pted, and offered to let a newspaper orter accompany him. James Maitland the Post and Mail and Newton S. Grimod of the Evening Journal solicited the vilege, but Donaldson would take only of them, and lots were drawn to see start was made on the afternoon of hursday, July 15, and the same night the take was swept by a fierce storm from the southwest. On the Saturday morning following THE TRIBUNE printed a five-column scoop, asserting that the men were undoubtdly lost and giving good reasons for holdng to this opinion

This was at a time when other papers were expressing confidence that the voyagers would be heard from in a few days alive and well. In a carefully prepared article THE TRIBUNE called attention to the fact that the balloon was rotten with age and too frail and unwieldy to outlive such a storm as struck it on the night of departure. An interesting part of the story was a theory as to the course the balloon had taken and the probable point from which news would first be received concerning the fate of the daring aeronauts. As the wind was blowing from the southwest it was set down as certain the course would be to the northeast, and the prediction was made that if the bodies of the men were ever recovered or the wreckage of the airship itself found it would be in the vicinity of Grand

the distance of the arising itself found it would be in the vicinity of Grand Haven, Mich., or a little north of that town. This was on July 17. Just six weeks later Grimwood's body was discovered in a sand distance. Grand Hav-en. Donald-son has never

been heard

from. No balloon voy

age ever at-

tracted such

the world, and for weeks after THE TRIBUNE article

ion was the leading

all the newspapers of note in this

One of the neatest strokes of

this was done at a time when the recognized

masters of astronomical science were con-tending that they were yet short of suffi-cient data and facts upon which to base an intelligent computation, and that no accu-rate dimensions could be arrived at until

these were secured, after considerable delay they proved the correctness of THE TRIB

UNE's estimates, and the figures as original-

ly given still stand unchallenged and, in fact, accepted by all scientists of repute.

In August, 1869, and July, 1878, two solar eclipses occurred in this country and were subjects of deep study by astronomers. Well in advance of each event The Tribune printed full-page articles, with illustrative diagrams about the property of the country of th

diagrams showing the sweep of the moon's shadow across the continent, and giving a mass of data for which those interested in matters of this nature were waiting with

illy-concealed impatience, as there was considerable doubt as to the exactness of some of the calculations which had been made.

When the observations were finally taken it was found that The Tribune's prognostications were correct in both instances, and

thus two more news beats of importance

It was on Sunday, May 22, 1881, that THE

further observations were taken.

story in was printed the probable fate of Donaldson and his compannewspaper enterprise in giving ex-clusive and reliable information concerning the size and movement of heavenly bodies in advance of contem-poraries, and also ahead of reports from astronomical average which had been cially charged with the task, was the story of the big comet printed in The Tribuni of June 25, 1881. This was the largest come of June 25, 1881. This was the largest coince mortal eyes had ever seen, and the entire world was anxious for definite knowledge about it. Prof. Colbert, then commercial editor of THE TRIBUNE and formerly professor of astronomy at the old Chicago University, got a sight at the celestial visitor through the telescope at the university at 2:30 a. m. on June 24, and the following day the dimensions of the comet were accurately given in an exhaustive article. The shortest of the diameter was put down at 20,000 miles, the tail at 4,500,000 miles, and the distance from the earth at 30,000 miles, and the distance from the earth at 30,000,000 miles. In magnitude it was four times larger than the famous comet of 1812, which had until then held supremacy, and people were staggered by the immensity of the figures. Pictures show-ing the shape of the hige moving mass and the path traveled by it were also given. All this was done at a time when the recognized

one day al at the had re er in Chirespec the ring was told in never been danger ns and th increased in

Foretold. Tuly 17, 1875 Tribune startled the world by printing in full the revised edition of the New Testament, a journalistic feat which won praise the route of from people of all classes-from divines of high rank, editors of influential papers in America and Europe, and even from the ising feat inembers of the Revision committee thems intention of selves. For months the committee had been he had yet at at work in London preparing the copy for

the printers, and it was announced that the book would be issued in the early part of May. Great caution had been observed to prevent the nature of the changes from becoming public in advance of the actual delivery of the volumes by the agents of the publishers, and this in itself served to whet the curiosity of the people. THE TRIBLINE the curiosity of the people. The Tribune sent a special correspondent to London with sent a special correspondent to London with instructions to get an early copy of the book regardless of cost, but after a number of efforts he was compelled to abandon this part of the mission. Learning that a big shipment of the volumes was on the way to New York, in order that distribution migh

or right of title, to valuable lands on the lake front between the river and Twelfth streets—a tract worth millions of dollars. On the question of whether these lands belonged to the federal government or to the municipality of Chicago rested the right of tenantcy asserted by the Illinois Central railway. The United States Supreme Court ruled that the city was the real owner, and this settled beyond further dispute the power of the municipal government to rails of the rails of the municipal government to rails of the rails of the municipal government to rails of the rails of the municipal government to rails to real of the rails of th of the municipal government to make terms with the railway. This decision made possible the lake front improvements now under way—the sinking of the tracks, construction of a park, and the building of the contemplated pleasure grounds in the very waters of the lake itself. Appreciating the importance of the court's action the people of Chicago watched anxiously for the decision, which it was expected would be harded down. New York, in order that distribution might be made in America and England on the same day, The Tribune's representative took the first steamer for home.

On reaching New York he waited at the office of the American Committee on Revision until the first package from the vessel was unpacked. Securing a copy of the book he took the next train for Chicago, arriving here at 10 o'clock on Saturday morning. He had notified the office by wire of what was

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 idly decreasing few who have survived all these years. The crowd wanted to see him win,

> 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 any thing wrong about him." He values this queer testimonial above every other 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 testi-Brought to Illinois as a Slave.

self into white society, however, and mod-

estly remained at home on that occasion.

He lives on West Randolph street now having moved there within the last year.

the 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

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 Chizago 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

Shaves Lincoln and Douglas.

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 in his own home. Thus has Louis Isbell enjoyed the distinction of being the first colored child brought into the State of Illiis to live. He came to Chicago on Oct 1838, and has made this his home ever

FIGHT FOR BRIDGES IN EARLY DAYS.

Chicagoans who are now accustomed to the benefits and also inconveniences of the 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 jeal-ousies 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 trouble, broke out again over track. Every one knew Isbell. His barbershop was the largest in the

of all travelers and 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 con-struction of the two river tunnels which have now been absorbed

The ' first bridges across the river were floating structures and allow the passage of vessels of any kind The next bridges were of the swing variety turning on their centers, but placed so low that they had to be opened for every tug or larger vessels. 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 requir-ing tugs to lower their

smoke stacks when town, and all the local celebrities were his pa- | 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 under an ordinance passed by the City Council in 1860. During the following year a law was passed which compelled the use of bells on all the larger bridges in the city.

In 1867 the feeling against the manner in which river navigation was conducted be-came so general that the ten-minute ordinance was passed, which was a great victory for the citizens. Still the inconvenience to land travelers was great owing to the magnitude of the marine business, and another effort was made to construct tun-nels. 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 "jackknife" invention have done much to ease the situation and little complaint is now heard.

Chicago will soon witness the ultra-de-velopment of bridge building. Plans have already been prepared for one of the most narvelous structures in the world-a "three decker" 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.

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 TRIB-UNE, made up on Saturday night, would be issued so that it could be delivered to the outof-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 TRIB-UNE. The double-leaded 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

Evidently The Tribune experienced some trepidation in making this departure, for in another column it was announced editorially 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 apolo gized for the innovation in the following

It was said in the days of '76 that there "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 then that people are impatient every morning to learn the events of the going day up to and after the hour of going to bed." 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 first Sunday issde 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," which would seem to indicate that the proprietors 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 the subscriber was compelled to take a sort of hybrid newspaper—a Sunday and Monday

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 re-bellion, and when the war 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 especial 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 beginning to manifest themselves. The last page of the issue each Sunday had to be devoted to classified advertisements, and found necessary to increase the size of the

The great fire of 1871 was the cause of on increase in the size of The Sunday Tribune. UNE. May withstanding the fact that the paper sure ad great hardships during the days immed at a sure of the sure 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 1872, marked the first Sunday Tribune which devoted any 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 Romance," by G. Henri. 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. and an extra marked "Postscript, 4:30 a. m.," detailed the account of the great Boston fire, where the loss was over \$100,000,000. 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 gotten 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, 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 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 the artist is enabled to secure pleasing results, and the knowledge that fine work will be accurately reproduced is an incentive which has had marked effect in raising the standard. Useful as the zinc process has been ard. Useful as the zinc process has been, however, the aim of newspaper publishers is always toward something better, and now experiments are being conducted with a view to adapting half-tone pictures to the capabilities of fast presses.



A Snap Shot of the Telegraph Room.



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 10:40, and the matter was all set and printed in time to be delivered to the regular subscribers 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 type-setting 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 equivalent to the work of sixty-five rapid compositors working continuously for nine hours each. Besides these a number of ed-

Contemporaries were stupefled at the audacity of the scoop, and Chicago people talked about it for weeks. When copies of THE TRIBUNE containing the New Testa-ment 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 Beaten. Scoops have become so common in the latter-day history of THE TRIBUNE as to be looked for as a stable 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 bench, the text of the United States Su-preme Court's decision knocking out the income tax law. 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 conmen connected with THE TRIBUNE'S con-temporaries, 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 ad-vance without result and had settled down vance without result, and had settled down into the belief that nobody would get an ink-ling of its nature until it was read in open court, when along came THE TRIBUNE very the much coveted decision in full. "It could be seen that the second secon 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 powerce. 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 the past when THE TRIBUNE had risen to the emergency of similar important occasions, and these saw th thing in a different light. Just like The Tribune, they said; it is always getting real news away ahead of other newspapers. And when the decision was read in court this verdict was found to be the correct one.

Ahead on the Lake Front Case. News of the United States Supreme Court's inding in the celebrated Lake Front case was first given to the public in The Chicago Tribune of Nov. 2, 1892. The official ver-sion was not formally given out in court until Dec. 5, but it differed in no essential point from the report printed in The Trib-une a month before. In many repsects this was the most important bit of litigation affecting the interests of the people of Chi-cago that has ever come before the Supreme

rt. It was a contest for the ownership,

ed stoutly that it was newspaper to know positively and accurately how so august a body as the Supreme Court of the on such a momentous matter. The reliability of the news was attacked, but when the formal finding open court on Dec. 5 following it was found that THE TRIBrect and unimpeach-

leaked," was the feated newsgathers. Perhaps they did—at any rate The Tribune got the news a month

On the morning of Sept. 18, 1894, The Tribune secured another "scoop" of considerable magnitude. In the late hours of the preceding night a band of daring bandits held up the Colorado and Utah limited ex-press train on the Santa Fé road at Gorin Mo. The robbers expected to get \$50,000 which had been shipped in the safe of the Wells-Fargo company in the express car. During the raid Engineer "Dad" Prescott was shot and one of the bandits badly wounded. There was a lively skirmish for ten minutes, at the end of which the raiders were minutes, at the end of which the raiders were defeated and several of them were captured. The Tribune was the only newspaper in the United States that printed the facts the next morning. Not only wos the complete story of the raid told in a graphic manner, but nictures were given showing how the but pictures were given showing how the attack was made. An entire page was given to a description of the details of the raid, to a description of the details of the raid, and the manner in which the participants had plotted for it. Names and other particulars were printed in full. How was it done? The Tribune had a man on the train, and he was there for the express purpose of sending in the story of the raid. Nearly a week before this the Wells-Fargo people had been quietly informe that an attack was to be made on the train, and they prepared to resist it. Aside from this the plot was not known of in Chicago except in The Tribune office, where the word was received almost as soon as it reached the express company. as soon as it reached the express company A force of armed detectives was sent on as guards, and were on hand when the raid was

Editor Stewart's Scoop in 1847. No record of the news beats scored by The Tribune would be complete without reference to a laughable incident in which steamer Michigan. Merchant vessels then had considerable difficulty in making port and Stewart printed an editorial in July, 1847, suggesting that it would be a good idea for Capt. Bigelow to use the Michigan in towing craft into the harbor. The gallant and truculent Captain construed this as an insult to his naval dignity and promptly sent Stewart a challenge to mortal combat sent Stewart a challenge to mortal combat. Instead of accepting the invitation to fight a duel Stewart published the Captain's letter in The Tribune. He not only had a good exclusive story, but he pulled the wires among his political friends so well that in among his political friends so well that in the end Capt. Bigelow was ordered by the authorities at Washington to do just what Stewart had suggested. The incident is told in Fergus' "History of the Chicago Press," the account concluding with the following words: "The pen was mightier than the sword, for the latter was never imbued in Stewart's gore, and the bellicose Captain towed belated merchant vessels into Chicago. towed belated merchant vessels into Chi-

Mailers Working Against Time. trons. They cheered him lustily in the first half, for, although a few feet behind the horse, he led White Foot. He was the first to start back, however, as the horse could not turn the stake so quickly as its human rivals, and the pioneer jockey was two rods in the rear after turning the stake at the quarter mile, while Isbell was not more than a step ahead of his Indian rival. The latter had seldom been defeated in a foot race, and was trying hard for victory. Is-bell won, although he was not a foot in the lead of White Foot, and the horse, hard lashed by the pioneer, came in last. Cheer after cheer greeted the victorious Isbell. A half century has passed since then, but this old colored man relatés the story with en-thusiasm. He lives in the memories of the past, as do many whom time has rendered

Isbell Loses His Next Race Three months later the grand-stand at Merrick's was crowded again. The event

There were five of us in that race, the gray-haired negro, "and hundreds of people had turned out to see it. Three of the contestants were Indians, who came here from Buffalo. The other was an Englishman, whose name was Gildersleeve. The track at Merrick's was a mile around and the race was to extend ten times that distance. I guess I deceived a good many at that time. You see, I was winded after running one mile, and dropped out to let the others fight it out between them. The Englishman went farther than I did, but didn't finish. The redskins stuck it out to the end, and one of them, with the extraordinary name of Smoke, won.

"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 then 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 tan 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 halfmile 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 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.

"Whenever now I see any of my old friends," continued this old man, "they joke with me about that race. There are not many of them left, though. For some yeason, I don't know why. Providence has

When, eighteen years ago, on the event of its first anniversary, the Calumet club ex-tended a reception to the old settlers of Chicago, gray-haired Louis Isbell was not for gotten. He received an invitation to attend the gathering. He never threw him-

itors 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. able.
"Some of the Judges must have 'leaked,'" was the in advance of any other newspaper. Santa Fe Train Robbery Scoop.

Thomas Stewart, who was news editor of the paper in 1847, and Capt. A. Bigelow of the united States navy figured. Bigelow was stationed here in command of the war

reason, I don't know why, Providence has spared me."