



Chicago Suburbs  
On the  
CHICAGO, BURLINGTON & QUINCY R.R.





SUBURBAN HOMES

ALONG THE G. B. & Q.

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# SUBURBAN HOMES

ALONG THE C. B. & Q.



OUT of reach of the smoke and grime and dust, and yet completely in touch with the city, are hundreds and hundreds of beautiful homes along the Chicago, Burlington & Quincy Railroad. Nearly all of the suburban districts in which these homes are located are, in point of time, nearer to the business part of the city than Lake View, Hyde Park, Englewood, Holstein, or Humboldt Park. Trains that run to and from them during the day and night carry their residents to and from business much more pleasantly, much more quickly, and always more promptly on time than residents within the city are carried one-fifth the distance on the street cars.

In less number of minutes than it takes a person to reach the locality immediately north of Lincoln Park, the Chicago, Burlington & Quincy trains



HINSDALE.



carry people to lovely suburban towns along its line, such for instance as La Vergne, Berwyn, Riverside, Hollywood, Grossdale, La Grange, Hinsdale and so on to Downer's Grove, twenty-one miles out. But in the matter of time even Downer's Grove is nearer by train to the heart of the city than are several places within the boundaries of Diversey Avenue, Oakwood Boulevard and West Fortieth Street.

And then what a contrast in the manner of travel. The train passengers have comfortable seats, plenty of bright daylight to read their papers by, pure air blowing from open fields or woodlands, no damp reeking tunnels to pass through, but with groves and streams and flowers to feast the eyes on while speeding by.

In order to travel over a distance less than four miles from the City Hall the hapless traveler on the street cars has for the same or a greater length of time to cling like a fly to steps or straps or platform guard. He is jostled, crushed, choked with dust or bedraggled with rain and mud. If the journey be homeward bound he arrives at home (?) too miserable and disgusted to eat his



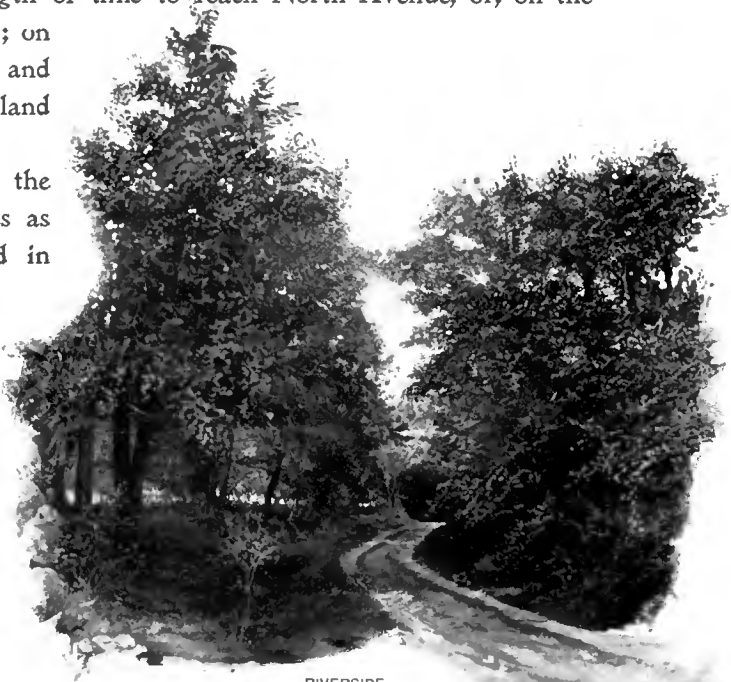
NEAR LA GRANGE.

dinner. Even the well-cooked meal that a devoted wife has tried to keep warm to await his coming has no attraction for him. Nor is it to be wondered at, as owing to the uncertainty of street-car travel he rarely reaches home at the same time on two consecutive evenings, and the best-cooked meal gets spoiled by waiting. He endures the same tribulations on the down-town trip as when homeward bound and he reaches his office, each morning, as tired as if he had already concluded a hard day's work.

Just think for a moment that it takes a train only thirty minutes to reach La Grange, fourteen miles away, and that there are forty-two trains daily,

twenty-one each way to and from this pleasant suburb. It takes a passenger on the street cars the same length of time to reach North Avenue, or, on the South Side, Twenty-second Street; on the West Side, Division Street and Milwaukee Avenue, or Blue Island Avenue and Twelfth Street.

But the great point is in the manner of reaching these places as compared with the suburbs and in what one sees at the end of the journey. In the city we have dusty streets, manure bestrewn alleys, dirty yards, stifling air in the pokey little flats or tenement houses and with grimy smoke and dust on everything.



RIVERSIDE.

At the end of half an hour's journey on the train, nay, even in half that time, one sees copiously sprinkled avenues and boulevards, houses surrounded by trees and well-kept lawns, pure air, plashing fountains, grass plots glistening under rain from the whirligigs, happy households gathered on the verandas, in the hammocks or in the swings, wild birds flitting from tree to tree, merry children tending the flower beds and peace and quietness prevailing everywhere.

But though these are great attractions, they are by no means all the advantages pos-



RIVERSIDE RESIDENCE.

sessed by the suburban resident. It does not require much knowledge of real estate values to know that these houses in the suburbs (houses that might truthfully be called homes), are much less expensive than similar pretentious buildings in the city; water taxes are a good deal less, living expenses are considerably under what they are



GROSSDALE.

in the city, doctors' bills are lighter, because the general health of the individual is better, and the enjoyment of living is proportionately greater.

Schools of high standard, churches of various denominations, general grocery, meat, hardware, drygoods and drug stores abound in these suburbs.

Sufferers from bronchial and catarrhal troubles, due to the frequent and sudden lowering of the temperature because of cold breezes from Lake Michigan, have found in these inland suburbs an immense relief and in many cases a complete remedy for these aggravating afflictions.

Not the least of the conveniences these dwellers in the rural districts enjoy

and one that will be appreciated alike by men and women, is that parcels bought at any of the big department stores in Chicago are delivered at suburban residences along the Chicago, Burlington & Quincy Railroad on the day of purchase, and more promptly, perhaps, than if the delivery had to be made within the limits of the city.



FULLERSBURG DAM.



BERWYN HOMES.

**B**ERWYN is one of the first of the choice suburbs outside the city limits. It is nine and one-half miles from the Union Depot, but it can be reached in twenty-two minutes, less time than it takes to reach Chicago Avenue on a Milwaukee Avenue cable car. It has been appropriately called "Beautiful Berwyn," and is a charming locality. No saloons exist in Berwyn and none will be permitted. Many beautiful

residences adorn the well-kept avenues. They are owned by men who are to be met with in the business houses and the marts of trade in Chicago. Shade trees line the streets and dot the lawns. The streets are all macadamized and are splendidly maintained. The sidewalks are of concrete and, like the streets, are as level as the proverbial billiard table. The ground is thirty-three feet above Lake Michigan and a complete system of sewerage connects with the Illinois River one mile and a half south of the town. Berwyn extends to Riverside Avenue, the eastern boundary of Riverside. It is essentially a residence suburb



DESPLAINES RIVER.

and business houses are restricted to certain streets and locations. In addition to several stores it has a post office, an express office, a splendid new schoolhouse built of stone and pressed brick, two churches and an interesting kindergarten. The high school is only a mile away. A big electric plant supplies light for streets and houses.

The Chicago, Burlington & Quincy depot is conveniently located in the center of the eastern part of the town, and for the accommodation of those at the western end a depot has been opened at Harlem Avenue. The fare between Berwyn and Chicago is somewhat under eight cents by purchasing a regular monthly ticket.

An artesian well furnishes good and abundant water from a depth of 1,200 feet. All water and sewer piping are laid without expense to purchasers of property.





**R**IVERSIDE is picturesquely built on the Desplaines River, eleven miles from the Union Depot. Plenty of fast trains run between this charming suburb and the city, the distance being covered in twenty-five minutes, and the fare is at the rate of eight and one-third cents on a sixty-ride ticket. The Chicago, Burlington & Quincy depot is located in the center of the town. Riverside has four and a half miles

of river frontage, as at this point the Desplaines forms a great bend embracing most of the town and presents some exceedingly pretty views. Standing at particular points one may see, through vistas of trees, charming glimpses of sloping green banks, rippling water and handsome bridges.

Riverside is the home of many of Chicago's prominent lawyers, judges, members of the board of trade and men in many other professions and business. Yet choice property can still be had at \$25 per foot front and the lots are all 200 feet deep. The suburb is divided into four sections, known as Long Common Park, Scottswood Common, Indian Garden and Picnic Island. Early in the '70s

an improvement company spent \$3,000,000 in beautifying Riverside. Nearly 60,000 shrubs and trees were planted which are now in luxuriant foliage. There are thirty miles of boulevards and drives which connect with the boulevard system

of the city and five miles more are under way to perfect the connection with Berwyn.

Artesian wells, of more than 2,000 feet in depth, provide a supply of 256 gallons of water each minute, and is copious enough to permit of sprinkling every boulevard and drive, besides supplying all that is needed for household purposes and lawns and



RIVERSIDE.

gardens. It is claimed for the water that it is thirty per cent. softer than that of Lake Michigan. There are Episcopal, Presbyterian and Methodist Episcopal churches and a splendid school, and a town hall is now being completed at a cost of \$26,000.

The town is laid out on the lines of landscape gardening so that constantly varying and beautiful views are presented at every curve in the drives or pathways. The trees grow thickly along the sidewalks and in many places meet above the roadway, giving the appearance of leafy tunnels. There are general stores, a drug store and a post office in Riverside.



RIVERSIDE.



**H**OLLYWOOD is separated from Riverside only by the Desplaines River, and its depot is reached one minute later. This new town is laid out in park style and shows what money, improvements and the unequalled and cheap suburban train service of the Chicago, Burlington & Quincy Railroad can effect in the making of a delightful place to find home life and rest after

the labors of a day. The character of all the improvements in Hollywood is strictly first-class. The streets are macadamized and have ample sewer drainage. There are fifteen parks beautified with trees and shrubs. The sidewalks are perfect and there is a commodious public hall building with general stores underneath.



**C**ROSSDALE is fast becoming one of the most popular suburbs along the Chicago, Burlington & Quincy Railroad. It has beautifully macadamized driveways and nearly thirty miles of sidewalks in connection therewith. A romantic wooded stream of running water passes through the place, adding much to its picturesqueness and beauty, while at the same time furnishing a splendid system of drainage. The soil is forty-three feet above Lake Michigan. Its Grand Boulevard connects with that of Riverside and furnishes a delightful drive to the city through Douglas Park. Grossdale is peopled by a fine class of residents, and no business buildings are allowed on exclusively residence streets. The landscape is beautiful, high and dry, is surrounded by natural forests, pretty groves and shade trees and dotted over with cottages completed or in course of completion. Grossdale is twelve miles from the Union Depot, but it can be reached in twenty-five minutes.

West Grossdale is one minute in time farther away from the city than Grossdale. Four trees are planted to each twenty-five foot lot in this new



suburb, and a beautiful park extends across the entire subdivision. The streets are lighted by elegant boulevard lamps and there are nearly four miles of concrete walks.

Churches of various denominations, graded and high schools and general stores and markets are conveniently situated for the residents.

SALT CREEK, NEAR GROSSDALE.



**L**A GRANGE is only two miles inside the Cook County line, but it is only twenty-eight minutes in time away from the Union Depot. It is one of the most beautiful as it is also one of the most popular of all the charming suburbs along the line of the Chicago, Burlington & Quincy Railroad. It is the largest of the towns on the road between the city and Aurora, and boasts of a population of 5,000 people. The inhabitants are accustomed to speak of their town as "the garden spot of Cook County." La Grange is situated on the first high ground west of the city. It has an altitude varying from forty-eight feet in the east to one hundred feet in the south and west portions of the town. The soil is a rich prairie loam and offers to lovers of horticulture an opportunity of beautifying their grounds.

La Grange is noted for its material improvements. The town has been well laid out with fine wide streets lined with stately elms and maples that give a pleasant shade to well-kept lawns and gorgeous beds of flowers. The



LA GRANGE.

streets south of the railroad tracks are macadamized and the work of paving the streets on the north side is well under way. Brainerd Avenue is already completed. Protection against fire is ample as the town has a splendid water-works system and an enthusiastic fire department and apparatus. There are

eight churches including a Congregational, Episcopal, Baptist, Catholic, Presbyterian, German Lutheran, Methodist and Swedish Lutheran. Saloons have no place in La Grange, but instead there are three grammar schools, a township high-school and a kindergarten. At dusk the streets are all lighted by electricity. To offset the lack of saloons there are two bakeries, four meat stores, four drug

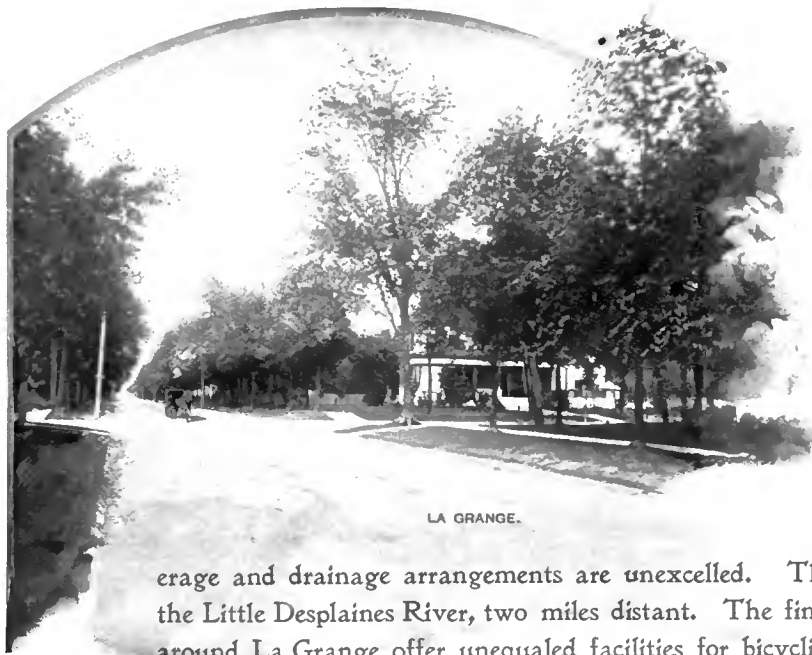


stores, nine groceries and a variety of other stores, such as furniture, shoes, millinery and bicycle shops. There is scarcely a business of any kind useful to the public that is not represented and in many of them their patrons can be served as well as in Chicago. It should be borne in mind, however, that parcels, large or small, purchased at any of the big department stores in Chicago, are delivered free in La Grange that same evening.



LA GRANGE.

Ground for building on is still plentiful in La Grange, and lots are to be had from \$20 per foot and upward, for 50 feet front and 163 feet deep, for residence lots; those for business purposes sell as low as \$150.



LA GRANGE.

La Grange has a local telephone system and arrangements are being made to have it connected with the Chicago and long distance system. It also has an incandescent electric light plant and furnishes light for the streets and for most of the residences. Its sewerage and drainage arrangements are unexcelled. The main sewer empties into the Little Desplaines River, two miles distant. The fine roads and shady avenues around La Grange offer unequalled facilities for bicycling.

Among the local societies are the Social and the Cycling Clubs and the Music Hall Association. The latter has a handsome new building with spacious parlors, cosy card rooms, dining room, billiard hall, etc.



ONE MILE beyond the town of La Grange is Western Springs, with its numerous handsome residences and pretty lawns. It is noted for its fine mineral springs and from this characteristic derives its name. It has a commodious sanitarium, and people come from distant parts of the country to drink its famous water. It has several stores of a general character and a water-works capable of supplying the needs of a much larger town. Western Springs has a population of 1,000 persons.



WESTERN SPRINGS.



**H**INSDALE is a romantic little town nestling among the hills and dales, seventeen miles out on the line of the Chicago, Burlington & Quincy Railroad. It is an ideal residence town and can be reached from the city in thirty-five minutes. Nature has been very lavish of her choicest gifts to Hinsdale. It is as picturesque as any suburban town could well be, and promises to wrest the laurels from Evanston when it has had a few more years in which to carry out the improvements that have been projected.

It is a town of pretty hills and hollows and well nigh covered with fine old trees. Hinsdale has six miles of paved streets; excellent artesian wells with a capacity of 350 gallons a minute and a new twelve-inch pipe that has recently been driven will increase this supply considerably. The town is 150 feet above the level of Lake Michigan, so it has no trouble about its sewerage. Lots in this locality are of 66 to 165 feet frontage and from 165 to 260 feet deep. Good lots can be had from \$200 upward. The town is served with three stations by the

Chicago, Burlington & Quincy Railroad, the eastern one being at Highlands, the central one at Hinsdale proper and the western station at West Hinsdale, one mile farther on.

The improvements projected for Hinsdale include an electric-light system both for street and house illumination. Work is to begin on the plant at once, and in a short time it is expected it will be in operation. It is claimed that nowhere else in the State, or in any of the other States for that



HINSDALE.



BRUSH HILL, HINSDALE.

matter, can such fine roses be found as those grown at Hinsdale. A celebrated florist who had for years unsuccessfully endeavored to compete with a rival at Hinsdale, was finally obliged to move into that part of the country before he was able to propagate as good roses as his rival.



**B**ETWEEN West Hinsdale and Downer's Grove there are three stations, Clarendon Hills, Greggs and East Grove, all of them places of interest and with claims to be regarded in the list of beautiful suburbs. They are not yet built up to any great extent, but a time is fast arriving when they will be peopled by wise business men of Chicago, who can appreciate charming residence localities when they see them. These places are on high ground and surrounded by natural woods with plenty of streams. They have the same excellent railroad accommodations that are possessed by the larger towns on either side of them.

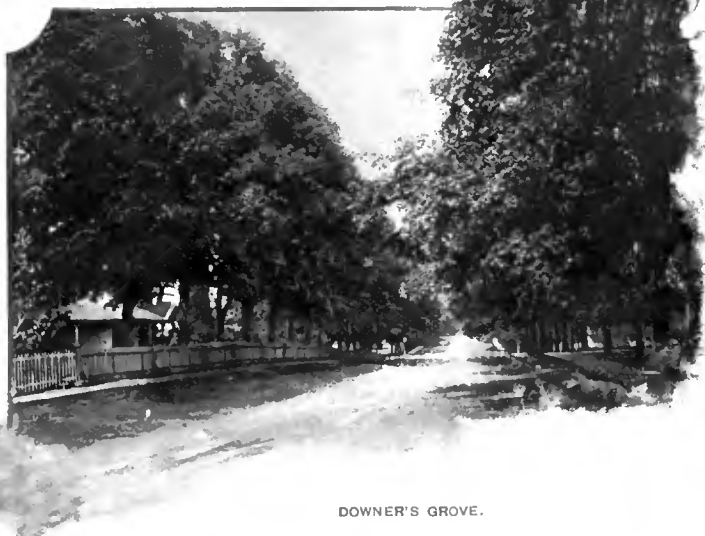


**D**OWNER'S GROVE has 2,500 inhabitants and is bound to have many more in the near future, as it is a suburb of rapid growth. It is not a great many years ago since it had only comparatively few houses. It is twenty-one miles west of the Union Depot, and is attractively located on rolling ground in the midst of beautiful groves of native timber. Costly residences line its shaded streets. It has

splendid religious and educational advantages and has a first-class system of water-works in operation. There are two tubular wells furnishing abundant pure water. Underground sewerage is not yet laid except on the main street,



but the natural surface drainage is so good that one more elaborate will not be needed for some time. The improvement is arranged for, however, as soon as the need of it is felt. Downer's Grove has telephone communications with the city. Saloons are prohibited, but in lieu of them there are stores



DOWNER'S GROVE.

of nearly every character for supplying the necessities of life and many of its luxuries. There are twenty-four trains to Downer's Grove from the Union

Depot every day and twenty-five trains from the Grove to the city. On Sundays ten trains run each way. The time in transit is forty-three minutes.





LOVERS' TOLL, NEAR DOWNER'S.





