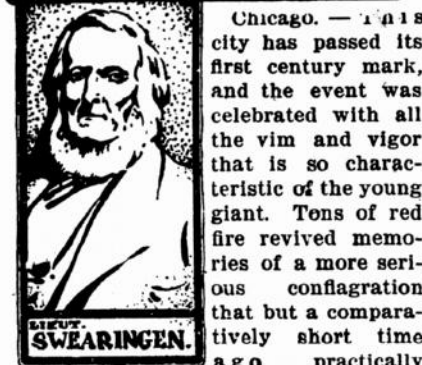


ONE HUNDRED YEARS

What Chicago Has Accomplished in That Period of Time.

CELEBRATES HER CENTENNIAL

The Most Remarkable Growth Known in the History of the World—Facts and Figures of Commerce and Industry.



Chicago. — This city has passed its first century mark, and the event was celebrated with all the vim and vigor that is so characteristic of the young giant. Tons of red fire revived memories of a more serious conflagration that but a comparatively short time ago practically wiped the then budding city from the map. The usual Chicago street parade recalled incidents in the remarkable growth of the town. In its ranks were people who had watched the place grow from a struggling village to the fourth city of the world in population and wealth.

On September 26, 1803, Lieut. Swearingen, of the United States army, turned the first shovelful of earth in the construction of Fort Dearborn. The Indians that then roamed the plains and pushed their canoes up and down the rivers of Illinois gathered about to watch the simple ceremony that marked the first advance of that civilization that was eventually to drive them from their heritage. One of that same band of Indians returned to Chicago to assist in the celebration of the city's one hundredth birthday. He is now 102 years old. He is yet an Indian, with all the Indian stoicism. His mind probably did not grasp all the remarkable change that has come over what was once the hunting grounds of himself and his forefathers, but if it did what must have been his impressions? The simple tepee that he pitched as a home while in the city was surrounded on every hand by mammoth structures of brick and stone. Instead of the little band of soldiers that he had seen in 1803, there were countless thousands of white faces to stare at him. The transformation has taken place within one lifetime.



red fire in celebrating her one hundredth birthday. She was justified in doing so. Of the world's cities Chicago is today outranked only by London, New York and Paris. Less than half of another 100 years will see her pass the three leaders in the race for supremacy, if her growth continues at the same rapid pace it has been going for the past quarter of a century. In the ten years ending with 1900 Chicago had added to her population enough people to make a city the size of Baltimore or St. Louis. For 30 years the place has been practically doubling its population every ten years.

The scene that greeted the young lieutenant of infantry when he reached the site upon which he was ordered to erect a fort was not a pleasing one. Stretching back from the mouth of the river was but a swamp that gave forth no promise of future greatness. But out of that swamp Chicago energy has built a city. Where the Indian of 100 years ago pushed his canoe over the blue waters of Lake Michigan, automobiles are running to-day. Where he pitched his tepee in the swamp magnificent business blocks, public buildings, hotels and palatial residences greet the eye. One hundred years ago State street was an Indian trail; 75 years ago it was a cow path; to-day it is the greatest retail mart to be found in the world.



When the government supply schooner "Tracy" reached the mouth of the Chicago river with essentials for the building of Fort Dearborn in 1803 the only craft that came forth to greet her were the birch bark canoes of the Indians. For a number of years this little vessel was the one entry in the port books of the

harbor. To-day Chicago is credited with being the greatest port in the world except London, and even that great port is not long destined to hold first place with Chicago less than 4,000,000 tons behind her in annual clearances.

Chicago clearances register between 15,000,000 and 17,000,000 tons annually. This is close to an average of 1,000,000 tons greater than that of New York; it is about 4,000,000 tons greater than Liverpool or Antwerp, and it is a growth of 100 years only, and with only a chain of inland lakes as a waterway.

But the real development of Chicago's shipping dates back less than three-quarters of a century. It was not until 1838 that the city shipped its first cargo of grain. Ten years later than this, in 1848, Chicago shipped to eastern ports a little over 3,000,000 bushels of grain. Ten years later than that again she was shipping annually more than 18,000,000 bushels of grain. At the present time she is averaging more than 230,000,000 bushels annually.

One hundred years ago the Mississippi river marked the boundaries of the known west, and save along the banks of that river, the line of advancing settlement has scarcely passed the Indiana line. As the little blockhouse was the center around which Chicago was built, so is Chicago the center around which the west has built. The city has but kept pace with the development of the vast territory tributary to it.



Previous to 1848 Chicago's only means of communication with the outside world was either by water or stage. It was not until November 21 of that year that the first toot of the locomotive was heard in the city, and the road on which it ran was then but little more than ten miles in length. From 1848 to 1903 is but 55 years, but to-day there are 29 railroad systems centering in Chicago, with a total mileage of more than 77,000 miles.

Within a period of 55 years the city has grown from the terminus of one little railroad, ten miles in length, to the greatest railroad center in the world, the terminus of many of the greatest railroad systems of the continent. Every day there arrives and departs from Chicago 1,416 trains, and these carry passengers to the number of 160,000.

In 1850 the one road then entering Chicago, then the Galena & Chicago Union, now the Chicago & Northwestern, had but four locomotives and 59 cars of all kinds. To-day there enters the Chicago terminals of this road an average of 1,100 engines and freight cars for every day in the year, and it carries in and out of the city not less than 10,000,000 passengers annually.

Direct lines connect the city with nearly every state in the union. They bring into the city the products of the west and northwest and return to those sections the manufactured commodities which they consume. It was the invention of the railroad locomotive that made Chicago possible. Without it the city would still be a struggling village, not yet risen from the swamp in which it had its birth. In fact, to write the history of Chicago as a city, one need not go back of that day when the first locomotive was landed at its docks.



Jean Au Sable, a San Domingo negro, was the forerunner of the pushing Chicago merchant of to-day. He built the first cabin ever erected on the present site of Chicago in 1779, and it continued as the only building here until the erection of the log blockhouse. The bark canoe and the sledge served him as a means of transportation for his wares.

In his day it was the one trading point for the Indians along this portion of the lake. To-day it is the great trading point of the west. Its wholesale merchants are distributing more than \$175,000,000 worth of merchandise each year over a world-wide field. Chicago salesmen are to be found in every state in the union, and in every civilized country on the globe. Its manufacturers take the raw materials of the west and south and north and turn them into manufactured products to the value of \$1,000,000,000 annually. It has more than \$500,000,000 invested in manufacturing establishments, and these pay to wage earners more than \$140,000,000 each year.

Such is something of Chicago at the end of its first 100 years of history. More than 200 years ago Cavalier de La Salle prophesied its future when he wrote of the site on which the city is built: "The boundless regions of the west must send their products to the east through this point. This will be the gate of empire, this the seat of commerce. Everything invites to action. The typical man who will grow up here must be an enterprising man. Each day as he rises he will exclaim: 'I act, I move, I push.'"

WRIGHT A. PATTERSON.



ETHICS OF WIDOWHOOD.

Mourning Reduced to a Fine Art by New York Women of Wealth and Leisure.

One frequently hears that the wearing of mourning is no longer fashionable. They who doubt should visit among the smart set in New York. On the day of the funeral a long English crepe bow is attached to the knocker, with white Japanese chrysanthemums arranged at intervals down the streamers. For the first period of mourning the coachman and footman are obliged to appear in black. The New York widow is graceful and quiet. She understands the chic effect much better than her western sisters. She has an air of individuality which enchants even the casual observer. She always uses correct materials and appropriate trimmings. Her veil is draped with a coquettish effect, but it is only in the first weeks of her sorrow that it is ever permitted to hang over her face. Soon she discards it, and a becoming short veil of Brussels is used instead.

The New York widow is never seen with that narrow edge of white set in her bonnet. She looks on it with repugnance, because it attracts attention. It tells all the world that she is a widow in the second stage of grief, and that is not consistent with the ethics of unhappiness. All the toilets of her first black are trimmed with English crepe, an expensive melancholy material that clings to the figure in a most graceful way. She believes in being eminently proper and doing all that etiquette desires of a mourner.

When second mourning days arrive she wears soft folds of white crepe isse at the throat; then come lav-



THE MOURNING LAMP.

ender and all the attendant shades of violet.

There are many eccentric ideas in regard to the relations in New York, and in search for some of these novelties the correspondent has come across a most unique bit of furniture. It is in the shape of a mourning lamp. In the New York home of a well-known society matron, whose sister died abroad a few years ago, there is a room furnished in remembrance of the deceased relative. Everything in the room is black, save the carpet, which was made to order and has a violet background, with black flowers standing out upon it in somber relief. The furniture is of richly carved ebony. The curtains are black satin brocade, and all the ornaments are black.

But, says the Chicago Record-Herald, the oddest bit of decoration is the lamp, the only light producing ornament in the room. It is black enamel, and stands 18 inches high. The shade is made of China silk, and a miniature of the sister is painted upon it.

Each year at the anniversary of her relative's death this New York matron has memorial services held in the room, which is the only time that it is ever entered.

What Neurasthenia Means. No word is so common in these days as neurasthenia; yet it is not easy to define, and many of those who use it have only the vaguest idea of what it means. The word originated with a New York physician and the malady indicated thereby has usually been regarded as a distinctively American one, though it is found in most countries of the civilized world, and the unfortunate Mrs. Carlyle is now declared by Sir James Crichton Brown to have been "neurotic." Wear and tear, storm and stress, a badly regulated life, in short, are the causes usually assigned for this derangement of function resulting from the exhaustion of nervous energy, but defects of nutrition have much to do with it, and the solution of the problem, as in many other cases, may rest ultimately with the cook.—Chicago News.

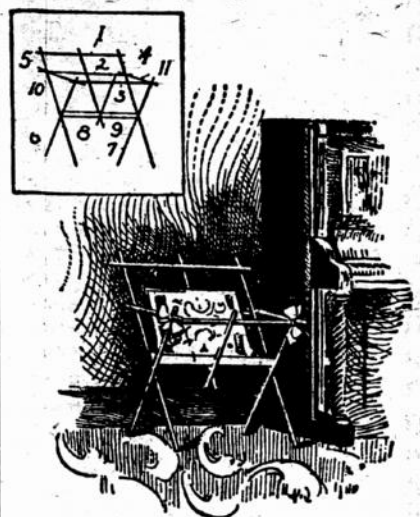
A Change for the Better. "Farewell, then," he cried, melodramatically, "you will regret your refusal of my proffered love. I shall take to drink, and then—suicide!" "Oh, don't say that!" the fair girl pleaded. "I am resolved," he said. "I shall not change my plans unless—" "Oh, change them just a little. I should hate to think I drove you to drink; try suicide first."—Philadelphia Ledger.

UNIQUE MUSIC RACK.

How a Bright Woman Utilized Broomsticks and Brains to Excellent Advantage.

What a perplexing combination it is, that of luxurious tastes and consumptive pocketbooks, and how many of us suffer from it in different degrees! To the very poor it is, of course, a tragedy, but to that great army of people whose moderate incomes supply them the necessities of life, but to whom the luxuries are a forbidden joy, it is formidable enough. How often the wife or daughter sighs for some dainty addition to the parlor or sitting-room, which the many demands on the purse make impossible. To such a timely suggestion, together with a small amount of confidence and clever fingers, is invaluable and will work wonders. Broomsticks and brains are especially a happy combination.

I have in mind a long cherished dream of my own, now brought to full realization.



IMPROVED MUSIC RACK.

Sticks marked 1, 2 and 3 should be 28 inches long; 4 and 5, 30 inches; 6 and 7, 32 inches; 8 and 9, 33 inches, and 10 and 11, 35 inches.

tion through the above medium, the telling of which may benefit some ambitious sister. I had the parlor and the piano, which are necessities, but I wanted a music rack or case, which in the condition of my finances then was a luxury, so I set my wits to work, and this is what they evolved—a music-rack which answers every possible requirement of utility and beauty.

Having collected 11 broomsticks, I cut them to the lengths desired—three of them 28 inches long, two 30 inches, two 32 inches, two 33 inches, and two 18 inches, and whittled the ends round. Then with a gimlet I bored holes, and fastened the sticks together with screws in the manner illustrated. At the center crossing of the sawhorse I fastened a thin, smooth board about two inches wide, and another on each side, making a sort of trough for the music to stand in. When completed it is just three feet high and two feet two inches long, and when painted white with a coat of enamel, it makes a pretty piece of furniture. A dash of gold paint or a bright ribbon wound between the sticks would further improve its appearance.

Now, I am only a girl, neither mentally brilliant nor physically strong, but the idea is original with me, and my own hands did the work. The result was a piece of furniture that invariably calls forth the remark: "Where did you get such a quaintly pretty music-rack?" Try it, sister, and I think you will be pleased.—M. Estelle Smith-Hymers, in Farm and Fireside.

VALUE OF SOUND FEET.

Beauty Don'ts for Women Who Want to Have Trim Feet and Best of Health.

Don't neglect the care of the feet. There is an intimate connection between the feet and the complexion. It is only when the former are in good condition that a woman looks her best.

Don't fail to put on a fresh pair of stockings daily. A single night's exposure to the air is insufficient to free stockings of moisture.

Don't wear woolen stockings. Cotton ones are always preferable, except for persons who suffer from perspiration.

Don't wear tight, stiff or ill-fitting shoes or boots. They are the common cause of corns, causing pressure or friction on the projections of the bones.

Don't wear rubber overshoes in the house. Remove them at once. They interfere with the proper ventilation of the feet, as they are air-tight. If worn too much they cause tender feet, dizziness and headache.

Don't spend so much time learning the art of manicuring that there is no opportunity to practice pedicuring. Take a few lessons from an expert chiropodist.

Don't attempt to treat a corn without first bathing the feet in warm water.

Don't use the chisel when a bit of pumice stone will answer the purpose.

Don't cut the nails round. Make them square. If rounded like finger nails there is danger of their growing in, and nothing is more painful than an ingrown nail.

Don't go to bed with cold, damp feet, if you wish to preserve your health. From a hygienic point of view, a wet back should be less shunned than wet or cold feet.

Don't stand for any length of time on snow or ice or the cold ground. Many diseases may be traced to cold suddenly applied to the feet.

Don't think that a foot is beautiful because it is small. It must be in proportion to the stature—the instep moderately high, the toes regular, the heel non-protruding and the general outline graceful.—St. Louis Globe-Democrat.

White Spots on Furniture.

White spots on polished furniture may be removed by rubbing the spot with spirits of camphor until the color is restored.

What a Question.

Maud—I drove 'way over there to get him and then he was gone! Alice—He couldn't have seen you coming, could he, dear?—Town Topics.

Prof. George Lincoln Barr, of Cornell, who lately toured New England on his bicycle in order to gather facts about witchcraft, is an authority on the history of superstition and persecution, and is also an indefatigable wheelman. Prof. Barr, with his bicycle, has penetrated many primitive and secluded parts of the United States.

From these journeys, says an eastern exchange, he returns with little stories that are now quaint, now strange, now humorous. A story of the latter sort, concerns a visit to Tennessee.

"I arrived one night at a mountaineer's cabin," said the professor, "and asked for shelter for the night. The good people were very hospitable. They gave me a comfortable bed and an excellent meal.

"While I was eating the meal my host watched me narrowly to see that I had everything I wanted. He kept ordering his wife to fill my glass, to bring me more bread, and so forth. Finally, when I began to eat a piece of apple pie, he exclaimed in an indignant tone:

"Jane, why don't you bring the gentleman a knife? Don't you see him here trying to eat his pie with a fork?"

Modern Sherlock.

The modern Sherlock was told to spot the suspected man.

"Well," said Sherlock, "I have at least found that his wife is away on a vacation."

"How did you find that out?" asked the mystified friend.

"He is wearing a safety pin instead of a suspender button."—Chicago Daily News.

ALL TIRED OUT.

The weary, worn-out, all-tired feelings come to everybody who taxes the kidneys.

When the kidneys are over-worked they fail to perform the duties nature has provided for them to do.

When the kidneys fail dangerous diseases quickly follow. Urinary disorders, diabetes, dropsy, rheumatism, Bright's disease.

Doan's Kidney Pills cure all kidney and bladder ills. Read the following case:

Veteran Joshua Heller, 706 South Walnut street, Urbana, Ill., says: "In the fall of 1899 after getting Doan's Kidney Pills at Cunningham Bros' drug store in Champaign and taking a course of the treatment I told the readers of this paper that they had relieved me of kidney trouble, disposed of a lame back with pain across my loins and beneath the shoulder blades. During the interval which has elapsed I have had occasion to resort to Doan's Kidney Pills when I noticed warnings of an attack. On each and every occasion the results obtained were just as satisfactory as when the pills were first brought to my notice. I just as emphatically indorse the preparation to-day as I did over two years ago."

A FREE TRIAL of this great kidney medicine which cured Mr. Heller will be mailed on application to any part of the United States. Medical advice free—strictly confidential. Address: Foster-Milburn Co., Buffalo, N. Y. For sale by all druggists, price 50 cents per box.



Patents 48-page book free, highest references. FITZGERALD & CO., Box 8, Washington, D. C.

Cure Colds

by keeping your bowels open. CASCARETS will do it without grip or gripe and drive the cold right out of you. Just as soon as you "feel like taking cold" take a CASCARET—there is NOTHING SO GOOD.



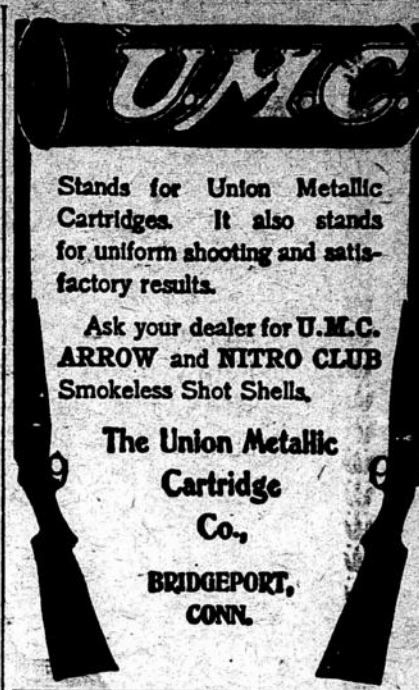
A sweet bit of candy medicine, purely vegetable, absolutely harmless, never grip nor gripe. A sale of over TEN MILLION boxes a year—10c, 25c, 50c—proves their great merit. Be sure you get CASCARETS, the only original, genuine Candy Cathartic.

Best for the Bowels



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