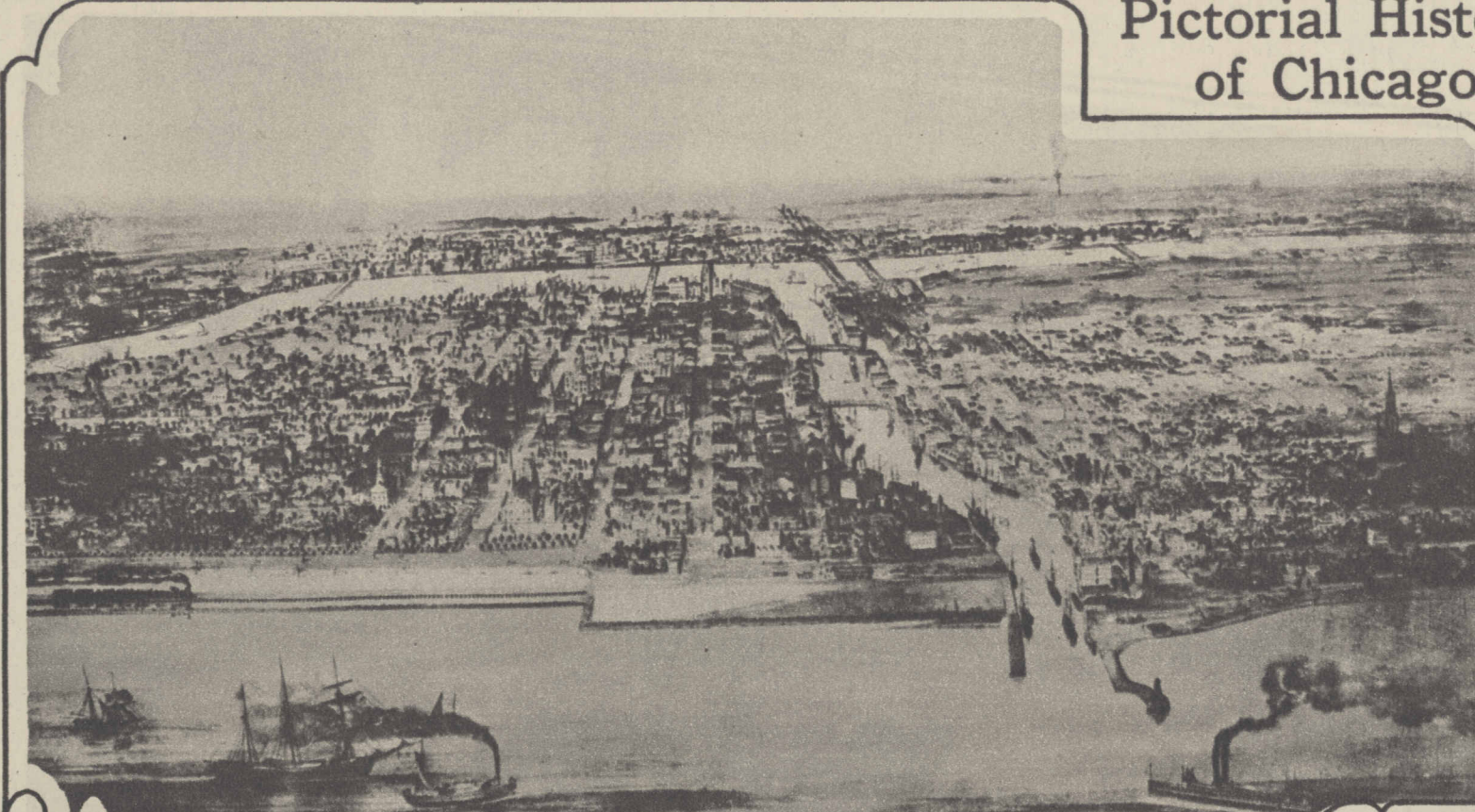


Pictorial History of Chicago



CHICAGO IN 1853—Three-quarters of a century ago the struggling city was beginning to lift an impressive head above lake and stream, after having survived floods, fires, and the California gold rush. And it was in 1853—be it set down here—that the agitation for a subway commenced. At a mass meeting the building of a tunnel under the river to connect the north and south sides was proposed, discussed, and recommended. (Illustration from "History of Chicago," by A. T. Andreas.)



WHERE HISTORY WAS MADE—The Republican "Wigwam," at the southeast corner of Lake and Market streets, was the scene of the national convention in 1860, and this photograph was taken while the convention was on. It was here that a gangly, theretofore little known Illinoisian named Abraham Lincoln was nominated for the presidency. (Photograph courtesy of Chicago Historical society.)

CHICAGO DAILY TRIBUNE.

MORNING EDITION

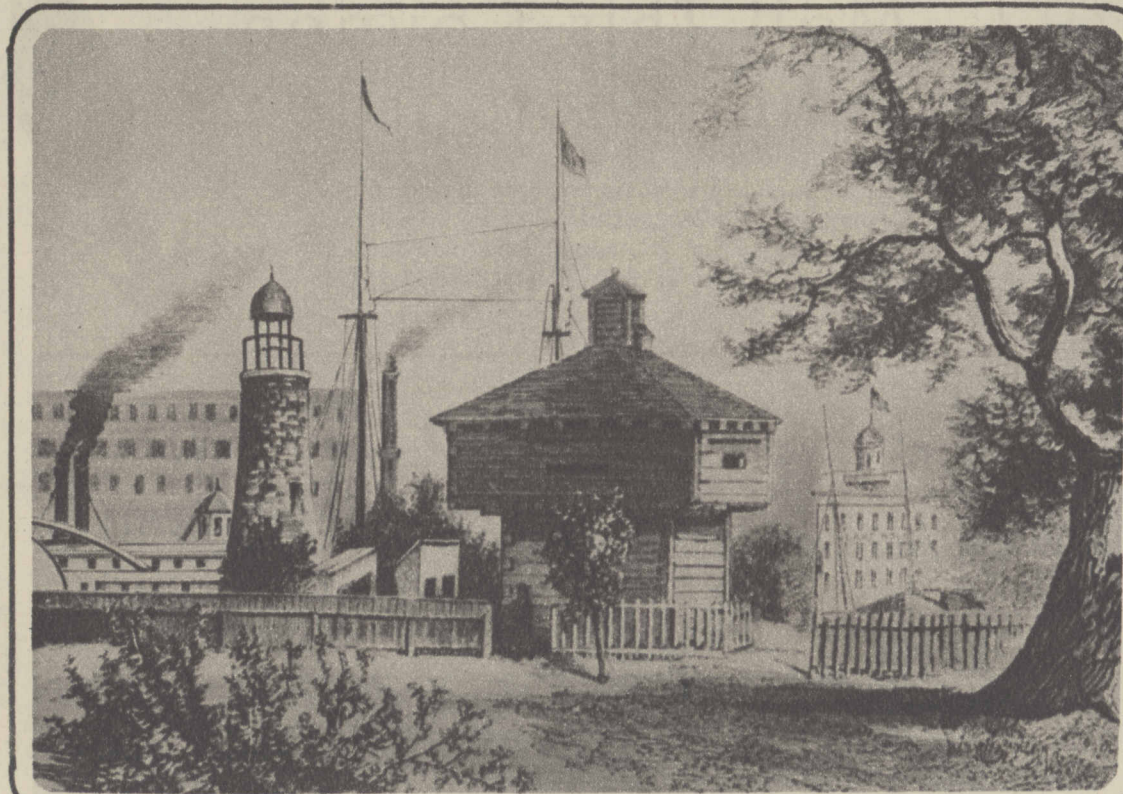
CITY OF CHICAGO, DECEMBER 28, 1850.



THE OLDEST EXTANT COPY of the Chicago Tribune is dated December 28, 1850. The paper was then three years old, it was published on the third floor of the Masonic Hall building at Lake and La Salle streets, and its circulation was 1,200. Among the advertisements were those of camphene lamp wicks, quicksilver, and marble and burr millstones. (Facsimile from "History of Chicago," by A. T. Andreas.)



TREMONT HOUSE, long famous as a hostelry, dates back to 1833. Situated at the north-west corner of Lake and Dearborn streets, the first one was built by Alanson Sweet and run as a combined saloon and boarding house. The frame building was destroyed by fire in 1839, and was replaced by a larger one, which in turn went up in flames ten years later. (Illustration courtesy of Chicago Historical society.)



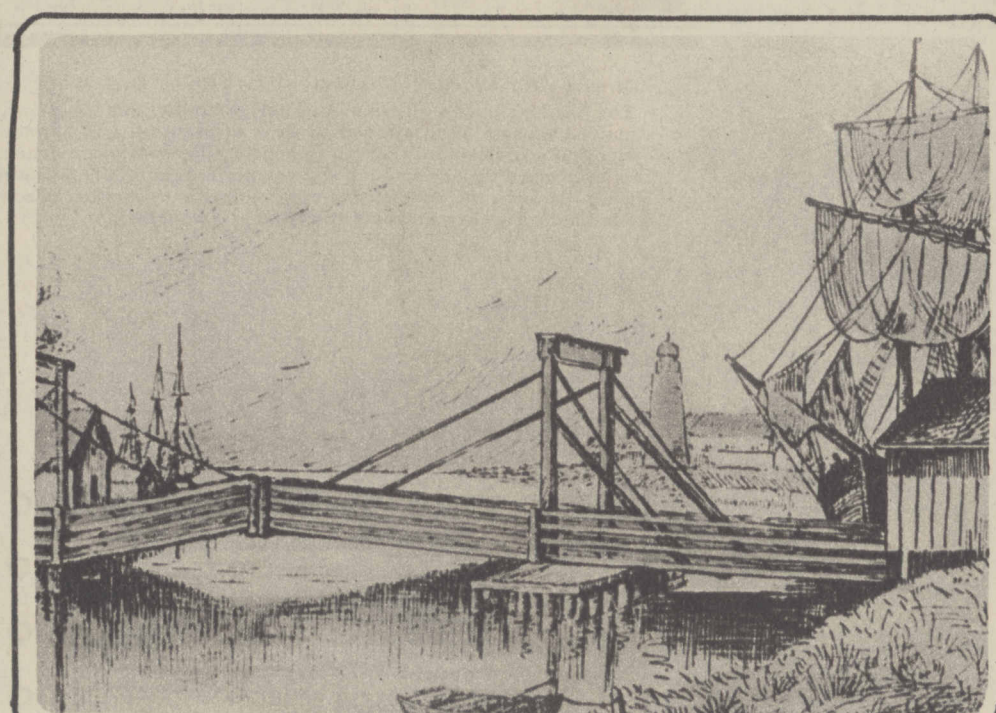
THE OLD BLOCKHOUSE and lighthouse as they appeared in 1857. This was the last of Fort Dearborn, the post with which the earlier history of Chicago was so closely intertwined. (Illustration from "History of Chicago," by A. T. Andreas.)



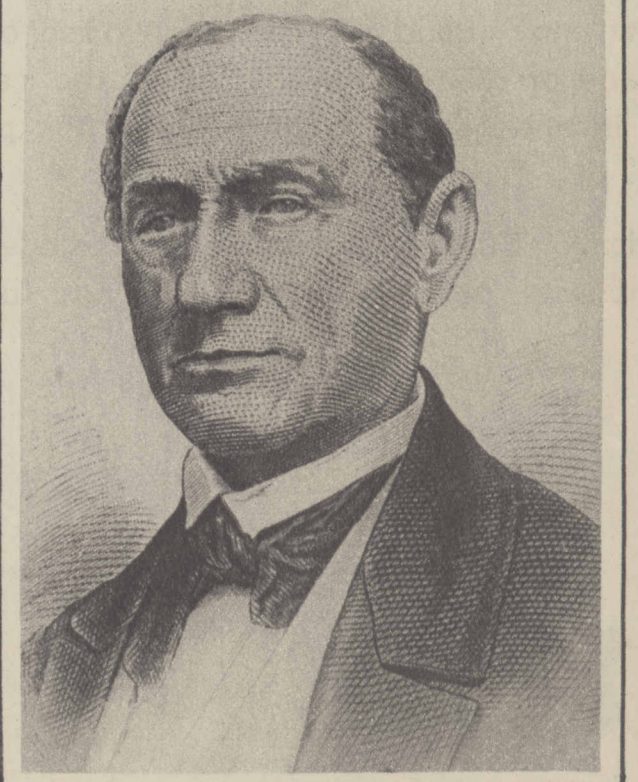
RANDOLPH STREET IN 1845—It was planked, and provided with sidewalks of the same material. This was just before the Mexican war, and before the completion of the Chicago & Galena Union railroad, the first steam railway chartered out of Chicago. A description written at the time said: "The amount of travel passing through this and other streets greatly impresses the stranger. Everything seems in a whirl of excitement—a lounge is never seen, and each person you meet looks as if intent on some pressing and important business." (Illustration courtesy of Chicago Historical society.)



THE FIRST POSTOFFICE was a log cabin, and it was established in 1833 at South Water street and "The Forks," near the present intersection of Lake street and Wacker drive. At that time there was only one eastern mail a week; it was carried on horseback to and from Niles, Michigan. (Illustration courtesy of Chicago Historical society.)



CHICAGO'S FIRST DRAWBRIDGE was built at the foot of Dearborn street in 1834. It was in the year before that—on Aug. 5, 1833—that the citizens got together and incorporated as a town. Four years hence that event is to be commemorated by the Century of Progress exposition. (Illustration courtesy of Chicago Historical society.)



JEAN BAPTISTE BEAUBIEN in 1827 organized and commanded Chicago's first militia company, the outfit that did much to quiet the panic caused by the knowledge that the Winnebago Indians were on the warpath. His picture brings to a close chapter two of this chronicle in pictures. (This and all other illustrations from Andreas' "History of Chicago" are copyrighted.)