

Family **Alright v2**

Specimen *Overview*

	Normal	Narrow	Condensed	Compressed				
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



ExThin	KEYSTONE	LESSING	RACINE	UNION
Thin	MICHIGAN	EMMETT	KINZUA	HAYES
Light	ARTESIAN	GOETHE	TOWER	MARIN
Regular	BELMONT	ROGERS	ISLAND	SAYRE
Medium	LAPORTE	WILSON	OGDEN	MARIA
Bold	MUSEUM	FOREST	GRAND	STAVE
Black	KRUGER	MANGO	LOGAN	RIVER
Ultra	SURREY	HURON	NOBLE	STATE
ExThin Italic	<i>FREMONT</i>	<i>KEOKUK</i>	<i>PUBLIC</i>	<i>GREAT</i>
Thin Italic	<i>STREETER</i>	<i>OTSEGO</i>	<i>CRILLY</i>	<i>SALLE</i>
Light Italic	<i>ASHLAND</i>	<i>RITCHIE</i>	<i>MAJOR</i>	<i>LIANO</i>
Italic	<i>KOSTNER</i>	<i>FELTON</i>	<i>FRONT</i>	<i>MAWR</i>
Medium Italic	<i>LINCOLN</i>	<i>KEELER</i>	<i>CEDAR</i>	<i>POINT</i>
Bold Italic	<i>DELPHIA</i>	<i>CIRCLE</i>	<i>LENOX</i>	<i>STATE</i>
Black Italic	<i>OTTAWA</i>	<i>DAMEN</i>	<i>GREEN</i>	<i>KIRBY</i>
Ultra Italic	<i>TALMAN</i>	<i>NORTH</i>	<i>PLAZA</i>	<i>MILES</i>

ExThin	Sauganash	Magnolia	Natchez	Dayton
Thin	Kingsbury	Rockwell	Laporte	Hamlin
Light	Dickinson	Kenosha	Cottage	Mozart
Regular	Lakeview	Orchard	Pontiac	Albany
Medium	Sheffield	Division	Orange	Kedzie
Bold	Garfield	Midway	Kildare	Illinois
Black	Stevens	Nicolet	Rogers	Bessie
Ultra	Halsted	Racine	Schick	Elston
ExThin Italic	<i>Algonquin</i>	<i>Calumet</i>	<i>Niagara</i>	<i>Marine</i>
Thin Italic	<i>Lakefront</i>	<i>Kilbourn</i>	<i>Cermak</i>	<i>Adams</i>
Light Italic	<i>Roosevelt</i>	<i>Douglas</i>	<i>Wacker</i>	<i>Bishop</i>
Italic	<i>Fullerton</i>	<i>Addison</i>	<i>Sawyer</i>	<i>Manila</i>
Medium Italic	<i>Diversey</i>	<i>Ogallah</i>	<i>Pulaski</i>	<i>Cicero</i>
Bold Italic	<i>Augusta</i>	<i>Honore</i>	<i>Garvey</i>	<i>Drexel</i>
Black Italic	<i>Central</i>	<i>Leader</i>	<i>Carver</i>	<i>Oriole</i>
Ultra Italic	<i>Burling</i>	<i>Peoria</i>	<i>Foster</i>	<i>Edens</i>
	Compressed	Condensed	Narrow	Normal

Contextual Alternates	fi fl jj ft tf tt f] f%	▶	fi fl jj ft tf tt f] f%	Shorter tight fitting -j, f-, and t-
Ligatures	Rifled fjord waffles	▶	Rifled fjord waffles	Connected f- ligatures
Small Caps	Fancy Erotic Cakes	▶	FANCY EROTIC CAKES	Lowercase to small caps
All Small Caps	H&i Lawyers at Law	▶	H&I LAWYERS AT LAW	Upper- & lowercase to small caps
Uppercase Forms	i¿([{/@Smash}])?!)	▶	i¿([{/@SMASH}])?!)	Punctuation aligned with all-caps
Lining Figures	Tel. +01 312 316 00	▶	Tel. +01 312 316 00	Cap-height numbers
Tabular Figures	BTC ▲ 2,671.635	▶	BTC ▲ 2,671.635	Fixed-width numbers for tables
Arbitrary Fractions	16 15/39 Pounds	▶	16 ¹⁵ / ₃₉ Pounds	Turns any number into a fraction
Super- & Subscripts	Drink 8 oz of H ₂ O. ^b	▶	Drink 8 oz of H ₂ O. ^b	Little numbers and letters
Stylistic Set #01	“Cool Pull Quote”	▶	“Cool Pull Quote”	Silly fat editorial quotes
Stylistic Set #02	HTTP://URL & CODE	▶	HTTP://URL & CODE	Small cap slash and ampersand
Dutch	EvB MÍJN Blíjf	▶	EvB MÍJN Blíjf	Turns j into j when it follows í
Polish	Ukośna Jagiełło	▶	Ukośna Jagiełło	Kreska accents and double l-slash
Catalan	PÀ·LIDA Goril·la	▶	PÀ·LIDA Goril·la	Nicer L-dot-L combinations
Romanian & Moldavian	ȚÂȘNIT șanț	▶	ȚÂȘNIT șanț	Correct comma-below accents
Turkish, Azerbaijani, & Crimean Tatar	Ezík Diyarbakır	▶	EZİK DIYARBAKIR	Correct dotted-I accents

The Alright v2 Family

Sauganash Magnolia Natchez Dayton
 Kingsbury Rockwell Laporte Hamlin
 Dickinson Kenosha Cottage Mozart
 Lakeview Orchard Pontiac Albany
 Sheffield Division Orange Kedzie
 Garfield Midway Kildare Illinois
 Stevens Nicolet Rogers Bessie
 Halsted Racine Schick Elston
 Algonquin Calumet Niagara Marine
 Lakefront Kilbourn Cermak Adams
 Roosevelt Douglas Wacker Bishop
 Fullerton Addison Sawyer Manila
 Diversey Ogallah Pulaski Cicero
 Augusta Honore Garvey Drexel
 Central Leader Carver Oriole
 Burling Peoria Foster Edens

Supported Languages

Alright v2 supports a wide range of languages using the Latin script including: Afrikaans, Albanian, Asu, Basque, Bemba, Bena, Bosnian, Breton, Catalan, Chiga, Colognian, Cornish, Croatian, Czech, Danish, Embu, English, Esperanto, Estonian, Faroese, Filipino, Finnish, French, Friulian, Galician, Ganda, German, Gusii, Hawaiian, Hungarian, Icelandic, Igbo, Inari Sami, Indonesian, Irish, Italian, Jola-Fonyi, Kabuverdianu, Kalaallisut, Kalenjin, Kamba, Kikuyu, Kinyarwanda, Koyra Chiini, Koyraboro Senni, Latvian, Lithuanian, Low German, Lower Sorbian, Luo, Luxembourgish, Luyia, Machame, Makhuwa-Meetto, Makonde, Malagasy, Malay, Maltese, Manx, Meru, Morisyen, North Ndebele, Northern Sami, Norwegian Bokmål, Norwegian Nynorsk, Nyankole, Oromo, Polish, Portuguese, Quechua, Romanian, Romansh, Rombo, Rundi, Rwa, Samburu, Sango, Sangu, Scottish Gaelic, Sena, Shambala, Shona, Slovak, Slovenian, Soga, Somali, Spanish, Swahili, Swedish, Swiss German, Taita, Tasawaq, Teso, Thai, Tongan, Turkmen, Upper Sorbian, Uzbek, Vietnamese, Vunjo, Walser, Welsh, Zarma, and Zulu.

Font Packages

Alright v2 includes the standard OpenType fonts:

Alright v2 **Sample 0123**

It has proportional-width old-style figures as the default style, with the lining and tabular versions accessible through the OpenType features. Most users only need to install this version.

Alright v2 also includes an alternate “LP” version:

Alright v2 LP **Sample 0123**

The “LP” version has proportional-width lining figures as the default. Some people prefer this, particularly if they have a background in Desktop Publishing or want a conservative look. Most users don’t need to install this version, instead they can turn on these figures using OpenType features.

The webfont files for Alright v2 also include alternate versions of both the default and “LP” fonts pre-subset to the Latin-1 character set.

I also have built “LT” versions with tabular-width lining figures. Just need to email and ask.

License Options

Alright v2 has a number of license options, so you can select the usage you need without making you pay for rights you won’t use. For a more detailed description, read the EULA.

Desktop/Print

Buy a license for the number of users or computers the fonts will be installed/used on. This is the traditional, old-school font licensing model for producing printed, static, non-dynamic thigns.

Webfont

Buy this license when you need to use a font on a website. This is a perpetual license for self-hosted use. Prices depend on the number of pageviews per month and the number of domains.

App Embedding

Buy this license when you need to embed or use a font in a mobile app or electronic publication. These are priced by the number of titles.

Other Uses

There are lots of other specialized licenses, obvs. Enterprise and Brand Licenses. Broadcast and Motion Graphic use. OEM Embedding. If you need to use the fonts in a way not covered by the above options, email ok@yty.pe for a quote.

Upgrade

Alright v2 is so much better than original Alright Sans, I’d love to see it replace the old version entirely. And I wouldn’t have been able to make it without the support of the customer who bought the original version. (Seriously, you’re awesome. Thank you.)

It only makes sense to let existing Alright Sans customers upgrade to the new version for free (at least until 2020). Just log into your account on okaytype.com and download the new files. Don’t have an account? Email ok@yty.pe with your old order information and we’ll sort it out.

And if you find yourself enjoying the improved version, you should consider buying some of the new widths. I think they’re pretty useful.

Okay Type

Okay Type is a small typeface design studio.

Coming up with enough text and content for a family this large is hard. The text and inspiration for this specimen comes from random bits and pieces from Chicago history. Names, places, publications, breweries, news headlines, craigslist posts, classic albums, and other totally random things. A lot of it was taken from *Story of Chicago In Connection with The Printing Business*, a classic 1912 reference book from the Regan Printing House. Anyway, it’s all meant to be looked at, not read or taken seriously.

Designed by: Jackson Cavanaugh

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okaytype.com
ok@yty.pe

Family **Alright**
Width **Normal**
Weight **Ultra**

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Kildare**

82' ***Marshfield***

62' **Allerton Hotel**

48' ***Adler Planetarium***

40' **The Jesus Lizard Goat**

32' ***Perkins, Fellows & Hamilton***

24' **Marshall Field and Company Building**

18' ***New Film Fest Puts South Side on the Big Screen***

12' **Lincoln Towing Says 464 Complaints Over Two Years a 'Miniscule' Number**

10' ***Schaumburg man blinded by Foul Ball at Wrigley Field Suing Cubs, Major League Baseball***

120'

OGDEN

82'

HAMILTON

62'

BEOBACHTER

48'

FLORISTS REVIEW

40'

MISSIONARY TIDINGS

32'

CHICAGO DAILY SOCIALIST

24'

RELIGIO-PHILOSOPHICAL JOURNAL

18'

LOGAN SQUARE HERALD / AMATEUR'S JOURNAL

12'

NORTHWESTERN TERRA COTTA / AUTOMATIC CANTEEN CO. OF AMERICA

10'

CAMP SCARE AWAY OPENS AT 7 P.M. SATURDAY AT CHASE PARK, 4701 N. ASHLAND AVE.

- ◀ 6/7 pt
- ◀ 6/7.25 pt
- 6/7.5 pt ▶
- 6/8 pt ▶▶

Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities be-

This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of

ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made

- ◀ 7/9 pt
- 7/9.5 pt
- 7/10 pt ▶

The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was wintertime almost froze.

In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor," There may be exceptions, but such as there are only prove the rule.

All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.

WITHOUT PRINTING THERE COULD BE NO PROGRESS, AS WE UNDERSTAND IT TODAY, OR IT WOULD BY COMPARISON BE ONLY OF A LIMITED ORDER, AND GREAT CENTERS SUCH AS WE HAVE NOW WOULD BE QUITE IMPOSSIBLE. TAKE PRINTING AWAY FROM OUR

Robert Fergus, perhaps the most thorough of practical printers, arrived in Chicago on July 1, 1839. He was born in the Gallowgate of Glasgow, Scotland, August 14, 1815. At the age of 15 he was apprenticed to the printing business, and as a regular indenture in those days meant a practical grounding in the knowledge of the art, upon its completion and his setting forth as a journeyman he possessed a knowledge of his business such as qualified him to earn a livelihood in any part of the world. He was married to Margaret Whitehead Scott, February, 1836. Mr. Fergus was closely identified with the early history of Chicago in the printing world, and was an acknowledged authority on all things pertaining to its early records.

- ◀ 8/10 pt
- 8/11 pt ▶

The first book compiled, printed, bound and issued in Chicago was the **DIRECTORY OF 1844**. It was placed upon the market in the year 1843. This Directory was compiled by J. Wellington Norris, and printed by Ellis & Fergus, from the Saloon Building, South Water and Clark streets.

The second Directory, prepared similarly to the first, was also compiled by Norris. It was printed by James Campbell & Co., Commercial Building, 65 Lake street. A ludicrous incident is connected with the compilation and printing of this work. The first of Campbell & Co. came to a premature dissolution while the Directory was in process of gestation. Mr. Campbell, who was a man of quick temper, becoming incensed at Mr. Norris (the Co.) forcibly ejected him from the office and threatened to kick him if he looked back. Some gentlemen, subsequently discussing the contention with Mr. Norris, asked him if he emulated the example of Lot's wife. Norris replied,

history-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

James J. Langdon was foreman of the Journal office in 1848. He later went into business with Sterling P. Rounds and aided in establishing THE PRINTERS' CABINET. Mr. Rounds' entire capital was \$5.00. Mr. Langdon shortly thereafter retired to Prairie du Chien, Wis., and embarked in the horse business, but finding that his animals cost him more than he could make out of them he returned to Chicago and again formed a partnership with Mr. Rounds. In December, 1856, there was but one other journal in the United

◀ 9 / 12 pt
9 / 13 pt ▶

No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. The Custom House, the Court House, the Postoffice, the Chamber of Commerce and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from

The following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

“Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon grew more and more powerful, casting its brilliant rays in every direction, bringing out in bold relief the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the Southwest, carrying with it in its onward rush streams of sparks, cinders and partially burned pieces of wood, which covered the sky with dazzling spangles, sweeping northwestward like a flight of meteors, but falling steadily in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells street and Jackson street; the lighter ones going far over on the North Di-

◀ 10 / 14 pt
10 / 15 pt ▶

The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis.” The growth of population in Chicago is shown as follows :

	CENSUS	POPULATION	CHANGE
1840	4,470	—	
1850	29,963	570.3%	
1860	112,172	274.4%	
1870	298,977	166.5%	
1880	503,185	68.3%	
1890	1,099,850	118.6%	

The present area of the city is 204 square miles. This is divided into thirty-five wards.

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Ran-

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ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Kimball**

82' ***Englewood***

62' **Prairie Shores**

48' ***Motor Row District***

40' **Common Resurrection**

32' ***George Hofmann & Brothers***

24' **The Horseman and Spirit of the Times**

18' ***Yes, I Drove My SUV to the Environmental Protest***

12' **iPhone Screen Repair • 15 Minutes • Starting at \$39.99 • Walk-Ins Welcome**

10' ***A Decade After the Real Estate Crash, Chicago-Area Prices are Nearing Peak Levels Again***

120' **WOLFY**

82' ***KILBOURN***

62' **GOLDEN GATE**

48' ***THE TRADE PIANO***

40' **JOURNAL OF SCIENCE**

32' ***FIRESIDE, FARM, AND FIELD***

24' **AGRICULTURE AND FAMILY GAZETTE**

18' ***TEMPLAR'S OFFERING / FARM IMPLEMENT NEWS***

12' **CARSON PIRIE SCOTT & CO / NATIONAL MALLEABLE AND STEEL CASTING**

10' ***HOTTEST START TO THE FALL EVER? CHICAGO BREAKS RECORD FOR 6TH DAY IN A ROW***

◀ 6/7 pt

◀ 6/7.25 pt

6/7.5 pt ▶

6/8 pt ▶▶

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120' **Pontiac**

82' ***Bridgeport***

62' **Oliver Building**

48' ***Elihu B. Washburne***

40' **Spiegel Administration**

32' ***Seven Houses on Lake Shore***

24' **The Druggist and Paint and Oil Review**

18' ***Authentic Car Locksmith Service In Your Area. \$30***

12' **Voucher Champs Note: Illinois \$75m Tax Credit Offset Funding Doesn't Exist**

10' ***He came to the US as a baby. Now he's dedicating his Chicago Marathon run to 'Dreamers.'***

120' **ISLAND**

82' ***KEYSTONE***

62' **WEST DEPAUL**

48' ***WORLD MAGAZINE***

40' **RAILWAY ENTERPRISE**

32' ***CONGREGATIONAL HERALD***

24' **CHICAGO COMMERCIAL ADVERTISER**

18' ***WESTERN ODD FELLOW / POPULAR ELECTRICITY***

12' **WESTERN MERCHANTS' PRICE CURRENT AND MANUFACTURERS' RECORD**

10' ***NORTH PARK STREETS TRANSFORMED INTO POP-UP GALLERIES FOR ART WALK SUNDAY***

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120' **Mandell**

82' *South Loop*

62' **Lincoln Square**

48' *Lorraine Hansberry*

40' **Calumet National Bank**

32' *Jean Baptiste Point du Sable*

24' **Chicago Medical Journal and Examiner**

18' *Customer Service Representative + Great Benefits!*

12' **Here are the 36 Breweries That Will Flood This Year's Barrel-Aged-Beer Fest**

10' *Weather Service Issues Strong Wind Alert for Areas Near Lake Michigan / The Jesus Lizard*

120' **LEHIGH**

82' ***MAGNOLIA***

62' **SOUTH SHORE**

48' ***IN DOOR AND OUT***

40' **BOTANICAL BULLETIN**

32' ***CHICAGO BOARD OF TRADE***

24' **AMAZING SUNSET VIEWS WEST LOOP**

18' ***BRICK AND CLAY RECORD / MIRROR OF FASHION***

12' **HAMMOND ORGAN CO / TOOTSIE ROLL INDUSTRIES / BAKER & MCKENZIE**

10' ***RECORD-BREAKING 90-DEGREE WEATHER ALL WEEKEND — WITH SUPER HIGH HUMIDITY***

<p>◀ 6/7 pt</p> <p>◀ 6/7.25 pt</p> <p>6/7.5 pt ▶</p> <p>6/8 pt ▶▶</p>	<p>Under the title of "Studies of the Great West" there appeared an article in <i>Harper's New Monthly Magazine</i> in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."</p> <p>"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help</p>	<p><i>This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred</i></p>	<p>ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAME-NESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached houses, in the</p>	<p><i>To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.</i></p> <p><i>There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possi-</i></p>
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Family **Alright**
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Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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120' Laporte

82' *Washington*

62' Drake Fountain

48' *Dr. Fannie Emanuel*

40' Chicago Orphan Asylum

32' *Mundelein College Skyscraper*

24' American Artisan and Hardware Record

18' *Mahalia Jackson: The World's Greatest Gospel Singer*

12' Stink Bugs That Smell Like Rotting Cherries Ready to Crawl in Chicago Homes

10' *Rags To Rufus Vinyl / Prairie School Pays Homage to Frank Lloyd Wright with Beautiful Design*

120' FACKEL

82' *PROSPECT*

62' HOME VISITOR

48' *SONG MESSENGER*

40' MIRROR OF FASHIONS

32' *PULASKI PARK FIELDHOUSE*

24' DAILY RECORD AND HOTEL REGISTER

18' *OUR FIRESIDE FRIEND / CHAMPION OF FAIR PLAY*

12' TELETYPE CORP / CHICAGO BRIDGE & IRON CO. / FOOTE, CONE & BELDING

10' *PRECKWINKLE WARNS: REPEAL POP TAX AND WE'LL HAVE TO CUT, CLOSE, AND BORROW*

<p>◀ 6/7 pt</p> <p>◀ 6/7.25 pt</p> <p>6/7.5 pt ▶</p> <p>6/8 pt ▶▶</p>	<p>Under the title of "Studies of the Great West" there appeared an article in <i>Harper's New Monthly Magazine</i> in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."</p> <p>"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help</p>	<p><i>This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The</i></p>	<p>ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached hous-</p>	<p><i>To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.</i></p> <p><i>There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible.</i></p>
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120' Augusta

82' *Leamington*

62' Belmont Cragin

48' *Palmer House Hotel*

40' Sea And Cake The Fawn

32' *Site of the Haymarket Tragedy*

24' Price Current and Manufacturers Record

18' *Pelican The Fire In Our Throats Will Beckon The Thaw*

12' The Best 'Anti-Brunch' Breakfast Spots in Chicago, Where You Can Eat All Week

10' *Ghouls, Gargoyles & Ghost Signs: Historic and Haunted Scavenger Hunts / We Pay Cash For Cars*

120' HAMMLIN

82' CLYBOURN

62' INVESTIGATOR

48' NORTH LAWNDALE

40' CONSTRUCTION NEWS

32' INDEPENDENT ASSOCIATION

24' JERRY BUTLER THE ICE MAN COMETH

18' PROGRESSIVE THINKER / ELECTROTYPE JOURNAL

12' NORTHWESTERN EDUCATOR AND MAGAZINE OF LITERATURE AND SCIENCE

10' CITY COULD HIT 92 DEGREES AGAIN THURSDAY, AND MORE HOT WEATHER IS ON THE WAY

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120' Olympia

82' *Sacramento*

62' George Pullman

48' *Griesedieck Western*

40' Svengoolie Tape Wanted

32' *Engine Company 104, Truck 31*

24' Real Estate News and Insurance Monitor

18' *Entry Level Spanish Speaking Office Assistant Wanted*

12' Proud of Your Bungalow? Nominate it for Annual Restoration/Renovation Award

10' *Thieves Drive Into Front Glass of Wicker Park Stroller Shop, Steal Merch in Crash-&-Grab Burglary*

120' BOWEN

82' *CHALMERS*

62' MEISTER BRAU

48' *FURNITURE TRADE*

40' INLAND STOREKEEPER

32' *JOHN WELLBORN ROOT, JR.*

24' AMERICAN CARPENTER AND BUILDER

18' *AMERICAN SWINEHERD / BEN FRANKLIN MONTHLY*

12' WESTERN BREWER AND JOURNAL OF THE BARLEY, HOP, AND MALT TRADES

10' *THIS BREATHTAKING VIDEO OF THE NORTHERN LIGHTS WAS SHOT BY CHICAGO-AREA MAN*

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There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instruc-

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In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor," There may be exceptions, but such as there are only prove the rule.

All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.

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history-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

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9 / 13 pt ▶

No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously

The following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

"Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon grew more and more powerful, casting its brilliant rays in every direction, bringing out in bold relief the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the Southwest, carrying with it in its onward rush streams of sparks, cinders and partially burned pieces of wood, which covered the sky with dazzling spangles, sweeping northward like a flight of meteors, but falling steadily in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells street and Jackson street; the lighter ones going far over on the North Division, while the heavier and more dangerous ones fell before they reached that point. They dropped with great force to the ground, to the occasional danger of the foot passenger and the frightening of horses, and showered upon roofs of buildings, inspiring constant fear that other conflagrations would break out, and that a terribly broad

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The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis." The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
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1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
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1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per cent. It now has 113,336 residents and may be taken as an indication of the city's possibilities.

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.

Family Alright
Width Normal
Weight ExThin

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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120' Madison

82' *Architecture*

62' George Streeter

48' *DuSable High School*

40' Liz Phair: Exile In Guyville

32' *Engine Company 129, Truck 50*

24' Chicago & Illinois Western Railway Bridge

18' *8 New Under-the-Radar Restaurant Recommendations*

12' Pick Chicago's Best Veggie-Burger in the Final Round of our 2018 Burger Bracket

10' *Two cast members and writers who cut their teeth at local comedy clubs are heading to New York*

120' DAHEIM

82' CUTCHEON

62' LINCOLN PARK

48' RAILWAY JOURNAL

40' MASONIC CHRONICLER

32' SATURDAY EVENING REVIEW

24' ACCOUNT SERVICES REPRESENTATIVE

18' GEM OF THE PRAIRIE / ELECTRIC TRACTION WEEK

12' FLORSHEIM SHOE CO. / UNITED BISCUIT CO. OF AMERICA / ACME STEEL CO.

10' THESE CITY-EMPLOYED GOATS EAT THEIR WAY THROUGH OVERGROWTH IN O'HARE FIELDS

◀◀ 6/7 pt

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Family **Alright**

Width **Narrow**

Weight **Ultra**

	Normal	Narrow	Condensed	Compressed				
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120' **Medford**

82' ***Union Ridge***

62' **Whistle Stop Inn**

48' ***Fullerton State Bank***

40' **We Buy Vacuum Cleaners**

32' ***Various Artists For A Life Of Sin***

24' **Sales Receptionist Map Hide This Posting**

18' ***Naperville Job Fair Immediate Interviews & Networking***

12' **Critical Mass is Still Crazy After all These Years – but is the Bike Ride Still Relevant?**

10' ***A Man, 30, Was Arrested For Defacing The Statue Of Christopher Columbus In Little Italy, Police Say.***

120' **MIDWAY**

82' ***STEVENSON***

62' **SUNSET CHIMES**

48' ***OFFICE APPLIANCES***

40' **TAILORS INTELLIGENCER**

32' ***DUNTON'S SPIRIT OF THE TURF***

24' **NORTHERN INDIANA PUBLIC SERVICE CO.**

18' ***UNION AGRICULTURIST AND WESTERN PRAIRIE FARMER***

12' **UNITED BISCUIT CO. OF AMERICA / LUMBERMENS MUTUAL CASUALTY / GREYHOUND**

10' ***BLOODY MARY FEST KICKS OFF NEWLY REOPENED THEATER ON THE LAKE / CHICAGO BRIDGE & IRON***

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Family **Alright**
Width **Narrow**
Weight **Black**

	Normal	Narrow	Condensed	Compressed				
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ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Fetridge**

82' ***East Beverly***

62' **Magnificent Mile**

48' ***Site of Fort Dearborn***

40' **Muddy Waters Folk Singer**

32' ***Account Service Representative***

24' **\$\$ Cash \$\$ For Vinyl Record Collections! \$1**

18' ***Five Chicago Spots with Can't-Miss Pumpkin Spice Lattes***

12' **Photos: Jawbreaker Finally Have Their 'Revenge,' Paramore Dazzle at Riot Fest Day #3**

10' ***For the 125th anniversary of the 'L,' the city's Transit Authority has put some old cars back on the track***

120' **RECORD**

82' ***SAUGANASH***

62' **THE INN KEEPER**

48' ***PRACTICAL TEACHER***

40' **DAILY LIVE STOCK WORLD**

32' ***IMPERIAL BREWING & BOTTLING***

24' **SELL ME YOUR CAR OR TRUCK CASH TODAY**

18' ***JOURNAL OF COMMERCE / SELL US YOUR SNOW BLOWER***

12' **SIGNODE STEEL STRAPPING / KELLOGG SWITCHBOARD & SUPPLY / MIDWAY AIRLINES**

10' ***BLOODY MARY FEST KICKS OFF NEWLY REOPENED THEATER ON THE LAKE / CHICAGO BRIDGE & IRON***

◀ 6/7 pt

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6/7.5 pt ▶

6/8 pt ▶▶

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120' **Trumbull**

82' ***Goose Island***

62' **Blackstone Hotel**

48' ***Chicago Consolidated***

40' **Customer Service Position**

32' ***Junior Wells' Chicago Blues Band***

24' **Material Issue: International Pop Overthrow**

18' ***Vintage 1980s Star Wars Figures, Vehicles, Cases and More***

12' **Report: Police Department's 'Honor System' for Overtime Turned Out to be a Bad Idea**

10' ***Here's Your Chance to Ride Chicago's Historic Trains / Who Keeps Putting Soap in This Chicago Fountain?***

120' **PANAMA**

82' ***DESPLAINES***

62' **DAILY AMERICAN**

48' ***WEST END ADVOCATE***

40' **PLATEMAKERS CRITERION**

32' ***AMERICAN FURNITURE GAZETTE***

24' **PINKERTON NATIONAL DETECTIVE AGENCY**

18' ***WESTERN BOOK SELLER / INTERNATIONAL HARVESTER CO***

12' **PEOPLE'S GAS LIGHT & COKE / YOUNGSTOWN SHEET & TUBE / UNITED STATES GYPSUM**

10' ***THE 6TH WARD IS WORKING WITH CHICAGO'S ANIMAL CARE AND CONTROL / ILLINOIS BELL TELEPHONE***

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No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

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◀ 10 / 14 pt
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The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis.” The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and

Family **Alright**
Width **Narrow**
Weight **Medium**

	Normal	Narrow	Condensed	Compressed				
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Gresham**

82' ***Holden Block***

62' **Biograph Theater**

48' ***Cottage Grove Heights***

40' **Wilco Yankee Hotel Foxtrot**

32' ***George Herbert Jones Laboratory***

24' **We Buy iPhones iPads Macbook Pro And More**

18' ***Patio Theater Expanding for Daily Showings of 'Retro' Flicks***

12' **Chicago Newspaper Hits Back After Police Union Attacks Reporter for Doing Her Damn Job**

10' ***Take an Audio Tour of Chicago's Fine Arts Building / Huge Pumpkin Grower Wins Trifecta of Giant Food Titles***

120' **MONROE**

82' ***MONTICELLO***

62' **WASHINGTONIAN**

48' ***DAILY CHICAGO TIMES***

40' **WATCHMAKERS MAGAZINE**

32' ***NATIONAL LIVE STOCK JOURNAL***

24' **WASHINGTON SQUARE DISTRICT EXTENSION**

18' ***NATIONAL LIVE STOCK JOURNAL / LUMBER WORLD REVIEW***

12' **AMERICAN HOSPITAL SUPPLY / SMURFIT-STONE CONTAINER / WASTE MANAGEMENT INC**

10' ***BUCKTOWN CAT CAFE AND ADOPTION CENTER AIMS TO OPEN BY HALLOWEEN / VICTOR ADDING MACHINE***

- ◀ 6/7 pt Under the title of "Studies of the Great West" there appeared an article in *Harp-er's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."
- ◀ 6/7.25 pt ▶
- 6/7.5 pt ▶
- 6/8 pt ▶▶
- "The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of ri-
- This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is con-*
- ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MIEDOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached houses, in the humbler quarters as well as in the magnificent avenues, and the effect is home-like and beautiful at the same time. There is great variety, stone, brick,
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The conflagration of 1871 wiped out the old Chicago

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◀ 10 / 14 pt
10 / 15 pt ▶

has no competition in population except in New York and London. London lacks the possibilities of expansion and sooner or later will reach the maximum of growth. “The astounding and unparalleled growth of cities in the present period will help Chicago. The tendency is becoming more and more marked for mankind to get in close contact. Cities today are larger than they ever were before. The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis.” The growth of population in Chicago is shown as follows :

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Family **Alright**
Width **Narrow**
Weight **Regular**

	Normal	Narrow	Condensed	Compressed				
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Oakwood**

82' *Logan Square*

62' **Avondale Gardens**

48' *Greater Grand Crossing*

40' **Dispatch Positions Available**

32' *Humboldt Park Boathouse Pavilion*

24' **15 of Our Favorite Events In Chicago This Week**

18' *It's a Consolation for Fans Mourning the End of Patio Season*

12' *Revisit the Glory Days of Radical Chic With Jean-luc Godard's La Chinoise and Le Gai Savoir*

10' *Not One, but Two Corpse Flowers May Soon Stink Up Chicago / 12 Of Our Favorite Events In Chicago This Week*

120' COURIER

82' SCOTTSDALE

62' RETAIL COALMAN

48' RAVENSWOOD MANOR

40' AMERICAN FOOD JOURNAL

32' ENGINEERING AND CONTRACTING

24' SMILING & MOTIVATED INDIVIDUALS WANTED

18' HIDE AND LEATHER / DUNLOP'S SATURDAY NIGHT DISPATCH

12' AMERICAN CAR & FOUNDRY / CORN PRODUCTS REFINING / TELEPHONE & DATA SYSTEMS

10' 5 THINGS YOU PROBABLY DIDN'T KNOW ABOUT THE GREAT CHICAGO FIRE / CHICAGO PACKING & PROVISION

<p>◀ 6 / 7 pt</p> <p>◀ 6 / 7.25 pt</p> <p>6 / 7.5 pt ▶</p> <p>6 / 8 pt ▶▶</p>	<p>Under the title of "Studies of the Great West" there appeared an article in <i>Harp-er's New Monthly Magazine</i> in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."</p> <p>"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached</p>	<p><i>This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the</i></p>	<p>ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached houses, in the humbler quarters as well as in the magnificent avenues, and the effect is home-like and beautiful at the same time. There is great variety, stone, brick, and wood intermingled, plain</p>	<p><i>To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.</i></p> <p><i>There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to keep them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and</i></p>
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<p>◀ 7 / 9 pt</p> <p>7 / 9.5 pt</p> <p>7 / 10 pt ▶</p>	<p>The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was wintertime almost froze. Oh! those cars. What misery they represented in the winter season! How the passengers were huddled together a shivering mass of humanity with their feet in danger of being frozen, and that too in spite of the straw</p>	<p><i>In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor;" There may be exceptions, but such as there are only prove the rule.</i></p> <p><i>All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.</i></p> <p><i>WITHOUT PRINTING THERE COULD BE NO PROGRESS, AS WE UNDERSTAND IT TODAY, OR IT WOULD BY COMPARISON BE ONLY OF A LIMITED ORDER, AND GREAT CENTERS SUCH AS WE HAVE NOW WOULD BE QUITE IMPOSSIBLE. TAKE PRINTING AWAY FROM OUR PRESENTDAY MODE OF DOING BUSINESS, SHUT UP OUR LIBRARIES AND OBLITERATE BOOKS, AND IMMEDIATELY WE SINK INTO A DEPTH OF DARKNESS THAT WOULD</i></p>	<p>Robert Fergus, perhaps the most thorough of practical printers, arrived in Chicago on July 1, 1839. He was born in the Gallowgate of Glasgow, Scotland, August 14, 1815. At the age of 15 he was apprenticed to the printing business, and as a regular indenture in those days meant a practical grounding in the knowledge of the art, upon its completion and his setting forth as a journeyman he possessed a knowledge of his business such as qualified him to earn a livelihood in any part of the world. He was married to Margaret Whitehead Scott, February, 1836. Mr. Fergus was closely identified with the early history of Chicago in the printing world, and was an acknowledged authority on all things pertaining to its early records. All his life he was identified with printing and publishing. The first book compiled, printed, bound and issued in Chicago was the Directory of 1844, which was placed upon the market in the year</p>
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Family **Alright**
Width **Narrow**
Weight **Light**

	Normal	Narrow	Condensed	Compressed				
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' Merrimac

82' *Michael Brand*

62' Blackstone Library

48' *Ed Thielepape Premium*

40' Crucial Conflict: The Final Tic

32' *Rosehill Cemetery Plots Best Offers*

24' Cornelia Arts Building Hosts Open House Friday

18' *Make That 3 Days in a Row of Record-Breaking Heat in Chicago*

12' MLB Teams Invite Girl With 3D-Printed Hand to Throw out 1st Pitch in Incredible Twitter Thread

10' *The Curious Cruise: Haunted History along the Chicago River / Giddings Square is getting sudsed nearly every week*

120' CHICAGO

82' *SPRINGFIELD*

62' WEEKLY EXPRESS

48' *EDUCATIONAL WEEKLY*

40' WORKWOMENS' ADVOCATE

32' *GRIESEDIECK WESTERN BREWERY*

24' AMERICAN BISCUIT AND MANUFACTURING CO

18' *INLAND PRINTER / CHICAGO, AURORA & ELGIN RAILROAD CO.*

12' AMERICAN STEEL FOUNDRIES / PEPPER CONSTRUCTION / CONTAINER CORP. OF AMERICA

10' *A SILENT AUCTION IS UNDERWAY TO RAISE FUNDS FOR HORNER PARK'S LONG PLANNED DOG FRIENDLY AREA*

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Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other por-

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To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

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120' Kentucky

82' *Norwood Park*

62' Frank Lloyd Wright

48' *Sam Cohen Beer Bottler*

40' Lorado Taft's Midway Studios

32' *Illinois Central Railroad Swing Bridge*

24' The Best Restaurants For Vegetarians In Chicago

18' *Parson's Serving Brunch Again: Chicken & Waffles, Migas & More*

12' Philadelphia Man is Facing Felony Charges After a \$14,000-in-damages Hotel Rampage this Week

10' *Red-Winged Blackbirds Are Attacking People in Chicago / Fans Cheer Marathon Runners on Picture-Perfect Race Day*

120' WARSAW

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62' WESTERN CITIZEN

48' *WESTERN ENTERPRISE*

40' THE GREAT WESTERN STAR

32' *THE HENNING BREWING COMPANY*

24' GENERAL AMERICAN TRANSPORTATION CORP

18' *SVENGOOLIE RECORDS / WATCHMAKER AND METAL WORKER*

12' POLICE: MAN ARRESTED AFTER STATUE OF CHRISTOPHER COLUMBUS DEFACED OVERNIGHT

10' *SUMMER'S NOT OVER YET! TEMPERATURES WILL SOAR WELL INTO THE 80S / SELL YOUR PRESSURE WASHER*

◀◀ 6 / 7 pt

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Family Alright
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Weight ExThin

	Normal		Narrow		Condensed		Compressed	
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120' Lockwood

82' *Homan Square*

62' Sheffield Neighbors

48' *Heald Square Monument*

40' Site of the Haymarket Tragedy

32' *Navy Pier Headhouse and Auditorium*

24' Vintage Collectable Perlick Beer Keg Tapper Pump

18' *Slideshow: A Look Back at Hugh Hefner's Playboy Roots in Chicago*

12' The Cubs Will Play At 3:08 PM Monday – Unless Both American League First Round Series Are Over

10' *Weather service issues strong wind warning for areas near Lake Michigan / Your Favorite Raunchy Card Game Goes Live*

120' BALANCE

82' BRONZEVILLE

62' MASONIC RECORD

48' INVESTING FOR PROFIT

40' SEWING MACHINE ADVANCE

32' THE NATIONAL HOTEL REPORTERS

24' INTERNATIONAL MINERALS & CHEMICAL CORP.

18' BULLETIN OF THE AMERICAN PHARMACEUTICAL ASSOCIATION

12' AMERICAN TELEPHONE AND TELEGRAPH / CHICAGO SHIP BUILDING / CONSOLIDATED FOODS

10' SQUIRRELS ARE AT THEIR MOST ACTIVE IN THE FALL AND PRODUCE UNINTENDED CONSEQUENCES IN SPRING

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"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rival-

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Family **Alright**

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Weight **Ultra**

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120'

Wildwood

82'

Garfield Ridge

62'

Ludington Building

48'

Foster House and Stable

40'

East Lake Shore Drive District

32'

The Baby Huey Story: A Living Legend

24'

Columbus Statue Vandalized By Men In Ski Masks

18'

Marie's Classic Car Show Will be a Blast from the Automotive Past

12'

If You Haven't Been to Wrigleyville Since the Postseason, it's Going to Look Dramatically Different

10'

Dog-friendly Print Shop Customer Service / Richard Thaler of the University of Chicago Wins Nobel Prize in Economics

120' **ANZEIGER**

82' ***EVENING POST***

62' **RAILROAD GAZETTE**

48' ***HERALD OF THE PRAIRIES***

40' **NORTHWESTERN LUMBERMAN**

32' ***FARMERS VOICE AND RURAL OUTLOOK***

24' **WE BUY AND SELL JEWELRY DIAMONDS AND COINS**

18' ***AMERICAN CABINET MAKER, UPHOLSTERER AND CARPET REPORTER***

12' **STOP BLAMING MRS. O'LEARY FOR THE FIRE, CHICAGO REPORTER ADMITTED HE MADE UP THAT STORY**

10' ***FRIDAY IS THE LAST OFFICIAL DAY OF SUMMER. IT'S GOING OUT WITH A BANG / THE ART WALK RUNS NOON TO 6 PM SUNDAY***

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Family **Alright**

Width **Condensed**

Weight **Black**

	Normal	Narrow	Condensed	Compressed				
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Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Woodlawn**

82' ***Jefferson Park***

62' **Manhattan Building**

48' ***Stephen A. Douglas Tomb***

40' **American System Built Houses**

32' ***Engraved Chicago Marathon Medallion***

24' **Need a Job? Walk-in Interviews Today In Naperville!**

18' ***Annoyed by Wrigleyville Helicopters? Here's How to File a Complaint***

12' **Food, Food and More Food (and a Little Cocktail Action) Tops Our Favorite Events in Chicago This Week**

10' ***Hundreds Of Bars Searchable By Neighborhood And Our Top Recommended Watering Holes In Chicago / Advocate of Peace***

120' **OCCIDENT**

82' ***DANVILLE & ICE***

62' **THE CHERRY CIRCLE**

48' ***GRAIN DEALERS JOURNAL***

40' **ENGRAVER AND ELECTROTYPYER**

32' ***WILD EDGERTON'S WEEKLY EVERGREEN***

24' **CONTINENTAL ILLINOIS NATIONAL BANK & TRUST CO**

18' ***LOCKSMITH KEY MADE CAR LOCKOUT HOUSE LOCKOUT IGNITION \$300***

12' **CHICAGO JUST HAS TO GET THROUGH TWO MORE 90-DEGREE DAYS BEFORE AUTUMN WEATHER ARRIVES**

10' ***FRIDAY IS THE LAST OFFICIAL DAY OF SUMMER. IT'S GOING OUT WITH A BANG / THE ART WALK RUNS NOON TO 6 PM SUNDAY***

◀ 6 / 7 pt

◀ 6 / 7.25 pt

6 / 7.5 pt ▶

6 / 8 pt ▶▶

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"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that

This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent

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To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

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7 / 9.5 pt

7 / 10 pt ▶

The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was wintertime almost froze. Oh! those cars. What misery they represented in the winter season! How the passengers were huddled together a shivering mass of humanity with their feet in danger of being frozen, and that too in spite of the straw so generously supplied by the companies for the benefit of their patrons, and which in a short time became

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Family **Alright**
Width **Condensed**
Weight **Bold**

	Normal	Narrow	Condensed	Compressed				
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Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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120' **Stevenson**

82' ***Gladstone Park***

62' **Washington Heights**

48' ***Blattner & Seidenschwanz***

40' **Clarence Buckingham Memorial**

32' ***See What Updated Normcore Looks Like***

24' **Pop Tax: More Commissioners Vow To Vote For Repeal**

18' ***A Small-sized Solution Could be Part of the Plan to Fight a Big Problem***

12' **Twenty Years After the Influential Monthly Cycling Event Began, Chicago is a Far More Bike-Friendly City**

10' ***Autumn seems to have finally arrived, but the scene of events in Chicago is only heating up with amazing things to do and see.***

120' **AMERIKAN**

82' ***THE SYNDICATE***

62' **EVERYBODY'S PAPER**

48' ***PRESBYTERIAN RECORDER***

40' **THE WATCHMAN OF THE PRAIRIE**

32' ***AMERICAN FURNITURE MANUFACTURER***

24' **BANK NOTE REPORTER AND COUNTERFEIT DETECTOR**

18' ***DOG LOVERS NEEDED FOR PROFESSIONAL DAYTIME DOG-WALKING TEAM***

12' **CAMPFIRE SCREENINGS START FRIDAY WITH "THE BIRDS" AND INCLUDES, OF COURSE, "FRIDAY THE 13TH"**

10' ***TGIF: 18 CHICAGO STORIES TO GET YOU READY FOR THE WEEKEND / GET YOUR PET MICROCHIPPED AND VACCINATED SATURDAY***

◀ 6 / 7 pt

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Weight **Medium**

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120' **Sauganash**

82' ***South Lawndale***

62' **C. Koehler Table Beer**

48' ***The Best Brewing Company***

40' **Esther Pauline Friedman Lederer**

32' ***Full Time Self-Storage Associate Needed***

24' **Historic Lasalle County Sidewalk Brick Pavers For Sale**

18' ***15 Favorite Vegetarian-Friendly Spots That Make it Easy to Hold the Beef***

12' **October Means Time for Falling Leaves and Fun Events Like Film Fests, Food Fests and the Chicago Marathon**

10' ***Muddy Waters Folk Singer / One of Chicago's Classic Burger Joints has Designs for Hundreds of New Locations Across the Country***

120' **MONTROSE**

82' ***CEMENT WORLD***

62' **PARK AND CEMETERY**

48' ***CONFECTIONER AND BAKER***

40' **NATIONAL PRINTER JOURNALIST**

32' ***AMERICAN JOURNAL OF MATERIA MEDICA***

24' **DEMOCRAT ADVOCATE AND COMMERCIAL ADVERTISER**

18' ***GET MORE CASH FOR YOUR ITEMS THAN IN PAWN & WE CAN COME TO YOU***

12' **IT WILL COST ABOUT \$300,000 TO GIVE EVERY OFFICER THE NASAL SPRAY ANTIDOTE FOR OPIOID OVERDOSES**

10' ***GREAT CHICAGO FIRE KILLED 300, CAUSED MAJOR DAMAGE 146 YEARS AGO / FIRST SELF-SUSTAINING NUCLEAR CHAIN REACTION***

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This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent roads. And if good roads are a criterion of civilization, Chicago must stand very

ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached houses, in the humbler quarters as well as in the magnificent avenues, and the effect is home-like and beautiful at the same time. There is great variety, stone, brick, and wood intermingled, plain and ornamental; but drive where you will in the favorite residence parts of the vast city, you will be continually surprised with the sight of noble and artistic houses and homes displaying taste

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instructors in all its branches. It was founded in the year 1892.

THE NORTHWESTERN UNIVERSITY OF EVANSTON, Illinois, just on the borders of the City of

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Width **Condensed**
Weight **Regular**

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Kensington**

82' *Budd Boetticher*

62' **Marion Mahony Griffin**

48' *South Shore Cultural Center*

40' **Marshfield Trust and Savings Bank**

32' *Sun Ra And His Arkestra Super-Sonic Jazz*

24' **TGIF: 9 Stories To Make You Smile After A Looooong Week**

18' *Check Out all of the Colorful Painted Boats Lining the Streets of Greektown*

12' **Cat Videos, Wine, In-the-Round Rock, Dance, Live Lit, Found Film and More—Lots of Amazing Events to Check Out**

10' *Tech training couldn't help this Chicago Marathon runner beat the heat / Monarch Butterflies Flying High This Year After Recent Decline*

120' SPECTATOR

82' *BERLINER WEISS*

62' PRACTICAL ENGINEER

48' *NATIONAL HARNESS REVIEW*

40' THE SOUTH CHICAGO ADVERTISER

32' *DAILY COMMERCIAL REPORT AND MARKET*

24' LAKE SHORE & MICHIGAN SOUTHERN RAILWAY BRIDGES

18' *BEARS LINEBACKER SUSPENDED AFTER ILLEGAL HIT HOSPITALIZES PLAYER*

12' A BLACK CAT PARTY THE WEEKEND OF HALLOWEEN, WITH EVERYONE DRESSING UP AS A BLACK CAT, IS PLANNED

10' *THIS WEEKEND WILL BE COOLER, WITH TEMPERATURES IN THE 60S AND LOW 70S / NORTH AMERICAN SPIRIT AND WINE TRADE REVIEW*

◀ 6 / 7 pt

◀ 6 / 7.25 pt

6 / 7.5 pt ▶

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The present area of the city is 204 square miles. This is divid-

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.

Eastward from Jefferson the streets were named Clinton, after DeWitt Clinton, chief promoter of the Erie Canal; Canal, after

Family **Alright**
Width **Condensed**
Weight **Light**

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' Wacławowo

82' *Peacock Brewery*

62' Shedd Park Fieldhouse

48' *Pennsylvania Railroad Bridge*

40' Ed Thielepape Premium Lager Beer

32' *Spring Garage Door Install & Repair In Joliet*

24' Measure To Require Hotels To Have Defibrillators Advances

18' *Developer of Boutique Converted Church Condo in Logan Square Asks \$500k*

12' Attention Streetwear and Sneaker Freaks: A Highly Anticipated Shoe Shop Doubles as a Love Letter to the Windy City

10' *Rapper Cancels Shows After Saying He Didn't Need Eclipse Glasses / Java and Sumatra are currently on display at the city's Botanic Garden*

120'

WATCHMAN

82'

ADMINISTRATION

62'

CHICAGO LEGAL NEWS

48'

RAILWAY MASTER MECHANIC

40'

FRANK LESLIE'S CHIMNEY CORNER

32'

AMERICAN HORSE-SHOER AND HARDWARE

24'

LOOKING FOR UNWANTED BOOKS, PAPER, & OTHER ITEMS

18'

\$2.5 MILLION UP FOR GRABS IN CITY PUSH TO INVEST IN SOUTH, WEST SIDES

12'

A LETTER TO MEMBERS PROMISED THAT "YOUR BILLING FOR THIS LAST MONTH WILL BE REDUCED AND PRORATED."

10'

THE CHICAGO HISTORY MUSEUM WILL GRANT FREE ADMISSION TO 13- AND 14-YEAR-OLDS / CHICAGO, ROCK ISLAND, & PACIFIC RAILROAD

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Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that city may show in industries or in commerce), is in some way a contribution to the power and wealth of Chicago. To them that here shall be given. Cities, under favoring conditions,

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In addition to the business and public buildings

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The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.

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Family **Alright**
Width **Condensed**
Weight **Thin**

	Normal	Narrow	Condensed	Compressed				
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' Cumberland

82' *Congress Theater*

62' Theodore Regensteiner

48' *Subrahmanyan Chandrasekhar*

40' American School of Correspondence

32' *Tortoise's "Millions Now Living Will Never Die"*

24' We Are Looking For Wood & Plywood Map Hide This Posting

18' *Hoosier Mama's Long-Awaited Expansion Could Arrive as Soon as this Weekend*

12' Only two suburbs cleared the \$1 million mark for median sale price in 2016: Kenilworth and Winnetka, both at \$1.2 million

10' *Investing Citywide In Chicago Will Change Nationwide Perceptions / Cubs prepared to pull out all the stops against Nationals ace Max Scherzer*

120' CHICAGOAN

82' *COLUMBIA WEISS*

62' EMBALMERS MONTHLY

48' *PAINT AND VARNISH RECORD*

40' CANNER AND DRIED FRUIT PACKER

32' *EXCELSIOR LAGER BIER FROM H. TORCHIANI*

24' ART PROJECT SERVES HOSPITALITY IN PLACE OF HOSTILITY

18' *PACKERS PLAYER IS HOSPITALIZED AFTER 'DIRTY' HIT IN GAME AGAINST BEARS*

12' THE GREAT FIRE CARVED A PATH OF DESTRUCTION THROUGH CHICAGO IN 1871. HERE ARE OLD PHOTOS OF THE RUINS

10' *"WHAT A SAD LOSS FOR THE NEIGHBORHOOD," SAID A LOYAL CUSTOMER / CHICAGO PUBLIC LIBRARY'S GEORGE CLEVELAND HALL BRANCH*

◀◀ 6/7 pt

◀ 6/7.25 pt

6/7.5 pt ▶

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"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that city may show in industries or in commerce), is in some way a contribution to the power and wealth of Chicago. To them that have shall be given. Cities, under favoring conditions, for local expansion, which reach a certain amount of population and

This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent roads. And if good roads are a criterion of civilization, Chicago must stand very high. But it needed a community with a great deal of dating and confidence in the future to create this park system.

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The second Directory, prepared similarly to the first, was also compiled by Norris. It was printed by James Campbell & Co., Commercial Building, 65 Lake street. A ludicrous incident is connected with the compilation and printing of this work. The first of Campbell & Co. came to a premature dissolution while the Directory was in process of gestation. Mr. Campbell, who was a man of quick temper, becoming incensed at Mr. Norris (the Co.) forcibly ejected him from the office and threatened to kick him if he looked back. Some gentlemen, subsequently discussing the contention with Mr. Norris, asked him if he emulated the example of Lot's wife. Norris replied, "No, I didn't look back." This unseemly dispute severed the copartnership, as in point of fact any copartnership between Mr. Norris, a gentleman "as meek as Moses," and Campbell, as fiery as a Scotch Highlander, was sure to come sooner or later to an abrupt termination. A notice in the Chicago Journal of April 16, 1845, dated April 15, 1845, announced the dissolution of the firm of James Campbell & Co., and further that all demands against the same would be settled by James Campbell, to whom all money due said firm must be paid. Mr. Campbell is long since dead. Mr. Norris died a few years since in the interior of this state. It is

history-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

James J. Langdon was foreman of the Journal office in 1848. He later went into business with Sterling P. Rounds and aided in establishing THE PRINTERS' CABINET. Mr. Rounds' entire capital was \$5.00. Mr. Langdon shortly thereafter retired to Prairie du Chien, Wis., and embarked in the horse business, but finding that his animals cost him more than he could make out of them he returned to Chicago and again formed a partnership with Mr. Rounds. In December, 1856, there was but one other journal in the United States that was devoted exclusively to the interest of the art preservative The Typographical Advertiser. Rounds' Cabinet was the first of that character in the Northwest, the second in its date of issue, and the first monthly typographical journal in the Union.

LANGDON WAS A SKILLFUL WORKMAN AND MANY ANCIENT SPECIMENS BEARING THE IMPRINT OF ROUNDS & LANGDON, WHOSE ESTABLISHMENT WAS THEN LOCATED

◀ 9 / 12 pt
9 / 13 pt ▶

No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously had never seen. At the time of its destruction it was looked upon as one of the greatest calamities visited upon mankind, but the ultimate effect was to direct the eyes of the world upon it and make it the Mecca of thousands of venturesome spirits, so that it attracted men from every clime, men of towering ambition and energy; men with

The following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

"Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon grew more and more powerful, casting its brilliant rays in every direction, bringing out in bold relief the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the South-west, carrying with it in its onward rush streams of sparks, cinders and partially burned pieces of wood, which covered the sky with dazzling spangles, sweeping northwestward like a flight of meteors, but falling steadily in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells street and Jackson street; the lighter ones going far over on the North Division, while the heavier and more dangerous ones fell before they reached that point. They dropped with great force to the ground, to the occasional danger of the foot passenger and the frightening of horses, and showered upon roofs of buildings, inspiring constant fear that other conflagrations would break out, and that a terribly broad area would be covered by the flames, and put it out of the power of the engines to combat them."

"Late as it was, the splendor of the flames and the wonderful brilliancy of the sky were such as to attract enormous crowds from every quarter. The densely populated sections of the West Division lying near the fire would have,

◀ 10 / 14 pt
10 / 15 pt ▶

has no competition in population except in New York and London. London lacks the possibilities of expansion and sooner or later will reach the maximum of growth. "The astounding and unparalleled growth of cities in the present period will help Chicago. The tendency is becoming more and more marked for mankind to get in close contact. Cities today are larger than they ever were before. The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis." The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

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Family Alright
Width Condensed
Weight ExThin

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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120' Ravenswood

82' *Avondale Gardens*

62' Robert Woodrow Wilson

48' *Chicago & Alton Railway Bridge*

40' Elks National Memorial Headquarters

32' *Screeching Weasel's Boogadaboogadaboogada*

24' Chance The Rapper Is Creating An Award Show For Educators

18' *Edgewater Parents to Thank for \$800k Renovation at Community's Largest Park*

12' Found Footage Festival, Chicago Marathon, Music Box of Horrors, and More of the Best Things to do in Chicago This Week

10' *The Fine Arts building offers a sonic experience straight from the 1890s / Choosy Package Thief Opens Box on Porch Before Swiping Stuff: Watch!*

120' CONCORDIA

82' *WEEKLY TRIBUNE*

62' DRY GOODS REPORTER

48' *RAILWAY PURCHASING AGENT*

40' CARL PRETZEL'S NATIONAL WEEKLY

32' *MONTGOMERY WARD & CO. CATALOG HOUSE*

24' THE WICKER PARK CONDO YOU'VE BEEN DREAMING ABOUT

18' *ROGERS PARK RANKED AS ONE OF THE CITY'S BEST VEGETARIAN DESTINATIONS*

12' LEAVES ALREADY HAVE STARTED TO CHANGE COLOR — AND THE WARM WEATHER COULD HELP MAKE THEM PRETTIER

10' *TODAY IS THE HOTTEST SEPT 22 EVER IN CHICAGO / ILLEGAL IN MOST STATES, RARE FISHING STYLE IS ALLOWED IN LINCOLN & JACKSON PARK*

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In addition to the business and public buildings of which I spoke, there are several, like the Art Muse-

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history-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

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LANGDON WAS A SKILLFUL WORKMAN AND MANY ANCIENT SPECIMENS BEARING THE IMPRINT OF ROUNDS & LANGDON, WHOSE ESTABLISHMENT WAS THEN LOCATED AT NO. 46 STATE STREET, TODAY ARE WORTHY OF ADMIRATION BECAUSE OF THE AR-

◀ 9 / 12 pt
9 / 13 pt ▶

No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously had never seen. At the time of its destruction it was looked upon as one of the greatest calamities visited upon mankind, but the ultimate effect was to direct the eyes of the world upon it and make it the Mecca of thousands of venturesome spirits, so that it attracted men from every clime, men of towering ambition and energy; men with means and those with-

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"Late as it was, the splendor of the flames and the wonderful brilliancy of the sky were such as to attract enormous crowds from every quarter. The densely populated sections of the West Division lying near the fire would have, of it-

◀ 10 / 14 pt
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1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per cent. It now

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Eastward from Jefferson the streets were named Clinton, after DeWitt Clinton, chief promoter of the Erie Canal; Canal, after the I. and M. Canal; east of the river the first street was named Market street because the city market was located in the middle of the thoroughfare,

Family **Alright**

Width **Compressed**

Weight **Ultra**

	Normal	Narrow	Condensed	Compressed			
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Klockgeter**

82' ***Marshall Square***

62' **Richard Wright House**

48' ***Mid-North District Extension***

40' **Site of the Origin of the I&M Canal**

32' ***Cash For Your Tv, Stereo, Electronics, Dvds***

24' **Here What's New in Wrigleyville Since the Cubs Won it all**

18' ***Jewelry Designer Opening Retail Shop on Logan Square's Milwaukee Avenue***

12' **Shuttles Powered By Bursts of Air Were Supposed to be the Future of Transportation in Chicago Over a Century Ago**

10' ***Smashing Pumpkins' Siamese Dream / Site of the Origin of the Chicago Fire of 1871 / The Bank Note Reporter and Counterfeit Detector***

120'

THE PRESTO

82'

THE INTER OCEAN

62'

THE FINANCIAL REVIEW

48'

NATIONAL LAUNDRY JOURNAL

40'

PICTURE GALLERY FOR YOUNG FOLKS

32'

THE 63RD STREET BATHING PAVILION & PARK

24'

SUSTAINABLE LIVING IN THIS RIVER NORTH TWO BED CONDO

18'

JAVA AND SUMATRA ARE CURRENTLY ON DISPLAY AT THE CITY'S BOTANIC GARDEN

12'

COLDER WEATHER COMING AFTER A WEEK OF RECORD-BREAKING, 90-DEGREE WEATHER / VARIOUS ARTISTS BUSTED AT OZ

10'

FLY THE W: RIZZO, HENDRICKS LEAD CUBS PAST NATS IN NLDS GAME 1, 3-0 / INDEPENDENT GROCERS & ALLIANCE / ILLINOIS CENTRAL RAILROAD

◀ 6 / 7 pt

◀ 6 / 7.25 pt

6 / 7.5 pt ▶

6 / 8 pt ▶▶

Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that city may show in industries or in commerce), is in some way a contribution to the power and wealth of Chicago. To them that have shall be given. Cit-

This leads me to speak of another feature of Chicago, which has no rival in this country: I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent roads. And if good roads are a criterion of civilization, Chicago must stand very high. But it needed a community with a great deal

ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. HAVING ALSO PLENTY OF ROOM, CHICAGO HAS BEEN ABLE TO AVOID THE BLOCK SYSTEM IN ITS RESIDENCES, AND TO GIVE PLAY TO VARIETY AND CREATIVE GENIUS. IT IS IMPOSSIBLE TO DO MUCH WITH THE INTERIOR OF A HOUSE IN A BLOCK, HOWEVER MUCH YOU MAY LOAD THE FRONT WITH ORNAMENT. CONFINED TO A LONG PARALLELOGRAM, AND LIMITED AS TO LIGHT AND AIR, NEITHER COMFORT NOR INDIVIDUAL TASTE CAN BE CONSULTED OR SATISFIED. CHICAGO IS A CITY OF DETACHED HOUSES, IN THE HUMBLER QUARTERS AS WELL AS IN THE MAGNIFICENT AVENUES, AND THE EFFECT IS HOME-LIKE AND BEAUTIFUL AT THE SAME TIME. THERE IS GREAT VARIETY, STONE, BRICK, AND WOOD INTERMINGLED, PLAIN AND ORNAMENTAL; BUT DRIVE WHERE YOU WILL IN THE FAVORITE RESIDENCE PARTS OF THE VAST CITY, YOU WILL BE CONTINUALLY SURPRISED WITH THE SIGHT OF NOBLE AND ARTISTIC HOUSES AND HOMES DISPLAYING TASTE AS WELL AS LUXURY.

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instructors in all its branches. It was founded in the year 1892.

The NORTHWESTERN UNIVERSITY OF EVANSTON, Illinois, just on the borders of the City of Chicago, is

◀ 7 / 9 pt

7 / 9.5 pt

7 / 10 pt ▶

The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was winter-time almost froze. Oh! those cars. What misery they represented in the winter season! How the passengers were huddled together a shivering mass of humanity with their feet in danger of being frozen, and that too in spite of the straw so generously supplied by the companies for the benefit of their patrons, and which in a short time became so filthy that it was unfit for bedding the beasts that hauled the cars.

The car drivers' life in those days, and, for the matter of

In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor," There may be exceptions, but such as there are only prove the rule.

All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.

WITHOUT PRINTING THERE COULD BE NO PROGRESS, AS WE UNDERSTAND IT TODAY, OR IT WOULD BY COMPARISON BE ONLY OF A LIMITED ORDER, AND GREAT CENTERS SUCH AS WE HAVE NOW WOULD BE QUITE IMPOSSIBLE. TAKE PRINTING AWAY FROM OUR PRESENTDAY MODE OF DOING BUSINESS, SHUT UP OUR LIBRARIES AND OBLITERATE BOOKS, AND IMMEDIATELY WE SINK INTO A DEPTH OF DARKNESS THAT WOULD APPALL US TO CONTEMPLATE.

It is by viewing it in this light that anything that can be said concerning the early printer of Chicago should prove of interest to every studious mind, and not only those who are intimately connected with the craft but also those who have

Robert Fergus, perhaps the most thorough of practical printers, arrived in Chicago on July 1, 1839. He was born in the Gallowgate of Glasgow, Scotland, August 14, 1815. At the age of 15 he was apprenticed to the printing business, and as a regular indenture in those days meant a practical grounding in the knowledge of the art, upon its completion and his setting forth as a journeyman he possessed a knowledge of his business such as qualified him to earn a livelihood in any part of the world. He was married to Margaret Whitehead Scott, February, 1836. Mr. Fergus was closely identified with the early history of Chicago in the printing world, and was an acknowledged authority on all things pertaining to its early records. All his life he was identified with printing and publishing. The first book compiled, printed, bound and issued in Chicago was the Directory of 1844, which was placed upon the market in the year 1843. This directory was printed by Ellis & Fergus. It is said that the earlier directories of Chicago were compiled without copy. The pages were held upon the imposing stone and when a newcomer arrived his name,

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8 / 11 pt ▶

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Family **Alright**

Width **Compressed**

Weight **Black**

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
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120' **Wrigleyville**

82' ***Ukrainian Village***

62' **Frederick Bogue Noyes**

48' ***All Saints Church and Rectory***

40' **Humboldt Park Boathouse Pavilion**

32' ***Restaurant Crew Job Fair Today In Naperville***

24' **14 Things To Do This Weekend (That Don't Involve The Cubs)**

18' ***Fail! See How a Showboating Chicago Bear Earned Entry Into 'Idiot Hall Of Fame'***

12' **Quadriplegic marathoner completes nearly 18 miles of Chicago Marathon, may finish it today / Common Resurrection**

10' ***Cheap Trick Heaven Tonight / Sears, Roebuck and Company Administration Building / Scary Movies to be Shown at Northerly Island Every Friday***

120' **DAILY UNION**

82' ***LITERARY BUDGET***

62' **BEE KEEPERS MAGAZINE**

48' ***GRAIN AND PROVISION REVIEW***

40' **MARKET REVIEW AND PRICE CURRENT**

32' ***CHICAGO & NORTHWESTERN RAILWAY BRIDGE***

24' **TWO FLAT IN LOGAN SQ W/ FREE LAUNDRY! CLOSE TO BLUE LINE**

18' ***FOUND: A TREASURE TROVE OF CANDY WRAPPERS DATING BACK TO THE DEPRESSION***

12' **IT'S GOING TO BE ALMOST 90 DEGREES AND MUGGY ON WEDNESDAY / THE IMPRESSIONS: THE YOUNG MODS' FORGOTTEN STORY**

10' ***FOLKS IN HUMBOLDT PARK, LOGAN SQUARE AND LAKEVIEW ARE STEPPING UP TO HELP WITH FUNDRAISERS AND EVENTS / MAGIC SAM'S WEST SIDE SOUL***

◀ 6/7 pt

◀ 6/7.25 pt

6/7.5 pt ▶

6/8 pt ▶▶

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LANGDON WAS A SKILLFUL WORKMAN AND MANY ANCIENT SPECIMENS BEARING THE IMPRINT OF ROUNDS & LANGDON, WHOSE ESTABLISHMENT WAS THEN LOCATED AT NO. 46

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No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously had never seen. At the time of its destruction it was looked upon as one of the greatest calamities visited upon mankind, but the ultimate effect was to direct the eyes of the world upon it and make it the Mecca of thousands of venturesome spirits, so that it

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has no competition in population except in New York and London. London lacks the possibilities of expansion and sooner or later will reach the maximum of growth. "The astounding and unparalleled growth of cities in the present period will help Chicago. The tendency is becoming more and more marked for mankind to get in close contact. Cities today are larger than they ever were before. The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis." The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city,

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.

Eastward from Jefferson the streets were named Clinton, after DeWitt Clinton, chief promoter of the Erie Canal; Canal, after the I. and M. Canal; east of the river the first street was named Market street because the city market was located in the middle of the thor-

Family **Alright**

Width **Compressed**

Weight **Bold**

	Normal	Narrow	Condensed	Compressed			
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Goose Island**

82' ***Delaware Building***

62' **Longwood Drive District**

48' ***Joseph Junk Brewing Company***

40' **Tree Studios, Annexes, and Courtyard**

32' ***Its Tagline is "The Happiest Place in Chicago."***

24' **One Chicago Spot Made The 'World's 50 Best Bars' List For 2017**

18' ***Purr-fect: Windy Kitty, Chicago's Newest Cat Cafe, Arrives in Bucktown this Month***

12' **Woman seriously injured after lighting what she thought was a candle – it was a firework / The Buckingham: Kind Of A Drag**

10' ***House prices in suburban Harvey were down 81 percent from precrash levels of a decade ago, the biggest drop across the six-county suburban area***

120' **RAILWAY AGE**

82' ***EVENING JOURNAL***

62' **AMERICAN ANTIQUARIAN**

48' ***WESTERN PHOTOGRAPHIC NEWS***

40' **ELECTRIC INTERURBAN RAILWAY GUIDE**

32' ***CARL CORPER BREWING AND MALTING COMPANY***

24' **POP OFF: IT LOOKS LIKE THE SUGARY DRINKS TAX IS ABOUT TO DIE**

18' ***TOOTSIE ROLL INDUSTRIES INC. / HIBBARD, SPENCER, BARTLETT & CO. / BUTLER BROS.***

12' **THE CITY HAS BROKEN THREE RECORDS FOR HIGH TEMPERATURES IN A ROW / HISTORY MUSEUM SEEKS \$3 HIKE IN ADMISSION FEES**

10' ***GET YOUR OUTDOOR FUN IN EARLY. IT COULD RAIN ON SUNDAY, ACCORDING TO THE NATIONAL WEATHER SERVICE / SELL US YOUR ANTIQUE WASHING MACHINE***

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6 / 8 pt ▶▶

Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

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In addition to the business and public buildings of which I spoke, there are several, like the Art Museum, the Studebaker Building, and the new Auditorium,

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has no competition in population except in New York and London. London lacks the possibilities of expansion and sooner or later will reach the maximum of growth. "The astounding and unparalleled growth of cities in the present period will help Chicago. The tendency is becoming more and more marked for mankind to get in close contact. Cities today are larger than they ever were before. The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis." The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per cent. It now

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.

Eastward from Jefferson the streets were named Clinton, after DeWitt Clinton, chief promoter of the Erie Canal; Canal, after the I. and M. Canal; east of the river the first street was named Market street because the city market was located in the middle of the thoroughfare,

Family **Alright**
Width **Compressed**
Weight **Medium**

	Normal	Narrow	Condensed	Compressed			
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' **Schoenhofen**

82' ***Harold Washington***

62' **Kaufmann Store and Flat**

48' ***Old Chicago Coast Guard Station***

40' **Michigan Avenue Bridge and Esplanade**

32' ***The Best Vegan-Friendly Restaurants In Chicago***

24' **54 Percent Of Pets In The US Are Overweight Or Obese, Study Says**

18' ***Men Stole Handbags from Magnificent Mile Shop, Crashed Car After Police Chase: Cops***

12' **Pace to add new, quicker bus service for some city and suburban arterial routes / Labor Day Had A Surprisingly Bloody Beginning**

10' ***Hundreds Of Bars Searchable By Neighborhood And Our Top Recommended Watering Holes In Chicago / Chicago, Milwaukee & St. Paul Railway Bridge No. 22***

120'

RESTITUTION

82'

SUNDAY DEMOCRAT

62'

WESTERN FARM JOURNAL

48'

DAILY RECORD & HOTEL REGISTER

40'

RAILROADER AND RAILWAY ENTERPRISE

32'

GARFIELD BOULEVARD 'L' STATION AND OVERPASS

24'

RESTAURANT CREW JOB FAIR! COME CHECK US OUT IN NAPERVILLE

18'

FOOD AND DRINK DEALS FROM CHICAGO BARS FOR CUBS' FIRST-ROUND PLAYOFF SERIES

12'

IT HIT 91 DEGREES ON TUESDAY, BREAKING ANOTHER RECORD / WHEN IT COMES TO NUTS SQUIRRELS ARE CRAZY, BUT NOT LIKE A FOX

10'

NOTEBAERT NATURE MUSEUM EXPERT SAID INSECTS HAVE BEEN SEEN AT NEARLY TWICE AS MANY PLACES AS LAST YEAR / GENERAL AMERICAN TRANSPORTATION

◀ 6/7 pt
 ◀ 6/7.25 pt
 6/7.5 pt ▶
 6/8 pt ▶▶

Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark. "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that city may show in industries or in commerce), is in some way a contribution to the power and wealth of Chicago. To them that here shall be given. Cities, under favoring conditions, for local expansion, which reach a certain amount of population and wealth, grow by a kind of natural increment, the law of attraction, very well known in human nature, which

This leads me to speak of another feature of Chicago, which has no rival in this country; I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent roads. And if good roads are a criterion of civilization, Chicago must stand very high. But it needed a community with a great deal of daring and confidence in the future to create this park system.

One in the heart of the city has not to drive three or four miles over cobble-stones and ruts to get to good driv-

ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached houses, in the humbler quarters as well as in the magnificent avenues, and the effect is homelike and beautiful at the same time. There is great variety, stone, brick, and wood intermingled, plain and ornamental; but drive where you will in the favorite residence parts of the vast city, you will be continually surprised with the sight of noble and artistic houses and homes displaying taste as well as luxury.

In addition to the business and public buildings of which I spoke, there are several, like the *Art Museum*, the *Studebaker Building*, and the new *Auditorium*, which would

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instructors in all its branches. It was founded in the year 1892.

The NORTHWESTERN UNIVERSITY OF EVANSTON, Illinois, just on the borders of the City of Chicago, is also another richly endowed institution of learning, and has 3,788 students with 361 instructors.

There are also numerous other places of learning and

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 7/9.5 pt
 7/10 pt ▶

The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was wintertime almost froze. Oh! those cars. What misery they represented in the winter season! How the passengers were huddled together a shivering mass of humanity with their feet in danger of being frozen, and that too in spite of the straw so generously supplied by the companies for the benefit of their patrons, and which in a short time became so filthy that it was unfit for bedding the beasts that hauled the cars.

The car drivers' life in those days, and, for the matter of that, the conductors too, were full of incidents. It was not an uncommon thing for the car often to leave the track, even on a short trip, and the pas-

In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor," There may be exceptions, but such as there are only prove the rule.

All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.

WITHOUT PRINTING THERE COULD BE NO PROGRESS, AS WE UNDERSTAND IT TODAY, OR IT WOULD BY COMPARISON BE ONLY A LIMITED ORDER, AND GREAT CENTERS SUCH AS WE HAVE NOW WOULD BE QUITE IMPOSSIBLE. TAKE PRINTING AWAY FROM OUR PRESENTDAY MODE OF DOING BUSINESS, SHUT UP OUR LIBRARIES AND OBLITERATE BOOKS, AND IMMEDIATELY WE WOULD SINK INTO A DEPTH OF DARKNESS THAT WOULD APPALL US TO CONTEMPLATE.

It is by viewing it in this light that anything that can be said concerning the early printer of Chicago should prove of interest to every studious mind, and not only those who are intimately connected with the craft but also those who have derived inestimable benefits from the self-sacrificing labors of the craftsmen themselves.

Robert Fergus, perhaps the most thorough of practical printers, arrived in Chicago on July 1, 1839. He was born in the Gallowgate of Glasgow, Scotland, August 14, 1815. At the age of 15 he was apprenticed to the printing business, and as a regular indenture in those days meant a practical grounding in the knowledge of the art, upon its completion and his setting forth as a journeyman he possessed a knowledge of his business such as qualified him to earn a livelihood in any part of the world. He was married to Margaret Whitehead Scott, February, 1836. Mr. Fergus was closely identified with the early history of Chicago in the printing world, and was an acknowledged authority on all things pertaining to its early records. All his life he was identified with printing and publishing. The first book compiled, printed, bound and issued in Chicago was the *Directory of 1844*, which was placed upon the market in the year 1843. This directory was printed by Ellis & Fergus. It is said that the earlier directories of Chicago were compiled without copy. The pages were held upon the imposing stone and when a newcomer arrived his name, business and address were inserted in the form. In this way new names were added until the time arrived to republish the book. It is stated that Mr. Fergus on many oc-

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 8/11 pt ▶

The first book compiled, printed, bound and issued in Chicago was the *DIRECTORY OF 1844*. It was placed upon the market in the year 1843. This *Directory* was compiled by J. Wellington Norris, and printed by Ellis & Fergus, from the Saloon Building, South Water and Clark streets.

The second *Directory*, prepared similarly to the first, was also compiled by Norris. It was printed by James Campbell & Co., Commercial Building, 65 Lake street. A ludicrous incident is connected with the compilation and printing of this work. The first of Campbell & Co. came to a premature dissolution while the *Directory* was in process of gestation. Mr. Campbell, who was a man of quick temper, becoming incensed at Mr. Norris (the Co.) forcibly ejected him from the office and threatened to kick him if he looked back. Some gentlemen, subsequently discussing the contention with Mr. Norris, asked him if he emulated the example of Lot's wife. Norris replied, "No, I didn't look back." This unseemly dispute severed the copartnership, as in point of fact any copartnership between Mr. Norris, a gentleman "as meek as Moses," and Campbell, as fiery as a Scotch Highlander, was sure to come sooner or later to an abrupt termination. A notice in the *Chicago Journal* of April 16, 1845, dated April 15, 1845, announced the dissolution of the firm of James Campbell & Co., and further that all demands against the same would be settled by James Campbell, to whom all money due said firm must be paid. Mr. Campbell is long since dead. Mr. Norris died a few years since in the interior of this state. It is doubtful if he made a living by his literary labors in Chicago.

The next *Chicago Directory* was entitled "NORRIS' BUSINESS DIRECTORY FOR 1846," Eastman

history-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

James J. Langdon was foreman of the Journal office in 1848. He later went into business with Sterling P. Rounds and aided in establishing THE PRINTERS' CABINET. Mr. Rounds' entire capital was \$5.00. Mr. Langdon shortly thereafter retired to Prairie du Chien, Wis., and embarked in the horse business, but finding that his animals cost him more than he could make out of them he returned to Chicago and again formed a partnership with Mr. Rounds. In December, 1856, there was but one other journal in the United States that was devoted exclusively to the interest of the art preservative The Typographical Advertiser. Rounds' Cabinet was the first of that character in the Northwest, the second in its date of issue, and the first monthly typographical journal in the Union.

LANGDON WAS A SKILLFUL WORKMAN AND MANY ANCIENT SPECIMENS BEARING THE IMPRINT OF ROUNDS & LANGDON, WHOSE ESTABLISHMENT WAS THEN LOCATED AT NO. 46 STATE STREET, TODAY ARE WORTHY OF ADMIRATION BECAUSE OF THE ARTISTIC EXECUTION WITH WHICH THEY WERE TURNED OUT.

◀ 9 / 12 pt
9 / 13 pt ▶

No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously had never seen. At the time of its destruction it was looked upon as one of the greatest calamities visited upon mankind, but the ultimate effect was to direct the eyes of the world upon it and make it the Mecca of thousands of venturesome spirits, so that it attracted men from every clime, men of towering ambition and energy; men with means and those without means, but of unrivaled skill, to assist in placing it where it stands today, the cynosure of all eyes and the

The following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

"Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon grew more and more powerful, casting its brilliant rays in every direction, bringing out in bold relief the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the Southwest, carrying with it in its onward rush streams of sparks, cinders and partially burned pieces of wood, which covered the sky with dazzling spangles, sweeping northwestward like a flight of meteors, but falling steadily in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells street and Jackson street; the lighter ones going far over on the North Division, while the heavier and more dangerous ones fell before they reached that point. They dropped with great force to the ground, to the occasional danger of the foot passenger and the frightening of horses, and showered upon roofs of buildings, inspiring constant fear that other conflagrations would break out, and that a terribly broad area would be covered by the flames, and put it out of the power of the engines to combat them."

"Late as it was, the splendor of the flames and the wonderful brilliancy of the sky were such as to attract enormous crowds from every quarter. The densely populated sections of the West Division lying near the fire would have, of itself, been sufficient to choke up the surrounding streets with an impassable crowd; but as

◀ 10 / 14 pt
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120' **Andersonville**

82' *Engine Company 86*

62' **Overton Hygienic Building**

48' *Independent Brewing Association*

40' **The American Brewing Company of Pekin**

32' *Photo: Our Takeaways From Chicago Gourmet 2017*

24' **Trade Giant 25ft Inflatable Clown Head For Working Pinball Machine**

18' *Protesters Erect Tent in Uptown Alderman's Yard to Blast Displacement of the Homeless*

12' **Thieves Drive Into Front Glass of Wicker Park Apparel Shop, Steal Merch in Crash-&-Grab Burglary / You've Made Your Point, Weather**

10' *Chicago Newspaper Hits Back After Police Union Attacks Reporters For Doing Their Job / Tech Training Couldn't Help This Chicago Marathon Runner Beat the Heat*

120' **DAILY LEDGER**

82' ***ENGINEERING NEWS***

62' **WESTERN TRADE JOURNAL**

48' ***WESTERN EDUCATIONAL JOURNAL***

40' **MERCHANTS RECORD AND SHOW WINDOW**

32' ***RAILROAD CONDUCTORS BROTHERHOOD MAGAZINE***

24' **GREAT DUPLEX TWO BEDROOM WITH SPECTACULAR SKYLINE VIEW \$2K**

18' ***AMAZON'S HQ2 QUEST SENT CHICAGO LOOKING FOR AN 'IN,' MAYOR EMANUEL'S EMAILS SHOW***

12' **DOG POOP BLAMED FOR RAT INFESTATION IN MOUNT GREENWOOD / CYCLIST CRASHES INTO WOMAN ON 606, LEAVING HER UNCONSCIOUS**

10' ***LOOKING FOR AMAZING WITH AMENITIES QUALITY SIZE IN AN APT CONSIDER US \$2000 3BR - 2400 FT² - (ROGERS PARK, NORTHSIDE CHICAGO, EAST ROGERS PARK)***

◀ 6 / 7 pt

◀ 6 / 7.25 pt

6 / 7.5 pt ▶

6 / 8 pt ▶▶

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The car drivers' life in those days, and, for the matter of that, the conductors too, were full of incidents. It was not an uncommon thing for the car often to leave the track, even on a short trip, and the passengers would be requested to get out and assist in restoring the car to its prop-

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CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per cent. It now has 113,336 residents and may be taken as an indication of the city's possibilities.

The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the Claremont, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.

Eastward from Jefferson the streets were named Clinton, after DeWitt Clinton, chief promoter of the Erie Canal; Canal, after the I. and M. Canal; east of the river the first street was named Market street because the city market was located in the middle of the thoroughfare, the reason of its width; Franklin took its name from Benjamin Franklin, and Wells was named after Captain William Wells, Indian agent at Fort Wayne, who came to Fort Dearborn with a

Family **Alright**
Width **Compressed**
Weight **Light**

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' Joe Mantegna

82' *August Dewes House*

62' Chicago Harbor Lighthouse

48' *Cash \$\$ for Vinyl Record Collections*

40' Chicago & Western Indiana Railroad Bridge

32' *Bears and Packers Link Arms During National Anthem*

24' Take One Last Walk Through Mount Greenwood Hardware Ahead of Sale

18' *Does the North Branch Industrial Corridor Modernization Plan Spell the End of the Hideout?*

12' Development in Chicago Often Drives Out Longtime Residents. Now it's Threatening a Different Kind of Resident: a Beloved Cultural Institution

10' *The Event Offers A Sneak Peek Into The Studios Of More Than 30 Working Artists / The Sea And Cake: The Fawn / Would-be robber tackled by customers at Valparaiso Aldi*

120' HOTEL WORLD

82' *MONUMENTAL NEWS*

62' NATIONAL HOTEL REPORTER

48' *AMERICAN JOURNAL OF EDUCATION*

40' CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

32' *ODD FELLOW AND MAGAZINE OF LITERATURE AND ART*

24' WE WANT YOUR CLEAN SCRATCH FREE DVD'S AND BLU-RAY'S FOR CASH

18' *WITHOUT ARCHIVES ON SITE, HOW WILL OBAMA CENTER BENEFIT AREA STUDENTS, SCHOLARS?*

12' SNOW COULD FALL EVERY DAY UNTIL THE WEEKEND / GHOULS, DEMONS, KILLERS INVADING UPTOWN'S CAMP SCARE AWAY HAUNTED HOUSE

10' *RECYCLING SERVICES: WE WANT YOUR OLD LAWNMOWERS ETC / SELL US YOUR WORKING MUSICAL ELECTRONICS / LOOKING TO PURCHASE: DINING AND LIVING ROOM SET*

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Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg."

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that city may show in industries or in commerce), is in some way a contribution to the power and wealth of Chicago. To them that have shall be given. Cities, under favoring conditions, for local expansion, which reach a certain amount of population and wealth, grow by a kind of natural increment, the law of attraction, very well known in human nature, which draws a person to an active city of two hundred thousand rather than to a stagnant

This leads me to speak of another feature of Chicago, which has no rival in this country: I mean the facility for pleasure driving and riding. Michigan avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan avenue you will never see a loaded team. These roads, that is Michigan avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent roads. And if good roads are a criterion of civilization, Chicago must stand very high. But it needed a community with a great deal of dating and confidence in the future to create this park system.

One in the heart of the city has not to drive three or four miles over cobble-stones and ruts to get to good driving-ground. When he has entered Michigan avenue he need not pull rein for twenty to thirty miles. This is almost literally true as to extent,

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In addition to the business and public buildings of which I spoke, there are several, like the Art Museum, the Studebaker Building, and the new Auditorium, which would be conspicuous and admired in any city in the world. The city is rich in a few specimens of private houses by Mr. Richardson (whose loss

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instructors in all its branches. It was founded in the year 1892.

The NORTHWESTERN UNIVERSITY OF EVANSTON, Illinois, just on the borders of the City of Chicago, is also another richly endowed institution of learning, and has 3,788 students with 361 instructors.

There are also numerous other places of learning and technical training, and Chicago stands prominently in the eyes of the world as a center for a diversified class of study, and students

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Thomas C. Whitmarsh was one of the early printers to reach Chicago from the East, he coming to this city in 1843. His first employment was on the Western Citizen, conducted by Zebina Eastman, he

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1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per cent. It now has 113,336 residents and may be taken as an indication of the city's possibilities.

*The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the *Claremont*, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.*

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Family **Alright**
Width **Compressed**
Weight **Thin**

	Normal		Narrow		Condensed		Compressed	
Ultra	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Black	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Bold	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Medium	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Regular	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Light	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
Thin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa
ExThin	Aa	Aa	Aa	Aa	Aa	Aa	Aa	Aa



120' Administration

82' *South Pond Refectory*

62' Abraham Lincoln Monument

48' *LaSalle Street Cable Car Powerhouse*

40' Illinois–Indiana State Line Boundary Marker

32' *Beloved Sushi Institution Katsu is Closing in November*

24' Crews Messed up Pedestrian Islands on Cicero and now Have to Rebuild

18' *Man Arrested for Burning Flag Gets \$15k in Settlement, Then Again Posts Photo of Burning Flag*

12' Interactive Dance, Unusual Shopping Options, and Food and Music Options Galore are Just a few of the Things you can do in Chicago This Weekend

10' *Lucky Grandma Gets Surprise Greeting From Denzel Washington Asking For Directions / Wilco: Yankee Hotel Foxtrot / Low-cost Garage Door Install Repair Trustworthy Reputable*

120' CHICAGO POST

82' *NATIONAL DEMOKRAT*

62' LAKEVIEW TIMES AND NEWS

48' *EMERY'S JOURNAL OF AGRICULTURE*

40' REAL ESTATE REGISTER OF THE NORTHWEST

32' *WESTERN CLOTHING, FURNISHING, AND HAT REPORTER*

24' TWO BED RARELY AVAILABLE TOP OF THE LINE WEST LOOP RENTAL! \$2895

18' *PORTER COUNTY DEPUTY INVOLVED IN CRASH THAT SENDS 80-YEAR-OLD MAN TO HOSPITAL; COPS*

12' CHICAGO BREAKS 7TH HEAT RECORD IN 7 DAYS / THIS SEPTEMBER COULD END UP BEING ONE OF THE HOTTEST AND DRIEST IN CHICAGO'S HISTORY

10' *LOCKSMITHS ARE ALWAYS AVAILABLE IN CASE YOU NEED ANY SERVICES \$30 / ENCYCLOPAEDIA BRITANNICA / UNITED STATIONERS SUPPLY / MCCORMICK HARVESTING MACHINE*

◀ 6/7 pt

◀ 6/7.25 pt

6/7.5 pt ▶

6/8 pt ▶▶

Under the title of "Studies of the Great West" there appeared an article in *Harper's New Monthly Magazine* in May, 1888, by the late Charles Dudley Warner. This contribution is especially valuable in view of the fact that Chicago at the time it was written had not yet reached the million mark: "Chicago is becoming modest. Perhaps the inhabitants may still be able to conceal their modesty, but nevertheless they feel it. The explanation is simple. The city has grown not only beyond the most sanguine expectations of those who indulged in the most inflated hope of its future, but it has grown beyond what they said they expected. This gives the citizens pause as it might an eagle that laid a roc's egg"

"The fact is, Chicago has become an independent organism, growing by a combination of forces and opportunities beyond the contrivance of any combination of men to help or hinder, beyond the need of flaming circulars and reports of boards of trade and process pictures. It has passed the danger or the fear of rivalry, and reached the point where the growth of any other portion of the great Northwest, or of any city in it (whatever rivalry that city may show in industries or in commerce), is in some way a contribution to the power and wealth of Chicago. To them that shall be given. Cities, under favoring conditions, for local expansion, which reach a certain amount of population and wealth, grow by a kind of natural increment, the law of attraction, very well known in human nature, which draws a person to an active city of two hundred thousand rather than to a stagnant city of one hundred thousand. And it is a fortunate thing for civilization that this attraction is almost

This leads me to speak of another feature of Chicago, which has no rival in this country: I mean the facility for pleasure driving and riding. Michigan Avenue from the mouth of the river, the centre of the town, is macadamized. It and the other avenues immediately connected with the park system are not included in the city street department, but are under the care of the COMMISSIONERS OF PARKS. No traffic is permitted on them, and consequently they are in superb condition for driving, summer and winter. The whole length of Michigan Avenue you will never see a loaded team. These roads, that is Michigan Avenue and the others of the park system, and the park drives, are superb for driving or riding, perfectly made for drainage and permanency, with a top-dressing of pulverized granite. The cost of Michigan Avenue drive was two hundred thousand dollars a mile. The cost of the parks and boulevards in each of the three divisions is met by a tax on the property in that division. The tax is considerable, but the wise liberality of the citizens has done for the town what only royalty usually accomplishes given it magnificent roads. And if good roads are a criterion of civilization, Chicago must stand very high. But it needed a community with a great deal of daring and confidence in the future to create this park system.

One in the heart of the city has not to drive three or four miles over cobble-stones and ruts to get to good driving-ground. When he has entered Michigan Avenue he need not pull rein for twenty to thirty miles. This is almost literally true as to extent, without

ARCHITECTURALLY CHICAGO IS MORE INTERESTING THAN MANY OLDER CITIES. ITS WEALTH AND OPPORTUNITY FOR FINE BUILDING COMING WHEN OUR NATIONAL TASTE IS BEGINNING TO BE INDIVIDUAL, IT HAS ESCAPED THE MONOTONY AND MEDIOCRITY IN WHICH NEW YORK FOR SO MANY YEARS PUT ITS MONEY, AND OUT OF THE SAMENESS OF WHICH IT IS ESCAPING IN SPOTS. Having also plenty of room, Chicago has been able to avoid the block system in its residences, and to give play to variety and creative genius. It is impossible to do much with the interior of a house in a block, however much you may load the front with ornament. Confined to a long parallelogram, and limited as to light and air, neither comfort nor individual taste can be consulted or satisfied. Chicago is a city of detached houses, in the humbler quarters as well as in the magnificent avenues, and the effect is home-like and beautiful at the same time. There is great variety, stone, brick, and wood intermingled, plain and ornamental; but drive where you will in the favorite residence parts of the vast city, you will be continually surprised with the sight of noble and artistic houses and homes displaying taste as well as luxury.

In addition to the business and public buildings of which I spoke, there are several, like the Art Museum, the Studebaker Building, and the new Auditorium, which would be conspicuous and admired in any city in the world. The city is rich in a few specimens of private houses by Mr. Richardson (whose loss to the country is still apparently irreparable), houses worth a long journey to see,

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instructors in all its branches. It was founded in the year 1892.

The NORTHWESTERN UNIVERSITY OF EVANSTON, Illinois, just on the borders of the City of Chicago, is also another richly endowed institution of learning, and has 3,788 students with 361 instructors.

There are also numerous other places of learning and technical training, and Chicago stands prominently in the eyes of the world as a center for a diversified class of study, and students are drawn from all parts to these places where may be obtained know-

◀ 7/9 pt

7/9.5 pt

7/10 pt ▶

The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago Avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was winter time almost froze. Oh! those cars. What misery they represented in the winter season! How the passengers were huddled together a shivering mass of humanity with their feet in danger of being frozen, and that too in spite of the straw so generously supplied by the companies for the benefit of their patrons, and which in a short time became so filthy that it was unfit for bedding the beasts that hauled the cars.

The car drivers' life in those days, and, for the matter of that, the conductors too, were full of incidents. It was not an uncommon thing for the car often to leave the track, even on a short trip, and the passengers would be requested to get out and assist in restoring the car to its proper place on the rails. They would then return to the car, only to find that the team in starting up had

In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor," There may be exceptions, but such as there are only prove the rule.

All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.

WITHOUT PRINTING THERE COULD BE NO PROGRESS, AS WE UNDERSTAND IT TODAY, OR IT WOULD BY COMPARISON BE ONLY OF A LIMITED ORDER, AND GREAT CENTERS SUCH AS WE HAVE NOW WOULD BE QUITE IMPOSSIBLE. TAKE PRINTING AWAY FROM OUR PRESENTDAY MODE OF DOING BUSINESS, SHUT UP OUR LIBRARIES AND OBLITERATE BOOKS, AND IMMEDIATELY WE SINK INTO A DEPTH OF DARKNESS THAT WOULD APPALL US TO CONTEMPLATE.

It is by viewing it in this light that anything that can be said concerning the early printer of Chicago should prove of interest to every studious mind, and not only those who are intimately connected with the craft but also those who have derived inestimable benefits from the self-sacrificing labors of the craftsmen themselves.

The first job printing done in this city was by John Colthoun in 1833, four years before Chicago was incorporated as a city. He also edited and printed the

Robert Fergus, perhaps the most thorough of practical printers, arrived in Chicago on July 1, 1839. He was born in the Gallowgate of Glasgow, Scotland, August 14, 1815. At the age of 15 he was apprenticed to the printing business, and as a regular indenture in those days meant a practical grounding in the knowledge of the art, upon its completion and his setting forth as a journeyman he possessed a knowledge of his business such as qualified him to earn a livelihood in any part of the world. He was married to Margaret Whitehead Scott, February, 1836. Mr. Fergus was closely identified with the early history of Chicago in the printing world, and was an acknowledged authority on all things pertaining to its early records. All his life he was identified with printing and publishing. The first book compiled, printed, bound and issued in Chicago was the Directory of 1844, which was placed upon the market in the year 1843. This directory was printed by Ellis & Fergus. It is said that the earlier directories of Chicago were compiled without copy. The pages were held upon the imposing stone and when a newcomer arrived his name, business and address were inserted in the form. In this way new names were added until the time arrived to republish the book. It is stated that Mr. Fergus on many occasions received commendations for the correctness of his directory, and he lived to see the city of his choice grow to be one of the most famous on the American continent

◀ 8/10 pt

8/11 pt ▶

The first book compiled, printed, bound and issued in Chicago was the DIRECTORY OF 1844. It was placed upon the market in the year 1843. This Directory was compiled by J. Wellington Norris, and printed by Ellis & Fergus, from the Saloon Building, South Water and Clark streets.

The second Directory, prepared similarly to the first, was also compiled by Norris. It was printed by James Campbell & Co., Commercial Building, 65 Lake street. A ludicrous incident is connected with the compilation and printing of this work. The first of Campbell & Co. came to a premature dissolution while the Directory was in process of gestation. Mr. Campbell, who was a man of quick temper, becoming incensed at Mr. Norris (the Co.) forcibly ejected him from the office and threatened to kick him if he looked back. Some gentlemen, subsequently discussing the contention with Mr. Norris, asked him if he emulated the example of Lot's wife. Norris replied, "No, I didn't look back." This seemingly dispute severed the co-partnership, as in point of fact any co-partnership between Mr. Norris, a gentleman "as meek as Moses," and Campbell, as fiery as a Scotch Highlander, was sure to come sooner or later to an abrupt termination. A notice in the Chicago Journal of April 16, 1845, dated April 15, 1845, announced the dissolution of the firm of James Campbell & Co., and further that all demands against the same would be settled by James Campbell, to whom all money due said firm must be paid. Mr. Campbell is long since dead. Mr. Norris died a few years since in the interior of this state. It is doubtful if he made a living by his literary labors in Chicago.

The next Chicago Directory was entitled "NORRIS' BUSINESS DIRECTORY FOR 1846," Eastman & Davison, printers, 63 Lake street. It took all the fonts of type in the office to set up this directory. The next in the list of early directories is entitled "NORRIS' CHICAGO DIRECTORY FOR 1846-7, GEER & WILSON, PRINTERS, SALOON

history-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

James J. Langdon was foreman of the Journal office in 1848. He later went into business with Sterling P. Rounds and aided in establishing THE PRINTERS' CABINET. Mr. Rounds' entire capital was \$500. Mr. Langdon shortly thereafter retired to Prairie du Chien, Wis., and embarked in the horse business, but finding that his animals cost him more than he could make out of them he returned to Chicago and again formed a partnership with Mr. Rounds. In December, 1856, there was but one other journal in the United States that was devoted exclusively to the interest of the art preservative The Typographical Advertiser. Rounds' Cabinet was the first of that character in the Northwest, the second in its date of issue, and the first monthly typographical journal in the Union.

LANGDON WAS A SKILLFUL WORKMAN AND MANY ANCIENT SPECIMENS BEARING THE IMPRINT OF ROUNDS & LANGDON, WHOSE ESTABLISHMENT WAS THEN LOCATED AT NO. 46 STATE STREET, TODAY ARE WORTHY OF ADMIRATION BECAUSE OF THE ARTISTIC EXECUTION WITH WHICH THEY WERE TURNED OUT.

Thomas C. Whitmarsh was one of the early printers to reach Chicago from the East, he coming to this city in 1843. His first employment was on the Western Citizen, conducted by Zebina Eastman, he engaging

◀ 9 / 12 pt
9 / 13 pt ▶

No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously had never seen. At the time of its destruction it was looked upon as one of the greatest calamities visited upon mankind, but the ultimate effect was to direct the eyes of the world upon it and make it the Mecca of thousands of venturesome spirits, so that it attracted men from every clime, men of towering ambition and energy; men with means and those without means, but of unrivaled skill, to assist in placing it where it stands today, the cynosure of all eyes and the point of attraction for innumerable great enterprises.

The massiveness of its buildings is what strikes the eye, and is the wonder of every visitor, and especially is this so when they learn of the difficulty of securing an adequate founda-

following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

"Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon grew more and more powerful, casting its brilliant rays in every direction, bringing out in bold relief the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the Southwest, carrying with it in its onward rush streams of sparks, cinders and partially burned pieces of wood, which covered the sky with dazzling spangles, sweeping northward like a flight of meteors, but falling steadily in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells street and Jackson street; the lighter ones going far over on the North Division, while the heavier and more dangerous ones fell before they reached that point. They dropped with great force to the ground, to the occasional danger of the foot passenger and the frightening of horses, and showered upon roofs of buildings, inspiring constant fear that other conflagrations would break out, and that a terribly broad area would be covered by the flames, and put it out of the power of the engines to combat them."

"Late as it was, the splendor of the flames and the wonderful brilliancy of the sky were such as to attract enormous crowds from every quarter. The densely populated sections of the West Division lying near the fire would have, of itself, been sufficient to choke up the surrounding streets with an impassable crowd; but as the fire showed no signs of abating, they came from greater and greater distances, forcing their way down Clinton street, in the center of which near Adams, were half a dozen isolated street cars utterly unable to get back to their stables. The crowd made its way down Jackson street, near where the fire began, and stopped

◀ 10 / 14 pt
10 / 15 pt ▶

has no competition in population except in New York and London. London lacks the possibilities of expansion and sooner or later will reach the maximum of growth. "The astounding and unparalleled growth of cities in the present period will help Chicago. The tendency is becoming more and more marked for mankind to get in close contact. Cities today are larger than they ever were before. The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis." The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
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It has been suggested that the large foreign born population in Chicago will also

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120' Commonwealth

82' *Dick Brothers Brewery*

62' Columbia Weiss Beer Brewery

48' *Ten Takeaways From Chicago Gourmet*

40' 6901 Oglesby Cooperative Apartment Building

32' *Rare 1990 Donruss Factory Cubs Team Set Baseball Cards*

24' Start Time for Monday's Final Cubs Game Announced (But it's Complicated)

18' *Don't Smash the Bugs on Your Couch; Otherwise You'll Have the Smell All Over You, an Expert Says*

12' Chicago's Strange History With Pneumatic Tubes / Once an Event has Been Around for a Decade, you Have to Accept That it's More Than a Passing Trend

10' *Liz Phair: Exile In Guyville / Main Building and Machinery Hall, Illinois Institute of Technology / Brave Man Trashes Trump Tower Restaurant, Flipping Tables, Dumping Wine, Cops Say*

120' DAILY MUSEUM

82' UNION PARK BANNER

62' AMERICAN PHOTOENGRAVER

48' NATIONAL HAY AND GRAIN REPORTER

40' NORTHWESTERN JOURNAL OF HOMEOPATHIA

32' WELLS' COMMERCIAL EXPRESS AND WESTERN PRODUCE

24' SPACIOUS STREETERVILLE THREE BED WITH GRANITE COUNTERS AND DECK

18' ENGLEWOOD HAD THE SHARPEST DECLINE IN MEDIAN HOUSE SALE PRICE SINCE 2006: 84 PERCENT

12' WARM, 80-DEGREE WEATHER MAKING A COMEBACK NEXT WEEK / HERE'S WHY THIS FALL'S LEAVES MIGHT BE EVEN MORE BEAUTIFUL THAN USUAL

10' MOUSETRAP, OFF COLOR BREWING'S TAPROOM, IS DESIGNED TO ENSNARE LOVERS OF EXPERIMENTAL BEERS / FEDERAL SIGN AND SIGNAL / AMERICAN BRAKE SHOE AND FOUNDRY

◀ 6/7 pt

◀ 6/7.25 pt

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In addition to the business and public buildings of which I spoke, there are several, like the Art Museum, the Studebaker Building, and the new Auditorium, which would be conspicuous and admired in any city in the world. The city is rich in a few specimens of private houses by Mr. Richardson (whose loss to the country is still apparently irreparable), houses worth a long journey to see, so sim-

To show the wonderful manner in which the schools of Chicago have increased to keep pace with its ever-increasing population, it is only necessary to mention that in 1841 there were enrolled in the public schools a total of 410 pupils, with but five teachers in all branches. In 1911 there were 304,146 pupils enrolled, with 6,584 teachers. The appropriation made for the year 1912 was \$17,146,575.00, which means that it cost the city about \$56.34 for each child's training for that period. This does not include approximately about 75,000 pupils in parochial schools.

There is no question but that the public schools of Chicago stand pre-eminent among the best of any municipality in the country, and every effort is made to make them as much more effective as possible. This city can also boast of the University of Chicago, one of the most richly endowed institutions of learning in America, with an enrollment of 6,466 students and 330 instructors in all its branches. It was founded in the year 1890.

THE NORTHWESTERN UNIVERSITY OF EVANSTON, Illinois, just on the borders of the City of Chicago, is also another richly endowed institution of learning, and has 3,788 students with 361 instructors.

There are also numerous other places of learning and technical training, and Chicago stands prominently in the eyes of the world as a center for a diversified class of study, and students are drawn from all parts to these places where may be obtained knowledge to equip

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The first line of cars was on State street, between Randolph and Twelfth streets, and these commenced operations April 25th, 1859. The Madison street line was opened May 20th, 1859, and extended from Halsted to State street. The Randolph street line opened July 15th, 1859. On the North Side the Wells street line extended from the river to Chicago Avenue, and was opened in the spring of 1859; the Clark street line was opened in August, 1859. The cars on all these roads were small and some of them were known as "bob-tailed cars." They were all drawn by horses. The driver stood on the front platform in all conditions of weather and drove his spirited team at the break-neck speed of nearly four miles an hour, while the passenger sat inside, and if it was wintertime almost froze. Oh! those cars. What misery they represented in the winter season! How the passengers were huddled together a shivering mass of humanity with their feet in danger of being frozen, and that too in spite of the straw so generously supplied by the companies for the benefit of their patrons, and which in a short time became so filthy that it was unfit for bedding the beasts that hauled the cars.

The car drivers' life in those days, and, for the matter of that, the conductors too, were full of incidents. It was not an uncommon thing for the car often to leave the track, even on a short trip, and the passengers would be requested to get out and assist in restoring the car to its proper place on the rails. They would then return to the car, only to find that the team in starting up had thrown each other down, when the male portion of the cargo would again descend to see the

In the early days of Chicago this was undoubtedly the case. It is said that the good die young, but of the printer it might be remarked "Good printers die poor." There may be exceptions, but such as there are only prove the rule.

All who think along these lines must admit that printing has had much to do with the advancement of our city's greatness, the lifting of it into the prominent place it now occupies as well as demonstrating to the whole world its marvelous history a city without a peer.

WITHOUT PRINTING THERE COULD BE NO PROGRESS, AS WE UNDERSTAND IT TODAY, OR IT WOULD BY COMPARISON BE ONLY OF A LIMITED ORDER, AND GREAT CENTERS SUCH AS WE HAVE NOW WOULD BE QUITE IMPOSSIBLE. TAKE PRINTING AWAY FROM OUR PRESENTDAY MODE OF DOING BUSINESS, SHUT UP OUR LIBRARIES AND OBLITERATE BOOKS, AND IMMEDIATELY WE SINK INTO A DEPTH OF DARKNESS THAT WOULD APPALL US TO CONTEMPLATE.

It is by viewing it in this light that anything that can be said concerning the early printer of Chicago should prove of interest to every studious mind, and not only those who are intimately connected with the craft but also those who have derived inestimable benefits from the self-sacrificing labors of the craftsmen themselves.

The first job printing done in this city was by John Calhoun in 1833, four years before Chicago was incorporated as a city. He also edited and printed the

Robert Ferguson, perhaps the most thorough of practical printers, arrived in Chicago on July 1, 1839. He was born in the Gallowgate of Glasgow, Scotland, August 14, 1815. At the age of 15 he was apprenticed to the printing business, and as a regular indenture in those days meant a practical grounding in the knowledge of the art, upon its completion and his setting forth as a journeyman he possessed a knowledge of his business such as qualified him to earn a livelihood in any part of the world. He was married to Margaret Whitehead Scott, February, 1836. Mr. Ferguson was closely identified with the early history of Chicago in the printing world, and was an acknowledged authority on all things pertaining to its early records. All his life he was identified with printing and publishing. The first book compiled, printed, bound and issued in Chicago was the Directory of 1844, which was placed upon the market in the year 1843. This directory was printed by Ellis & Ferguson. It is said that the earlier directories of Chicago were compiled without copy. The pages were held upon the imposing stone and when a newcomer arrived his name, business and address were inserted in the form. In this way new names were added until the time arrived to republish the book. It is stated that Mr. Ferguson on many occasions received commendations for the correctness of his directory, and he lived to see the city of his choice grow to be one of the most famous on the American continent and a center of typographical activity second to none.

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The first book compiled, printed, bound and issued in Chicago was the DIRECTORY OF 1844. It was placed upon the market in the year 1843. This Directory was compiled by J. Wellington Norris, and printed by Ellis & Ferguson, from the Saloon Building, South Water and Clark streets.

The second Directory, prepared similarly to the first, was also compiled by Norris. It was printed by James Campbell & Co., Commercial Building, 65 Lake street. A ludicrous incident is connected with the compilation and printing of this work. The first of Campbell & Co. came to a premature dissolution while the Directory was in process of gestation. Mr. Campbell, who was a man of quick temper, becoming incensed at Mr. Norris (the Co.) forcibly ejected him from the office and threatened to kick him if he looked back. Some gentlemen, subsequently discussing the contention with Mr. Norris, asked him if he emulated the example of Lot's wife. Norris replied, "No, I didn't look back." This seemingly dispute severed the copartnership, as in point of fact any copartnership between Mr. Norris, a gentleman "as meek as Moses," and Campbell, as fiery as a Scotch Highlander, was sure to come sooner or later to an abrupt termination. A notice in the Chicago Journal of April 16, 1845, dated April 15, 1845, announced the dissolution of the firm of James Campbell & Co., and further that all demands against the same would be settled by James Campbell, to whom all money due said firm must be paid. Mr. Campbell is long since dead. Mr. Norris died a few years since in the interior of this state. It is doubtful if he made a living by his literary labors in Chicago.

The next Chicago Directory was entitled "NORRIS' BUSINESS DIRECTORY FOR 1846," Eastman & Davison, printers, 63 Lake street. It took all the fonts of type in the office to set up this directory. The next in the list of early directories is entitled "NORRIS' CHICAGO DIRECTORY FOR 1846-7, GEER & WILSON, PRINTERS, SALOON BUILD-

ing-making, "Long John" was certainly one of the conspicuous citizens of Chicago, and, unlike nearly all of the promoters of newspapers of his day, he retired from the journalistic field with a competency, his real estate investments making him a rich man and his natural Yankee shrewdness gave him an opportunity which he was not slow to turn to advantage.

James J. Langdon was foreman of the Journal office in 1848. He later went into business with Sterling P. Rounds and aided in establishing THE PRINTERS' CABINET. Mr. Rounds' entire capital was \$5.00. Mr. Langdon shortly thereafter retired to Prairie du Chien, Wis., and embarked in the horse business, but finding that his animals cost him more than he could make out of them he returned to Chicago and again formed a partnership with Mr. Rounds. In December, 1856, there was but one other journal in the United States that was devoted exclusively to the interest of the art preservative The Typographical Advertiser. Rounds' Cabinet was the first of that character in the Northwest, the second in its date of issue, and the first monthly typographical journal in the Union.

LANGDON WAS A SKILLFUL WORKMAN AND MANY ANCIENT SPECIMENS BEARING THE IMPRINT OF ROUNDS & LANGDON, WHOSE ESTABLISHMENT WAS THEN LOCATED AT NO. 46 STATE STREET, TODAY ARE WORTHY OF ADMIRATION BECAUSE OF THE ARTISTIC EXECUTION WITH WHICH THEY WERE TURNED OUT.

Thomas C. Whitmarsh was one of the early printers to reach Chicago from the East, he coming to this city in 1843. His first employment was on the Western Citizen, conducted by Zebina Eastman, he engaging in

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No story of Chicago would be complete without a short account of the great fire of 1871, and nothing can prove more interesting than the statements of eye witnesses of that scene, and by these accounts and what history has proved, it stands today as one of the most appalling visitations which the world had ever experienced. There were seventy-three miles of streets burned and the total loss of property could not have been less than \$200,000,000.00. *The Custom House, the Court House, the Postoffice, the Chamber of Commerce* and the great business blocks, the banks, the theaters and the newspaper offices, all went down together in the awful conflagration. We can form some conception of the extent of the buildings and property destroyed by the space burned over which, on the West Side, embraced one hundred and twenty-four acres; South Side, four hundred and sixty acres; North Side, one thousand four hundred and seventy acres; making a total area of two thousand one hundred and twenty-four acres, or nearly three and a half square miles, being about four miles in length and from one to one and a half in width. The number of buildings destroyed was seventeen thousand four hundred and fifty, and nearly one hundred thousand persons were left homeless.

The conflagration of 1871 wiped out the old Chicago that had been built prior to that time, and from its ashes arose a city of such proportions and such grandeur as the world previously had never seen. At the time of its destruction it was looked upon as one of the greatest calamities visited upon mankind, but the ultimate effect was to direct the eyes of the world upon it and make it the Mecca of thousands of venturesome spirits, so that it attracted men from every clime, men of towering ambition and energy; men with means and those without means, but of unrivaled skill, to assist in placing it where it stands today, the cynosure of all eyes and the point of attraction for innumerable great enterprises.

The massiveness of its buildings is what strikes the eye, and is the wonder of every visitor, and especially is this so when they learn of the difficulty of securing an adequate foundation

The following is an extract from THE CHICAGO TRIBUNE of Sunday, October 8, the last issue before the office was destroyed. It is said to be one of the best descriptions of the scene now accessible:

"Only a few minutes elapsed after the striking of the alarm before the flames were seen sweeping to the sky, and the lurid light that illuminated the horizon grew more and more powerful, casting its brilliant rays in every direction, bringing out in bold relief the fronts of the buildings which faced it from all quarters. The wind, seeming to rise as the flames did, set from the Southwest, carrying with it in its onward rush streams of sparks, cinders and partially burned pieces of wood, which covered the sky with dazzling spangles, sweeping northwestward like a flight of meteors, but falling steadily in a fiery shower of rain, over that broad area embraced between the river, the South Branch, Wells street and Jackson street; the lighter ones going far over on the North Division, while the heavier and more dangerous ones fell before they reached that point. They dropped with great force to the ground, to the occasional danger of the foot passenger and the frightening of horses, and showered upon roofs of buildings, inspiring constant fear that other conflagrations would break out, and that a terribly broad area would be covered by the flames, and put it out of the power of the engines to combat them."

"Late as it was, the splendor of the flames and the wonderful brilliancy of the sky were such as to attract enormous crowds from every quarter. The densely populated sections of the West Division lying near the fire would have, of itself, been sufficient to choke up the surrounding streets with an impassable crowd; but as the fire showed no signs of abating, they came from greater and greater distances, forcing their way down Clinton street, in the center of which near Adams, were half a dozen isolated street cars utterly unable to get back to their stables. The crowd made its way down Jackson street, near where the fire began, and stopped there, caring nothing for the

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has no competition in population except in New York and London. London lacks the possibilities of expansion and sooner or later will reach the maximum of growth. "The astounding and unparalleled growth of cities in the present period will help Chicago. The tendency is becoming more and more marked for mankind to get in close contact. Cities today are larger than they ever were before. The dominance of railroads over the affairs of mankind will mean the most rapid growth for Chicago, the greatest center of railroads. The railroads of the United States have a higher standard than those abroad. This is a commercial age. America is the greatest commercial and industrial nation. It is rapidly becoming the financial center of the world. The time will come when it will also hold the supremacy in the arts and the sciences that it now does in commerce. All these things will help to bring Chicago to the front as the world metropolis." The growth of population in Chicago is shown as follows :

CENSUS	POPULATION	CHANGE
1840	4,470	—
1850	29,963	570.3%
1860	112,172	274.4%
1870	298,977	166.5%
1880	503,185	68.3%
1890	1,099,850	118.6%

The present area of the city is 204 square miles. This is divided into thirty-five wards. The Twenty-seventh ward, the largest in the city, increased in population for the decade ending in 1910, 156 per cent. It now has 113,336 residents and may be taken as an indication of the city's possibilities.

It has been suggested that the large foreign born population in Chicago will also

*The study of Chicago street names is an interesting pursuit, and it brings to light many a bit of forgotten history. The first survey of Chicago was made in 1830 by James Thompson, and embraced an area of about three-eighths of a square mile. Besides the garrison at Fort Dearborn, the population did not exceed 100. Three of the boundary streets of the village were named after the most prominent men of the day, the survey showing that Washington street was the south boundary, Jefferson street the west, Kinzie street the north and Dearborn street the east. Dearborn street was named after the fort, which in turn was named in honor of General Henry Dearborn, Secretary of War; Kinzie street took its name from John Kinzie, the early white settler, while the others were named after George Washington and Thomas Jefferson. Northward from Washington street came Randolph, named after John Randolph of Roanoke; Lake, after Lake Michigan; Fulton, named after Robert Fulton, whose steamboat, the *Claremont*, had made its first trip on the Hudson between New York and Albany just twenty-three years before Chicago was mapped out; Carroll street, after Charles Carroll of Carrollton, and then Kinzie street.*

Eastward from Jefferson the streets were named Clinton, after DeWitt Clinton, chief promoter of the Erie Canal; Canal, after the I. and M. Canal; east of the river the first street was named Market street because the city market was located in the middle of the thoroughfare, the reason of its width; Franklin took its name from Benjamin Franklin, and Wells was named after Captain William Wells, Indian agent at Fort Wayne, who came to Fort Dearborn with a band of Miami in August, 1812, to escort the garrison and the settlers to Fort Wayne. He was killed in the Fort Dearborn massacre at