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The State, County, Town, City, Drainage and West Park Taxes for the Year 1897 are now due and payable at the office of George Leininger, West Town Collector, 276 West Madison Street.

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REPRESENTATIVES IN ALL PARTS OF THE WORLD.

CAPITAL CITY BLACKS

FORM ONE-THIRD OF WASHINGTON'S POPULATION.

In No Other City in the Union Have the Colored People So Much Wealth and Intelligence—Pay One-Tenth of the Taxes.

Some Are Philistines. Washington correspondence: With so large a colored population as there is in Washington—a population which, were it by itself, would make a city twice the size of either Elmira, Yonkers or Auburn—there is, as there would be in any so large a community, a class of the idle and shiftless who eke out a hand-to-mouth existence. Washington was thoroughly Southern in its beginning. Its resident citizens are still largely Southern. In consequence of this many of their homes were originally built in the old slavery style with the negro quarters in the rear, and while in some cases the family servants still live in this manner, they are now the exceptions. But in many cases there are handsome houses facing on aristocratic streets, while the



EX-SENATOR BRUCE.

alleys in their rear are filled in solidly with dilapidated two and three-story frame houses which are packed with negro families, an astonishing number of them living within the inclosure. However, it is down in the old canal districts of the city and in such places as "Hammersleys," "Louise" and "Goat" alleys that the lowest type of the negro element of the capital is to be found. Here they fairly swarm, living as compactly as bees in a hive, and idleness, filth and poverty hold full sway. That there is suffering in these quarters in the winter time there can be no doubt, but the weather is seldom intensely cold in Washington, and while it is warm and the pangs of hunger are not too poignant the average dandy of this section seems oblivious to his discomforts. The women lean from their windows and chat the hours away in idle gossip, which often becomes so animated that a nearby policeman has to bring it to a summary close; the men seek sunny corners out of the sight of these same police (who seldom consider it necessary to see them) and all day long, and often all night long, indulge in that form of gambling which seems to fascinate the colored contingent all through the South, the game of "craps."

But these are not the representative colored people of Washington, for it is an incontrovertible fact that in no other city in the Union is there so much wealth and intelligence among them here. While the population is one-third colored, one-tenth of the taxes of the city are paid by them, and they are represented in almost every branch of business and the professions of the city. There are over thirty colored physicians in Washington, many of them well educated, and with large practice. There are also quite as many lawyers and numerous real estate agents, while there are hundreds of ministers of the various evangelical churches, and 297 professors and teachers in the public schools. There are between 3,000 and 4,000 people employed in the Government service with salaries ranging from \$5,000 per year, which is the salary of the recorder of deeds, who is a colored man, to \$40 a month, which is paid the charwomen. There are also several colored men who are employed in the Congressional library.

Two excellent papers are published and owned by colored publishing companies—the Colored American, a na-



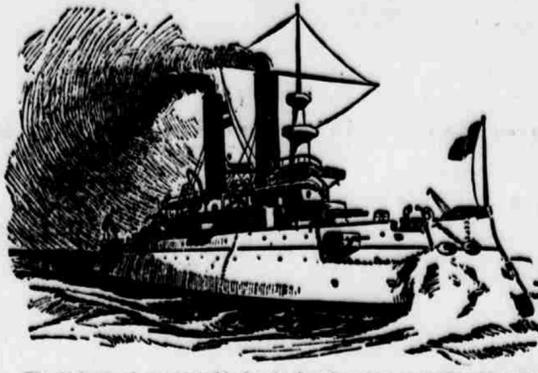
WOMEN LEAN FROM WINDOWS AND CHAT.

tional negro newspaper, and the Bee, a paper more local in its scope. They are published weekly and have large circulations. The American is an exceedingly creditable sheet; it is an eight-page paper and it gives a comprehensive sweep of the questions of the day as they relate to the colored man. Its editor and manager, Edward E. Cooper, is one of the brightest and brainiest young men of his race.

One of the interesting places about Washington is the old Fred Douglass home. The Cedars, on the Anacostia Heights overlooking the city. It is one of the most beautiful for situation of all the residences of the Capital City. It is on the summit of a high hill and is surrounded by magnificent cedars and oaks and the views from the windows are of unsurpassed loveliness.

Mr. Douglass bought this place a few years previous to his death and it is here that he brought his white bride and lived with her during the remainder of his life, excepting when they were abroad traveling. Mr. Douglass left a very large estate and with some other property willed this place to Mrs. Douglass. There was, however, a flaw in the will and she was only allowed an interest in it, but has since been buying it from the other heirs. She lives alone now and has made almost a Douglass memorial of The Cedars. Mr. Douglass' library is kept intact as he left it. Several large life-size pictures of him adorn the walls.

UNCLE SAM'S NEWEST BATTLESHIP.



The Alabama, the new warship for the American navy, is rapidly approaching completion, and it is one of the finest, that have risen from the ways in the big shipyards of the Cramps. This engine of destruction is one of four sister ships. The three others are the Kearsarge, Kentucky and Illinois, which are now well under way at the yards in Newport News. The Alabama is a battleship of the first class. She is 372 feet long by 70 feet in the beam and draws 23 feet of water. She has 11,500 tons displacement, or just 100 tons more than the Iowa. The Alabama will have only two turrets and will be much less heavily armored in every way than the Iowa and the Massachusetts class of ships. The Alabama will be the most powerful fighter in all the navy. The engines of the new ship are of the triple expansion type, working in separate water-tight compartments. These engines will develop a combined horse power of 10,000, which will drive the ship at a speed of sixteen knots an hour. Seven decks will rise one on the other. There are water bottom, platform deck, berth deck, protective deck, main deck, upper deck and bridge deck. There will be living quarters for 500 men with their officers.

A life-size bust is in one corner and many souvenirs presented to him during his lifetime are to be seen on the mantels and tables.

Mrs. Douglass looks rather frail and a little as though life's wind had blown in her face, but if she has ever regretted the step she took in marrying the man with the black skin not by a word has she ever betrayed it. "He was the greatest man of his age," she says proudly, "and the pioneer of his race. I knew no color line when I married him. I know none now. I only wish to be one of the grand army who are trying to help uplift the downtrodden everywhere of both races."

Still a Strong Prejudice.

That there is a strong colored prejudice in the District cannot be denied, and a cultured, scholarly man in whose blood there is but a taint of black extraction said to the writer the other day with intense bitterness in his voice, "Where is the spirit of the Christ who said, 'Do unto others as ye would have them do unto you' among the Christians of Washington? I am a colored man and I went down to Baltimore yesterday in one of the river steamers, and because of my color I could not buy a mouthful to eat nor a drop to drink all day, and when I reached the city there was not a respectable hotel nor restaurant owned by white men where I could go to satisfy my hunger. I cannot take a lady and go out to Cabin John, Glen Echo or Chevy Chase (three prominent pleasure resorts) and be admitted, nor am I allowed in the white churches. Not in one single store in this capital of the nation is there one of my race em-



THE OLD FRED DOUGLASS HOME.

ployed in any position higher than a porter or elevator boy, and although I am a graduate of Princeton and try to conduct myself as a gentleman, I am not permitted to occupy the desirable seats in the theaters or other places of amusement. Do you wonder that I feel that there is no ultimate hope for my race in Washington?"

Ex-Senator Bruce, a leading colored man, takes a much more hopeful view of the case. "No," he said in answer to my query, "I do not expect to live to see social equality, but I do not despair for my race. Time will ameliorate the difficulty. When the colored people raise themselves to the level of the white man intellectually and financially the difficult problem will be solved, for when I have what the white man wants my color will not keep him from coming to me for it. And my people have made wondrous progress; no other people under God's heaven have made such advancement despite such adversities as they. Think of it! Every other class of people have had those of their number who inherited their wealth, but scarcely a dollar of our wealth came to us through inheritance. Thirty-five years ago we were penniless, ignorant and utterly inexperienced people. No one owned any property and yet no lack of any experience in acquiring it, we look all over the land to-day and there is scarcely a hamlet where colored people may not be found sitting between their own vine and fig-tree."

"Compare the Russian serf with the negro."

"Thirty years ago four and a half millions of black people were set free



A GAME OF "CRAPS."

and scarcely one of them owned the price of a breakfast. At about the same time these Russian serfs were freed also, but to each family a certain number of acres were given them and a pitance on which to start life. Compare them now. The serf is the down-trodden serf still; the Russian Jews have

swindled him out of almost all his property and he has become the menace of civilization, the nihilist. Did you ever hear of a negro who was an anarchist or nihilist? No, you never did; nor did I, and I believe that in his heart the average colored man was loyal to his country, and when he learns to make the man of himself that he is capable of, then I will have no fear for him."

DEATH IN A STRANGE WAY.

Curious and Fatal Accident to an Easton, Md., Woman. In Easton, Md., Mrs. Josephine Grimshaw went to drive the other day. Her carriage was making its way along the



CURIOUS AND FATAL ACCIDENT.

street when a curious accident occurred. A loop in the free end from a telephone wire had been left dangling over the street. This loop caught a little button on the top of the carriage. The horse was moving forward rapidly and the loop tightened about the button. The movement of the animal jerked the wire, but it did not break and neither did the button part company with the top of the carriage. Instead, the whole top was wrenched off the vehicle. The carriage was half overturned by the shock and Mrs. Grimshaw was thrown out, being so severely injured that she died in the house to which she was taken for treatment.

Watertight Compartments.

There is nothing new brought into the field of invention, but what some musty old antiquarian sooner or later announces that the Chinese were familiar with the trick long years ago. Cassier's Magazine instances the following condition of a vessel into compartments is of a more distant period than is generally supposed.

As early as the beginning of the nineteenth century the Chinese divided the holds of their trading vessels, intended for distant waters, into a number of smaller holds or spaces. These compartments were separated by partitions made of 3-inch plank, and caulked with gum that was mixed with lime and threads of bamboo—a composition that readily hardened when brought into contact with water. The number of compartments depended upon the number of owners in the vessel. At just what time this division of the hull was first adopted does not appear to have been recorded. It may have been very old at the period named. The compartments were made for commercial economy, rather than for the safety of the vessel.

Use of bulkheads for safety purposes was probably first made in the Western rivers of the United States. As early as 1820, not ten years after the introduction of steam vessels on the Mississippi and Ohio Rivers by Robert Fulton, the hull of the steamboat Columbus, running between New Orleans and Shippingport, Ky., was torn open by a snag, but the vessel was "saved from sinking by having a snag room, which apartment alone was filled with water."

The Caledonia, running on the Mississippi River in 1824, also had a snag room.

Prior to the year 1840, of 736 vessels lost from all causes on the Western American rivers, 419 were lost from snags and other obstructions in the rivers. No doubt the danger in navigating these rivers is what brought the snag room or chamber into use.

The Labor Problem.

Neophyte—I don't see why you should give Wiklow \$2 a day and me only \$1.50.

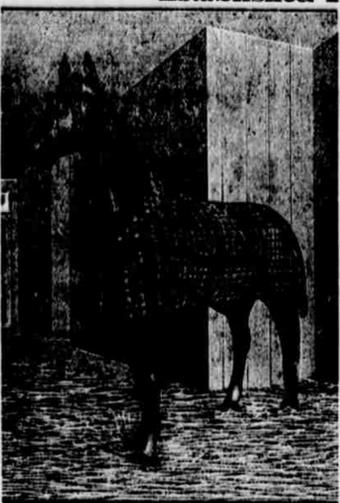
Superintendent—Wiklow is an experienced hand.

Neophyte—Then the work must come a good deal easier to him than it does to me, and he oughtn't to get so much, instead of getting more.—Boston Transcript.

On Their Wedding Trip.

He—I have just been reading that the total length of the world's railroad tunnels is about 514 miles. She—Oh, I wish they were all on this line. It is easier to teach babies to talk than it is to teach some men not to.

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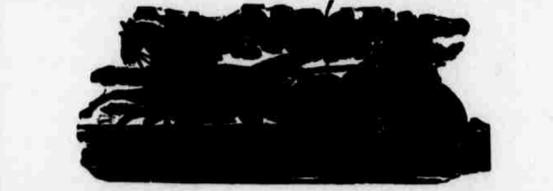
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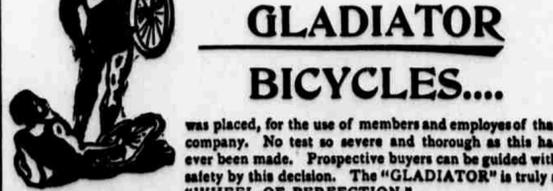
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