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FOURTH OF JULY FIFTY YEARS AGO.

On the afternoon of July 4, 1847, nearly all the people of Chicago gathered at Merrick's race track, on what is now Cottage Grove avenue, at the spot where the Douglas monument stands. Possibly 5,000 persons were there, an enormous crowd in those days. The occasion was the annual athletic entertainment, which in the pioneer days was always a feature of the observance of the Nation's birthday. One event in particular had grown to be a feature of these celebrations. This was a race between a white man on horseback and an Indian on foot, for a prize.

On the day in question there were three contestants in this race. One was an Indian, stripped like a modern prizefighter, and he was the favorite in the contest. His name was White Foot, and, having been the victor during the three successive previous years, he was backed by the crowd as the favorite. The newcomer in the race was Louis Isbell, the colored barber. Isbell is still living in Chicago, and enjoys no common distinction among the rapidly decreasing few who have survived all these years. The crowd wanted to see him win, but they were skeptical as to his ability. The third contestant was a pioneer athlete of a black horse. The race was for a distance of a quarter of a mile straightaway to a turning stake and then back to the starting point. As the signal was given the three contestants started from

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self into white society, however, and modestly remained at home on that occasion. He lives on West Randolph street now, having moved there within the last year. He came to Chicago in 1838, almost sixty years ago. He has often been called the first barber of this city, but he makes no such claim. In fact, he worked in a shop established in the year before he came by John Johnson, a colored man. He remained in Johnson's employ two years, when he opened a shop of his own in Frink & Walker's stage office, opposite the Tremont House. Then he moved into the Tremont House, and later conducted the shop in the Sherman House. He shaved all the remarkable old men who contributed to make Chicago what it is today.

"I used to shave old William B. Ogden," said Isbell, "at least twice every week. My barber shop was the largest in the city, and everybody used to come there to get shaved. Then they would sit out in front and talk over matters among themselves. Among them were the old Beaubien, Hubbard, John Wentworth, many others of his Drummond, and Clark, and Garrett, the Burleys, and the Kimballs. There were Jerome Beecher, the Pecks, all of them, and Fernando Jones and his father, the Laflins, and E. B. McGeary, and I shaved Laflin Mills and his father. And then there were Dyer, and Dole, and Harmon, and Butterfield, and Moore, and Clybourn, and Wilson. There were the Runseys, and the Sternes, and all the rest of them."

Shaves Lincoln and Douglas.
These local celebrities were not the greatest men, however, whom Isbell shaved. "I have shaved Abraham Lincoln and Stephen A. Douglas, and all the great men when they came to Chicago," said he. "Once I had a little row with Stephen A. Douglas, but we were always good friends, and he often came to my shop and talked with me. Once I went to hear him speak, and he attacked the colored race. He saw me sitting in the audience, and after the meeting was over and he returned to the hotel, he came over to where I was in front of the shop. You are a man, are you not, Isbell?" he said to me. "I was in the room when I made that speech against your race." I told Mr. Douglas at the time I didn't like the way he talked. We were always good friends after that, though, and the great man called often at the shop."

Among Mr. Isbell's collection of papers there is one bearing the signatures of 300 persons, who testify that they have known Louis Isbell for upwards of thirty years, and that "they never knew or heard of anything wrong about him." He values this queer testimonial about as every one of his possessions. When these signatures were being placed upon the paper some wanted to add the names of old Chicagoans who had moved away, but Isbell would not permit a forged signature to appear on the testimonial.

Brought to Illinois as a Slave.
Louis Isbell was born in Prestonsburg, Ky., March 17, 1819. His mother and father were brought to Floyd County from Richmond, Va., by William Mayo, a young Methodist preacher. He had inherited them as slaves, and after coming into possession of his property freed them. When Louis was 3 years of age the kind-hearted Mayo brought him to Paris, Ill., and cared for him in his own home. Thus has Louis Isbell enjoyed the distinction of being the first colored child brought into the State of Illinois to live. He came to Chicago on Oct. 14, 1838, and has made this his home ever since.

FIGHT FOR BRIDGES IN EARLY DAYS.

Chicagoans who are now accustomed to the benefits and also inconveniences of the present extensive bridge system will find it difficult to believe that during the early days of Chicago the most bitter sectional jealousies marked the question of locating the early bridges of the city. By 1857 the marine interests of Chicago had increased to such an extent that all feelings of antagonism were dropped. Matters went on smoothly until a double broke out again over the rights of the river navigators and the people who were obliged to use the thoroughfares. What constituted the respective advantages of all travelers across what was their relative importance in the community was a question which vexed the public for many a long, weary month. The landsmen were finally satisfied by the construction of the two river tunnels which have now been absorbed by the street car companies.

The first bridges across the river were floating structures and when closed would not allow the passage of vessels of any kind. The next bridges were of the swing variety, turning on rollers, but placed so low that they had to be opened for every tug or larger vessel. It was the rule at first that no vessel could be detained at a bridge no matter what number of vehicles or individuals might be prevented from crossing. The first interference with this feature of navigation, and there were many protests against it by tug masters, was in requiring tugs to lower their smokestacks when passing under the low bridges then in use. The red and green signals in use on all the bridges at the present time were introduced for the general benefit of the public by an ordinance passed by the City Council in 1890. During the following year a law was passed which compelled the use of bells on all the larger bridges of the city.

In 1867 the feeling against the manner in which river navigation was conducted became so general that the ten-minute ordinance was passed, which was a great convenience to land travelers was great owing to the magnitude of the marine business, and another effort was made to construct tunnels. The Washington and La Salle street tunnels were all that were completed at that time, owing to lack of means to carry the work further. The lift bridge and the "jack-knife" invention have done much to ease the situation and a little complaint is now heard.

Chicago will soon witness the ultra-development of bridge building. Plans have already been prepared for one of the most marvelous structures in the world—a "three-deck" bridge, or viaduct covering the approach to the Wells street crossing of the river. The bridge will be used jointly by an elevated road passing over the top, by electric cars using the street level, and by a steam railway, operating beneath. Active work will begin on the structure in a short time. It will be completed within a year.

"I believe I could have won that race had I not got excited on the start. A good many of my patrons at the barber shop were there in carriages, and others were crowded into wagons. The four other fellows were all strangers in Chicago, and everybody wanted me to win. But I tried to do too much. I ran as hard as I could right from the start. All the old-timers were there, and they chased after me in carriages and tried to encourage me on. Consequently I ran all the harder, and when I reached the half-mile post and looked back the others were several rods behind. I was ahead at the end of the first mile, but was winded. I knew I couldn't run around the track nine times more, and so dropped out. I guess my friends were disgusted with me, but I couldn't help it. The sun was hot, and I couldn't have stood it."

"I see any of my old friends," continued the old man, "they joke with me about that race. There are not many of them left, though. For some reason, I don't know why, Providence has spared me. I received an invitation to the annual meeting of the Chicago Press-Club. When, eighteen years ago, on the event of its first anniversary, the Calumet club extended a reception to the old settlers of Chicago, gray-haired Louis Isbell was not forgotten. He received an invitation to attend the gathering. He never threw him-

self into white society, however, and modestly remained at home on that occasion. He lives on West Randolph street now, having moved there within the last year. He came to Chicago in 1838, almost sixty years ago. He has often been called the first barber of this city, but he makes no such claim. In fact, he worked in a shop established in the year before he came by John Johnson, a colored man. He remained in Johnson's employ two years, when he opened a shop of his own in Frink & Walker's stage office, opposite the Tremont House. Then he moved into the Tremont House, and later conducted the shop in the Sherman House. He shaved all the remarkable old men who contributed to make Chicago what it is today.

START OF THE SUNDAY EDITION.

An element of the unusual, so far as THE TRIBUNE is concerned, surrounds the issue of its first Sunday paper. The death of Col. Elmer E. Ellsworth, the first victim of the civil war, may be said to be responsible for the inauguration of a Sunday newspaper in Chicago. Ellsworth was a Chicago boy and met his fate at Alexandria, Va. It was on Saturday, May 25, 1861, that THE TRIBUNE announced that a mail edition of THE TRIBUNE, made up on Saturday night, would be issued so that it could be delivered to the out-of-town readers on the following day. Rather apologetically THE TRIBUNE also announced this step was made necessary because of the importance of the war news. City subscribers were furnished with this so-called "second edition" until Monday morning, unless they called at the office of THE TRIBUNE. The double-edged announcement of THE TRIBUNE closed with the following paragraph:

"A Sunday morning edition will be printed during the continuance of the war for the use of news agents and the trains which go out Sunday night. It will contain all the news which can be obtained up to midnight Saturday, and will be for sale at all the newsstands."

Evidently THE TRIBUNE experienced some trepidation in making this departure, for in another column it was announced editorially that the New York Tribune had also consented to issue a Sunday morning paper during the war, as the readers were not willing to be without the news from Saturday until Monday morning. Again THE TRIBUNE apologized for the innovation in the following language:

"It was said in the days of '76 that there were no Sundays in revolutionary times. Our country is passing through a more momentous epoch than that of the war for independence. Patriotic men are struggling to save the liberties which their forefathers bequeathed. Free government for a few colonies was then at stake. Free government for a continent is now at issue. It is not to be wondered that the people are impatient every morning to learn the events of the preceding day up to and after the hour of going to bed."

First Sunday Issue a Hybrid.
It must also be noted that THE TRIBUNE did not have the temerity to say that its Sunday issue was exclusively a Sunday paper. While it is true that the first page bore the words "Chicago, Sunday, May 26, 1861," yet on the third page is found the words "Monday, May 27, 1861." This would seem to indicate that the proprietors of the paper had no desire to rashly awaken the hostility of that portion of its readers who believed in a strict observance of the Sabbath day, and to this extent there was a certain compromise. You could pay your money, but you could not take your choice—the subscriber was compelled to take a sort of hybrid newspaper—a Sunday and Monday issue all in one.

And this was the beginning of the Sunday newspaper in Chicago. From a four-page paper of nine columns to the page it has developed into the present monster number, which is issued by THE TRIBUNE every Sunday morning throughout the year. The church could find no legitimate grounds for protest during those exciting times of rebellion, and when the week had closed the Sunday paper had become a fixture. The people liked it, and today it may be said to be the most important issue of the week. Up to the year 1869 there did not seem to be any special reason for increasing the original size of the Sunday paper from four pages, though it is true an extra column was added to the sheet, making a total of ten columns to the page. During the latter part of 1869, however, the evidences of a marvelous growth of the Western city were beginning to manifest themselves. The last page of the issue each Sunday had to be devoted to classified advertisements, and during the latter part of that year it was found necessary to increase the size of the paper from four to six pages.

The great fire of 1871 was the cause of an increase in the size of THE TRIBUNE. Notwithstanding the fact that the paper suffered great hardships during the days immediately following the fire, it was necessary to temporarily reduce the size of the paper from six to four pages, yet in November of 1871 the paper was enlarged to eight pages in the Sunday issue.

Development of the Sunday Paper.
The development of the Sunday paper from this time on was slow, but sure. There were times when it appeared as if there was temporary retrogression, but there was none in fact. Sunday, March 10, 1872, marked the first Sunday Tribune which devoted a portion of its space to "special" articles. The paper was of eight pages and had a special story entitled, "The First Settlers of Chicago: An Historical Review by G. T. Harri-". Sunday, Nov. 10, 1872, marked a jump from eight to ten pages. There were many special stories, and an extra marked "Postscript, 4:30 a. m.," detailed the account of the great Boston fire, which cost the loss of over \$100,000.

In 1873 there was a jump to sixteen pages, and in 1881 the usual issue was eighteen pages. On Sunday, Sept. 24, 1881, was the first twenty-page paper. Until 1886 the paper was usually from eighteen to twenty-four pages in size, but on April 4 of that year there was another increase to twenty-eight pages. The paper of Nov. 6, 1887, consisting of twenty-eight pages, was ten out in four "parts," which inaugurated this method of dividing the Sunday issue. In the fore part of 1888 the Sunday issue went up to thirty-two pages. Sunday, March 23, 1888, marked the first thirty-six page paper, and on Sunday, Sept. 14, 1890, there was a forty-page edition, and the era of the big Sunday paper had fairly been reached. From that time on it has been only a matter of short consideration to increase the paper up from fifty-two to fifty-six pages, or even more when necessary. With the mechanical facilities now at its control THE TRIBUNE could print a 100-page paper with almost as much ease as it gets out a smaller number.

Illustrations as a Newspaper Feature.

Newspaper illustration is a matter of comparatively recent origin. Pictures were first used in the SUNDAY TRIBUNE as a feature in 1885. They were made by the chalk plate process, and frequently turned out to be crude and unsatisfactory to both readers and publishers. Artistic effect was almost impossible to obtain, and the best that could be had was a sort of rough, mechanical picture. Soon after this the plan of making zinc etchings from pen-and-ink drawings was perfected and newspaper illustrations began to assume an important place in the make-up of the paper. By this process an artist is enabled to secure pleasing results, and the knowledge that fine work will be accurately reproduced is an incentive which has had marked results in raising the standard. Useful as the zinc process has been, however, the aim of newspaper publishers is always toward something better, and now a steam railway, operating beneath, active work will begin on the structure in a short time. It will be completed within a year.

"I believe I could have won that race had I not got excited on the start. A good many of my patrons at the barber shop were there in carriages, and others were crowded into wagons. The four other fellows were all strangers in Chicago, and everybody wanted me to win. But I tried to do too much. I ran as hard as I could right from the start. All the old-timers were there, and they chased after me in carriages and tried to encourage me on. Consequently I ran all the harder, and when I reached the half-mile post and looked back the others were several rods behind. I was ahead at the end of the first mile, but was winded. I knew I couldn't run around the track nine times more, and so dropped out. I guess my friends were disgusted with me, but I couldn't help it. The sun was hot, and I couldn't have stood it."

"I see any of my old friends," continued the old man, "they joke with me about that race. There are not many of them left, though. For some reason, I don't know why, Providence has spared me. I received an invitation to the annual meeting of the Chicago Press-Club. When, eighteen years ago, on the event of its first anniversary, the Calumet club extended a reception to the old settlers of Chicago, gray-haired Louis Isbell was not forgotten. He received an invitation to attend the gathering. He never threw him-

self into white society, however, and modestly remained at home on that occasion. He lives on West Randolph street now, having moved there within the last year. He came to Chicago in 1838, almost sixty years ago. He has often been called the first barber of this city, but he makes no such claim. In fact, he worked in a shop established in the year before he came by John Johnson, a colored man. He remained in Johnson's employ two years, when he opened a shop of his own in Frink & Walker's stage office, opposite the Tremont House. Then he moved into the Tremont House, and later conducted the shop in the Sherman House. He shaved all the remarkable old men who contributed to make Chicago what it is today.

Sunrise at The Tribune Office.

coming, and a large force of printers was on hand to rush the matter into type. The first take was given out shortly after 10, and the matter was all set and printed in time to be delivered to the regular subscribers of THE TRIBUNE as a part of the Sunday issue the next morning. Some idea of the herculean nature of the undertaking may be had from the fact that the copy, set in solid minion type, filled sixteen full pages of the paper. This was before the day of typesetting machines and the composition was all done by hand. The amount of type set measured something like 672,000 ems, being equivalent to the work of sixty-five rapid compositors working continuously for nine hours each. Besides these a number of editors and copy readers were employed to take the matter and put it in shape for the printers. While this was being done the ordinary Sunday issue of THE TRIBUNE, of itself a pretty big mechanical job, was being gotten out in the usual manner.

Contemporaries were stupefied at the audacity of the scoop, and Chicago people talked about it for weeks. Whichever of THE TRIBUNE containing the New Testament reached England prominent men wrote to friends in this country strong letters of commendation, and surprise was expressed that it remained for a newspaper printed in the interior of America to snatch from under the nose of the London press and make public in its entirety a work for which the whole civilized world was waiting.

United States Supreme Court Benet.
Scoops have become so common in the latter-day history of THE TRIBUNE as to be looked for as a staple feature of the paper. The public expects them, and it gets them so frequently that no particular surprise is expressed over the exclusive publication of news of importance unless it be a matter of national concern. Such was the case when THE TRIBUNE, on April 6, 1895, published in full, two days before its delivery from the printer, the text of the United States Supreme Court's decision in full, a matter of national concern. It was a news beat which surprised even the dignified jurists of the highest tribunal in the land into exclamations of wonderment.

Everybody wanted to know how it was done, and especially so the scores of bright men connected with THE TRIBUNE's contemporaries, who had been in Washington for weeks watching for just this very thing and had after all been badly beaten in the getting of it. They had laid tempting bait before the judges and clerks to draw them into giving an outline of the decision in advance without result, and had settled down into the belief that nobody would get an inkling of its nature until it was read in open court, when alone came THE TRIBUNE with the much coveted decision in full. "It can't be a true copy—it must be merely a neat bit of guesswork," cried newspaper men who had been scooped, and sharp lawyers in various parts of the country delivered themselves of the same opinion. It was ridiculous, these men said, to even seriously consider the possibility of so sacred a matter as a decision of the United States Supreme Court being published in a newspaper two days before it was given out in court.

But there were others who had well in mind numerous times in