



CLUB PAPER
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THE RISE AND FALL
OF CHICAGO'S
BOWEN BROTHERS

by
JOHN K. NOTZ, JR.

THE CHICAGO
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Please join me, as I take you—metaphorically—to the south boundary line of today's South Side, to visit "Wildwood," on the north bank of the Little Calumet River. Until the end of the 1880s, that property was not within Chicago, but in proudly independent Hyde Park Township. Our Wildwood destination is the site of the 1870s country estate of Colonel James H. Bowen—the eldest of three Bowen brothers, all of whom were emigrants from New York State, to Chicago, prior to the Civil War and came to prominence during the 1860s. Wildwood was located a short way to the south of Roseland, which, as is well described in a 1987 paper by Ross Ettema, *The Trail South Out of Chicago*, was settled by the Dutch in 1849. They arrived from the then Port of Chicago, on an old Indian trail, variously called "Hubbard's Trail" or "The Vincennes Trace" and later, "The Michigan Trail." Today, both Michigan Avenue and State Street end within what had been Wildwood, on the north bank of the Little Calumet River. Wildwood appears on most of the maps that are attached to this paper. It has not been practical, for many years, to get to Wildwood from here at The Cliff Dwellers, via Michigan Avenue or State Street. However, today we can drive south on Interstate 94 and

turn off, to the west, on 130th Street. After we go through the underpass beneath the Main Line of the Illinois Central Railroad, we are forced by the big bend of the Little Calumet River—immediately ahead of us—to turn right, onto South Indiana Avenue . . . on which we can go only as far as 127th Street. 127th Street did not exist until the twentieth century. Pulling off to our right into a graveled, ill-used parking area, we can see to the west a second streetlight, which is for South Michigan Avenue, and a third streetlight, which is for South State Street.

All the acreage to the west of the tracks of the Illinois Central Railroad, next to which we have pulled over, to the street-level rail crossing, to the west of South State Street, and from the north bank of the Little Calumet River, to the north to 125th Street, was, during most of the last half of the nineteenth century, the country estate of Colonel Bowen. After his sudden death in 1881, his widow continued to live there, as long as she was able. Wildwood had been given that name well before its acquisition by Colonel Bowen from an executive of the Illinois Central Railroad. From before Colonel Bowen's time, because of the IC Railroad position of Colonel Bowen's predecessor in title, Wildwood had been a whistle stop on the Main Line of the Illinois Central Railroad.

Across the Little Calumet River, there is today a huge dormant industrial plant whose future can only be demolition, as has been the case for so much of the heavy industry for which the Calumet Region acquired its fame. That plant appeared after Bowen died in 1881.

In the 1860s and 1870s, Wildwood was the high ground of a fine fishing and hunting area. Land in its neighborhood that did not have the elevation of Wildwood was swamp, used only for recreation. Alfred Andreas, in his *History of Cook County, Illinois* (1884), referred to the area surrounding Wildwood as a "Chapel-at-Ease." Was this an oblique reference to where active sporting men of Chicago of the 1870s spent their Sundays? We do know that Louis Sullivan did just that. Tim Samuelson, cultural historian of the city of Chicago and a great fan of Sullivan, has told me of Sullivan's

description of swimming with friends in the Little Calumet River, at a boating club that was a mere few hundred feet to the south of Wildwood.

Today most of what was Wildwood is occupied by quite modest, rather worn suburban residential streets, on small lots—a neighborhood of small single-family houses of the late 1940s, located only a few blocks from the better-planned and better-maintained communities of West Pullman and Stewart Ridge. These neighborhoods, once, were housing for the employees of local industries.



What drew my attention to Wildwood?

I was the Graceland Cemetery trustee who was the trustees' "point man" for supporting Christopher Vernon's research for his book on the historic landscapes and landscape designers of that cemetery: *Graceland Cemetery: A Design History* (Library of American Landscape History, 2012). The Vernon book contains a drawing of the "Grounds of Wildwood, in Hyde Park, of Col. James H. Bowen" (a copy of which is attached), attributing its creation to Horace William Shaler Cleveland—a fine early American landscape designer who was once associated with the progenitor of professional American landscape design, Frederick Law Olmsted. This drawing was said by Vernon to be in the archives of the Chicago History Museum, and he had cited Cathy Jean Maloney, a reputable writer on the history of Chicago landscapes, as his source for that drawing and its attribution to Cleveland.

Several years after the publication of the Vernon book, considering the promotion of the preparation of a nomination to the National Register of Oak Hill Cemetery of Lake Geneva, Wisconsin, seemingly designed by Cleveland, I had acquired a reason to study what, in addition to a part of Graceland Cemetery, he had designed in the Chicago area.

Cleveland had arrived in 1869, after having built an excellent reputation for himself, shortly before Chicago's South Parks Commission was created. Before the Chicago Fire of 1871, he is known for having

designed the north Chicago suburb of Highland Park in 1869, and Olmstead had recommended him to the commissioners of Chicago's then new South Parks Commission, with Chicago's West Parks Commission and North Parks Commission, the most important of the three new commissions designed to cause Chicago to live up to its claim to be "a city in a garden". In 1872, he had published his one book—*Landscape Architecture, as Applied to the Wants of the West*.

I called Lesley Martin at the Chicago History Museum, to ask to see that drawing. She said:

John, that little drawing is but a tiny part of a large map of Chicago's Hyde Park and South Chicago and the Calumet Region, including a good part of North Lake County, Indiana—all in all, what we now call the Calumet Region. Our archives contain a colored version and a black-and-white version; come in to look at them, at your convenience.

A reduced version of the map, in color, in the archives of the Chicago History Museum is attached. It bears no printed date—only a penciled "1870." The map correctly locates what is now Jackson and Washington Parks and their linkage (which later became the Midway of the University of Chicago). However, the roadways within those parks are incorrectly drawn, so one can fairly conclude that the creation of the map shortly preceded the public release in January 1871 of the Olmsted Report, which contained detailed drawings for those roadways. Thus, I believe the penciled "1870" to be accurate.

In this map, the blue rectangular block between Blue Island and Lake Calumet, at the top of the big bend of the Little Calumet River, bears "Grounds of Colonel James Bowen." On the east side of those "grounds" is the Main Line of the Illinois Central Railroad. At the top of the map is a crude representation of what has become Washington and Jackson Parks and the Midway.

I asked Ms. Maloney, "What had been your source, for your attribution to Cleveland?" She responded:

A published professional reference by J. Young Scammon, which he provided to Cleveland and his partner, William M. R. French, when the latter was his partner in their landscape design firm.

I recognized Scammon's name as that of one of Chicago's best lawyers of his day. In a recommendation of that day, I believed that it was of real substance, but I did not then realize how liberal Scammon's practice had been, in giving out such references.

Because French later became the first director of the Art Institute of Chicago, there are some records of the Cleveland & French landscape design business in the Art Institute's archives. They include a copy of the professional reference cited by Ms. Maloney, presumably resulting from Cleveland having designed Scammon's own estate in Hyde Park, on which today there are structures of the Lab Schools of the University of Chicago.

Attached are two excerpts from the black-and-white version of the map. In the excerpt that contains the drawing of "Wildwood," there is a drawing of a house below it named "Stony Island Chateau." That drawing reminded me of the perspective drawing of a house that I had seen in the one book published by William Le Baron Jenney—*Principles and Practice of Architecture* (1868, with his partner, Sanford E. Loring, named as co-author)—which had been reproduced in Ted Turak's biography of Jenney (Theodore Turak, *William Le Baron Jenney, A Pioneer of Modern Architecture* [UMIS Research Press, 1986]). Both excerpts contain Jenney's perspective drawing of a quite similar house, differing only in some of its surface details. It is described in the Loring and Jenney book as:

A country house, in the picturesque Swiss style, designed for Col. James H. Bowen, to be erected at Hyde Park on the lake shore, near Chicago. The building

is modeled after the Chalet in the Park of the Paris Exhibition, 1867, for one of the General Commissioners.

Andreas, in his *History of Cook County, Illinois* of 1884, with regard to the construction completed in 1871 of the no longer extant Riverside Hotel, wrote: “. . . Mr. Jenney, the architect, adopted the Swiss style of architecture. . . .”

In the advertisements at the end of the Loring and Jenney book is a “professional card”—an advertisement for the Loring and Jenney firm itself. That little advertisement lists first, as a reference, “Bowen Brothers.” Thus, Scammon had authorized use by Loring and Jenney of substantially the same reference that he had given to Cleveland and French. However, I would expect that the Cleveland and French firm and the Jenney and Loring firm would have insisted on an appropriate credit on the face of the map.

To find out what the absence, in any map, of a “title block” identifying its draftsman meant, I called an experienced local professional surveyor friend, Mike Raimondi. I gave Mike a copy of the map and asked, “What, in your professional opinion, was this document?” After observing that the map was missing all the information necessary to authenticate it, Mike asked me, “What was going on in the Calumet Region in 1870-71?”

I mentioned the demolition of the Central Business District of Chicago by the Great Chicago Fire and the growing interest among Chicago businessmen in a better port for Chicago, than that at the mouth of the Chicago River. Mike said,

John, while this map appears to be official, I believe that it is nothing but an unusually sophisticated real estate development promotion piece.

I agreed with Mike, but “a real estate promotion” by whom? And for what? Looking at the map, I saw that where a title block would normally

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set forth the name of the draftsman, there is only a block titled “Notices,” the relevant parts of which are:

<p>A. Van der Naillen Civil Engineer & Surveyor Room C, Reynolds Block, Chicago County Surveyor. His services are at the disposal of the public.</p>	<p>Amos Allman of Crown Point, Lake Co., Ind. Has a perfect Abstract of Titles recorded in said county...</p>	<p>School & Practical Civil Engineering, Surveying and Drawing Room C, Reynolds Block, Chicago Duly incorporated by the State of Ill's...</p>
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A little Internet research disclosed that the “school” was operated by Van der Naillen and that Allman was a successful politician and owner of substantial acreage in Lake County, Indiana.

With the assistance of the Newberry Library’s Bob Karrow, we looked at the two copies, in color, of the map in the Newberry Library—neither of which bears a printed date. Their provenance is “purchase in the market for historic maps.”

Bob told me that there is another copy of the map in the John A. Logan Family Papers, archived in the Library of Congress. You may recognize Logan’s name; he is celebrated by a tall monument in Chicago’s Logan Square and by a “man-on-horseback statue” just to the east of Michigan Avenue, on Ninth Street. After serving in the United States Army during the Mexican War, Logan spent most of the 1850s as a representative in the Illinois legislature. After serving honorably in the Union Armies of the West during the Civil War, Logan returned to civilian life and was elected to the United States Congress. One can assume that, as both Colonel Bowen and General Logan were much involved in Illinois Republican politics and in the affairs of the Illinois Commanderie of the Loyal Legion, they were well acquainted. Andreas gives credit to Colonel

Bowen for securing several years of Congressional appropriations in the 1870s that, starting in 1870, were necessary for the development of a harbor at the mouth of the Calumet River, intended to replace the harbor at the mouth of the Chicago River. I suggest that Colonel Bowen gave General Logan a copy of the map, to aid Logan's successful congressional lobbying for the funding required for Bowen's Calumet Harbor project.

If you look at the map, on the Illinois side of the state line, just to the left of "Lake Calumet" there is written, in a nonstandard handwriting, "Pullman Tract." I will return, late in this paper, to those two words.



Having learned what I have just related, I decided to learn what I could of James Bowen. I soon discovered that he had two Chicago brothers, Chauncey and George. I have relied on old books and newspapers (more and more content of which can be found, in full text, on the Internet); on old friends, such as Lesley Martin, Tim Samuelson, and Paul Larson; and on new friends, such as Cynthia Ogorek, who introduced me to Paul Petraitis—who, in turn, introduced me to Joe Novak. All of Cynthia, Paul, and Joe have deep roots in South Chicago. They have extended my Chicago-area education, from that of only the North Shore and the North Side, to the Calumet Region.

The Bowen brothers migrated to Chicago from Manheim, in upper New York State, to take advantage of Chicago's rapid development before, during, and after the Civil War. They were not related to Joseph Tilden Bowen and his wife, Louise DeKoven Bowen. One can get a sense of their high standing in Chicago from the fact that Colonel Bowen was selected in 1866, by one of the most powerful active Republican Chicagoans of his day—Thomas Barbour Bryan—to be one of the first handful of trustees of Graceland Cemetery's then new Improvement Fund, which was (and is) a true endowment. As, in 1862, James, George, and Chauncey Bowen had purchased one of the first large lots made

available for sale by Graceland Cemetery Co., any one of them was eligible, so, to act. Because of his involvement in politics, James was the brother most likely to have been known to Bryan.

Sadly, in the late 1950s, the then surviving descendants of the three Bowen brothers sold back to that cemetery the then unused portion of their lot. The documentation of that transaction contains the then addresses of the descendants of the three brothers. Neither then, nor now, does there appear to be a surviving descendant of any Bowen brother living in the Chicago area.

Of the three Bowen brothers, Chauncey, the youngest, was the first—in 1849, at age 17—to come to Chicago. James and George joined Chauncey here in Chicago in 1857.

There is a long biographical essay covering the early portion of Chauncey's career in *Biographical Sketches of Men of Chicago* of 1868. On Chauncey's arrival in Chicago, he became employed, immediately, by N. H. Wood, who was the first dry goods merchant in Chicago to restrict his business to cash transactions, rather than extending the credit that had been a necessary frontier practice—thus permitting sales to customers able to pay cash at lower prices. In short order, notwithstanding his youth, Chauncey was given general management of Wood's business.

The second of the three Bowen brothers to arrive in Chicago was James—born in 1822. At age fourteen, James had started working in a series of dry goods store positions of increasing responsibility, culminating in one in Albany, New York. In 1850, he had received an appointment as colonel of a regiment of New York State troops, which he duly organized. But when he moved to Chicago in 1857, he left its command to others; however, as is often the American custom, all his friends and acquaintances continued to use his one-time rank of “Colonel.” While James never saw any active military duty, he was known by all as “Colonel Jim” for the rest of his life.

George—born in 1829—immediately followed James to Chicago. Like his brothers, George had substantial experience in dry goods businesses, but later activities in his career proved him to have been an unceasing promoter of one business or another.

In 1853, Chauncey's employer turned over his business to Chauncey, George, and two other partners. In 1856 the two others left, leaving Chauncey and George doing business as "Bowen Brothers." They were soon joined by James, who supplied most, if not all, of the \$40,000 of initial capital—some \$1,200,000 in today's purchasing power of the Dollar. With James and Chauncey as silent partners, the three Bowen brothers commenced their operations, together, as Bowen Brothers in 1857, in the business of wholesaling and retailing of dry goods—at first, in several walk-up buildings on Chicago's Lake Street, then the center of Chicago's Central Business District, between State Street and Dearborn Street.

As was skillfully described in 1991 by Bill Cronon in *Nature's Metropolis: Chicago and the Great West*, the success of Chicago's merchants was a consequence of Chicago's location, namely, the movement, from the West to the East and overseas, of the raw materials of the West; the distribution of finished goods that flowed, in quantity, from the East to the West, following the opening of the Illinois & Michigan Canal in 1848; and the functioning, starting in 1852, of Chicago's plethora of railroads. The fame of Chicago's distribution system has gone to the "high-end" purveyors—the Farwells, the Fields, and the Leiters—but there was ample business, to be done, by competitors targeting customers for other than "high-end" goods.

Bowen Brothers were "low-end" competitors to the Farwells, the Fields, and the Leiters, becoming known as "The People's Cheap Store." "Cheap," in this context, not being derogative, but complimentary. For instance, a country farmer, who had brought his crop or his animals into Chicago for sale, could take his cash proceeds of these sales into the

market of agricultural products that were not sold on credit—to Bowen Brothers, rather than to stores whose prices were higher, because of the costs of doing credit business. Similarly, distributors and peddlers of other than “high-end” goods would use Bowen Brothers to restock. The business of Bowen Brothers, for the next decade, became, per Chauncey’s 1868 biographical sketch, “immense.”

Evidence of the degree of success of the Bowen brothers, by the 1860s, appeared in the fact that their primary residences were three adjoining, fashionably designed, common-walled row houses on the site of today’s Pritzker CAA Hotel (which we, here at The Cliff Dwellers, remember better as the Chicago Athletic Association) . . . a mere block to the north of where we are, now. Also, each Bowen brother had a second home—“a country estate,” with James and Chauncey in Hyde Park, and George in Elgin. All three were in a position to invest in Chicago-area real estate; fatefully, they did, coming to own dozens of interests in parcels of real estate throughout the Chicago area.

Then came the Chicago Fires of 1871 and 1874. After either fire, the Bowen brothers made no effort to restart their dry goods business—electing instead to devote their inadequate insurance proceeds and other available capital to trying to maintain their highly leveraged investments in real estate. No Bowen brother rebuilt a home on Michigan Avenue; each of James and George made his residence in his second home community, becoming a leader thereof. Chauncey, whose first wife and only child had recently died, moved into the reconstructed Grand Pacific Hotel. Tim Samuelson, cultural historian of the city of Chicago, has pointed out to me that the Bowen block (1872), extant, at 70 East Randolph Street, designed by William W. Boyington, one of Chicago’s then most favored architects, was rebuilt on the Bowens’ fee parcel. However, the businesses therein were operated by others. The Bowen brothers owned the fee under the real estate at 1 South State Street (the southeast corner of Madison and State Streets); they leased

that site to Schlesinger & Mayer. (In time, that site would contain Louis Sullivan's 1899 and 1903 structure, which was taken over by Carson Pirie Scott & Co.—it now contains a TARGET.)

However, the national economic depression of the 1870s, which impaired the ability of Chicagoans with limited capital to recover, caused the Bowen brothers in 1878 to execute a joint Assignment of all their assets, other than their homestead interests, for the benefit of their creditors. (There was then no legal tool for dealing with the insolvency of individuals or their businesses, such as today's Chapter 11 Reorganization; any such Assignment was the equivalent of a Chapter 10 Bankruptcy Liquidation.) I expect that all the real estate interests of the Bowen brothers, other than their homesteads, were forfeited to their creditors in the course of the liquidation that followed their 1878 Assignment.

In short, the 1860s saw the rise of the Bowen brothers; the 1870s saw their fall.



Chauncey Bowen lost his first wife and their only child at about this time. Rather than continue to maintain a residence in Hyde Park Township, as soon as Chicago's Grand Pacific Hotel was reconstructed, Chauncey moved into it. At James's urging, in 1869, Chauncey had become a director of and active in the affairs of the Calumet & Chicago Dock & Canal Company, and he continued in that role until the 1878 Assignment. While Chauncey had been one of the original commissioners of Chicago's South Parks Commission, from when the commission was first established by an 1869 Act of the Illinois legislature, he found it necessary, after the 1871 fire, to resign. As evidence of the Bowen brothers' stature in Illinois Republican politics, despite his fire losses, Chauncey was a Republican elector for General Grant at the 1872 Republican Convention in Philadelphia and on the death of one of his fellow original South Parks Commissioners in 1875, Chauncey was reelected.

Notwithstanding lore to the contrary, the successful post-Civil War efforts to create three Chicago parks commissions had been less an interest in providing open public space, than a means of facilitating real estate development by the “big players.” For instance, when Chauncey resigned as a South Parks commissioner, he was immediately, by a vote of its self-perpetuating board, succeeded by Potter Palmer. Palmer’s investments in real estate in Chicago’s North Division, in a part of which he placed his Lake Shore Drive mansion, are far better known than are his vast investments in real estate in Hyde Park Township (one of which was crucial to the early 1890s organization and location of today’s University of Chicago). In 1877, Palmer, having failed to be able to stabilize the operations of the South Parks Commission, resigned; his successor was John B. Sherman, another “big player” in Chicago’s South Division real estate and Daniel Burnham’s father-in-law to be.

In 1871, Olmsted & Vaux had supplied their first plan for the improvement of the streets and the creation of the boulevards between the Central Business District of Chicago and Hyde Park and what has become Chicago’s Jackson and Washington Parks and the Midway. Just as they had recommended that Riverside hire a local man, William Le Baron Jenney, to execute their plan for Riverside, they recommended a local man—H. W. S. Cleveland—to execute their 1871 plan for Chicago’s South Division. Cleveland’s employment, by the South Parks Commission, to execute that plan commenced in 1872. Chauncey, during his service as a South Parks commissioner, must have dealt much with Cleveland, and we can assume that Chauncey, consistent with business practices of that time, shared with his brothers all that he learned of the operations of the South Parks Commission that could be useful to their mutual real estate development interests.

In order to raise funds for the improvements authorized by the South Parks Commission, the enabling Act of the West Side Parks empowered the Commission to assess the South Division property owners, whose

properties would be improved thereby and collect the assessments from the local property owners. The assessment process, however, was only a step toward obtaining the funds for the projects authorized. Collecting those assessments was another. From the commission's organization in 1869, pending receipt of the amounts assessed, it borrowed the funds necessary to pay the ongoing fees earned by Olmsted and Vaux and Cleveland, and for the latter to execute the former's plan. However, the fires of 1871 and 1874 and the business recession that followed destroyed much of the value of the assessed real estate in the South Parks Division.

Notwithstanding the likelihood that execution of the Olmsted and Vaux plan could be expected to restore at least some of the lost real estate market value, a large amount of the assessments made were not paid. As was the case in 2007-8, there was little to be gained by putting South Division real estate through tax foreclosure. The once reputable credit standing of the South Parks Commission became unacceptable to their East Coast lenders. Individual commissioners were asked to arrange for the funds necessary to maintain progress of the planned improvements and to personally guarantee existing and ongoing borrowings.

Chauncey, being cash-poor, but realizing that his (and his brothers') financial salvation required rapid completion of the Olmsted and Vaux plan by Cleveland, put his own credit on the line. In time, the East Coast lenders called upon Chauncey's guarantees. Because of the intermingling of their real estate interests, a call on Chauncey amounted to calls on James and George. The Chicago newspapers of 1877 contain scraps of the consequences. Chauncey pointed no finger; he did not publicly call for assistance from his fellow South Division real estate investors. Instead he took a public fall.

As a result of their 1878 Assignment, James and Chauncey's roles in the Calumet & Chicago Dock & Canal Company ended. After 1877, I find no address for Chauncey in the Chicago or Hyde Park directories. One can assume that James provided a home for Chauncey until he chose to return to the East. Chauncey is known to have remarried in 1884 and to have

had one more child. In 1894, he died in Chester, Massachusetts, then and still a tiny town near Springfield. Notwithstanding his right to be interred in the Bowen brothers' large lot in Chicago's Graceland Cemetery, he was interred in Menard's Cemetery, just outside Albany, New York.

George Bowen, after his two brothers became silent partners of Bowen Brothers in 1857, was the lead partner, with two other men, in its ongoing operations, until 1867. Then, George acquired an interest in a manufacturer of woolens in Elgin, Illinois, in which role he was instrumental in the organization of the Woolen Manufacturers Association of the Northwest. George was also involved in advocating, in Springfield and in public meetings, for public park systems for Chicago.

Following the 1871 fire, George made his residence in his Elgin second home. Soon he was elected mayor of Elgin, unopposed in both 1872 and 1873. Because of allegations of discrimination in railroad rates (which is likely to have been the case), George then took an active interest in creating a competitor to The North Western Railroad—named the Chicago & Pacific Railroad. Its track to Elgin was completed in 1873 and it was running trains to, but not across, the Fox River by 1875. The organization of the Chicago & Pacific Railroad and the process of obtaining subscriptions to its stock had been successful, but, as was the case for assessments on South Division real estate, the business depression of the 1870s meant nonpayment of those subscriptions. The funds necessary for expansion, for improvements, and even for working capital for maintenance and operations were not available. The Chicago & Pacific Railroad collapsed in 1877 and was taken over by The Milwaukee Road in 1880. The 1877 collapse, of course, contributed to the need for George to join his brothers in their 1878 Assignment. Again, because of the intermingling of their interests, a call on George amounted to calls on James and Chauncey.

In 1881 George organized the Elgin Electric Light Company and obtained a franchise for Elgin for the construction and operation of

an electric power-generating plant, which, among other local benefits, provided power for the brilliant arc-lighting of Elgin's Fountain Square. And he organized and operated, in Elgin, the Vanderpoele Electric Manufacturing Co. Consistent with his past practices, George organized the National Electric Light Association. The Finding Aid for the Bowen Family Papers at the Chicago History Museum includes as his investments:

. . . real estate, railroad lines, electric utilities, manufacturing associations, agricultural products and various types of merchandise in The Middle West, Alabama and Georgia.

Later in his life, George controlled the operations of the North Pacific Trading Company, which had operations in Chicago and in Tokyo, and he was president of three corporations that were to obtain and operate mining rights in the American West. No lasting success came from any of these many enterprises. George and his wife, the former Julia Emma Byington, lived in Elgin for the rest of their lives. When he died in 1905, he could have been interred with James, in Graceland Cemetery, he was interred in Elgin's Channing Street Cemetery, instead. Because that cemetery was converted into a public park in 1906, George was reinterred in the Bowen brothers' lot in Graceland Cemetery; in time, his wife joined him there.

As for **James Bowen**, in 1911 his daughter, Jennie Bowen French, contributed to the Chicago Historical Society a biographical essay covering her father's life and a portrait of him. Other records of the Bowen brothers that survive in the archives of the society were purchased in 1975, by a representative of the society in the auction of the estate of a Mary Ann Dicke, who had operated an antique shop at 922 Chicago Avenue, Evanston. There, Mrs. Dicke and her husband, who was a collector of Chicago-area ephemera, had lived at 808 Washington Street. There is no record of how Mr. and Mrs. Dicke came into possession

of Bowen family records, but there are indications that a descendant of George, a Mrs. Homan, living in Chicago's west suburbs had devoted much of her life to being her family's archivist.

James, like both Chauncey and George, lost his primary home on Michigan Avenue and his substantial interest in Bowen Brothers in the 1871 fire. One cannot provide a sense of James without mention of his extensive Chicago activities prior to that fire, which are described in the same 1868 collection of biographical essays where one finds that of George. In parallel with their successful passive investment in Bowen Brothers, James was a member of the Chicago Board of Trade—then an even more important Chicago entity than it is now. He was also a member of the Chicago Mercantile Association—the latter being a predecessor to what the Greater State Street Council once was, or the Magnificent Mile Association now is. Today, the Chicago Mercantile Association is known on the Internet only for having been a sponsor of the Mercantile Light Artillery Battery that served the Union throughout the Civil War. James's support of the Union Defense Committee, which organized Chicago regiments for service in the Civil War, such as the Mercantile Battery, led to his appointment by Illinois Governor Richard J. Oglesby to his personal staff, with the rank of colonel. James was active as well in both financial and personal support of Chicago's two Civil War Sanitary Fairs, which raised funds for Civil War wounded, many of whom had been evacuated from battlefields of the West into Chicago.

James was a strong advocate for the concept of national banks; he led the organization of both Chicago's Third and Fourth National Banks and the Chicago Clearing House Association.

Retiring from active business in 1867, James arranged for President Andrew Johnson to appoint him as a United States commissioner to the 1867 Paris Exposition. In the course of executing that role, James committed significant personal funds and time to the exhibits of the

United States, such as a balloon-framed country school and farmhouses. (These structures are among those in a panorama painting that one can see, on display, in the Musée Carnavalet in Paris.) While I have found no record of James having met Jenney before leaving for Paris, one can assume that they had met immediately upon Jenney's arrival in Chicago in 1866. They likely met through mutual Chicago friends who had been supportive of the cause of the Union, in organizations such as the Illinois Commandery of the Military Order of the Loyal Legion and other active political, lobbying, and social organizations of former officers of the Union Army.

In 1867, James had sold his interest in the Third National Bank to a group likely to have been assembled by George Pullman, as it became known as "The Pullman Bank." James acquired control of the Fourth National Bank of Chicago, which he sold to others in 1869, in order to commit his funds to real estate investments and development. Most particularly, his purchase that year of and his organization of the Calumet & Chicago Dock & Canal Company (which in those days required successful lobbying for the passage of an act of the legislature in Springfield), with James as its president and Chauncey among its directors.

In his 1884 *History of Cook County*, Andreas observed:

The great work of [James Bowen's life] was the work that presented the Calumet Region to the public, improved the harbor and developed the latent resources of the surrounding territory. From the date of his identification with the Calumet & Chicago Dock and Canal Company, the history and interest of James H. Bowen were identified with South Chicago, and each successive annotation of the growth of that wonderful city is a tribute to James H. Bowen . . . (At pp. 574-575)

. . . [James Bowen] faltered not in his devotion to his last and his greatest work. . . . [His 1870s losses] only redoubled his exertions. Largely as a consequence of his efforts, the sloughs have been drained, the [Calumet River] deepened and rendered navigable for fully, fifteen miles, piers and docks

constructed, railroad bridges built, lumber yards established, and numerous manufactories brought into existence—prominent among which is the Joseph H. Brown Iron & Steel Works . . . (At p. 575)

The latter was the first of the steel operations that resulted in the immense economic success of the United States, which success was a driving force of its Gilded Age. In the Calumet Region, both the Brown Works (in 1875) and Illinois Steel (in 1880) were manufacturing rail for railroads. In 1885, the use of structural steel from the Carnegie Works in Pittsburgh, to complete the structure of Jenney's Home Insurance Building, proved to be better engineered and cheaper for structural members of buildings of any size. The structural steel specified by Jenney appears not to have been sourced from mills at Chicago's North Side. The manufacture of structural steel in the Calumet Region soon commenced.

By 1918 steel from Calumet Region plants (that by then included US Steel, through its acquisition of Illinois Steel) was supplying the Allies' pursuit of "The Great War," and in 1940-60, steel from the then even more expanded Calumet Region was doing the same for the Second World War and for the Korean "Conflict."

In the 1870s, in Hyde Park Township, there had been another major development—the announcement by George Pullman of his intention to construct the industrial and residential town of Pullman. (In the 1870 map [attached], in a distinctly different handwriting, there are the words "Pullman Tract," mentioned by me previously.) While this map is reliably dated to late 1870, there had then been no announcement by George Pullman of his development intentions. Thus, if this map had been in circulation in 1870, those two words would have been a signal of Pullman's interest in the Calumet Region. One can deduce that throughout the 1870s, very few copies of this map bore the words "Pullman Tract."

After much public speculation, Pullman announced in 1880 that his town of Pullman would be built a bit to the north of Kensington, at the

top of Lake Calumet. The recently published *Encyclopedia of Chicago* says only this of James's involvement in the creation of Pullman, setting the date as seven years after 1873:

With the assistance of Colonel James Bowen, the Pullman Land Association quietly purchased 4,000 acres, near Lake Calumet, in an area both thought had a bright industrial future. . . .

Frederick Francis Cook, a reporter for prominent Chicago newspapers during the 1870s, who in the 1880s "exiled himself to Gotham," tells stories of his days in Chicago in his 1910 book *Bygone Days in Chicago: Recollections of the Garden City of the Sixties* [1860s]. His version of James's involvement in the creation of the town of Pullman is this:

THE TOWN OF PULLMAN LOCATED

. . . In the later seventies, besides other duties, I had charge of the real estate department of the [Chicago] Times. It became known that the Pullman Company intended to build a manufacturing town, somewhere, but whether in the environs of Chicago, St. Louis, Kansas City, or another Western point, was for the public an open question for many months—and, I dare say, for a time was an unsettled proposition within the [Pullman] company, itself, for St. Louis offered land inducements in the way of land grants. What finally turned the scales in favor of Chicago, according to Mr. Pullman's declaration to me, was the more favorable climatic conditions presented by Chicago. It was his contention that during the summer a man could do at least ten per cent more work near Lake Michigan than in the Mississippi Valley in the latitude of St. Louis.

During many disturbing weeks—for the whole real estate market in at least three cities waited on the decision—frequent announcements were made, that the directors of the [Pullman] Company, or its committee on site, had inspected this locality, or that, in the vicinity of one city or another, and so the

wearisome time went on. Many places were visited about Chicago—some to the north, some on the Desplaines [River], some in the neighborhood of the [Illinois & Michigan] Canal, but somehow none near Calumet Lake, a fact which finally aroused my suspicions. In the meantime, unverifiable reports of large transactions in that locality floated about, in real estate circles. Finally, I pinned down an actual sale of large dimensions, with Colonel “Jim” Bowen, as the ostensible purchaser. That opened my eyes, for the colonel’s [personal financial] circumstances at this time put such a transaction on his own account altogether out of the question.

Almost daily at this time Mr. Pullman was interviewed on the situation by the real-estate newspaper phalanx . . . but “Nothing decided” was the stereotyped reply. By and by I discovered that almost invariably if I went at a certain hour, “Colonel Jim” [Bowen] would be largely in evidence about the Pullman [Company] headquarters [which were not yet located in the Pullman Building of 1883, at the corner of Michigan Avenue and Adams Street—the site of the building in which we now are], with an air of doing a “land office business,” and, as it turned out, he was actually doing something very much like it. Slowly I picked up clue after clue, pieced this to that, and one day I felt in a position to say to Mr. Pullman that I had located the site. He seemed amused, and he laughingly replied that he was pleased to hear it, as it would save the committee a lot of trouble; and, as some of them were that very day looking at a Desplaines River site, near Riverside—a trip most ostentatiously advertised in advance—he thought that he would telegraph them to stop looking, and come back to town.

NEGOTIATING A “SCOOP”

It was always a pleasure to interview Mr. Pullman, for he had a way of making you feel at ease, and I entered heartily into the humor of his jocularities. But, as in a bantering way, I let out link after link of my chain of evidence, he became more and more serious, and finally—without committing himself, however—took the ground that even if true, in view of the importance of [his Pullman Company’s] plans, no paper having the good of Chicago at heart ought by premature

publication to interfere with them. He pressed this point more and more, and finally made frank confession that I was on the right track, by acknowledging that they had already bought many hundreds of acres, were negotiating for many hundreds more which could be advanced to prohibitive prices by publication, and the whole scheme would thus be wrecked. On the other hand, if I withheld publication, he promised that I should have the matter, exclusively—the whole vast improvement scheme. . . .

LARGEST LAND PURCHASE IN THE HISTORY OF THE CITY

So it happened that about two weeks later I exploited to the extent of nearly a page in the Sunday edition, what was undoubtedly the largest and the most important single land purchase and manufacturing enterprise in the history of the city. There was only one condition on which Mr. Pullman strenuously insisted—and this is of special interest in view of his attitude during the memorable strike of a dozen years ago, that convulsed the whole country—namely, that the enterprise should in no manner be presented as a philanthropic one, but, in all its aspects, as a strictly business proposition.

James Bowen, after representing George Pullman in assembling the acreage that became the town of Pullman, appears to have continued in the real estate business in Hyde Park Township. For the township itself, he became its comptroller and then one of its trustees. In either role, he would have had access to the kinds of information valuable to real estate investors.

In 1881, James was killed in an accident while on town of Hyde Park business. In those early railroad days, it was a too common practice for a hotshot locomotive engineer to make a practice of cutting loose a blast of the train's steam whistle, in an effort to frighten horses that his locomotive was passing. Just that event happened to the horse in the traces of the vehicle that was transporting James to his Wildwood home. James was interred in the Bowen brothers' lot in Graceland Cemetery. In time, his wife and his daughter, Jennie French, joined him there.

As for James's Wildwood, *The Encyclopedia of Chicago* states that he saw to the construction of a residence there, for himself and his family. A photograph of the so-called "Wildwood Club" in a 1900 sales booklet published by the West Pullman Land Association reflects that if a house was, in fact, constructed by James at Wildwood, it was not that designed by Jenney. The official survey in 1879, commissioned by the General Land Office of the United States Department of the Interior—probably in a belated effort to try to figure out what had been accomplished by the federal funds obtained through the efforts of Colonel Bowen and General Logan—contains the outlines of two structures within Wildwood that do not match the 1867 Jenney drawings for a Hyde Park residence for Colonel James.

Andreas's 1884 *History of Cook County* contains, as it closes its discussion, not of South Chicago, but of the famous Town, to the west of Chicago, of Riverside:

In closing this brief sketch of Riverside, it is a matter of regret to have to say that it has never met the expectations of its founders. Notwithstanding the vast amount of money expended and labor bestowed to make it a place attractive to those seeking suburban homes, it has, for some reason brought only bitter disappointments and heavy financial losses to those who originated and carried out the ideal plans upon which it was built. . . . [At p. 877]

One might say exactly the same of South Chicago. In *Bygone Days in Chicago*, Frederick Francis Cook says:

In time [after] the colonel retired [in 1867, he] undertook to reclaim the Calumet Swamp and to transform it into the now realized South Chicago. However, through the two-fold disaster of the Fire [of 1871] and the Panic of 1873, the scheme proved somewhat premature; and its promoter paid the cost, in both loss of fortune and in loss of prestige. But Jim Bowen was . . . on a fair way, to retrieve his fortunes when in 1881 he lost his life. . . .

His death was a very real loss to the [Calumet] community but especially to Hyde Park. . . .

Colonel Bowen was one of Chicago's really great "promoters"—using the term in the best sense—and somewhere down on the now teeming Calumet, whose future he foresaw and sought to hasten, his name should be perpetuated, in some enduring memorial. [At pp. 286-287]

Moreover, in *History of Cook County*, Andreas says of Wildwood:

. . . Wildwood is the residence of the Bowen family, who have had it since 1869. It used to be a magnificent summer residence, but since the death of Colonel Bowen [in 1881] it has manifested the ravages that time makes, and that can only be averted or dispelled by the plentiful expenditure of money. . . . Sitting in the quietude of Mrs. Bowen's house, . . . glancing at the evidences of cultured taste and refinement, that betrayed, alas! symptoms of age and decay, it was manifest that the hopes and the aspirations of the primitive owners of the estate were no more realized than were the hopes of James H. Bowen for his family. The children of his enterprise and his calculation are far better cared-for than are his lineal descendants. [At p. 603]

George Pullman did not forget James's family, as James's eldest son, Ira, was employed by Third National (Pullman) Bank, and his youngest son, Arthur, spent his career as an employee of affiliates of the Pullman Company.



In the *Chicago Daily Tribune* of November 4, 1900, an article appears titled:

PROPOSED TO MAKE WILDWOOD A PUBLIC PARK

By 1900, Hyde Park was a part of the city of Chicago, and Mrs. Pullman acquired Wildwood presumably shortly after the death of Mrs. James Bowen in 1908. The reporter relates that the Wildwood property had

just been transferred from Mrs. George Pullman—the former Margaret Sanger—to her two married daughters, Harriett Pullman Carolan and Florence Pullman Lowden. A Chicago alderman proposed that the then Special Parks Commission, which included Dwight Perkins and Jens Jensen, seek to induce the two Pullman daughters to donate Wildwood as a public park, to be named Pullman Park or Sanger Park.

The reporter goes on:

The accompanying views of Wildwood reveal the virgin beauties of this old homestead. The photographs were taken especially for the Commission and tell their own picturesque story. . . . The Little Calumet River . . . at this point [makes] a graceful curve, to the north, before turning south through Riverdale. The tract is at the end of Michigan Avenue, on which street the Calumet Electric Railway has tracks laid as far as . . . 125th Street, two blocks north of the property. The Illinois Central Railroad Company built a station, just outside the eastern boundary of the property, calling it Wildwood, and, although trains do not stop there, now, the station would be reestablished, if a park were established there.

The Report of the Special Parks Commission issued in 1904 states:

South Chicago and the Calumet District is already an important center and is bound to increase in importance until it rivals the present center [at the mouth of the Chicago River] . . . [T]he head of the [Cal-Sag] Drainage Canal, where the McCormick works are located [is another.] . . . [and the] Calumet River and Lake—all these should be preserved for the benefit of the public, in both the City and the suburbs and for their own beauty and scientific value, which, if once lost, cannot be returned for generations. [At pp. 60-63]

. . . Wildwood should become the center of a park . . . Calumet Lake, with at least 3,000 acres of land around it, should be made a park at once before values rise so high as to make the cost prohibitive. It is the center of what is now one of the greatest manufacturing and industrial regions in the world. This park

would be used by tens of thousands of people now and by hundreds of thousands later on. [At pp. 71-72]

As we today know, none of this park activity took place. After several years of Wildwood, as the Wildwood Club for sportsmen, the pressures for industrial uses prevailed.

West Pullman and Stewart Ridge did not get the park amenity its promoters sought. However, West Pullman and Stewart Ridge succeeded as real estate developments, because they became the “wet” suburbs of the town of Pullman, attracting Pullman employees who wished not to live in a paternalistic and “dry” company town. As long as the Pullman Company was productive and the steel mills of the Calumet Region were going strong, the attraction of these two communities continued, in part because the titles for the properties in these communities bore the then common restrictive covenants requiring owners to be other than black. However, as the local industries ceased operations and the title restrictions in all deeds of the West Pullman Land Association were deemed to be unenforceable, the ethnic nature of these communities changed from predominantly white to black.

Today, the streets and homes of these communities appear reasonably well kept. In fact, Stewart Ridge contains a Frank Lloyd Wright-designed residence, the construction of which was commissioned by the first manager of the West Pullman Land Association, which has been designated as a Chicago landmark. However, this cannot be said for the small houses now on the site of Wildwood.

In 1884, when Andreas wrote of his visit to James’s residence at Wildwood, the Calumet was hardly beginning to “teem.” This is what J. Seymour Currey, in his *Chicago History and Its Builders* (1918), picking up on Andreas’s theme, said of what happened after Colonel Bowen’s death:

THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS

James H. Bowen, the first President of the [Canal and] Dock Company, is the "Father of South Chicago." He and his [Canal and Dock] Company were the formative powers of the whole Calumet Region. The first big industrial enterprise to be secured was the rolling mills of the Joseph H. Brown Iron & Steel Company at Cummings, for which the cornerstone was laid in 1875, with a public celebration. The big rolling mills of the Illinois Steel Company, at the mouth of the Calumet River, were begun in 1880. Thereafter, the growth of South Chicago as a manufacturing center was by leaps and bounds sufficient to justify even the enthusiasm and the confidence of Colonel Bowen. . . .

South Chicago and the Calumet Region form an interesting illustration of the fact that history repeats itself. The Calumet [Region] is now [in 1918] Chicago's second harbor. . . . The new branch of the Chicago Drainage Canal, from the Calumet River to the [Cal-Sag Canal], gives Chicago the canal that it did not get when the Illinois and Michigan Canal did not make its terminus there.

Today the production of steel and other heavy manufacturing products in the Calumet Region is a small fraction of what it had been, but much of the toxic residue of the earlier production thereof—in the so-called Superfund sites—remains. The amount of government funds deemed to be necessary for the remediation of the Calumet Region is mind-boggling; however, the remediation process has begun.

Was any such a vast industrial development of the Calumet Region within Colonel Bowen's imagination? Perhaps so. Was such an abandonment of industry, once created, within his imagination? Of course not. James, as well as Chauncey, as well as George, were BUILDERS.

Author's Notes:

1. In late 1871, both H. W. S. Cleveland and Graceland Cemetery maintained virtually all their respective business records in their respective offices in the business district of downtown Chicago; thus, the Great Chicago Fire of October 1871 destroyed virtually all that they had maintained, therein, up to its date. This happened to Van der Naillen as well. Soon after the fire, he left Chicago for San Francisco, where he reestablished a school for surveyors and had a successful career. The full title block in the 1870 map contains:

A. Van der Naillen	Amos Allman	School & Practical
Civil Engineer & Surveyor Room C, Reynolds Block, Chicago Has been County Surveyor for several years of Lake Co., IND. His services are at the disposal of the Public.	of Crown Point, Lake Co., Ind. Has a perfect Abstract of Titles recorded in said county. He attends to the payment of taxes in 18__ [Illegible date]	Civil Engineering, Surveying and Drawing Room C, Reynolds Block, Chicago Duly incorporated by the State of Ill's Courses of 3, 6 and 12 months. Send for a circular

2. In contrast to Graceland Cemetery Co., which was a "for-profit" corporation, Thomas Barbour Bryan, when he had become persuaded that a separate entity was necessary to protect the long-term maintenance and security interests of the increasingly large number of Graceland Cemetery lot owners, caused the Illinois legislature to organize a nonprofit organization (the "Trustees of the Graceland Cemetery Improvement Co.") to manage Graceland Cemetery's ongoing operations. In the 1930s, Graceland Cemetery Co. assigned all its cemetery-related assets to the trustees, who manage the cemetery today. It was successors to these

trustees who commissioned the Vernon book on the landscape designs of Graceland Cemetery.

3. By the date of James Bowen's appointment as a US commissioner to Paris for the 1867 Paris Exposition, balloon-framing, in lumber, is reliably, said to have been initiated in Chicago (in 1832) by George Washington Snow. (Other authority suggests that the initiator was Augustin Deodat Taylor, in 1833, and the latest authority suggests that each man brought the concept with him from upper New York State.) While balloon-framing, in lumber, was a technique much used in the development of the Middle West, it was hardly the standard in Europe. I hypothesize that an influence on Jenney's decision to recommend that steel structural members be used, in the construction of the Home Insurance Building in Chicago—the first use of steel for the construction of a high-rise building—was a result of his having seen, if not having specified, as structural members of houses that he was commissioned to design, a great deal of balloon-framing in lumber. One such house, for which Jenney specified steel girders, was for Henry Homes Porter, in the 1890's, in the City of Lake Geneva, Wisconsin, which had been manufactured by Illinois Steel. (While Snow, too, is interred in Chicago's Graceland Cemetery, Taylor, as a Roman Catholic, is interred in Evanston's Calvary Cemetery).

4. The portrait of James given to the Chicago Historical Society by Mrs. French was by G. Merrihew, of whom I know nothing. Anna Caroline [Bowen] Byington, a daughter of George, left a will that bequeathed to the Chicago Historical Society all the portraits of the Bowen family that had been painted by a man named Phillips, and by other artists. These were owned by her and located in her home in Elgin, but before her death in the 1940s, she sold her home and disposed of all her personal property, including the portraits. The lawyer for the executor of Mrs. Byington's estate, in his Accounting, does not disclose the recipients or whether the dispositions of the portraits were by sale or gift. Her

Homan grandchildren, who were the residuary beneficiaries of her will, cooperated in this estate administration, which included no Bowen family portrait. The Art Institute, in 1913, made an effort to mount a comprehensive exhibition of all portraits by Healy then in collections in the Chicago area; there was no portrait in that Exhibition of a Bowen brother. I hypothesize that, because of James Bowen's relationship with Thomas Barbour Bryan, evidenced by Bryan's selection of him as one of the first trustees of the Graceland Cemetery Improvement Fund, the missing Healy portrait was of James.

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- Turak, Theodore. *William Le Baron Jenney, A Pioneer of Modern Architecture* (UMIS Research Press, 1986) – Fig. 33 at p. 144 – Elevation, Bowen House, Chicago – Source: *Loring and Jenney, Principles and Practice of Architecture*.

Attachments

1. Copy of illustration on page 74 of Christopher Vernon's *Graceland Cemetery: A Design History* (Library of American Landscape History, 2011), which was found to have been unwittingly, erroneously titled:

4.3. H. W. S. Cleveland's plan for James Bowen's estate, Wildwood, south of Chicago (c. 1872), one of the landscape gardener's many Chicago commissions. Courtesy Chicago History Museum (ICHi-29590).

The paper to which this copy is an attachment suggests that the designer of this small landscape was not Cleveland, but a subordinate of A. Van der Naillen, civil engineer and surveyor. Van der Naillen's name and that of his school appear in the "Notices" in the lower left corner of what appears to be a map of Hyde Park, Calumet, Thornton, South Chicago, and the northern portion of Lake County, Indiana. Further, this paper suggests that this map was created at the instance of Col. James H. Bowen, as an aid to his securing U.S. Congressional appropriations for a second port for the city of Chicago, to wit: that for the Little Calumet River.

2. Copy of a reduced version of the portions of the Van der Naillen map that relate to the subject matter of this paper, from the colored version in the archives of the Chicago History Museum.

3. Excerpt from the black-and-white version of the Van der Naillen map in the archives of the Chicago History Museum that reflect a “South Chicago Hotel,” “Grounds of the Estate of Col. James H. Bowen—Wild Wood Country Seat” and “Stony Island Chateau.”

4. Excerpt from the black-and-white version of the Van der Naillen map in the archives of the Chicago History Museum. It reflects, near its top, a crude version of a landscape plan for the south parks of Hyde Park, which was until the late 1870s independent of the city of Chicago. The more sophisticated plan for these Chicago parks was released as a part of the Olmsted and Vaux plan published in early 1871, the implementation of which was much affected by the Great Chicago Fire of 1871. Near its bottom, is the phrase “Pullman Tract,” which, while not the ultimate site of George Pullman’s town of Pullman, would have been evidence, to any interested person, such as Cook, of a focused Pullman interest in the area of Lake Calumet.

5. Illustration of the “Col. James H. Bowen House,” excerpted from Loring and Jenney’s *Principles and Practice of Architecture* (Cobb, Pritchard & Co., 1869). In the book, it is:

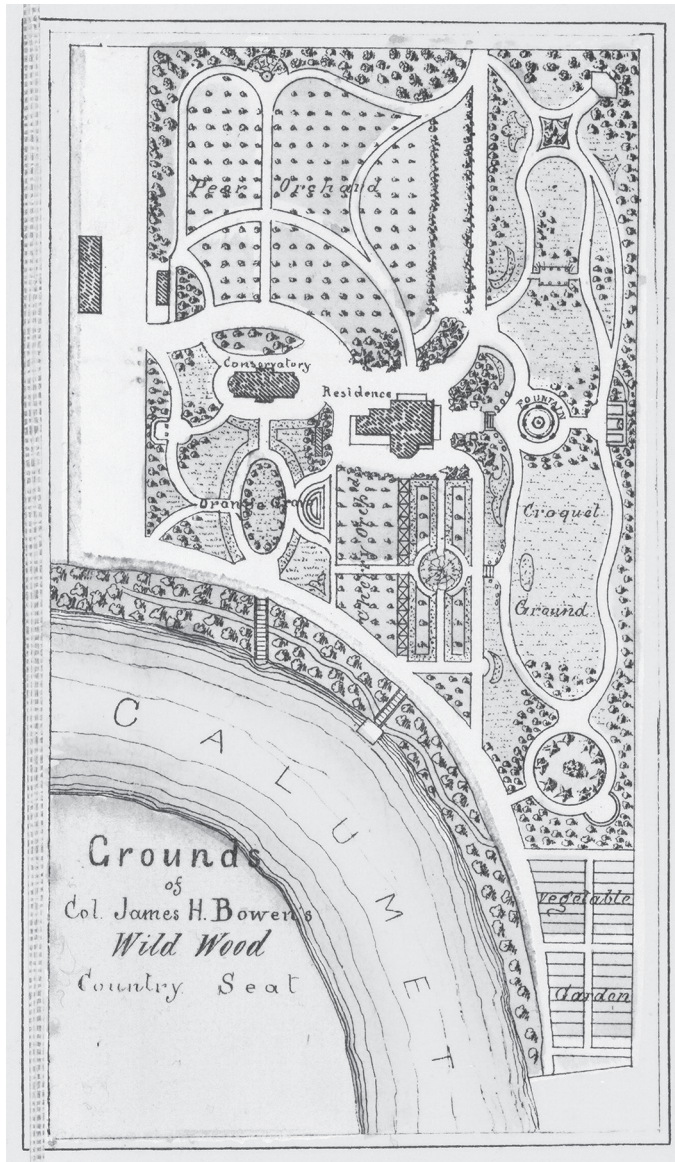
Example G Plate 1—Front Elevation—A country house, in the picturesque Swiss style, designed for Col. James H. Bowen, to be erected in Hyde Park, on the lake shore near Chicago. The building is modeled after the Chalet erected in the Park of the Paris Exhibition, 1867, for the use of the General Commissioners.” (Bowen was one of the general commissioners thereat, representing the United States at that Exhibition.)

6. Copy of the 1868 Guide Map of Chicago, published by Rufus Blanchard, containing illustrations titled “Union Stock Yards,” “Bird’s

THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS

Eye View of Chicago,” and “Chamber of Commerce,” David Rumsey Map Collection, 4220.001. This paper suggests that Van der Naillen used this so-called “Blanchard Map” as his model.

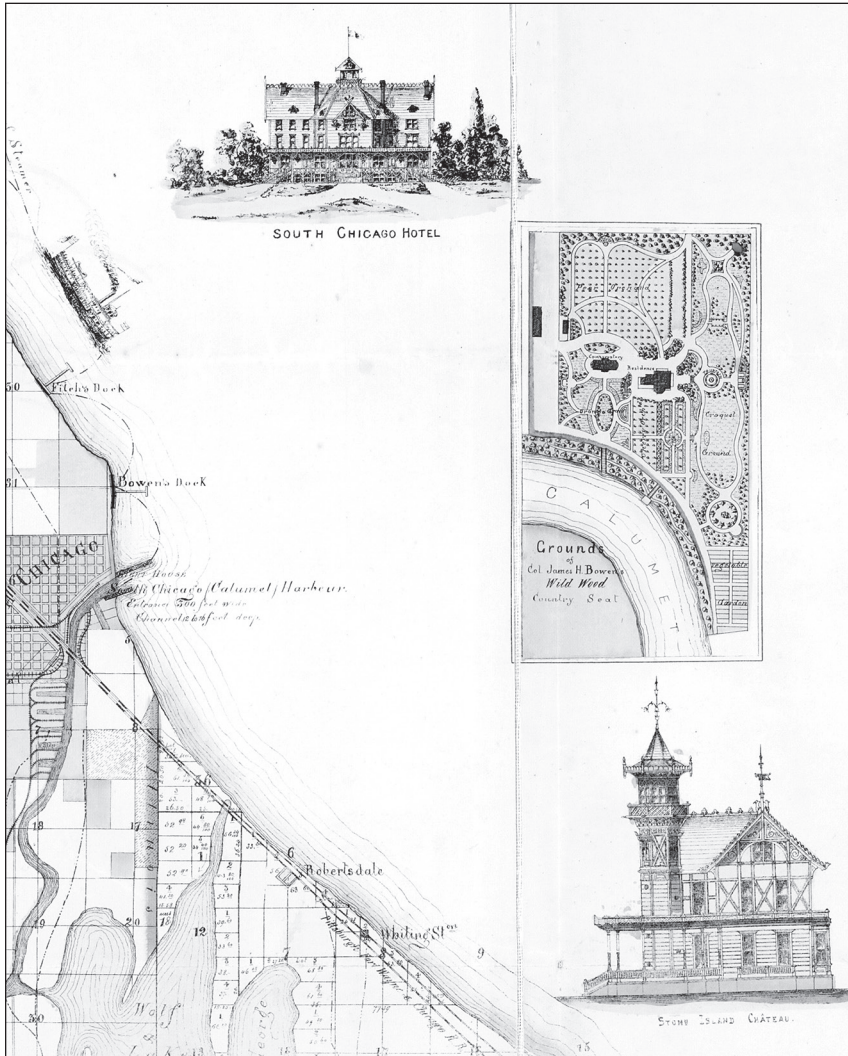
THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS



Attachment 1

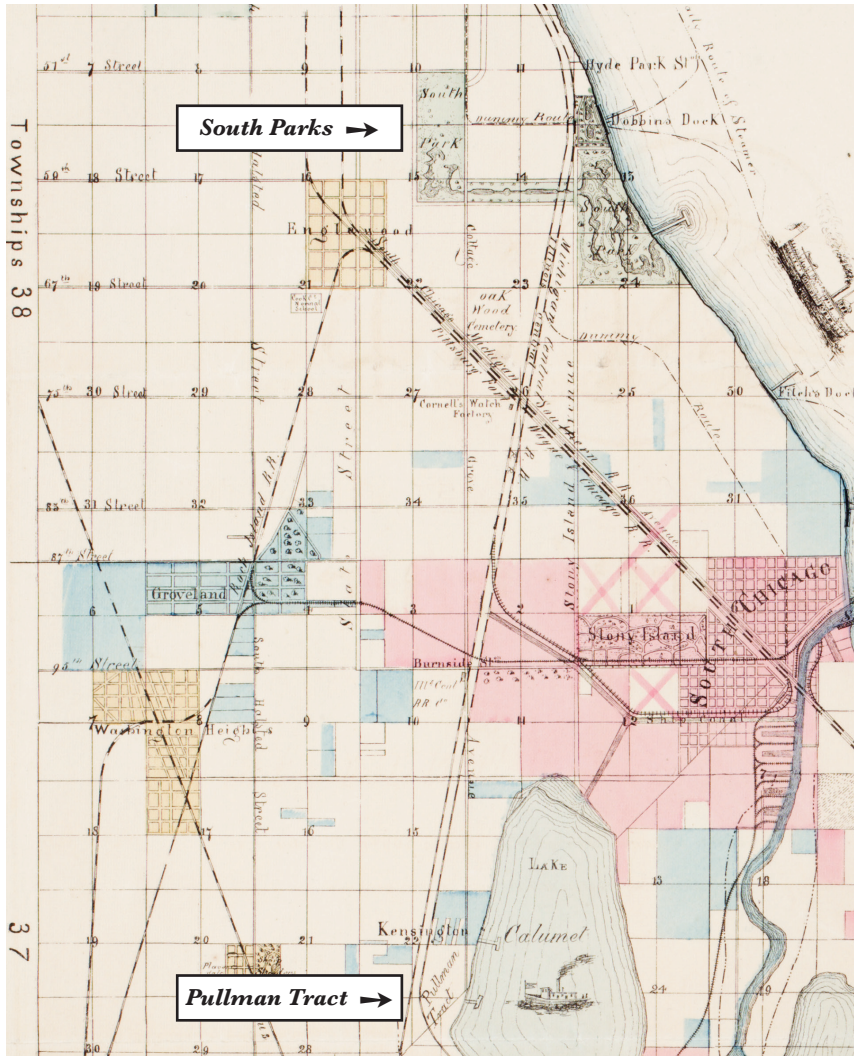
35

THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS



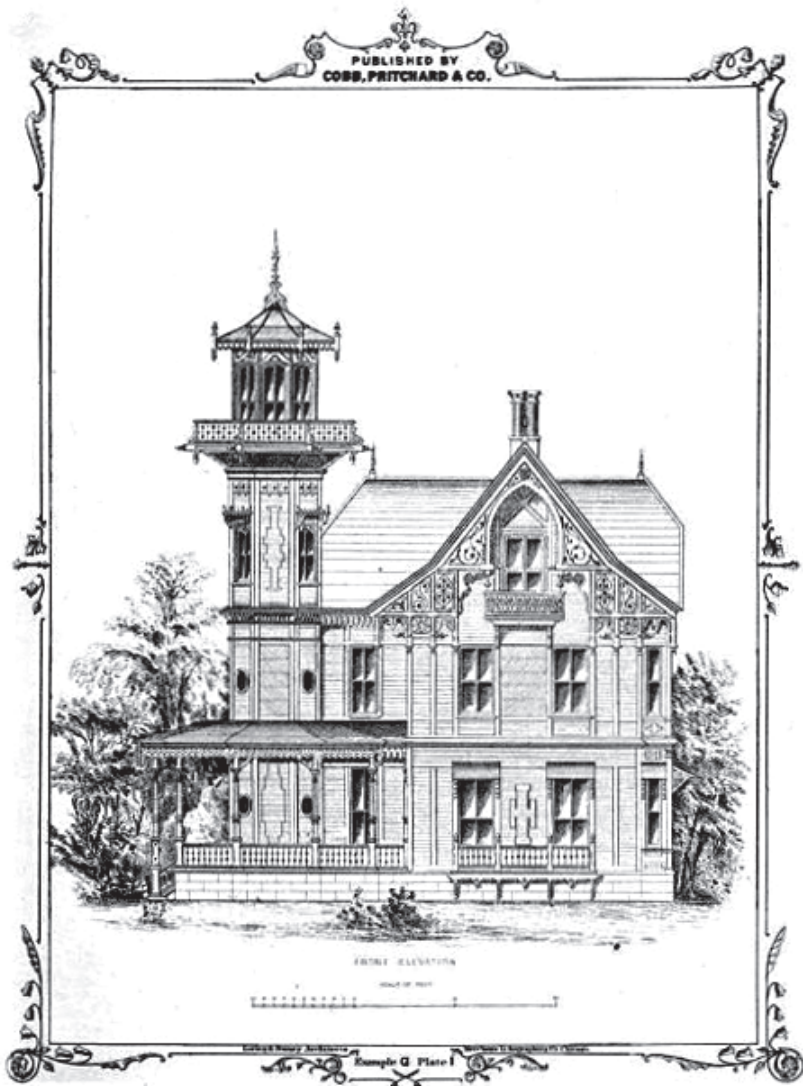
Attachment 3

THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS



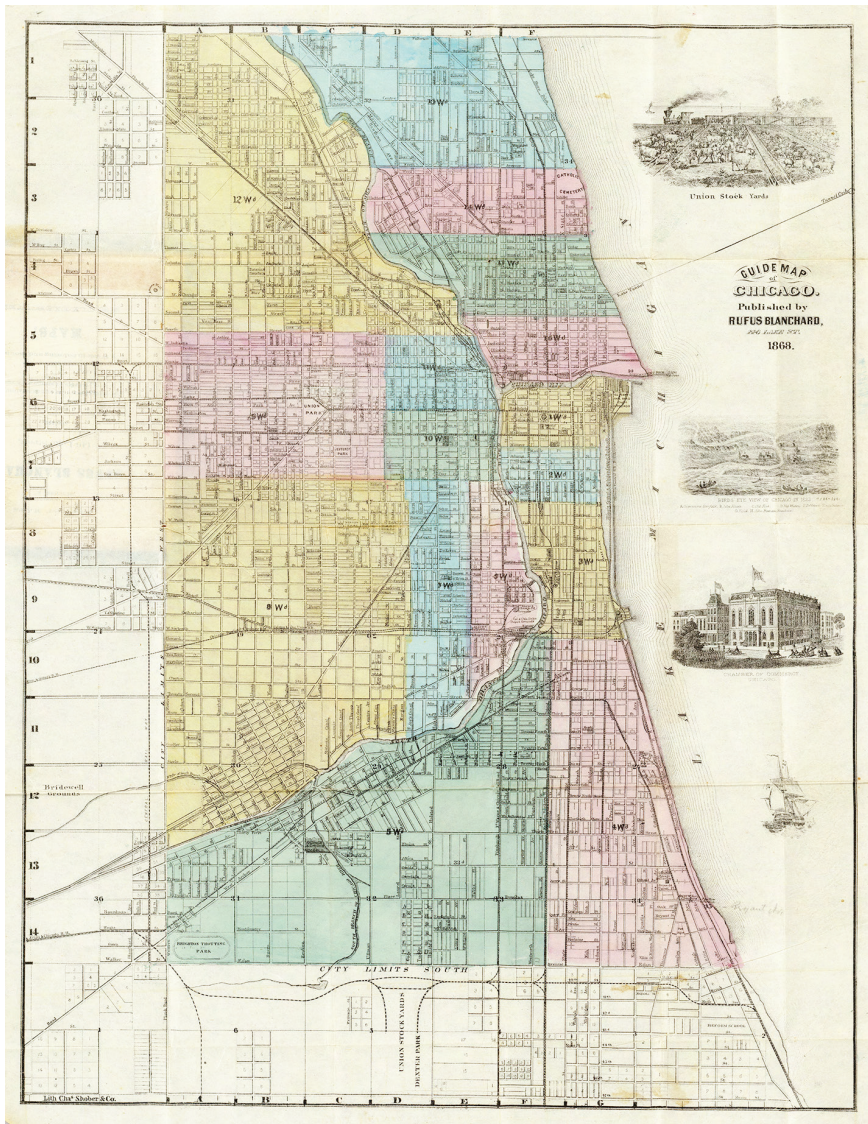
Attachment 4

THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS



Attachment 5

THE RISE AND FALL OF CHICAGO'S BOWEN BROTHERS



Attachment 6

This paper was written for the
Chicago Literary Club
and read before the Club on
Monday evening, the Eighth of February,
Two Thousand and Sixteen.
This edition of two hundred fifty copies
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