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LOGAN SQUARE FESTIVAL & CIRCUS

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John H. Stehman Mgr. & Story



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PURPOSE OF FESTIVAL

The purpose of the Golden Anniversary Festival and Circus first of all, is to help the under-privileged boys and girls from Northwestern University Settlement district. This district is nearer the Loop than we are. However, through this district, have come all the various nationalities that we have out here in Logan Square. We are all a part of one another.

Logan Square is much larger than the monument and its park. It reaches out in every direction and is one of the beautiful places of Chicago to which everyone likes to come. The lovely boulevards reach out to the parks. There is no other spot like it in this thickly populated city and the purpose of this Festival is to bring about a community spirit which will influence all Northwest Chicago. We have all the fine culture of the nations of the world and should be proud of Logan Square.

When we had the representatives of a hundred organizations of Logan Square together, this exclamation was made:—"We do not know what we have here in Logan Square". That is it. We are not acquainted. The purpose of this festival is to introduce ourselves, one to the other. We have many great and good men and women in Logan Square. We are just discovering them. Already those who have given us their support are too numerous to mention. There is strength and hope in united effort. We are attempting to make known the best that we have in our community.

The last good and fine thing which should come out of this Circus, is that all the various organizations in and around Logan Square can unite in the Community Council. It is cooperation and pulling together which is going to bring back a spirit of confidence. Everyone boosting will help to put aside the distrust and lack of enthusiasm for our great community.

By helping the children go to the woods at the Northwestern University summer camp: by boosting for each other and by building up our own individual club or church of Logan Square, we will do just the thing which is needed today.

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HISTORICAL AND HOMELAND EXHIBIT

In connection with the Fiftieth Anniversary and Circus, an effort is being made to tell in picture, song and story, the romantic history of LOGAN SQUARE.

The story is told by John H. Stehman who for more than fifty years, has been a resident of the community, and who a few years ago followed the historical windings of Milwaukee Avenue through the years. From the time it was a crooked trail through the wilderness, to its present development into the great business artery of a thickly populated metropolitan community, it is a thrilling tale. The panorama of human progress unwinds with the following of the trail and the tale.

The picture and the color are to be found in the many gifts brought by the people who joined the procession of the nations out Milwaukee Road and left it again to sink their roots in Logan Square. The Indians left names and mounds and arrow heads and the color of the past. The French Missionaries planted the cross all along the trail, crosses that still are lifted high above the homes and schools and commercial edifices. The sturdy pioneers from the east and from England, and Scotland and Ireland, holding tight to the "faith of their fathers," brought courage and determination which made it possible to fight the wilderness and the savages, and to establish the bulwark of the new nation—the American Home. The Germans brought music and dancing and the love of learning. The Scandinavians who followed, brought a love of democracy and understanding of government and, Oh, so much of the joy of living. The Slavs who have been the more recent comers, have brought color and a passion for freedom. The Jews have brought devotion to faith and family. Each member of the procession of nations has made its contribution and the metropolitan Logan Square of today, is the composite picture of them all. The picture may be seen in the exhibit of art and handicraft—needlework, metal work, wood work, pictures, books and manuscripts.

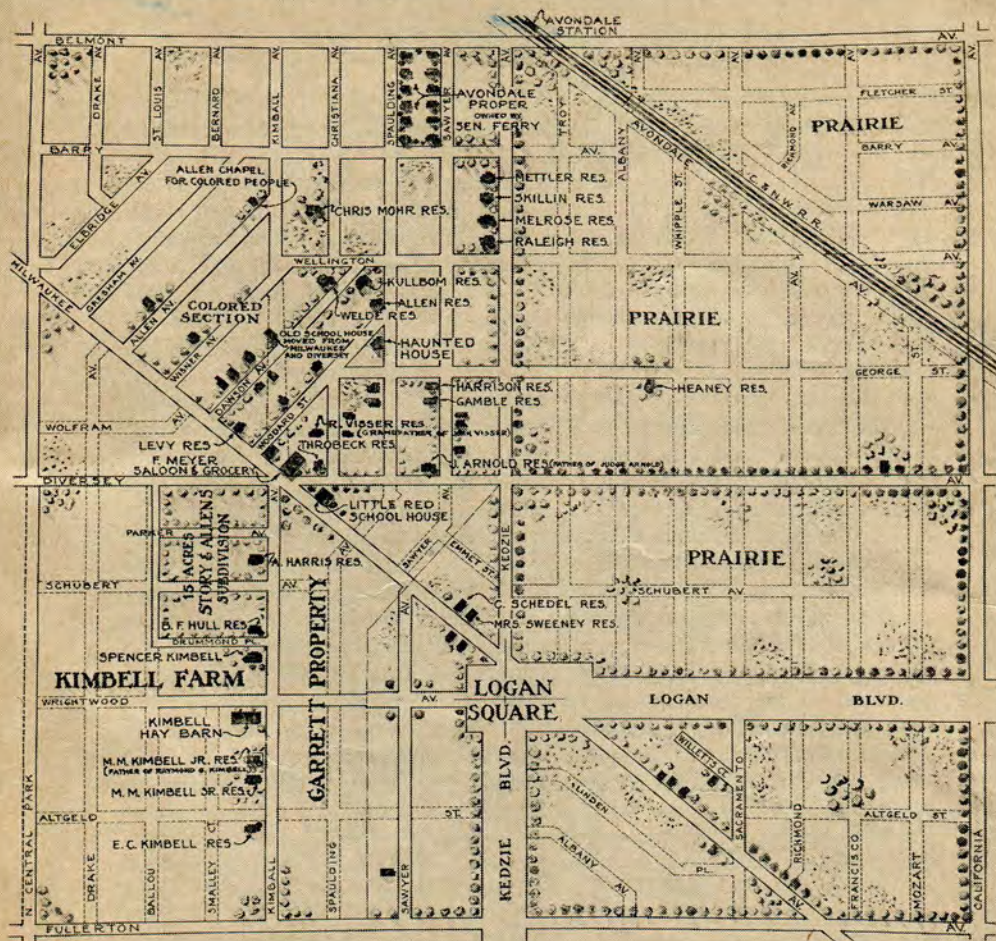
The song will be found in the daily programs of songs and dances and instrumental music furnished by artists of all the groups who have lived or do live about "The Square."

The culinary arts of many lands may be seen and tested in the picturesque little shops. The Norwegian Coffee Shop, The Polish Cafe, The Early American Tea Room, The Hungarian and the Modern Tea Shop—all will demonstrate the best of their wares.

After "looking back" as far into the past as Logan Square can see, it is time to look forward with The Logan Square Community Council, in its vision of human welfare and betterment, to the Nursery School. A demonstration Nursery School will turn the vision into realization and inspire every Logan Squareite with a desire to help. A poet has said:

"Dream for your land all worthy things and true,

And when you wake—Oh make your dreams come true."



MAP OF LOGAN SQUARE DISTRICT AS IT WAS IN 1881.

COMPOSED BY JOHN H. STEHMAN.

DRAWN BY EDWARD M. SIEJA, ARCHITECT.

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HISTORY OF LOGAN SQUARE

By John H. Stehman

Many, many years ago, long before Columbus discovered America, the mouth of the Chicago River was considered a very important point by the American Indians, then the sole inhabitants of the country. This is evidenced by the many trails from all parts of the country leading thither. Practically all of Chicago's diagonal streets were originally Indian trails.

Green Bay, Wisconsin, was another important point in the Red Man's geography, and one of the most important of these trails led from this point to what is now Chicago. Another trail started at the mouth of the Chicago River and led almost due south, joining the great Sauk trail, which was the great highway of the Indians leading from the Mississippi river to Detroit. The course of this trail was almost coincident with the present Lincoln Highway through Will and Cook counties, from Joliet, Ill., to Dyer, Indiana, according to the map of Indian trails published a few years ago by Albert F. Scharf

The Green Bay Trail

Returning to the Green Bay trail, we notice that it started at Green Bay and led due south, some miles back from Lake Michigan, never within sight of the lake until within about twelve miles of its terminus. About three miles west of Waukegan, the trail branched, the eastern branch continuing almost due south on the ridge between Lake Michigan and the North Branch of the Chicago River, terminating where the Wrigley Building now rears its twin towers. The western branch of the trail ran southwest from the point of separation about three miles, crossing the Des Plaines River at Gurnee, then following closely the west bank of that stream to Wheeling, crossed it and wended its way to the North Branch at Niles, and from thence to Wolf Point, at the junction of the North and South Branches of the river, now Kinzie and Canal streets. This trail, a mere path through the forests, very crooked, winding its way through the forests, around ponds and other obstacles, was nevertheless, plainly marked and much traveled. Along this path trod the warriors, in single file, when going to attack the enemy in some distant village, or perhaps an entire village moved to a new hunting ground. Here, perhaps, a party loaded with furs to exchange for corn, with a group from the Illinois Valley who practiced a rude form of agriculture.

There went, perhaps, a band from the Atlantic coast, on their way to the Red Pipestone quarries in Minnesota, to obtain material for the manufacture of the Calumet or Peace Pipe. Or, perhaps, they were on their way to the copper region of Michigan to get copper for weapons or ornaments. (The writer has found red pipestone and copper ornaments on the side of an ancient Indian Village in Southeastern Pennsylvania, and as these minerals were found only in the afore mentioned places, he is satisfied there was traffic between these distant points.)

Later, after the coming of the white man, might be seen the French priests and explorers. The white hunter and trapper, and still later, the Pioneer who came looking for a place where he could establish a home.

Indian Troubles

In the early years of the nineteenth century, the United States Government established a fort near the mouth of the Chicago River, to protect the white settlers who had settled in the region south and west of Chicago, and were continually moving northward, thus exciting the Indians who inhabited the region north and northwest of Chicago. They feared the whites would eventually drive them away from their hunting grounds, and the period between 1812 and 1833 was marked by continuous trouble between the whites and Indians.

These troubles culminated in 1832, in a war known as the Blackhawk War. The Indians were defeated, and by treaty gave up all claim to land in Northern Illinois in exchange for land in Iowa and several thousand dollars in cash.

After the signing of the treaty in 1833, the Indians went to their new reservation in Iowa and the entire northern part of Illinois became available for settlement by whites.

Settlements

The country north and northwest of Chicago soon was settled by sturdy pioneers from the east and from Europe, England, Scotland and Ireland. In 1832, John Kinzie Clark, the first white man to settle in Jefferson township, built a log cabin, of two rooms, near the Cicero Avenue crossing of the North Branch of the Chicago River. In 1836, Martin Nelson Kimball, the first white settler in the Logan Square district, took up a claim of 160 acres, now bounded by Diversey, Kimball, Fullerton and Hamlin avenues, and established a home. In a few years most of the land formerly held by the Indians, was occupied by white settlers and the old Indian trail developed into a white man's road.

The Milwaukee Road

The narrow, crooked trail through the forest was widened and straightened to permit the passage of the ox-carts and horse-drawn vehicles, and it became the main artery of travel by which the farmers brought their products to the market, which by this time had been established at Chicago. Along the river at Niles, a single track hewn through the forest, sufficed, but from thence to Wolf Point across the prairie, each individual drove at his own sweet will, selecting a route to

avoid ruts and sloughs and quagmires, so that there really was a series of nearly parallel trails from a rod to more than a mile wide. This road was fairly good in dry weather, but in wet weather it was very bad, and for several months in the spring it was impassible. One of the pioneers of that day, who resided at Northfield, has told the writer, that it took him two days to make the trip from his home to Chicago and return, when the road was in good condition, and twice that long when the road was bad. This condition became intolerable and in the early forties the users of the road petitioned the State Legislature to have this road established and surveyed.. The Legislature granted the petition; the survey was made, ditches were dug and traffic directed between them. This was the beginning of the Milwaukee Avenue road.

This was all right for a fair weather road, but in wet weather it was worse than ever, as the earth from the ditches, which was piled on the grade between them, just increased the depth of mud about one hundred per cent.

The Northwestern Plank Road

In the late forties, the plank road idea caught the fancy of the people of Chicago, and nearly all principle roads entering Chicago, were planked by Chartered companies, authorized by the State Legislature, to collect toll from persons using the road. In 1848, the Northwestern Plank Road Company was organized and chartered. In the next few years, the Milwaukee Avenue Road was planked from Wolf Point to Wheeling, with a branch from Jefferson to the Des Plaines river, on what is now Higgins Road. The plank road idea came from Canada, and for a time became the rage in parts of the United States.

Mr. M. M. Kimball, who had a contract to build three miles of the Northwestern Plank Road, at \$2,100.00 per mile, informed the writer about how it was constructed. A road bed from fourteen to sixteen feet wide was graded and leveled. Stringers were laid lengthwise in the middle of this bed, so that their top was even with the surface. On these stringers three inch oak planks, eight feet in length, were laid crosswise. These were not nailed to the stringers, the theory being that they would remain in place. They did so for a short time, then trouble began. The planks were warped in the heat of the sun and when heavy loads passed over them, would slip out of place. Some began to decay and were broken by loaded wagons passing over them. Some floated away in spring floods and some were carried off by people who needed firewood. Not much was done in the way of repairs, and the people rebelled and refused to pay toll. The company then macadamized the road, and Milwaukee Avenue became one of the first hard roads in this part of the country.

Hotels

There were a number of hotels along the Milwaukee Road to accommodate the traveling public. The most noted of these was the Green Tree Hotel. It was built by James Kinzie, in 1833, and stood at the northwest corner of Canal and Lake streets, and continued as a hotel under various names until 1859, when it became a tenement with a saloon in the lower front part. In 1880 it was moved to 33-37 Milwaukee avenue to make room for the American Iron Company building, and remained there for some years until it was finally wrecked.—(Andrea's History of Cook Co.)

The Powell House, at Armitage and Milwaukee avenues, was built and operated by George N. Powell, about 1840 and was still doing an active business in 1880.

The Dickinson House, on the ridge at Milwaukee and Warner avenues, was built in 1843. A substantial brick structure, still used as a residence, it was a very important hotel. It was located at almost the exact center of the township, and in its bar room elections were held for many years.

Wentworth's Hotel, at Sand Ridge, now Jefferson Park, was built in 1835. It was a block house, two stories high, and was long noted as the place above all others, where the traveler received the most hospitable entertainment. The proprietor was known as "Old Geese" from a favorite song he would sing whenever inspired by the excellent whisky he dispensed. The refrain of the song was as follows:

"I wish I were a goose,
All forlorn, all forlorn,
I wish I were a geese,
All forlorn.
I'd eat my grass in peace
And accumulate much grease
Eating corn."

These hotels were all well patronized in the early days by travelers, and were the social centers of the day. Political meetings, elections and sometimes religious meetings were held in them.

Go with me, as we tour this road from Lake St., to Niles, in 1881. At the corner of Lake and Canal streets, we see the American Iron Company's substantial brick buildings, and just beyond on our right, is the old Green Tree Hotel, now degenerated into a disreputable tenement and saloon. To our left is the old shot tower, on Clinton street. There are a few fram shacks on both sides of the street between Lake and Kinzie streets, where we cross the railroad tracks, which are not yet elevated, to Des Plaines street, where we take a horse car and proceed northwest, noting carefully the names on the signs as we slowly jog along. In the neighborhood of Halsted and Grand Avenue, the names are nearly all Irish. We see many blacksmith and wagon shops.

As we proceed northwest we notice that the buildings are mostly one and two stories in height, with occasionally one of three or four stories. There are many vacant lots grown up with weeds, occasionally one with a garden. The names on the signs change. Most of them are German now and saloons with family entrances are numerous. Groceries, tailor shops and drug stores; fortunetellers, with an occasional dry goods or hardware store or carpenter shop, make up the business activities.

On Huron street, just around the corner to our left, is Aurora Turner Hall, the center of the social activities of the German population. Here the Liederkrantz meets. Here the Sangerfest is held. Here weddings and other social events transpire. Here political meetings and caucuses and ware conventions are held.

As we go on slowly we find the buildings are farther apart, the vacant lots more numerous, fewer stores, more residences. Looking west we catch glimpses of the prairie extending westward which affords pasture for the cows that many families still keep.

Looking eastward toward the river, we see a few small factories, coal and lumber yards along the Northwestern railroad. Nearing North Avenue we find the buildings grouped more thickly about the street intersections, more stores, fewer German and more Scandinavian names. Passing North Avenue we pass few buildings until we reach Western avenue, where there is quite a settlement. At our right on Armitage avenue, is the old Powell House, now used as a residence. Just beyond on Milwaukee avenue, is Kuhn's Park, several acres in extent, a great place for picnics. Saturdays and Sundays throughout the summer, the place is filled with happy picnickers, who bring their lunch and spend the day in games. Here we come to the end of the car line and we must find some other means of conveyance. We proceed to a livery stable near by and hire a horse and buggy for two dollars, to drive to Dutchman's Point or Niles. We go on, passing perhaps thirty buildings between Armitage and Fullerton avenues. At Fullerton we are halted by a toll gate, for we are now on the toll road. We pay toll at the rate of two and one-half cents per mile, getting tickets for use at the other toll gates.

Looking east at Fullerton avenue, we see the Deering Harvester Works, beyond the river and Brand's Brewery on Elston avenue, for there are no intervening buildings. To the west we see several buildings at Kimbell and Fullerton Avenues, and five buildings at Kimbell Avenue between Fullerton and Diversey. The street here is rather high, being several feet higher than the prairie, with ditches several feet deep by its sides. We notice several small buildings on our right, as we pass Sacramento Avenue and come to Logan Square. The Boulevard is unimproved, except for the trees which have recently been planted. The driveway is a country lane, winding from side to side through weeds as high as a horse. Passing Kedzie Avenue we find two small shacks on each side of Milwaukee Avenue and the entire tract between Milwaukee, Kimbell and Fullerton a pasture with a single house on it. At Diversey Avenue we see the Little Red School House, wrecked only a few years ago. On the north corner of Diversey a combination grocery and saloon, with several old buildings near it. North of Diversey and east of Milwaukee Avenue is a subdivision which was opened in 1870 and has by this time some twenty buildings on it. A number of these are occupied by negroes who came from the south after the Civil War and settled there. The settlement was called "Niggerville" at times.

Passing Central Park Avenue we find half a dozen houses on our left, while on our right is a farm. One or two buildings at the south corner of Belmont and Milwaukee Avenues, and two near the northeast corner, with another toll gate between Belmont and Crawford Avenues, include all the buildings until we reach Addison Avenue, where we find another old hotel, now used as a farm house. This was wrecked when the Schurz High School was built. Just beyond is a three story brick house, built by John Gray, one-time sheriff of Cook County. Opposite this place are several new frame houses, which comprise Grayland.

We keep on passing farms and gardens until we reach Irving Park Boulevard, where on the southeast corner we see the Town House, once used as a high school, now as a Town House and Village Hall. A few rods west on the Boulevard is the residence of W. H. Gray, who was at one time Sub-Treasurer of the U. S. at Chicago.

A few rods beyond the Boulevard we pass the Dickinson House, once a celebrated hostelry, now the residence of Chester Dickinson, a pioneer of Jefferson Township. We pass more farms and gardens, arriving finally at Jefferson Park, which is a settlement of several hundred people. Here are more stores of all kinds; wagon shops, blacksmith shops, etc. The village does quite a business with the surrounding farming community. Several saloons furnish liquids to the thirsty.

We continue our journey through a farming community until we reach Niles, where there are perhaps a dozen families. Here we stop at a saloon to water our horse and as we dismount from the buggy, the entire male population of the place assembles at the saloon. Here comes the shoemaker, the blacksmith, the wagonmaker, the tailor and several of their customers, expecting a treat. If they get it they are your friends forever.

On our journey, we have passed several hundred teams going to Chicago with produce for the market. The farmers usually started from home so as to get to Chicago in the evening, disposing of their goods and returning the next day. Many of them traveled twenty to forty miles.

Returning from Niles we pass many more teams returning from the city with building material, fencing, farm implements, groceries, furniture and what not.

At this time there are not many people living west of Milwaukee avenue, north of North avenue. A few small villages had sprung up along the Northwestern Railroad, viz.: Clybourne, Maplewood, Avondale, Irving Park and Mayfair, no one of which numbered more than a few score buildings.

Much of the territory within sight of the Avenue north and west of Fullerton avenue, was farm land and was intensively cultivated by the owners or tenants, who raised vegetables for the Chicago market. There were, however, large tracts of virgin prairie, which in the summer were covered with flowers of all colors. Prairie chickens were plentiful until the 80's, while squirrel were abundant in the forest along the river.

Progress

The writer has tried to give a picture of the Avenue as he saw it in 1881. Conditions did not change much, except for the rapid growth of the district between Armitage and Fullerton avenue, until 1890, when cable power was substituted for horse power on the car line. This shortened the trip to the city somewhat. In 1892, an extension of the Milwaukee avenue car line was built to Logan Square. This was operated by horse power. In 1905-6 the line was extended to Lawrence avenue, and the entire line was electrified, thus still more reducing the time required to go down town. In 1895 the Logan Square "L" was opened, aiding greatly in the development of Milwaukee avenue from Diversey Boulevard to Belmont avenue.

Then and Now

Let us make another tour of the Avenue after almost fifty years, and notice a few of the changes. We enter a swift moving, comfortable electric car, instead of a small, rocking horse car, and proceed over the smooth track on a granite paved street, the entire distance to Jefferson Park. We do not cross any railroads at grade. The Irish names over the small stores and shops at Halsted Street have disappeared and Italian names now appear. The character of the business along the street has changed. Small factories abound, store fixtures, machinery, tools, etc., seem to be the chief articles of commerce in this section. Most of the buildings are old and dilapidated. Nearing Chicago avenue we find better buildings. Polish names predominate, and there is more retail business. At Division street, we find a busy retail business district. Department stores, men's clothing and furnishings, millinery, shoes and furniture, also women's clothing. Stores line both sides of the street for several blocks. Passing North avenue, we find a manufacturing district, along the Milwaukee and St. Paul Railroad. From Western avenue, to Fullerton avenue, we find a general retail district. Improving rapidly from Fullerton to Diversey, is one of the newest and busiest places along the avenue. Here is Automobile Row, one of the greatest automobile markets in the city. Nearly all the automobile manufacturers in the country, have agencies here and thousands of cars are sold annually.

Passing Diversey we enter another Polish district, where business is brisk. As we continue to the northwest we note many new buildings being erected, showing a continuing prosperity. At Addison street, we pass the Schurz High School, said to be the largest in the country, and at Irving Park Boulevard, another growing business center. From thence to Jefferson Park, one can scarcely keep track of the growth and improvements, so rapid are they. Beyond Jefferson Park the Avenue is being widened to one hundred feet and double-tracked for street cars, and will soon become one of the best and busiest sections of the Avenue.

Logan Square District

The marvelous growth of this district calls for special consideration. It began with the annexation of the Village of Jefferson, to the City of Chicago, in 1889, was augmented by the extension of the street car line on Milwaukee Avenue, and of the Logan Square "L" in 1895.

Many new subdivisions were opened and the old ones showed new life. Lots sold readily and many homes were built. The population increased rapidly. Schools and churches multiplied and farms and market gardens vanished.

The Square became a business center. Logan Square Ball Park was established and soon became famous. Retail business of all kinds flourished. Substantial business blocks were erected along the Avenue and the population increased very rapidly. Up to 1915, there were no large apartment buildings. Single family homes and two and three apartment buildings were the rule. Since then many large apartment buildings have been erected.

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THE CIRCUS BOOSTER CLUB

The Circus Boosters' Club of Logan Square, was organized, first to promote civic loyalty among the boys and girls of the Logan Square district. It was fostered to acquaint them with the details of this great Golden Anniversary Festival and Circus. It has culminated in the development of an intimate acquaintance of the children with the history, ideals and accomplishments of all the peoples of Logan Square.

Children do not enjoy learning directly, so essay and poster contests, membership contests, ball games and races were resorted to to make up the program of the Booster clubs. The winners of the Essay contest, who were required to write a five hundred word essay on some phase of Logan Square history, are: Grace Kreikenbaum, 2447 Smalley Court, first place; Vivien Fanta, 3517 Diversey avenue, second place; Morton Rosenbaum, 3230 Fullerton avenue, third place. They receive prizes of fifteen dollars, ten dollars and five dollars respectively.

The winner of the poster contest was Mr. Edward Karnoski. His poster contained the title of the Festival, with a background depicting the Circus.

An enthusiastic request from the boys brought about the organization of two ball teams, one to represent the club that met at the Harding Theatre and one to represent the group at the Congress.

These two teams under the leadership of Harry Athanis and Harry Horton, respectively, will play a four game little World's Series in the afternoons of the four days of the Circus. All the members of the Booster clubs, and their friends or families, will be admitted free of charge to these games.

The directors feel that the Booster clubs have been a remarkable success. This success has not been due entirely to the organization of the background of the clubs, but more to the enthusiastic response and genuine interest in community affairs of the children themselves.

The Circus Booster Clubs: Mr. Robert Palmer, Director.

Mr. George Guernsey,

Miss Esther Fuog,

Mr. Henry Johnsson, Associates.

THE HARDING CLUB

President, Martin Apleman,

Baseball Team Capt., Harry Athanis

THE CONGRESS CLUB

President, Edgar Stark

Baseball Team Capt., Harry Horton

THE WINNERS OF THE ESSAY CONTEST THAT WAS HELD IN CONNECTION WITH THE FORMATION OF THE CIRCUS BOOSTER CLUB

A TRIBUTE

First Place: Miss Grace Kreikenbaum, 2447 Smalley Court, 16 years of age. Roosevelt 4-A.

We are privileged to look upon a masterpiece. Not a work of art created by some skilled artist, but the molding of a backbone for a future great city, with the early pioneers who dared to come to see, and to conquer, as the potters.

In the early eighties, when vast western prairies beckoned to the pioneers, that section of Chicago, now known as Logan Square, began to materialize. It was during this period of western expansion that such early settlers as the Kimball, the Simons, the Noble, and Haussen families trekked from the east into Chicago and made their homes in the wild Indian prairies.

Then followed years of work, work building homes, setting up schools, such as "The Little Red School House," and improving roadways, like the Indian trail which began at the junction of the north and south branches of the Chicago River and stretched northwest through the region then known as The Jefferson Township Territory. It is interesting to note that this Indian trail later came to be known as "dinner pail road" because workers walked along the road with their familiar dinner pails for companions. Today this historic road bears the name of Milwaukee Avenue.

Vastly different from the Logan Square we know today was the original settlement. Mud roads, large open plains, dotted with a few frame homes, an occasional all in one store, a "good old country school," and a church, were the main constituents of early Logan Square.

As time went on the settlement grew. People migrated westward, some into Illinois, into Chicago, into Logan Square. An organized community began to unfold. Paved streets replaced the plank roads that had been dirt paths. Buildings sprang up in large numbers. Business centers developed together with organized schools and recreational facilities. Hand in hand with the community's growth came the inventions and modern comforts that we have today. Thus, through the untiring efforts of the early pioneers and their successors, Logan Square has become one of the many masterpieces of frontier civilization.

To those of us who have been brought up in Logan Square, who have roamed its streets throughout childhood, who have heard its history from the lips of old residents, Logan Square is a treasure chest of memories one cherishes having and holding. To others, more or less strangers here, Logan Square is just an attractive community; but in a larger sense, it is a vital part of that city, which through the cooperation of such progressive communities as Logan Square, has become the fourth largest city in this grand world of ours.

In conclusion, we pause a moment in meditation, to revere that Logan Square spirit which lives today as it did yesterday and will tomorrow.

Grace Kreikenbaum.

Second Place: Miss Vivian Fanta, 3517 Diversey Avenue, 12 years of age. Kelvyn Junior High School.

LOGAN SQUARE DURING THE LAST FIFTY YEARS

Many years ago, the corner of Fullerton and Crawford avenues, stores were not built and the streets were not paved. Twenty years ago, when the Kimball Trust and Savings Bank had its beginning, Brynaldsen's Dry Goods Store, which occupied a large part of the building, was forced out due to expansion. The "Logan Square Herald" was published by Mr. Benjamin Stevens. Anton Freund was a druggist, whose daughter, Helen later became a protege of Mary Garden and a noted opera singer. Very few of the business houses then operating are still active. Today Fullerton Avenue boasts not only hundreds of successful retail houses, but also numerous manufacturing plants, some carrying national reputations.

The first school was held in Martin Nelson Kimbell's home for two terms. Some years later, Mr. Kimbell and two neighbors erected a small frame school house. Later a larger building was erected and used until a four room brick house took its place. This was called the

"Little Red School House" and cost \$7,000. Avondale school was erected in 1894 and completed in 1901. John Stehman was principal from 1881 to 1926. In 1900, Darwin School was erected and in 1924 an addition was built. The school was organized by E. E. Cole. They have had the aid of excellent teachers and the support of their constituents.

The first church in the district was known as Allen Chapel. It was erected on Allen Avenue by a negro congregation. Sunday school services were held in the Christian homes, before the schoolhouse was used. In 1890 a chapel was built at 2901 Spaulding avenue. Avondale, however, is now only one of many churches in Logan Square where nearly every denomination is represented.

The community organized a Debating Society which met weekly in the schoolhouse. A Gun Club was held at Wrightwood and Central Park avenues where new members indulged in trap shooting on Saturday afternoons. Scores of social gatherings took place at neighbor's homes and an occasional trip to the "city" to view the wonders of Kohl and Middleton's Dime Museum. There was an annual hundred mile bicycle race on Labor Day. Young and old liked parlor games and barn dances. Everybody had a "Sunday-go-to-meeting" outfit which was never deserted on week days except for some state occasion. It is queer to think of this busy, modern community as a prairie with a scattering of truck farms, and as we stop to meditate over present day luxuries and conveniences it causes us to give a thought of appreciation to those who paved the way for modern industry and social life.

Vivian Fanta.

Third Place: Morton Rosenbaum, 3230 W. Fullerton Avenue, age 16.

LOGAN SQUARE

Its Physical and Cultural Growth

The history of Logan Square is a fine example of modern, enterprising, aggressive American constructiveness. It can be compared in a lesser degree to historical American phenomena of other days. The growth of Logan Square is comparable in its own way to the overnight springing-up of the city of San Francisco, due to the gold rush of 1849. It can be compared to the sudden building up of a state, Oklahoma, due to its being thrown open to homesteaders in 1889. But the growth of Logan Square is all the more phenomenal, all the more spectacular because it owes its sudden growth as a community of note, to nothing except the progressiveness of its residents!

Furthermore, not only has Logan Square developed rapidly, but it has also developed with a certain intelligent foresight which enabled it to eliminate certain undesirable features evident in old neighborhoods which "just grewed." Logan Square is always able to hold its own in comparing neighborhood modernisms for this reason.

However, we are not only interested in the physical growth of the community, but also in its cultural growth, one aspect of which is typified by the Logan Square Library.

In 1912, about a year after the main thoroughfare of the community, Milwaukee Avenue, was paved, the Logan Square Branch of the Chicago Public Library was established at the southwest corner of Ful-

lerton and Sawyer avenues. It rapidly gained great popularity with neighborhood readers and soon found its quarters too small. The Library remained at that location for eight years, steadily increasing its list of patrons.

By 1920 the old location was forsaken for its present home, the double store directly across the street which in pre-prohibition days had been occupied by "Joe's Beer Garden." Newspaper notices of this event can still be viewed at the library.

The library has always been a place where residents of Logan Square have found good books, both for their enjoyment and to pass away idle hours with. Book deposits have grown till the library now contains almost 18,000 volumes. Withdrawals have reached as high as 288,272 books per year, which was the 1931 total.

However, the library is not only a home for books of a lighter vein, it is also a seat of learning. Within its doors can be acquired a liberal education. A fine reference library is on hand, and also special reading courses prepared by the American Library Association, covering such varied and interesting subjects as Foreign Relations, Psychology, Advertising, Physical Science, Music, Philosophy, and Religion in everyday life. There is also a foreign department which contains books in German, Norwegian, Danish, Polish, Yiddish, Swedish, French, Russian, Hungarian, etc.

The library has always been characterized by the willingness of its librarians to help the patrons, and by the spirit of neighborliness enjoyed by all. It is truly a community project of, worth and its growth and service paralleled with the physical growth of the neighborhood has gone to make Logan Square what it is today—an example of rugged individualism and progressiveness typical of our city and of our country as a whole.

Morton Rosenbaum,
3230 W. Fullerton Avenue, Age 16.

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PROGRAM

Wednesday

MR. LEWIS SHAW—Chairman of Circus

MR. J. STEWART NICOLL—Ass't

ARTHUR NIELSEN

Chairman of Music

MR. GEORGE RHODE

Chairman of Drum and Bugle Corps Competition

ACT I.

Wednesday, Junior Drum Corps competition.

All Saints Polish National Church

Pulaski Drum and Bugle Corps

Boy Scout Troop 99 Drum and Bugle Corps

Northwest Parks Drum and Bugle Corps

Portage Park Post Junior Drum and Bugle Corps

ACT II.

Ring 1 Trained Bears

Ring 2 Lions

Ring 3 Elephants

ACT III.

Ring 1 Six Jacksons

Ring 2 Ridliss Bros.

Ring 3 Tumble Bros.

ACT IV.

Ring 1, 2, 3, Imperial Cossacks

ACT V.

Ring 1 Eckart Four

Ring 2 The Howards

Ring 3 The Vorwarts Turners

ACT VI.

Ring 1, 2, 3, The Moderns

ACT VII.

Ring 1 Smith and Collins

Ring 2 Hanusiak and Hanusiak

Ring 3 Simonson and Boris

ACT VIII.

The Flying Franks

ACT IX

Pyramid Team. Northwestern University Settlement

Summer Camp

ACT X.

Grecian Act

ACT XI.

Wednesday Boy Scouts of America

ACT XII.

Ring 1, 2 Royal Arabians

ACT XIII.

Herculean Quartet

ACT XIV

Karakow Dancers

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PROGRAM

Thursday

MR. LEWIS SHAW—Chairman of Circus

MR. J. STEWART NICOLL—Ass't

ARTHUR NIELSEN

Chairman of Music

MR. GEORGE RHODE

Chairman of Drum and Bugle Corps Competition

ACT I.

Thursday, American Legion Comedy Team.

Commonwealth Post American Legion Drum and Bugle Corps

ACT II.

Ring 1 Trained Bears

Ring 2 Lions

Ring 3 Elephants

ACT III.

Ring 1 Six Jacksons

Ring 2 Ridliss Bros.

Ring 3 Tumble Bros.

ACT IV.

Ring 1, 2, 3, Imperial Cossacks

ACT V.

Ring 1 Eckart Four

Ring 2 The Howards

Ring 3 The Vorwarts Turners

ACT VI.

Ring 1, 2, 3, The Moderns

ACT VII.

Ring 1 Smith and Collins

Ring 2 Hanusiak and Hanusiak

Ring 3 Simonson and Boris

ACT VIII.

The Flying Franks

ACT IX

Pyramid Team. Northwestern University Settlement
Summer Camp

ACT X.

Grecian Act

ACT XI.

Thursday Dance Team

ACT XII.

Ring 1, 2 Royal Arabians

ACT XIII.

Herculean Quartet

ACT XIV

Karakow Dancers

Northwestern University Settlement Summer Camp

The "House in The Woods"

is located in the Forest Preserve twenty miles from Chicago—opposite Villa Venice. Settlement men and boys built over two old barns into dormitories and assembly hall, built over an old farm house into kitchens and an old bungalow into a superintendent's house and first aid room. They put in a water and sewage system and from old lumber built a dining hall. During the five years they have been at the present site they have made annual additions to the plant. This year it was an addition to the dining hall and a new dormitory. Last year it was a garage and a care taker's house. A beautiful vegetable garden promising food for the camp and for many unemployed people of the settlement neighborhood, and gorgeous flower beds are the result of the vision and the labours of the men themselves. Each year from five to six hundred people have a respite from the gray heat of a tenement district and a taste of life in the open. The camp is in full swing now and Logan Square friends are invited to visit it at any time and share the children's joy of nature's loveliness.

— o —

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Miss Harriet Vittum
Head Resident
Northwestern University Settlement



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PROGRAM

Friday

MR. LEWIS SHAW—Chairman of Circus

MR. J. STEWART NICOLL—Ass't

ARTHUR NIELSEN

Chairman of Music

MR. GEORGE RHODE

Chairman of Drum and Bugle Corps Competition

ACT I.

Friday, Senior Drum Corps competition.

9th District Drum and Bugle Corps of the American Legion

ACT II.

Ring 1 Trained Bears

Ring 2 Lions

Ring 3 Elephants

ACT III.

Ring 1 Six Jacksons

Ring 2 Ridliss Bros.

Ring 3 Tumble Bros.

ACT IV.

Ring 1, 2, 3, Imperial Cossacks

ACT V.

Ring 1 Eckart Four

Ring 2 The Howards

Ring 3 The Vorwarts Turners

ACT VI.

Ring 1, 2, 3, The Moderns

ACT VII.

Ring 1 Smith and Collins

Ring 2 Hanusiak and Hanusiak

Ring 3 Simonson and Boris

ACT VIII.

The Flying Franks

ACT IX

Pyramid Team. Northwestern University Settlement
Summer Camp

ACT X.

Grecian Act

ACT XI.

Friday American Legion Auxiliary, (Junior members).

ACT XII.

Ring 1, 2 Royal Arabians

ACT XIII.

Herculean Quartet

ACT XIV

Karakow Dancers



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PROGRAM

Saturday

MR. LEWIS SHAW—Chairman of Circus

MR. J. STEWART NICOLL—Ass't

ARTHUR NIELSEN

Chairman of Music

MR. GEORGE RHODE

Chairman of Drum and Bugle Corps Competition

ACT I.

Saturday, Queen Elizabeth Drum Corps.
United Belgian Organizations

ACT II.

Ring 1 Trained Bears
Ring 2 Lions
Ring 3 Elephants

ACT III.

Ring 1 Six Jacksons
Ring 2 Ridliss Bros.
Ring 3 Tumble Bros.

ACT IV.

Ring 1, 2, 3, Imperial Cossacks

ACT V.

Ring 1 Eckart Four
Ring 2 The Howards
Ring 3 The Vorwarts Turners

ACT VI.

Ring 1, 2, 3, The Moderns

ACT VII.

Ring 1 Smith and Collins
Ring 2 Hanusiak and Hanusiak
Ring 3 Simonson and Boris

ACT VIII.

The Flying Franks

ACT IX

Pyramid Team. Northwestern University Settlement
Summer Camp

ACT X.

Grecian Act

ACT XI.

Saturday Belgian American Athletic Association.

ACT XII.

Ring 1, 2 Royal Arabians

ACT XIII.

Herculean Quartette

ACT XIV

Karakow Dancers



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