicago although repeatedly contested in the courts of Cook County and in the United States court, and said courts have, without exception, upheld the action of the General Super-

intendent of Police, and the Supreme court of the State of Illinois has expressly commended the ordinance of the City of Chicago in the case of *Block v. City of Chicago*, 239 Ill. 251; and

Whereas, The City of Chicago now maintains a large board for the censoring of moving pictures; and

Whereas, A state-wide board would not properly express the wishes of the people of each community; and

Whereas, Every city, town and village in the State of Illinois now has the power to avail itself of the right to supervise the exhibition of pictures within its own limits, thereby giving the highest degree of Home Rule; and

Whereas, A state censorship of moving pictures would withdraw the subject from the control of the representatives of the city and would place this most important power in the hands of persons not responsive to the people of the various cities; and

Whereas, Home Rule in subjects of this kind is of the utmost importance and is most desirable; and

Whereas, The city governments are entirely competent themselves to deal with the subject of moving pictures; and

Whereas, No occasion exists for the creation of a state-wide board of censorship; therefore be it

Resolved, That in the interest of Home Rule the City Council hereby expresses its disapproval of the above mentioned bills and hereby expressly petitions the General Assembly of the State of Illinois not to pass either of said bills.

Alderman Merriam presented the following order, which was, on motion, duly passed:

Ordered, That the Finance Committee be and it hereby is directed to inquire into the rate of interest paid upon the City's share of the "net receipts" of the traction companies, or other funds in which the City of Chicago is interested under the ordinances of 1907; and to recommend appropriate action.

May 24, 1915.—Meeting of the Chicago City Council.

His Honor, the Mayor, submitted the following veto message:

Office of the Mayor,

Chicago, May 24, 1915.

To the Honorable, the City Council of the City of Chicago:

Gentlemen—I herewith return, without my approval, an order passed by your Honorable Body on May 17, 1915, and appearing on page 248 of the Journal of the Proceedings of the City Council of that date, whereby the Corporation Counsel is directed to proceed at once in the name of the City of Chicago to forfeit to the City the telephone rights and properties of the Chicago Tunnel Company in accordance with the forfeiture clauses contained in the ordinances granting the rights to the Illinois Telephone and Telegraph Company.

My reason for withholding my approval of said order is that I am in receipt of the following communication from the Corporation Counsel:

"Hon. William Hale Thompson, Mayor:

Dear Sir—At the last meeting of the City Council, held May 17th, 1915, an order with preamble was passed, the ordering in part whereof reads as follows (Journal of the Proceedings of the City Council of May 17, 1915, page 248):

'Ordered, That the Corporation Counsel proceed at once in the name of the City of Chicago to forfeit to the City of Chicago the telephone rights and properties of the Chicago Tunnel Company in accordance with the forfeiture clauses in the franchise of said company.'

The order in question seems to indicate the intention on the part of your Honorable Body to have the law department proceed in this matter without a formal declaration of forfeiture on the part of the City Council. The forfeiture of the rights granted to the Illinois Telephone & Telegraph Company, its successors and assigns, by the ordinance of February 20, 1899, to which the rights of the Chicago Tunnel Company has succeeded, would operate as a repeal or partial repeal of said ordinance.

It is well settled that an ordinance cannot be repealed or amended, or suspended, by an order or resolution or other act of the City Council of less dignity than the ordinance itself.

Chicago & Northern Pacific Railroad Company v. City of Chicago, 174 Ill. 439; *People v. Latham*, 203 Ill. 9.

Moreover, the election of the City to forfeit rights granted under an ordinance is a legislative act which should be manifested by the passage of an ordinance declaring such forfeiture.

Belleville v. Citizen's Horse Railway Company, 154 Ill. 171;

People v. Central Union Telephone Company, 232 Ill. 260.

Furthermore, I believe that to proceed to a forfeiture in this matter without a formal declaration on the part of the City Council would not be proper in view of the fact that there is no express method pointed out in the ordinance granting these rights to be pursued in case of forfeiture.

It would be premature to start such a proceeding in the absence of such a declaration of forfeiture and any proceeding begun without such a declaration would be at least of doubtful efficacy and such a declaration of forfeiture must be made by ordinance.

Such being the case, I would suggest that the proper and necessary procedure looking to the forfeiture of the rights and property in question would be for the City Council to declare such forfeiture by an appropriate ordinance or ordinances.

If that Honorable Body desires such ordinance or ordinances, I would be pleased to draft and submit the same as it may direct.

Yours respectfully,
(Signed) RICHARD S. FOLSOM,
Corporation Counsel.

Owing to the opinion of the Corporation Counsel, I deem it proper to submit this message, vetoing said order.

I, therefore, recommend that the vote by which the said order was passed be reconsidered and that the same be amended so that the Corporation Counsel may be directed to prepare the necessary ordinance.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to reconsider the vote by which said order, vetoed by His Honor the Mayor, was passed. The motion prevailed.

Alderman Healy moved to amend said order by striking out, from the last paragraph thereof, the following language; "proceed at once in the name of the City of Chicago to forfeit", and by inserting in lieu thereof the following language: "be and he is hereby directed to prepare and submit to this Council at its next regular meeting an ordinance or ordinances declaring forfeited."

The motion to amend prevailed.

The question being put on the passage of said order as amended, the motion prevailed and said order as amended was passed, by yeas, 68; nays, none.

His Honor the Mayor, submitted the following communication:

Office of the Mayor,
Chicago, May 24, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint John P. Garner to be Commissioner of Public Service for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also, the following communication:

Office of the Mayor,
Chicago, May 24, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Louis Krakow as Superintendent of the Maxwell Street Market, and would respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also, the following proclamation which was ordered published and placed on file:

Office of the Mayor.
Chicago, May 24, 1915.

Whereas, A day is annually set apart for the purpose of honoring the soldiers living and dead of the Civil War; and

Whereas, It is desirable that all citizens and liberty-loving people take part in such exercises as will commemorate the day; and

Whereas, This day falls this year upon Sunday, and the law provides that in such case exercises in commemoration of the day shall be held upon the Monday next following,

Therefore, I, Wm. Hale Thompson, Mayor, call attention to this fact, and all departments of the City Government are ordered closed Monday, May 31st, with the exception of the Police, Fire, Electrical and Health Departments, which shall remain open for the transaction of necessary business.

(Signed) WM. HALE THOMPSON,
Mayor.

The Committee on Railway Terminals, to whom had been referred (May 17, 1915, page 169) a resolution to continue the life of the Railway Terminal Commission for the council year 1915-16, submitted a report recommending the passage of a resolution and an order transmitted therewith.

Unanimous consent was given for consideration of said report.

Alderman Geiger moved to concur in said report and to adopt said resolution. The motion prevailed.

Alderman Geiger moved to pass the order submitted with said report, concerning the compensation to be paid John F. Wallace. The motion prevailed and said order was passed, by yeas 68, nays none.

Alderman Werner presented the following resolution, which was, on motion, duly adopted:

Whereas, On Saturday, May 22, 1915, the Illinois Naval Militia launched the first hydroaeroplane to be commissioned by a Naval Reserve Organization of this country since the Department of Aeronautics, U. S. Navy, issued a call for Volunteer Aviation Corps, and

Whereas, This machine was placed at the service of the local Naval Militia through the patriotism of Mr. A. M. Andrews and Mr. Stuart McDonald, citizens of this city, at a considerable outlay on their part, and

Whereas, This prompt response to the call of the Navy Department has reflected great credit on the City of Chicago and the State of Illinois and the enterprise of its Naval Militia, be it therefore

Resolved, That this act of patriotism deserves the hearty commendation of this body and that the City Clerk be directed to prepare a letter voicing the sentiments of this body to be signed by the Mayor and forwarded to Messrs. A. M. Andrews and Stuart McDonald and officers of the Illinois Naval Reserve.

June 1, 1915.—Meeting of the Chicago City Council.

The City Clerk submitted the following veto message:

Office of the Mayor.
Chicago, June 1, 1915.

To the Honorable, the City Council:

Gentlemen—I herewith return, without my approval, an order passed by your Honorable Body on May 24, 1915, and appearing on page 353 of the Journal of the Proceedings of the City Council of that date, whereby the City Comptroller is directed to pay interest on certain outstanding tax anticipation warrants covering loans made from surplus moneys in special funds of the city at the rate of three per cent per annum after January 1, 1915.

My reason for withholding my approval of said order is, that the original authority for drawing on these special funds was in the form of an ordinance, and permitted the payment of only two and one-fourth per cent interest; hence, an order is not sufficient to overcome the rate fixed heretofore, and the change must be made through the means of an ordinance.

I am advised by the Law Department that such an ordinance has already

been drafted and submitted to the Committee on Finance and favorably acted on by that committee.

I therefore recommend that the vote by which the said order was passed be reconsidered and that the same be placed on file.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to reconsider the vote by which said order, vetoed by His Honor the Mayor, was passed. The motion prevailed.

Alderman Healy moved to place said order on file. The motion prevailed. Also the following communication:

Office of the Mayor,
Chicago, June 1, 1915.

To the Honorable, the City Council:

Gentlemen—By virtue of the authority conferred upon me, I hereby appoint the following to be members of the Municipal Art Commission of the City of Chicago:

Lawton S. Parker to succeed Ralph Clarkson, whose term has expired; Emil R. Zettler to succeed Lorado Taft, whose term has expired; Louis H. Sullivan to succeed Richard E. Schmidt, whose term has expired; Timothy J. O'Byrne, President of the Board of Lincoln Park Commissioners, ex-officio; William F. Grower, President of the Board of West Park Commissioners, ex-officio; John Barton Payne, President of the South Park Commissioners, ex-officio; and Charles L. Hutchinson, President of the Art Institute, ex-officio.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointments. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, June 1, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Capt. J. P. Minskey, as Vessel Dispatcher for the City of Chicago vice Owen J. McMahon, resigned, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, June 1, 1915.

To the Honorable, the City Council of the City of Chicago:

Gentlemen—I submit herewith to your Honorable Body a resolution concerning the appointment of a committee of fifteen whose duty it shall be to entertain the members of the Pan-American financial conference, who are soon to be in our city, and respectfully recommend the adoption thereof.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Unanimous consent was given for consideration of the resolution submitted with the foregoing communication.

Alderman Healy moved to adopt said resolution. The motion prevailed.

The select committee appointed April 26, 1915, to engage counsel to prosecute certain pending litigation in the matter of reductions in gas rates, submitted the following report, which was, on motion of Alderman Lawley, deferred and ordered published:

Chicago, May 25, 1915.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your select committee appointed April 26, 1915, to engage counsel to prosecute certain pending litigation in the matter of reduction in gas rates, beg leave to report and recommend the adoption of the resolution herewith submitted:

Whereas, There is now pending in the Circuit Court of Cook County, general docket No. 309,569, a suit by the City of Chicago against the Peoples' Gas, Light & Coke Company, to enjoin said gas company from charging or collecting for gas consumed in the City of Chicago more than the maximum rates and charges for gas prescribed and fixed in and by an ordinance passed July 17, 1911, by the City Council of the City of Chicago; and,

Whereas, Said gas company has never complied with said ordinance, but ever since the passage thereof has been and now is charging for gas used in the City of Chicago rates in excess of the maximum rates prescribed in said ordinance; and,

Whereas, The consumers of gas in the City of Chicago have, since said ordinance was passed, been compelled by said gas company to pay to it and have paid to said company for gas a large amount in excess of the maximum rates prescribed by said ordinance, and before the expiration of the five year period for which the maximum rates were fixed by said ordinance will, at the rates now being charged by the gas company, have paid the gas company for gas an amount estimated at from \$8,000,000 to \$10,000,000 in excess of the maximum rates fixed by said ordinance; and,

Whereas, It is necessary that said suit be prosecuted to a final decree before said gas company can be compelled to furnish gas at not to exceed the maximum rates prescribed by said ordinance, and in order that the amounts that have been paid by gas consumers to the gas company in excess of said ordinance rates may be recovered; and,

Whereas, It is estimated that the expense to the city of prosecuting the litigation to enforce the observance by the gas company of the rates prescribed and fixed in said ordinance and of defending litigation that has been and may hereafter be brought by said gas company to enjoin the enforcement of said ordinance, the appraisal of the property and audit of the books of the gas company, will approximate the sum of one hundred thousand dollars, of which fifty thousand dollars will be required in the year 1915; therefore be it

Resolved, That the litigation to secure the enforcement of said gas rate ordinance of July 17, 1911, be vigorously prosecuted, and that the sum of fifty thousand dollars be appropriated by the City Council for that purpose.

Respectfully submitted,

(Signed) JAS. H. LAWLEY,

Chairman.

Subsequently the following ordinance, reported by the Finance Committee, and on motion of Alderman Richert, was passed:

Be it ordained by the City Council of the City of Chicago:

Section 1. That there be and is hereby appropriated from Miscellaneous Receipts for the year 1915, not otherwise appropriated or pledged, the sum of Fifty Thousand (\$50,000.00) Dollars, to be set up by the City Comptroller and City Treasurer to the credit of such account or accounts as may be designated by the City Comptroller, and to be expended under the direction of a special committee to employ counsel to prosecute city suits to secure a reduction in the price of gas.

Section 2. This ordinance shall be in force and effect from and after its passage.

June 14, 1915.—Meeting of the Chicago City Council.

The following communication, which was, together with the communication transmitted therewith, ordered published and referred to the Committee on Gas, Oil and Electric Light:

Office of the Mayor,

Chicago, June 14, 1915.

To the Honorable, the City Council:

Gentlemen—For the information of your Honorable Body, I beg leave to

transmit herewith copy of a communication I have this day written to Walter L. Fisher.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

The following communication was transmitted with the foregoing communication:

Office of the Mayor,
Chicago, June 14, 1915.

Mr. Walter L. Fisher, 134 South La Salle Street, Chicago:

Dear Sir—The City Council recently passed an order directing the Corporation Counsel to prepare ordinances declaring a forfeiture of the franchise of the Automatic Telephone system. These ordinances have been prepared.

I have received protests from the Illinois Manufacturers' Association, the Chicago Stock Exchange, many bond houses doing business in Chicago, the Board of Trade, many other commercial and financial institutions and business men, among others George H. Reynolds, David R. Forgan, Charles G. Dawes, Albert W. Harris, Joseph H. Defrees, E. P. Ripley, Bernard A. Eckhart, John V. Farwell, Wm. J. Chalmers, and others, all protesting against any attempt upon the part of the city to forfeit this franchise on the ground that it is not a fair and just procedure and will in the future affect the value and saleability of all public utility securities of companies operating franchises emanating from the City Council of the City of Chicago.

I am advised that the Chicago Tunnel Company is engaged in performing two kinds of public service. Through its tunnels it carries on a transportation business between railroad terminals and from freight stations to commercial houses, and no doubt will in the case of the construction of subways probably assist in keeping the hauling away and disposal of excavated material taken from the bore of the subway off the streets of the city. The other service is the operation of the Automatic Telephone system. It is claimed that the forfeiture of the telephone property would embarrass the Tunnel Company in the operation of its transportation system. On account of its importance to the city and because it seems to be interwoven with transportation and terminal problems, this matter should have careful study, and because of lack of time I have been unable to give it the attention it deserves.

Therefore, as you have been for some time and are now a member of the Terminal Commission created under authority of the City Council, and have been identified with the solution of problems of this character affecting Chicago, I desire to ask you to take up this question for me if you can and give it your attention. If you can act, will you kindly let me have your opinion at your earliest convenience so that I may lay it before the City Council?

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

His Honor, the Mayor, submitted the following communication:

Office of the Mayor,
Chicago, June 14, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Charles Bostrom to be Commissioner of Buildings of the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

June 21, 1915.—Meeting of the Chicago City Council.

His Honor the Mayor submitted the following veto message:

Office of the Mayor,
Chicago, June 21, 1915.

To the Honorable, the City Council:

Gentlemen—I herewith return, without my approval, an ordinance passed

by your Honorable Body on June 14, 1915, and appearing on pages 523 and 524 of the Journal of the Proceedings of the City Council of that date, whereby motormen and conductors operating surface and elevated cars in the City of Chicago are required to serve under instruction of a Chicago motorman or conductor before being permitted to operate cars in the city.

My reason for withholding my approval of said ordinance is that I am advised by the Law Department that the same is invalid and could not be enforced. The provisions which make it necessary to receive instruction from Chicago motormen and conductors are contrary to both the Federal and State constitutions, since this would amount to an abridgment of the rights of citizens of the United States, would deprive persons of property without due process of law, and would deny the equal protection of the law to persons within the jurisdiction of the city. That part of the ordinance which exempts motormen and conductors who were employed in those capacities in Chicago on June 1, 1915, is also invalid, according to the advice I have received from the Law Department, as constituting a discrimination that would undoubtedly be held contrary to law.

I therefore recommend that the vote by which the said ordinance was passed be reconsidered and that the same be placed on file.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to reconsider the vote by which said ordinance, vetoed by His Honor, the Mayor, was passed. The motion prevailed.

Alderman Healy moved to place said ordinance on file. The motion prevailed. His Honor, the Mayor, presented the following communication:

Office of the Mayor,
Chicago, June 21, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Paul Henderson to be Oil Inspector of the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, June 21, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint George E. Nye to be Chief Inspector of Steam Boilers and Steam Plants of the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, June 21, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Oscar Wolff as a member of the Board of Local Improvements to succeed Frank Sima, whose term has expired, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, June 21, 1915,

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Nicholas Morris to be Assistant Harbor Master of the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication:

Office of the Mayor,
Chicago, June 21, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Joseph R. Lynn as Assistant Harbor Master of the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

The select committee, appointed to confer with His Honor the Mayor in matters growing out of a strike of employes of the street and elevated railway companies, submitted the following report, which was ordered published and placed on file:

Office of the Mayor,
Chicago, June 21, 1915.

To the Honorable, the City Council:

Gentlemen—The committee authorized by your Honorable Body at the last regular meeting to confer with the Mayor in relation to all matters growing out of the strike of the street and elevated railway employes, begs leave to report as follows:

A meeting of the committee was held pursuant to the call of the Mayor, Tuesday at 11 o'clock a. m., in the office of the Mayor, at which plans of procedure were formulated. In accordance with these plans representatives of the street car employes' organizations were invited to come before the committee, following which representatives of the management of the street and elevated railroad lines were called into the conference, Tuesday afternoon. The conference adjourned at 5:15 Wednesday morning with an understanding reached on all disputed points and with an Arbitration Board agreed upon; following which conference an order was issued to the men by their leaders to return to work.

Respectfully submitted,
(Signed) WM. HALE THOMPSON,
H. D. CAPTAIN,
JOHN A. RICHERT,
WM. J. HEALY,
JAS. H. LAWLEY,
WILLIS O. NANCE.

Alderman Nance presented the following resolution, which was, on motion, duly adopted:

Whereas, During the past ten years one thousand five hundred and ninety-nine persons lost their lives by drowning in Chicago, and during the year 1914 one hundred and up to the present time in the year 1915 seventy-two persons have drowned, most of the fatalities occurring in Lake Michigan, and

Whereas, Doubtless many of these deaths could have been prevented by better protection; therefore,

Be it Resolved, That the Committee on Health be, and it is hereby, directed to take up for consideration a comprehensive study of life-saving as it relates

to the waters of Lake Michigan, and to report to this Council such orders, ordinances or resolutions, as in its judgment may be necessary in order to bring about better protection for those using the lake for bathing and boating purposes.

Alderman Littler presented the following resolution, which was, on motion, duly adopted:

Whereas, It has been brought to the attention of the Chairman of the Committee on Harbors, Wharves and Bridges that the Committee on Rivers and Harbors of the National House of Representatives will assemble in the City of Chicago on July 13 and 14, 1915, preparatory to visiting several cities throughout the West, and particularly San Francisco, California, where said committee will be entertained by the State of California; and

Whereas, The City of Chicago has, in recent years, received appropriations from the National Government for the protection of our new outer harbor in the amount of \$850,000.00; and

Whereas, It will be necessary to appropriate in the neighborhood of three-quarters of a million dollars more in the near future for such outer harbor protection, the legislation for which originates with said Committee on Rivers and Harbors; and

Whereas, Certain misinformation or misrepresentation has at different times been conveyed to the representatives at Washington with reference to Chicago's outer harbor project; and

Whereas, It is in the interest of the City of Chicago to dispel and correct any wrong impressions in regard to our local harbor projects; therefore, be it

Resolved, That his Honor the Mayor be, and he is hereby requested to appoint a committee of seven aldermen and city officials to arrange for a cruise upon the Chicago River and Lake Michigan and a visit to the city's new municipal pier for the inspection of the same and to further entertain the members of the National Committee on Rivers and Harbors, and their wives and friends, during their sojourn in our city, and to make all necessary arrangements and provisions therefor.

June 30, 1915.—Meeting of the Chicago City Council.

His Honor the Mayor, submitted the following communication, which was ordered placed on file:

Office of the Mayor,
Chicago, July 6, 1915.

To the Honorable, the City Council:

Gentlemen—In compliance with the terms of a resolution adopted by your Honorable Body directing the appointment of a Committee of Aldermen to arrange for the entertainment of the Congressional Committee visiting Chicago, July 13th and 14th, I have the honor to inform you that I have appointed the following:

Alderman Littler, Alderman Healy, Alderman Richert, Alderman Geiger, Eugene R. Pike, Comptroller; Wm. R. Moorhouse, Commissioner of Public Works; Richard S. Folsom, Corporation Counsel.

Yours respectfully,
(Signed), WM. HALE THOMPSON,
Mayor.

Also the following communication:

Office of the Mayor,
Chicago, June 30, 1915.

To the Honorable, the City Council:

Gentlemen—In compliance with the terms of an order passed by your Honorable Body at its last regular meeting, I have appointed Alderman Eugene Block, Chairman of the Special Park Commission, Theodore A. Gross, Superintendent of Playgrounds and Bathing Beaches, and Eugene R. Pike, Comptroller, to the Annual Convention of the National Congress of Recreation, to be held in San Francisco, July 5th to 10th.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

His Honor the Mayor, submitted the following communication:

Office of the Mayor,
Chicago, July 12, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint William G. Keith to be Commissioner of Gas and Electricity for the City of Chicago, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Aldermen Bergen and Walkowiak presented the following resolution:

Whereas, The members of the City Council have learned with great sorrow of the death of the Most Reverend Archbishop James Edward Quigley of the Chicago archdiocese; and

Whereas, The record of His Grace is replete with good work for the poor and the youth of Chicago; therefore,

It is fitting that a committee of the City Council of the City of Chicago be appointed to draft and submit suitable resolutions expressing the sorrow felt at his death and to make arrangements for the attendance by members of the City Council at his funeral.

The said resolution was adopted unanimously by a rising vote.

His Honor the Mayor, thereupon submitted the following communication, which was ordered placed on file:

Office of the Mayor,
Chicago, July 12, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the terms of a resolution adopted by your Honorable Body, directing the appointment of a committee of five Aldermen to draft suitable resolutions upon the death of the Most Reverend James Edward Quigley, Archbishop of the Diocese of Chicago, and to make suitable arrangements for the attendance by members of the City Council at his funeral, I have the honor to appoint the following:

Alderman Henry P. Bergen, Chairman; Alderman Stanley Walkowiak, Alderman James McNichols, Alderman John A. Richert, Alderman John Haderlein.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Subsequently the select committee appointed to draft suitable resolutions on the death of James Edward Quigley, late Archbishop of Chicago, submitted the following resolution:

Whereas, The members of this City Council, in common with the citizens of Chicago of all nationalities and of all creeds, have learned with deep grief of the death of the most Reverend Archbishop James Edward Quigley, late head of the Roman Catholic Church in the archdiocese of Chicago; and

Whereas, The deceased Archbishop was a man who merited and enjoyed the respect of all classes in this City, and the respect and affection of the members of his own church; he was one of those men who work quietly and behind the scenes, and who seek no public credit or applause for the work which they do; he was an indefatigable worker, but only his close friends and co-workers knew how hard and how constantly he worked; he spent himself in the service of his archdiocese, and in particular in the service of the many and varied works of charity which have been founded and which are carried on by the Roman Catholic Church in this City; there can be but little doubt but that his death, before he had completed his sixty-first year, was, in a large measure, brought about by his refusal to spare himself so long as there was religious and charitable work to be done in his See which called for his personal supervision; therefore be it

Resolved, That this City Council, speaking on behalf of the residents of Chicago of all nationalities and creeds, hereby expresses the sincere grief with which it has learned of the death of the late most Reverend Archbishop Quigley, and its sense of the great loss which his death has meant not only to the members of his own church, but to all the inhabitants of this City; and be it further

Resolved, That this City Council hereby tenders to the members of the Roman Catholic Church in this City its sympathy in their exceptionally heavy bereavement, and ventures to express the hope that in their sense of loss, they may find comfort in the belief that such a life as that of their dead Archbishop is never lived in vain; and that, in his life work of quiet and unheralded deeds of Christian charity and mercy, those who come after him may find an inspiration to higher and to holier things.

Unanimous consent was given for consideration of said resolution.

Alderman Bergen moved to adopt said resolution. The motion was carried unanimously.

Alderman Kearns presented the following order, which was, on motion, duly passed:

Whereas, The City of Chicago is in point of population the second largest city in the United States and the fourth largest city in the world; and

Whereas, On March 4, 1915, it commemorated the seventy-eighth year of its existence as a city; and

Whereas, During the period of its corporate existence it has achieved a record of progress and enterprise unrivaled and unsurpassed in the history of cities as one of the leading cities of the globe in point of population, in modern improvements and in social, civic, material, industrial and moral progress and advancement; and

Whereas, Professor J. Paul Goode of the University of Chicago in his report to the Chicago Harbor Commission has declared that "the manifest destiny of Chicago is that she will become the commercial focus between the rich central plain in which she is located and all the rest of the world," and numerous other authorities have likewise affirmed their belief in the assured future of our city; and

Whereas, It is fitting and proper that the City of Chicago should have an emblem of its history, progress, enterprise and achievement made manifest in the shape and character of a municipal flag in order to symbolize properly the civic spirit of the City of Chicago, visualize local patriotism, stimulate industrial progress and instill in the hearts of school children and of citizens a concrete evidence and example of the reality of the City of Chicago as a corporate community and civic organism; and

Whereas, The Daughters of the American Revolution, the superintendent of the public schools of the City of Chicago and numerous civic organizations have long advocated the adoption of a suitable municipal flag; therefore, be it

Ordered, By the City Council of the City of Chicago, that His Honor the Mayor appoint a commission to make a thorough investigation of the adoption of a municipal flag for the City of Chicago and to submit a suitable design and emblem to this Council at an early opportunity, such commission to be composed of three members of this Council, one representative of the Woman's City Club, one representative of the Chicago Association of Commerce, one representative of the Daughters of the American Revolution, one representative of the City Club of Chicago, one representative of the Chicago Historical Society, one representative of the Municipal Art Commission and one representative of the Chicago Federation of Labor.

Alderman Kearns presented a petition for the establishment of a small park in the vicinity of the Englewood High School and the Lewis-Champlain school, which was

Referred to the Special Park Commission.

Alderman Toman moved to proceed to consideration of the report of the Committee on License on an order for the appointment of a committee to make a comprehensive study of the traffic in intoxicating liquors, deferred and published July 6, 1915, page 988.

The motion prevailed.

Alderman Toman moved to concur in said report and to pass said order as amended by said committee.

The motion prevailed and said order as so amended was passed, by yeas 68, nays none.

The following is said order as passed:

Whereas, The City Council is authorized to "license, regulate and prohibit" the selling or giving away of any intoxicating liquor; and

Whereas, The City's exercise of this power should be based upon full and fair investigation of all pertinent facts; therefore, be it

Ordered, That the Mayor be and he hereby is authorized and directed to appoint a committee to consist of six Aldermen and three citizens, to consider in a comprehensive way the medical, moral, political, financial, social and economic aspects of the use of intoxicating liquors in Chicago; to consider the chief methods of licensing, regulating and prohibiting the sale of intoxicating liquors; and to recommend to this Council the best practical policy for this municipality to pursue.

In connection with the foregoing order, His Honor the Mayor, subsequently appointed the following committee:

Alderman John Toman, Chairman; Alderman Hugh Norris, Alderman Joseph H. Smith, Alderman William R. O'Toole, Alderman W. E. Rodriguez, Alderman Conrad H. Janke, Mr. Henry Barrett Chamberlin, Professor Robert Wahl, Dr. A. D. Weiner.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

July 15, 1915.—Meeting of the Chicago City Council.

His Honor the Mayor, submitted the following communication:

Office of the Mayor,
Chicago, July 15, 1915.

To the Honorable, the City Council:

Gentlemen—By virtue of the authority conferred upon me I hereby appoint William H. Blencoe to be a member of the Board of Local Improvements of the City of Chicago to succeed George A. Schilling, whose term has expired, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Alderman Healy presented the following report, which was ordered published and referred to the Commission on Downtown Municipal Improvements:

The object of the work of the Commission on Downtown Municipal Improvements is to find a means to relieve and prevent sub-surface congestion in the streets of the downtown district of Chicago.

The work to date has assumed the form of an investigation into the feasibility of the construction by the City of a system of sub-sidewalk utility galleries into which all utility leads would be transferred.

Previous to the completion of the work on the proposition of constructing, under a joint agreement with the Union Station Company, about three blocks of gallery, was investigated.

The railroad company, in accordance with its franchise, is required to bear the expense of the moving of utility lines where necessary. It is also required, where the present curb wall is removed, to construct at its expense new curb retaining walls.

The proposition considered was that of building a utility gallery in the sub-sidewalk space on the west side of Canal street, from Washington street to eighty feet south.

An opinion given by the Corporation Counsel indicates that the terms of the franchises enjoyed by the companies who have objected to occupying the proposed gallery will not permit the City to force their occupancy or indemnify the Union Station Company against a possible loss occasioned by legal proceedings instituted by the utility companies incident to the attempt by the City to force them to make use of the gallery.

It appears, however, from this opinion, that the City Council, in granting franchises to public utility companies, has reserved the right to further regulate the use of the streets by general ordinances.

In view of these facts and the acknowledged necessity of a new sewer system, high pressure water system, and transportation subway system, the Commission would respectfully recommend that general ordinances be passed empowering the City to require all public utility companies maintaining pipes, conduits,

cables, or other services in the streets, to move such services to any gallery, subway, tunnel, conduit, or other facility which the City may provide or designate.

As previously stated, the object of this work is to relieve and prevent subsurface congestion in downtown Chicago. Since this gallery project seems to be one which will not be carried out in the near future, and since the congestion will continue to become more aggravated as time passes, it is believed that something should at least be done to conserve the remaining unoccupied spaces in the street, so as to obtain the maximum capacity in utility lines.

With this idea in mind a number of the larger cities in this country, such as New York, Philadelphia, Los Angeles, San Francisco, Brooklyn and Spokane, have established under the Commissioner of Public Works a department, usually called the Division of Substructures, which constructs and maintains maps on which are recorded the exact locations and sizes of the utilities or other substructures in the streets.

In Chicago at the present time, owing to lack of information as to the location of existing utility lines, the granting of permits for installation of new leads or substructures amounts to little more than a formality.

In order to make possible, upon the part of the Commissioner of Public Works, intelligent action upon requests for permits for opening the streets of downtown Chicago it is strongly urged that a Department or Division of Substructures be created in the Department of Public Works. The duties of this department shall be to construct and maintain a system of record maps, showing location, size, nature, etc., of utility lines and other substructures in the subsurface space of the Inner Zone.

The information necessary for preparing these records will be gathered from the following sources:

1. All available information will be obtained from City departments, Sanitary District, and all Public Utility Companies having underground leads beneath the streets, alleys or in the sidewalk space of the Inner Zone.
2. All permits for street or alley openings in the Inner Zone will be routed through the Department of Substructures. When the work on these permits has progressed to a sufficient degree an investigator from this department will inspect the work with the idea of obtaining all required information as to size, location, nature, etc., of utility leads, or other substructures, exposed or of new leads or substructures being installed.

If the rule requiring, with the request for a permit, complete information in regard to the proposed new work or alteration, be enforced, the records can be maintained up to date from the time of the inauguration of this department.

Until these records are prepared it may be necessary for the company or department doing work in the streets to deviate from the original plans submitted with the request for a permit, and in such case, we will have to require that an accurate record of such deviation be submitted to the Commissioner of Public Works, before the work is performed and his approval to the proposed change obtained.

After that system is in force the exact satisfactory location for the proposed leads or substructures will be determined at the time of the issuance of the permit and there should be no necessity for any deviation therefrom.

It is believed that the advisability of the establishment of a department as outlined is practically self-evident, and that eventually a system of these records will have to be installed. The sooner this is done, the less liability there will be that all available spaces in the more congested streets will be occupied.

As far as the preparation of the records is concerned, a considerable economy will be effected by instituting the work at once so that new work in the immediate future will be entered on the records when installed, instead of necessitating a special and more expensive investigation after installation.

Respectfully submitted,

(Signed) WM. J. HEALY,

Chairman, Commission on Downtown Municipal Improvements.

The City Clerk submitted the following communication, which was ordered published and placed on file:

Chicago, October 4th, 1915.

To the Mayor and Members of the City Council, Chicago:

Gentlemen—I have dedicated the enclosed poem on Chicago to you, knowing

that we are one in our admiration and love for the greatest city in all the world—a city of wonderful history and more wonderful promise and of which you are the architects and guardians.

Respectfully yours,
(Signed) R. A. WIDDOWSON.

CHICAGO.

Cradled in solitude and primal night
Where the inland seas embrace the rolling plains;
Born of the glacier and the boreal flood,
The dank morass, the trackless wilderness;
By saintly monk and pioneer first trod,
Who dared to dream thy mighty destiny?

The eagle's scream from out the darkened sky,
The wolf's loud cry within the forest glades,
The war song of the savage round thy cot:
Such was thy natal welcome to the light,
Oh! strong limbed giant of the new born world—
Thy birthplace, boundless, desolate, sublime.

Yet still thy strength and proud dominion grew.
The teeming earth gave forth its bounteous stores;
The sparkling streams poured treasures at thy feet;
The distant mountains showered thee with gold;
And thou wert like some fair Olympian god,
Young, radiant, vigorous, unconquerable.

In far off lands thy fame was heralded,
In lands where War abides and Death is King.
Slaves burst the bonds of tyrants and of creeds
That doom mankind to live mid lust and blood
And were enfolded to thy generous breast,
To share thy spirit's freedom and thy power.

Thy Titan labors were the tasks of gods;
To rise from ashes like the fabled bird;
Turn rivers from their course to meet the sea;
To mine a city underneath thine own;
To pierce the clouds with wondrous domes and towers;
To wrest from Heaven the marvels of the spheres.

And in the strife thy soul unfurled its wings,
While dreams of beauty blossomed into life.
The marble cities of the Greeks arose
With columns, colonnades and statues fair—
With nymph and nereid, muse and storied train,
To thrill with wonder and delight again.
And round these temples miracles were wrought.

The lightnings of thy chariot banished night;
Strange, earth-born meteors streamed across the sky;
From glorious fountains spread the rainbow's light.
All nations offered up incense and myrrh
And formed for thee a world in miniature.

Rome, Athens, Thebes, Great Babylon and Tyre,
Creations of the centuries, have passed
And yet for thee the dawn has just begun—
The new Colossus with an energy
Resistless as Niagara's thundrous flow—
Thy state prophetic of the glories still to come.

And thou hast fixed thine eyes upon the stars
 And marked the pathway for thy daring sons
 To reach those heights where burn the sacred fires.
 Thy richest gift the death-defying power
 From which sweet Peace and dearer Freedom spring,
 To make us worthy of our heritage.

Chicago, 1915.

R. A. WIDDOWSON.

Alderman Richert presented the following resolution:

Whereas, This Council has learned with regret and sorrow of the death of Edward C. Racey, a member of the Civil Service Commission of the City of Chicago; and

Whereas, Said Edward C. Racey was a public-spirited citizen and official, who served the City of Chicago with honesty and zeal; therefore, be it

Resolved, by the City Council of the City of Chicago, That the untimely death of the said Edward C. Racey is deeply regretted; and

Resolved, Further, That the sympathy of this Council is hereby extended to his bereaved family; and

Resolved, Further, That His Honor the Mayor, appoint a committee of five members of the City Council to represent the City Council at the funeral services; and

Resolved, Further, That as a mark of esteem these resolution be spread upon the Journal of the Council, and that a copy thereof, suitably engrossed, be presented to the bereaved family.

Alderman Richert moved to adopt the foregoing resolution. The motion was carried unanimously by a rising vote.

Subsequently, in accordance with the terms of said resolution, His Honor the Mayor appointed the following committee: Aldermen Richert, Watson, Kennedy, Lawley and Thos. J. Lynch.

October 25, 1915.—Meeting of the Chicago City Council.

The Mayor submitted the following communication:

Office of the Mayor,
 Chicago, October 25, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint the following to be members of the Board of Education, and respectfully ask the concurrence of your Honorable Body:

Rev. J. P. Brushingham, vice John J. Sonstebly.

Mrs. F. E. Thornton, vice Wm. Rothmann.

William N. Selig, vice Robert J. Roulston.

Max Loeb, vice John A. Metz.

A. Sheldon Clark, vice Dr. Stephen R. Pietrowicz.

Harris W. Huehl, vice William E. Schlake.

Charles S. Peterson, to succeed himself.

I recommend, however, that this communication be published and that further consideration be deferred for one week.

Yours respectfully,
 (Signed) WM. HALE THOMPSON,
 Mayor.

Alderman Healy moved to concur in the recommendation to publish said communication and to defer consideration thereof. The motion prevailed.

November 8, 1915.—Meeting of the Chicago City Council.

The City Clerk submitted the following communication:

Office of the Mayor,
 Chicago, November 8, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint Dr. Theodore B. Sachs as a member of the Board of Directors of the Municipal Tuberculosis Sanitarium in the City of Chicago, to succeed himself, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
 (Signed) WM. HALE THOMPSON,
 Mayor.

Alderman Nance moved to concur in the foregoing appointment. The motion prevailed, yeas 66, nays 3.

Also the following communication:

Office of the Mayor,
Chicago, November 8, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the law, I hereby appoint F. Bowden DeForest as a member of the Board of Directors of the Municipal Tuberculosis Sanitarium in the City of Chicago, to succeed W. A. Wieboldt, resigned, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed, yeas 50, nays 18.

Also the following communication:

Office of the Mayor,
Chicago, November 8, 1915.

To the Honorable, the City Council:

Gentlemen—By virtue of the authority conferred upon me by law, I hereby appoint Samuel A. Ettelson to be Corporation Counsel of the City of Chicago, to succeed Richard S. Folsom, resigned, and respectfully ask the concurrence of your Honorable Body.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Healy moved to concur in the foregoing appointment. The motion prevailed.

Also the following communication, which was ordered published and placed on file:

Office of the Mayor,
Chicago, November 8, 1915.

To the Honorable, the City Council:

Gentlemen—I have the honor to advise you that in conformity with the law, I have appointed Charles E. Frazier a member of the Civil Service Commission, to fill the unexpired term of Edward C. Racey, deceased.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

By unanimous consent, Alderman Healy presented the following resolution, which was, on motion, duly adopted:

Resolved, That it is the sense of the City Council that they recommend to the members of the Board of Education, that the Teachers' Federation be permitted to be undisturbed.

The special order, consideration of the Mayor's appointments to the School Board being reached, the name of William N. Selig was withdrawn, and the appointments of Max Loeb, Harris W. Huehl, and Mrs. F. E. Thornton were concurred in. The appointments of Rev. J. P. Bushingham and A. Sheldon Clark were non-concurred in.

November 15, 1915.—Meeting of the Chicago City Council.

Alderman Geiger presented the following resolution, which was, on motion, duly adopted:

Whereas, There is in the custody of the City Statistician a large number of photographs belonging to the City of Chicago, and known as the Mosher Photographs, the same being of citizens who were prominent in the Centennial year 1876, and which are of no use or value while in the vault connected with the City Statistician's office;

Be it Resolved, That the City Statistician be and hereby is authorized to loan the said Mosher photographs to the Chicago Historical Society.

Alderman DePriest, Norris and Murray presented the following resolution:

Whereas, This Council has learned with deep regret and sorrow of the death

of Booker T. Washington, who was distinguished as an educator and an advocate of the higher ideals of citizenship; and

Whereas, Said Booker T. Washington by his life and efforts did much to advance the cause of civilization and to uplift the colored race of America; therefore, be it

Resolved, That as an evidence of the esteem in which Booker T. Washington was held by all, this Council hereby expresses its sorrow at the loss of so valuable an American and extends its sympathy to the bereaved family and the race to which he gave so freely of his great ability; and, be it further

Resolved, That these resolutions be spread upon the Journal of this Council and that a copy, suitably engrossed, be forwarded to his family.

Alderman DePriest moved to adopt the foregoing resolution. The motion was carried unanimously by a rising vote.

November 1, 1915.—Meeting of the Chicago City Council.

The Mayor submitted the following communication, which was ordered published and placed on file:

Office of the Mayor,
Chicago, November 1, 1915.

To the Honorable, the City Council:

Gentlemen—In compliance with the terms of a resolution adopted by your Honorable Body directing the appointment of a Commission to investigate and recommend designs for a municipal flag for the City of Chicago, I have the honor to appoint the following:

Alderman James A. Kearns, Chairman; Alderman E. Miller, Alderman John A. Richert, Miss Mary E. McDowell, President, Woman's City Club; C. L. Dering, President, Chicago Association of Commerce; Mrs. L. K. Torbet, Daughters of the American Revolution; A. B. Pond, President, City Club; Clarence A. Burley, President, Chicago Historical Society; Lawton S. Parker, Chairman, Municipal Art Commission; John Fitzpatrick, President, Chicago Federation of Labor.

Yours respectfully,
(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Pretzel moved to proceed to consideration of the report of the Committee on Buildings and City Hall on an order directing issuance of a permit to the Moody Church to erect a temporary tabernacle, deferred and published October 25, 1915, page 1788. The motion prevailed.

Alderman Pretzel moved to concur in said report and to pass the substitute order submitted therewith. The motion prevailed and said substitute order was passed, by yeas 32, nays 18. The following is said order as passed:

Ordered, That the Commissioners of Buildings and Health be and they are hereby directed to issue a permit to the Moody Church for the erection of a temporary tabernacle to be located at the northwest corner of North Clark street and West North avenue, according to plans on file in the office of the Commissioner of Buildings; provided that tabernacle shall be torn down at the end of one year from and after the passage of this order, and that the toilet facilities and ventilation in the building shall be subject to the approval of the Commissioner of Health.

In pursuance of an ordinance duly passed authorizing the appointment of a Citizen's Traffic and Safety Commission, His Honor the Mayor appointed the following as such Commission:

Alderman Wm. J. Healy, Alderman Henry Utpatel, Alderman John Bauler, Alderman David R. Hickey, Alderman James H. Lawley, Hon. Joseph Sabath, Judge, Municipal Court; Mr. Charles C. Healy, General Superintendent of Police; Mr. E. S. Beck, Chicago Tribune; Mr. James Keeley, Chicago Herald; Mr. Charles Stanton, Chicago Examiner; Mr. Harrison Parker, Chicago American; Mr. Victor F. Lawson, Chicago Daily News; Mr. John C. Shaffer, Chicago Evening Post; Mr. John C. Eastman, Chicago Journal; Mr. J. T. Brown, President, Chicago Automobile Club; Mr. Charles M. Hayes, President, Chicago Motor Club; Mr. H. M. Allison, President Chicago Auto Trades Association; Mr. A. Chester Keel, Mr. Otto Lehmann, Chairman, Traffic Committee, Association of Commerce; Mr. Harry Vissering, Mr. W. A. Neer, President, International Brotherhood of Teamsters, Chauffers, etc.; Mr. John Barton Payne, President, Board of South Park Commissioners; Mr. Wm. F. Grower, President, Board of West Park Commis-

sioners; Mr. T. J. O'Bryne, President, Board of Lincoln Park Commissioners; Mr. Clive Runnells, Mr. Ferd W. Peck, Jr., Mr. John Hertz, Mr. John Stoekton, Mr. George W. Dixon, Mr. Arnold Joerns, Mr. G. W. Stratton, Mr. H. L. Brownell, Chairman, Public Safety Committee; Mr. H. B. Fleming, Board of Supervising Engineers; Mr. C. S. Osborne, Mr. William H. Wade, Mr. Gridley Adams, Mr. Albert Mohr.

December 10, 1915.—Meeting of the Chicago City Council.

His Honor the Mayor submitted the following communication:

Office of the Mayor,
Chicago, December 10, 1915.

To the Honorable, the City Council:

Gentlemen—I have the honor to submit for your consideration the following letter, signed by the chairman, president and board of directors of the Peoples Gas, Light & Coke Company, seeking to open negotiations for a reduction of gas rates in the City by amicable agreement:

“To the Honorable William Hale Thompson, Mayor of the City of Chicago:

“Dear Sir—For many years there have been a succession of controversies between the City of Chicago and this Company upon the subject of rates to be charged consumers of gas. Previous similar controversies between the City and this Company and its predecessors have never satisfactorily accomplished their object, but have caused much expense both to the City and to the Company concerned. It is our desire to bring the pending controversy to a conclusion, and we believe that this can be done by negotiation between the City and the Company far more promptly and satisfactorily than by continued litigation.

“Will you permit us to suggest that you invite the City Council through its proper committee to confer with the officers of this Company, with a view to determining whether a schedule of rates can be evolved which will be mutually satisfactory? If an agreement can be reached it can then be submitted jointly by the City and the Company to the State Public Utilities Commission for approval by that body.

“We have in mind proposing a system of rates graduated along lines heretofore adopted in other cities which would tend to encourage the use of gas not only for domestic purposes, but also by local industries, both small and large, and which, in our opinion, can be adjusted fairly and reasonably so as to result in reducing from time to time the selling price of gas through reductions in the cost of its manufacture.

“The constantly increasing price of oil, which is the factor of greatest expense in the manufacture of water gas now supplied by this Company, must inevitably call for an increase in the price of gas in the near future unless the conditions surrounding its manufacture shall be so changed as to enable the Company to avoid the increasing cost.

“Gas in the City of Chicago is now supplied according to a prescribed standard of ‘candle power’—the highest to be found in any large city in the country. We believe this standard of quality to be quite unsound. A change of standard to a ‘heat-unit’ basis would permit the manufacture of gas without the use of oil, and would thus place the Company in a position to lower the cost and price of its product. For heating and cooking and for lighting in burners equipped with mantles the candle power requirement is wholly useless. A high candle power is imported only in gas used in old-type open-flame burners. Only a negligible percentage of the gas now consumed in Chicago is used through these old-style burners, and from the standpoint of efficiency and of economy to the consumers these old burners ought to be entirely discarded. They are as much out of date and as wasteful as the old type carbon filament lamp now is in electric lighting.

“The Public Utilities Commissions of Illinois, Indiana, Wisconsin, Pennsylvania, Washington, Oregon, New Hampshire, Missouri, Nevada, and the District of Columbia, after exhaustive study of the questions, have adopted the heat-unit standard. Other states are considering the change and will doubtless follow their lead.

“If the City is willing to co-operate with the Company by eliminating the unwise high-candle-power requirement, it will allow the Company an opportunity to erect a coal gas plant on property heretofore acquired for that purpose, and will thereby promote the possibility of future greater reductions in the price

of gas. The erection of such a plant, with the regular extension of the Company's distribution system would necessitate an expenditure by the Company of not less than \$14,000,000 within the next three years.

"We invite the careful consideration of the City to this subject.

(Signed) SAMUEL INSULL, Chairman of the Board,
E. G. COWDERY, President,
JOHN J. MITCHELL,
JAMES A. PATTEN,
STANLEY FIELD,

Board of Directors."

On March 29th of this year, as a private citizen, I filed a complaint before the State Public Utilities Commission, seeking a reduction of the gas rates. Immediately after taking office, I urged in my message of April 26, 1915, the appointment of a special committee of your Honorable Body to engage competent counsel to prosecute with vigor the gas rate litigation then pending. The committee was immediately appointed, and shortly thereafter they engaged Mr. Donald R. Richberg as special counsel to represent the City in this litigation. On June 1, 1915, an ordinance was passed, appropriating \$50,000 from Miscellaneous Receipts for the year 1915, to be expended under the direction of the committee.

The object for the vigorous prosecution of the gas rate cases, which this administration has undertaken with the sanction of your Honorable Body, is to secure for the consumers of gas their rights. If this can be done immediately through negotiations with the Company, without litigation and without the chance of a lawsuit being decided against the city, the city would secure for the people justice and immediate benefits.

If negotiations between the City Council and the gas company result in a concrete proposition by the company, it remains to be seen whether such proposition should be accepted or rejected by the City.

I think, however, the communication is of sufficient importance to entitle it to careful consideration by the proper committee.

Yours respectfully,

(Signed) WM. HALE THOMPSON,
Mayor.

Alderman Cullerton moved that said communication be published and referred to the Committee on Gas, Oil and Electric Light. Motion concurred in.

Alderman Nance moved to proceed to consideration of the report of the Committee on Health on an ordinance amending Section 2814 of the Chicago Code of 1911, to prohibit the sale, gift or loan of air rifles to minors, deferred and published December 6, 1915, page 2447.

The motion prevailed, and the ordinance was passed.

Alderman Healy moved to proceed to consideration of the report of the Committee on Streets and Alleys on a petition for the establishment of a public market for the sale of food-stuffs only, in South Jefferson street between West 12th and West 14th streets, deferred and published December 10, 1915, page 2507.

The motion prevailed, and the ordinance was passed.

The Mayor presented the following proclamation, which was ordered published and placed on file:

Office of the Mayor,
Chicago, December 30, 1915.

PROCLAMATION.

Whereas, The President of the United States, in response to appeals directed to him and after due deliberation and investigation, has set aside Saturday, January 1, 1916, as the day upon which charitably inclined persons are urged to contribute through the American Red Cross for the relief of the starving people of Poland made destitute by the war now raging in Europe, and

Whereas, Conditions in this unfortunate country are such that hundreds of thousands are destitute, without food or clothing, and must die of want unless relief reaches them speedily,

Therefore, I, Wm. Hale Thompson, urge that at this time, when so many blessings have been showered upon the people of Chicago, they recognize the

dire need of this suffering Nation and give from their abundance as freely as their means may permit. The people of this city should not be unmindful of the important part that has been taken in its upbuilding by the great number of Polish citizens who have been active in its progress and willing at all times to strive for its advancement.

Subscriptions should be sent to the Red Cross Society, 112 West Adams street. Any subscriptions sent in care of this office will be forwarded.

(Signed) WM. HALE THOMPSON,

Mayor.

Also the following communication, which was ordered published and placed on file:

Department of Finance,
Chicago, December 24, 1915.

The Honorable, the Mayor and Aldermen, in City Council Assembled:

Gentlemen—We beg to report for the information of your Honorable Body that by the over-the-counter method of disposing of bonds, there has been sold since July 1st, at par and accrued interest \$2,400,000 City of Chicago bonds.

These were bonds approved by the voters for various purposes and were in denominations of \$100, \$500, and \$1,000. It is estimated that the gain to the City by this method has been \$81,620, aside from the profit to the small investor who receives 4 per cent interest on his money, or 33½ per cent more than is paid for the ordinary savings account.

In disposing of these bonds, the City has been materially assisted by the American Posting Service and the Thomas Cusack companies, who generously donated without cost to the City advertising space on their numerous billboards.

Yours respectfully,

(Signed) EUGENE R. PIKE,

Comptroller.

ABRAHAM MERINBAUM—General Clerk, Mayor's office.

THE "EASTLAND" DISASTER IN THE CHICAGO RIVER.

Proceedings of the City Council, Action of City Officials and Newspaper Reports on the Tragedy.

July 26, 1915.—Special meeting of the Chicago City Council.

At 2 o'clock p. m., the City Clerk called the Council to order.

The Mayor being absent, Alderman Healy moved that Alderman John A. Richert act as temporary chairman of the meeting. The motion prevailed and Alderman Richert took the chair. The Clerk thereupon read the following call for the meeting, which was ordered published and placed on file:

Chicago, July 24, 1915.

Hon. John Siman, City Clerk, City of Chicago:

Dear Sir—We, the undersigned, members of the City Council of the City of Chicago, hereby call a special meeting of said City Council to be held in the Council Chamber, second floor, City Hall, on Monday, July 26, 1915, at 2:00 o'clock p. m., to take suitable action on the appalling disaster which has befallen the City of Chicago in the sinking of the S. S. Eastland in the Chicago River.

Yours truly,

(Signed) WM. J. HEALY,
EDWARD F. CULLERTON,
JOSEPH HIGGINS SMITH,
JAMES REA,
JAS. H. LAWLEY.

Alderman Healy presented the following resolution:

Whereas, The appalling catastrophe of the capsizing of the Steamship Eastland with its precious freight of human lives of which nearly a thousand were lost to their beloved relatives and friends and destroyed in the hour of their youth and of their greatest usefulness, has turned the gladdest part of the year into a period of mourning; and

Whereas, The people of the City of Chicago, stunned with grief and over-

come with the shock and unspeakable horror of this calamity, seek to give voice to the feeling of sorrow and sympathy which permeates all classes and which words cannot adequately express; and,

Whereas, The members of this body, in common with all other citizens and the people of all parts of the civilized world to which the news of this great tragedy has penetrated, feel keenly the sad weight of woe that has come upon the community; therefore, be it

Resolved, That the City Council of the City of Chicago hereby expresses its sorrow and voices its grief on account of the unfortunate accident and great loss of life resulting from the overturning of the Steamship Eastland in the Chicago River on the morning of July 24, 1915, and extends its heartfelt sympathy to the bereaved members of the families that have suffered the loss of near and dear ones; be it further,

Resolved, That, on behalf of the people of the City of Chicago, we hereby declare that there rests upon us and upon the people of this community the high and solemn duty of taking all steps within our power to cause to be improved the conditions of lake traffic so as to make it safe for the people, in order that the unfortunate ones who lost their lives should not have died in vain but rather as martyrs to the cause of human safety; and be it further,

Resolved, That it is the sense of this Council, and it hereby makes the request, that all flags in the City of Chicago shall be displayed at half-mast for a period of three days as a token of respect to the dead and as a manifestation of the profound sorrow and sympathy of the people of this community towards the members of bereaved families who suffered from this disaster.

Unanimous consent was given for consideration of the foregoing resolution. Alderman Healy moved to adopt said resolution. The motion was carried unanimously by a rising vote.

The Clerk, by unanimous consent, presented the following communication from the Commissioner of Public Works:

Department of Public Works,
Chicago, July 26, 1915.

The Honorable, the City Council of the City of Chicago:

Gentlemen—I transmit to your Honorable Body herewith a resolution, the purpose of which is to show our respect to the unfortunate victims of the Eastland disaster.

I respectfully recommend the adoption of this resolution.

Yours very respectfully,

(Signed) W. R. MOORHOUSE,

Commissioner of Public Works.

Unanimous consent was given for consideration of the resolution submitted with the foregoing communication.

Alderman Healy moved to adopt said resolution. The motion prevailed. The following is said resolution as adopted:

Be it Resolved, That, as a mark of respect for the unfortunate victims who lost their lives in the Eastland catastrophe, all of the public buildings and offices of the City of Chicago, except the Departments of Police and Fire, be closed on Wednesday, the 28th day of July, 1915, and that said day be observed as a day of public mourning.

Alderman Toman, Blaha, McNichols, Pettkoske, and Cullerton presented the following resolution:

Whereas, The great disaster of the overturning of the Steamship Eastland in the Chicago River on July 24, 1915, resulting in great loss of life, has caused distress and suffering among the large part of our community, deprived many of the means of subsistence, and rendered it necessary to provide means for the relief of the unfortunate ones who cannot help themselves; therefore, be it

Resolved, That the City Council of the City of Chicago hereby calls upon all citizens of the City of Chicago to contribute to the extent of their means towards a fund now being raised for the relief of the unfortunate ones who have suffered such great loss on account of this unfortunate calamity, and to render such other assistance as may lie in their power to relieve and mitigate the needs of those rendered helpless thereby.

Unanimous consent was given for consideration of the foregoing resolution.

Alderman Toman moved to adopt said resolution. The motion prevailed.

Alderman Lawley presented an ordinance appropriating the sum of \$20,000.00 for use of the Commissioner of Public Works for expenditures growing out of the Eastland disaster.

Unanimous consent was given for consideration of said ordinance

Alderman Lawley moved to pass said ordinance. The motion prevailed and said ordinance was passed, by yeas 53, nays none.

EARLIEST COMPLETE ACCOUNT OF THE DISASTER.

(From the Chicago Daily Journal, morning issue, July 24.)

The most appalling marine disaster in the history of the world struck Chicago a little after 8 o'clock this morning. Only one calamity approaching this, in loss of lives, was the burning of the ship Slocum, where the death toll reached 1,000.

A few minutes before 8 o'clock great crowds of gaily clad girls and boys, young persons, and fathers and mothers, were crowding the upper decks of the excursion steamer Eastland. Without warning, other than one shuddering cry, from a woman, "My God, the ship is turning over," the Eastland careened and lay on the port side; in an instant tossing hundreds of screaming people into the water.

Eighteen hundred are dead, according to the figures in the Coroner's office at 4 o'clock. Twelve hundred bodies have been recovered.

The disaster is the most tremendous in the history of the world. That of the Titanic is next in the records of marine tragedies. In that horror, 1,503 persons were drowned.

The Eastland wreck is the only instance of the kind ever recorded—the ship having sunk in a narrow river, at the very heart of a populous city with every resource near of metropolitan police and other emergency aid.

The extent of the tragedy was not realized for hours after the occurrence. Estimates of the number of the dead varied during the forenoon, some placing it at 250 and others at 500. The entire terrible toll taken by the long arm of official neglect did not begin to become apparent till the dead in large excess of the highest estimate had been laid side by side on the wharves. Early in the day 700 had been removed to temporary morgues and undertaking establishments throughout the city. Later it was officially decided to remove all unidentified bodies to the Second Regiment armory at Washington and Centre avenue on the west side. This armory will be used as the center of identification.

Mayor Thompson called up Acting Mayor Moorhouse over long distance telephone as soon as the news of the disaster reached him, and said that he and his party would leave San Francisco at once, and reach Chicago on Wednesday morning.

The basement of the warehouse of Reid, Murdock & Fisher, at Clark street bridge, and the First Regiment riding academy, 1330 No. Clark street, were used for the North Side dead.

Thousands of persons on the bridge at Clark street, where the ship lay, and in the approaches, were waiting chances to board the other excursion boats moored close by. The wreck was in full view. A fearful wail of horror rose from the panic-stricken crowd. Men and women tried to jump over the bridge rails, in a vain effort to rescue the perishing. They were prevented by a squad of police sent down from the Chicago avenue station. Another detachment of policemen surrounded the ship's officers, and forced back an angry mob that threatened to lynch them. Drawn revolvers were seen, and orders to shoot were heard in case the mob persisted.

Orders were sent to the Sanitary District to reverse the current of the River, so to hold the bodies as near to the scene of the disaster as possible. With the reversing of the current several bodies which had floated down-stream, drifted back and were recovered.

Fearing that the bridges at Clark and Wells street might collapse under the strain of thousands of watchers, and bring on another catastrophe, the police cleared those structures and established a police line. It was a scene of pandemonium—more than 100,000 people had gathered in the vicinity, and thousands more were streaming from all directions, for the news had spread rapidly.

Within an hour the removal of bodies was begun. Little girls, their white

picnic gowns soaked and draggled, and their handbags held fast in already still fingers, were the first carried away. In twenty minutes hundreds of the lifeless lay on the side of the overturned craft in silent rows. They covered the greasy side of the criminal vessel, their white faces upturned to the view of the multitude of witnesses that crowded near them. Many were panic-stricken and hysterical. Loud denunciations of the boat's officials were heard from some who had relatives or friends among the drowned excursionists. A city fireman, whose name could not be learned, was assisting in the work of rescue, reached down from the docks and received the body of a small boy, drew it upon the platform, looked at the face and fainted. It was his own son. A tiny baby was taken from the hull, and as it was lifted up to sight of spectators, cheers were given with a will. It was taken on shore and conveyed away to a hospital. A woman was looking for her two daughters, and not finding them, she turned screaming away. An officer tried to put her in an ambulance, when two girls who had saved themselves called out from the dock, "Mother, here we are, mother!" The woman staggered and would have fallen, had not her daughters caught and helped her out of the crowd. Scores of similar scenes were witnessed, all harrowing even to the most insensible.

The most sickening part of the whole spectacle was when bodies were being conveyed by officers and citizens to the police ambulances, and so away to the morgue. One was that of a young woman built like a sculptor's model; another was a slender young woman, evidently a stenographer, purple stains showing on her fingers. Still another was a little girl, of not more than eight years of age, her gay ribbons still fastened in her brown hair. Nearly all of the forms so carried past, were of young women and girls. There were, too, men and boys, but the great majority were females.

Acting Mayor Asks City to Honor the Dead.

The following proclamation was issued by Acting Mayor Moorhouse last night:

"Whereas, Chicago has been visited by a great disaster in the wrecking of the steamer Eastland, which has carried many of its citizens to their death in a moment of time and brought gloom and sorrow into hundreds of homes in this city:

"Whereas, The magnitude of this disaster, equalling if not exceeding any that has happened in the United States for years, has thoroughly overwhelmed our people and taught them that sorrow, too, 'makes the whole world kin,'

"Therefore, I, William R. Moorhouse, acting mayor of Chicago, at this time of bitter grief, when the sympathies of those untouched by the disaster are being generously extended to those who mourn their lost loved ones, do now request that to-morrow, Sunday, all places of amusement in this city, including theaters, parks, and other pleasure resorts, be closed and remain closed for two days, as a mark of respect to the dead, so suddenly snatched from life, and as an expression of universal sympathy for families bereaved by this great catastrophe.

"I also request that in all churches, at both morning and evening services, prayers be offered requesting divine help for these bereaved ones, to sustain them in their great sorrow.

"WILLIAM R. MOORHOUSE,
"Acting Mayor."

Wired From San Francisco—Mayor Thompson and Party Race Homeward.

(Dispatch to the Chicago Tribune.)

San Francisco, Cal., July 25.—(Special.)—Mayor Thompson and all of the Chicago city officials departed at 4 o'clock this afternoon on a special train that will carry them into Chicago at dawn on Wednesday. They carried with them the sympathy of the Pacific coast, expressed officially by the nations and states represented at the fair.

Gov. Dunne and members of his family motored from here to San Jose, where they were to catch the night train for Los Angeles. The governor announced that he and his party expected to arrive in Chicago on Aug. 3.

All social functions, arranged extravagantly to entertain the Illinois folks, were abandoned as a result of the Eastland disaster. Deep gloom hung about the Illinoisans wherever they met. The Illinois building at the exposition was

draped in mourning and flags all through the Plaza of States—housing the state edifices—were half-masted.

Mayor Thompson was in touch by direct wire with the mayor's office at Chicago at 8 o'clock this morning. The first news he received was that the death list might remain in the vicinity of 1,000. Then came the word that the relief committee was in session in the mayor's office, that Julius Rosenwald had been made chairman, and that \$300,000 had been subscribed within a few moments.

Mayor Rolph of San Francisco arrived shortly thereafter.

"We of San Francisco never can forget the wonderful heart opening of Chicago in our hour of trouble," Mayor Rolph said. "Our city is at your command financially and otherwise."

Later Mayor Rolph returned to carry to Mayor Thompson the personal condolences of Archbishop E. J. Hanna, of San Francisco, who just arrived home from attendance at the funeral of the late Archbishop Quigley.

"His grace desires me to convey through you to the city of Chicago his most heartfelt and deepest expression of sympathy," Mayor Rolph said. "The archbishop's prayers are for the desolate homes and the bleeding hearts in Chicago."

Coroner Hoffman Names a Jury and Gives Instructions.

Dr. William A. Evans, health editor of "The Tribune," foreman.

William F. Bode, vice-president of Reid, Murdoch & Co.

Col. Henry A. Allen, mechanical engineer in charge of the department of public works.

Harry Moir, president and general manager of the Morrison hotel.

J. S. Keogh, general manager for the W. F. McLaughlin company, coffee merchants.

Eugene Beifeld, manager of the College Inn.

Standing in a corner of the huge hall of the Second regiment armory, surrounded by the hundreds of bodies that had transformed the building into an improvised morgue, Coroner Hoffman last night gave his instructions to the jury which he named to fix responsibility for the Eastland disaster.

"You are to make a thorough and impartial investigation," he said, "and put the blame where it belongs."

Then the jury started its grim task of viewing the bodies gathered at various points about the city.

Nearly every room on the lower floors of the warehouse of Reid, Murdoch & Fisher contained bodies. The remaining space was filled with crowds of policemen, rescuers, friends and relatives of the dead, and a corps of fifty embalmers, who had been at work all day.

The members of the jury shouldered their way among these, viewing the bodies as they lay on desks, tables, and floor. All were being prepared for removal to the Second Regiment armory.

Start to Raise Large Fund—Business Men Form Relief Committee.

(Chicago Herald, July 26.)

A fund of \$300,000 is raising for the relief of those who are suffering because of the Eastland disaster.

The Western Electric Company has contributed \$100,000 of this amount and the remainder will be raised by a committee of which Julius Rosenwald is chairman.

The money is to be distributed by the American Red Cross. Ernest P. Bicknell, national director of the Red Cross, arrived in Chicago from Washington late in the day.

Plans for raising the relief fund were made at a meeting of business men held in the office of Mayor Thompson in the city hall yesterday.

Those present were members of the mayor's committee appointed two months ago to aid in the handling of various problems which confront the city, officials of the Western Electric Company, city officials and representatives of the Red Cross. Finance and relief committees were appointed.

Mr. Rosenwald has called a meeting of the finance committee in the mayor's office at 9 o'clock this morning to outline plans for collection of the fund.

Health Commissioner John Dill Robertson was selected as chairman of the

relief committee, which will have charge of the medical relief work and the gathering of information as to the needs of those who lost relatives in the disaster.

The relief committee, of which Dr. Robertson is the chairman, consists of the following:

Charles H. Wacker, Chief Healey, J. J. O'Connor, A. A. Sprague II., William P. Sidley, and Rev. John P. Brushingham.

The relief committee began its work immediately. One hundred health department nurses were sent to all homes known to be affected by the disaster to provide both medical and financial relief, if needed.

The finance committee consists of the following:

Mr. Rosenwald, chairman, George M. Reynolds, John Scott, R. J. Dunham, James A. Pugh, W. A. Gardner, Cyrus H. McCormick, E. J. Buffington, B. E. Sunny, and A. A. Sprague.

Return of Mayor Thompson—"Cut Out Red Tape"

"Cut out the red tape and relieve these people, who are in distress."

This was the first order given by Mayor William Hale Thompson yesterday after he had got squared around following his hurried trip back from the Panama-Pacific exposition and had been made acquainted with the general details of the Eastland disaster and the present situation.

The mayor then threw open his offices in the city hall to the Red Cross officials and to Ernest P. Bicknell, Washington representative of the Red Cross, and J. J. O'Connor, in charge of the Chicago district. He suggested that quick and close contact with the sufferers was the thing to be achieved.

Accordingly the mayor's private offices will be the general headquarters for the next few days. All persons in want will be welcomed at the city hall, beginning with this morning, where an effort will be made to get in personal contact with each one.

"What we want to avoid in such a time as this," said the mayor, "is the long range and bureau system of aiding those who are in want. Let's get in touch with each one immediately if we can without waiting for reports and sending them from this one to that one. Let them come right here to the mayor's office and we will see what can be done."

Mayor Thompson and the cabinet members, including Chief of Police Healey, Commissioner of Public Works Moorhouse, James Pugh, and William Burkhardt, assistant commissioner of public works, went at once to the Clark street dock, where the mayor inspected the half-submerged hull.

He then returned to the city hall and began cutting the red tape obstructions right and left in the effort, he said, to get relief to the needy at once.

**MAYOR'S PROCLAMATION ON
EASTLAND DISASTER—CITY
HALL CLOSED TO-MORROW**

To Department Heads:

Attention is called to the following proclamation issued by his Honor the Mayor:

PROCLAMATION.

Mayor's Office,
Chicago, July 27, 1915.

Whereas, The City of Chicago, in the capsizing of the Steamship Eastland, Saturday, July 24, has been visited by a disaster almost without parallel in the history of American cities; and,

Whereas, Thousands of families have been bereaved and the whole city mourns with them the loss of those whose lives went out in the accident;

Therefore, I, Wm. Hale Thompson, Mayor of the City of Chicago, by virtue of the authority in me vested, and complying with the action of the City Council at a meeting held Monday, July 26, 1915, hereby proclaim Wednesday, July 28th, 1915, as a day of public mourning and request that it be observed as such throughout the city and by all citizens.

In further compliance with the action of the City Council, all departments of the city government are hereby ordered closed Wednesday, July 28, 1915, with the exception of the Departments of Fire, Police, Health and Electricity, which shall remain open for the transaction of necessary business.

WM. HALE THOMPSON, Mayor.

Verdict of the Coroner's Jury.

The verdict of the Coroner's jury in the Eastland case was returned at 1:20 o'clock on the morning of the 29th as follows:

We, the jury, find that Kate Austin, et al., came to their deaths on the 24th day of July, 1915, from asphyxiation by drowning.

The drowning was the result of the overturning of the steamer Eastland while tied to the dock on the south side of the Chicago river, immediately west of the Clark street bridge.

We recommend that the following persons be held to the grand jury on the charge of manslaughter and for such other offenses as the facts may warrant:

William H. Hull, vice-president and general manager of the St. Joseph-Chicago Steamship company, owner of the steamship Eastland, St. Joseph, Michigan.

Capt. Harry Pedersen, St. Joseph, Michigan, of the steamship Eastland.

Joseph M. Erickson, St. Joseph, Michigan, chief engineer of the steamboat Eastland.

Walter K. Greenebaum, Chicago, Illinois, general manager of the Indiana Transportation company.

Robert Reid, Grand Haven, Mich., United States local steamboat inspector.

Charles C. Eckliff, Grand Haven, Michigan, United States local steamboat inspector.

In recommending that inspector Reid and Eckliff be held to the grand jury, we recognize the possibility that the courts of Illinois may not have jurisdiction over them. Should the courts of Illinois not have jurisdiction, we recommend to the department of justice of the United States that they undertake to mete out justice to these parties.

In Testimony, Whereof, The said coroner, and the jury of this inquest have herunto set their hands the day and year aforesaid,

W. A. EVANS, Foreman,
W. F. BODE,
HENRY A. ALLEN,
HARRY MOJR,
J. S. KEOGH,
EUGENE V. BEIFELD,
PETER M. HOFFMAN, Coroner.

The Total of Eastland's Victims.

According to Coroner Hoffman's finally revised reports, eight hundred and twelve persons lost their lives in the Eastland disaster. His tabulation by nationality, sex, and age was the following:

Nationality:			
German	212	Russian	12
Bohemian	148	Hungarian	8
American	117	Scotch	7
Polish	80	Canadian	5
Austrian	49	French	2
Swedish	41	Hollander	2
Irish	40	Swiss	2
Norwegian	17	Greek	1
Italian	16	Lithuanian	1
English	14	Not ascertained	5
Danish	13		
Sex:			
Females	451	Males	361
Civil condition:			
Single	573	Widower	2
Married	226	Widow	5
Not ascertained	5		
Ages:			
Under years	3	16 to 17 years.....	22
1 to 2 years.....	2	17 to 18 years.....	49
2 to 3 years.....	3	18 to 19 years.....	66
3 to 4 years.....	8	19 to 20 years.....	70
4 to 5 years.....	8	20 to 25 years.....	251
5 to 6 years.....	4	25 to 30 years.....	92
6 to 7 years.....	4	30 to 35 years.....	55
7 to 8 years.....	7	35 to 40 years.....	45
8 to 9 years.....	6	40 to 45 years.....	35
9 to 10 years.....	7	45 to 50 years.....	15
10 to 11 years.....	4	50 to 55 years.....	8
11 to 12 years.....	8	55 to 60 years.....	4
12 to 13 years.....	3	50 to 65 years.....	3
13 to 14 years.....	4	65 to 70 years.....	2
14 to 15 years.....	6	Age not ascertained.....	7
15 to 16 years.....	11		

Money Contributions for Families of Eastland Victims.

Raised by the Mayor's Committee, \$381,989.00. Expended by the Red Cross, at an expense of less than one-third of one per cent of the Mayor's fund.

Emergency contribution by the Western Electric Company, \$100,000. Expended by the Western Electric Company, in conference with the Red Cross.

Western Electric Benefit Fund, \$80,000. Expended by the Western Electric to dependents of employes of the company, of five years' service or more.

LAW OF COPYRIGHT—FIRST STEPS REQUIRED TO BE TAKEN UNDER IT.

There is a register of copyrights, appointed by law, and an assistant register, in the Library of Congress. There are kept such record books in the copyright office as are required to carry out the provisions of the law, and whenever

deposit has been made in the copyright office of the copy of any work under the provisions of the act, the register makes entry thereof.

In the case of each entry the person recorded as the claimant of the copyright is entitled to a certificate of registration under seal of the copyright office.

The register of copyright receives from whom the services designated are rendered, the following fees: For the registration of any work subject to copyright, \$1, which sum is to include a certificate of registration under seal; provided, that in the case of photographs the fee is 50 cents where a certificate is not demanded. For every additional certificate or registration made, 50 cents. For recording and certifying any instrument of writing for the assignment of copyright or license, or for any copy of such certificate of license, duly certified, if not over 300 words in length, \$1; if more than 300 and less than 1,000, \$2; more than 1,000 in length, \$1 additional for each 1,000 or fraction thereof over 300 words. For recording the notice of user or acquiescence specified in the act, 25 cents for each notice of not over fifty words and an additional 25 cents for each additional 100 words. For comparing any copy of an assignment with the record of such document in the copyright office and certifying the same under seal, \$1. For recording the extension of renewal of copyright, 50 cents. For recording the transfer of the proprietorship of copyrighted articles, 10 cents for each title of a book or other article in addition to the fee for recording the instrument of assignment. For any requested search of copyright office records, indexes or deposits, 50 cents for each full hour consumed in making such search. Only one registration at one fee is required in the case of several volumes of the same book deposited at the same time.

For copyright blanks and additional information as to copyright regulations, address may be made to the Register of Copyrights, Library of Congress, Washington, D. C.

SAFETY OF CITY DEPOSITS IN BANKS.

New Ordinance Requiring Full Security to be Furnished Before Deposits are Made.

Warned by a number of failures of Chicago banks, during the year 1915, the Committee on Finance appointed a sub-committee, consisting of Alderman Lawley, chairman, and Aldermen Richert and Block, to devise measures whereby perfect security of the City's deposits in banks would be provided for. Procedure examples, that had more or less a direct bearing, were by the Municipal Reference Library obtained from various cities where legislation had been had on the subject.

This sub-committee reported an ordinance, to the full Committee of Finance, and at the meeting of the City Council, December 20, 1915, Chairman Richert of the Finance Committee submitted the sub-committee's report and moved that it be concurred in and the accompanying ordinance passed. The motion prevailed, ayes 64, nays none. Following is the ordinance:
Be it ordained by the City Council of the City of Chicago:

Section 1. That Section 25 of The Chicago Code of 1911, as amended, be and the same is hereby amended so as to read as follows:

"25. It shall be the duty of the Comptroller at least once in each year and not later than the first day of December in each year, to advertise for bids from all regularly established national and state banks doing business within the city, for interest upon the money of the city so to be deposited in said banks. A 'regularly established' national or state bank is hereby defined to mean a bank which has been doing business in the City of Chicago and has furnished at least one sworn statement of resources and liabilities to the State Auditor or to the Comptroller of Currency prior to the date upon which the bids provided for herein are to be submitted. It shall be the duty of the Comptroller in so advertising for bids to ask for special bids for interest upon such money of the City as shall be deposited in said banks and permitted to remain without diminution for periods of at least thirty, sixty or ninety days. Such bids shall be referred to the City Council for its information and consideration not later than the fifteenth day of December of each year. The City Council shall then either reject all bids or designate as many depositaries as it deems necessary for

the protection of the City's interests, and award bids accordingly and pass all necessary ordinances in reference thereto; a form of said bid is attached hereto, as Exhibit "A" and made a part of this ordinance.

It shall be the duty of the Comptroller to obtain with each bid for interest upon city funds and to present to the Council with such bids the last official statement of resources and liabilities of each bank bidding for deposits as reported to the State Auditor of Public Accounts, or to the Comptroller of the Currency, as the case may be, and the City Comptroller shall obtain, from time to time, from the banks to which awards are made, copies of all reports of condition made in response to the regular calls by the State and Federal authorities.

No money shall be deposited in the bank nor any award be effective until such depositary shall have first delivered to the Comptroller an indemnifying bond running to the City of Chicago, to be approved by the City Council, in an amount equal to the amount which such bank or depositary shall be designated as being entitled to receive upon its bid. The form of said indemnifying bond, with affidavits attached thereto, shall be in the words and figures as follows:

"BOND.

"Know all Men by These Presents, That we.....

of Chicago, Illinois, as Principal.....

held and firmly bound unto the City of Chicago, in the penal sum of.....

.....Dollars, lawful money of the United States, for the payment of which sum of money well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

"In Witness Whereof, Said principal has caused this instrument to be signed by its duly authorized officers and its corporate seal to be hereto affixed, and the remaining parties hereto have each hereto set their hands and seals, this.....day of.....A. D. 191....

"The Condition of the Foregoing Obligation is such that, Whereas, The above bounden Principal has been designated by the City Council of the City of Chicago as a depositary of the funds and moneys of said City for the year 19.... in an amount not exceeding.....Dollars, in accordance with and subject to the laws and ordinances in such cases made and provided; and said surety has deposited with the Comptroller of the City of Chicago

bonds of the face value of.....Dollars, as collateral

security for the amount of such deposit, evidenced by the receipt of the Comptroller; and as a further and additional security and guarantee of the faithful performance and discharge by the principal herein as such depositary of any and all the obligations hereafter enumerated, the said City of Chicago, through its Comptroller, is hereby given the power, right and authority to sell, all or any part of said collateral bonds, after.....days notice in writing first having been given to said surety of the intention so to do, at public or private sale, at the discretion of said Comptroller, without advertising the same, and to apply so much of the proceeds thereof, as may be necessary, to the payment and satisfaction to the City of Chicago, of any loss or damage occasioned by or to it on account of such failure or default of the principal herein, together with all interest thereon, and also to the payment of all expenses attending the sale of such collateral bonds including attorney's fees; and to deliver to said principal any surplus of the proceeds of such sale and the remaining unsold collateral bonds deposited by said principal, if any. Provided, however, that said surety shall return, marked cancelled, the receipt theretofore issued by the City Comptroller for such bonds; and

"Whereas, The City of Chicago has now on deposit with said Principal, divers sums of money, and on and after the first day of January, 19...., will have on deposit with said Principal, divers sums of money, and may from time to time deposit with said Principal, its funds and money accordingly;

"Now, Therefore, if the said Principal shall well and faithfully perform and discharge its duties as such depository and pay out such funds and moneys on deposit with it and hereafter to be deposited with it, and each and every part thereof, in accordance with the warrant or warrants, check or checks, or direction of the duly authorized officials of said City, in every instance, and shall account for and pay over all moneys now on deposit with it and all money hereafter received by it and interest due from it as such depository, in accordance with and subject to the laws of the State of Illinois and the ordinances of the City of Chicago and the bid of said Principal, then this obligation to be void, otherwise it shall be and remain in full force and effect.

"This obligation shall not be affected by the fact that the City of Chicago has heretofore taken or may hereafter take additional bond or security to protect itself on account of the same matters and things covered by this bond.

By
Attest:

CHICAGO AS SEEN FROM THE ANTIPODES.

In the year 1906, the Board of Aldermen and Councillors of the City of Melbourne, Australia, despatched A. C. Mountain, engineer-official, on an inspecting tour to European and United States cities, and after his return home he made a report to those bodies of what he had seen and what thought on his travels. This report recently has reached the Chicago Municipal Library in a large volume of various other documents, and it challenges notice, as a picture of Chicago under the astonished eyes of an Antipodean. It is the following:

Chicago.—Left on the 28th for Denver City and Chicago, by way of the famous Tennessee Pass, 10,200 feet elevation, and passing by Colorado Springs and Pike's Peak. I did not stay at Denever, being anxious to reach Chicago, which I did on the evening of the 31st, and installed myself at the Auditorium Annex, on Michigan Avenue, where I obtained a room on the 9th floor, my number being 1961. This is the most superb hotel I have yet seen, and nothing I have seen since can (in some respects) surpass it. Naturally its tariff is correspondingly high, but that is universally the case throughout America with first-class houses. [I may here say, after my American experience, I could bear with comparative equanimity the heaviest demands of the English or European hotel manager].

In a brief set of fragmentary notes such as this, it is impossible to do anything like justice to the first impressions Chicago makes on the average Australian, but it is so unique, so entirely different from any other City in the world that some remarks are unavoidable. I had Foster Fraser's book on America with me, and read his article on Chicago before I made my four days' inspection of that huge Metropolis of the West. Whilst agreeing to a considerable extent with his statements, there are one or two which seem to be exaggerated, to say the least of it. At all events, I met a good many elderly men in responsible positions without having to visit the Cemetery to find them.

After having been driven and "motored" through a great part of the City, and after exploring a little "on my own," I felt I was only just beginning to grasp the magnitude and potentiality of the place. It is contradictory enough to write books about. It is appalling to think its population is now over two millions, its area is 190 miles, and that you can literally drive for miles along Avenues and Boulevards in the best quarters of the town, all lined with expensive and handsome houses, and to consider that it was almost entirely rebuilt as recently as 1871; that it is 1,000 miles from New York on the East, and 2,300 miles from San Francisco on the West; of course, it has practically a sea frontage on Lake Michigan. I have never been over better built roads than those of Michigan Avenue and Grand Boulevard down to the Lake, and the Parks were really superb. On the opposite side of the City, Lincoln Park is equally attractive. All this has much modified my original conception of the City; still, in the business parts, there are strange contrasts, such as enormous, costly and elaborate buildings, up to 20 stories in height, facing streets that are in such bad order that—if the same were possible in Melbourne—would mean revolution; whilst the footways and crossings are so full of inequalities

and pit falls that they are positively dangerous. The elevated Railway in places almost covers over the whole width of the main streets, leaving a comparatively narrow slit of clear space—say, about 9 feet wide—to light up the shop fronts. This evil is intensified at the street intersections which (in one or two cases) are practically entirely roofed over and shut-out from the day-light. To relieve this, a liberal use of the electric light is resorted to. The trams are all over the City, which largely explains the bad state of the roads, which are not much travelled over save by wagons; but electric and cable lines run down the same street, and different companies are the proprietors, so that it means great confusion to the visitor who is ignorant of these subtleties.

Nowhere have I seen electricity so profusely employed for lighting as in this city. Not only in the streets, where the principal shops are so illuminated as to be as bright as day, but in the public buildings and large offices the interiors are lighted all day. This is notably the case with the Post Office—a much larger and finer building than ours, and possessing a noble dome as large as will be that of our own Houses of Parliament—where, in the corridors and under the dome, the cornices and architectural decorations are outlined by incandescent lamps with a very fine effect. The same effect is obtained in the mayor's room and other apartments of the Town Hall. The expense of living here is very great; indeed I subsequently found that to be the case in all the big cities of America, where they have more money than they know what to do with! As a contrast to this, the poor seem very poor and to have little in the way of rest from work; whilst the line of demarcation between rich and poor is greater and harder than is the case in England or the other older countries of Europe, where some strong and sincere attachments exist between employer and employed, frequently continued through generations.

To revert to Chicago: The stress and struggle of life goes on there apparently more intensely than elsewhere even in America, so much so that the place seems soon to get on one's brain, for there is no rest. Sunday is emphasized by two performances at all the theatres, and one vaudeville company at least advertises a continual performance during the 24 hours, whilst it is usual to see the shops notify that they never close. The large hotels also seem to keep open all night, until one begins to wonder when the people take rest!

The Mayor placed me in the hands of the engineers, who very kindly showed me over the most important works of the city, amongst others, the principal pumping stations, of which there are 10. The largest pump is driven by a vertical triple expansion engine with fly wheel, and lifts 30 million gallons of water per diem, and three others each raise 15 millions. Since my visit a Worthington pump, to throw 40 million gallons per diem, has been established. The whole ten stations have a capacity of 450 million gallons per diem, the cost of raising which is 3 cents per 1,000 gallons, or, say 1½d. The selling rates vary from 4 to 10 cents. I also went to a destructor where I found the stuff destroyed to be the inflammable paper and rubbish, the objectionable garbage being taken by a contractor out of the town and there treated by him in a special way. The authorities did not seem to know what his method was.

The famous cattle yards and packing houses, occupying an area of one square mile, were visited as a matter of duty—not of choice. The place is huge and is intereected with many lines of railway, but things are much rougher than with us in Australia; neither yards, fences, gates, nor feeding and watering appliances are as strong or as well built, whilst the paving of the yards leaves much to be desired. As for the Packing Houses, I was not impressed by any feeling but that the evident necessity was to "work off" the carcasses as quickly as possible, the question of cleanliness or careful inspection being secondary matters. I went through a "house" which was laid out as a "show place" for the public, so I do not suppose I saw the worst of these establishments. At the period of my visit, public dissatisfaction was expressed, with the methods of working places; this has since burst into a flame of public indignation, largely provoked by sensational literature. Without going so far as some of the extremists on this matter, I may say that I think there was great need for some improvements in the conduct of the establishments, more especially in connection with the proper inspection of all meat passing through same, and insistence on absolute cleanliness through all the operations of dressing and preparation for food.

In other respects, the business arrangements seem very complete. Bank, Restaurant, Agents' Offices, &c., all of brick, are in the main street to the yards and houses, with a nice patch of green lawn in front of them; and a fine horse bazaar with very large circular pavilion, also excellent livery for coach horses, are part of the attractions of the yards. All the hogs are travelled from the elevated platforms at the railway to the delivery yard in closed-in overhead runs, thus not interfering with the general traffic through the roadways and lanes.

ANNEXATIONS TO THE CITY OF CHICAGO.

Since the original laying out of the Town of Chicago, which four years later became the City of Chicago, there have been sixteen extensions of territory. Beginning with 10.635 square miles, the growth in this wise has carried the figures up until the City has 194.415 square miles, as is shown by the following table:

Original Town and City of Chicago in square miles.....	10.635
1. Extension—February 16, 1847.....	3.375
2. Extension—February 12, 1853.....	3.988
3. Extension—February 13, 1863.....	6.284
4. Extension—February 27, 1869.....	11.380
5. Extension—May 16, 1887.....	1.000
6. Extension—April 29, 1889.....	7.150
7. Extension—June 29, 1889.....	126.070
8. Extension—April 1, 1890.....	1.773
9. Extension—May 12, 1890.....	2.899
10. Extension—November 4, 1890.....	4.603
11. Extension—April 7, 1891.....	.981
12. Extension—April 4, 1893.....	3.875
13. Extension—November 7, 1893.....	2.125
14. Extension—February 25, 1895.....	1.000
15. Extension—April 4, 1899.....	3.500
16. Extension—April 22, 1914 (Morgan Park).....	3.125
	194.415

Latest Additions to the City of Chicago.

The Village of Clearing, April 24th, 1915, land area 200 acres.

Part of the city of Evanston, May 5th, 1915, land area 78 and 72 hundredths acres.

Part of Section 31, Township of Niles, May 13th, 1915, land area 13 and 44 hundredths acres.

Part of Sections 9, 8, 7, and 17, Township of Stickney, September 3rd, 1915, land area 1440 acres.

Part of Sections 17 and 20, Township of Calumet, July 1st, 1915, land area 200 acres.

The total acreage added to the city of Chicago, computed in square miles, equals 302 square miles. The city now has 198.99 square miles.

NEW YEAR'S DAY REVIEW OF MUNICIPAL OPERATIONS.

Shows Many Valuable Results of Departmental Activities During the Year 1915.

By WILLIAM HALE THOMPSON, Mayor.

The chief value of such a review as this lies in what promise and prospect it offers for the future.

Chicago with its youth and vigor must ever keep eyes to the front, looking to the future, and turning backwards only to inspect what has been done as the foundation of the great structure that is to be created.

No one who has taken part in the making of municipal history in Chicago but must be deeply moved by the possibilities before us and by the conviction that is impressed upon him daily, that here we are building the greatest city in the world. To understand its potentialities, is to build dreams for its future—not to be satisfied with that which has been done, not to be satisfied with

what we are doing, but to picture it as it shall some day be. These are the dreamers that we need, they are the men who build cities—their visions form the plans that guide the workers, as the architect pictures the completed structure before the workmen begin.

There will be obstacles to overcome certainly, disappointments to be met, plans that will be obstructed and defeated—but in the end the result will be achieved, the goal will be reached. Chicago will mean a wonder city with no other so near that it will be in any sense a competitor for first honors.

Do you, in Chicago realize the financial standing of your municipality? The debt of Chicago is \$29,979,009.82—less than that of any large city. New York's debt is ten times as great. And against this indebtedness the fixed assets of our city amount to the tremendous total of \$182,433,002.79—six times the amount of the debt.

Chicago leads the world as the healthiest city on the face of the earth. Last year—even with the record of the Eastland catastrophe of 812 deaths—Chicago's death rate was the lowest in its history, with the exception of a single year. Last year the death rate was 13.91 per thousand of population.

How much lower the death rate will be when Chicago shall have completed these great improvements now under way is, of course, entirely a matter of conjecture, but with the strides that are being made to restore the Lake Front to her citizens, and with the work that is being done in connection with small parks and playgrounds, we have every reason to hope that a most amazing, but quite natural decrease will follow.

Among the constructive measures that Chicago is benefiting from in addition to the widening of Michigan Avenue and Twelfth Street is the new Union Station upon which work is going forward actively. Work was started on this structure June 23rd and is now proceeding in Lake Street, Canal Street, Monroe Street and Clinton Street. Work also is progressing on the foundation for the new train sheds of the Pennsylvania Company between Polk and Taylor Streets just west of the Chicago River. When completed the new Union Station will occupy first place among railroad terminals in the world.

Measured by the progress made during the last year in all the departments of the city, the prospect for the year to come is one to encourage and stimulate all who have the interest and welfare of our city at heart, to still greater efforts during the New Year.

DEPARTMENT OF FINANCE.

One of the most important measures successfully advocated by representatives of the City before the legislature of 1915 was a statute permitting the investment of surplus funds in City of Chicago bonds. Heretofore, when the City was obliged to dispose of bonds to carry on some important construction work it was necessary to go into the market regardless of financial conditions, and, in some instances, sacrifice the bonds at a loss of many thousands of dollars to the City. Under this new law, the City is permitted to re-invest some of the many millions that are carried in the banks, on which the City receives from 2 to 3% interest per annum.

There have also been sold over the counter at par and accrued interest \$1,279,000.00 City of Chicago 4% bonds. These bonds have been sold to many small investors, and not only has the City profited very materially by receiving par for bonds, which ordinarily would have had to be disposed of at a discount, but it has performed a service to the citizens in supplying them with a gilt-edged 4% security netting them a 33 1-3% greater return on their money than is received by the ordinary savings account. The American Posting Service Co. and the Cusack Co. generously donated without cost to the City, advertising space on billboards, which has greatly aided in bringing about this result.

During the past year tax anticipation warrants amounting to \$14,800,000.00, carrying a rate of interest of 3% have been purchased out of surplus funds in the City Treasury. These same warrants if sold in the open market would have carried a rate of at least 4%.

These advantages have been brought about by keeping in touch with financial conditions. During the past year the City has been receiving 3% on its time deposits in the banks, and has been able to float some short-time loans as low as 2.62½%. The City will receive approximately \$125,000 more in interest on its funds in the banks than it did during the year 1914.

During the current year the City has reduced the bonded debt \$4,700,500 by the retirement of a like amount of maturing bonds. There was also paid the sum of \$1,274,755.75 for interest on the bonded debt.

There were also purchased before maturity the following bonds at a price below par, resulting in a salvage in principal of \$1,489.30, and a salvage in interest from the time of purchase to maturity of \$88,318.16:

	Principal	Purchasing Price	Salvage
World's Fair Bonds, 4%, due Jan., 1921.....	\$378,500	\$377,045.00	\$1,455.00
Municipal Bonds, 3½%, due Jan., 1919.....	1,000	985.00	15.00
Municipal Bonds, 3½%, due July, 1919.....	1,000	980.70	19.30
	<u>\$380,500</u>	<u>\$379,010.70</u>	<u>\$1,489.30</u>

The following is a statement showing the indebtedness of all taxing bodies within Cook County, and the City's proportion thereof:

	Total Debt	City's Proportion
City of Chicago.....	\$29,979,009.82	\$29,979,009.82
County of Cook.....	9,887,500.00	9,183,476.34
Sanitary District	14,681,000.00	13,928,673.51
South Park Commissioners	4,947,000.00	4,947,000.00
West Park Commissioners	4,360,000.00	4,360,000.00
Lincoln Park Commissioners	2,329,000.00	2,329,000.00
	<u>\$66,183,509.82</u>	<u>\$64,727,159.67</u>

According to the Government Census Report, the debt of the City of Chicago is the smallest of any of the large cities in the United States, that of New York City being at least ten times greater.

While the debt of the City of Chicago proper was slightly less than \$30,000,000, the fixed assets on Dec. 31, 1915, amounted to \$182,433,002.79. The fixed assets were increased during the year \$15,810,109.00.

Exclusive of the Board of Education, real estate purchases were made through the Comptroller's office as follows:

Holden Playground, 31st and Bonfield Streets.....	\$15,000.00
79th Street Beach	26,500.09
Bath site, 24th Street and Kedzie Avenue.....	5,750.00
Fire Stations:	
Stock Yards, Burnside, Roseland, West Ravenswood, Gage Park and others	25,000.00
Police Stations:	
48th Street and Wabash Avenue, 23rd and Robey Streets, 91st Street and Cottage Grove Avenue, 25th Street and Cottage Grove avenue, and others	36,000.00
Additional land for disposal station at Wilson Avenue and Lawn-dale, and for Roseland Pumping Station.....	19,000.00

The handling of tax certificates representing delinquent special assessment property has for many years been done by some private real estate firm. The work is now being done by the Real Estate Division, with much profit to the City and greater satisfaction to the property owners.

As indicating in a general way the immense volume of work handled by the Comptroller's office, these facts may be of interest. There is an aggregate of 30,938 employes on the pay rolls of the City, Schools, Library and Tuberculosis sanitarium. Most of these employes are paid twice a month. The paymaster handles on an average 55,000 checks per month, or a total of 660,000 pay checks during the year, aggregating \$37,500,000. The Special Assessment Division have issued bonds, vouchers and rebates to the number of 51,000, amounting to \$8,150,000. The Accounting Division have approved warrants for collection to the number of 108,080, amounting to \$10,990,000. The Audit Division have examined and passed to payment vouchers and contract estimates to the number of 45,000, representing a total of \$7,500,000.

The first step in the installation of an inventory system of all floating supplies and stores belonging to the City has been taken. Forms have been supplied the departments and these departments are now engaged in taking an inventory of all City property in their possession so that the same may be reported to

the Comptroller and entered on the books as of January 1, 1916. This will be continued so as to have at all times a check on the floating supplies and stores of the City.

The departmental estimates now submitted to the Finance Committee have accompanying them cards giving in detail the nature of the work performed by every employe of the department, signed by the employe and approved by the head of his department. It is hardly conceivable of the inestimable value this will be in assisting the Finance Department in passing upon the reasonableness of department requests.

CITY COLLECTOR.

The activities of this department will best be shown by a comparative statement of collections during the eleven months of the last year, as compared with similar collections during the same period of the previous year.

	Jan. 1-Nov. 30, 1915	Jan. 1-Nov. 30, 1914.
Licenses and Permits	\$8,757,455.81	\$8,167,054.72
Warrants for Collection.....	5,090,908.16	5,759,221.34
Special Assessments	2,163,787.91	2,077,992.08
Vehicle Tax	758,440.73	724,240.10
Insurance Tax	216,206.54	208,350.73
Special Deposits	301,777.45	228,752.51
Miscellaneous	744,742.85	839,201.56
Deposits with City Treasurer (All Sources)	22,610,872.58	20,656,008.02

One of the interesting features of the report issued by this department shows the decline in the number of licenses issued for horse-drawn vehicles. This decline is not unusual and continues steadily from year to year, with a considerably greater increase in the number of licenses issued for motor vehicles. The statement of vehicles licenses issued is as follows:

	1915.	1914.	Incr.	Decr.
One-Horse Wagon	33,872	34,847		975
One-Horse Buggy	1,223	1,791		368
Two-Horse Wagon	13,287	14,287		1,000
Two-Horse Carriage	359	553		194
Three-Horse Wagon	207	228		21
Motorcycle	4,243	4,803		560
Passenger Automobile—35 H. P. or less.....	30,575	23,149	7,426	
Automobile Delivery Wagon	4,218	2,883	1,335	
Automobile Truck	2,301	1,901	400	

Up to May 1st to Nov. 30, 1915, the license fees collected amounted to \$754,261.19. For the same period in 1914, the collections were \$719,904.1, showing an increase for 1915 of \$34,904.19.

Owing to the fact that the tax on privately owned pleasure cars was declared invalid in a Supreme Court decision, necessitating the enactment of a new law by the Legislature, which restored this tax on this class of cars, effective July 1st, 1915, the city lost one-sixth of the annual fee on these cars, or about \$30,000.

DEPARTMENT OF PUBLIC WORKS.

The various Bureaus, comprising the Department of Public Works, show steady progress.

The Engineering Bureau reports the total pumpage of the nine major water pumping stations will approximate 221,654,000,000 gallons against a head of approximately 115 feet. This is a decrease of about 500,000,000 gallons as compared with the total pumpage of 1914. The pumpage for the five sewage pumping stations for the year amounts to 26,217,465,000, as against 22,225,000,000 gallons during the year 1914. The decrease in the amount of water pumped by the water pumping stations and the increase by the sewage pumping stations may correctly be attributed to the heavy rains of June, July and August.

Bridge Division.

Lake Street Bridge—The sub and superstructures have been completed. Painting is about 80% completed and the operators' houses about 90% completed. Machinery is practically ready for the lowering of leaves.

Webster Avenue Bridge—The substructure has been completed and the steel work of the west leaf has been erected and riveted. Erection of the east leaf commenced on November 2, 1915, and is near completion.

Belmont Avenue Bridge—The piers have been completed. The erection of the superstructure steel on the east side of the river was commenced September 28th, and on the west side on November 26th.

Montrose Boulevard Bridge—All concrete work for the substructure has been completed. Contract is practically 99% completed.

Monroe Street Bridge (Union Station Co.)—The west pier was completed on October 11th. No work has been done on the east side of the river on account of injunction proceedings.

Indiana Avenue Bridge (Little Calumet River)—This bridge was opened to street car traffic in 1914, and to team traffic on March 22, 1915. Pavement placed on the approaches was completed on June 21st. The sidewalks, curbs and gutters on approaches constructed by the City Bridge Division by day labor were completed about July 1, 1915.

In the designing section of the Bridge Division, plans are practically completed for the double leaf trunnion bascule bridge at Monroe Street and plans are completed for a double leaf trunnion bascule bridge for La Salle Street. Plans for Clark Street bridge will be finished early in 1916. Bridge houses were rebuilt for the bridges at Ashland Avenue and the West Fork and at Randolph Street. State Street Viaduct was refloored. Halsted Street lift bridge was repainted.

Wilson Avenue Tunnel—About five miles out of a total length of eight miles of tunnel have been excavated in the rock. The concrete will be started before the beginning of 1916.

Marshall Boulevard Municipal Plant—The equipment of the Iron & Brass Foundry was completed during the year, and this unit of the plant is now in operation. Work on the Machine and Blacksmith Shops and on the Municipal Warehouse is nearly completed and the buildings will be ready for occupancy the early part of 1916. A Carpenter and Paint Shop and Pattern Storage building has been constructed of reinforced concrete, and building is now being enclosed with brick walls. Foundations have been completed for a Garage Building, and a contract has been let for the structural steel required for this building. Part of the foundations for an Office building have been constructed, and the electrical substation which is to form a part of this Office building is now in its permanent location. A tunnel system for conduits and mains has been completed within the limits of the plant. The concrete dock along the Collateral Channel has been completed, the required grading along this dock put in shape and the channel dredged to the required depth.

There were 40,450,800 square yards of streets cleaned of snow during 1915, removing 206,011 cubic yards of snow, or 57,163 loads. The approximate expense was \$107,334.50, or \$1.90 per load.

During 1915 the expenditures from the Vehicle Tax Fund in the Street Repair Division amounted to \$705,199.42; 764,901 square yards of repairs were made on the various classes of pavement.

Bureau of Streets.

The work of the Bureau of Streets may be summarized as follows:

140,216 tons of pure garbage were delivered to the Plant at 39th and Iron streets, by boat and direct haul, during 1915, at an approximate expense of \$435,843.35, or \$3.10 per ton.

1,504,325 cubic yards of 299,260 loads of ashes were hauled to city dumps and loading platforms during 1915, at an approximate expense of \$950,550.00, or 63c per cubic yard.

175,461,735 square yards of improved and unimproved alleys were cleaned, dirt from this cleaning being hauled by ash teams.

There were 472,948 feet of ditches opened and cleaned in the 5th, 8th, 9th, 12th, 25th, 26th, 27th, 29th, 32nd, 33rd and 34th wards, at an approximate cost of \$11,776.50.

There were 52,479,697 lineal feet, or 9,929 miles, or 271,407,644 square yards of streets flushed by auto flushers, on the north, south and west sides of the city.

Total approximate cost of operation and maintenance, \$10,782.50. Cost per mile flushed, \$1.08.

There were 4,371,719,890 square yards of street cleaned by the block system, and by the gang system, 133,760,990 square yards, making a total approximately of 4,506,480,800 square yards. Street sprinklers used 4,000 tanks, or 1,990,300 gallons of water; 775,806 cubic yards of dirt were removed, at an approximate cost of \$1,239,800, or \$28.6 per 1,000 square yards.

There were 154,910,923 square yards of street flushed by ward teams; 168,997 tanks, or 103,561,650 gallons of water were used, at an approximate expense of \$24,457.50, or \$15 per 1,000 square yards.

There were cut 7,650,953 square yards of weeds, at an approximate cost of \$7,724.23.

There were emergency repairs on improved and unimproved streets and sidewalks, requiring an expenditure of \$36,360.00.

Bureau of Sewers.

In general, the duties of the Bureau of Sewers include the maintenance of the sewerage of the City, the approval of plans for additions to or changes in the system, supervision of sewerage construction other than that built by special assessment, the inspection of the construction of house and building drains, and the control of the establishment of street grades and benches.

The extent of the sewerage system to be maintained may be shown by the following:

Sewers in place January 1st, 1915, miles.....	2,202
Street catch basins in place January 1st, 1915.....	100,080
Sewer manholes in place January 1st, 1915.....	83,130
House drains in place January 1st, 1915.....	329,807

The total appropriation allowed the Bureau for the year of 1915 was \$464,780.00.

Bureau of Compensation.

A statement of the revenue received by this Bureau during the first eleven months of the current year is as follows:

Switch Tracks	\$ 56,802.62
Bay Windows	161.50
Canopies	9,157.25
Scales	3,922.63
Use of Streets, Alleys and Docks.....	25,708.32
Sub-sidewalk and Alley Space	49,796.41
Vacations of Streets and Alleys.....	201,824.54
Bridges over Streets and Alleys.....	18,078.58
Bulkheads, Platforms, etc.....	4,143.63
Miscellaneous	4,485.25
Water Pipe Tunnel Privileges	1,298.00
Sidewalk Openings	6,173.00
Merchandise Stands	32,850.60
Signs	240.25

Total\$414,642.58

The total amount of revenue collected to December 1, 1915, shows a decrease of \$655,527.62. This is accounted for through the payment last year of \$825,805.04 by the Union Station Company for the vacation of streets in connection with its terminal ordinance. Leaving that item out of consideration, the increase for the present year would be \$170,277.42. There is still \$685,452.04 to be paid by the Union Station Company.

DEPARTMENT OF LAW.

The volume of business handled by this department is increasing each year and a report hardly does justice to the work done. A minute report of the work performed would show that all matters handled from day to day are of great importance to the city and that the labors of the various members of the staff in each of the branches under the control of the corporation counsel are intimately connected with and of great benefit to the citizens and tax-payers of

the community. But such elaboration would necessitate a report of extreme length.

All suits against the city arising by reason of damages claimed on account of track elevation have been thoroughly investigated and those reached on the trial call have been defended with energy and vigor.

The amounts sued for in the cases tried aggregate \$187,800 and the judgments recovered in them total \$8,750.00.

During the year just closing a regular and a special session of the General Assembly of Illinois have been held. The Corporation Counsel and two of his assistants were present at Springfield most of the time while the legislature was in regular session and at times other assistants were present to look after matters under their special charge.

Attention was confined strictly to matters affecting the City of Chicago. The results are that eighteen bills directly affecting the city's interests and of great benefit to it were passed by both houses, at the regular session, seventeen of which were approved by the Governor and are now laws. The eighteenth was vetoed by the Governor.

At the special session of the General Assembly, held the latter part of November and the first part of December, the City Law Department drafted and presented seven bills in the interest of the City of Chicago. Two of these measures were enacted into law.

1. Senate Bill No. 35, by which Section 2 of Article VII. of the Cities and Villages Act is amended so that the City Council now has power (a) to amend the annual appropriation ordinances at the next regular meeting occurring not less than five days after the passage thereof in like manner as other ordinances; (b) to pass by a two-thirds vote additional or supplemental appropriation ordinances making appropriations from miscellaneous receipts at any time within the first half of the fiscal year; (c) by a two-thirds vote to make transfers within the department or other separate agency of the municipal government of sums of money appropriated for one corporate object or purpose to another corporate object or purpose, at any time after the first half of the fiscal year. This bill was passed with the emergency clause.

2. Senate Bill No. 40, which is an amendment to the Municipal Funds Act, authorizing the City of Chicago, where it has funds set aside for some particular purpose, that are not immediately necessary for such purpose, at any time prior to July 1, 1920, to advance money in such fund to the Board of Local Improvements to be applied toward the payment of any final judgment of condemnation in a proceeding involving the taking or damaging of private property for a local improvement, the cost of which is to be defrayed wholly or in part by special assessment or special taxation, such advance not to exceed fifty (50) per cent. of such special assessment or special tax.

The Corporation Counsel and one of his assistants accompanied a delegation of aldermen and city officials to the City of Washington in the early part of January, 1915, and an assistant accompanied another delegation of aldermen and city officials to Washington in March, with the object in view of obtaining as large an appropriation or allotment as possible of funds from the Federal Government for breakwater construction to protect the new municipal pier. The result of this work was that the first week in April the Secretary of War and Chief of Engineers allotted \$500,000 to this project.

The work of this office in the courts was exceptionally large for the current year, as will appear from the table following this report. Among general litigation disposed of are the following cases:

That of the Mutual Film Corporation vs. City, and H. & H. Film Service vs. City. These were bills filed in the United States District Court, from which appeals were taken to the United States Circuit Court of Appeals. In both cases the constitutionality of Sections 1625 to 1632 of the Municipal Code referring to the exhibitions of moving pictures were attacked, but the court upheld the ordinances in each instance.

The People ex rel. Walter E. Wright vs. Chicago Railways Company, People ex rel. Paul Armstrong vs. Chicago Railways Company. Both of these cases were petitions brought in behalf of the presidents of two of the western suburbs to compel the traction company by mandamus to establish and maintain a five-cent fare for transportation between the City of Chicago and the two villages.

The traction company and the City of Chicago filed demurrers, and the court sustained the contention of the City that it could not be compelled, because of adopting Section 8 of the ordinance of March 18, 1913, to limit or enlarge the obligation of the traction ordinance—that is, to issue and accept transfers. This contention was upheld by the State Supreme Court.

The Santa Fe Railroad Case. This case was heard in the United States court before a special master and was finally settled. The gist of the settlement was that the Santa Fe Railroad dedicated four streets, one of which connected Thirty-first Street to the Drainage Canal and another Ashland Avenue to the Drainage Canal. The Santa Fe also conveyed an easement of thirty-three feet for a subway under what would be Robey Street, if continued from the west fork of the south branch of the Chicago River to Thirty-first Street. This settlement was thoroughly gone into by the Committee on Local Industry, complete hearing was had, in which all parties concerned were before the Committee, including the Superintendent of the Bureau of Maps and the Superintendent of the Bureau of Compensation. An ordinance was finally passed approving the settlement. The Corporation Counsel was directed by the City Council to complete the subway from the point mentioned above, so that it will be sixty-six feet wide. This has so far progressed that we have now the conveyance of an easement from the Illinois Central Railroad Company and expect to have the balance of the thirty-three feet to complete the subway sixty-six feet from the Sanitary District within a very short time.

The People ex. rel. Stephen T. Mather vs. Marshall Field & Company et. al. An information was brought to enjoin the use and occupation of certain tunnels under Washington Street connecting the stores of Marshall Field & Company. The court found that the City had the power to permit the owners of adjacent property to use the space beneath the surface of the street, even though the fee is in the City, in any manner not inconsistent with the public necessities as to street purposes.

Sunday Closing—After the order of the Mayor requiring saloons to be closed on Sunday went into effect there were a number of attempts made to tie the hands of the executive by injunction. Five different bills were filed by owners of saloons and the matter was argued before four different chancellors, two of the Circuit Court, one of the Superior Court and one of the United States District Court. In both the Circuit and Superior Courts attempts were made to secure injunctions enabling the complainants to open their saloons for the sale of soft drinks. The applications for temporary injunctions were in each case denied and the Mayor was upheld.

The Prosecuting Attorney during the year started, for the Health Department, 6,568 suits. This office also quasi criminal tried cases instituted by the Police Department, to the number of 1,227.

The total number of suits disposed of by the City Attorney during the year was 245.

The total number of suits pending December 15, 1915—694.

Total number of suits started since January 1, 1915—235.

Total number of investigations made during 1915—3,282.

Claims adjusted, 453, aggregating \$15,328.75.

DEPARTMENT OF HEALTH.

It is customary to gauge the health and sanitary conditions of a community by the prevailing death and sickness rates. Chicago, judged by this standard, is now the healthiest city in the world having a population of over 1,000,000. Based on estimates made December 15, the death rate in Chicago during 1915 was 13.58 per 1,000 of population. This is the lowest annual mortality rate in the history of the city. Including the 812 deaths resulting from the Eastland disaster the annual rate was 13.91, which is lower than the prevailing rate during any previous year, with the exception of 1904 when the rate was 13.85.

If the death rate of the previous decade had prevailed in 1915 there would have been 35,986 deaths during the year instead of 34,070, or 1,936 more than the number actually occurring. This is a saving well worth striving for.

The greatest actual saving was in deaths from pneumonia. Had the aver-

age pneumonia death rate of 1905-14 prevailed in 1915 there would have been 1,593 more deaths from this disease alone. The tuberculosis death rate was 16.84. This is 5.5% lower than average rate during the previous decade, but higher than the annual rates recorded since 1910.

The reduction in the death rate from contagious diseases varied from 85 per cent. in scarlet fever and 70.7 per cent. in whooping cough to 16 per cent. in diphtheria. The scarlet fever death rate, during the past year, is the lowest in forty years.

A community's typhoid death rate is looked upon as an index of its sanitary conscience. Gauged by this standard Chicago can be well satisfied with her sanitary conscience; for the typhoid rate during 1915 was 5.4, the lowest in the history of the city. Our typhoid death rate has now reached the standard of 6.0 or below per 100,000 maintained in well regulated European cities. The 1915 typhoid rate is 58.7 lower than the rate prevailing during the previous decade.

The results of the year's work in the prevention of contagious diseases are gratifying. There were but 2,787 cases of scarlet fever reported up to December 1, against 3,242 for the same period in 1914. This is the lowest number of scarlet fever cases recorded for the same period in ten years.

There was also a decrease of approximately 1,000 in the number of diphtheria cases as compared with the number reported during this same period last year. For the first time in five years the diphtheria case rate has been substantially reduced. This can be attributed directly to the work done in the public schools in finding and excluding "carrier" cases of diphtheria.

This work has shown that it is possible to prevent diphtheria and other infectious diseases by thorough medical inspection of children attending the schools and has led the Commissioner of Health to ask that a Health Officer and Nurse be provided for each public school in the city.

The Infant Welfare work was again conducted by the Department during the months of July and August by assigning the school nurses to this field; 19,807 children under two years of age were found and visited by nurses. Of these 1,114 were found sick when first visited. During the summer a total of 36,339 visits were made; 2,558 children under two years of age died of diarrheal diseases. This is 471 fewer than died during the previous year.

Due to the additional work in the public schools the number of specimens submitted to the laboratory was materially increased. The total number of examinations reached 213,607. There was an increase of 41,000 in the number of bacteriological specimens examined.

Much attention was given to the condition of the city water. Samples from all intakes were examined daily. The treatment of the water from Chicago avenue intake with hypochlorite was urged and during August a plant for treating this water with free chlorine was completed.

The effects of lake dumping on the water supply were studied and the Department has taken a definite stand against such dumping except behind bulkheads. If our low typhoid rates are to be maintained we must stop the pollution of lake water or else continue to treat the water supply with increasingly large doses of chlorine.

A new method was inaugurated of handling complaints and abatement of nuisances in co-operation with the Police Department and the Department of Public Works. During July a policeman's handbook was prepared abstracting certain ordinances relating to sanitation and the maintenance of streets and alleys and in August 33 Sanitary Inspectors were detailed to the 45 police stations as headquarters, the small number of inspectors available making it necessary to assign one to two precincts in some cases. The sanitary inspectors thus assigned are charged with the enforcement, in their respective police precincts, of ordinances relating to sanitation and streets and alleys, and also with the receiving and investigation of complaints and have the co-operation and assistance of all patrolmen in the district.

The method of police sanitary inspection inaugurated will be materially strengthened by the voluntary services of public-spirited citizens who have organized the "Civic Co-operator's Movement." When the contemplated scheme is worked out there will be assigned to each block a citizen to act as "Civic Co-operator," who will be identified by a star and a card of authority signed by the Mayor and the Commissioner of Health and the President of the Civic

Co-operators' Committee of the Industrial Club. These civic co-operators will see that certain general ordinances are enforced in their respective districts and by influence and example help to prevent and correct violations and by reporting and co-operating with the Departments of the City Hall will see that patrolmen and inspectors perform their duties properly.

A notable achievement of the year was the confirmation by the courts of the ventilation ordinance. Every important detail of the City's contention as to the reasonableness of this ordinance was sustained.

During 1915 our milk supply was again menaced by a grave epidemic of Foot and Mouth Disease. The outbreak affected the dairy district in four states from which Chicago receives its milk supply. The Department co-operated with the state and federal authorities in the prevention of the sale of milk from infected territory, and all of the milk from an infected territory was required to be pasteurized under the supervision of the Department. Not a single authentic case of Foot and Mouth disease in a human being occurred in the City.

A marked departure from previous practice was the institution of a Hearing Board before whom violators of sanitary regulations, whose offenses are not flagrant, are given a hearing and instructions and another chance before suit is started. In this way a much more extensive compliance with sanitary regulations has been secured without the necessity of filing suits in the court. Approximately sixty per cent. of all persons appearing before the Board complied with the ordinances without requiring a suit to be started.

The City Contagious Disease Hospital cared for 856 cases during the past year. The new hospital is nearing completion and will be opened during 1916.

The Iroquois Memorial Hospital has been reorganized and put in first-class sanitary condition and is now equipped to handle all sorts of emergencies. Nearly 2,000 cases were handled during the year.

A school for the instruction of midwives, for teaching asepsis and antisepsis, has been organized in connection with the hospital. A psychopathic clinic headed by a leading psychologist has been opened, where school children and others may be sent for mental examination.

Five hundred health talks were given by members of the Department, the Commissioner personally giving 35 addresses each month.

CIVIL SERVICE COMMISSION.

A resume of the work of the Civil Service Commission for the first eleven months last year follows:

During this period there have been held 200 examinations, in which there were examined 10,211 competitors. The total number of those examined medically during this period was 9,302, and those examined physically 6,738. In the same period there were examined in the unskilled labor class 14,988 persons.

During the period mentioned there were held 601 investigations of charges preferred against city employes; 465 of these cases were from the Police Department, and in 47 instances an order of discharge was entered; 114 cases were from the Fire Department and 19 discharges were recorded. The other 22 were miscellaneous cases, in 5 of which the defendants were discharged.

Under the provisions of Section 14 of the Civil Service Law a number of important investigations have been instituted by this Commission. Among them are the following:

1. Investigation of the compensation and expenditures and conduct and actions of the employes of the Council Committee on Crime. The Commission made a full report of its findings after a thorough investigation in this matter and showed that large sums of the city's money were wasted in debauchery. The Commission made a number of recommendations, among them that future appropriations of public funds for investigation purposes be placed under the supervision of careful, able and conscientious experts in the line or department to be investigated.

2. Investigation of the collection of funds in the Police Department for the defense of members of that department indicted for criminal acts. This investigation is still under way, and it is the purpose of the Commission to bring about the elimination of this reprehensible practice.

3. Investigation of the conduct and actions of city employes in the construction of the Wilson Avenue tunnel. From the evidence thus far gathered

there appears to exist a practice of importing non-residents and non-citizens and placing them upon the pay roll in preference to citizens and residents of Chicago, as well as evidence of corruption.

4. Investigation of charges that persons outside of the city service have been collecting money from city employes in return for promised service in placing them upon promotion registers.

5. Investigation into the conduct and actions of important officials in the Bureau of Streets. Enough evidence of waste of city funds, inefficiency and other violations of laws and ordinances was collected to cause the suspension of the Superintendent of Streets and two of his assistants and the bringing of charges against them. They were later found guilty and dismissed from the service.

In connection with the above investigations and others the Commission is of the opinion that inefficiency and even corruption on the part of city employes exists on a much larger scale than the citizens of Chicago are aware, and this Commission proposes to continue its investigations and exposures of these matters until the city service is placed upon a plane where there can be no question as to its honesty and efficiency.

When this Commission assumed office there existed a system of conducting examinations which is conducive to many evils. It was the almost universal practice to turn over the work of preparing questions and grading papers to the department for which the register of eligibles was to be prepared. This Commission has, therefore, established an independent and impartial system of control, that no department head or subordinate should be concerned in any manner in preparing questions or grading papers for his own department. This Commission has, therefore, established an independent and impartial system of conducting examinations, using to a large extent the services of persons not connected in any manner with the city service.

There existed also a practice of posting eligible registers with numerous blank spaces to be filled in later by persons who had not qualified medically or physically. This appears to be a form of special privilege and was, therefore, immediately discontinued by the present Commission when it assumed office. All applicants are required to comply with all requirements whether mental, medical or physical before the posting of eligible registers.

The Commission, through its efficiency division, has assisted the City Comptroller in budget preparation; prepared schedules of service for the various war activities in the Bureau of Streets; prepared a unit cost accounting system of construction; made a study and report upon certain phases of the work of the Departments of Health, Police, Public Welfare and Board of Education.

POLICE DEPARTMENT.

During the year the following brave officers lost their lives in discharge of their duty:

Sausman, John B., age 54, patrolman, 4th precinct, killed on January 5, 1915;
Rausehe, Henry H., patrolman (Motorcycle), 42d precinct, killed on May 26, 1915;

Volquartz, Ingar, patrolman, 32d precinct, killed on June 25, 1915;

Furlong, John P., patrolman, 7th precinct, killed on Oct. 27, 1915;

Mitchell, James F., Probationary patrolman, 11th precinct, killed on November 16, 1915;

Freiberg, Arthur, patrolman, Traffic Division, killed on November 18, 1915;

Burke, John C., patrolman, 11th precinct, killed on Dec. 16, 1915.

There were 84,245 persons arrested for misdemeanors during the first ten months of the year, of which number 36,376 were convicted during that time. During the same period 9,351 persons were arrested for the commission of felonies, of which number 3,920 were convicted.

The work of policewomen in the department has been very gratifying. Their work is of such a nature that it cannot be shown in figures; nevertheless important results have been achieved by them particularly in cases of crimes against children, contributing to the delinquency of children, and in working up evidence and handling cases coming within their particular line of work.

The suppression of the illicit sale of habit-forming drugs has been given

particular attention by the department. Since the federal law governing the subject went into effect, the supply of peddlers, selling habit-forming drugs, has become practically exhausted, and there has been a steady decrease in the sale and use of these drugs. The members of this department, both of the active bureau and morals section, have assisted the government in this regard to a marked extent, as will be shown by the following report:

Arrests for violation of drug act	135
Cases disposed of	27
Turned over to Federal Authorities	76
Fines and costs imposed	\$13,621.55

DETECTIVE BUREAU.

The members of this bureau during the past year have done excellent work in the suppression of crime and the apprehension of criminals. Several very important arrests have been made and many murderers and thieves have been sent to the Penitentiary. The following is a summary of the work performed by them from Jan. 1 to Dec. 14:

Stolen property recovered	\$209,155.08
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	Persons.
Arrests made	3,708
Arrests for felonies	1,238
Arrests for misdemeanors.....	1,709
Arrests for violations of City Ordinances.....	761
Violators fined	764
Violators held to Criminal Court.....	405
Violators sentenced to County Jail	37
Violators sentenced to House of Correction.....	301
Violators sentenced to penitentiary and Pontiac.....	108
Fugitives handled	570
Letters and telegrams answered.....	8,742

Violations of the laws and ordinances governing motor vehicles in this city are at a minimum. This section consists of one sergeant, twenty-five patrolmen and one motorcycle mechanic. The following is a resume of the work performed by this section during the year up to and including December 8, 1915:

Total number of arrests	2,777
Total fines imposed	\$14,932.00
Amount of property recovered (Automobiles 60).....	46,243.00
(Other property)	1,446.60

Total amount of property recovered

\$47,689.60

The pound section has been very active during the year, and has no doubt, by the impounding of a large number of stray and vicious dogs, saved many a person from the horrible sufferings of hydrophobia. This section consists of one poundmaster, five patrolmen, sixteen dog catchers, two kennelmen and one hostler. The following is the work performed by them:

Number of stray dogs impounded.....	12,432
Number of vicious dogs impounded (biters)	1,684
Number of rabid dogs impounded	22
Number of dogs destroyed	11,915

During the year, up to and including December 8, members of the ambulance section treated 4,353 sick and injured persons at police stations, removed 10,287 sick and injured persons to hospitals; 924 to their homes, and 613 to police stations for first aid treatment. They also treated 559 persons in their homes or at scenes of accidents without removal, and also handled 63 insane persons. They also examined 1,240 sick and injured police officers and 3,523 applicants for public chauffeur's license. The number of miles traveled by the various ambulances amounted to 105,915; while 138 dead bodies were removed to morgues by these vehicles.

The importance of the work of the miscellaneous section cannot be over-estimated. We have in this department the most complete, thorough and capable bureau of identification in the world. The surest method of identification known to science today is the finger print system. A number of mysterious crimes have been solved through the identification of finger prints by the members of the

identification section. That this section was extremely busy during the eleven months past is shown by the following report:

Number of persons brought to the bureau.....	12,180
Number of suspects brought to the bureau.....	7,837
Number of persons identified	4,468

The substantial increase in the amount of vehicle tax collected this year over last year, despite the fact that the validity of the tax was attacked in the court, is due to the energy of the officers of this bureau, consisting of one sergeant, 25 patrolmen and one examiner of public motor vehicle operators. This fact has been publicly stated by the City Collector. The following report for the year up to and including December 8, will give some idea of the enormous amount of work done by this bureau:

Total number of arrests	11,607
Total amount of fines	\$23,663
Total value of property found in vehicles and turned over to owners....	1,953
Total number of complaints investigated as to reckless drivers and operators, and evaders of vehicle tax.....	576

The provisions of the Reorganization Ordinance provide that each station and the members of the department assigned thereat shall be inspected at least once a month. This division has fully complied with these provisions and by its uniform and consistent inspections has reduced the number of violations to a minimum, with the result that there has been a decided improvement in the appearance and accoutrements of the uniform rank, the conditions of the various stations and bureaus and the manner of keeping the records thereat.

A number of improvements have been made in the record division during the last year. The old method of indexing crimes and misdemeanors caused the loss of a great deal of time. To obviate this the Index Visible card system was installed. This system gives immediate index in any case concerning which inquiry is made and which is on file in the records division. A new system of station records was also completed during the year, the object of which is to standardize the work in each precinct. Records for marking the efficiency of the active force as provided for by the Police Reorganization Ordinance have also been installed.

Up to and including November 27, 1915, 10,497,000 feet of film were inspected; 128 reels of films "pictures in their entirety" have been rejected; 168,929 feet of film rejected, and 1,266 moving picture theatres visited. Up to and including December 9, 1915, 29,813 permits for the exhibition of moving pictures have been issued, with a total of \$14,906.50 for exhibition fees.

FIRE DEPARTMENT.

The Fire Department during the eleven months ending November 30, 1915, responded to 12,296 alarms, of which 8,480 were actual fires. The value of property involved was \$98,362,360 and the amount of the insurance carried on the property involved amounted to \$68,631,584.

One of the most important adjuncts of the municipal government in Chicago is the Bureau of Fire Prevention and Public Safety in the Fire Department. Nothing better shows the importance of the work of this bureau than a comparison of the fire loss for the first eleven months of the last year with the loss during the same period in 1914, as follows:

1914	\$4,850,584.66
1915	3,053,411.16

Reduction in loss

.....	\$1,797,173.50
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The decrease in the number of alarms turned in during the year from the number turned in during the preceding year was 1,295. An idea of the work that is being done by this bureau may be had from the following brief summary of the work performed during the last year:

Original and complete inspections of various classes of buildings, including night inspection of theatres while open to the public.	131,284
Of which 19,338 were the result of complaints.	
Installation of gasoline tanks supervised.....	1,114
Local fire alarm systems, inspected and approved.....	83
New sprinkler and standpipe equipments inspected and approved..	130
Applications for licenses of various kinds approved.....	1,174
Plans examined	2,950
Law suits for violation of ordinance recommended to the City	
Prosecutor	684
Cases non-suited upon correction of violations.....	533
Fines standing	49
Suits pending	102

As a result of inspections by this Bureau, 28,509 corrections were made.

During the year, 44 firemen were injured in the discharge of duty and 3 lost their lives; 81 citizens were injured at fires and 3 by fire apparatus; 13 lost their lives at fires and 94 were rescued from burning by members of the department.

Seventeen horses were purchased during the past eleven months at an average cost of \$275.00 per horse. This number is far less than in former years, on account of inability to secure the right kind of horses for the department.

Following is a list of the motor apparatus purchased by this department during the year:

Tractors:

- Four White—4 wheel.
- Two Knox—3 wheel.
- One Christie—2 wheel.

Pumping Engines:

- Two Seagrave.
- One Ahrens Fox.
- One American La France.

Eleven Ford runabouts for Battalion Chiefs.

One Ford Express car for service at Repair Shops.

DEPARTMENT OF BUILDINGS.

Below will be found tabulated report comprising building operations for the first eleven months of 1915 and for the same period of 1914.

Month.	Permits.	Frontage.	Cost.
January	476	15,071	\$ 4,327,900
February	579	17,760	4,701,500
March	1,096	31,401	7,403,750
April	754	22,710	6,820,700
May	786	24,513	7,902,900
June	857	27,028	7,613,500
July	830	24,393	6,455,630
August	995	28,870	9,513,150
September	977	28,493	8,569,600
October	1,111	34,706	12,479,250
November	1,166	37,037	10,861,600
Grand Total	9,627	291,982	\$86,649,480

The building operations as carried on in this City for the first eleven months of the present year, as compared with the same period for 1914, show an increase of 321 permits and gain in aggregate cost equaling \$9,601,420, or 12% for the first eleven months. The amount of frontage consumed for building operations in 1915 was 291,982 feet, equaling 55.2 miles, showing an increase over 1914 of 21,667 feet of frontage.

October and November proved to be the banner months for the year, having surpassed any other October and November months within the history of the City. December from present indications will prove to be a good month also.

Section 237 of the revised Building Ordinances as now in force requires an annual inspection to be made of buildings as herein classified. This department has inspected buildings as set forth in the following table:

Buildings	11,881
Billboard and Signboards and Illuminated Roof Signs	16,585
Canopies	519
Floor Placards	510
Grand Total	29,495

There has also been inspected during the first eleven months of the year, churches, halls, schools and theatres as per appended table:

Theatres	664
Dance, lodge and Assembly Halls.....	1,295
Churches	500
Schools	400
Hospitals	127
Homes, Asylums & Children's Nurseries.....	200
Grand Total	3,166

The rush of building operations covering the past four months has produced more work for the small force employed in this Bureau than could properly be attended to. If building operations are to continue with the same degree of activity for the year of 1916, the force should be augmented by one more architectural engineer so as to properly care for the duties incumbent upon the bureau.

The field inspection work of the Department of Buildings forms a most important part as all new structures while in course of erection have to be inspected regularly, also all complaints of existing buildings have to receive prompt attention. To December 1st, 1915, there have been 160,215 inspections made by the force of Inspectors engaged in this department of the work.

Total Gross Earnings	\$179,042.05
Total Disbursements	163,998.89

Net Earnings for the first eleven months.....\$ 15,043.16

BOARD OF LOCAL IMPROVEMENTS.

In the Board of Local Improvements the activities during the past year are best represented by the following report of the principal bureaus in that department:

The Street Bureau reports 147 miles of street paving at an approximate cost of \$4,500,000.00.

The Sidewalk Bureau reports 271 miles of sidewalk laid at an aggregated cost of \$1,104,200.00.

The Bureau of Sewers reports 76 miles of sewers laid at an estimated cost of \$1,200,000.00.

Assessment rolls filed in the County Court in 1915, for opening and widening of streets and alleys, \$907,398.50.

For widening of Michigan Avenue, \$7,262,535.00.

The heads of departments consider this a good record for the year, especially when one takes into consideration the loss of time caused by the rainy weather, and by the controversy between the paving contractors and the Board, which resulted in a saving to the tax payers of over \$425,000.00 in asphalt paving alone.

The books show \$32,000,000.00 worth of improvements wanted by property owners, held up on account of lack of help in the office and insufficient funds to go ahead with the assessment work.

Preparation for the trial of widening 12th Street from S. Michigan Ave. to S. Ashland Ave., involving \$3,056,144.00, took up a considerable time this year in getting data for the attorneys and experts engaged in the case. Public hearings were held, enabling ordinances drawn for paving sidewalks, and passed by the council prior to the commencement of the trial before Judge Brentano in the Superior Court on September 20th. The condemnation ordinance, also drawn by this department and all legal proceedings thereunder, have been upheld by the Court.

This improvement, one of the most important ever undertaken by the Board of Local Improvements, is now nearing its close in court, and is almost certain to be decided in favor of the City. When the assessment is confirmed, the work of tearing down buildings and constructing sidewalks and pavements will immediately follow, permission to raise funds to pay for the land and buildings condemned, having been obtained at the recent special session of the Legislature.

Still greater, more complicated and more important is the widening of **North Michigan Avenue, Pine Street and Lincoln Parkway**, between East Randolph Street and East Chicago Avenue (known as the Boulevard Link), including a bridge across the river, paving, sidewalks, lighting, etc., the estimated cost of which is \$7,262,535.00.

On April 5th a report of the value of the properties to be taken or damaged for this improvement and the proposed assessment district involved was returned to the present Board. On May 5th the question of spreading the assessment was taken up by the Board and its attorneys as to whether it should be spread by the office force or experts outside the office. The roll was filed in court on July 15th, two weeks earlier than the outside experts figured it could be done, and at a saving of \$4,000.00 to the city. All legal objections to the improvement that may be raised are now filed, and will be heard on December 20th in the County Court. If the assessment is confirmed, the work of construction can commence at once, legislative enactment at the recent special session of the Legislature having also been obtained for the transfer of funds in anticipation of the collection of the assessment.

SPECIAL PARK COMMISSION.

The Special Park Commission is completing what is by far the biggest year of its existence. The people of Chicago having awakened to the value of recreation, have steadily demanded that more and more facilities for healthful play be provided for young and old, realizing the importance of spending some money for health and preventative measures now, rather than large sums later for corrective and punitive institutions. The public demand has become so great that three successive bond issues for bathing beaches and playgrounds have been approved by large majorities, even at such times when other urgent bond issues were rejected. The present administration, having gone strongly on record for more playgrounds, it devolved upon the Special Park Commission to provide additional recreational opportunities, and to obtain a greater use of the existing facilities.

The jurisdiction of the Commission extends over the municipal small parks, playgrounds, bathing beaches and swimming pools, street tree planting and Gage Farm Nursery.

The small parks, of which there are seventy-three in number, are scattered through all sections of the city. They range in size from an ornamented beauty spot of one-tenth of an acre to a large forty-acre park, containing baseball diamonds, football fields, tennis courts and play apparatus. Besides the general maintenance and improvement work carried on during the year, the five new parkways were taken over by the Commission and improved.

In forestry work, about 12,000 trees along the public streets were trimmed at an average cost of 26 cents per tree; 1,050 trees were removed at a cost of \$1.45 per tree.

In addition to the foregoing, assessments for various improvements amounting to \$1,642,030.63 have been spread and are ready to be filed as soon as they can be written by the typewriter operators, who are now very busy preparing for court the actual cost of work finished and accepted by the Board this year. These latter improvements have the right of way for the reason that under the law their certification to the clerk of the County Court must be made within 30 days after approval by the Board.

An analysis of the work done this year up to December 13th shows an excess over last year for the same period as follows: Public Hearings, \$73,699.75; Assessments reduced to cost, \$1,878,100.25; Assessment Rolls filed in the County Court, \$6,759,663.73; Ordinances, 123, and Petitions, 214.

In regard to the plans for 1916, the Board and heads of the various departments held several meetings with the result that extra help was asked for

in order that improvements amounting to over \$32,000,000 should be advanced as rapidly as possible so as to clear the records and give the property owners the improvements requested by them.

With the approval of the \$300,000.00 Playground Bond Issue by the voters in April, a new Commission was appointed, which decided on the policy of providing as many playgrounds as possible at a minimum of expense. Instead of spending available funds for the purchase of land, it was decided to obtain the co-operation of the Board of Education and utilize the yards of the public schools, wherever they were large enough, and equip them as municipal playgrounds.

Blue prints of all the school yards in the City were furnished by the Board of Education and every school with a yard large enough for playground purposes was visited and inspected by the Chairman and a sub-committee of the Commission, as to their suitability and desirability for municipal playgrounds. Forty-eight of these school sites were selected by the Commission and approved by the City Council. The Board of Education still further co-operated with the Commission by offering to fence and, in some instances, grade these grounds. Thus the Commission was able to save not only the cost of purchasing grounds but the expense of fencing them.

Three bathing beaches and one swimming pool were in operation from June 1st to September 30th. Owing to the builders' strike, the Clarendon Beach building was not ready for use during the summer, but the fine sandy beach was kept open to the public, and a director and several efficient life guards were constantly on duty. Life lines were set out, and life boats and other life saving devices were provided. The building is now practically completed.

By a decision of the Supreme Court, a section of the beach at the foot of 51st Street, long in litigation, was turned over to the State, which, in turn, by an act of the Legislature, turned it over to the City. The Special Park Commission took over this piece, 300 feet wide by 200 feet long, and placed on it a frame bath house, which was taken from the Ohio Street Beach. The beach was formally opened with appropriate exercises on August 7th, and became at once the most popular in the city. This beach must be enlarged, either by the purchase of adjoining land, or by making additional land by building piers and filling in with sand suckers.

Rocky Ledge Beach, at the foot of 79th Street, was used to capacity. A bond issue of \$300,000.00 for a larger bathing beach at this location was approved in April by a large majority of the voters. The Commission recommended the acquisition of the shore property from 75th to 79th Street. Approximately 1,000 feet of property and 2,000 feet of riparian rights were purchased and condemnation proceedings have been entered for the acquisition of the remainder.

Three new municipal natatoriums were built during the year, adjoining the Roseland, Central Park Avenue and Springfield Avenue Pumping Stations. It is intended that the steam for these pools be furnished by the pumping stations, thus eliminating the cost of installing and maintaining separate heating plants.

The Commission has appointed a "Ways and Means Committee" which is making strenuous efforts to relieve the city of all possible expense of obtaining donations from public spirited citizens for the purchase of playground property and is even considering the possibility of starting an endowment fund, the income from which can be used for the maintenance of the existing playgrounds.

DEPARTMENT OF PUBLIC SERVICE.

The Department of Public Service is divided into a number of bureaus, each one of them in charge of an expert in the work assigned to that bureau. Of these one of the most important is the transportation bureau. During the last year as a result of suits instituted through this bureau and recommendations made after investigations conducted by the bureau, many betterments of service were secured upon both the surface and the elevated railway lines. The bureau has collected and compiled much data that will be invaluable in the consideration of the proposed unification of street and elevated railway lines. It has made passenger counts upon approximately 85% of the lines in the city and these reports have been submitted to the Committee on Local Transporta-

tion. The work of the bureau to a large extent has been one of preparation, as it is only a year old, but elaborate plans for much definite action have been made for the new year.

The result of gas tests made by the Bureau of Gas during eleven months of this year shows a total of 1,225 tests made of heat value, the average being 665 B. T. U.; 1,311 tests of illuminating quality which show an average candle power for the period of 22.59, as compared with an average of 23.76 for the year 1914. The Gas Testing Division is now making regular night tests of heating value and candle power and it is proposed to soon inaugurate a testing schedule which will permit tests being taken during all hours of the maximum demand. Regular tests are now made of the natural gas supply, such tests being made daily.

A total of 129,738 meters have so far this year been tested and sealed by this Bureau before being placed in service by the Gas Company. It is estimated that the six meter testers will test approximately 150,000 meters this year, as compared with 91,140 meters tested in the year 1914.

This Bureau is now engaged upon an extensive investigation to determine if the Gas Company is complying with the ordinance passed July 2, 1914, requiring that all meters then in service be removed at the rate of 25% a year for test, and all meters this Division finds in service longer than the prescribed time are ordered removed and replaced by meters lately tested by this Bureau.

Believing that some supervision is necessary over the piping and fixtures installed in buildings, that the possibility of leakage and explosions, etc., be brought to a minimum, this Division has made a careful study of this matter and believes that for accidents leading to death, partial asphyxiation, or bodily injury, caused by gas, aside from the willful taking of life, there are two causes very apparent. The accidents are caused either (1) by the improper construction or arrangement of the appliances or fixtures, that is, they reveal a hazard which exists even when the operations are performed by an intelligent person, or due (2) to the improper operation of the appliances or fixtures at the hands of an unformed or careless user. Many of these accidents are perhaps unavoidable, but there are many cases in which a proper rule, if observed, would have prevented serious results. A further investigation into these causes with a view of establishing means of prevention of accidents to life and property resulting from the use of gas, together with a knowledge of the rather incomplete sets of rules enforced by companies, cities, and states, has given rise to the belief that this Bureau should be given proper authority to pass upon the installation of piping and the condemnation of fixtures and appliances which are found to be faulty or defective.

Measured Service Studies were made for the purpose of ascertaining the accuracy of measured service charges made by the Chicago Telephone Company. They were conducted at premises of subscribers who had filed complaints of alleged overcharges on their measured service bills. Observations and records were made of all out-going conversations, care being taken to record length of conversation accurately, so that conversations exceeding five minutes in duration were accurately charged. Precautions were taken so that no calls could be made which were not recorded. These observations covered the time of the call, the telephone number of the line (or trunk and terminal in case of a switchboard) used, the time (in seconds) taken for the operator to answer, the time ring on line called began, and time taken for called party to answer; also the time conversation ended and length of same.

DEPARTMENT OF SMOKE INSPECTION.

At the inception of this administration it was announced that a co-operative policy would be followed and the office would be used to bring to plant owners the necessary knowledge and assist in improvement to the end that smoke and the price of producing power would be reduced.

In an endeavor to accomplish this, each engineer assigned to a district was instructed to come in personal contact with owners, as well as the operating crew, and if possible, bring about co-operation between the owner and operating crew, and to get co-operation from the combination so formed. The engineers carried out this policy and are working at present on this general plan, resorting to force only in exceptional cases where the owner disregards his own good, as well as the public at large.

With the force of stack observers reduced from ten to eight men, the system of assigning these men was changed. The City was divided into eight districts with a mechanical engineer in charge of each district, who directed the work of the observer assigned to him. The result of this reorganization is clearly shown in the following statistics:

Violations from May 1, 1914, to Jan. 1, 1915 (10 observers).....	1,622
Violations from May 1, 1915, to Jan. 1, 1916 (8 observers).....	2,449
Percentage increase in violations reported per man.....	88%
Railroad Observations:	
Violations from May 1, 1914, to Jan. 1, 1915 (10 observers).....	316
Violations from May 1, 1915, to Jan. 1, 1916 (8 observers).....	463
Percentage increase in violations reported per man.....	83%
Marine Observations:	
Violations from May 1, 1914, to Jan. 1, 1915.....	156
Violations from May 1, 1915, to Jan. 1, 1916.....	228
Percentage increase in violations reported.....	46%
Total Observations:	
Total observations from Jan. 1, 1914, to Jan. 1, 1915.....	23,155
Total observations from Jan. 1, 1915, to Jan. 1, 1916.....	24,978
Total violations from Jan. 1, 1914, to Jan. 1, 1915.....	2,976
Total violations from Jan. 1, 1915, to Jan. 1, 1916.....	3,257

Stationary Plant Smoke—The policy previously mentioned was carried out by the engineers to the letter and each violation was followed by a personal visit of the engineer, with a view of assisting the owner to prevent a repetition. The equipment, fuel and attention given to operation were investigated and a remedy suggested wherever possible. This field is well covered and shows much improvement.

Railroad Smoke—At present the railroad smoke depends entirely upon fuel, care and load. The equipment of a locomotive for smoke prevention, as it is at present cannot be added to without material change in the locomotive itself. Smoke, being dependent mostly upon the human element, it is difficult to state as to its standing, but with the realization of the importance of smoke in community life by railroad employees, improvement may be expected and smoke due to carelessness, overload and poor fuel, will diminish and show improvement.

Permits—Besides the inspection and general engineering service, this Department supervises all new and reconstruction work of furnaces for boilers. The following figures show the amount of work done in this line:

Total number of permits issued from Jan. 1, 1915, to Jan. 1, 1916....	269
Total number of permits issued for new plants from Jan. 1, 1915, to	
Jan. 1, 1916	94
Total number of permits issued for reconstructed plants from Jan.	
1, 1915, to Jan. 1, 1916.....	175

At present it may be stated with confidence that the smoke condition is better now than ever, with assured gradual improvement in the future in spite of the ever-increasing coal consumption, and particularly now due to unusual activities in manufacturing and transportation.

It must be borne in mind that the results obtained by the Department of Smoke Inspection affect the general health of the community materially. This summary report shows the magnitude of the Smoke Department's operations, and that it is badly in need of more means with which to carry on the work on a broad scale as the interests of the city demand.

DEPARTMENT OF PUBLIC WELFARE.

The Department of Public Welfare, with all the bureaus under it, constitutes an important arm of the municipal administration. Most of the work has been devoted to the young and a great deal of attention has been given to the establishment of community centers, especially in schools. This work, while in its infancy, is proving to be most popular and most important. Already in those schools where the experiment has been conducted, choral societies and orchestras, etc., have been organized.

There is no more important bureau in the Department of Public Welfare than

the Bureau of Information, because of the relief that it can give citizens. It is really a citizen's bureau, and it is proposed to make it a clearing house for the social workers and social organizations. It can do much to eliminate beggary, and it will prevent in a large measure the public from being imposed upon by undeserving agents and agencies. Trained investigators are assigned to make inquiries and collect and collate data.

Another very important bureau is the bureau of employment, which has done yeoman service during the last year. A summary of the work accomplished, follows:

	Applicants for work	Requests for help	Applicants placed
September	702	564	332
October	1,512	1,707	1,276
November	1,744	2,380	1,291
Totals	3,958	4,651	2,899

The Department, as an experiment, has been operating several Municipal Gardens during the past season. This project is of intrinsic value to the poor and should be given much consideration by the department. Not only should large and numerous tracts be operated for this purpose by the department, but it should be the means of assisting and stimulating the garden movement among the poor over the entire city. Its slogan should be—HAVE A GARDEN EVEN THOUGH ITS CONFINES BE LIMITED TO WINDOW BOX. The following is a brief summary of the work done during the past season. Five principal garden tracts located as follows were under the department's jurisdiction.

A tract of 75 acres, known as the Cragin Gardens, located at Grand and Long Avenues. On this tract provision was made for 150 families representing a total of over 600 individuals.

A tract of 30 acres, known as the Kensington Gardens, located at One Hundred and Twenty-sixth Street and C. & R. I. Railroad, where gardens of one-half acre each have been provided for 60 families, representing a total of about 400 individuals.

A tract of 10 acres, known as the Pullman Gardens, located at One Hundred and Ninth Street and Indiana Avenue, which was divided into small gardens of about 1,000 sq. ft. each. This tract accommodated 155 families, representing a total of about 725 individuals.

A tract of 6 acres, known as the South Chicago Community Gardens, situated at Eighty-ninth Street and the Lake Shore R. R. tracks, providing for 48 families, representing a total of 300 individuals.

A tract of 10 acres in Austin, divided into gardens of $\frac{3}{4}$ of an acre each, making provision for 47 occupants. This tract is very low and poorly drained, and because of the extremely wet season, part of it had to be abandoned.

One thousand, three hundred and sixty-five home gardens in the Eighth and Ninth wards have been visited and supervised by this department through Mr. W. L. Carr, during the spring and summer months. Each of these home gardens was inspected and graded by him, the mark given by him being the basis for awarding a ribbon, either blue, red or white, according to the degree of excellence of the garden.

Many poor families have been enabled, not only to provide for themselves a substantial food supply from their gardens, but in many instances tidy sums ranging from twenty-five to one hundred and fifty dollars have been made from the sale of their garden products.

The following tracts of land have either been secured or are under consideration for use next year:

(a) Forty acres of land owned by the Board of Education at Cragin (Grand and Long Avenues), being the north half of the tract being operated during the present season.

(b) Fifteen acres at Kensington, being the south half of the thirty-acre tract now under cultivation by this Department. This entire tract is under lease by this Department for next year, but the north part of it is so low that it should be abandoned for garden purposes.

(c) A tract (acreage undecided) at One Hundred and Third Street

and Cottage Grove Avenue, which has been offered this Department for use next year.

(d) Two sites of about fifteen acres each at South Chicago; one at Ninetieth Street and the Lake Shore tracks, the other at Eighty-third Street east of Commercial Avenue.

(e) A garden site of about twenty acres at Sixteenth Street and Kostner Avenue is also under consideration. If secured it will serve a congested district of Bohemian population lying east of the proposed tract.

(f) There is also under consideration a tract of land located at Foster Avenue near the north channel of the Drainage Canal. This has not yet been secured, but its use seems advisable to serve the Northwest Side.

DEPARTMENT OF ELECTRICITY.

Following is a statement showing the average number of lamps of all types operated by the city during 1915, and the estimate of the average number to be operated during 1916:

	1915*	1916*
Flame Arcs	9,970.4	10,133.6
Enclosed Arcs	2,290.8	0.0
Residence Tungstens	7,325.6	8,853.5
600 c. p. Incandescents	8,565.2	14,774.1
Enclosed Arcs, 6.6 Amp.....	62.8	55.0
250 c. p. Incandescents.....	99.3	117.0
Safety Lights	9.0	9.0
Rented Arcs (C. E. Co.).....	1,305.6	1,455.0
Rented Arcs (P. S. Co.).....	9.9	12.0
60 Watt Tungstens (N. W.).....	58.5	60.0
Subway Lights, City	1,257.5	1,265.0
Subway Lights, Rented	4,888.7	4,930.0
Gas, Standard	9,627.7	7,000.0
Gas, Ornamental	855.7	1,500.0
Gasoline	4,712.7	5,200.0

*Estimated.

The Department has been successful during the year in causing the South Park Commission to pay for its park lighting—an amount of \$15,710.95—covering the year 1914 and the first half of 1915. This amount has already been paid into the City Treasury. Also, the Lincoln Park Commission paid to the city \$419.78 for street lights under its jurisdiction during 1914.

Efforts are also being made to have the West Park Commission reimburse the city for about \$13,000 per year for its street lighting.

During the year, plans have been prepared and estimates made for a large amount of work to be done by the Bureau of Interior Wiring or by private contractor. A brief summary of these jobs, together with the amount of money involved, is as follows:

Municipal Pier No. 2.....	\$50,000
Clarendon Beach	20,000
Municipal Plant—31st and Western Ave.....	11,500
Garbage Reduction Plant	5,300

Approximately 65,000 permits were issued by the bureau to install electric wiring and apparatus during 1915. The work of this bureau is so closely related to all city industries that its progress is interrupted by any prolonged cessation of industry. This is especially true when the building trades are idle, and the long strike of the present year retarded the bureau to some extent. The coming year promises better results.

The general study of electrolytic conditions throughout the city has been continued during the year. Compliance with the ordinance has been checked and followed up, and when responsibility could be determined for damage done to city property through electrolysis, the parties have been billed. Improvements

are now under way by the Chicago Surface Lines to obviate much of the damage within their jurisdiction.

During 1915, the Bureau of Fire Alarm Telegraph installed 100 fire alarm boxes in new locations, a number in the public schools, and 34 police boxes.

HOUSE OF CORRECTION.

The House of Correction, due to the establishment of new industries, has increased its revenue to the amount of about \$85,000, and is in a fair way to become self-supporting in a short time. This necessitates co-operation by the other departments of the city as none of the commodities manufactured at the House of Correction are placed upon the open market—everything that is done is done for the city's use.

During the year, labor at the House of Correction excavated, crushed and delivered to the city, 57,000 yards of stone; 5,000,000 bricks were manufactured from clay excavated from the grounds, and 1,500 tons of ice were taken from the pond at the institution. Handling of old material and junk has been undertaken as a new department at the House of Correction. Scrap and junk are collected from the various departments, sorted, sold and repaired and some portions of it turned over to the municipal foundry. The space given by transferring the John Worthy School to the Gage Farm has made it possible to extend and equip a hospital and to establish a vocational school for the instruction of mentally deficient prisoners sent to the institution from the Boys' Court.

OIL INSPECTOR.

The Oil Inspector makes the following report showing conditions since his incumbency of the office:

	Barrels		Barrels		Net	
	Inspected	Receipts	Inspected	Receipts	Expenses	Receipts
	1914	1914	1915	1915	1915	1915
July	83,240	\$ 4,994.40	87,564	\$ 5,253.84	\$1,351.26	\$ 3,902.58
August	84,037	5,042.22	88,048	5,282.88	1,353.87	3,929.01
September ...	86,975	5,218.50	97,518	5,851.08	1,316.35	4,534.73
October	85,126	5,107.56	98,605	5,916.30	1,335.58	4,580.72
November ...	75,560	4,533.60	92,344	5,540.64	1,318.40	4,222.24
	414,938	\$24,896.28	464,079	\$27,844.74	\$6,975.46	\$21,169.28

The net amount of money turned over to the City has been increased \$2,948.46 over the corresponding months in 1914.

BOILER INSPECTION.

A brief and general resume of the work of this department for the past eleven months follows:

Number of Boilers inspected.....	14,119
“ “ Generators and Superheaters inspected.....	5
“ “ Dryers inspected	49
“ “ Elevator Tanks inspected.....	213
“ “ Rendering Tanks “	163
“ “ Sprinkler “ “	850
“ “ Air “ “	817
“ “ Retorts and Vulcanizers inspected.....	69
“ “ Kettles inspected	425
“ “ Miscellaneous Apparatus inspected	227
“ “ Cooling Plants inspected.....	682

" " Total inspections	17,619
" " Permits issued	1,522
" " New Boilers installed	1,443
" " New Tanks installed.....	251
" " New Cooling Plants installed.....	44
Amount for Boiler and Tank inspections.....	\$56,151.00
" " Cooling Plants	4,245.00
" " Permits	8,270.00
Total Fees Charged	\$68,666.00
Expenditures for Salaries.....	\$37,939.41
" " All Other	4,459.55
Total	\$42,398.96
Net Revenue	\$26,267.04

The receipts for the year 1915 amount to \$17,574.00, an increase of 1½% over 1914. The disbursements amount to \$12,396, a decrease of \$520.00. The receipts exceed the disbursements by \$5,178.00. The board examined 864 applicants for engineers' licenses and 183 applicants for water tenders' licenses. Of the above number 337 candidates received engineers' licenses and 119 candidates received water tenders' licenses. The inspectors visited 3,545 steam plants during the year and traveled 5,073 miles in making the inspections.

CRAMPED DEPARTMENTS OF THE CITY GOVERNMENT.

Scant Space Provided For Them in the City Hall—A Serious Problem For the Near Future to Solve.

In view of the reports of some astonishing measurements, concerning space in the City Hall, recently made under the direction of Commissioner of Public Works Moorhouse, by City Architect Kallal, recurrence is made to the statement of Holabird & Roche, when they had completed their work as architects of the New City Building. The statement is as follows:

Our estimate of the probable life of the building, from a structural standpoint, is 100 to 150 years. From the standpoint of its adequacy for the city executive and administrative departments we would say that it would be fully adequate for 50 to 75 years.

When these departments become crowded or a change in administrative methods necessitates the addition of other departments, the space now occupied by the municipal courts may be obtained by putting the court building together with the police department in a separate building, thus vacating this portion. At the same time an additional story may be placed upon the building.

It is also within the limits of possibility that fifty years hence the County and City administrations may be combined under one government, thus dispensing with a duplication of departments which now exists and that the entire County and City hall may be combined for City Hall purposes.

HOLABIRD & ROCHE,

Architects.

That estimate was made six years since, and to accord with it, the City Hall should now have to its credit some forty-four to sixty-nine years of adequacy in time to come. But, according to the experience of nearly all the great departments, the term adequacy already is questioned; and in the life of Mr. Kallal's figures the reason of it is plain. By the necessary division of space, and the appropriation of a great amount of space by other than office demands, the working departments have no area in which to expand. New departments and bureaus and committees are installed in rented quarters elsewhere. The popular belief that the City Hall is sufficiently commodious for all city purposes is pronounced an error. The following data are convincing:

Office Space in City Hall Building by Departments.

Measured in Square Feet.

Water Office, 1st floor	14,628	
Fire Marshal, 1st floor.....	1,979	
Board of Local Improvements, 1st floor.....	1,579	
Board of Local Improvements, 2nd floor.....	17,232	
Board of Local Improvements, 3½ floor.....	1,053	
	<hr/>	19,864
City Collector, 1st floor.....	15,260	
City Clerk, 1st floor	4,110	
Boiler Inspector, 1st floor.....	1,254	
City Treasurer, 2nd floor	4,150	
Police Department—		
1st Deputy Supt., 3rd floor.....	3,073	
Custodian Vault, 3½ floor.....	1,240	
Gen. Supt., 5th floor	4,264	
Police Amulance, 6th floor.....	561	
2nd Deputy & Bureau of Records, 10th floor.....	8,756	
	<hr/>	17,894
Election Commissioners, 3rd floor.....	7,808	
Election Commissioners Vault, 3½ floor.....	3,148	
	<hr/>	10,956
Electrical Department—		
Office on 3rd floor.....	221	
Telephone exchange, 3½ floor.....	320	
Construction & Inspection, 7th floor.....	2,461	
Fire Alarm Telegraph	1,390	
General offices	2,201	
	<hr/>	6,593
Purchasing Department, 3½ floor.....	3,218	
Commissioner of Public Works, 4th floor—		
City Engineer, 4th floor.....	10,060	
Construction and Repairs, 4th floor.....	1,344	
Water Pipe Extension, 4th floor.....	3,864	
Executive Offices, 4th floor	4,410	
Map Department, 4th floor	3,066	
Street Department, 4th floor	2,610	
Sewer Department, 4th floor.....	2,790	
Vault, 3½ floor	2,980	
	<hr/>	31,124
Comptroller, 5th floor	8,776	
Vault, 3½ floor	2,808	
	<hr/>	11,584
Mayor's Suite, 5th floor	3,854	
Corporation Counsel	11,034	
City Attorney, 6th floor.....	6,918	
Prosecuting Attorney, 6th floor.....	3,741	
(Note—Fire Prevention Bureau is using 832 space, figured for Prosecuting Attorney.)		
Civil Service Commission:		
General offices, 6th floor.....	7,076	
Examination rooms, 10th floor.....	7,700	
Vault, 3½ floor	1,248	
	<hr/>	16,024
Public Service Dept., 6th floor.....	2,520	
Smoke Inspection Bureau, 6th floor.....	1,260	
Health Department, 7th floor—		
Sanitary Bureau	4,104	
Contagious Disease	3,772	
General office laboratories	1,148	
Vital statistics Bur. & Gen'l. office.....	6,362	
Laboratories	7,400	
Vault, 3½ floor	1,456	
	<hr/>	24,242

Building Dept., 7th floor.....	6,032	
Vault, 3½ floor	952	
		6,984
Municipal Court, 8th floor—		
Bailiff, 8th floor	5,359	
Clerk, 8th floor	9,466	
Courts, 8th floor	12,482	
Chief Justice Suite, 9th floor.....	3,804	
Courts, 9th floor	22,695	
Jury Assembly room, 10th floor.....	2,220	
Vault, 10th floor	1,311	
Vault, 3½ floor	8,511	
Courts, 11th floor	31,294	
		97,142
Special Park Comm., 10th floor.....	816	
Bureau of Statistics and Municipal Library	4,731	
Examiners of Engineers, Plumbers, etc.—		
Mason contractors, 10th floor.....	3,366	
City Architect, 10th floor	2,522	
Oil Inspector, 10th floor	660	
Track Elevation, 10th floor	770	
City Sealer, 3½ floor	1,007	
Compensation Bureau, 3½ floor	1,075	
Bureau of Surveys, 3½ floor	703	
		331,983

Summary of Floor Space in City Hall Building Used For Other Than Office Purposes.

Floor	High in clear	Corridors	Elevators	Stairs	Public toilets	Janitors' closets	Pipes & ducts	Stack
Basement	12'0"	6,747	184	235	3,310	1,240	400	110
First	20'5"	12,177	1,015	2,248	none	58	572	110
Second	14'0"	4,578	1,015	2,328	654	117	524	110
Third	12'3"	5,214	1,015	1,088	552	117	484	110
Vault	9'9"	6,062	1,015	1,088	328	117	500	110
Fourth	12'5"	5,442	1,015	1,088	654	117	512	110
Fifth	14'3"	5,452	1,015	1,088	654	117	500	110
Sixth	15'5"	5,846	1,015	1,088	654	117	512	110
Seventh	13'8"	5,868	1,015	1,088	654	117	512	110
Eighth	15'5"	7,393	1,015	1,088	654	117	516	110
Ninth	15'5"	8,241	1,015	1,088	654	117	512	110
Tenth	12'0"	6,562	1,015	1,088	654	117	524	110
Eleventh	16'0"	7,027	1,015	1,088	654	117	524	110
Totals		86,609	12,364	15,691	10,076	2,585	6,592	1,430
		18%	2.64%	3.35%	2.15%	0.55%	1.41%	.31%

Summary.

	Square feet	Per cent
Office Space	331,983	71.59
Other than Office Space	135,347	28.41
Totals	467,330	100.00

The above data show a quite alarming state of things of space in the City Hall, and direct attention to its nearly equal appropriation for office purposes and "utilities" respectively. Utilities here are corridors, elevators, stairs, public toilets, etc., all together constituting the tenableness of the building. The number of square feet occupied by these is 135,347, or 28.41 per cent of the whole of space enclosed.

The Municipal Courts occupy a space of 97,142 square feet, or 20.78 per cent of the total. Thus these Courts and the utilities take up 232,489 square feet of space, which, lacking but 15,542 square feet, is half of the total of space in the entire building; the total being 449,436 square feet. The Police Department appropriates 17,894 square feet, or 3.84 per cent, and the Mayor's suite occupies

3,354 square feet, leaving for purposes of the working departments and bureaus, 216,947 square feet, or 46.97 per cent of the whole.

The only way this cramped condition of the departments can ever be relieved, will be by realizing the suggestions of Holabird & Roche, namely, that the Municipal Courts and the Police Department both be moved into a separate building, and that an additional story be placed upon the City Hall, changes which those architects seem not to have contemplated as being necessary until after fifty of seventy-five years have passed. Here truly is a serious problem before the authorities and people of Chicago, which at this present time begins to press for solution.

PROPOSED TWO-BLOCK SITE FOR WEST SIDE POSTOFFICE.

United Efforts of the Chicago Plan Commission, the Mayor of Chicago and a Delegation of Citizens, to Secure Its Adoption.

At a meeting held on November 1, 1915, in the Federal building, of a delegation appointed by Mayor Thompson and composed of the two United States senators from Illinois, and the twenty-seven congressmen of this State, and forty-eight business men of Chicago, to present arguments to Hon. William McAdoo, Secretary of the Treasury, in support of the recommendation of the Chicago Plan Commission, of the Chicago Association of Commerce and the Commercial Club of Chicago; the Secretary of the Treasury being present; the Mayor and the Chairman of the Chicago Plan Commission each made an address.

Mayor Thompson said in part:

"Mr. Secretary, there is a great practical ideal known as the Plan of Chicago. This is a physical plan for the orderly development of the city. The idea was created by the late Daniel Hudson Burnham, who was recognized at the time of his death three years ago as the foremost city planner in the United States, if not in the world. Mr. Burnham's work in organizing the Plan of Chicago, under the direction of the Commercial Club, was aided by a corps of the country's foremost architectural and engineering experts. The Plan of Chicago has been officially recognized by the City of Chicago to the extent that upon its completion in 1908, a commission, known as the Chicago Plan Commission, was created by the City Council, at the request of the Mayor, for the purpose of promoting the plan and acquainting the people with its objects.

The Plan of Chicago has been endorsed by the people of Chicago, and accepted by the city authorities to the extent that five of the chief fundamentals have been given the substantial approval of the entire people, and are today either in an advanced stage or accomplished in procedure. These are the Twelfth street and Michigan avenue improvements, the lake front improvement, the forest preserve acquisition improvement, and, finally, the settlement by city ordinances of the great west side Union terminal project, with its array of street, viaduct and bridge improvements, all of which must be completed within the next four years.

We feel assured, Mr. Secretary, that the Federal Government will gladly lend its support in carrying out the proposed post office feature of the Plan, especially in view of the fact that in point of utility and promise of highest efficiency the site suggested by the Plan Commission excels every other location; and will recognize an obligation to assist in locating the new west side post office in harmony with the Plan of Chicago, and to construct a building to conform to the architecture of the railway terminals, while supplying practical and necessary requirements.

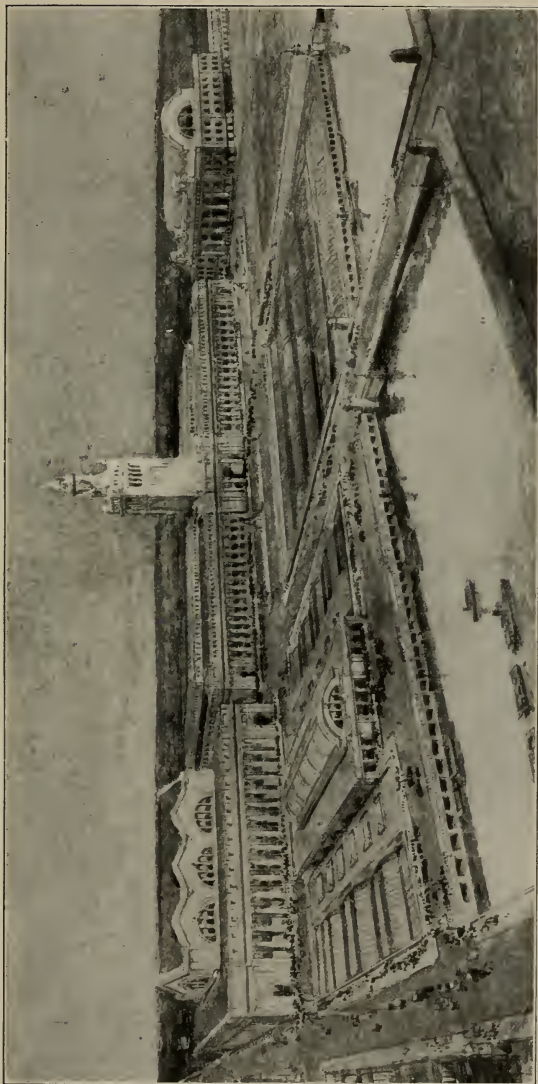
Chicago wants only what it is entitled to have—a practical post office, dignified and imposing in design, and commensurate in every way with the city's growth and expanding needs.

Address of
CHARLES H. WACKER,

Chairman of the Chicago Plan Commission.

Mr. Secretary of the Treasury:

For six years United States government officials and the business interests of Chicago have been attempting to secure the selection of a satisfactory west



UNION STATION
PROPOSED WEST SIDE POST OFFICE BETWEEN THE PRESENT NORTHWESTERN TERMINAL AND THE
UNION STATION NOW UNDER CONSTRUCTION
POST OFFICE CHICAGO & NORTHWESTERN DEPOT

side post office site. During all this time there has been considerable correspondence on this subject with the Treasury Department. Although different sites have been recommended, at no time has the position regarding the needed land area for an adequate site been changed. From the beginning, the recommendation of two blocks has remained unaltered.

With reference to this subject, Mr. Secretary, I would respectfully refer you to a comprehensive letter dated August 16, 1911, addressed to the then Secretary of the Treasury, the Honorable Franklin MacVeagh, signed by Mr. Charles H. Thorne, chairman of the post office site committee of the Commercial Club, which organization was responsible for the Plan of Chicago. That communication was prior to the action of the Chicago Plan Commission on this matter and recommended blocks 29 and 44, with a combined net area of 250,187 square feet.

On the subject of that site, Mr. Thorne's letter says:

"The report of a committee during Postmaster Busse's term of office (1908) says that by 1916 the requirements of the Chicago post office will be 700,000 square feet.

"We see no reason to question this estimate and, indeed, looking ahead for the short period of twenty-five years, we believe that even the larger area now recommended will then be thought too small.

"We believe that even the larger area proposed will be inadequate unless augmented by sub-stations, transfer stations, tube systems and every mode of transportation which can be devised."

Working independently and following entirely different lines of investigation, the conclusions of the Chicago Plan Commission in recommending two blocks are identical with the arguments advanced by the Commercial Club Committee in Mr. Thorne's letter.

How seriously the Treasury Department is considering the erection of a high building is not known here, but it is a matter of common fear that it inclines towards the purchase of a single block. I therefore desire to express to you, Mr. Secretary, the appreciation of the Chicago Plan Commission for your assurance that the selection of a site and type of building would be held open until the arguments of the Plan Commission could be given a full hearing.

The Commercial Club's recommendation of blocks 29 and 44, in conformity with the Plan of Chicago, was prior to the fixing of the West Side terminal site by city ordinance. The Chicago Plan's recommendation of blocks 49 and 50 conforms to the terminal location. Naturally, it is also in harmony with the central street system in the Plan of Chicago, which plan, at the request of the Commercial Club of Chicago, was entrusted for study and development to the Chicago Plan Commission by an act of the City Council of Chicago.

Consideration by the government of a west side site should primarily embrace a comprehensive study of traffic and the present central street layout, in connection with the recommendations for relief proposed in the Plan of Chicago. It is of the utmost importance to the joint business interests of the government and the city that the new post office be located to fit in with the central street system in the Plan of Chicago, work upon which is now in an advanced stage of procedure in court. The abandoned site recommendation by the Commercial Club located the post office on the proposed main east and west axis, Congress street extended, and in proximity to the second western quadrangle boundary, Halsted street. The present recommendation locates the site on Canal street, the western boundary of the inner quadrangle, formed by it, Twelfth street, Michigan avenue and Chicago avenue. This quadrangle is intended to relieve congestion in the so-called "loop" district.

The location of the post office on the quadrangle at the recommended Canal street site between the West Side terminals will afford far greater accessibility between the post office, the center of the city and the various other railway terminals than would any other available site.

With your Honor's permission, I desire now to present additional facts in support of the recommendation of blocks 49 and 50, with full appreciation that the present appropriation of \$1,750,000 is insufficient for this site.

The growth in the receipts and tonnage of the Chicago post office for the past twenty years establishes unassailably the fact that even a ten-story building on a single block would be practically insufficient by the time it was ready

for occupancy. Then Chicago would again be face to face with the same inadequate facilities it has suffered for the past thirty years.

It is not within the province of the Chicago Plan Commission to render an opinion on horizontal versus vertical methods of mail operation. That is a matter to be decided by the government authorities, as engineers can devise ways to handle tonnage by either principle. This is strictly a matter of engineering opinion, as there has been insufficient experience to warrant positive recommendations as to the preferable method.

Whichever method may be determined as best, it could doubtless be made to operate as satisfactorily in a building of moderate height on two blocks as in a tall building on one block. The Chicago Plan Commission is not arguing that question. It is, however, unalterably opposed to the selection of a single block because investigation proves that an adequate post office cannot be built on any single available block.

All west side blocks within two blocks of the railroad terminals are of a nearly uniform area. They are 398 by 320 feet, each having an area of about 127,360 square feet. The largest block is 7 per cent smaller than the site of the present post office. If on one of these blocks a ten-story post office is erected from building line to building line, without light shafts or corridors on the lower seven floors, and also without provision for ground floor loading room, it would give a total of only 967,934 square feet.

On the other hand, if there is deducted the entire first floor for loading room, there would remain 863,499 square feet, and if, in addition, there is deducted a necessary amount for light shafts, there would be available only 771,801 square feet.

For proper perspective and architectural effect, as well as to provide wagon approaches on government property to relieve the stress of traffic in the streets, the post office building should be set back from the building line one-fifth of the total area. This has been the practice in the recent construction of post offices in other cities. If thus set back and no deductions are made for loading room or light shafts, there would be available only 792,372 square feet. If, in addition, there is deducted room for light shafts and the entire first floor for loading room, there would be available only 624,420 square feet. The above figures are all on the basis of a ten-story building on a single available block.

The total space occupied in the present post office is 423,134 square feet. If the past ten years' increase in tonnage is maintained, ten years hence there will be required 846,268 square feet, or 221,848 square feet in excess of the total available square footage of a properly constructed ten-story building on a single block. But if, on the contrary, a ten-story building on a single block is erected solidly from building line to building line, the next ten years' increase would absorb, by the time the building is ready for occupancy, the entire available space of 863,499 square feet left after deducting the first floor for loading room. There would then be no possibility for expansion.

Mr. Thorne's letter states:

"In the early eighties a post office building was built upon the site of the present building and was torn down about ten years later."

Another ten years was occupied in the erection of the present building, during which the post office business was accommodated in a makeshift building on the lake front. The present building—inadequate before it was finished—is not yet quite ten years old. Hence, Mr. Secretary, it is obvious from this condition of affairs, menacing to the commerce of Chicago and the important postal business of the government in the world's fourth city and the second in the United States, that the Chicago Plan Commission, in its recommendation of two blocks on Canal street, is desirous of securing adequate postal facilities in its new building, not for the next ten years, but has in mind, on the contrary, the needs of the post office for a long time to come.

The postmaster in 1908, as stated in Mr. Thorne's letter, estimated that in 1916 the requirements of the post office would be 700,000 square feet.

If the room at the railway terminals now used as branch post office stations—where large firms send their mail matter direct instead of to the main post office—were added to the present post office area, we would now exceed in the amount of space used the total square footage that in 1908 was predicted would be needed in 1916.

Present local post office officials estimate that 775,000 square feet will be required in the new building.

Chicago's successive post office construction in the past is clearly indicated in the lack of foresight shown in the following facts:

In 1896, the floor space of the old post office was 118,908 square feet. The post office authorities estimated that 244,806 square feet would be needed for the new building constructed in 1906. The actual square footage in the building when completed was 246,204 square feet. This, it was immediately found, was entirely inadequate. It has been added to by changes in the interior of the building, until today the total floor space is 423,134 square feet. This is an increase of 100 per cent more space than was estimated would be needed ten years before, when the new building was planned, and takes no cognizance of the various branch stations at the railroad terminals.

If the present post office is, in ten years, 50 per cent too small—after being constructed on an estimated increase of 110 per cent over the old building—it is quite evident that in ten years after the construction of the proposed new building the floor space required will be 1,500,000 square feet, based on the same rate of increase as heretofore, instead of 775,000 square feet, as officially estimated. This would require a twenty-story building if only a single block is secured now.

Economy alone would seem to demand the present acquisition of sufficient area to avoid the unnecessary expense of securing additional adjacent land at prohibitive cost, due to the inevitable rise in real estate values, in the next ten years, in the section where it is proposed to locate the post office. Economy could be had, and the country's business dispatched, if farsightedness were employed in postal construction. This is the more apparent because of the increase of parcel post business. The increase in the postal receipts for the past twenty years augurs a future postal business almost beyond the power of anyone to forecast. The growth in the receipts during that time is amazing.

In 1896, when the old post office was torn down, Chicago's postal receipts were \$5,204,236. In 1914, twenty years later, the receipts were \$25,000,000, an increase of about 500 per cent. When the present post office was occupied in 1906 the postal receipts were \$12,885,149, so that in the past ten years they have exactly doubled. If the same ratio of increase is maintained in the future—and the same length of time is required in building a new post office—by the time the new post office is ready for use the postal receipts of Chicago will be \$50,000,000 annually, and in twenty-five years the receipts will have reached the enormous proportion of \$125,000,000 annually.

Contrasting Chicago's present postal receipts of \$25,000,000 with the postal receipts of other cities, in relation to the purchase price of sites, illustrates how wholly out of proportion is the appropriation for the Chicago site, compared with the site appropriations for other cities. If the appropriation for the Chicago site had been made on the same basis as for other cities in relation to their postal receipts, Chicago would have \$25,182,472 on the basis of Philadelphia; \$17,308,800 on the Pittsburgh basis; \$16,500,000 on the Baltimore basis; \$14,664,500 on the San Francisco basis; \$13,400,000 on the Denver basis; \$5,508,597 on the Cleveland basis; \$4,851,196 on the Boston basis; \$3,420,000 on the Minneapolis basis; and \$3,333,333 on the basis of Atlanta.

The key to this comparison between Chicago and nine leading cities is contained in the postal receipts at the time their respective sites were selected versus the purchase price of the sites, and is as follows:

City	Receipts	Cost of Site
Philadelphia	\$1,568,669	\$1,573,867
Pittsburgh	500,000	346,176
Baltimore	827,102	550,000
San Francisco	1,772,867	1,055,000
Denver	930,513	500,000
Cleveland	2,649,112	586,021
Boston	6,858,520	1,329,695
Minneapolis	2,554,129	349,000
Atlanta	1,500,000	260,000

Doubtless a more convincing table of comparison could be had in figuring the tonnage of the Chicago office in relation to the total square footage of post office space versus the tonnage of other cities and the square footage provided.

This comparison we are unable to show at this time because we have not been able to obtain the tonnage and total square footage of post office space from all the cities named.

Enough has been revealed, however, to positively ask why the present appropriation of \$1,750,000 should be made to cover the purchase of a site which is clearly shown to be not only inadequate but manifestly out of proportion with the provision made for cities where the postal receipts, tonnage and population are only a fraction of that in Chicago. As a matter of fact, this will not even buy one block.

On the subject of the most desirable location for a new post office in Chicago, the local postmaster, in an address before the Chicago Association of Commerce, made an exhaustive statement, in which he said that the entire handling of the mails would depend upon the site selected.

There can be no possible question as to the advantage in postal operation of the two blocks recommended by the Plan Commission, which adjoin the Northwestern and Union terminals and are directly connected with both, where is handled 62 per cent of Chicago's entire mail tonnage. The location of the post office between these two depots means the maximum convenience in postal operation, in dispatch in mail service, and in financial economy in handling the postal business. A location that would mean the quick dispatch of the mails and a tremendous saving in other ways to the government certainly justifies, it would seem, an initial expenditure for an adequate site.

Chicago, in view of her important relationship to the post office service of the central west, should be provided with ample facilities and space for the continual increase which is sure to follow, and these facilities should not be experimental in any sense. The great commerce of the Mississippi Valley will be aided or hindered in large measure, Mr. Secretary, by the spirit in which the Federal Government embraces this present opportunity to make the necessity of today a virtue for tomorrow, in creating a postal agency of the highest and most certain efficiency at this point.

Practical postal operation should never be subordinated to beauty of architecture. On the aesthetic side, however, what has ever more appealed to the conscious ideals of individuals of all countries than the dignity of the nation as expressed in the substantial beauty of governmental buildings which, since time immemorial, have in all countries typified classic design? Nevertheless, it is realized that local arguments must also be practical; hence the Chicago Plan Commission has endeavored to review the subject from the standpoint of the practical present and future necessities of Chicago.

Now in summing up in brief the reasons of the Plan Commission favoring the selection of the Canal Street site of two blocks, at the outset two all-important facts should promptly engage attention:

First, that space around the buildings should be provided for mail transmitted by wagons and trucks, which on this site can be admirably provided on the lower level.

Second, it is provided by the west side terminal ordinances that Canal street shall be a two-level thoroughfare and shall be widened from 80 to 100 feet. The advantage of a two-level street in the construction of a post office building and the operation of the mail service is of such signal importance in connection with the accessibility of this site as to alone justify its selection.

The recommendations of the Plan Commission favoring blocks 49 and 50 on Canal street are based on the following reasons:

1. Accessibility. The relation of the post office to the street system to afford the greatest degree of accessibility to and from all parts of the city, especially the central business district, commonly called the "loop," and to the present Federal Building.

2. Street area. Fronting on a two-level Canal street, in conjunction with eighty-foot-wide thoroughfares at Madison, Clinton and Adams, it has the advantage of facing parallel streets of two different levels—Canal and Clinton—allowing direct mail wagon approach or entrances by easy inclines to two floors, the second floor from Canal street and the first floor from Clinton street.

3. Advantages of two-level Canal street. This affords direct connection across Monroe street between the two blocks on both the first and second floors. This connection could be provided on the first floor level under Monroe street near Canal, and on the second floor level by a bridge over Monroe street near

Clinton street. This means a great advantage in the internal working of the post office, which would not be possible if located on streets of a uniform level where no connection would be possible on the first floor. The total area of blocks 49 and 50 is 205,301 square feet. Surrounding them there is 46 per cent more street area than around any two blocks in that immediate locality, caused by the 34,400 square feet on both the upper and lower level of Canal street and the surface level on Clinton street.

4. Proximity to two railroad terminals where 62 per cent of the total mail tonnage of Chicago is handled will result in the maximum efficiency. It affords the most direct possible connection with both railroad stations, both on the street surface and by sub-surface. Direct mail connection is possible between the railroads entering the Union Station and the recommended site.

5. It affords the most direct and the shortest connection by either wagon or tube with the present post office, through which mail service for the loop district will be handled. It has the further advantage of permitting maximum ease and efficiency of postal operation between the post office and the two terminals by the tube or belt system.

6. The maximum financial economy in handling the mails is assured.

7. The dispatch in the mail service that it makes possible through the facility of receiving, distributing and dispatching the mails. This is enhanced by the location of the post office on Canal street, which is to be widened to 100 feet and connected with the north side by a two-level street and bridge at Kinzie street. This, in conjunction with Chicago avenue, Twelfth street widened to 108 feet, and the widening and improvement of all east-and-west viaducts across the Chicago River in the terminal district, forms a great distributing circuit—making the post office accessible from the south, west and north without entering the loop and meeting the street congestion, while at the same time placing the post office in a position of easy access from any part of the loop.

8. The final reasons for the selection of blocks 49 and 50 on Canal street, as recommended by the Chicago Plan Commission—in addition to their natural advantages because of location—are Chicago's future requirements, based on past experience in the rapid growth of Chicago's commerce, population and postal business.

In conclusion, Mr. Secretary, in behalf of the commercial interests of the City of Chicago and the vast surrounding tributary territory, I desire to state our belief that the facts advanced in support of the recommendation of the Chicago Plan Commission for blocks 49 and 50 on Canal street will justify the Treasury and Post Office Departments in co-operating with Chicago in the demand on Congress for an additional appropriation sufficient for the purchase of these two blocks.

THE CHICAGO PLAN COMMISSION.

Mayor William Hale Thompson, Honorary President Ex-Officio.

Charles H. Wacker, Chairman.

Frank I. Bennett, Vice Chairman.

Walter D. Moody, Managing Director.

Executive Committee.

Chares H. Wacker, Chairman.

Frank I. Bennett, Vice Chairman.

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Edward B. Butler,
Clyde M. Carr,
John J. Coughlin, Ald.
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Richard C. Hall,
W. D. Kerfoot,
Theodore, K. Long,
Walter D. Moody,
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Wm. N. Pelouze,
John Powers, Ald.
Julius Rosenwald,

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John F. Smulski,
Charles H. Thorne,
Harvey T. Weeks,
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Walter H. Wilson,
Michael Zimmer.

Commissioners Ex-Officio.

Samuel A. Ettelson, Corporation Counsel.

Wm. R. Moorhouse, Commissioner of Public Works.

John E. Ericson, City Engineer.

Dr. John Dill Robertson, Health Commissioner.
 Edward J. Glaekin, Secretary, Board of Local Improvements.
 Charles C. Fitzmorris, Secretary to the Mayor.
 Michael J. Collins, President of Board of Education.
 Peter Reinberg, President of Board of County Commissioners.
 William F. Grower, President West Park Board.
 Timothy J. O'Byrne, President Lincoln Park Board.
 John Barton Payne, President Board of South Park Commissioners.
 Thomas A. Smyth, President Sanitary District.

Commissioners on Behalf of City Council.

John F. Coughlin, Alderman of First Ward.
 Hugh Norris, Alderman of Second Ward.
 Edward J. Werner, Alderman of Third Ward.
 John A. Richert, Alderman of Fourth Ward.
 Thomas A. Doyle, Alderman of Fifth Ward.
 Willis O. Nance, Alderman of Sixth Ward.
 Alexander A. McCormick, Alderman of Sixth Ward.
 Charles E. Merriam, Alderman of Seventh Ward.
 Ernest M. Cross, Alderman of Eighth Ward.
 Eugene H. Block, Alderman of Ninth Ward.
 James McNichols, Alderman of Tenth Ward.
 Edward F. Cullerton, Alderman of Eleventh Ward.
 Otto Kerner, Alderman of Twelfth Ward.
 John R. Anderson, Alderman of Thirteenth Ward.
 James H. Lawley, Alderman of Fourteenth Ward.
 Henry Utpatel, Alderman of Fifteenth Ward.
 John Szymowski, Alderman of Sixteenth Ward.
 Stanley S. Walkowiak, Alderman of Seventeenth Ward.
 William J. Healy, Alderman of Eighteenth Ward.
 John Powers, Alderman of Nineteenth Ward.
 Herman E. Miller, Alderman of Twentieth Ward.
 Ellis Geiger, Alderman of Twenty-first Ward.
 John H. Bauler, Alderman of Twenty-second Ward.
 Thomas O. Wallace, Alderman of Twenty-third Ward.
 Herman E. Gnadl, Alderman of Twenty-fourth Ward.
 Henry D. Capitain, Alderman of Twenty-fifth Ward.
 William F. Lips, Alderman of Twenty-sixth Ward.
 Oliver L. Watson, Alderman of Twenty-seventh Ward.
 Harry E. Littler, Alderman of Twenty-eighth Ward.
 John Hrubec, Alderman of Twenty-ninth Ward.
 Wm. R. O'Toole, Alderman of Thirtieth Ward.
 James A. Kearns, Alderman of Thirty-first Ward.
 Albert J. Fisher, Alderman of Thirty-second Ward.
 M. A. Michaelson, Alderman of Thirty-third Ward.
 John Toman, Alderman of Thirty-fourth Ward.
 Conrad H. Janke, Alderman of Thirty-fifth Ward.

STREETS, ALLEYS AND PAVEMENTS IN CHICAGO.

On January 1, 1915, the combined length of the streets and alleys in Chicago was 4,684,513 miles. The street mileage was 3,092,442 and the alley mileage 1,592,071. Of the streets, 2,059.32 miles are paved.

The total of each kind of pavement in use January 1, 1915, was as follows:

Pavement.	Miles Each
	Class.
Asphalt	\$ 709.89
Asphalt Concrete	32.16
Asphalt Macadam	56.94
Brick	269.37
Cedar Blocks	214.55
Concrete	40.03
Creosoted Blocks	53.91

Granite Blocks	110.09
Macadam	552.32
Tar Macadam	9.17
Medina Pavement	1.19
Novaculite	2.00
Rock Asphalt .....	.57
Slag	7.13
Total	2,059.32

The paving of the outlying streets in Chicago, with their large amount of vacant frontage involved, is a difficult problem. A few families scattered here and there in the different blocks in a forty or eighty acre subdivision insist on having the streets paved, while the owners of the vacant property are opposed to it. With a view to getting the streets paved at a low enough expense so as not to confiscate the vacant property, the city has adopted the policy of narrowing the roadway that is to be paved in the street, with the result that where formerly it was the custom to pave a 38 ft. in the standard 66 ft. street, almost uniformly now the roadway is made 28 or 30 ft. This width is held to be ample for all general traffic conditions.

RAPID GROWTH OF ALL GREAT CITIES.

It is of great interest to observe the rapidity of the growth of English cities in population since 1801. Americans seldom realize that Old World cities have grown during the last century at a rate as astonishing as have American cities. Truly, the modern city is the creation of the nineteenth century, with its industrial inventions that enable men to thus congregate in cities and find means of subsistence from the rewards of industry and commerce.

Here are a few examples of rapid growth of foreign cities.

All American visitors have loved Hamburg for its hospitality as well as for its beauty. Originally surrounded with strong walls, ditches and moats, situated between a pestilential marsh and the River Elbe, with narrow and winding streets and a certain mediaeval charm, this City was one of the first in Germany to emerge into modern life and recreate itself. In 1811, the population is given as 106,983; in 1861, it had reached 198,214; in 1885, 305,690; while in 1910, it was 855,000.

Dusseldorf is a city of about 360,000 people. In less than a century it has grown from 20,000. It had scarcely 40,000 in 1850; more than 100,000 in 1890; and in 1900 had reached 200,000.

Berlin, the largest City of Germany, with a present population inhabiting its metropolitan district of nearly four million persons, of which about two-thirds are within the city limits, is one of the most rapidly growing of modern cities.

At the close of the Thirty Years' War, the population is said to have been about 6,000 inhabitants. In 1700, this had passed 20,000. Frederick the Great found it on his accession in 1740, with 90,000; and in 1840, at the accession of Frederick William IV., it had 332,000, which in 1872 had grown to somewhat more than 800,000, since which time the increase has been more than four-fold. In 1910 the population was 2,071,257. With suburbs, it was 3,710,000.

To come to the principal British cities. The population of London in 1801 was 900,000; in 1851, 2,363,000; in 1901, 4,363,000; and in 1908 its population was 7,537,000. These are the best figures to be obtained, and are given to the nearest one hundred. The enormous increase in London in recent years is due in part to annexations of suburbs.

Glasgow, in 1801, had 77,400 inhabitants; in 1841, 255,600; in 1908 (with suburbs annexed), 1,150,000.

Liverpool, in 1801, had a population of 77,600; in 1841, 286,500; in 1908, 753,000.

Manchester, in 1801, had 75,300 inhabitants; in 1841, 303,400; in 1908, 650,000.

The City of Birmingham, in 1801, had a population of 73,600; in 1841, 182,200; in 1908, 522,000.

In the same time, Paris, with its suburbs, has acquired a population of 4,000,-

000; and Brussels, Belgium, increased its population from 76,000 in 1800, to 183,000 in 1876, and in 1910 to (with suburbs) 737,432.

Only two American cities—Chicago and Los Angeles, California—have more than equalled these European cities in their ratio of growth in population in the last third of a century.

SCHOOL AND PARK BOARDS, INSTITUTE AND SOCIETIES.

Board of Education.

Officers:

JACOB M. LOEB, President.
John W. Eckhart, Vice President.
Lewis E. Larsen, Secretary.

Membership.

	Terms Expire
Mr. Harry A. Lipsky, 1214 S. Halsted Street.....	1917
Mrs. John MacMahon, 5426 East View Park, 3rd Apt.....	1917
Mr. Jacob M. Loeb, R. 1737, 175 W. Jackson Blvd.....	1917
Dr. Otto F. Warning, R. 1222, 209 S. State Street.....	1916
Mr. Michael J. Collins, R. 925 Railway Exchange Bldg.....	1916
Mr. Charles S. Peterson, 531 S. Plymouth Place (extended).....	1915
Mrs. George P. Vosbrink, 4846 Forrestville Avenue.....	1916
Mrs. Gertrude Howe Britton, 800 S. Halsted Street (Hull House)....	1916
Dr. Peter C. Clemensen, 6156 Evans Avenue.....	1916
Mr. Ralph C. Otis, R. 302, 7 W. Madison Street.....	1916
Mr. Joseph A. Holpuch, 3734 W. 26th Street.....	1917
Mr. John W. Eckhart, 311 N. Carpenter Street.....	1917
Mrs. Charles O. Sethness, 4309 N. Keeler Avenue.....	1917
Mrs. William E. Gallagher, 4150 Vincennes Avenue, 3rd Apt.....	1917
Mr. Ernest J. Kruetgen, 626 Federal Street.....	1916
Mrs. F. E. Thornton, 2524 N. Kimball Avenue.....	1918
Mr. Max Loeb, 140 S. Dearborn Street.....	1918
Mr. Harris W. Huehl, 154 W. Randolph Street.....	1918
Mr. Charles Ffrench, 618 McCormick Bldg.....	1918
Mr. Edward J. Piggott, 1011 E. 62nd Street.....	1918
Mr. Charles R. Young, 140 S. Dearborn Street.....	1918

Standing Committees.

On School Management—Mrs. Vosbrink, Chairman; Mr. Lipsky, Mrs. Sethness, Mrs. MacMahon, Mrs. Thornton, Mr. Peterson, Mr. Huehl, Mr. Eckhart, Mr. Young, Mr. Kruetgen, President ex-officio.

On Buildings and Grounds—Mr. Otis, Chairman; Mr. Collins, Mrs. Gallagher, Dr. Warning, Mr. Huehl, Mr. Holpuch, Mr. Ffrench, Dr. Clemensen, Mr. Piggott, Mrs. Britton, President ex-officio.

On Finance—Mr. Peterson, Chairman; Mr. Collins, Mrs. Britton, Mrs. MacMahon, Mrs. Vosbrink, Mr. Otis, Mr. Max Loeb, Mr. Holpuch, Mr. Piggott, Dr. Clemensen, Mr. Young, President ex-officio.

On Rules—Mr. Kruetgen, Chairman; Mrs. Sethness, Mrs. Thornton, Mrs. Gallagher, President ex-officio, Heads of Departments advisory.

On Leases—Mr. Eckhart, Chairman; Mr. Otis, Mr. Peterson, Dr. Warning, Mr. Huehl, President ex-officio.

On Adjustments—Dr. Clemensen, Chairman; Mr. Peterson, Mrs. Vosbrink, Mr. Holpuch, Mrs. Sethness, President ex-officio.

On Community Centers—Mr. Lipsky, Chairman; Mrs. MacMahon, Mr. Kruetgen, Mr. Eckhart, Mrs. Sethness, President ex-officio.

On Health and Sanitation—Mrs. Thornton, Chairman; Dr. Warning, Mr. Eckhart, Mr. Peterson, Mr. Huehl, President ex-officio.

On Sites—Mr. Huehl, Chairman; Mr. Collins, Mr. Kruetgen, Mr. Otis, President ex-officio.

On Audit—Mr. Collins, Chairman; Mr. Max Loeb, Mr. Piggott, President ex-officio.

Regular meetings of the Board are held on alternate Wednesday afternoons at 2 o'clock.

Meetings of the Committee on School Management are held on alternate Thursday afternoons at 2 o'clock.

Meetings of the Committee on Buildings and Grounds are held on alternate Friday afternoons at 2 o'clock.

Meetings of the Committee on Finance are held on alternate Monday afternoons at 3 o'clock.

Meetings of the Committee on Community Centers are held on alternate Tuesday afternoons at 2 o'clock.

Meetings of the Committee on Health and Sanitation are held on alternate Friday afternoons at 2 o'clock.

Meetings of the Committee on Audit are held on alternate Monday afternoons at 2 o'clock.

Meetings of the Committee on Adjustments are held on Saturday afternoons at 2 o'clock.

Offices—Tribune Building, S. E. Cor. Dearborn and Madison Sts., 6th, 7th and 8th Floors. Telephone Central 3981.

The Art Institute.

Officers:

WILLIAM L. HUTCHINSON, President.
 Martin A. Ryerson, Vice President.
 Ernest A. Hamil, Treasurer.
 N. H. Carpenter, Secretary.
 William A. Angell, Auditor.

Board of Trustees.

Edward E. Ayer, Adolphus C. Bartlett, William O'Gorman, Frank W. Gunsaulus, John C. Black, Bryan Lathrop, Chauncey J. Blair, E. Hall McCormick, Edward B. Butler, John J. Mitchell, Clyde M. Carr, Wallace L. DeWolf, Honore Palmer, Henry H. Getty, Howard Shaw, John J. Glessner, Albert A. Sprague.

Trustees ex-officio—William Hale Thompson, Mayor; Eugene R. Pike, City Comptroller; John Barton Payne, President of South Park Commission; Joseph Donnersberger, Auditor of South Park Commission.

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(Michigan Avenue and Washington Street)

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 T. Frank O'Connell, 133 West Washington Street.
 Oscar G. Mayer, 1241 Sedgwick Street.
 Harry G. Wilson—Secretary.
 Henry E. Legler—Librarian.

Standing Committees.

On Library—Pokorney, Lagorio and Barr.
 On Administration—Ksyeki, Mayer and O'Connell.
 On Buildings and Grounds—Healy, Breyer and Barr.

Regular meetings of the Board at 5 p. m. on second and fourth Mondays of each month.

The John Crerar Library.

Officers:

MARVIN HUGHITT—President.
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Robert Forsyth—Second Vice President.
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The Newberry Library.

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EDWARD A. RYERSON—President.
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CHICAGO HISTORICAL SOCIETY.

Officers:

CLARENCE A. BURLEY—President.
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Executive Committee:

Clarence A. Burley, ex-officio; William Bush, Otto L. Schmidt, Edward F. Swift, Seymour Morris, George Merryweather, William W. Fuller, Joy Morton, Charles H. Gunther, John H. Spoor, Edward Ryerson.

ILLINOIS STATE HISTORICAL LIBRARY.

(At Springfield, Ill.)

Board of Trustees—Everts Boutell Greene, President; Charles Henry Rammelkamp, Vice President; Otto Leopold Schmidt, Secretary.

Advisory Commission—Everts Boutell Greene, James Alton James, Andrew Cunningham McLaughlin, William Augustus Meese, Edward Carlton Page, Charles Henry Rammelkamp, Clarence Walworth Alvord, ex-officio.

Librarian—Jessie Palmer Webber.

Editor of County Archives Series, Illinois State Historical Collections.

THE GREAT PARKS OF CHICAGO.**Lincoln Park.****Officers:**

TIMOTHY O'BRYNE—President.
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 John P. Friedland—Auditor.
 Frederick H. Rawson—Treasurer.
 George G. Crowley—Secretary.
 Edwin A. Kanst—Superintendent.
 Francis O'Shaughnessy—Attorney.

Commissioners.

Timothy O'Bryne, Leo Austrian, Bernard Jung, Nelson N. Lampert, William H. Rehm, Bertram M. Winston, John P. Friedland.

Lincoln Park contains 558 acres, and has 9.33 miles of boulevard. Business office at North Clark and Center Streets.

West Park.**Officers:**

WILLIAM F. GROWER—President.
 Timothy Cruise—Secretary.
 A. C. Schrader—Superintendent and Engineer.
 Frederick Papenbrook—Assistant Secretary and Chief Accountant.
 Edward Mullen—Treasurer.
 Jens Jensen—Consulting Landscape Architect.
 Jacob C. Le Bosky—Attorney.

Commissioners—John Anda, James C. Denvir, William F. Grower, Michael Kolassa, Edwin Mullen, Peter J. O'Brien, Dr. C. Volini.

The West Park contains 808.21 acres, and has 29.52 miles of boulevard. Business office, at Union Park and Ashland Avenue.

South Park.**Officers:**

JOHN BARTON PAYNE—President.
 John F. Neil—Secretary.
 Joseph Donnersberger—Auditor.
 George M. Reynolds—Treasurer.
 J. F. Foster—General Superintendent.
 H. C. Carbaugh—Superintendent of Employment.
 B. Redfield—Attorney.

Commissioners—John Barton Payne, L. B. Patterson, Albert Mohr, Charles L. Hutchinson, Joseph Donnersberger.

The South Park contains 2,038.49 acres, and has 32.98 miles of boulevard. Business office, at Washington Park, near 57th Street and Cottage Grove Avenue.

POPULATION OF CHICAGO.

The total population of the City of Chicago, at the taking of the United States Census, as of July 1, 1910, was 2,189,520.

Of the total population there were found in the North Division 372,853; in the South Division, 813,406; in the West Division, 1,003,261.

The total population of the City of Chicago, estimated as of January 1, 1916, is 2,417,286. Of this total there are found in the North Division, 427,481; in the South Division, 896,738; in the West Division, 1,143,117.

FEDERAL, COUNTY AND CITY COURTS.**United States Circuit Court of Appeals.**

(Federal Building)

Judges—James C. McReynolds, Francis E. Baker, Christian C. Kohlsaat, Samuel Alschuler.

Clerk—Edward M. Holloway.

United States District Court.

(Federal Building)

Judges—Kenesaw M. Landis, George A. Carpenter.

U. S. District Attorney—Charles F. Clyne.

Clerk—Thomas C. McMillan.

Marshal—John J. Bradley.

Superior Court—The Judges.

(Eighth floor, Court House.)

Chief Justice—THEODORE BRENTANO.

Associate Justices:

William H. McSurely, Rep., term expires 1917.

Richard E. Burke, Dem., term expires 1917.

William E. Dever, Dem., term expires 1917.

William Fenimore Cooper, Dem., term expires 1917.

Robert E. Turney, Rep., term expires 1917.

Joseph H. Fitch, Dem., term expires 1917.

Martin M. Gridley, Rep., term expires 1916.

Marcus A. Kavanaugh, Rep., term expires 1917.

Charles A. McDonald, Rep., term expires 1916.

John M. O'Connor, Dem., term expires 1921.

Albert G. Barnes, Rep., term expires 1917.

Henry V. Freeman, Rep., term expires 1917.

Charles M. Foell, Rep., term expires 1917.

Hugo Pam, Rep., term expires 1917.

M. L. McKinley, Dem., term expires 1917.

Dennis E. Sullivan, Dem., term expires 1917.

Clarence M. Goodwin, Dem., term expires 1917.

Theodore Brentano, Rep., term expires 1921.

Clerk of the Superior Court—Richard J. McGrath.

Chief Deputy Clerk—Silas F. Leacham.

Masters in Chancery of the Superior Court.

Charles C. Stillwill.....Judge Cooper

John S. Humer.....Judge McDonald

C. Arch Williams.....Judge McSurely

Sidney S. Pollack.....Judge Sullivan

Wirt E. Humphrey.....Judge Brentano

James I. Innis.....Judge Fitch

Charles J. Trainor.....Judge Dever

Martin J. Isaacs.....Judge Burke

James V. O'Donnell.....Judge Kavanaugh

David F. Matchett.....Judge Barnes

Edward F. Dunne, Jr.....Judge Goodwin

Frank Hamlin.....Judge Foell

Charles T. Mason.....Judge Pam

James Turnock.....Judge —

Charles P. Abbey.....Judge Smith

Joseph Weissenbach.....Judge Freeman

Leo J. Doyle.....Judge Gridley

Michael E. Maher.....Judge McKinley

Judges of the Circuit Court.

(Court rooms, Seventh, Tenth and Eleventh floors, Court House.)

Chief Justice—FREDERICK A. SMITH, Rep.

Associate Justices:

Victor F. Arnold, Rep., term expires 1921.

Frank Baker, Dem., term expires 1921.

Jesse A. Baldwin, Rep., term expires 1921.

George F. Barrett, Rep., term expires 1921.

David M. Brothers, Rep., term expires 1921.

John Gibbons, Rep., term expires 1921.

Jesse Holdom, Rep., term expires 1921.
 Lockwood Honore, Dem., term expires 1921.
 George Kersten, Dem., term expires 1921.
 David F. Matchett, Rep., term expires 1921.
 John P. McGoorty, Dem., term expires 1921.
 Merritt W. Pinckney, Rep., term expires 1921.
 Kickham Scanlan, Rep., term expires 1921.
 Thomas Taylor, Jr., Rep., term expires 1921.
 Oscar M. Torrison, Rep., term expires 1921.
 Charles M. Thompson, Rep., term expires 1921.
 Richard S. Tuthill, Rep., term expires 1921.
 Charles M. Walker, Dem., term expires 1921.
 Thomas G. Windes, Dem., term expires 1921.
 Frederick A. Smith, Rep., term expires 1921.
 Clerk of the Circuit Court—John W. Raney.
 Chief Deputy Clerk—William J. Graham.
 Secretary to the Judges of the Circuit Court—James T. Sullivan.

MASTERS IN CHANCERY OF THE CIRCUIT COURT.

Charles H. Havard	Judge Baker
Farlin H. Ball	Judge Baldwin
Stillman B. Jamieson	Judge Gibbons
Granville W. Browning	Judge Honore
William D. Munhall	Judge Kersten
Roswell B. Mason	Judge McGoorty
Ralph W. Condee	Judge Petit
John W. Ellis	Judge Pinckney
Louis J. Behan	Judge Smith
Horatio L. Wait	Judge Tuthill
William A. Doyle	Judge Windes
Sigmund Zeisler	Judge Walker

Judges of the Municipal Court.

Chief Justice—HARRY OLSON.

Associate Justices:

John R. Caverly, Dem., term expires 1916.
 Harry P. Dolan, Dem., term expires 1916.
 Patrick B. Flanagan, Dem., term expires 1916.
 Jacob H. Hopkins, Dem., term expires 1916.
 James C. Martin, Dem., term expires 1916.
 John R. Newcomer, Rep., term expires 1916.
 John J. Rooney, Dem., term expires 1916.
 Joseph Sabath, Dem., term expires 1916.
 Charles A. Williams, Dem., term expires 1916.
 Harry Olson, Rep., term expires 1918.
 John Courtney, Dem., term expires 1918.
 Harry M. Fisher, Dem., term expires 1918.
 William H. Gemmill, Rep., term expires 1918.
 Hugh J. Kearns, Dem., term expires 1918.
 Joseph S. Labuy, Dem., term expires 1918.
 John A. Mahoney, Dem., term expires 1918.
 John K. Prindiville, Dem., term expires 1918.
 Joseph P. Rafferty, Dem., term expires 1918.
 John J. Sullivan, Dem., term expires 1918.
 Edward T. Wade, Dem., term expires 1918.
 Sheridan E. Fry, Rep., term expires 1920.
 Charles N. Goodnow, Rep., term expires 1920.
 Frank H. Graham, Dem., term expires 1920.
 Arnold Heap, Rep., term expires 1920.
 Edmund K. Jarecki, Dem., term expires 1920.
 Joseph E. Ryan, Dem., term expires 1920.

John Stelk, Dem., term expires 1920.
 Dennis W. Sullivan, Dem., term expires 1920.
 Samuel H. Trude, Rep., term expires 1920.
 Joseph Z. Uhlir, Rep., term expires 1920.

Administrative Staff:

Attorney—J. Kent Green.
 Executive Assistant—Walter V. Haight.
 Assistant—Roy E. Miller.

Executive Staff of the Court:

Clerk—Frank P. Danish.

Clerk's Office:

Chief Deputy Clerk—John S. Derpa.
 Assistant Chief Deputy Clerk, Civil Department—Robert W. McKinlay.
 Assistant Chief Deputy Clerk, Criminal Department—Charles H. Krimbill.

Bailiff's Office:

Bailiff—Anton J. Cermak.
 Chief Deputy Bailiff—George H. Woods.
 Assistant Chief Bailiff—Isaac Doff.

ILLINOIS STATE LAW RELATING TO HOLIDAYS.

(Hurd's Statutes.)

The following days, to wit: The first day of January, commonly called New Year's Day, the twenty-second day of February, the thirtieth day of May, the fourth day of July, the twelfth day of October, commonly called Columbus Day, the twenty-fifth day of December, commonly called Christmas Day, the first Monday of September, to be known as Labor Day, the twelfth day of February, any day appointed or recommended by the Governor of this State or by the President of the United States as a day of fast or thanksgiving, and in cities of 200,000 or more from 12 o'clock noon to 12 o'clock midnight of the last day of the week, commonly called Saturday, are hereby declared to be legal holidays and half holidays, the term half holidays, including the period from noon to midnight of each Saturday, which is not a holiday, and shall, for all purposes whatsoever, as regards the presenting for payment or acceptance, the maturity and protesting and giving notice of the dishonor of bills of exchange, bank checks and promissory notes and other negotiable or commercial paper or instruments, be treated, and is considered as is the first day of the week, commonly called Sunday. When any such holiday falls on Sunday, the Monday next following shall be held and considered such holiday. All notes, bills, drafts, checks, or other evidence of indebtedness, falling due or maturing on either of said days, shall be deemed as due or maturing upon the day following, and when two (2) or more of these days come together, or immediately succeeding each other, then such instruments, paper or indebtedness shall be deemed as due or having matured on the day following the last of such days. (As amended by act approved May 10, 1909. In force July 1, 1909.)

STRIKING COMPARATIVE STATISTICS.

Showing the Development of Chicago Relatively to Other Large Cities.

The subjoined comparative statistics, by request of Alderman Wm. J. Healy, for use in one of his valuable Committee Reports, were compiled by Frederick Rex, librarian of the Municipal Reference Library:

The City of Chicago today has a population close to 2,500,000. In point of population it is the fourth largest city in the world, and yet, in the rapidity of its growth it is easily the first. The population of Chicago today is 552 times greater than that found in 1840; 82 times greater than its population in 1850; exceeds by 22 times the number of people living in Chicago in 1860; and 7 times the population at the time of the Chicago Fire. Chicago today has 5 times the population in its area that it had in 1880 and 2½ times as many people as were in the city in 1890. Chicago on March 4, 1915, celebrated the

75th anniversary of its birth as a city, but it might more properly be called only thirty-five years of age, for, within this period of time it has added, in round numbers, approximately 2,000,000 people to its cosmopolitan family. The population of Chicago has been garnered from all parts of the habitable globe.

Chicago contains more Germans within its boundaries than any city in Germany excepting Berlin, Hamburg, Munich, Dresden and Leipzig; more Irish than any city in Ireland, excepting Dublin and Belfast; and more Bohemians than any other city on the face of the globe, excepting Golden Prague; Chicago has more Norwegians within its area than any city in Norway, excepting Christiania; more Swedes than any other city, excepting Stockholm. It is the second largest Polish city and the seventh largest Italian city.

There are but eleven states in the American Union which have a larger population than Chicago. Nearly three-fourths of the entire population of the United States in 1790 can be found in the City of Chicago today.

The population of Chicago is nearly equal to the combined population of the states of Maine, New Hampshire, Vermont, Rhode Island and South Dakota. Chicago has 3.2 times more people within its city limits than can be found in the whole state of Maine; 5.6 times the population of the state of New Hampshire; 6.8 times the population of Vermont; 4.2 times the population of Rhode Island; 3.6 times the population of North Dakota and of South Dakota; 12 times the population of the state of Delaware; twice the population in each of the states of Connecticut and Nebraska; 1.3 times the population of each of the states of Kansas and Mississippi; 1.8 times the population of Maryland; 1.4 times the population of each of the states of Louisiana and Arkansas; 1.5 times the population of the state of West Virginia; 1.5 times that of South Carolina; 1.7 times the population of the state of Washington; and three times the population in each of the states of Florida and Oregon.

One-tenth of the total population of the United States today can be found resident in the three largest cities of the United States, viz.: New York, Chicago and Philadelphia.

The combined population of the states of New Hampshire, Vermont and Nevada is equal to the population which can be found in the south division of Chicago, or a total of 896,738 people. The total population living on Chicago's great west side is 1,143,117, which is equal to the combined population of four states in the American Union, viz.: New Mexico, Idaho, Arizona and Wyoming. The population of the north side of Chicago is 427,431. It is equal to the combined population of two states, Delaware and Arizona, or the single state of New Hampshire, or the state of Utah.

Chicago today has as many people within its borders as were living in the entire state of Illinois in 1870. According to the United States Census of 1910 there were 242 cities in Illinois having a combined total population of approximately 3,600,000 inhabitants. Chicago, the largest of these cities, has a little over two-thirds of this population within its city limits.

Chicago has a population of 954,413 minors below twenty-one years of age, which is greater than the entire population of each of the following seventeen states: Arizona, Colorado, Delaware, Florida, Idaho, Maine, Montana, Nevada, New Hampshire, New Mexico, North Dakota, Oregon, Rhode Island, South Dakota, Utah, Vermont and Wyoming.

There are 536,366 families in Chicago today, which is more than there are people in each of the following ten states: Arizona, Delaware, Idaho, Montana, Nevada, New Hampshire, New Mexico, Utah, Vermont and Wyoming.

Education.

Chicago's public school enrollment in June, 1915, was 345,512. This is more than there are people in each of the states of Arizona, Delaware, Nevada and Wyoming, or in each of the cities of New Orleans, Washington, Minneapolis, Seattle, Jersey City and Kansas City. The total number of public school teachers in Chicago exceeds the total number of teachers in each of the following twenty-one states, viz.: Arizona, Colorado, Connecticut, Delaware, Florida, Idaho, Louisiana, Maine, Maryland, Montana, Nevada, New Hampshire, New Mexico, North Dakota, Oregon, Rhode Island, South Carolina, South Dakota, Utah, Vermont and Wyoming.

Chicago expends more each year on its public schools than any state in the United States, with the exception of the states of California, Indiana, Massachu-

setts, New Jersey, New York, Ohio and Pennsylvania. About one-half of the total amount expended each year in the State of Illinois on public education is expended in the City of Chicago.

Building Activities in Chicago.

There are approximately 300,000 buildings in Chicago, which would, upon being placed side by side and allowing each building a frontage of fifty feet, make one continuous line of houses from New York City to San Francisco. The value of the new buildings constructed each year in the City of Chicago is much greater than that of any other American city, in 1914 Chicago's new buildings exceeding in value those constructed in New York City by approximately \$10,000,000. In fifty of the largest cities in the United States the value of the new buildings constructed in 1914 was \$598,157,000. The total value of new buildings constructed in Chicago in 1914 was \$83,262,000, or one-seventh of the total value of the new buildings in the fifty cities.

Wealth of Chicago.

In the magnitude of its undertakings and the splendor of its municipal enterprises the City of Chicago exceeds nearly all the states in the American Union and numerous foreign kingdoms and empires. The appropriations made by the Chicago City Council for the year 1915 for municipal purposes, including the public schools and Library, amount to \$90,951,706. This is greater by one-third the cost of conducting the United States Government annually prior to the Civil War, the total ordinary disbursements of the United States Government in the year 1861, being \$66,650,213. The entire national budget of the Kingdom of Sweden in 1914 was but \$73,362,239; that of Norway during the same year but \$41,513,700; that of the Netherlands, \$91,823,078; while the total budget of the whole Turkish Empire did not exceed \$134,262,299.

The assessed full value of real and personal property in Chicago in 1914 amounted to \$3,002,391,180, or, on a per capita basis, \$1,255 for each man, woman and child resident in the city.

Economic Value of Human Life in Chicago.

It is estimated by economists that the average value of each living human organism or life to the community or to society is \$2,900. Accordingly, taking the average value of \$2,900 for each human life as a basis, the economic value of the 2,467,286 people resident in the City of Chicago on October 1, 1915, is estimated at \$7,155,105,400, which is equal to the estimated total wealth of the United States in 1850.

Transportation Facilities of Chicago.

There are now in operation in the United States approximately 250,000 miles of railroad. Thirty-two main trunk lines of the railroads of the United States have terminals in the City of Chicago, the miles of railroad controlled and operated by these thirty-two lines being approximately 90,000 miles, or, practically 36 per cent of the entire mileage of railroads in the United States. Within the city limits of Chicago there are 2,840 miles of steam railroads, which is more than the number of miles of main track found in the states of Arizona, Connecticut, Delaware, Idaho, Maine, Maryland, Massachusetts, Nevada, New Hampshire, New Jersey, Oregon, Rhode Island, Utah, Vermont and Wyoming. The mileage of steam railroad track in Chicago is equal to the entire railroad mileage in Switzerland and Belgium, and is greater than the steam railroad mileage found in each of the kingdoms of Denmark, Holland, Norway and Portugal.

Chicago has 1,187 miles of electric street and elevated railways within its limits, which is greater than the total electric railway mileage in each of thirty-seven states, there being only ten states in the Union which possess an electric railway mileage greater than that found within the City of Chicago.

Public Utilities in Chicago.

There are 1,350,232 miles of telephone wire in use in Chicago today, which, if made into one continuous line, would enable one to stretch three distinct and separate lines of telephone wire from the earth to the moon and back to the earth again, or, would girdle the earth at its circumference fifty-four times. There are approximately 435,000 telephones in use in the various offices and residences in Chicago today, a total nearly equal to the population of each of the cities of

San Francisco and Los Angeles, California, or each of the states of Montana, Utah and New Hampshire.

The combined length of the miles of water and sewer mains in Chicago is equal to the total length of the Mississippi, Missouri and Ohio rivers, a distance of approximately 5,000 miles.

Chicago at present has 4,685 miles of improved and unimproved streets and alleys, which is more than twice the mileage of public roads in the entire state of Rhode Island, and exceeds by one-half the entire mileage of public roads in the state of Delaware.

Chicago Manufactures.

The City of Chicago, according to the United States Census, with manufactured products valued at \$1,281,171,181, and an average of 293,977 wage earners in manufacturing industries in 1909, is not only the most important manufacturing city in the state of Illinois, but ranks second only to New York City in the United States as a whole. In fact, there were only four states besides Illinois, viz.: New York, Pennsylvania, Massachusetts and Ohio, which had a greater value of manufactured products in 1909 than did the City of Chicago. With the exception of these four states, Chicago easily ranks higher than the other forty-three states in the United States in the value of manufactured products for the year 1909.

The great importance of the slaughtering and meat packing industry in Chicago is apparent, when it is noted that the value of the manufactured products of this industry form 25.4 per cent of the total for all manufacturing industries in the city, and 23.7 per cent of the total for the entire United States for this industry.

Church Edifices in Chicago.

There are approximately 1,400 church buildings or edifices in the City of Chicago at the present time, which number is more than the number of such buildings found in each of the states of New Hampshire, Vermont, Rhode Island, Delaware, Montana, Idaho, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada and Oregon. The number of such buildings in Chicago is nearly equal to the combined total number of such buildings in the states of New Hampshire and Vermont, and equal to the combined total number of buildings in the three states of Rhode Island, Delaware and Montana. The total number of such buildings in the City of Chicago at this time is also equal to the combined total number of such buildings in five western states, viz.: Wyoming, New Mexico, Arizona, Utah and Nevada.

Chicago Postal Receipts.

The Chicago postoffice in 1914 handled 1,900,383,742 pieces of mail of different kinds, which is over four times the volume of all classes of mail handled by the entire postal system of the Kingdom of Sweden; eight times that of the postal system of Norway; over twice that of Belgium; and nearly four times that of the postal system of the Netherlands.

Chicago Ward Statistics.

The Twenty-seventh ward in the City of Chicago, according to the school census of 1914, had a population of 94,360. At the present time the population of the ward, it is estimated, is equal to the entire population of the state of Nevada. There are about 30,000 more people resident in the Twenty-seventh ward than can be found in the entire city of Peoria, which, according to the United States Census, is the second largest city in the state of Illinois. The population of this ward is equal to the total population of the city of Des Moines, Iowa, and to nearly twice the population of the city of Springfield, Illinois. The ward, one of the three largest wards in the city in area, is as large as Jersey City. The Twenty-seventh ward has a slightly larger acreage than has the Borough of Manhattan in New York City. The area of the Twenty-seventh ward is placed at twenty square miles, or 12,800 acres. Manhattan has an area of 12,037 acres, and, before the creation of Greater New York City in 1899 by the annexation of the city of Brooklyn, the Borough of Manhattan was the old city of New York. The population of Manhattan is 2,536,716, giving a density of population of 210.7 persons to every acre of its area. The density of population in the Twenty-seventh ward, however, is but 5.5 persons to every acre of

the ward's area. Imagination-can here be given free rein as to the future development of the City of Chicago, when we consider what has been done in New York City on an area of land slightly less than the present area of the Twenty-seventh ward.

The Twenty-fifth ward in population is as large as the city of Duluth. The ward, according to the school census of 1914, has a population of 86,104, while the Twenty-ninth and Thirty-third wards each have a population equal to that of the city of Somerville, Massachusetts or of Oklahoma City in the state of Oklahoma. The Seventh, Ninth and Seventeenth wards in Chicago, according to the school census of 1914, each has a population as large as that of the city of Peoria. The Eighteenth ward, according to the school census of 1914, has a population of 64,310, which is equal to the entire population in each of the cities of South Bend, Indiana, and Passaic, New Jersey. In area the Ninth and Thirty-second wards are each nearly as large as the city of Milwaukee, and the Eighth ward has an area equivalent to that of the city of Rochester, New York.

COMMERCE—THIS DAY, AND OLD-TIME INSTANCES.

Totals on Chicago Business For 1915—Compared With Those For 1914.

	1915.	1914.
Bank clearings for year.....	\$16,198,985,174	\$15,692,828,996
Bank deposits, end of year.....	1,160,000,000	950,000,000
Board of trade clearings.....	118,417,845	73,899,998
Wholesale trade	1,800,000,000	1,600,000,000
Value of manufactures.....	1,500,000,000	1,350,000,000
Receipts of live stock, head.....	14,039,000	14,704,288
Value of live stock received.....	\$387,501,000	\$378,317,000
Real estate transfers	52,605	55,770
Consideration	\$103,826,605	\$121,392,502
Trust deeds and mortgages.....	48,722	45,476
Consideration	\$260,634,987	\$328,246,565
Building permits	*10,335	9,945
Building valuation	*\$97,758,680	\$83,261,400
Building frontage, feet	*323,837	289,264
Customs receipts	\$6,433,489	\$9,147,600
Value of imported mdse.....	27,130,369	35,195,487
Fire insurance losses	5,474,366	5,742,428
Grain receipts, bushels	330,351,000	373,182,000
Grain shipments, bushels	264,557,000	282,800,000
Flour receipts, barrels	9,063,000	9,506,320
Flour shipments, barrels	7,674,000	7,443,000
Grain, lake shipments, bushels.....	45,438,000	89,791,000
Grain, cars inspected	188,787	220,560
Lake traffic, tonnage	15,573,326	16,018,782
Lumber receipts, M feet.....	2,359,499	2,219,698
Lumber shipments, M feet.....	1,117,866	1,020,576
Lumber consumption, M feet.....	1,115,938	1,194,834
Conventions held	450	444
Convention attendance	360,000	350,000
Visitors expended	\$ 11,520,000	\$ 11,200,000

*Last week of December estimated.

ORIGIN OF THE SYSTEMS OF MERCANTILE AND MONEYED SPECULATION.

(Mommensen's History of Rome.)

"The system of mercantile and moneyed speculation appears to have been established in the first instance by the Greeks, and to have been simply adopted by the Romans. Yet the precision with which it was carried out and the magnitude of the scale on which its operations were conducted were so peculiarly

Roman, that the spirit of Roman economy and its grandeur whether for good or evil are pre-eminently conspicuous in its monetary transactions.

"The starting point of the Roman moneyed economy was of course, money-lending; and no branch of commercial industry was more zealously prosecuted by the Romans than the trade of the professional money-lender and of the money-dealer or banker. The transference of the larger monetary transactions from the individual capitalist to the mediating banker, who receives and makes payments for his customers, invests and borrows money, and conducts their money dealings at home and abroad—which is the mark of a developed system of capital—was already completely carried out in the time of Cato. The bankers, however, were not only the cashiers of the rich in Rome, but everywhere insinuated themselves into minor branches of business and settled in ever-increasing numbers in the provinces and dependent states. Already throughout the whole range of the empire the business of making advances to those who wanted money began to be, so to speak, monopolized by the Romans.

"Closely connected with this was the immeasurable field of speculative enterprise. The system of transacting business through the medium of contract pervaded the whole dealings of Rome. The state took the lead by letting all its more complicated revenues and all contracts for furnishing supplies and executing buildings to capitalists, or associations of capitalists, for a fixed sum to be given or received. But private persons also uniformly contracted for whatever admitted of being done by contract—for buildings, for the ingathering of the harvest and even for the partition of inheritances among the heirs or the winding up of a bankrupt estate; in which case the contractor—usually a banker—received the whole assets, and engaged on the other hand to settle the liabilities in full or up to a certain percentage and to pay the balance as the circumstances required.

"Already gold held the first place in great transactions; and, as may be inferred from this fact, the preponderance of traffic was maintained with foreign lands, and particularly with the East, which since the times of Philip and Alexander the Great had adopted the gold currency.

"The whole gain from these immense transactions of the Roman capitalists flowed in the long run to Rome; for, much as they went abroad, they were not easily induced to settle permanently there, but sooner or later returned to Rome, either realizing their gains and investing them in Italy, or continuing to carry on business from Rome as a center by means of the capital and connections which they had acquired. The moneyed superiority of Rome as compared with the rest of the civilized world was, accordingly, quite as decided as its political and military ascendancy. Rome in this respect stood towards other countries somewhat as the England of the present day stands towards the Continent—a Greek, for instance, observes of the younger Scipio Africanus, that he was not rich 'for a Roman.'

"The Roman mercantile transactions of this period fully kept pace with the contemporary development of political power, and were no less grand of their kind. The mercantile spirit took possession of the nation, or rather—for that was no new thing in Rome—the spirit of the capitalist now penetrated and pervaded all aspects and stations in life. The preservation and increase of wealth formed a part of public and private morality. 'A widow's estate may diminish,' Cato wrote in the practical instructions which he composed for his son, 'a man must augment his substance, and he is deserving of praise and full of a divine spirit whose account-books at his death show that he has gained more than he has inherited.'

"One of the most important consequences of this mercantile spirit, which displayed itself with an intensity hardly conceivable by those not engaged in business, was the extraordinary impulse given to the formation of associations. In Rome this was especially fostered by the system adopted by the government in the transaction of its business—the system of middlemen: for from the extent of the transactions it was natural, and it probably was often required by the state for the sake of greater security, that capitalists should undertake such leases and contracts not individually, but in partnership. All great transactions were organized on the model of these state contracts. Indications are even found of the occurrence among the Romans of that feature so characteristic of the system of association—a coalition of rival companies in order jointly to es-

establish monopolist prices. In marine transactions more especially and such as were otherwise attended with considerable risk, the system of partnership was so extensively adopted, that it practically took the place of insurances, which were unknown to antiquity. Nothing was more common than the nautical loan, as it was called—the modern bottomry by which the risk and gain of transmarine traffic were proportionally distributed among the owners of the vessel and cargo and all capitalists who had advanced money for the voyage. It was, however, a general rule of Roman economy that one should take small shares in many speculations than speculate independently; Cato advised the capitalists not to fit out a single ship with his money, but to enter into contract with forty-nine other capitalists so as to send out fifty ships and to take an interest in each, to the extent of a fiftieth share. All this laid the foundation for that endurance of Roman wealth, which was perhaps still more remarkable than its magnitude. That the condition of the great houses remained almost the same for several centuries, finds its explanation in the somewhat narrow but solid principles on which they managed their mercantile property.’’

RULES AND PRACTICE RELATING TO SPECIAL ASSESSMENTS.

(Furnished by Edward J. Glackin, Superintendent of Special Assessments.)

In levying special assessments, the standard lot of 25 ft. x 125 ft. is used as a basis for calculation of the assessment. If a lot having a 25 ft. frontage has a depth of only 100 ft., it is assessed on a 96% basis, or 24 ft. If it has a depth of 150 ft., it is assessed on a basis of a 26 ft. frontage. Both the area and frontage of irregularly shaped lots enter into the calculation of the assessment thereon. All property within one-half block of the street to be paved is assessed for benefits. The cost of street and alley intersections is assessed against all property at the same rate which either fronts on the street to be paved or lies within one-half block thereof. In cases in which the street to be paved is the main artery of traffic for a considerable distance, property more than one-half block from the street is assessed and a sliding scale is used, but in all other cases, the rate is constant against all property not fronting on the street to be paved but within one-half block thereof.

Special assessments are levied to pay the entire cost of sewers constructed in this city. The assessment for main and submain sewers is spread on a frontage basis against all property which will eventually have drainage access thereto. Property fronting on a main sewer is assessed only for such sewer. The cost of a lateral sewer is defrayed by assessment against abutting property. A lot may be assessed for a lateral, submain and main sewer, but is assessed the same amount for all three as a lot which has frontage on a main sewer. The rate of assessment is uniform in all cases. Undivided acreage property is assessed in the same manner as if it were subdivided into standard blocks, a tentative subdivision being made by the spreader for his own guidance therein.

It is estimated that 2,176.75 miles of streets and alleys have been paved in the City of Chicago. The total mileage of streets and alleys therein is estimated at 4,825.49 miles, more than 45% of the streets in this city being paved.

In rare cases, a public benefit of from 7½ to 20% is allowed because of excessive traffic over a certain street, and in such cases, this amount is assessed against the City and is paid out of the general fund.

Ordinarily if a street has been paved for twenty or more years, a new assessment is levied and the street repaved if necessary. If the street has been paved recently and needs repairs, such repairs are paid for out of the general fund and are made by the Department of Streets, which uses its own labor.

If a street is to be paved or repaved as distinguished from the repairing of the same, the work is let by contract to the lowest regular responsible bidder and a reserve of 5% is withheld for 5 years in the case of all paving materials with the exception of granite blocks and asphaltic macadam, in which cases, 5% is reserved for two years. If there is a street car track on the street to be paved, the reserve is held for only two years for all kinds of paving.

The Board of Local Improvements recommends the material to be used in the paving of streets and alleys, subject, however, to the wishes of the property owners as expressed at the public hearing. Paving assessments for streets are spread over a period of five years and for alleys from one to five years.

PATRIOTISM.

Patriotic Occasions Observed—American Flags—Flags in History.

The spirit of patriotism has been singularly awake and alert throughout the year 1915. The great war heroically carried on in Europe by the several powers engaged, at times has seemed about to involve the United States in its bloody issues—which seeming has quickened patriotism here; and farther the sanguinary troubles just across the border of this country, in Mexico, have contributed a little to the nation's anxieties and fears. Hence may be accounted for, the unusual interest that was shown in the coming around of Soldier's Memorial Day, of Flag Day, and of Independence Day. The passing of Liberty Bell through the city on its way to the Panama Exposition at San Francisco was an added incitement to patriotic demonstration. Mayor Wm. Hale Thompson's several proclamations served to heighten the fervency of the prevailing patriotic spirit.

Mayor Thompson issued the following proclamation:

Mayor's Office,
Chicago, May 24, 1915.

Whereas, A day is annually set apart for the purpose of honoring the soldiers living and dead of the Civil War; and,

Whereas, It is desirable that all citizens and liberty-loving people take part in such exercises as will commemorate the day; and,

Whereas, This day falls this year upon Sunday, and the law provides that in such case exercises in commemoration of the day shall be held upon the Monday next following;

Therefore, I, Wm. Hale Thompson, Mayor of the City of Chicago, call attention to this fact, and all departments of the City Government are ordered closed Monday, May 31, with the exception of the Police, Fire, Electrical and Health Departments, which shall remain open for the transaction of necessary business.

WM. HALE THOMPSON, Mayor.

Also, Mayor Thompson issued the following proclamation:

Office of the Mayor,
Chicago, June 11, 1915.

In conformity with a custom that has existed for years and in accordance with the law, I hereby proclaim Monday, June 14th, as Flag Day. I urge upon all citizens, in recognition of the occasion, that a small flag be worn in honor of the day, and that such ceremonies be held in schools and public places as are appropriate to the occasion.

I also request that the American flag be displayed from all buildings in the City of Chicago.

(Signed) WM. HALE THOMPSON,
Mayor.

The Union League of Chicago prepared a verbal salute which was sent out to all its members and read at noon on Flag Day. It was the following:

Flag of our great Republic—
Symbol of human liberty,
Inspirer in battle,
Guardian of our homes—
Whose Stripes and Stars
Stand for courage, purity and union,
We salute thee!
We, the children of many lands,
Who find rest and safety
Under thy folds,
Give our hands, our heads
And our hearts to thee:
We pledge our lives
And sacred honor
To guard and revere thee
And our beloved country,
Forever.

Here some lines of Joseph Rodman Drake's rhapsody on the flag are inevitable:

When Freedom from her mountain height
 Unfurled her standard to the air,
 She tore the azure robe of night,
 And set the stars of glory there;
 She mingled with its gorgeous dyes
 The milky baldric of the skies,
 And striped its pure celestial white
 With streakings of the morning light;
 Then from his mansion in the sun
 She called her eagle-bearer down,
 And gave into his mighty hand
 The symbol of her chosen land.

Lines which are better than any of Rodman Drake's, occur in another poem on the flag, one that is less well known, though often quoted. The preferred lines are these:

Flag of the fearless-hearted,
 Flag of the broken chain,
 Flag in a day-dawn started
 Never to pale or wane.
 Dearly we prize its colors
 With the heaven light breaking through,
 The clustered stars and the steadfast bars,
 The red, the white, and the blue.

For Reception of Liberty Bell.

Also, Mayor Thompson submitted to the City Council the following:

Office of the Mayor,
 Chicago, June 28, 1915.

To the Honorable, the City Council:

Gentlemen—In conformity with the terms of a resolution providing for the appointment of a committee of Aldermen and citizens of Chicago to arrange for and take charge of the exercises to be held on the arrival of the Liberty Bell in Chicago, I have the honor to appoint the following:

Aldermen Richert, Norris, Cross, Anderson, Geiger, Rea, Janke and Bergen;
 William L. Barnum, Jr., Sons of Veterans, 105 West Monroe street;
 William F. Peters, Loyal Sons of America, 937 Rush street;
 Col. Henry L. Turner, 66 East Goethe street;
 Hon. Marcus Kavanagh, 216 East 20th street;
 Col. Milton J. Foreman, 1722 East 55th street;

Charles H. Porter, President, Advertising Association of Chicago, Brooks Building;

Louis F. Hess, Treasurer, American Flag Circles Around the World, 837 South Ashland avenue;

James Edgar Brown, General Counsel, American Flag Day Association, Conway Building;

Major P. J. H. Farrell, Army and Navy Club of Chicago, Room 602, 32 North State street;

Clarence A. Burley, President, Chicago Historical Society Headquarters, 632 North Dearborn street;

Charles Oakley, Secretary, Chicago Veteran Association, Room 501, 8 South Dearborn street;

Mrs. Henry B. Mason, President, Colonial Dames of America, 150 East Superior street;

Mrs. Edward R. Blake, President, Dames of Loyal Legion, 1502 Wilson avenue;

Mrs. L. K. Torbet, Regent, Daughters of American Revolution, Metropole Hotel;

Mrs. Louis H. Manson, President, Daughters of the Confederacy, 844 Leland avenue;

Henry F. Grier, Commander, Farragut Naval Veteran Association of Chicago, 6320 Greenwood avenue;

Right Reverend Samuel Fallows, Commander, Grand Army of the Republic, 2344 West Monroe street;
 Otto L. Schmidt, M. D., President, Illinois Historical Society;
 Seymour Morris, Jr., Secretary, Society of Colonial Wars (in the State of Illinois), 112 West Adams street;
 Mrs. Seymour Morris, Secretary, Society of Mayflower Descendants (in the State of Illinois), 4723 Kenwood avenue;
 F. Dickinson, Secretary, Society of the Sons of the Revolution (in the State of Illinois), 562 Bryant avenue;
 Ernest Manrose, Secretary, Society of the War of 1812, 3045 North Western avenue;
 Louis A. Bowman, Secretary, Sons of the American Revolution, Room 1330, 30 North La Salle street;
 Miss Helen Wayne McCalla, Recording Secretary, United Daughters of 1812, 2316 Calumet avenue;
 Charles L. Daniels, Commander United Spanish War Veterans, 865 East 63rd street;
 Martin D. Hardin, Brigadier General, Western Society Army of the Potomac, Lake Forest, Illinois;
 Mrs. Anna H. Pomeroy, Secretary, Women's Club of the Grand Army of the Republic, 4233 Gladys avenue;
 Estella M. Moore, President, Daughters of Veterans (Illinois Department), 11732 South La Salle street;
 Augusta Sexton, President, Ladies of the Grand Army of the Republic, 1439 North La Salle street;
 Capt. J. L. Bennett, Secretary, Society of the Army of Tennessee, 155 North Clark street;
 Mrs. Viola Greene, Admiral, National Ship of State, 2703 Warren avenue;
 Rev. E. J. Vattman, Naval and Military Order of the Spanish-American War, Wilmette, Illinois;
 Mrs. Lulu M. Carlin, Vice-President, Daughters of Veterans, U. S. A., 4609 North Racine avenue;
 Jas. Edgar Brown, First Vice-President, Star Spangled Banner Association of United States, Conway Building;
 Frederick Kensel, Adjutant General, Army of the Philippines, 537 South Dearborn street.

Yours respectfully,
 (Signed) WM. HALE THOMPSON,
 Mayor.

History of Liberty Bell.

The Liberty Bell was first cast in England in 1751 and shipped to this country. Thomas Lister of Whitechapel cast the bell. It was modeled after "Big Tom" in Westminster Abbey, which Henry III. had hung in memory of Edward the Confessor.

The bell arrived September 1, 1752, and it cracked by a stroke of the clapper when being tested for its tone. Something seemed to foreordain that this bell should be distinctly American.

Two ingenious Philadelphians, named Pass and Stow, experimented with fragments of the bell, for its material was to brittle. They hit upon a combination of one and one-half ounces of copper to one pound of the bell material and cast a new bell.

Even this was not quite satisfactory, so in June, 1753, it was again recast and hung, weighing 2,080 pounds. In August of that year it summoned the meeting where the colonists determined to continue issuing province money despite contrary orders from the English king.

Again in 1755 it convened the meeting that informed the crown that Americans would make their own laws. In 1757 it called the meeting that sent Benjamin Franklin to England to secure redress for grievances.

Continually, through the stamp act, the protest against the duty on tea, the closing of the port of Boston, the battle of Lexington, this bell called the patriots together.

The surrender of Cornwallis, the welcome to George Washington, "His Excellency, the commander-in-chief and his lady"; declaration of war in 1812

and peace in 1815; welcome to Lafayette in 1824; tolled for Jefferson and Adams when they passed away; again for Charles Carroll of Carrollton and for the Marquis de Lafayette.

Last of all it tolled the passing of another great patriot, Chief Justice John Marshall, and cracked as the funeral cortege was moving.

Evolution of the Present-Day Flag.

During the pre-Revolutionary controversies there were many flag-devices brought out in the Colonies, and all expressed hatred of the British government. After the fight at Lexington the volunteers from Connecticut displayed on their flag the arms of the colony, with the legend, "He who brought us over, sustains us." The present arms of New York city are copied from the devices on the New Amsterdam flag—a beaver being the principal figure, indicative of the industry of the Dutch people, and of their wealth derived from the fur trade. After Bunker Hill, General Putnam displayed a flag with a red ground, and the motto, "An Appeal to Heaven." There is frequent mention in early Massachusetts history of the pine tree flag, which was used on vessels sailing out of Boston harbor. A flag designed by General Moultrie was raised at Charleston, South Carolina, in 1775. It was blue, with a white crescent in the upper corner next the staff, and had for motto, "Liberty or Death." As evincing the bitterness against the British, there was devised the rattle-snake flag, the snake being coiled to strike, and the motto, "Don't tread on me," in red letters. The snake's rattles numbered thirteen. This was the flag that John Paul Jones had when, November 1, 1777, he sailed from Portsmouth, New Hampshire, on the Ranger for French waters. It was first displayed at Fort Stanwix, where a hastily improvised flag was raised over some captured British colors on August 8, 1777. The flag was used at the battle of Brandywine, and thereafter in all important engagements until the close of the war. On January 13, 1794, Vermont having been admitted to the Union in 1791, and Kentucky in 1792, Congress enacted "That from and after the first day of May, one thousand seven hundred and ninety-five, the flag of the United States be fifteen stripes alternate red and white; that the union be fifteen stars, white in a blue field," the intention being to add both a stripe and a star for each new State admitted. In 1818, however, the number of States having increased to twenty, Congress enacted that the number of stripes be reduced to thirteen, to typify the original thirteen States; that the number of stars be increased to twenty; and that "on the admission of every new State into the Union, one star be added to the union of the flag, and that such addition shall take effect on the Fourth of July next succeeding such admission." No provision was made for the manner of arrangement of the stars, and consequently there has been since 1818 much divergence in this respect.

The President's Flag.

Besides the universally recognized national flag, there is the President's Flag, ordered by the Congress and adopted by President Washington. It is distinguished from the common emblem by having on it the figure of an eagle. Our English critics, early and late, have ridiculed this use of this imperial bird. One critic wrote:

"In their eagle the fathers of the Republic made an unfortunate choice. They wanted something classical, and this hankering after the Romans led them to call their second chamber a Senate, and made them ask for an eagle; but the Roman eagle was a golden eagle, and not until the nineteenth century was a golden eagle shot in America, when, as usual, their naturalists endeavored to claim it as a distinct species. Had it been shot in 1775 or thereabouts the republicans would have saved the absurdity of their unworthy emblem, for they took the only eagle they saw without inquiring into its character. The two birds may be distinguished at a glance: The golden eagle is feathered down to its toes, while the sea eagle's legs are feathered only half-way down; in short, so to say, one wears trowsers and the other wears knickerbockers."

The President's Flag is carried at the main mast of naval vessels and on boats in which he embarks; it is blue, with the coat of arms of the United States. The Secretary of the Navy's flag is blue and has a white fowl anchor in the center surrounded by four white stars. The flag of the revenue marine has sixteen perpendicular red and white stripes alternating; the union carries the

coat of arms of the United States, and occupies the width of eight stripes. The flags of the flag-officers of the United States Navy are blue, carrying white stars—four stars for the admiral, and two for rear-admirals. In case two or more rear-admirals are in company, the one second in rank flies a red flag with two white stars and the junior rear-admirals fly white flags with two blue stars. The flag of the Secretary of War is of scarlet bunting, having an eagle with outstretched wings. Garrison, post, and storm flags are national flags made of bunting. The revenue flag, used to indicate the jurisdiction of the Treasury Department, was adopted in 1799.

A flag placed at half-mast is a sign of mourning. A flag reversed or with the union down, indicates distress. When saluting is done with the flag, the salutes are made by dipping it, usually three times—that is, hauling it down a few feet and then running it up again. In the navy, when the flag is hoisted at "colors" or hauled down at sunset, all officers and men are required to salute it.

Illinois' Battle Flags.

In the capitol at Springfield are kept the battle flags of the Illinois regiments preserved from the civil war, and the Spanish war for Cuba. They are carefully protected by locked and sealed cases with glass fronts as nearly air-tight as practicable, each flag in its own case with a card attached giving the name and engagements of the regiment.

"Nothing but flags—but simple flags,
Tattered and torn and hanging in rags;
Some walk by them with careless tread,
Nor think of the hosts of the patriot dead,
That have marched beneath them in days gone by,
With a burning cheek and a kindling eye,
And have bathed their folds with their life's young tide,
And, dying, blessed them, and, blessing, died."

The Flag Over Public Schools.

But a few years since a movement was started which soon became general over the United States, to have the flag of the Republic, on Flag Day, raised over all public schools. And what thus was adopted as a custom for a single occasion, at length grew to be of continuing observance. The flag may now be seen over most school houses the year round. But the custom itself had an earlier start than is supposed by many people. Note this as a fact: The first United States flag raised over a public school was floated in May, 1812, from a log school house that stood on "the hill" in a town then named Colham, in Massachusetts.

Flag of the Southern Confederacy.

In 1860, when the eleven southern States seceded from the Union, they proclaimed the resumption of their independence under their own flags (each State had a separate emblem), and next formed the Confederation; and then it becoming necessary to adopt one flag for the Confederate States, a special committee was appointed to consider the matter. On presenting their report, the chairman of the committee said: "A flag should be simple, readily made, and capable of being made of bunting; it should be different from the flag of any other country, place or people; it should be significant; it should be readily distinguishable at a distance; the colors should be well contrasted and durable; and lastly, and not the least important point, it should be effective and handsome. The committee humbly think that the flag which they submit combines these requirements. It is very easy to make; it is entirely different from any other national flag. The three colors of which it is composed—red, white, and blue—are the true republican colors; they are emblematic of the three great virtues—valor, purity, and truth. Naval men assure us that it can be recognized at a great distance. The colors contrast admirably, and are lasting."

Flags in Early History.

By way of fresh introduction to a condensed account of the United States flag, particular allusion to the national symbols used at early periods in European and far-eastern history may profitably be made.

The earlier national symbols were ordinary images or badges wrought in metal, stone or wood, and carried at the top of a pole or spear. The host of Egypt marched to war beneath the sacred emblems of their gods or the fan of feathers of the Pharaohs, while Assyrian insignia were circular discs bearing devices such as a running bull or two bulls tail to tail, both these and the Egyptian having occasionally in addition a small streamer attached to the staff immediately below the device. The Greeks used symbols of their deities such as the owl of Athens, or legendary animals like the pegasus of Corinth, the minotaur of Crete, the bull of Boetia, and the tortoise of the Peloponnesus. Homer makes Agamemnon use a purple veil as a rallying signal. The Persians adopted the figures of the sun, and the eagle, which in time were replaced by the blacksmith's apron.

In Rome the original standard was the simple wisp of straw. Under the later dictators this gave place to a hand erect; or the figure of a horse or wolf or other animal was used until the eagle alone was adopted. Pliny states that Marius in his second consulship ordered that the Roman legions should have the eagle only as their standard. "For before that time," to quote his own words, "the eagle marched foremost with four others, wolves, minotaurs, horses and bears, each one in its proper order. Not many years passed before the eagle alone began to be advanced and the rest left behind in the camp. But Marius rejected them altogether, and since then there has rarely been a camp of a legion in winter quarters without a pair of eagles"—the eagle being the bird of Jove.

There were, however, other insignia. The vexillum or cavalry flag was according to Livy a square piece of textile material fixed to a cross-bar at the end of a spear, often richly fringed and either plain or with devices, and was undoubtedly a flag; and the insignia which distinguished the allied forces from the Roman legions were also more or less flags. Later on the Romans adopted for their auxiliaries the dragon of Parthia, which in time became the standard of the Emperors of the West and the origin of the golden dragon, read of in English history, and preserved to this day among the symbols of that country. The Jutes carried the rampant white horse, at first as an image, which became the flag of the men of Kent. The Danes carried the raven, also at first as an image and then as a flag; the raven was on a blood-red field. The Gauls fought under a carved lion, bull or bear, until they adopted the Roman eagle.

The Roman standards were guarded with religious veneration in the temples of the chief cities, and, after Christianity was adopted, and particularly after the Emperor's portrait appeared on them, in the churches; and modern practice follows ancient precedent. At the presentation of colors to a regiment a solemn service of prayer and praise is held, for which there is a special service book, and when they return in honor, torn and tattered from victorious conflict, they are reverently deposited in some church or public building, never to be removed until nothing is left but the staff on which they were borne.

The Israelites, besides their tribal devices, carried the sacred standard of the Maccabees with the initial letters of the Hebrew text, "Who is like unto Thee, O Lord, among the gods?" The Emperor Constantine caused the sacred monogram of Christ (the Ch. R. being the two first letters of Christos) to be placed on the Labarum. The sacred standard of the Turks was used by Mohammed as a curtain which, when he was dying, was torn down by Ayesha and given to her to serve as the chief banner of Islam, and it is still preserved. It is of green silk on a pole surmounted by a golden hand that holds a copy of the Koran. Pope Alexander II. sent a consecrated white banner to William of Normandy previous to his expedition against Harold. The Normans fought under it at Hastings; and when the armies of Christendom went to the rescue of the Holy Land from the Infidel, they received their banners from the foot of the altar.

RULES FOR REGULATION OF STREET TRAFFIC.**Formulated by the Police Department.**

Article I—Definitions. Section 1. The word "vehicle" includes equestrians, led horses and everything on wheels or runners, except street cars and baby carriages.

Sec. 2. The word "horse" includes all domestic animals.

Sec. 3. The word "driver" includes the rider or driver of a horse, the rider of wheels and the operator of a motor vehicle or street car.

Article II—Obedience. Section 1. Drivers of vehicles and street cars must at all times comply with any direction, by voice or hand, of any member of the Police Force, as to placing, stopping, starting, approaching or departing from any place; the manner of taking up or setting down passengers, loading or unloading goods in any place.

Sec. 2. Ignorance of these rules shall furnish no excuse for disregarding them.

Article III—Pedestrians. Section 1. Pedestrians should remember that while they have the right to cross the street in safety, the streets are primarily intended for vehicles, and they should therefore cheerfully conform to all the traffic rules and thereby contribute not only to their own safety and comfort but facilitate the movement of traffic as well.

Sec. 2. Pedestrians should never step from the sidewalk to the street without first looking in each direction for approaching vehicles.

Sec. 3. Pedestrians should never cross streets except at regular crossings and at right angles.

Sec. 4. Pedestrians should wait for the signal of traffic policemen wherever one is stationed and move in the direction of the traffic only.

Sec. 5. Pedestrians should be particularly cautious in crossing alleys.

Article IV—Drivers' Signals. Section 1. Before slowing up or stopping drivers shall signal to those behind by raising the whip or hand vertically.

Sec. 2. In turning while in motion, or in starting to turn from a standstill, a signal shall be given by indicating with the whip or hand the direction in which the turn is to be made.

Sec. 3. Before backing or slowing up ample warning shall be given, and while backing unceasing vigilance must be exercised not to injure those behind.

Sec. 4. One blast of a police signal indicates that East and West traffic must stop and that North and South traffic may proceed.

Two blasts that North and South traffic shall stop and East and West traffic may proceed.

Three or more blasts is a signal of alarm and indicates the approach of danger.

Article V—Right of Way. Section 1. Police, Fire Department, Fire Patrol, Traffic Emergency Repair, Ambulances and United States Mail vehicles shall have the right of way in any street and through any procession.

Sec. 2. Horse-drawn vehicles shall have the right of way over power-driven vehicles, street cars excepted.

Sec. 3. The driver of a vehicle, on the approach of any fire apparatus, shall immediately draw up said vehicle as near as practicable to the right hand curb and parallel thereto and bring it to a standstill.

Article VI—Street Cars. Section 1. The driver of a street car shall immediately stop his car and keep it stationary upon the approach of any fire apparatus.

Sec. 2. Street cars shall have the right of way, between cross streets, over all vehicles.

The driver of any vehicle proceeding upon the track in front of a street car shall turn out upon signal of the driver or conductor of the car.

Sec. 3. No vehicle or street car shall so occupy any street as to interfere with or intercept the passage of other cars or vehicles.

Sec. 4. During blockades or stoppages a clear space of ten feet shall be kept open between cars opposite the alley or the center of the block if there be no alley.

Sec. 5. Vehicles and street cars must stop back of the crosswalk so as not to interfere with the passage of pedestrians.

Article VII—Speed. Section 1. No vehicle shall proceed at any time at a greater speed than the law allows and which is safe and proper under the conditions then obtaining.

Sec. 2. No vehicle shall cross any street or avenue or make any turn at a speed rate exceeding one-half its legal speed.

Sec. 3. No vehicle shall emerge from an alley, stable or garage at a pace faster than a walk; at the latter places an attendant should precede the vehicle to give warning.

Sec. 4. Horse-drawn vehicles and pedestrians should habitually cross the street intersections as promptly as circumstances permit. Teams moving at an unnecessarily slow walk across street intersections greatly impede traffic.

Sec. 5. On all thoroughfares the heavy and slow moving vehicles shall, as far as conditions permit, keep to the right, in order to allow the rapid moving and lighter traffic to proceed independently.

Speed of Vehicles Near Schools, Public Playgrounds and Churches. Section 1963. No motor, electric or animal drawn vehicle of any kind shall proceed, while within four hundred (400) feet of any schoolhouse in the city, at a greater speed than five (5) miles an hour, between the hours of 8 o'clock a. m. and 5 o'clock p. m. on any day during which school is in session in such schoolhouse;

Sec. 1963A. * * * or within four hundred (400) feet of any public playground in the city, between the hours of 8 o'clock a. m. and 7 o'clock p. m. on any day during which such playground is open and in operation;

Sec. 1964. * * * or while within four hundred (400) feet of any church in the city during the time or times that persons are customarily entering or leaving churches on Sundays or holidays, or any other day set apart by such church for religious worship.

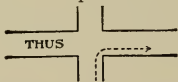
Article VIII—Keeping to the Right, Passing, Turning, Crossing and Stopping.

Section 1. A vehicle, except when passing a vehicle ahead, shall habitually keep as near the right hand curb as possible.

Sec. 2. A vehicle meeting another shall pass to the right.

Sec. 3. On an avenue or street divided longitudinally by a parkway, walk, sunken way or viaduct, vehicles should keep to the right of such divisions.

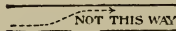
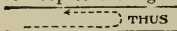
Sec. 4. A vehicle turning into another street to the right shall turn the corner as near the right hand curb as practicable.



Sec. 5. A vehicle turning into another street to the left shall circle around the center of the street intersection.



Sec. 6. A vehicle crossing from one side of the street to the other shall in doing so keep to the right.



Sec. 7. No vehicle shall stop with left side to the curb.

Sec. 8. No vehicle shall stand backed up to the curb, except when actually

loading or unloading, and if said vehicle is horse-drawn and has four wheels, the horse or horses must stand parallel to the curb and faced in the direction of the traffic.

Sec. 9. A vehicle waiting at the curb shall promptly give place to a vehicle about to load or unload.

Sec. 10. No vehicle, unless in an emergency or to allow another vehicle or pedestrian to cross its path, shall stop in any street or highway, except near the right hand curb thereof, and so not to obstruct a crossing.

Sec. 11. No vehicle shall back to make a turn in any street if by so doing it interferes with other vehicles, but shall go around the block or to a street sufficiently wide to turn in without blocking traffic.

Sec. 12. Vehicles will enter North and South and all "L" shaped or right-angled alleys from the North and leave from the South; East and West alleys, from the East and leave from the West.

Sec. 2484a. **Vehicles to stop when street cars discharge or take on passengers.** It shall be unlawful for any person driving or having charge, possession or control of any vehicle being driven or propelled or operated upon the streets of the City of Chicago, upon overtaking any street car which is stopped for the purpose of discharging or taking on a passenger or passengers, to permit, or cause said vehicle to pass or approach within ten (10) feet of said car as long as the said car is so stopped or remains standing for the purpose of discharging or taking on a passenger or passengers.

2493. **Vehicles Passing—Motor Vehicles Not to Run on Left Hand Tracks.** All vehicles shall keep as close to the right-hand curb as safety and prudence shall permit, except when overtaking and passing another vehicle, and except when running within the car tracks, as provided in Section 2487 hereof. An overtaken vehicle must at all times be passed on its left side, except that in case of motor vehicles and motorcycles passing street cars or other vehicles when running within the car tracks; in such case such motor vehicle or motorcycle shall not turn to the left into the track reserved for street cars and vehicles moving in the opposite direction, but shall pass to the right of such street car or vehicle so overtaken.

Headlights on Vehicles. The following ordinance regulating headlights on automobiles, motorcycles or other vehicles was passed by the City Council on March 30, 1914:

Be it ordained by the City Council of the City of Chicago:

Section 1. It shall be unlawful for any person operating any automobile, motorcycle or other vehicle, while operating the same upon the public streets and highways within the City, to use acetylene, electric or other bright headlight, or any headlight the rays from which shall be intensified by any parabolic or condensing reflector, unless such headlight shall be properly shaded so as not to blind, dazzle or confuse other users of the highway or make it difficult or unsafe for them to ride, drive or walk thereon.

Article IX—Vehicles. Section 1. No one shall drive a vehicle that is so closed in or constructed as to prevent the driver from having a sufficient view of the traffic at the sides of such vehicle.

Sec. 2. No one shall drive or conduct any vehicle in such condition, so constructed or so loaded as to be likely to cause delay in traffic or accident or injury to man, beast or property.

Sec. 3. No vehicle shall be so loaded that it may not be easily drawn over the most difficult portion of the route.

Sec. 4. No one shall load or drive a vehicle loaded with iron or any material likely to create loud noises by striking together without using every effort to deaden the load.

Sec. 5. No one under sixteen years of age shall be permitted to drive any vehicle.

Sec. 6. No one shall ride upon the rear end of any vehicle without the consent of the driver, and when riding no part of his body shall protrude beyond the limits of the vehicle.

Sec. 7. No vehicle shall be used on any street or highway unless provided with lights and sound signals as prescribed by law.

Sec. 8. All vehicles are required between one and one-half hours after sunset and one hour before sunrise to have on the left side a light which shall show white 200 feet to the front and red 200 feet to the rear. Bicycles, etc., shall have one white light that shall be visible 200 feet.

Sec. 9. Drivers of vehicles loaded with ashes, cinders, coal, mortar, snow or similar material, so that the matter is scattered along the street, are liable to arrest.

Sec. 10. No vehicle shall, between 6 a. m. and 7 p. m., stand in any street or alley within the district bounded by Lake street, Wabash avenue, Harrison and Market street for a period longer than 30 minutes.

Article X—Control of Horses. Section 1. No horse shall be left unattended in any street unless securely fastened or unless the wheels of the vehicle to which he is harnessed are securely fastened and the vehicle itself is of sufficient weight to prevent its being dragged with the wheels so secured.

Sec. 2. No horse shall be unbridled in any street unless secured by a halter.

Sec. 3. No one shall remove a wheel, pole, shaft, whiffletree or other part of the vehicle or any part of a harness without first unhitching the horse or horses.

Sec. 4. No one shall let go the reins while riding, driving or conducting a horse.

Sec. 5. No one shall knowingly permit an animal to be driven which is not in every respect fit for the service in which it is employed and free from lameness, sores or any disease likely to cause pain to the animal or an injury to person or property.

Sec. 6. No one shall ill-treat, over-load, over-drive, over-ride or cruelly or unnecessarily beat any horse.

Sec. 7. No one shall crack or so use a whip as to annoy, interfere with or endanger any person or excite any horse other than that which he is using.

Motor Vehicle Muffler Ordinance. Section 1. No person shall operate, nor shall the owner of any automobile, motor vehicle, or motorcycle, permit to be operated on the streets, alleys and public places of the City of Chicago any automobile, motor vehicle or motorcycle which has not a muffler in a proper and efficient working condition; and it shall further be unlawful for any person to operate, or for the owner of any automobile, motor vehicle or motorcycle to permit to be operated any such automobile, motor vehicle or motorcycle on the streets, alleys or public places of the City of Chicago with the muffler or cut out not in operation.

Sec. 2. Any person violating any of the provisions of this ordinance shall be fined in a sum not less than five dollars or more than fifty dollars for each offense.

Sec. 3. This ordinance shall be in full force and effect from and after its passage and due publication.

C. C. HEALEY,
General Superintendent of Police.

Chicago, Jan. 1, 1916.

ASSESSED VALUATION OF REAL AND PERSONAL PROPERTY IN THE CITY OF CHICAGO, BY TOWNS, FOR 1915.

Compiled by Municipal Reference Library—1005 City Hall, Chicago.

Beginning with the year 1909, in accordance with an act passed by the State Legislature, increasing the assessed valuation of property from one-fifth to one-third of the full value, the assessed valuation of property for tax purposes, herewith given, as assessed by the Board of Assessors, then reviewed by the Board of Review and finally equalized by the State Board of Equalization, is one-third of the assessed actual, or full value.

Township	Real Estate.	Personal Property.	Railroads.	Capital Stock.	Grand Totals.
South Chicago	\$252,322,896	\$120,174,285	\$ 7,261,691	\$24,549,284	\$ 404,308,156
West Chicago	177,925,798	35,741,589	14,031,094	503,000	228,201,481
Hyde Park	96,586,574	18,546,221	8,757,290	134,500	124,024,585
North Chicago	50,126,986	19,273,290	1,416,932	188,200	71,005,408
Lake	58,466,174	12,574,249	9,694,950	90,000	80,825,373
Lake View	64,452,565	9,668,376	2,139,124	65,500	76,325,565
Jefferson	35,869,423	1,841,091	1,338,731	23,500	39,072,745
Calumet (a)	5,613,106	1,132,045	1,463,210	2,000	8,210,361
Evanston (a)	7,126,012	875,602	107,288	2,500	8,111,402
Norwood Park (a)	283,521	23,919	41,868	.....	349,308
Maine (a)	187,272	5,474	22,039	.....	214,785
Niles (a)	24,125	.....	.....	.....	24,125
Stickney (a)	412,863	20,712	34,185	.....	467,760
Ridgeville (a)	354,580	.....	.....	.....	354,580
Worth (a)	153,164	3,116	136,762	.....	283,042
Total 1915	\$749,905,059	\$219,879,969	\$46,645,164	\$25,558,484	\$1,041,788,676
Total 1914	707,403,893	217,979,740	46,342,795	29,105,125	1,000,831,553
Total 1913	688,387,352	214,318,184	44,876,746	34,205,294	981,787,576
Total 1912	670,652,219	195,473,058	42,731,480	31,593,414	940,450,171
Total 1911	663,376,027	187,168,194	40,793,191	36,410,080	927,747,492
Total 1910	603,022,875	179,243,879	37,363,934	29,363,848	848,994,536
Total 1909	586,253,655	175,219,881	37,354,520	34,322,841	833,150,897

(a) Part of township in city limits.

ASSESSED VALUATION OF REAL AND PERSONAL PROPERTY IN THE CITY OF CHICAGO, BY TOWNS, FOR 1914.
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Beginning with the year 1909, in accordance with an act passed by the State Legislature increasing the assessed valuation of property from one-fifth to one-third of the full value, the assessed valuation of property for tax purposes, herewith given, as assessed by the Board of Assessors, then reviewed by the Board of Review and finally equalized by the State Board of Equalization, is one-third of the assessed actual, or full value.

Township	Real Estate.	Personal Property.	Railroads.	Capital Stock.	Grand Totals.
South Chicago	\$245,151,763	\$117,636,001	\$ 7,209,501	\$27,973,225	\$ 397,970,490
West Chicago	173,078,305	36,963,156	13,838,427	555,400	224,435,288
Hyde Park	90,773,920	19,168,625	8,898,769	153,000	118,994,314
North Chicago	46,179,892	19,619,569	1,527,155	213,000	67,539,616
Lake	53,887,116	12,141,819	9,863,479	74,000	75,966,414
Lakeview	58,919,517	9,342,914	2,212,924	110,500	70,585,855
Jefferson	28,929,215	1,540,134	1,400,396	23,000	31,892,745
Calumet	4,561,273	955,057	1,223,374	1,000	6,740,910
Evanston	5,537,698	584,103	103,473	1,000	6,228,274
Norwood Park	234,864	20,787	42,446	1,000	299,097
Maine	127,663	7,575	20,651	.....	155,889
Niles	22,661	.....	.....	.....	22,661
Total 1914	\$707,403,893	\$217,979,740	\$46,342,795	\$29,105,125	\$1,000,831,553
Total 1913	688,387,352	214,318,184	44,876,746	34,205,294	981,787,576
Total 1912	670,652,219	195,473,058	42,731,480	31,593,414	940,450,171
Total 1911	663,376,027	187,168,194	40,793,191	36,410,080	927,747,492
Total 1910	603,022,875	179,243,879	37,363,934	29,363,848	848,994,536
Total 1909	586,253,655	175,219,881	37,354,520	34,322,841	833,150,897

RATE OF TAXATION AND AMOUNT OF TAXES LEVIED BY THE COUNTY CLERK FOR ALL PURPOSES IN THE CITY OF CHICAGO FOR THE YEARS 1915 AND 1914 BY TOWNSHIPS.*

Compiled by Municipal Reference Library, 1005 City Hall, Chicago.

Township:	Tax		Taxes Levied		Taxes Levied	
	Rate in 1915*	Rate in 1914*	in 1915	in 1914	in 1914	in 1914
South Chicago	5.61	5.15	\$22,681,687.55	\$20,495,480.24		
West Chicago	5.92	5.50	13,509,527.68	12,343,940.84		
Hyde Park	5.61	5.15	6,957,779.22	6,128,207.17		
North Chicago	5.91	5.47	4,196,419.61	3,694,416.99		
Lake	5.61	5.15	4,534,303.43	3,912,270.32		
Lake View	5.91	5.47	4,510,840.90	3,861,046.27		
Jefferson: Area not in Park District	5.20	4.72	130,663.94	358,766.59		
Jefferson: Irving Park District	5.55	5.13	550,810.42	417,028.07		
Jefferson: Northwest Park District	5.45	4.96	848,896.25	677,972.73		
Jefferson: Old Portage Park District	5.67	5.31	190,921.92	131,797.12		
Jefferson: River Park District	5.22	.....	361,527.18	.....	
Jefferson: Ravenswood Manor Park District	5.64	.....	43,212.16	.....	
Calumet: Area not in Park District, e	5.28	4.70	135,351.32	63,228.72		
Calumet: Calumet Park District, e	5.79	5.32	87,624.24	76,932.15		
Calumet: Fernwood Park District, e	5.83	5.37	54,501.58	48,707.05		
Calumet: Ridge Park District, e	5.70	5.21	85,656.47	73,949.75		
Calumet: West Pullman Park District	6.01	5.06	101,925.09	83,597.47		
Evansston: Ridge Park District, e	5.65	4.98	96,848.46	65,499.89		
Evansston: North Shore Park District, e	5.51	5.08	352,489.58	249,381.16		
Norwood Park, e	5.28	4.82	18,443.46	14,416.48		
Maine: Area not in Park District, e	5.39	4.87	586.53	349.38		
Maine: Edison Park District, e	5.88	5.50	11,989.49	8,179.32		
Niles, e	5.34	4.89	1,288.27	1,108.12		
Worth, e	5.85	.....	17,142.95	.....	
Stickney, e	5.48	.....	25,633.25	.....	
Ridgeville, e	5.50	.....	19,501.90	.....	

Average rate for entire city and total taxes levied.....5.713 \$59,525,582.84 5.266 \$52,706,875.83

*The variation of the tax rate in the different townships within the city is caused by the variation of the rate for park purposes. The tax rates as fixed in 1909 and for each subsequent year are based upon an assessed valuation of one-third of the actual or full value. In 1908 and prior years tax rates were based on an assessed valuation of one-fifth of the actual or full value.

RATE OF TAXATION AND AMOUNT OF TAXES LEVIED BY THE COUNTY CLERK FOR ALL PURPOSES IN THE CITY OF CHICAGO FOR THE YEARS 1915 AND 1914.

Compiled by Municipal Reference Library, 1005 City Hall, Chicago.

Municipal:	Tax Rate in 1915	Taxes Levied in 1915	Tax Rate in 1914	Taxes Levied in 1914
City Corporate (includes interest and sinking funds).....	1.5881	\$16,544,645.97	1.56647	\$15,677,726.03
Tuberculosis Sanitarium	0.10	1,041,788.67	0.09353	936,077.75
Public Schools	1.81	18,856,375.04	1.52	15,212,639.60
Public Library	0.0595	619,864.26	0.04	400,332.62
Police Pension Fund	0.0532	554,231.58	.....	.....
Firemen's Pension Fund	0.0192	200,023.42	.....	.....
Total for Municipal Purposes.....	3.63	\$37,816,928.94	3.22	\$32,226,776.00
Parks:				
South Park System	0.41	2,497,548.27	0.43	2,549,604.24
West Park System	0.78	1,643,050.66	0.78	1,750,593.25
Lincoln Park System, total: .....	.....	891,618.40	.....	877,249.05
North Chicago	0.53	426,032.45	0.63	425,499.58
Lake View	0.53	465,585.95	0.64	451,749.47
Jefferson: Irving Park District.....	0.35	34,735.79	0.41	33,377.68
Jefferson: Northwest Park District.....	0.25	38,940.20	0.24	32,805.13
Jefferson: Old Portage Park District.....	0.47	15,826.81	0.59	14,644.13
Jefferson: River Park District.....	0.02	1,385.16	.....	.....
Jefferson: Ravenswood Manor Park District.....	0.44	3,371.16	.....	.....
Evanston: North Shore Park District.....	0.31	19,831.54	0.36	17,686.85
Evanston: Ridge Avenue Park District.....	0.45	7,713.59	0.26	3,419.68
Calumet: Ridge Park District.....	0.42	6,311.53	0.42	5,961.40
Calumet: Calumet Park District.....	0.51	7,718.20	0.53	7,664.30
Calumet: Fernwood Park District.....	0.55	5,141.66	0.58	5,239.12
Calumet: West Pullman Park District.....	0.73	12,380.25	0.27	4,460.73
Ridgeville: First Park District	0.30	1,063.74	.....	.....
Worth: Calumet Park District	0.51	1,494.51	.....	.....
Maine: Edison Park District.....	0.49	999.13	0.63	936.91
Total for Park Purposes.....		\$ 5,189,130.59		\$ 5,303,644.46

TAX TABLES

Town Taxes.				
North Chicago	.....	0.11	78,105.95	81,047.54
Lake View	.....	0.10	76,325.56	77,644.44
Calumet (part)	.....	0.08	6,568.29	4,718.61
Stickney (part)	.....	0.28	1,309.72	.....
Maine (part)	.....	0.19	408.09	233.84
Norwood Park (part)	.....	0.08	279.45	299.10
Niles (part)	.....	0.14	33.78	38.52
Worth (part)	.....	0.14	410.26	.....
Total for Town Purposes.....			\$ 163,441.10	\$ 163,982.08
Forest Preserve Purposes	.....	0.01	104,178.86	.....
State Purposes	.....	0.55	5,729,837.72	4,803,991.45
County Purposes	.....	0.59	6,146,553.19	5,404,490.39
Sanitary District Purposes	.....	0.42	4,375,512.44	4,803,991.45
Grand Total of Taxes Levied.....		Av. Rate	\$59,525,582.84	\$52,706,875.83
		Av. Rate		5.266

FOREIGN CONSULS IN CHICAGO.

- Argentine Republic—Albert W. Brickwood, Jr., West Monroe street.
 Austria-Hungary—Hugo Silvestri (consul general), 817, 108 South La Salle street.
 Belgium—Dr. Cyrille Vermeren, 1200, 25 E. Washington street.
 Bolivia—F. W. Harnwell, 1502, 105 S. La Salle street.
 Brazil—S. R. Alexander, 10, 183 N. Wabash avenue.
 Chile—M. H. Ehlert, 616, 29 South La Salle street.
 Costa Rica—B. Singer, 616, 29 South La Salle street.
 Cuba—Calixto G. Becerra, 403, 189 W. Madison street.
 Denmark—J. E. Boggild, 19, 154 W. Randolph street.
 Dominican Republic—Frederick W. Job, 832, 140 South Dearborn street.
 Ecuador—Frutos T. Plaza, 914 Lakeside place.
 France—Baron H. de Saint-Laurent, 652-654, 175 W. Jackson boulevard.
 German—Alfred Geissler (consul general), 916, 122 South Michigan avenue.
 Great Britain—Horace D. Nugent (consul general), 807 Pullman building.
 Greece—N. Salopoulos, 24, 143 N. Dearborn street.
 Guatemala—Jule F. Brower, 1331, 36 South Dearborn street.
 Honduras—J. B. Belleras, 123 W. Madison street.
 Italy—Count Giulio Bolognesi, 1446, 72 W. Adams street.
 Japan—Saburo Kurusu, 229, 122 S. Michigan avenue.
 Mexico—Esteban A. Navarro, 601, 230 South La Salle street.
 Netherlands—John Vennema (consul general), 407, 140 South Dearborn street.
 Nicaragua—Berthold Singer, 616, 29 South La Salle street.
 Norway—Oscar H. Haugan, 210, 133 W. Washington street.
 Panama—A. Navarro, 403, 21 N. La Salle street.
 Paragua—Albert W. Holmes, 5251 Carmen avenue.
 Persia—Sargis Y. Baaba, 1323 Winnemac avenue.
 Peru—Hiram J. Silber, 816, 209 South La Salle street.
 Portugal—(Vacancy).
 Russia—Anthony M. Wolff (consul-general), 548, 10 South La Salle street.
 Siam—Milward Adams, 404 South Michigan avenue.
 Spain—B. Singer, 616, 26 South La Salle street.
 Sweden—C. G. Puke, 315, 108 South La Salle street.
 Switzerland—Arnold Holinger, 201, 179 West Washington street.
 Turkey—(Vacancy).
 Uruguay—John Moffit, 1614, 127 North Dearborn street.
 Venezuela—Blaine J. Brickwood, 811, 79 West Monroe street.

OFFICERS OF COOK COUNTY.

State's Attorney for the County.

MACLAY HOYNE—State's Attorney.

Edward J. Fleming—Private Secretary.

Assistant State's Attorneys—Michael F. Sullivan, Charles C. Chase, Jr., John H. Duval, J. Mahoney, Henry A. Berger, Marvin E. Bernhart, Thomas J. Finn, Malcolm B. Sterrett, Ernest Langtry, Irwin N. Walker, George C. Bliss, John R. Herren, John Prystalski, E. J. Raber, John T. Fleming, H. N. Bell, Dwight McKay, John N. K. Murphy, Robert E. Hogan, Joseph A. Smejkal, James C. Dooley, E. E. Wilson, E. H. Evans, James C. O'Brien, Daniel G. Ramsey, Augustus Kelly, James E. Quinn, John P. Moran, Hart E. Baker, Ernest Buehler, John F. Higgins, Joseph Conerty, Morris Schaeffer, Charles P. Schwartz, W. W. Holly, Henry Eckhardt, W. W. D'Armond, Thomas A. Green, Ralph C. Bennett, J. M. Dickenson, M. L. Rosenia, Z. H. Kadow, J. B. Jurk, H. P. Bailey, A. E. Arkin, George Emmieck, O. P. Lightfoot, E. A. Prindiville, N. Michaels.

SHERIFF OF COOK COUNTY.

JOHN E. TRAEGER—Sheriff.

Assistant Sheriff—Otto Spankuch.

Chief Deputy—Charles W. Peters.
 Jailer—Will T. Davies.
 Custodian County Building—John Czekala.
 Custodian Criminal Court Building—Jacob Pomaranc.

COUNTY TREASURER.

HENRY STUCKART—County Treasurer.
 Jacob Lindheimer—Assistant Treasurer.
 Otto Rexses—Chief Clerk.
 Thomas J. Dooley and Thomas F. Gahan—Assistant Clerks.

BOARD OF COUNTY COMMISSIONERS.

PETER REINBERG—President of the Board.
 Peter Reinberg (from City of Chicago).
 Frank Ragen (from City of Chicago).
 Daniel Moriarity (from City of Chicago).
 Albert Nowak (from City of Chicago).
 Bartley Burg (from City of Chicago).
 Daniel Ryan (from City of Chicago).
 Thomas Kasperski (from City of Chicago).
 Joseph M. Fitzgerald (from City of Chicago).
 Owen O'Malley (from City of Chicago).
 William D. Scott (from City of Chicago).
 William Busse (from Towns outside City of Chicago).
 Joseph Carolan (from Towns outside City of Chicago).
 Dudley D. Pierson (from Towns outside City of Chicago).
 George A. Miller (from Towns outside City of Chicago).
 William H. MacLean (from Towns outside City of Chicago).

By and with the advice and consent of the Board, the President appoints all non-elective officers of the county.

Officers:

Warden of County Hospital—Clayton F. Smith.
 Superintendent of Public Service—Henry A. Zender.
 Superintendent of Oak Park Institutions—Henry A. Bailey.
 County Physician—Dr. Adam Szwajkart.
 Committee Clerk, County Board—Peter Ellert.
 County Architect—Eric E. Hall.

COUNTY CLERK.

ROBERT M. SWEITZER—County Clerk.
 Chief Deputy—John H. Mack.
 Chief Clerk—A. F. Gorman.
 Marriage License Clerk—Louis C. Legner.
 Cashier—Jerry S. Meyer.

COOK COUNTY CORONER.

PETER M. HOFFMAN—Coroner.
 Chief Clerk—J. J. Gillespie.
 Chief Deputy—David R. Jones.
 Deputies—John A. Pelka, Michael P. Hartney, Adolph Hermann, John J. Thumm, Geo. A. Webster, Charles F. Kennedy, William Ostrom, Michael G. Walsh, Henry Spears, Samuel L. Davis, Geo. Lindeman.
 Physicians—E. R. Le Count, W. H. Burmeister, Joseph Springer.

BOARD OF REVIEW.

F. W. Blocki, Frank S. Ryan, Thomas I. Webb—Members of the Board.
 Thomas D. Griffin—Chief Clerk.
 William P. Feeney—Assistant Chief Clerk.

BOARD OF ASSESSORS.

Michael K. Sheridan, Frank W. Koraleski, David M. Pfaelzer, W. H. Weber
 and Adam Wolf—Members of the Board.
 James A. Long—Chief Clerk.

COUNTY RECORDER.

JOSEPH F. CONNERY—Recorder of Deeds, Register of Titles and Official
 Abstract Maker.
 Chief Deputy Recorder—John P. Dougherty.
 Chief Clerk—Tirenu Moran.
 Examiners—A. H. Tyrell, Edgar Parnell, James F. Fardy.

COUNTY COMPTROLLER.

ROBERT M. SWEITZER—County Comptroller.
 Deputy Comptroller—William J. Graham.
 Chief Clerk—M. J. O'Connor.

SUPERINTENDENT OF PUBLIC SERVICE.

HENRY A. ZENDER—Superintendent of Public Service.
 The Superintendent purchases all supplies for the county institutions, advertising for bids at specified times and entering into yearly contracts or quarterly contracts and sees to it that the supplies are up to contract requirements.

COUNTY AGENT.

WILLIAM H. EHEMANN—County Agent.

PUBLIC WELFARE BUREAU.

AMELIA SEARS—Director.
 Annette Gregory—Assistant.

PUBLIC GUARDIAN.

NELLIE GARLAN—Public Guardian.

COUNTY SUPERINTENDENT OF SCHOOLS.

EDWARD J. TOBIN—County Superintendent of Schools.

CHICAGO LAW INSTITUTE AND LIBRARY.

(10th Floor, County Building.)

WILLIAM HOLDEN—Librarian.

COUNTY SURVEYOR.

(Fourth Floor, County Building.)

GEORGE C. WATERMAN.

COUNTY SUPERINTENDENT OF HIGHWAYS.

(Third Floor, County Building.)

GEORGE A. QUINLAN.

JURY COMMISSION.

JOSEPH H. BARNETT—President of the Commission; Otto Pampel, member and secretary of the Commission; Charles L. Caswell, clerk.

COUNTY CIVIL SERVICE COMMISSION.

(Room 547, County Building.)

Melville G. Holding—President of the Commission; Hugh L. Pitte, member and secretary; Ralph L. Peck.

Errors of Assessment—Information for Tax Payers.

The Board of Review holds its first meeting of the Summer Session for the purpose of revising the assessment of property on the 3rd Monday of June, annually, and remains in session until final adjournment on September 7th, provided all complaints filed have been disposed of.

New assessment of all real estate is made every four years, when all lands and buildings are reassessed. The quadrennial assessment was made in 1915, and will maintain for 1915, 1916, 1917 and 1918. Next quadrennial will be in 1919.

The Board has the power to revise assessments where an over-valuation exists, but the Board will not reduce the land value on single lots. (Where overassessment is found on lots, the entire block or the entire street will have to be reduced so that land values remain uniform.)

Complaints of errors in assessments must be filed on blanks provided by said Board on or before August 1st in order to affect the taxes for the current year.

The Board holds sessions during the months of November, December, February and March for the purpose of hearing complaints, but action by the Board during any of these months cannot affect the taxes for the current year.

Marriage Licenses—How Obtained.

License to marry in Cook County can be obtained by either residents or non-residents, at the office of the County Clerk, 2nd floor, Court House, Chicago, between the hours of 8:30 o'clock A. M. and 5:00 o'clock P. M., any week day, excepting Saturday, when the closing hour is 12 o'clock noon.

Males must be of the age of 21 years or over; females 18 years or over, provided, however, that males between 18 and 21, and females between 16 and 18 may procure license through the sworn consent of parent or guardian. In cases where males are only 21 and where female is over 18 and under 21, their presence before the County Clerk will be required with proper proof of age. Otherwise, one of the contracting parties must appear before the County Clerk, at the Marriage License Window, and make an affidavit as to the names, residences, ages and other facts concerning both parties, as to the legality of the proposed marriage.

The law of Illinois makes the following described marriages void, therefore.

Blood relatives, down to cousins of the first degree, idiots and lunatics cannot obtain a license.

Divorced persons cannot obtain a license until one year after date of the decree and, where the cause of divorce is adultery, the guilty party cannot obtain a license until two years after date of the decree. (This does not apply where divorced persons desire to marry each other.)

No license will be issued by this office to non-resident persons, prohibited from intermarrying by the laws of the jurisdiction where they reside.

The fee for a marriage license is one dollar and fifty cents.

THE STATE OF ILLINOIS.

EXECUTIVE OFFICERS OF THE STATE.

Governor

EDWARD F. DUNNE, Chicago.

Lieutenant-Governor

BARRATT O'HARA, Chicago.

Secretary of State

LEWIS G. STEVENSON, Bloomington.

Auditor of Public Accounts

JAMES J. BRADY, Chicago.

Treasurer

ANDREW RUSSEL, Jacksonville.

Superintendent of Public Instruction

FRANCIS G. BLAIR, Charleston.

Attorney-General

PATRICK J. LUCEY, Streator

Clerk of the Supreme Court

J. M'CANN DAVIS, Springfield.

The Governor, Lieutenant-Governor, Secretary of State, Auditor, Treasurer and Attorney-General were elected November 5, 1912, and hold office for four years, except the Treasurer, who holds office for two years. All are Democrats.

The Superintendent of Public Instruction was elected November 8, 1910, for a term of four years. The Clerk of the Supreme Court, whose term of office is six years, was elected November 3, 1908. Both are Republicans.

TRUSTEES OF THE UNIVERSITY OF ILLINOIS.

Term Six Years.

(Elected November 5, 1912. All Democrats.)

John R. Trevett, Champaign.

Ellen M. Henrotin, Chicago.

Florence Elinor Watson, Iola.

UNITED STATES SENATORS.

James Hamilton Lewis, Chicago, Democrat.

Lawrence Y. Sherman, Republican.

IN ILLINOIS: ONE HUNDRED YEARS OF FREEDOM.

Exclusion of Slavery from Illinois Was Advised and Urged by Thomas Jefferson, Through His Agent and Friend, James Lemen.

When two years, three months and seventeen days from the close of the present year, 1915, have passed, all true and loyal Illinoisans will celebrate the One Hundredth Anniversary of their State. April 18, 1818, was the day on which this new Commonwealth entered into the Union of States, the Republic of North America. The century so soon to be rounded out, has numbered thirty-six thousand five hundred days, filled, for the most part with prosperity and happiness to the millions of people established within Illinois' extensive borders. That, instead, the reverse of happiness and prosperity has not largely been the lot of the greatest number, has been owing to the presence on these vast, exuberant prairies, and in these many hundred cities and towns, of freedom as opposed to slavery as a principle and condition. How narrowly both the inchoate and the actual State escaped being slave territory, has many times been told, but perhaps never fully understood.

The few hundreds of fortunate people who, one evening last winter, at the audience room of the Chicago Historical Society, listened to Willard C. MacNaul's reading of his admirable paper on "The Jefferson-Lemen Compact," were fully repaid for their attendance and willingness to be informed. A further description of the paper is, "The Relations of Thomas Jefferson and James Lemen in the Exclusion of Slavery from Illinois and the Northwest Territory with Related Documents, 1781-1818." At the University of Chicago Press has been printed all this matter in very creditable style. Liberty is taken of presenting below some extracts and condensations from the published booklet; together with references to the histories respectively of Governor Reynolds and Rev. John Peck. The man who seems to have been the hero of the anti-slavery war, at that early time in the Illinois County, and next, in Illinois Territory, James Lemen, was a native of Virginia. He served a two-years' enlistment in the Revolutionary War under Washington, and afterwards returned to his regiment during the siege of Yorktown. He was an acquaintance of Thomas Jefferson's, indeed, he was a protegee of that enlightened statesman, and afterwards was practically his agent on a mission of freedom in Illinois. He followed Colonel Clark hither, and established the settlement of New Design, one of the earliest colonies in the new country. He became the leader of anti-slavery forces, and the founder of Baptist churches pledged to assist his free-state propaganda. He was a preacher in that denomination, as also were all of his six sons.

It illustrates a remarkable trait in Thomas Jefferson's character that he formed a warm personal friendship for young James Lemen, who was seventeen years his junior. In a still extant letter of Jefferson's, in the possession of the Lemen descendants, is this passage: "Among all my friends who are near, he is still a little nearer. I discovered his worth when he was but a child, and I freely confess that in some of my most important achievements, his example, wish, and advice, though then but a very young man, largely influenced my action." Their relations in Virginia concerned their mutual anti-slavery interests. Jefferson strongly disapproved of slavery; and James Lemen had induced scores of masters to free their slaves. There is quoted from the above-mentioned letter also these sentences: "Before any one had even mentioned the matter" (the cession of Virginia's claims to the Northwest Territory), "James Lemen, by reason of his devotion to anti-slavery principles, suggested to me that we (Virginia) make the transfer, and that slavery be excluded; and it so impressed and influenced me that whatever is due me as credit for my share in the matter is largely, if not wholly, due to James Lemen's advice and most righteous counsel."

Says Mr. McNaul in his paper read before the Chicago Historical Society: "Before this transfer was effected, it appears that Jefferson had entered into negotiations with his young protegee with a view to inducing him to locate in the 'Illinois country' as his agent, in order to co-operate with himself in the effort to exclude slavery from the entire Northwest Territory. Mr. Lemen makes record of an interview with Jefferson under date of December 11, 1782, as follows: "Thomas Jefferson had me to visit him again a short time ago, as he wanted me to go to the Illinois country in the Northwest after a year or two, in order to try to lead and direct the new settlers in the best way, and also to oppose the intro-

duction of slavery into that country at a later day, as I am known as an opponent of that evil; and he says he will give me some help. It is all because of his great kindness and affection for me, for which I am very grateful; but I have not yet fully decided to do so, but have agreed to consider the case." In May, 1784, they had another interview, on the eve of Jefferson's departure on his prolonged mission to France. Mr. Lemen's memorandum reads: "I saw Jefferson at Annapolis, Maryland, to-day, and had a very pleasant visit with him. I have consented to go to Illinois on his mission, and he intends helping me some; but I did not ask nor wish it. We had a full agreement and understanding as to all terms and duties. The agreement is strictly private between us, but all his purposes are perfectly honorable and praiseworthy."

Thus the mission was undertaken which proved to be his life-work. He had intended starting with his father-in-law, Captain Ogle, in 1785, but was detained by illness in his family. December 28, 1785, he records: "Jefferson's confidential agent gave me one hundred dollars of his funds to use for my family, if need be, and if not, to go to good causes; and I will go to Illinois on his mission next spring and take my wife and children."

Virginia ceded her "county of Illinois" to the National domain in 1784. Jefferson's effort to provide for exclusion of slavery from the new Territory at that date proved abortive. Consequently, when James Lemen arrived at the old French village of Kaskaskia in July, 1786, he found slavery legally entrenched in all the former French possessions in the "Illinois country." It had been introduced by Renault, in 1719, who brought 500 negroes from Santo Domingo (then a French possession) to work the mines which he expected to develop in this section of the French Colonial Empire. It is a noteworthy fact that slavery was established on the soil of Illinois just a century after its introduction on the shores of Virginia. When the French possessions were taken over by Great Britain at the close of the colonial struggle of 1763, that country guaranteed the French inhabitants the possession of all their property, including slaves. When Col. Clark, of Virginia, took possession of this region in 1778, the State likewise guaranteed the inhabitants the full enjoyment of all their property rights. By the terms of the Virginia cession of 1784 to the National Government, all the rights and privileges of the former citizens of Virginia were assured to them in the ceded district. Thus, at the time of Lemen's arrival, slavery had been sanctioned on the Illinois prairies for sixty-seven years. One year from the date of his arrival, however, the Territorial Ordinance of 1787 was passed, with the prohibition of slavery, as originally proposed by Jefferson in 1784. Thus it would seem that the desired object had already been attained. By the terms of the famous "Sixth Article of Compact," contained in that Ordinance, it was declared that "there shall be neither slavery nor involuntary servitude in the said Territory, otherwise than in the punishment of crimes whereof the accused shall have been duly convicted." This looks like a sweeping and final disposition of the matter, but it was not accepted as such until the lapse of another fifty-seven years. But neither Jefferson nor his agents on the ground had anticipated so easy a victory. Indeed, they had foreseen that a determined effort would be made by the friends of slavery to legalize that institution in the Territory. Almost at once, in fact, the conflict commenced, which was to continue actively for thirty-seven years.

Two attempts against the integrity of the "Sixth Article" were made during Gov. St. Clair's administration. The trouble began with the appeals of the French slave-holders against the loss of their slaves. As civil administration under the Territorial government was not established among the Illinois settlements until 1790, both the old French inhabitants and the new American colonists suffered all manner of disabilities and distresses in the interval between 1784 and 1790, while just across the Mississippi there was a settled and prosperous community under the Spanish government of Louisiana. When, therefore, the French masters appealed to Gen. St. Clair, in 1787, to protect them against the loss of the principal part of their wealth, represented by their slaves, he had to face the alternative of the loss of these substantial citizens by migration with their slaves to the Spanish side of the river. And, in order to pacify these petitioners, St. Clair gave it as his opinion that the prohibition of slavery in the Ordinance was not retroactive, and hence did not affect the rights of the French masters in their previously acquired slave property. As this view accorded with the "compact" contained in the Virginia deed of cession, it was sanctioned by the old Congress,

and was later upheld by the new Federal Government; and this construction of the Ordinance of 1787 continued to prevail in Illinois until 1845, when the State Supreme Court decreed that the prohibition was absolute, and that, consequently, slavery in any form had never had any legal sanction in Illinois since 1787.

St. Clair's construction of the prohibition of slavery unfortunately served to weaken even its preventive force and emboldened the pro-slavery advocates to seek persistently for the repeal, or, at least, the "suspension" of the obnoxious Sixth Article. A second effort was made under his administration in 1796, when a memorial, headed by Gen. John Edgar, was sent to Congress praying for the suspension of the Article. The committee of reference, of which the Hon. Joshua Coit of Connecticut was chairman, reported adversely upon this memorial, May 12, 1796. It is not possible to state positively Lemen's influence, if any, in the defeat of this appeal of the leading citizens of the old French villages. But, as it was in this same year that the first Protestant church in the bounds of Illinois was organized in his house, and, as we are informed that he endeavored to persuade the constituent members of the New Design church to oppose slavery, we may suppose that he was already taking an active part in opposition to the further encroachments of slavery, especially in his own community.

The effort to remove the prohibition was renewed under Gov. Wm. Henry Harrison, during the connection of the Illinois settlements with the Indiana Territory, from 1800 to 1809. Five separate attempts were made during these years, which coincide with the term of President Jefferson, who had removed St. Clair to make room for Gen. Harrison. Harrison, however, yielded to the pressure of the pro-slavery element in the Territory to use his power and influence for their side of the question. Although their proposals were thrice favorably reported from committee, the question never came to a vote in Congress. The first attempt during the Indiana period was that of a pro-slavery convention, called at the instigation of the Illinois contingent, which met at Vincennes, in 1803, under the chairmanship of Gov. Harrison. Their memorial to Congress, requesting merely a temporary suspension of the prohibition, was adversely reported from committee in view of the evident prosperity of Ohio under the same restriction, and because "the committee deem it highly dangerous and inexpedient to impair a provision wisely calculated to promote the happiness and prosperity of the Northwestern country, and to give strength and security to that extensive frontier."

Another attempt to bring the proposal before Congress was made in January, 1807, in a formal communication from the Governor and Territorial Legislature. The proposal was favorably reported by the committee of reference, but still without action by the House. Finally, in November of the same year, President Jefferson transmitted to Congress similar communications from the Indiana government. This time the committee reported that the "citizens of Clark county, in their remonstrance, express their sense of the impropriety of the measure"; and that they also requested Congress not to act upon the subject until the people had an opportunity to formulate a State Constitution. Pending these proceedings, Gen. Harrison wrote to a friend: "James Lemen had set his iron will against slavery, and indirectly made his influence felt so strongly at Washington and before Congress, that all the efforts to suspend the anti-slavery clause in the Ordinance of 1787 failed."

The year 1809, the date of the separation of Illinois from the Indiana Territory, marks a crisis in the Lemen anti-slavery campaign in Illinois. The agitation under the Indiana government for the further recognition of slavery in the Territory was mainly instigated by the Illinois slaveholders and their sympathizers among the American settlers on the slave states. The people of Indiana proper, except those of the old French inhabitants of Vincennes, who were possessed of slaves, were either indifferent or hostile towards slavery. Its partisans in the Illinois counties of the Territory, in the hope of promoting their object thereby, now sought division of the Indiana Territory and the erection of a separate government for Illinois at Kaskaskia. The division was advocated on the ground of convenience and opposed on the score of expense. The divisionists, however, seem to have been animated mainly by the desire to secure the introduction of slavery as soon as statehood could be attained for their section. The division was achieved in 1809, and with it the prompt adoption of the system of indentured service already in vogue under the Indiana government. And from that time forth the fight was on between the free-state and slave-state parties in the

new Territory. Throughout the independent territorial history of Illinois, slavery was sanctioned partly by law and still further by custom.

During the period of the Illinois Territory, 1809 to 1818, Elder Lemen kept up a most energetic campaign of opposition to slavery, by preaching and rigorous church discipline in the application of the rules against slavery. The contest culminated in the campaign for statehood in 1818.

At the beginning of that year the Territorial Legislature petitioned Congress for an Enabling Act, which was presented by the Illinois Delegate, Hon. Nathaniel Pope. As chairman of that committee to which this petition was referred, he drew up a bill for such an act early in the year. In the course of its progress through the House, he presented an amendment to his own bill, which provided for the extension of the northern boundary of the new state. According to the provisions of the Ordinance of 1787, the line would have been drawn through the southern border of Lake Michigan. Pope's amendment proposed to extend it so as to include some sixty miles of frontage on Lake Michigan, thereby adding fourteen counties, naturally tributary to the lake region, to counterbalance the southern portion of the State, which was connected by the river system with the southern slave states. Hitherto almost exclusive credit has been given to General Pope for this vital amendment, but since the appearance of Dr. Peck's history it is certain that much credit is due to James Lemen, who had a government surveyor make a plat of the proposed extension, with the advantage to the anti-slavery cause to be gained thereby noted on the document, which he gave to Pope with the request that he have it embodied in the enabling act. There need not be added here an account of the final triumph of Freedom in Illinois, by a majority vote of the people on the adoption of the State Constitution of 1818.

Remarks on the Constitution of 1818.

The constitution of 1818 was a comparatively brief document, its main provisions being taken from the existing constitutions of Kentucky, Ohio, New York and Indiana. The three departments of the government were differentiated, but the executive power was made comparatively weak. The Legislature was invested with an extensive appointing power, which was an extremely important function, since the only officers to be elected by the people were the Governor, Lieutenant Governor, Sheriff, Coroner and County Commissioners. Nearly all the other state officers down to 1848 were appointed by the Legislature, either directly or indirectly, through the delegation of its authority to the Governor or to the people of the several counties. The executive was also weakened by the fact that in place of the power of veto, the Governor and judges of the Supreme Court were constituted a council of revision with authority to pass on the validity of legislation. If this board disapproved of any act they returned it to the Legislature for reconsideration, and a majority of all the members elected was then required to pass it over their objection.

Of local government under the constitution of 1818, the county was the unit, but with the exception of the Sheriff, Coroner and County Commissioners, all officers whose jurisdiction was confined within the county were to be appointed in such manner as the General Assembly might propose. The development of the sentiment of local self-government gradually compelled the Legislature to delegate a part of the appointing power to the people. By an act of December 12, 1826, justices of the peace and constables were made elective, and by an act of March 4, 1837, the appointment of probate justices of the peace was likewise made dependent upon the suffrages of the people. The constitution itself had never been submitted to the people for ratification, and the only evidence of a wide trust in popular government shown by that instrument was in the suffrage clause, which extended the franchise to all white male inhabitants above the age of 21 who had lived in the state six months. All votes were to be given viva voce until changed by the General Assembly, and this method was the usual method of voting down to the constitution of 1848, which provided that all voting should be by ballot.

All Governors of the State.

There have been twenty-five gubernatorial elections since the organization

of the state. One Governor, Bissell, died while in office, and three, Reynolds, Oglesby and Cullom, have resigned to accept places in the Congress of the United States—Reynolds as Representative and Oglesby and Cullom as Senators. In consequence of these vacancies, four Lieutenant Governors have succeeded to the governorship. Oglesby was three times elected to the office, French twice, Cullom twice and Deneen twice—so that, with twenty-five elections, but twenty men have been elected to the office.

Of the twenty-four governors of Illinois, but two have been natives of the state, though the others all came to the state early in life and were closely identified with its interest at the time of their election. Seven were born in Kentucky, four in New York, two in Pennsylvania, two in Maryland, two in Virginia, two in Illinois, and one each in New Hampshire, Ohio, Indiana, Connecticut, and Prussia.

Name.	When Inaugurated.	From What County.	Remarks.
Shadrach Bond, Dem.....	Oct. 6, 1818	St. Clair	
Edward Coles, Dem.....	Dec. 5, 1822	Madison	
Ninian Edwards, Dem.....	Dec. 6, 1826	Madison	
John Reynolds, Dem.....	Dec. 6, 1830	St. Clair.....	Resigned Nov. 17, 1834; elected Representative to Congress.
Wm. L. D. Ewing, Dem....	Nov. 17, 1834	Fayette	Vice Reynolds.
Joseph Duncan, Dem.....	Dec. 3, 1834	Morgan	
Thomas Carlin, Dem.....	Dec. 7, 1838	Greene	
Thomas Ford, Dem.....	Dec. 8, 1842	Ogle	
Augustus C. French, Dem.	Dec. 9, 1846	Crawford	
Augustus C. French, Dem.	Jan. 8, 1849	Crawford ...	Re-elected under Constitution of 1848.
Joel A. Matteson, Dem....	Jan. 10, 1853	Will	
Wm. H. Bissell, Rep.....	Jan. 12, 1857	Monroe	Died March 15, 1860.
John Wood, Rep.....	Mar. 21, 1860	Adams.....	Succeeded to office, vice Bissell.
Richard Yates, Rep.....	Jan. 14, 1861	Morgan	
Richard J. Oglesby, Rep..	Jan. 16, 1865	Macon	
John M. Palmer, Rep.....	Jan. 11, 1869	Macoupin	
Richard J. Oglesby, Rep..	Jan. 13, 1873	Macon.....	Resigned Jan. 23, 1873; elected United States Senator.
John L. Beveridge, Rep...	Jan. 23, 1873	Cook.....	Succeeded to office, vice Oglesby.
Shelby M. Cullom, Rep....	Jan. 8, 1877	Sangamon	
Shelby M. Cullom, Rep....	Jan. 10, 1881	Sangamon...	Resigned Feb. 8, 1883; elected United States Senator.
John M. Hamilton, Rep...	Feb. 6, 1883	McLean.....	Vice Cullom, resigned.
Richard J. Oglesby, Rep...	Jan. 30, 1885	Macon	
Joseph W. Fifer, Rep.....	Jan. 14, 1889	McLean	
John P. Altgeld, Dem.....	Jan. 10, 1893	Cook	
John R. Tanner, Rep.....	Jan. 11, 1897	Clay	
Richard Yates, Rep.....	Jan. 14, 1901	Morgan	
Charles S. Deneen, Rep....	Jan. 9, 1905	Cook	
Charles S. Deneen, Rep....	Jan. 18, 1909	Cook	
Edward F. Dunne, Dem....	Feb. 3, 1913	Cook	

TAX RATES FOR THE YEARS 1915 AND 1914 IN THE CITY OF CHICAGO (a).
 Compiled by Municipal Reference Library—1005 City Hall, Chicago.

TABLE I.

	State		County		City (b)		Schools (c)		Sanitary District	
	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914
Township.										
South Chicago	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
West Chicago	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Hyde Park	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
North Chicago	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Lake	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Lake View	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Jefferson: Area not in Park District.	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Jefferson: Irving Park District	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Jefferson: Northwest Park District	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Jefferson: Old Portage Park District	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Calumet: Area not in Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Calumet: Calumet Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Calumet: Fernwood Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Calumet: Ridge Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Evanston: Ridge Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Evanston: North Shore Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Norwood Park (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Maine: Area not in Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Maine: Edison Park District (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Niles (d)	0.55	0.48	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Jefferson: River Park District (d)	(e)	(e)	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Jefferson: Ravenswood Manor Park District (d)	(e)	(e)	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Calumet: West Pullman Park District (d)	(e)	(e)	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Stickney (d)	(e)	(e)	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Ridgeville: First City Park District (d)	(e)	(e)	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48
Worth: Calumet Park District (d)	(e)	(e)	0.59	0.54	1.82	1.70	1.81	1.52	0.42	0.48

TAX RATES FOR THE YEARS 1915 AND 1914 IN THE CITY OF CHICAGO (a).
 Compiled by Municipal Reference Library—1005 City Hall, Chicago.

TABLE II.

Township.	Forest Preserve (e)		Parks		Town		Lake Shore Protection		Lincoln Park Bond		Total Tax Rate	
	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914
South Chicago	0.01	0.01	0.41	0.43	0.08	0.07	0.01	0.01	0.06	0.06	5.61	5.15
West Chicago	0.01	0.01	0.72	0.78	0.08	0.07	0.01	0.01	0.06	0.06	5.92	5.50
Hyde Park	0.01	0.01	0.41	0.43	0.08	0.07	0.01	0.01	0.06	0.06	5.61	5.15
North Chicago	0.01	0.01	0.53	0.56	0.11	0.12	0.01	0.01	0.06	0.06	5.91	5.47
Lake	0.01	0.01	0.41	0.43	0.08	0.07	0.01	0.01	0.06	0.06	5.61	5.15
Lake View	0.01	0.01	0.55	0.58	0.10	0.11	0.01	0.01	0.06	0.06	5.91	5.47
Jefferson: Area not in Park District	0.01	0.01	0.35	0.41	0.08	0.07	0.01	0.01	0.06	0.06	5.20	4.72
Jefferson: Irving Park District	0.01	0.01	0.25	0.24	0.08	0.07	0.01	0.01	0.06	0.06	5.55	5.13
Jefferson: Northwest Park District	0.01	0.01	0.47	0.59	0.08	0.07	0.01	0.01	0.06	0.06	5.67	5.31
Jefferson: Old Portage Park District	0.01	0.01	0.51	0.53	0.08	0.07	0.01	0.01	0.06	0.06	5.28	4.79
Calumet: Area not in Park District (d)	0.01	0.01	0.51	0.53	0.08	0.07	0.01	0.01	0.06	0.06	5.28	4.79
Calumet: Calumet Park District (d)	0.01	0.01	0.55	0.58	0.08	0.07	0.01	0.01	0.06	0.06	5.79	5.32
Calumet: Fernwood Park District (d)	0.01	0.01	0.42	0.42	0.08	0.07	0.01	0.01	0.06	0.06	5.83	5.37
Calumet: Ridge Park District (d)	0.01	0.01	0.45	0.42	0.08	0.07	0.01	0.01	0.06	0.06	5.70	5.21
Evanston: Ridge Park District (d)	0.01	0.01	0.31	0.26	0.08	0.07	0.01	0.01	0.06	0.06	5.65	4.98
Evanston: North Shore Park District (d)	0.01	0.01	0.36	0.36	0.08	0.07	0.01	0.01	0.06	0.06	5.51	5.08
Norwood Park (d)	0.01	0.01	0.19	0.15	0.08	0.07	0.01	0.01	0.06	0.06	5.28	4.82
Maine: Area not in Park District (d)	0.01	0.01	0.49	0.63	0.19	0.15	0.01	0.01	0.06	0.06	5.39	4.87
Maine: Edison Park District (d)	0.01	0.01	0.02	0.02	0.14	0.17	0.01	0.01	0.06	0.06	5.88	5.50
Niles (d)	0.01	0.01	0.02	0.02	0.08	0.07	0.01	0.01	0.06	0.06	5.34	4.89
Jefferson: River Park District (d)	0.01	0.01	0.44	0.44	0.08	0.07	0.01	0.01	0.06	0.06	5.22	4.72
Jefferson: Ravenswood Manor Park District (d)	0.01	0.01	0.73	0.27	0.08	0.07	0.01	0.01	0.06	0.06	5.64	4.72
Calumet: West Pullman Park District (d)	0.01	0.01	0.30	0.36	0.28	0.28	0.01	0.01	0.06	0.06	6.01	5.06
Stickney (d)	0.01	0.01	0.51	0.14	0.14	0.14	0.01	0.01	0.06	0.06	5.48	5.48
Ridgeville: First City Park District (d)	0.01	0.01	0.30	0.36	0.14	0.14	0.01	0.01	0.06	0.06	5.50	5.08
Worth: Calumet Park District (d)	0.01	0.01	0.51	0.14	0.14	0.14	0.01	0.01	0.06	0.06	5.85	5.41

(a) Tax rates apply to the \$100.00 assessed valuation, which is one-third of the actual or full value.
 (b) Includes city corporate, interest, sinking funds, tuberculosis sanitarium, public library and police (c) and firemen's (c) pension funds.
 (c) Includes educational and building purposes.
 (d) Part of township within city limits.
 (e) First tax levied in year 1915.

POSTSCRIPTS

MEMBERSHIP OF THE NEW CITY COUNCIL.

Ward.

1. Michael Kenna, D, 307 S. Clark street.
John J. Coughlin, D, 17 N. La Salle street.
2. Oscar De Priest, R, 3439 S. State street.
Hugh Norris, R, 3638 S. Fifth avenue.
3. Edward J. Werner, R, 822 S. 45th street.
U. S. Schwartz, D, 4746 Prairie avenue.
4. David R. Hickey, D, 2625 State street.
John A. Richert, D, 2603 S. Halsted street.
5. Charles Martin, D, 3635 Emerald avenue.
Thomas A. Doyle, D, 3743 Wallace street.
6. Alexander McCormick, R, 954, 209 S. La Salle street.
Willis O. Nance, R, 5512 East End avenue.
7. Chas. E. Merriam, R, 1410, 139 N. Clark street.
John N. Kimball, R, 6233 Kimbark avenue.
8. John E. Tyden, R, 7412 Coles avenue.
Ernest M. Cross, R, 10200 Avenue L.
9. Hiram Vanderbils, R, 11232 S. Michigan avenue.
Eugene H. Block, D, 9311 Evans avenue.
10. Frank Klaus, D, 1809 S. Racine avenue.
James McNichols, D, 1322 Washburne avenue.
11. E. F. Cullerton, D, 510 Reaper block.
H. Krumdick, D, 2108 W. 21st place.
12. Otto Kerner, D, 1507 Lumber Exchange building.
Joseph I. Novak, D, 2401 S. Trumbull avenue.
13. John A. Anderson, R, 3221 W. Monroe street.
John C. Horne, D, 3828 W. Monroe street.
14. James H. Lawley, R, 1925 W. Chicago avenue.
Joseph H. Smith, D, 2415 W. Superior street.
15. Henry Utpatel, R, 408 Chamber of Commerce.
W. E. Rodriguez, Soc., 718 Reaper block.
16. Vincent S. Zwiefka, D, 1357 N. Ashland avenue.
John Szymkowski, D, 1500 W. Division street.
17. Lewis D. Sitts, R, 1471 W. Grand avenue.
S. S. Walkowiak, D, 1317, 139 N. Clark street.
18. Carl T. Murray, R, 10 S. La Salle street.
William J. Healy, R, 11, 716 W. Madison street.
19. John Powers, D, 1284 Macalister place.
James B. Bowler, D, 1223 Taylor street.
20. Herman E. Miller, R, 716 W. 21st street.
Henry L. Fick, D, 319 W. 12th street.
21. Ellis Geiger, D, 1431 Conway building.
Earl J. Walker, R, 139 N. Clark street.
22. Wm. F. Ellison, D, 750 W. North avenue.
John H. Bauler, D, 515 W. North avenue.
23. Thomas O. Wallace, R, 846 Center street.
John Kjellander, R, 859 Buckingham place.
24. Herman E. Gnadl, R, 2133 Roscoe street.
Wm. Hadelein, D, 3150 Southport avenue.
25. Henry D. Captain, R, 184 W. Lake street.
Frank J. Link, R, 430 Orleans street.
26. William F. Lipps, R, 2180 Wilson avenue.
George Pretzel, R, 3830 N. Hoyne avenue.
27. John C. Kennedy, Soc., 3814 N. Central Park avenue
Oliver L. Watson, R, 410, 69 W. Washington street.
28. Harry E. Littler, R, 113 Ann street.
M. Admowski, D, 2410 Fullerton avenue.
29. John Hrubee, R, 1958 W. 51st street.

- T. F. Byrne, D, 1543 W. 69th street.
 30. Wm. J. Lynch, D, 461 W. 43rd street.
 Wm. R. O'Toole, D, 5227 S. Morgan street.
 31. James E. Kearns, R, 21 W. Garfield boulevard.
 Robert R. Pegram, R, 5820 S. Sangamon street.
 32. Albert J. Fisher, R, 219 West 72nd street.
 James Rea, R, 712 West 63rd street.
 23. Robert M. Buck, R, 5707 West Erie street.
 M. A. Michaelson, R, 3004 Palmer square.
 34. Joseph C. Blaha, R, 3732 West 12th street.
 John Toman, D, 4141 West 21st place.
 35. Conrad H. Janke, R, 1239 Monticello avenue.
 Thos. J. Lynch, D, 602 Ashland block.

COMING CENTENARY OF THE STATE OF ILLINOIS.

December 3, 1818—December 3, 1918.

ILLINOIS CENTENNIAL COMMISSION.

By Act of Special Session of Illinois Legislature, February, 1916.

Members appointed by Gov. Dunne:

Dr. Otto L. Schmidt, Chicago, Chairman.

Dr. Charles H. Starkel, Belleville.

Hugh S. Magill, Jr., Springfield.

Mrs. Jessie Palmer Weber, Springfield, Secretary.

Rev. Frederick Siedenbug, Chicago.

John E. Traeger, Chicago.

Rev. Royal W. Ennis, Hillsboro.

Prof. Evarts B. Greene, Urbana.

Nicholas W. Duncan, La Salle.

John Schultz, Beardstown.

Oscar Eckland, Chicago.

Judge Thomas F. Scully, Chicago.

Peter A. Waller, Kewanee.

Dr. Edward Bowe, Jacksonville.

M. J. Daugherty, Galesburg.

BOARD OF DIRECTORS MUNICIPAL TUBERCULOSIS SANITARIUM.

DR. C. P. CALDWELL.

DR. JOHN DILL ROBERTSON.

MR. F. BOWDEN DE FOREST.

POLITICAL, COUNTY AND STATE COMMITTEES.

Republican:

Ward.	Ward.	Ward
1. E. F. Brady.	13. D. W. Clark.	25. G. K. Schmidt.
2. M. B. Madden.	14. A. N. Todd.	26. J. C. Cannon.
3. R. R. Levy.	15. Niels Juul.	27. L. Milliner.
4. G. J. Feser.	16. J. P. Kinsella.	28. J. F. Haas.
5. E. R. Litzinger.	17. L. D. Sitts.	29. Ernest Withall.
6. Roy O. West.	18. H. R. Galpin.	30. T. J. Healy.
7. I. N. Powell.	19. Chris Mamer.	31. W. H. Reid.
8. W. E. Schmidt.	20. Morris Eller.	32. C. A. Williams.
9. E. E. Ertzman.	21. Oscar Hebel.	33. Geo. Hitzman.
10. Thomas Currau.	22. C. G. Kempff.	34. Charles Vavrik.
11. C. V. Barrett.	23. E. J. Brundage.	35. C. J. Peters.
12. A. W. Miller.	24. L. A. Brundage.	

(At the time of putting the City Manual upon the press the list of committeemen of the country districts had not been completed, and officers of the County Republican Committee had not been elected.)

Democratic:

Ward.

1. Michael Kenna.
2. W. J. Graham.
3. T. D. Nash.
4. J. M. Dailey.
5. P. J. Carr.
6. J. P. Gibbons.
7. J. M. Whalen.
8. John Mack.
9. J. J. Leonard.
10. Joseph Cermak.
11. A. J. Sabath.
12. A. J. Cermak.
13. M. J. O'Brien.
14. P. A. Nash.
15. T. P. Keane.
16. S. H. Kunz.
17. J. Rushkewicz.
18. P. J. Grogan.

Ward.

19. John Powers.
20. D. J. Egan.
21. J. F. O'Malley.
22. H. L. Schapp.
23. J. L. Gill.
24. F. F. Roeder.
25. H. R. Gibbons.
26. H. A. Zender.
27. Neil Murley.
28. Frank Pashen.
29. E. Whealan.
30. J. Heffernan.
31. M. K. Sheridan.
32. F. J. Walsh.
33. T. J. Crowe.
34. J. O. Kostner.
35. W. P. Fenney.

Members for County Districts:

1. Samuel K. Crinmetz, Chicago Heights.
 2. Frank Keogh, Lamont.
 3. Peter Wolf, Melrose Park.
 4. Ross C. Hall, Oak Park.
 5. Isaac B. Kubler, Palatine.
 6. Frank H. McCulloch, Evanston.
- Chairman, J. M. Dailey.
Secretary, W. P. Fenney.

Republican State Committee.

District.

1. Adolph Marks.....Chicago
2. Abel Davis.....Chicago
3. Harry A. Lewis.....Chicago
4. Thos. J. Finucane.....Chicago
5. Max Levitan.....Chicago
6. Leland S. Rapp.....Chicago
7. Emil J. Wentzlauff.....Chicago
8. Gust Draeger.....Chicago
9. Medill McCormick.....Chicago
10. George W. Pullin.....Evanston
11. Everett J. Murphy.....Joliet
12. Fred E. Sterling.....Rockford
13. J. P. Overholser.....Sterling

Chairman, Fred E. Sterling; Secretary, E. E. Miller.

Democratic State Committee.

District.

1. John J. Coughlin.....Chicago
2. Martin J. Moran.....Chicago
3. Terence F. Moran.....Chicago
4. Michael J. Donkin.....Chicago
5. B. P. Collins.....Chicago
6. Stephen D. Griffin.....Chicago
7. James Furlong.....Chicago
8. Edward B. Lynch.....Chicago
9. Edmond L. Muleahy.....Chicago
10. Thomas J. Dawson.....Chicago
11. Thomas F. Donovan.....Joliet
12. W. F. McNamara.....La Salle
13. Douglas Pattison.....Freeport

Chairman, Arthur W. Charles; Secretary, W. R. Hollister.

District.

14. W. A. Rosenfield....Rock Island
15. C. H. Williamson.....Quincy
16. Garrett De F. Kinney....Peoria
17. Frank L. Smith.....Dwight
18. Charles P. Hitch.....Paris
19. Charles G. Eckhart.....Tuscola
20. Ray N. Anderson.....Pittsfield
21. Lewis H. Miner.....Springfield
22. Thomas Williamson..Edwardsville
23. George A. Brown....Brownstown
24. Pleasant T. Chapman....Vienna
25. Henry H. Kohn.....Anna

Progressive State Committee.

District.

1. Abner C. Harding.....Chicago
2. John W. Robbins.....Chicago
3. James H. Gilmore.....Chicago
4. D. G. MacDonald.....Chicago
5. William W. Haupt.....Chicago
6. Le Roy G. Ross.....Chicago
7. J. L. Smith.....Chicago
8. Karl D. Vittum.....Chicago
9. George B. Braun.....Chicago
10. Harold L. Iekes.....Chicago
11. Edward A. Brewster.....Joliet
12. Frank Deuel.....Rockford
13. N. G. Van Sant.....Sterling

District.

14. Frank Collins.....Rock Island
15. W. E. Shallenberger.....Canton
16. Hugh S. Weston.....Peoria
17. Frank H. Funk.....Bloomington
18. W. H. Stephens.....Danville
19. S. S. Anderson.....Charleston
20. George B. Wiemer.....San Jose
21. B. L. Renfrow.....Springfield
22. Fred S. Wilbur....East St. Louis
23. Verne E. Joy.....Centralia
24. J. R. Campbell.....McLeansboro
25. Philip Decker.....Murphysboro

"CHICAGO CITY MANUAL"

Good Words for This Work From Business Men, Civic Experts, University Professors, Great Newspapers and Magazines.

Thinking that some good citizens of Chicago will be gratified to have at hand certain evidences that the "Chicago City Manual" is esteemed and commended by men of eminence in business and the professions, at home and abroad, space here is made for a few only of the many appreciations that have come to the compiler in letters, or have appeared in public prints.

"THE WORLD"

Editorial Department,

New York City, April 9, 1915.

My Dear Colonel Eastman:

I beg you to accept my sincere thanks for sending me a copy of the Chicago City Manual for 1914. This decidedly is the best you have accomplished. It will be of much value in this office, and I shall many times look it over with interest and entertainment at my house, if you will kindly send me a copy, addressed to 530 East End avenue, New York City. You are doing a splendid and necessary work, which I hope the intelligent people of Chicago sufficiently appreciate. Well as I know them in general, and many of them personally, I do not have any one in mind who could write the historical essays in your admirable manner, and with your knowledge of the facts.

Believe me ever,

Yours very truly,

HORATIO W. SEYMOUR.

Peoples' Gas Building,

122 Michigan Avenue, Chicago,

March 3, 1915.

Dear Sir:

I am in receipt of a copy of the "Chicago City Manual" for 1914. The book is extremely well gotten up, and very interesting. It merits an extensive circulation among the people of our city.

Very truly yours,

H. E. BARTLETT.

Law Office, 110 S. Dearborn St.,

Chicago, April 11, 1915.

My Dear Sir:

Accept my thanks for a copy of the "Chicago City Manual" for 1914. I am finding much pleasure and profit in reading it. I have all the numbers from the beginning, and each new one has been superior to the preceding, and this one is the most valuable of them all.

Yours very Sincerely,
EDWARD J. BRUNDAGE.

The University of Chicago Press,
Chicago, April 10, 1915.

Dear Sir:

Through the courtesy of a friend, I have been able to look over the "Chicago City Manual" for 1914, which seems to be an admirably organized piece of work. It is so good that I should be very glad to have a personal copy.

If possible I should be glad to have you send a copy to Dr. J. Spencer Dickerson, secretary to the Board of Trustees of the University of Chicago, who has expressed great interest in the Manual.

Certainly, after looking through this Manual, one can say with St. Paul of old, "I am a citizen of no mean city." With my cordial congratulations on your accomplishment of this work, I am,

Very truly yours,
HORACE SPENCER FISKE.

Law Office, Title and Trust Building,
Chicago, April 16, 1915.

My Dear Sir:

I have received a copy of the "Chicago City Manual" for which please accept my thanks. It is a book which every patriotic citizen of Chicago should be possessed of. There is nothing anywhere in municipal literature that equals it. Again thanking you, I remain,

Yours very truly,
GEORGE E. Q. JOHNSON.

"Commerce", the newspaper organ of the Chicago Association of Commerce, in its issue of April 7, 1915, said of the "Chicago City Manual":

"This publication is a very useful handbook, making a good companion to the 'Daily News Almanac.' Four hundred copies of the Manual are desired by the Association of Commerce as a partial supply for its officers and members."

The University of Chicago Press,
Chicago, April 17, 1915.

Dear Sir:

Permit me to acknowledge the receipt of the "Chicago City Manual". I am exceedingly glad to have this book, as I have frequently needed the help of some such Manual.

Your task has been well performed. The material presented is valuable and interesting.

Very truly yours,
J. S. DICKERSON,
Secretary.

Law Office, 30 N. La Salle St.,
Chicago, April 10, 1915.

Dear Sir:

Permit me to congratulate you on the City Manual for 1914. I have very much enjoyed your other efforts and have preserved them, but this one is specially valuable, and the best of the series. I hope you will continue the good work.

Yours very truly,
WILLIAM H. SEXTON.

Chicago Normal College,
88th Street and Stewart Avenue,
Chicago, May 5, 1915.

Dear Sir:

The City Manual is a very complete summary of the work of our municipal government, and I can use it to advantage with my classes here. Can you double the number allowed me last year? I shall need forty copies, and will call for them soon.

Truly yours,
EDWARD E. HILL.

“Municipal Engineering” (magazine) gave the “Chicago City Manual” of 1914 the following notice:

“The Chicago City Manual, prepared by the Chicago Bureau of Statistics and Municipal Reference Library, is a successful attempt to make a municipal publication popular. It does not give the mass of statistics formerly included in it, and gives the names of the principal officers in the various departments. Historical and descriptive matter in popular form gives information about parks, the duties of many officers, etc.”

A Splendid Word.

Delos F. Wilcox, of New York City, a true and celebrated expert in civic matters, in his recent work on “Great Cities in America,” makes the following mention of the “Chicago City Manual”:

“One slight indication of the spirit of the city and of the civic pride and civic interest out of which all good things must come, is the publication by the City Bureau of Statistics and Municipal Library, of the ‘Chicago City Manual,’ which comprehends within its less than 300 pages, historical, departmental, and statistical information about the city and its various undertakings sufficient to equip the intelligence and stimulate the enthusiasm of any citizen desiring to do his part.”

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Press of



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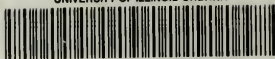


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