



Northwest Chicago Historical Society

Your Neighborhood Historical Society

Newsletter January 2018

Number XXVII

The Jefferson Park Firehouse The Irving Park Portage • Chicago's First Police Dog The Kildare Telephone Exchange Building

All over Chicago, one can hear legends of different places where Capone drank and Lincoln slept. On the Northwest Side, a popular legend is that Lincoln spent a night at the Dickinson Tavern on Milwaukee Avenue near Six Corners. When people repeat this story, they must not realize that Lincoln would have had to be over 100 years old to sleep everywhere they said he did. While sometimes it is difficult to disprove these tales, we can always look for clues that lead us to what was more likely the truth. We can make a more educated assessment by viewing a reprinted *Bell Telephone News* article from 1918, *The Kildare Telephone Exchange Building*. The article states, "At one time, it is said, Stephen A. Douglas stopped over night at the Dickinson Tavern, and members of the family take great pride in showing their friends the room in which Mr. Douglas slept that night." This is very interesting, but one would have to ask, "Why would the Dickinson family be so proud of Stephen A. Douglas' stay if Abraham Lincoln had spent the night?"

In the modern era, and especially recently, it is often difficult to discern what is truth and what is fabrication. What is currently being published as fact may be motivated by power or politics. However, why is **history** re-written? Why are we finding out every day that certain things we believed to be true simply are not? Mostly, this happens when someone decides to research a topic more thoroughly. In this modern age, information has become more and more readily available – and we can trace history a little more readily through documented sources. In the past, often stories were passed along orally; many get embellished after a few iterations and the narration changes over time. If someone nominally credible puts it into print, then the story often starts being taken for fact. The printing of these fabricated stories is generally not malicious or intentional – but the information needs to be vetted. If something seems fantastic, it most likely deserves more research and investigation. There has never been so much information available to us today to help us to do that. At NWCHS, we are committed to continually investigate historic lore. Our mission is to validate it when we can and challenge it when we believe the evidence suggests otherwise. - *Susanna Ernst*

Mission Statement:

As the Northwest Chicago Historical Society, our mission is to educate others about the history of the Northwest neighborhoods of Chicago. We will accomplish this through discussion at meetings, public tours and events, and dissemination of historical documents and photos through publications. Additionally, we desire to collaborate with others in the community to continue to maintain and preserve the history of our collective neighborhoods. By linking the past with the present and the future, we will provide awareness and create appreciation for our place in Chicago's and Illinois' history.

The Northwest Chicago Historical Society

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NW Chicago Historical Society

P. O. Box 30067
Chicago, IL 60630

e-mail: nwchicagohistory@sbcglobal.net

Membership:

\$15.00 per calendar year

\$10.00 for 65 years old and over

Website: nwchicagohistory.org

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Letters

Letters may have been edited for clarity and space

I'm looking on page 5 of the NWCHS July 2017 Newsletter. Beneath the photo it says "Possible location: Hyde Park" No, that is not the location. The building facade in the left background is definitely the north-facing Drake Hotel on Oak Street east of Michigan Avenue.

Dick Lanyon - Author

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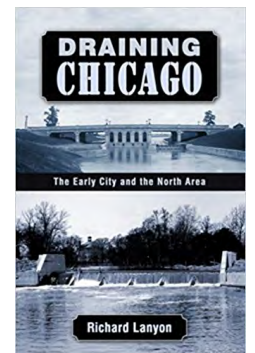
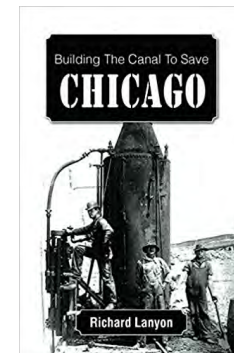


Photo in question, from the Chicago Executive Ice Committee taken in Chicago, February 25, 1922

Photo Courtesy of Michael Malone

Thank you!

Historian and Abel Wolman Award winning author Richard Lanyon for coming to two of our meetings with PowerPoint Programs *Building The Canal To Save Chicago & Draining Chicago – The Early City and the North Area*



If you missed these meetings or want to learn more about them, please purchase his books: *Building The Canal To Save Chicago & Draining Chicago*

Our Lady of Victory Church

A Parish Community in the Roman Catholic Tradition



Our Lady of Victory Parish was again honored to host Chicago Architecture Foundation's Open House Chicago this year.

We welcome you!

Have you been away from the Church for a while? Do you feel like something is calling you back? Our parish family extends an invitation for you to join us as we celebrate Sunday Eucharist. As your brothers and sisters in our worldwide Catholic family, we want you to be part of our celebration. Our Church is not complete without you; you have been missed!

At Our Lady of Victory, you'll find an active congregation that encounters spirituality through many forms: clubs for all ages, continuing education, and music ministry with adult, teen, and chamber choirs.

Regardless of your situation, you can always return to experience the sacraments and the fullness of relationship with Jesus Christ and the Church. We hope you accept this as your invitation to rediscover the truth, wonder and mystery of the Catholic faith. We will always welcome you home at Our Lady of Victory.

Fr. Michael Wyrzykowski, Pastor

For more information about Mass schedules and specific programs at our historic church, visit us at: www.olvchicago.org

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Letters *(continued)*

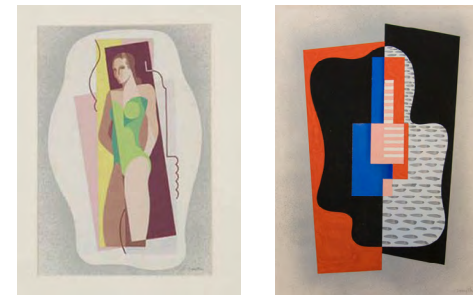
Letters may have been edited for clarity and space

My neighbors told me this artist used to live in my house and his name is, Willard Grayson Smythe. He was the first owner and built a brick studio on the back. His daughter lived here before selling it to developers. He seems to have some notoriety, just an FYI. I'm going to track down an original piece of his to hang in the home.

I was also wondering is there was a place to look for or purchase old photos from the neighborhood? I am interested in a photo of my home back in the day, but I'm not sure where to start.

Curt Myers – Jefferson Park

Interesting! The only way you may get any photos of your house is to track down someone who lived there. The first thing to do would be to go down to the basement of the County Building with your property tax ID number and do a search of the property for former owners to see if Willard Grayson Smythe actually owned the property and who else may have owned your home. - NWCHS



Some photos of the art of Willard Grayson Smythe

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doryahearn@comcast.net
www.mythirtyone.com/dory31

In Memoriam: Kenneth F. Little

Ken Little, retired Senior Fire Alarm Operator for the Chicago Fire Department, Chicago Fire Department Historian and member of the Northwest Chicago Historical Society, passed away December 8, 2017.

Ken co-authored six books on the Chicago Fire Department history and often assisted the NWCHS in research with photos and helpful information on the Chicago Fire Department. Some of the information he provided is include in our story on the Jefferson Park Firehouse, which appears on page 8 in this newsletter. He was a longtime teacher of Chicago History at Wright City College and lived on the northwest side.

His wit and humor with extensive historical knowledge of the Chicago Fire Department will be missed here at the NWCHS. RIP Ken



The History of the Jefferson Park Fire House

By Frank Suerth

On May 28, 1874, the town of Jefferson purchased land for a fire house at what is now the southeast corner of Lipps Avenue and Ainslie Street. A wooden fire station and a barn were built on the property and staffed by volunteers.



Hook & Ladder Truck Company Number 23, Our and Short Streets (Lipps & Ainslie). This company covered nine square miles of territory. Al Branitt, Lt. Wm. Bernhale, Squise I. N. Huestis "Court" Room and Wm. Bade Mascot.

In 1889, Jefferson Township, along with the townships of Hyde Park, Lake, and Lake View were annexed to the city of Chicago. When that happened, the volunteers manning the Jefferson Township Fire Station became part of the Chicago Fire Department. Since the fire station serviced homes and businesses built before 1889, it had not been subjected to Chicago's more restrictive building codes. A new building was needed.

Chicago began upgrading the annexed fire stations between 1900 and 1910. Engine numbers 91 to 117 were organized; engine number 108 was assigned to the new firehouse built on the site of the original wooden fire house. This new brick building was completed in 1906 and new staff replaced volunteers. "Quick-response" brass slide fire poles, invented by David Kenyon of the Chicago Fire Department, were installed in the new building, in addition to a spiral staircase. Ceramic covered bricks were included in the interior of the building for easier cleanup after the horses. The area serviced by the engine became known as "Jefferson Park," a designation for the newly formed neighborhood of greater Chicago.

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The Jefferson Park Firehouse at 4835 N. Lipps. ca 1910 *Image courtesy of Wayne Mounsey*

As the firemen assigned to this new house were required to respond to alarms north and west to the city limits, the location of the new station was perfect. Angled streets like Milwaukee, Northwest Highway and Higgins enabled quick travel times. As a result of this, the Jefferson Park Firehouse quickly became the main firehouse for the northwest side of the city. The Ainslie Street Bridge was built over the Kennedy Expressway in the late 1950's due to the location of the firehouse (it is rare to have anything but a main artery crossing over a Chicago expressway).

A unique problem in the early years of this firehouse was the need to fight "Prairie Fires." These grass and brush fires would occur from spring to fall on the abundant vacant land on Chicago's northwest side. As many as 50 to 75 fires per day were addressed by Engine 108. Brooms and large 3" x 3" rubber mats attached to poles were used to extinguish these fires.

When squad 11 moved in, this fire house now had Engine 108, Truck 23, Squad 11, and Battalion 22, a full Still alarm response from one fire house. (This is the only occurrence in Chicago Fire Department history). With Squad 11 quartered with Ambulance 7, it was the only instance in which a Squad company and ambulance ran from the same house.

– From History of Chicago Fire Houses of the 20th Century Volume II.

The Chicago Fire Department vacated the historic building on November 16, 1981 when Engine 108, Truck 23, Ambulance 47, and Battalion 22 moved to their new location at 4625 N. Milwaukee Avenue. The Chicago Department of Streets and Sanitation then occupied the building at 4835 N. Lipps until the "grid collection system" took effect in 2012. Still owned by the city of Chicago, this historic firehouse now sits empty.

Of all the Chicago firehouses built before 1910, only two of the 2-bay firehouses are still active and in operation (2754 N. Fairfield & 2350 S. Whipple). All others have been demolished, altered, or purchased by private owners.

References:

History of Chicago Fire Houses of the 20th Century Volume II.

Jefferson Township Board Minutes

Kenneth F. Little – Chicago Fire House Historian



The 1905 picture above was a fire a few blocks from the Jefferson Park Firehouse. The Jefferson Elementary School is shown burning with the new school, Beaubian Elementary School at the right.



Helmet of Patrick Burke Sr. who was on Engine 108 from 1966 to 1969.

Image courtesy of Chris Slayer Burke



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The Irving Park Portage

By Susanna Ernst

Napoleon was short. Ben Franklin discovered electricity flying a kite. Columbus was trying to prove the world was round. These are stories we've all heard before, and they all have one thing in common: they're not true. So, why do we know these tales and why do so many people still regard them as fact? It only takes one credible source to report something for it to be repeated again and again. After it is published in multiple places, it then evolves into indisputable fact, even if it's erroneous. That is, until someone comes along and does a little research. Even then, it is hard to convince people what they always believed was a reality.

When NWCHS was the Jefferson Park Historical Society, we saw this happen in real time. In the early 2000's, we published that Abram Gale was one of the first residents in Jefferson Park, and Gale Street was named after him. The truth? Abram Gale lived nowhere near Jefferson Park. Today, one can still find this information all over the internet, often attributed to us (with a dead link.) Even today, we still see new sites that pop up with this information. When we saw this happening, we realized how imperative it is to correctly represent history when publishing information, especially if you are a respected source.

It is important that we continue to scrutinize these stories from the past. Is it logical? Is it sourced in multiple places? When were the sources written? These were all things to consider as we examine local history. One of our recent examinations was uncovering the story behind the naming of "Portage Park." We wanted to find out how the park and the neighborhood got that name and the location of this mysterious portage.

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Local lore tells us: “Indians portaged between the Chicago River and the Des Plaines River along Irving Park Road.” This portage was evidently the source for naming Portage Park and the surrounding neighborhood. This is quoted in dozens of publications (many from over 100 years ago), and we see memorials, statues, and memorabilia everywhere reflecting this story. The existence of the portage is touted on reputable websites, sourced encyclopedias, and by local neighborhood leaders. So, it must be true, correct?

The idea of the portage is exciting and romantic. It is a wonderful tie for us in modern times to those who first inhabited this land. However, does this idea of a portage actually make sense in practice? In the Treaty of 1816 between the United Tribes of the Ottawa, Chippewa, and Pottawatomie and the U.S. government, the Native Americans were forced north of the northern Indian Boundary Line. Irving Park Road was built much later than that, constructed from a grid based on surveys south of that line. Native Americans would never have had access to this road.

Additionally, in practice, why would Native Americans portage awkward canoes and heavy supplies for over 8 miles when there were other routes that would have been much simpler? The main Chicago portage was always on the South side, through Mud Lake (near what is Lyons today.) When the water table was high, often there was no portaging involved at all – they could canoe through the slough. Even if one were to argue that Mud Lake is too far out of the way, the north side has two other options: a portage between the two rivers at the latitude of Devon would be about 4 miles; at the latitude of Touhy Avenue it would be a little over three miles. The natives were very intelligent and knew the land well. Portaging for over 8 miles would have been time consuming and arduous. In a time when the most effective land uses were highly valued, it seems a little dubious.

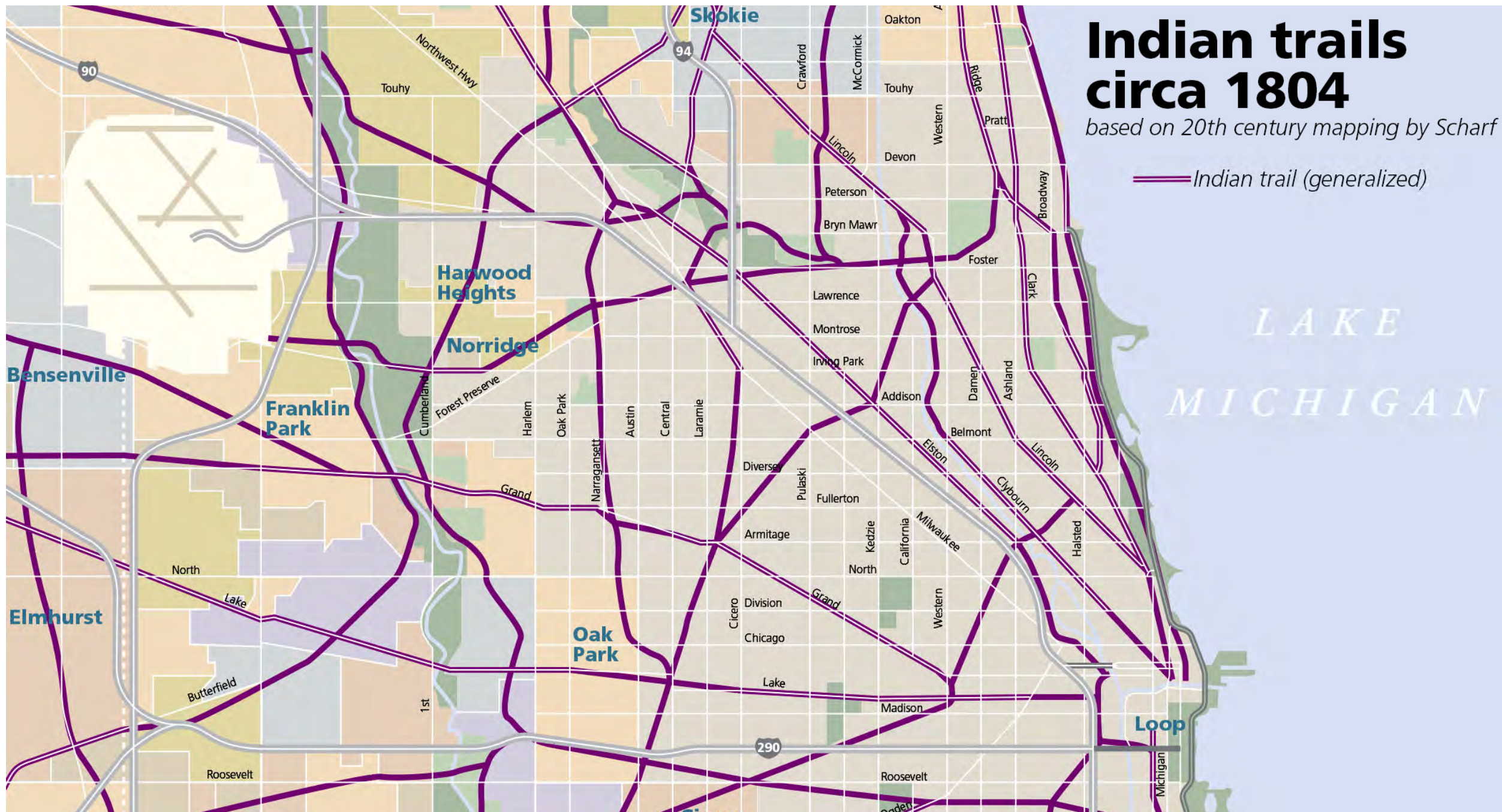
Logic dictates that this would have been a very unusual (if not fantastic) location for a portage. So, what about actual historical documentation? What about any archeological remnants? Certainly if the area around Irving Park Road was commonly used as portage, there would be some sort of artifacts to be found in the vicinity. However, local archeological experts tell us that there is really nothing to be found that points to any route near Irving Park Road like those at places like Mud Lake.

What about history through cartography? Certainly there must be historical evidence that this portage existed in some sort of early mapping. Indian trails were documented well by early settlers and early settlement maps of Chicago are easy to find. However, anything prior to the 20th century never shows any inkling of a portage. Chicago was full of trails and camps, but no historical maps from the native era reflect any portage. (cont'd page 16)

<p>NADIG PRESS newspapers REPORTER JOURNAL</p> <p><i>Serving Northwest Chicago & Suburbs Since 1940</i></p> <p>773-286-6100</p> <p>Brian Nadig 4937 N. Milwaukee Avenue Publisher Chicago, Illinois 60630-2191 Fax 773-286-8151</p> <p>www.nadignewspapers.com</p>	<p>LICENSED • INSURED</p> <p><i>Nieves</i></p> <p>DRYWALL & REMODELING</p> <p>Jose Nieves – Owner 773-419-5368</p>
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This Albert F. Scharf map shows Indian Villages, Minor Indian Villages and Indian Camps. The map designates an Indian Camp at Irving Park Road & Milwaukee Avenue but most Indian Villages were located on the Chicago or Des Plaines Rivers where reliable water was available. Portages are shown on the map but no designations are shown near Portage Park or Irving Park Road.



This is a map based on Indian Trails Circa, 1804 with a present day street map overlaid (see original map on page 13). Note that the street grid, in place well after the Native Americans left the area and their trails, were based on ridges and high ground routes, like the ridge trail near Narragansett Avenue. The only section of a “trail” near Irving Park Road was west of the Indian Boundary Line (Approx. Harlem Avenue) to the Des Plaines River. Other trails noted on the map became Lake Street, Grand Avenue, Ridge Avenue, Clark Street, Lincoln Avenue, Elston Avenue and Milwaukee Avenue between 6-Corners and Jefferson Park. *Map courtesy of Chicago CartoGraphics* 15.

It is clear that there are no archeological remnants and no historic maps that show the Portage. Why are there SO MANY books and other publications that discuss it? Surely it must be a fact if so many reputable authors and historians have repeated this over the years. We start with an examination of the most suspect of these publications, and most likely the source of confusion and urban legend.

The first written instance found referencing the Portage was written by Alfred Bull in 1911, 95 years after the Native Americans were forced to leave the area. It was a booklet entitled, *The township of Jefferson, Ill. and Dinner-pail Avenue*. The author states, "At Irving Park Boulevard, another legendary yet authenticated Indian trail, the old trails formed the principal thoroughfares, the State Street and Madison Street of the permanent settlement of Indian wigwams, a flourishing village there situate; since there was a portage (as has been noted) and at spring flood water-communication existed between the Great Lakes and the Gulf of Mexico." He clearly admits that the Irving Park Boulevard Indian trail is unauthenticated, so there is no real evidence to suggest it existed. In this same paragraph, he also mentions a portage. While rather awkwardly written, the portage he references was the reason why there was such a flourishing village at State and Madison, not a Portage down Irving Park Road. This portage was the famous Chicago Portage at Mud Lake, the most popular way to travel between the Great Lakes and the Gulf of Mexico. Undoubtedly, the language is confusing – but it seems this is when the myth began.

Any books written prior to this time never mention the Portage –even detailed reputable publications about historic land usage. The famous *History of Cook County Illinois – The Earliest Period to the Present Time*, by A. T. Andreas, written in 1884, outlines all the portages in the area, but none anywhere near Irving Park Road. Today, when examining any sourced book or publication that discusses the Portage, they all have one thing in common, the sourced material can **all be traced back to the Alfred Bull booklet**. Even the Encyclopedia of Chicago uses references that trace back to this source.

On the Northwest side of Chicago, the names Jefferson, Irving Park, Avondale, Grayland, and Montrose (Mayfair), were all in existence before 1911. However, the name Portage Park does not appear anywhere until after 1912, when the Park itself was planned. The Park was created by an independent park board formed by local boosters to enhance property values. Having a romantic and historic name like Portage Park certainly would be an enticement for new residents. The name of the neighborhood came afterward - the earliest mention of Portage Park was in the *Chicago Tribune* on June 15th 1913.

At the Northwest Chicago Historical Society, we, along with Archaeologist Dan Melone believe that it's highly unlikely that there was ever a Portage down Irving Park Road. Today, this part of history is still being promoted as a fact, and we want to ensure that the public understands all the information. Local boosters and neighborhood leaders today still are promoting the Portage, often on a large scale. We respect that, and we know that our community members have worked hard to preserve local history. We support all of our local leaders and volunteers and will continue to do so. We are huge advocates of the area along Irving Park Road, and we will continue to promote the history we believe to be accurate, not as a Portage, but a place of rich history for the Native Americans who were the first Chicagoans.

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place on sale a subdivision remarkable for splendid values and low prices. Consider these prices and terms and then read carefully the big values you get for each dollar you spend. Recent purchasers of lots in this subdivision have made as high as \$240 on \$9 invested. See this Subdivision Sunday; Autos at Irving Park Blvd. and 56th Ave.

\$185 per lot up.	\$9 down gives \$10 payment on purchase price.	\$4 per month pays balance of purchase price.
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No Interest or Taxes During First Calendar Year

Size: 30x126 feet. **Restrictions:** Established building lines on all residence lots.
Title: Abstract of Chicago Title & Trust Company free with every lot. **Money Returned:** If not satisfied with purchase three years from date of sale. **Deed:** When half paid for. **Free Deed:** In case of death or disability lasting one year after third of price paid. **No Forfeiture:** For non-payment in case of sickness or out of work. **Liberal Discount** will be given if all cash paid within year or building erected.
Future Prospects: Belmont avenue car line will some day be extended and pass property on north. Fifty-sixth avenue line will pass it on the west. It will also be close to the proposed extension of the Metropolitan Elevated. It is close to Portage Park. A very large brick sewer has been ordered in Belmont avenue and water main will follow. Trees will be put in. A steady increase in values is assured by the location of this subdivision at the intersection of two important section lines. This property is more than 2 miles inside the city limits and street improvements are sure to be put in soon.

HOW TO SEE THE PROPERTY: Take any northbound car to Irving Park Boulevard, transfer west to 56th avenue and walk south to property. Or take any westbound car to 48th avenue, transfer north to Belmont avenue and walk five blocks west to property. Or, direct from loop, take Grand avenue car to 56th avenue and walk north to property.

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After Portage Park was established, real-estate Developers were quick to cash in on land near the park. This 1913 ad states: Close to Portage Park. This subdivision is believed to be near Grace and Central Avenues. It was the real-estate people who named the neighborhood after the park. 17.



Map from the late 1800's shows the early development of the area. Three train lines help spur the neighborhoods of Grayland, Jefferson Park, Irving Park and Mayfair all between Elston Avenue and Milwaukee Avenue, the major arteries from Chicago. Portage Park is just an empty spot on the map. The main grid streets like Lawrence, Irving, and Cicero Avenues have been plotted but Montrose Avenue does not exist west of Milwaukee Avenue.

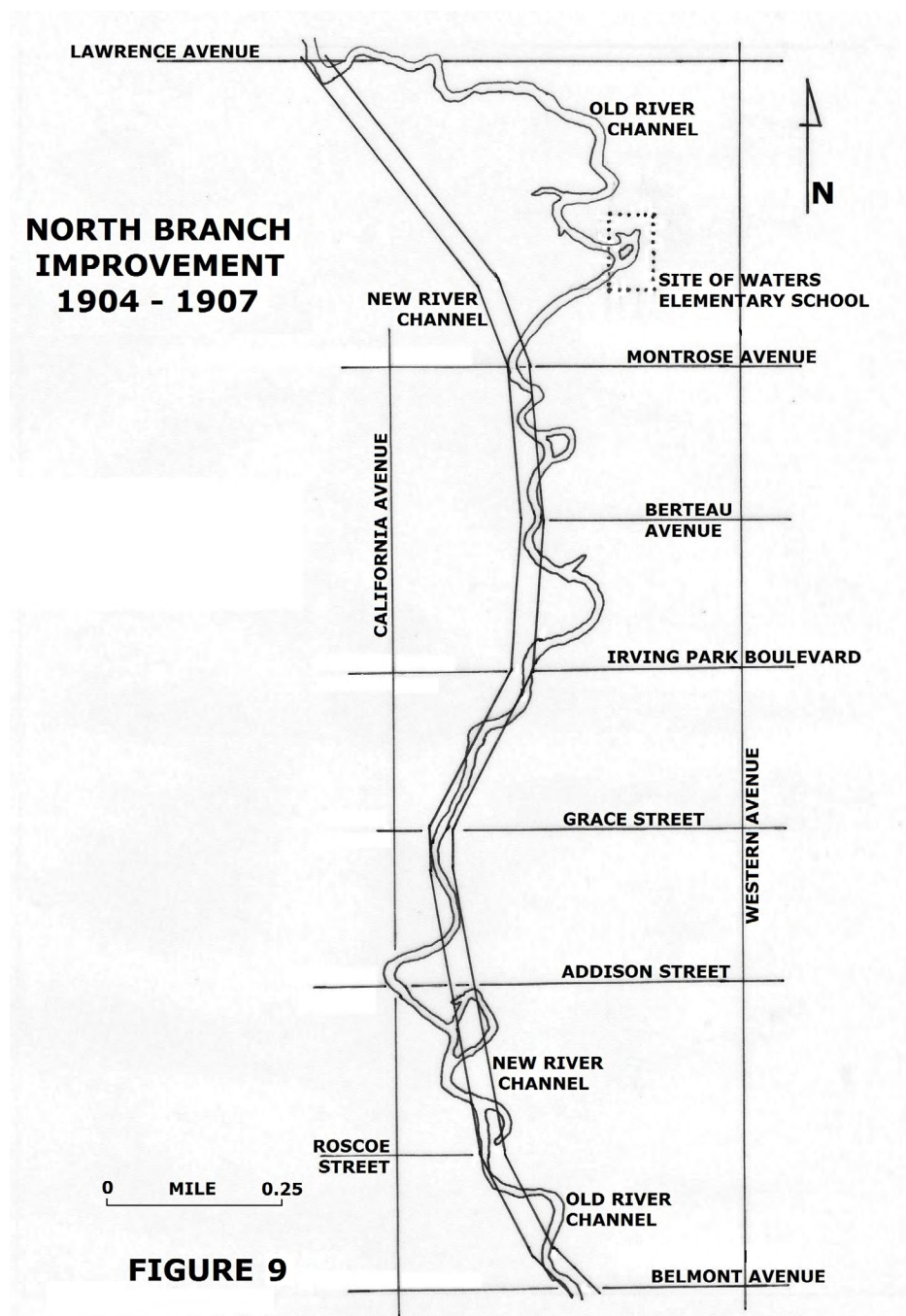


FIGURE 9

Map of the Chicago River that shows before and after the river was straightened. Note that the location of the river at Irving Park has not changed much and there are no small streams connecting the river from the west.

Map Courtesy of Richard Lanyon

The Kildare Telephone Exchange Building

From July, 1918 Issue of the Bell Telephone News

Pioneer Pulls Switch at Kildare Cut Over

Occasionally there takes place in a community an event of unusual interest to the citizens, which, to future generations, is a memento of the historic association of that community. Such an occurrence was the opening of the Kildare exchange of the Chicago Telephone Company in Portage Park district.

The Kildare building, situated at 4915 Warner Avenue, directly west of Milwaukee Avenue, occupies a site in the center of the old Dickinson Farm, which prior to twelve years ago was a very productive piece of land. The Dickinson homestead still stands, facing Milwaukee About two hundred feet south of the exchange, and is said to be one of the oldest house in Chicago. Here the elder Dickinson kept a tavern where the traveler stopped to rest and to refresh his houses, and partook of the good cheer, which always abounded in the old-fashioned tavern. The records of the old tavern show that many distinguished visitors enjoyed its hospitality. At one time, it is said, Stephen A. Douglas stopped over night at the Dickinson Tavern, and members of the family take great pride in showing their friends the room in which Mr. Douglas slept that night.



Arthur W. Dickinson, who was the grandson of Chester D. Dickinson, is shown pulling the switch to activate the new Kildare Exchange on July 6, 1918 at 10:30 pm.

Just across the street from the exchange and flanking the entire west exposure is picturesque little Dickinson Park, a triangular tract of land, which was given to the City of Chicago as one of its small parks by A. W. Dickinson, son of the original owner of the farm. This park was dedicated two years ago and in his remarks on this occasion Mr. Dickinson said he realized how rapidly the Portage Park district was growing, and that the vacant property would soon all be built upon, so he gave this park to the City because he wanted a portion left where the citizens of the immediate community might have a place to enjoy the open air and the little folks to play.

In commemoration of these historic remembrances it seems most fitting that Mr. Dickinson, who also was the first telephone subscriber in the territory now being served by the new exchange, be asked to officiate at the Kildare cut over. He accepted the honor and at the appointed hour, 10:30 pm, Saturday, July 6th, "pulled the switch," and 4,200 subscribers in the community began receiving service through the new board.

The Kildare building is three stories high with basement, but designed for two additional stories. It is fire-proof, with modern fire walls and metal doors and wire glass windows, and has an unusually complete system of ventilation. In the basement are located stock rooms, a battery room and a cable room. On the first floor are the wire chief's quarters and terminal room, and on the second floor is the operating room, containing the most modern type of switchboard. On the third floor is a cozy, well-furnished rest room.

D. C. Porter will be in charge of the Kildare central office as manager and Miss Clara Munster is the chief operator. H. H. Leekley, wire chief at Irving, will act in the same capacity at Kildare.



The Kildare Telephone Exchange Building. The building was located on the corner of Warner and Dickinson (now gone).

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*Doing It Right Costs Less
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Chicago's First Police Dog

By Frank Suerth

For over 100 years, dogs have helped police with their sensitive noises, quick speed and sharp teeth. Nowadays, it could be drug-sniffing dogs, explosive-sniffing dogs, guard dogs or cadaver sniffing dogs, all trained for a particular purpose. Most Chicago police dogs are German Shepherds but they do have some Belgian Malinois and Labrador Retrievers.

On the ChicagoCop.Com website, the history summary of the Canine Unit stated, "The Canine Unit was organized as the "Canine Unit / Task Force Canine" unit in March 1961." But there had to be police dogs used in Chicago before 1961. Early *Chicago Tribune* articles did mention police using dogs in Europe before 1900.

In the *Chicago Tribune*, October 28, 1907, it does mention New York City trying sheep dogs and blood-hounds and Chicago taking a "wait and see" attitude.

In a May 15, 1910, *Chicago Tribune* article it states, "Some ten years ago the suggestion of employing dogs as aids in catching burglars and sneak thieves was seriously discussed in this country. But while it was heartily commended by many, the idea was looked upon more as a picturesque fad than as a problem of excellent possibilities. The matter received some attention in Chicago, and other large cities in America, but did not develop any definite results."

So one could certainly conclude that Chicago did not have any police dogs before 1910. But a *Chicago Tribune* article from May 14, 1922 tells of a police dog name Shep, from the northwest side of Chicago that died on June 22, 1905, this would make Shep, Chicago's first police dog. The *Chicago Tribune* tells of Shep doing police work from the early beginnings, around 1893.

Shep was a week-old pup when he was rescued from a fire by Sgt. John J. Griffin, now at the Shakespeare Avenue station. The fire was in a farmhouse near Dunning. Shep's mother and and six other puppies were suffocated.

For twelve years Shep was the most faithful "copper" that traveled beat out of the station. Every night at roll call he would pick out some policemen, whom he would follow until the officer went off duty in the morning. He possessed remarkable sagacity. The policemen called it human intelligence.

Shep's most noted exploit was the aid he gave in the capture of Griswold and Lake, two freight car thieves, who many years ago shot and killed Patrick Owens, father of the late Judge John E. Owens, who was in the employ of Milwaukee and St. Paul Railroad. Owens caught Griswold and Lake robbing a car near Deerfield, and in attempting to arrest them he was killed.

On June 22, 1905, Shep, who was then about 13 years old, staggered into the station in an exhausted condition. He had been partly blind for several months and was compelled to "retire on a pension." It was noticed that he had difficulty in breathing, and a veterinary was sent for. There was no hope for Shep, the veterinary said, but the police insisted on a consultation of doctors. He died before other veterinarians arrived.


The next day his friends, the police, the school kids, and the businessmen in the neighborhood buried Shep in the front yard of the station. A decent stone was raised over his grave.

On the stone is the inscription: "Here lies Shep. Died June 22, 1905. Erected in memory of a dog, and a dog gone good one."




A 1907 photo of the Chicago 36th Precinct Police Station and Shep's police colleagues. The station was located at 6-corners between Irving Park and Milwaukee and Shep was buried in the front yard of this station. In 1822, the police station, along with Shep remains were demolished to make way for the Milwaukee-Irving State Bank. For many years, other banks have occupied this site until recently when the bank building was also demolished leaving a large hole in the ground.

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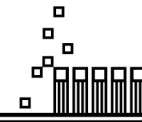


Pictured at right is a monument in Edmonton, Canada for fallen police dogs. Perhaps a similar monument could be erected at six corners to pay tribute to Chicago's first police dog.

Photo - CTV News

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