EVANSVILLE

Illustrated.

Published in Nine Parts.

H. R. PAGE & CO.

1889.

R
977.2333
EVANS

5823
111

pl: 1

VIEW DOWN LEVEE FROM SUNSET PARK.

BIND. JA 9 '23

EVANSVILLE.

CENTRAL LIBRARY
PUBLIC LIBRARY, OFFICE Se 30 21 Miss Sarah Warman

IN looking over the history of all of our great cities that now are, and those which are yet to be, it will be found in every instance that nature has been exceedingly lavish of her gifts in fixing their location. The history of our own country, as well as that of other nations, both ancient and modern, substantiates the fact that nearly all great cities have been, and are, located in the interior of their respective countries upon some one or other of their great lakes or rivers flowing to the sea.

With regard to geographical situation, it requires but a glance at the map to disclose to the most incredulous mind the fact that no city in the United States is more blessed as to fortunate situation than is Evansville, Indiana. It is now the second city in point of population in the great commonwealth which has just furnished our country its chief magistrate, while in those attributes which distinguish a metropolis from a provincial town it stands at the head of the list.

A RETROSPECT.

So far as the memory of man runs, Evansville was first settled in 1812 by Col. Hugh

pl. 2

CORNER WATER AND CHERRY STREETS.

pl. 3

MAIN STREET, LOOKING EAST.

pl. 4

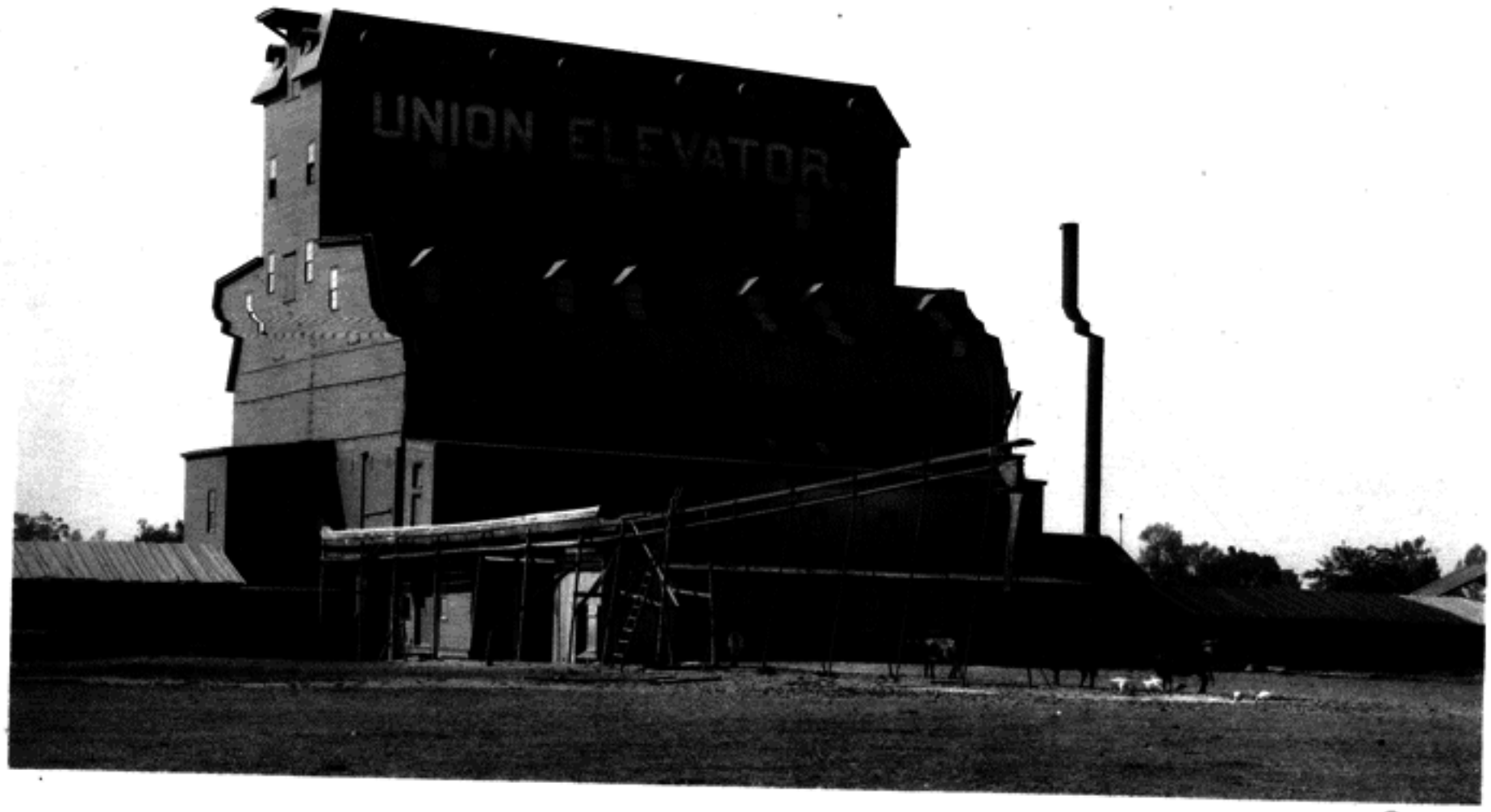
RESIDENCE OF ED. HARRISON.

pl. 5

CORNER SECOND AND BAYLES STREETS.

pl. 6

GRACE CHURCH.



UNION ELEVATOR.

pl. 7

pl. 8

VIEW IN HARDWOOD LUMBER DISTRICT.

McGary, a gallant follower of Daniel Boone in the early settlement of "the dark and bloody ground" now known as Kentucky. Prior to this time a large part of this section of the country was inhabited by Shawnee Indians, which tribe, or rather a part of their number, had a village near the mouth of what is now known as Pigeon Creek, close to the banks of the Ohio river within the present corporate limits. What particularly attracted Col. McGary to the city's present site was the boldness of its banks and its numerous other manifest advantages as a place of settlement. Upon locating he constructed a rude log house, and in 1813 laid out a

TOWN SITE.

In the same year, Warrick County, Indiana, was formed out of Knox County, and in 1818 Vanderburgh County was partitioned from the latter, Evansville becoming the county-seat. At this time the city had but 100 inhabitants, and at the first election held during the same year, only twenty-five votes were polled.

It was in 1816, however, that Evansville begot its name. It was at some period during this year that Gen. Robert M. Evans, of Virginia, and James W. Jones, of Kentucky, came to the settlement, and, uniting with Col. McGary, helped build up the town. This they did by replatting it and advancing its affairs upon a larger scale. The town was then named Evansville in honor of General Evans. A Virginian by birth, he came to Evansville from Gibson county after the war of 1812-15, in which he gained distinguished honor.

The first store was opened here in 1819 by an enterprising Frenchman from Vincennes, and during the same year the town became a corporation, received its first postmaster, discovered a lawyer named Amos Clark and its inhabitants praised God in their first church.

Two years later, in 1821-22, Evansville had a justice of the peace and a schoolhouse, and at the same time the necessity for a county jail was developed, although up to this time but one murder had been committed in the county, the perpetrator of which had, with commendable promptness, been hung in 1821. For several years the small corporation struggled along with but little perceptible improvement, but from about 1830 its energies appear to have become awakened, and brought into existence the first newspaper in this

section, the "Evansville Journal," which, to-day, in spite of old age, is still living, and flourishing as one of the leading dailies of the West. The first bank was established in 1834 and two years later the contract was let for the great Wabash and Erie canal which terminated at the Ohio river at Evansville.

In 1837, in common with sister localities in the West, Evansville suffered severely from the great financial panic of that eventful year. But while elsewhere banks were breaking, one after another, the Evansville Branch of the State Bank of Indiana, established in 1834, withstood the shock without difficulty.

In 1838 Evansville found herself increased in population to the extent of 1,228 souls. In 1840 she had 2,121, and from this time there was a steady and substantial increase until, in 1856, it was found that the city possessed a population of 13,000.

THE CITY CHARTER.

There is no city in Indiana which enjoys more privileges as a municipal corporation than does Evansville, under its special or original charter, granted by the State Legislature January 27, 1847, incorporating the city, under which the first city council meeting was held on April 12, of the same year. Under this charter and its amendments the city government still exists and is governed. When the present State constitution, adopted by the last constitutional convention, went into effect on June 17, 1852, it was provided therein that in the schedule to the present constitution of the State this charter should, with other municipal charters, be continued in full force. The fourth clause of said schedule is in these words: "*Fourth*, All acts of incorporation for municipal purposes shall continue in force under this constitution, until such time as the General Assembly shall in its discretion modify or repeal the same."

The General Assembly has not yet in its discretion seen fit to repeal Evansville's special charter under which the city still continues to "*bob up quite serenely.*"

A RAILROAD.

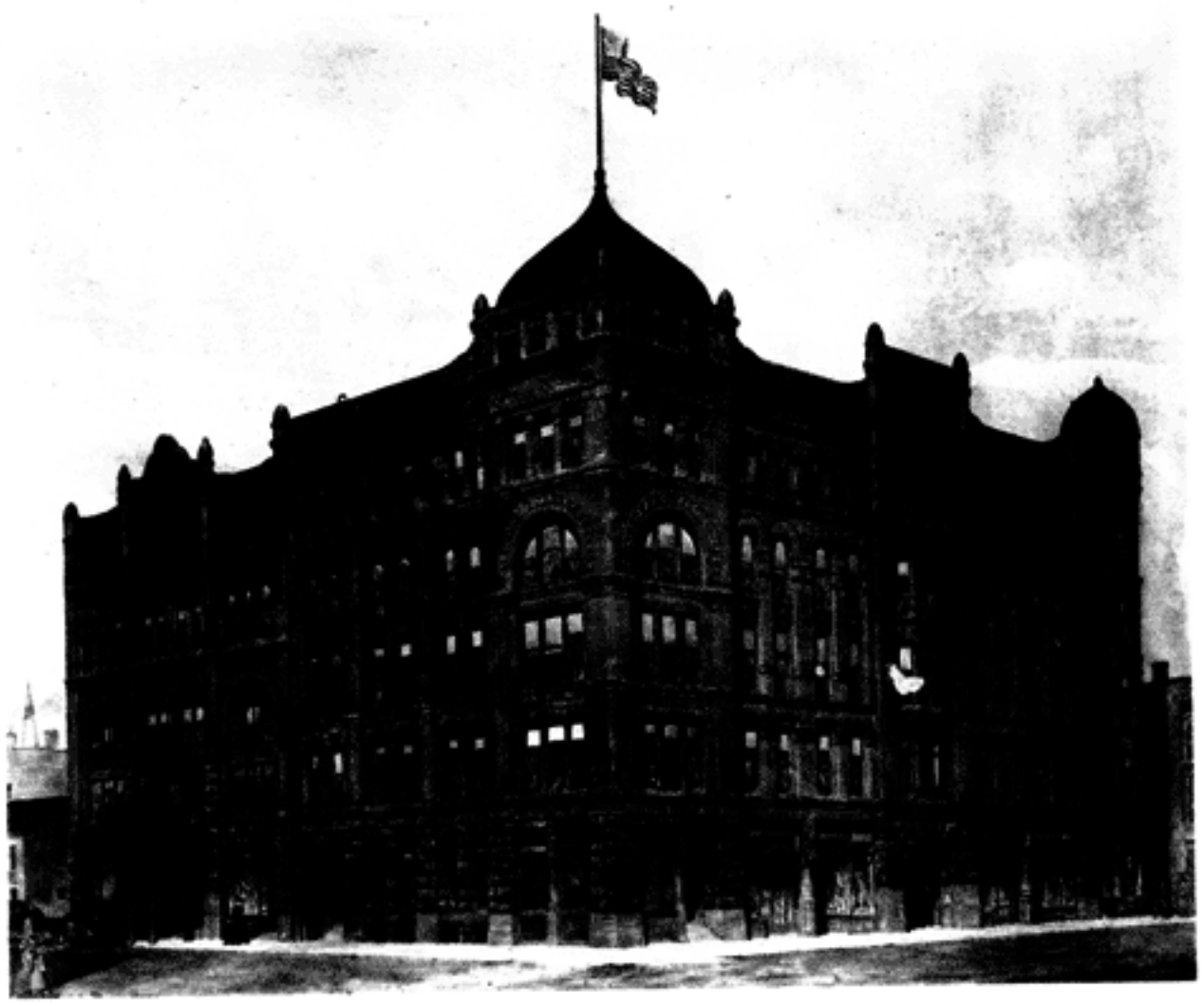
During all these years the Ohio river and the Wabash and Erie canal gave to the city its only channels of incoming and outgoing. The river, especially, vindicated the foresight of Col. McGary in selecting the present site of the city of Evansville as a place of location. The growth of the steamboat trade on the Ohio River, which virtually com-

pl. 9

THE OLD NATIONAL BANK.

pl. 10

SOUTHERN INDIANA ~~SOUTHERN~~ INSANE ASYLUM.



pl. 11

BUSINESS MEN'S ASSOCIATION BUILDING AND NEW OPERA HOUSE.

pl. 12

VANDERBURGH COUNTY COURT HOUSE.

pl. 13

MACKEY NISBET & CO., BUILDING.

pl. 14

RESIDENCE OF WM. HEILMAN.

pl. 15

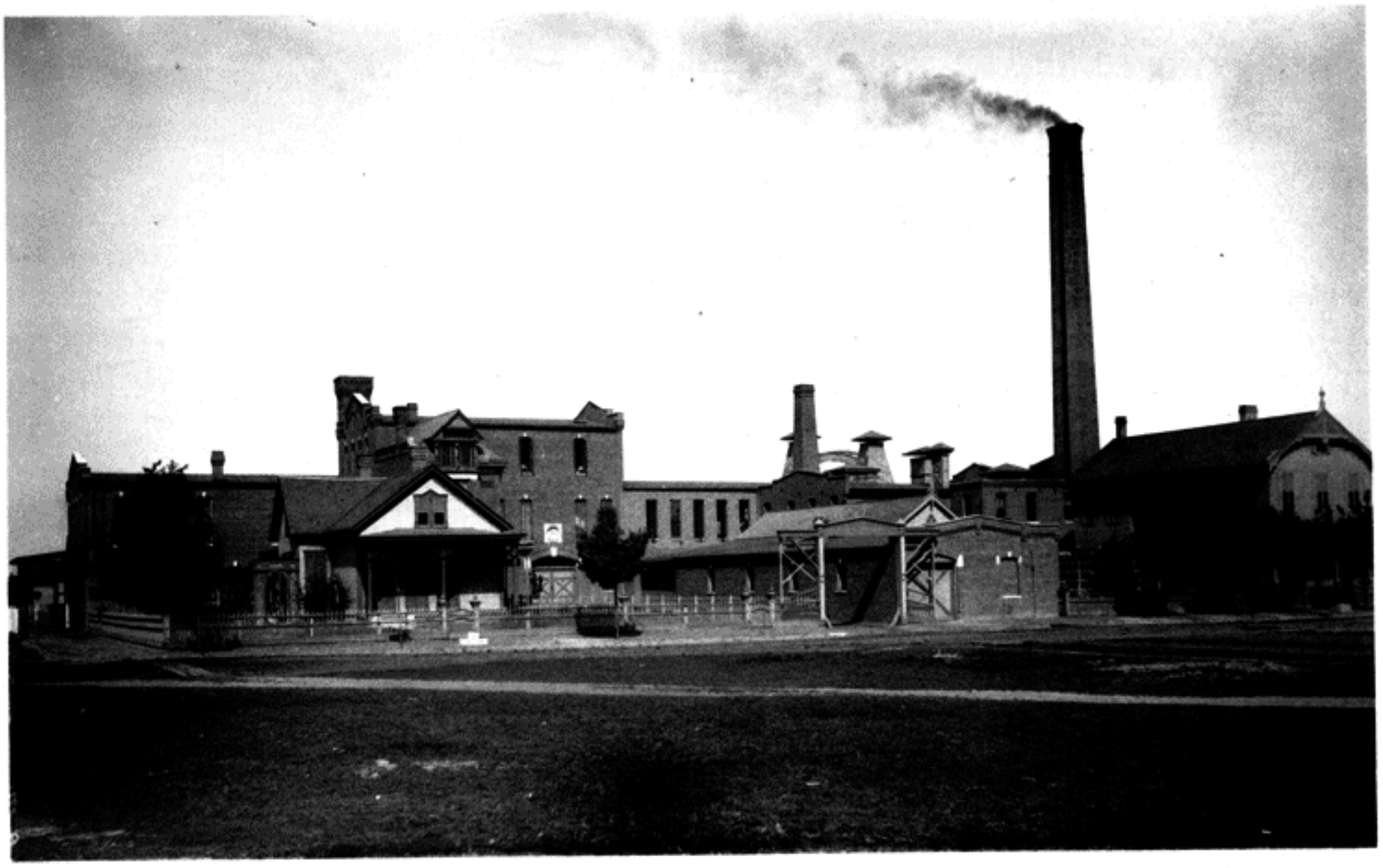
VIEW CORNER FIRST AND SYCAMORE STREETS.

pl. 16

FULTON AVENUE PARK.

pl. 17

RESIDENCE OF J. B. HARRISON.



pl. 18.

MELZER & CO., SOAP FACTORY.

pl. 19

HEILMAN PLOW WORKS.

menced in 1811, insured a brilliant future to the new town which he founded, being then as it now is, the nearest and most convenient point of embarkation and debarkation by river for a vast section of country. Thus, until 1854, the Ohio was the grand avenue of prosperity to the then thriving city.

In 1850, however, the Evansville and Crawfordsville railroad (now the E. & T. H.) was commenced, which, upon its completion to Terre Haute in 1854, opened up a new outlet to the north, east and west, making Evansville one of the principal distributing points to the Southern States and forcing the antiquated canal to become a melancholy reminiscence.

REAL HISTORY.

The real history of Evansville may perhaps be safely said to have commenced in 1857, when by a consolidation with the neighboring corporation of Lamasco the two became one in all that the term may imply from a municipal point of view.

The records show that from 1850 to 1860 the increase in the city's population was equal to about 105 per cent or 10½ per cent per annum.

The banking capital of the city in 1857 amounts to $325,000, and the population was set down at 12,250. The monetary troubles of 1857, and the depressions of 1860-'61, naturally checked the growth of the city, but as the results of 1870 show, the effects were only temporary. The steady increase of the population of Evansville during the period of seven decades, through the disasters of the peace of 1815, the bankruptcies of 1837, the monetary troubles of 1842, the national panic of 1857, and the depressions of 1860-'61 from the outbreak of the rebellion, indicate clearly that, although in each decade depressing periods of business and stagnations of commerce similar to those of 1873-'74-'75, have occurred, yet the city, as a whole, has continued to increase its population and consequently its business until now Evansville has a population of from 50,000 to 60,000 people, and is the largest manufacturing city in the State.

We have thus hastily sketched some few of the incidents in the history of Evansville, and briefly referred to facts illustrative of her past progress. A more particular enumeration would have been beyond the scope of this article, besides extending it beyond the limits to which it was necessarily assigned. The city's own citizens hardly need to have such remembrances recalled to impress them with a confidence in the onward and upward

pl. 20

RESIDENCE OF CHARLES SCHULTE.

pl. 21

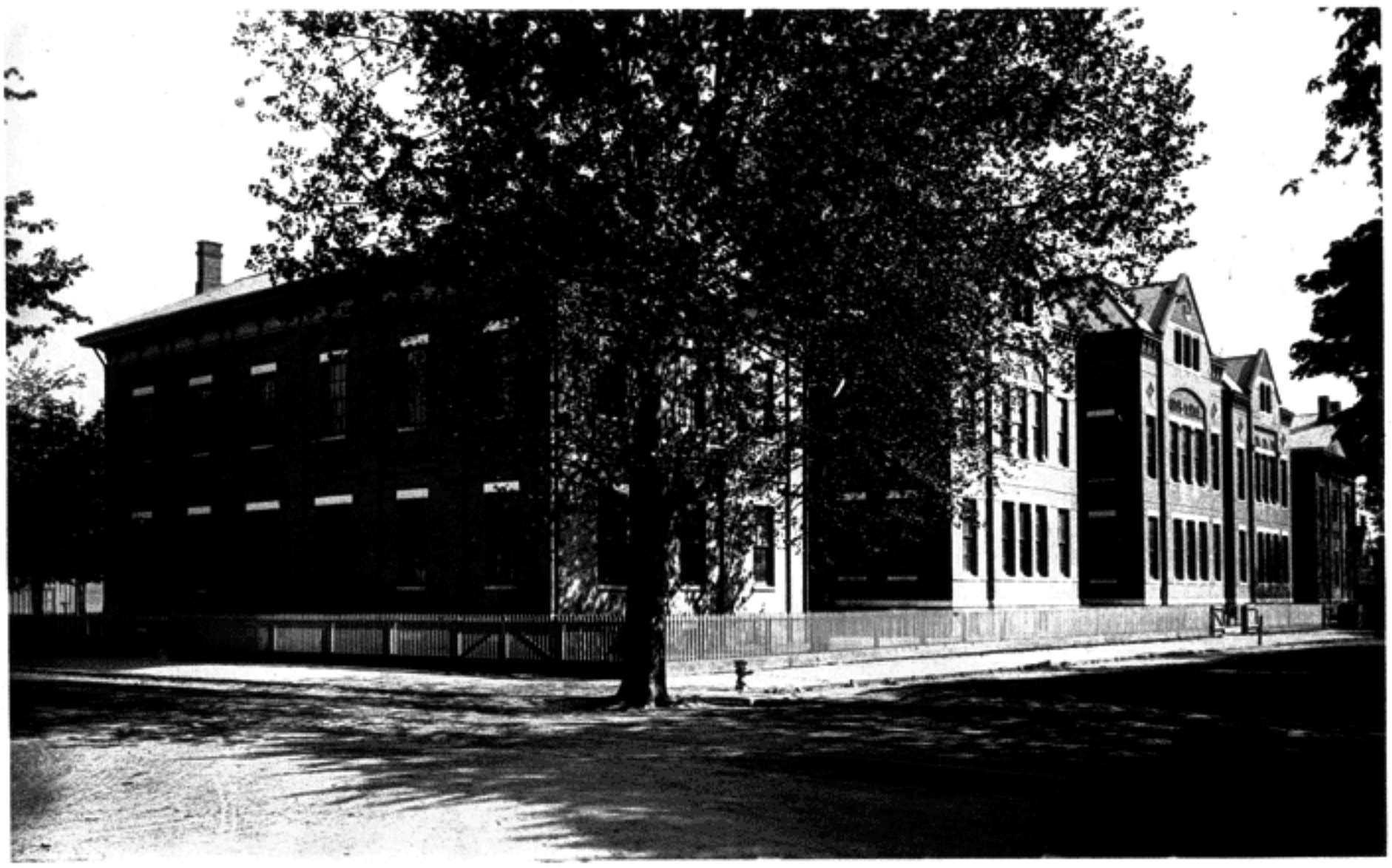
RESIDENCE OF U. W. ARMSTRONG.

pl. 22

CITY HALL.

pl. 23

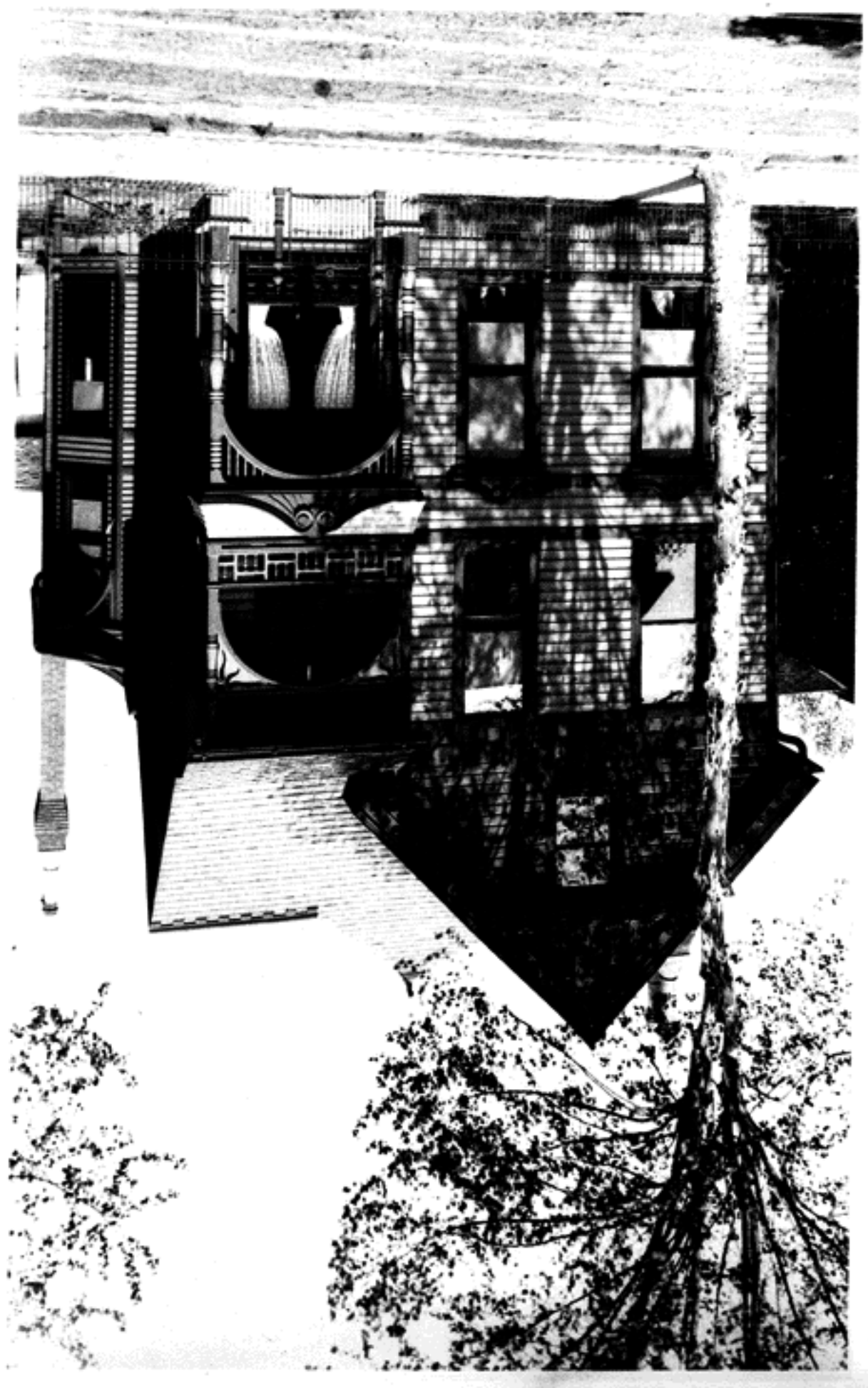
RESIDENCE OF H. B. POLSDORFER.



pl. 24

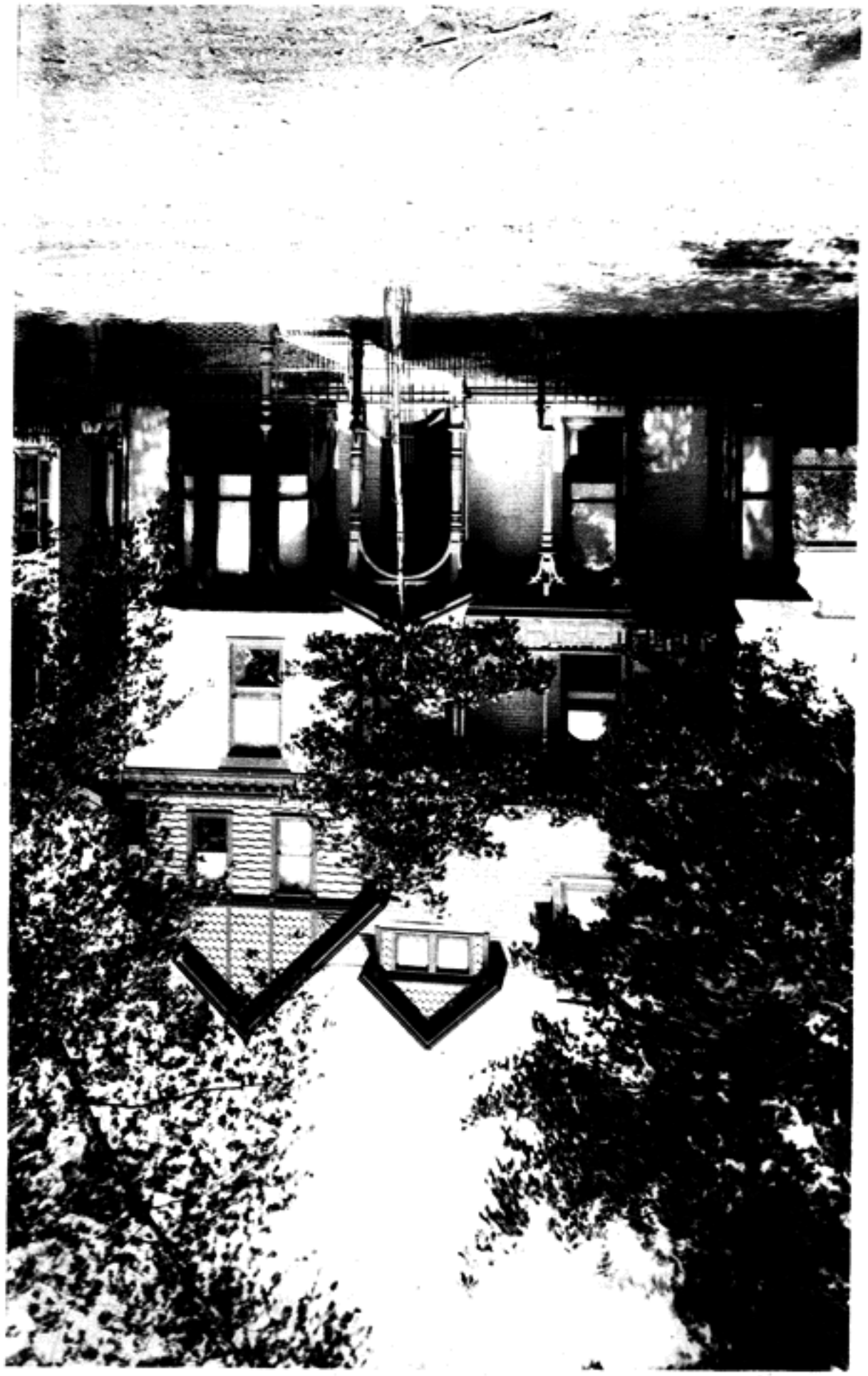
CANAL STREET PUBLIC SCHOOL.

RESIDENCE OF WM. FIELD.



pl. 26

RESIDENCE OF W. J. WOOD.



pl. 25

pl 27

MASONIC BLOCK.

pl. 28

INDIANA CANNING COMPANY.

pl. 29

SUNNY SIDE ROLLER MILLS.

progress of a city they know so well, and of which they are so proud. Strangers, however, may, we hope, be sufficiently interested to make further inquiry as to a city with a natural highway, the Ohio River, which reaches eighteen of the finest States in the Union, besides her railways which connect with a network of similar roads reaching every point of the compass.

NATURAL ADVANTAGES.

There can be no question but that Evansville possesses such natural advantages as will eventually transform the humble hamlet of Hugh McGary into one of the leading manufacturing cities of the United States.

Located right in the heart of one of the richest coal-fields in America, and one of the most accessible ones in the Western coal measures, it will be seen at a glance, that she has the first great requisite for a manufacturing city, viz., an abundance of cheap fuel. The coal fields of Tennessee, Kentucky, Ohio and West Virginia, by reason of the natural avenues of transportation and trade, stand in a supporting relation to the coal measures of Indiana.

The area of the Indiana coal field is 6,500 square miles; of Tennessee 5,000; of Ohio 10,000 and of Kentucky 16,000. A certain portion of these in each are iron producing regions, and direct communication both by river and rail is also had with the iron regions of Alabama. All these States, by reason of their production of iron, must always in their mineral resources be important auxiliaries to the manufacturing interests of Evansville. Not less to the iron deposits which surround this locality, than to her coal is Evansville indebted for her past prosperity and dependent for her future. Cheapness of fuel in the larger proportion of cases justifies a transportation of mineral to the locality of the fuel; but when the transportation of mineral is necessary for but short distances, and by easy artificial and available natural channels, the combination of cheapness of fuel with great supplies of mineral immediately at hand, constitutes the locality which must become and always remain a great manufacturing center. These two requisites Evansville has, and in the importance of fuel as a requisite for manufacturing purposes she has a power which is uneqaled in the West or South.

COAL.

As was said before, Evansville is in the center of a vast coal field. There are at

this writing six different coal mines within or bordering upon the city limits and along the line of the Belt railroad. The depth of the four-foot vein now being worked is 260 feet below the surface. This coal is bituminous and is excellent for both heating and making steam. Borings made at different times prove that there is another vein, over five feet thick, 300 feet deeper. It is free from sulphur and is the vein which crops out in Pike County, fifty miles northeast, where it is profitably used for making coke.

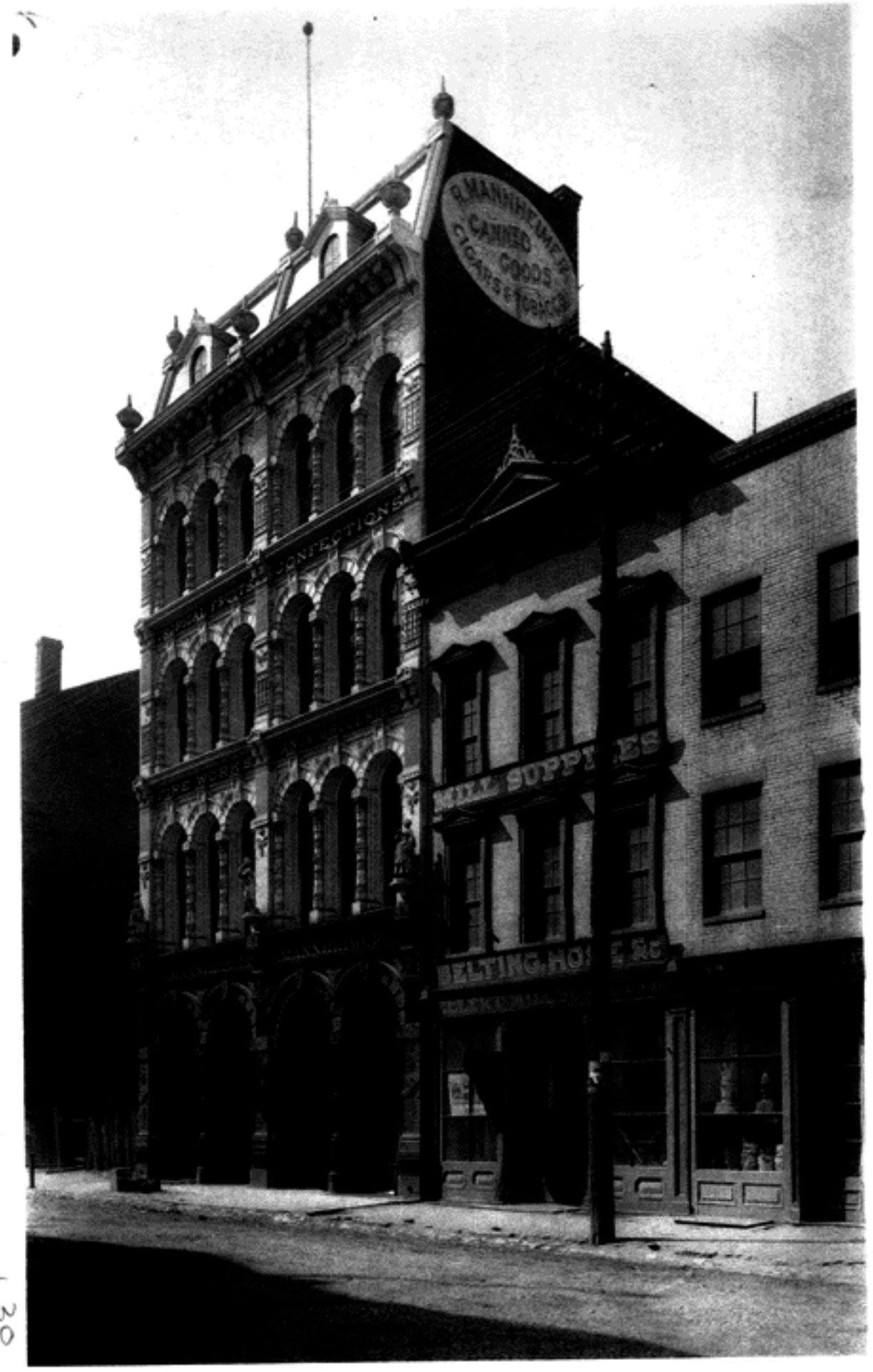
Besides these coal pits there are numerous others along the lines of the E. & T. H., E. & I., and Louisville, Evansville and St. Louis railroads, up Green River, in Southern Illinois, and on and near the Louisville & Nashville Railroad, in Kentucky, as well as up and down the Ohio River. A number of these kinds of coal are sold in this market, thus keeping the price down to figures represented by 75 cents per ton for coal well adapted for making steam. The best of lump coal for heating purposes can be bought in small quantities at $1.50 per ton delivered, and in large quantities for less. The world-renowned block coal is taken out in vast quantities in Clay County on the line of the Evansville and Indianapolis railroad. It also exists in Dubois and Spencer Counties, Ind. With this coal, iron can be smelted without the intervention of coke. Cannel coal also exists within convenient reach of Evansville.

LUMBER.

The city of Evansville is universally recognized as the largest hard-wood lumber market in the United States. The principal source from which logs are obtained is Green River, Ky., a few miles above the city, from which they are rafted down the Ohio to be sawed at the numerous large mills here. The principal timber sawed is Oak, which is manufactured mostly into railroad-car lumber and sold as far north as St. Paul and as far west as Omaha. Much is also used for barrels and plows. Walnut and Ash are also sawed in immense quantities for the numerous furniture, wagon and carriage factories in the city, as well as to send to the Eastern cities and Europe. Gum is also used largely for furniture and house finishing, and by a large butter and fruit-dish manufactory. Cottonwood, formerly considered useless, is extensively used here by a large box factory. There is also an abundance of Cypress near the city which is used for piles and shingles. Cherry, Hickory, Beech, Chestnut, Dogwood, Sugar Maple, etc., are made use of for various purposes. Pop-

pl. 31

TRINITY CHURCH AND SCHOOL (CATHOLIC).



pl. 30

R. MANNHEIMER.

pl. 32

View in Oak Hill Cemetery.

pl. 33

FULTON AVENUE SCHOOL.

pl. 34

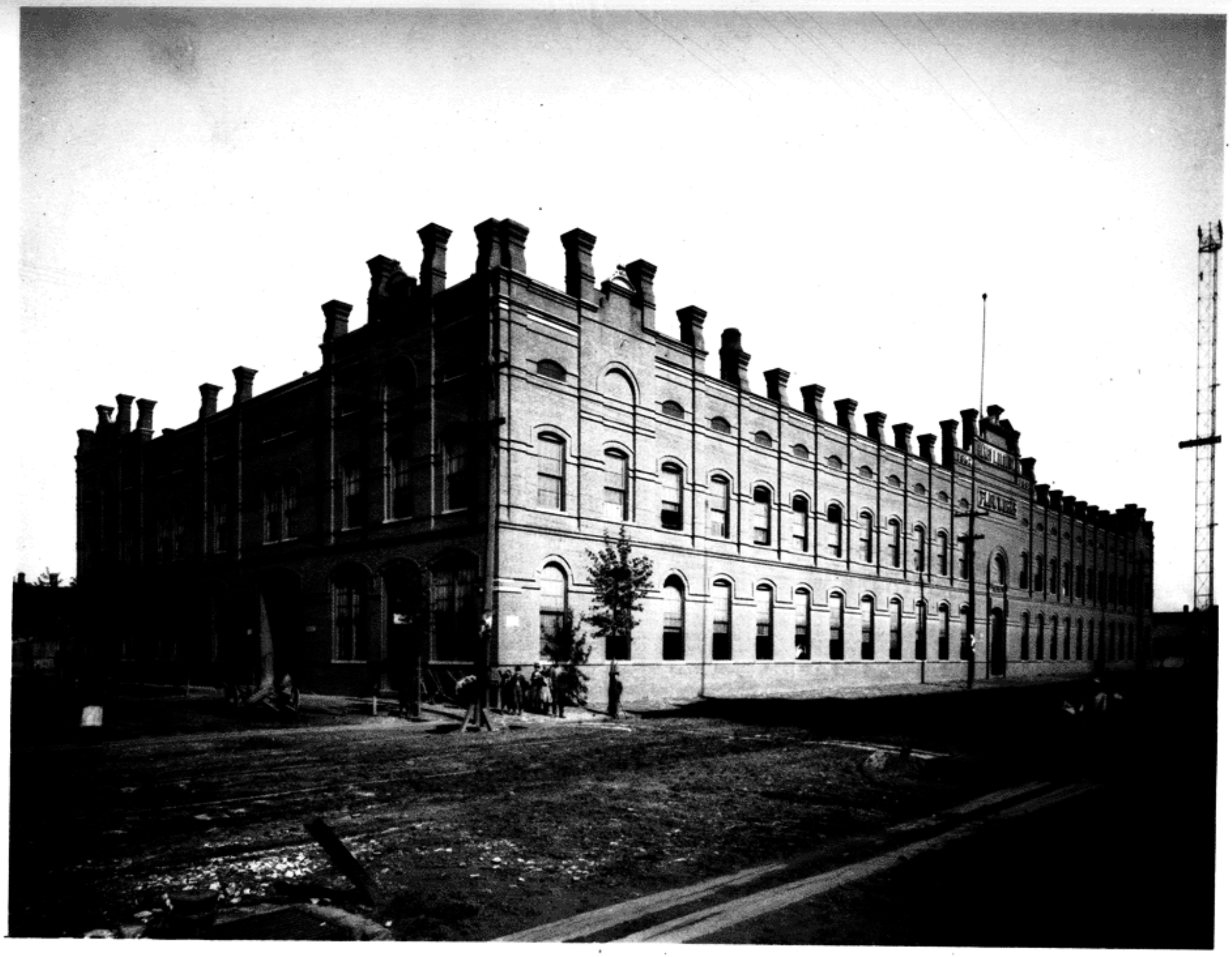
RAGON BROTHERS.

pl. 35

RESIDENCE OF AUGUST BRENTANO.

pl. 36

VIEW CORNER SECOND AVENUE AND DIVISION STREET.



Pl. 37

BLOUNTS STEEL PLOW WORKS.

pl. 38

EVANSVILLE STOVE WORKS.

Pl. 39

J. MEYERS & BRO., PLANING MILL.

lar of the best quality is close at hand, and is used largely for house building, fencing, furniture and other purposes.

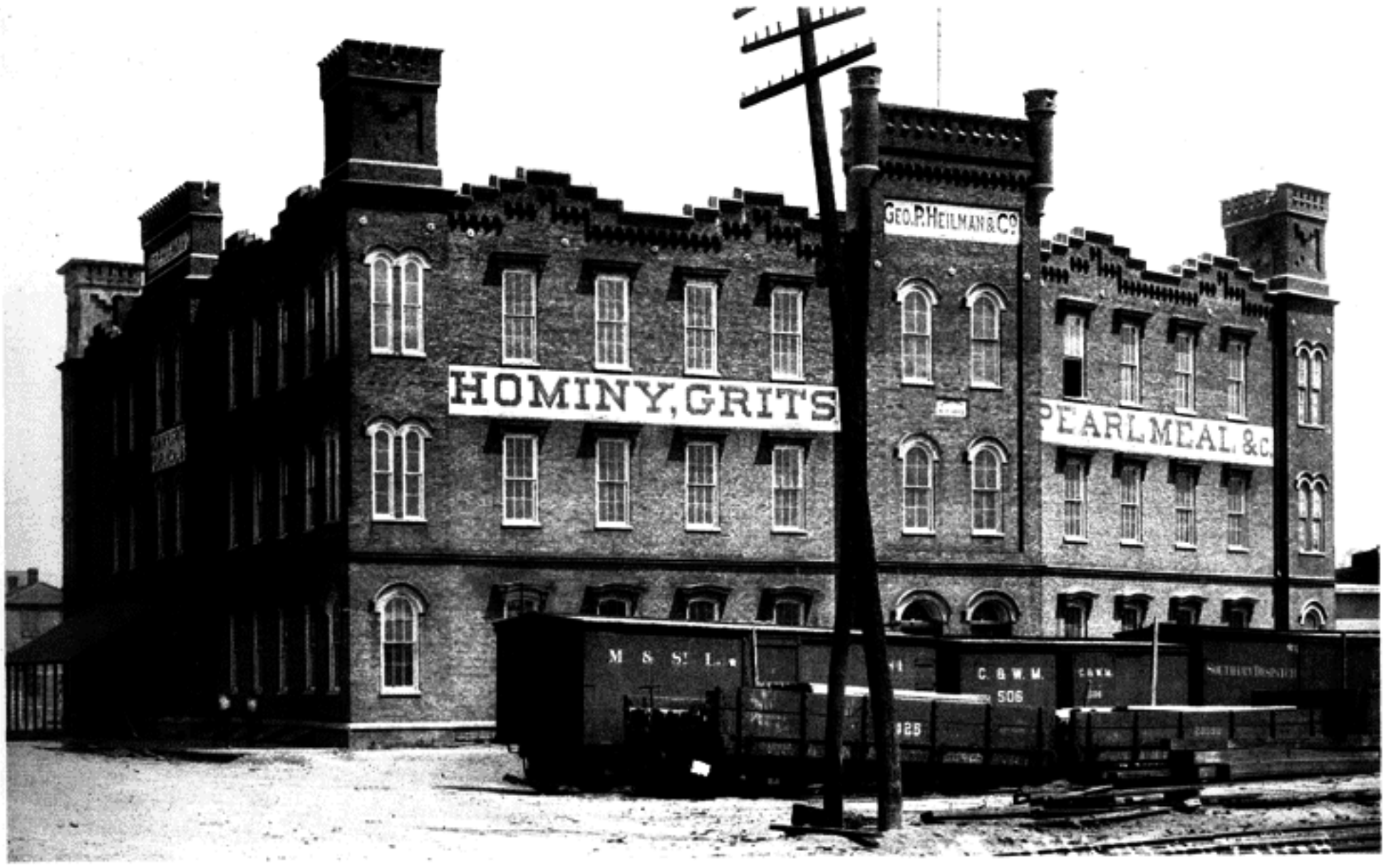
In this connection another fact may as well be noted, and that is in reference to lumber as fuel. What is known as "off-falls" in Evansville is the refuse left in sawing lumber at the numerous saw mills. It is immense in quantity and is given away in stove lengths at the mere cost of hauling; yet so cheap is coal that the saw-millers cannot give away all their slabs and scraps, but dump them on the river and creek banks and use them as bulkheads to pile lumber on and cribs to save the river bank from washing. The larger slabs are used for making laths, fence pickets and small dimension stuff for various other purposes. Another feature in the matter of this kind of fuel is that the box-factory, wagon, carriage and plow factories and cooper shops furnish kindling for the mere cost of hauling. Thus Evansville supplies this convenience for next to nothing, while in other cities it is quite an item of expense and hard to get at that.

Other Resources.

Having thus especially referred to the city's advantages as regards coal and lumber, we venture to briefly invite attention to some few other of the many resources enjoyed by Evansville.

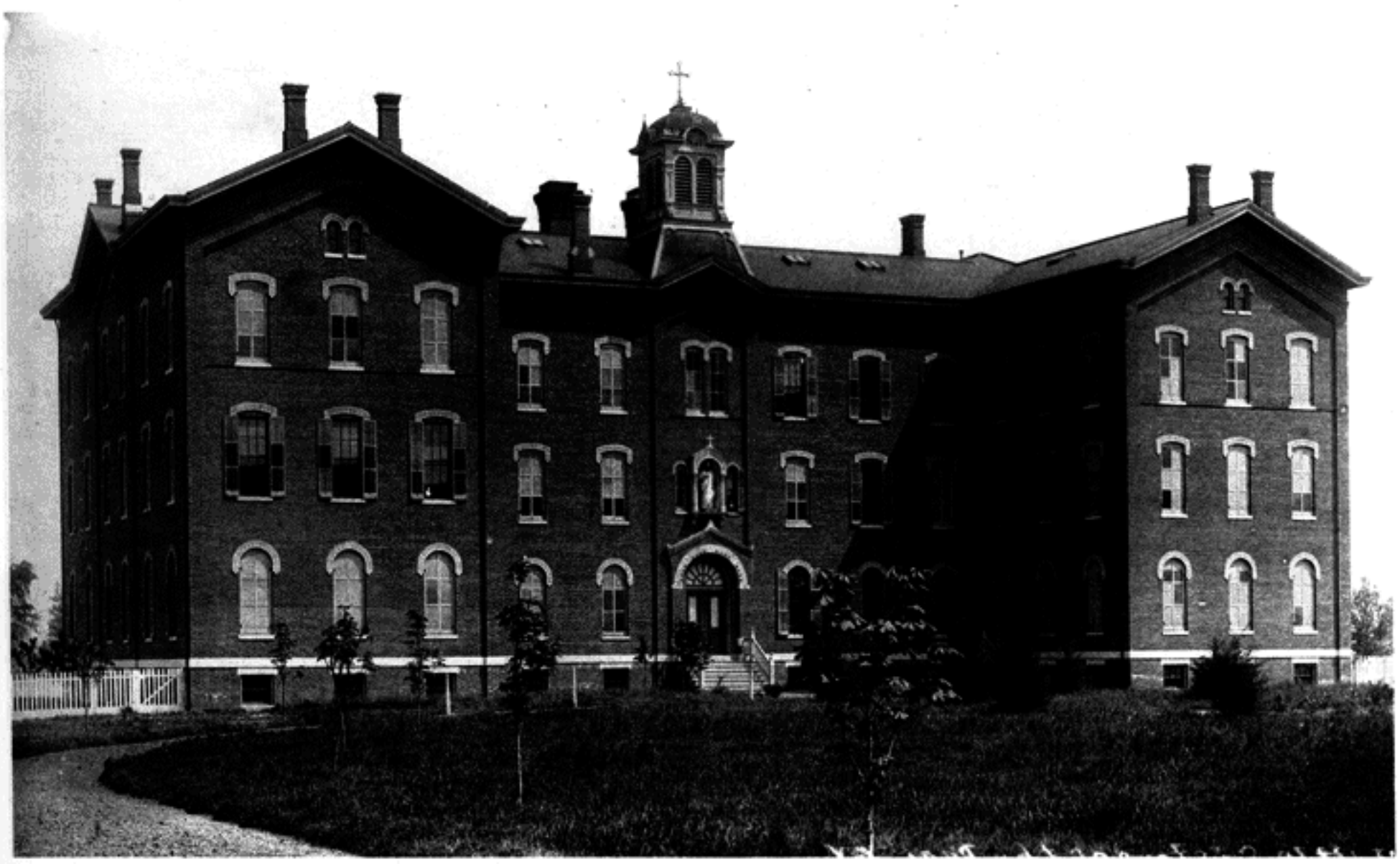
Take building stone for instance. The geological formation in this immediate vicinity is not productive of building stone, but on the hills to the north and west of the city there is a flinty gray limestone that makes strong common lime and is well adapted for the paving of alleys and gutters. Up Green and Banen rivers, however, oolitic limestone abounds and makes a superior material for door and window trimmings, courses in brick buildings, bases for iron fences, steps, balustrades and like purposes. The line of the Evansville and Richmond railroad, now in course of construction by an Evansville syndicate, will pass through several central counties in the state whose rock deposits of the finest building stone are practically inexhaustible.

With reference to brick for building purposes the city again is extremely fortunate. There is no better clay for making bricks than exists in this locality. In fact Evansville manufactured brick has become famous. It is sold and shipped largely in the South. Were Evansville dependent on pine lumber, as so many cities are, it would



pl. 40

HOMINY MILLS.



pl. 41

LITTLE SISTERS OF THE POOR.

RIVER AND RAIL TRANSFER WHARF.

pl. 43

SCHULTZE WALTMAN & CO., SAW MILL.

pl. 44

STREET VIEW FULTON AVENUE, LOOKING NORTH.

pl. 45

EVANSVILLE FURNITURE FACTORY.

pl. 46

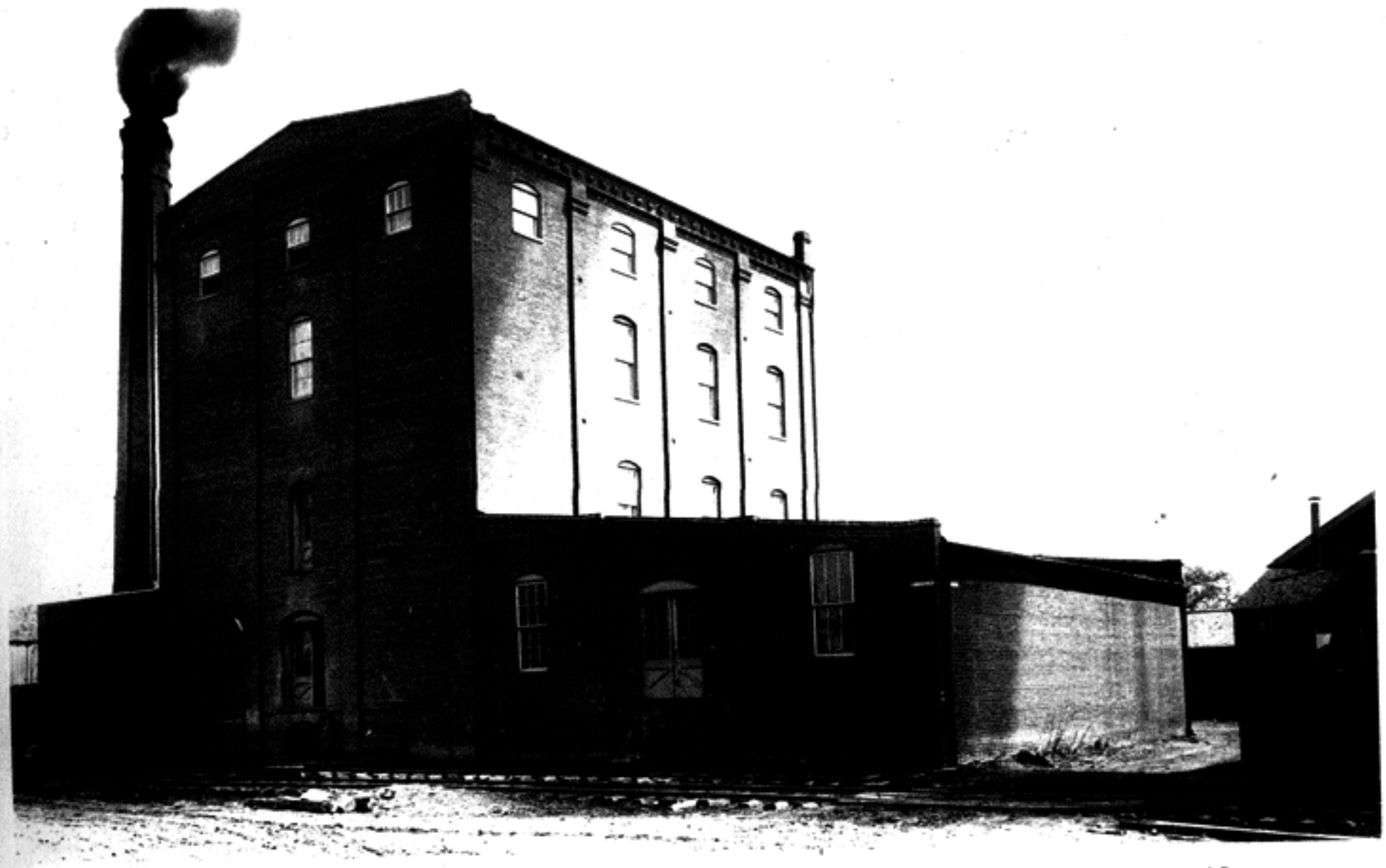
REITMAN & SCHULTE SAW MILL.

p. 47

ST. GEORGE HOTEL.

pl. 48

VIEW CORNER LOWER FIRST AND INGLE STREETS.



pl. 49

BROSE & ARNOLD, FLOUR MILL.

be almost as cheap to build brick as frame houses, so cheap is the cost of production. Machine pressed bricks of varied forms are also made here, comparing with Eastern made materials very favorably. The clay is homogeneous, tough, free from limestone, and becomes a handsome cherry-red color when burned.

A magnificent grade of cement is brought to the city from the falls of the Ohio and is very cheaply sold. The same may also be said of a superior article of lime which is brought down the river from Clarke county, this state. Sand and gravel is obtained in abundance. The conglomerate gravel so easily obtainable here is dug from the banks of the Ohio and becomes almost as hard as iron after continued street usage. As a cheap surfacing material there is nothing in the United States to equal it. On the line of the Evansville & Louisville Air Line and in Orange county, grindstones, whetstones and hones of the best quality are to be obtained in immense quantities Lead exists in southern Illinois, mineral paints in Dubois county. Fluor spar is also an extensive southern Illinois product. Kaolin deposits susceptible of manufacture into fine queensware, porcelain and encaustic tiles abound in Lawrence county, where Potter's clay is also to be found. The manufacture of draining tile is quite a large local industry. The Evansville line of steamboats plying the waters of Tennessee river bring immense quantities of peanuts, pine lumber, cotton, and tan-bark to this market whence they are shipped in all directions.

The agricultural resources of the surrounding country are of more than ordinary importance. Fruit and vegetable canning has of late become an extremely profitable branch of industry, the field of supply and sale being unlimited. In the article of tomatoes, and sweet corn especially, the soil and climate are peculiarly adapted to the culture of superior qualities.

Public Debt.

For a number of years Evansville was handicapped by a large and burdensome municipal debt. This is now happily adjusted. "For several years," says the Evansville Journal, "through the operation of political influences, and on a question of the legality of part of the debt which was in litigation, the interest on the bonds was not paid, which default injured the city greatly in public estimation. If people abroad had understood all

the circumstances, they would not have blamed our people so much as they did. However, after long and bitter controversy, there has been an amicable and satisfactory compromise of the municipal debt, amounting to a little over $2,000,000 at an average interest of about 4½ per centum." The interest is now promptly paid, and the city's credit completely re-established.

VANDERBURGH COUNTY.

The county of Vanderburgh, in which Evansville is situated, is practically out of debt, after covering the county with magnificent graveled roads, building a commodious and handsome county infirmary, making regular donations for charitable institutions and paying judicial and administrative expenses for this large population. Few counties in the State can make a better showing.

A magnificent new Court House in the heart of the city is now rapidly approaching completion, which, when finished and furnished, will cost not less than $500,000.

POPULATION.

There is no stronger or more convincing proof of the rapid advancement the city is making toward that proud eminence which it will certainly be her good fortune to enjoy, at no distant day, than the extraordinary increase that has taken place in the number of her population during the last few years. It cannot be contended that any census which can be taken is absolutely correct. The best that can be done, so far as approaching the number of inhabitants of any large city is concerned, is to make a reliable approximation of the population. Acting upon this impression, the figures from the last city directory are taken as a basis of calculation. The city directory for the present year contains 19,161 individual names. Counting three persons for each name (which is less than the number usually counted) gives Evansville a population of 57,573. Elections and school enumerations bear out this estimate.

FINANCE.

The outlook for the future of the city has never appeared in brighter colors than at the present time, and the character of the local financial institutions will compare favorably for solvency and good management with the similar institutions of any city in the country. Their prosperity may safely be taken as an unerring index to the general con-

dition of the city's affairs. The national banks are as follows with capital as indicated:

	CAPITAL.
Old National	$797,000
First National	771,000
German National	768,500
Citizens' National	253,625
Archer's Private	75,000
Savings Bank	667,000
Total	$3,332,125

Evansville has the best managed Savings Bank in the State, the People's Savings Bank, with a line of deposits aggregating over half a million of dollars, besides over a dozen building and loan associations.

River Interests.

Occupying such a central position upon the banks of the Ohio River, it is but natural that Evansville possesses advantages such as few cities in the Union can lay claim to. Her location with respect to the Ohio, Mississippi, Wabash, Green, Tennessee and Cumberland Rivers, and all navigated by our own steamers regularly, is of such a peculiar nature that when viewed with reference to her means of intercourse with the States along their banks, she stands in a position to command the trade of a territory as great, rich and fertile as any in the world.

It is not our purpose in this article to enter into any lengthy description of the various States to which her commerce extends, and from which her manufacturers obtain their material, but to direct the reader's attention to the magnitude of the river system of Evansville, which reaches eighteen States and two Territories, not only the border counties thereof, but the interior of these States as well, affording unparalleled facilities for reaching from the 46th degree of Northern latitude to the 30th, from the 1st degree to the 22nd longitude west from Washington, embracing an area of 1,052,000 square miles of territory.

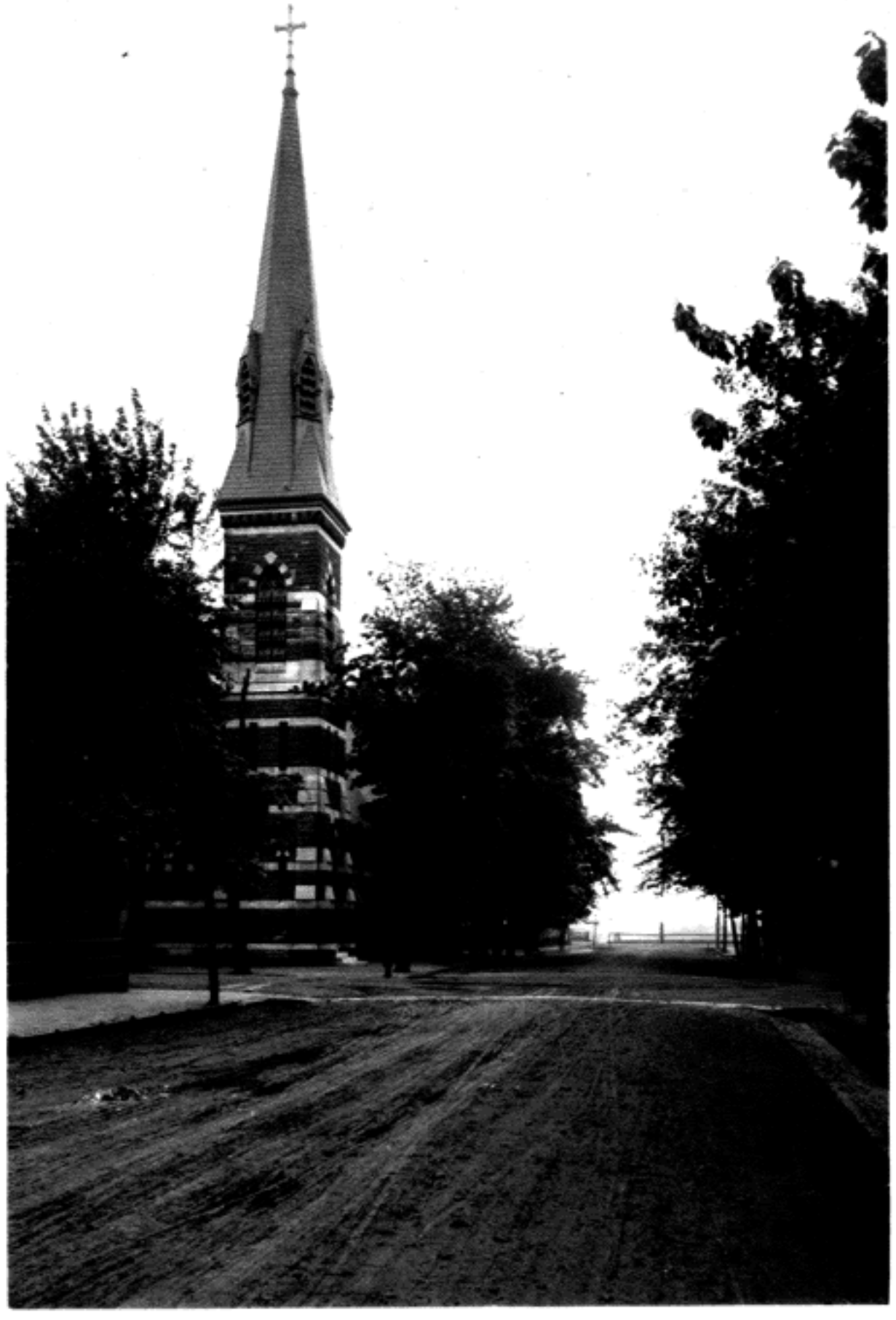
Of this extent of country the Ohio River alone passes along the borders of six States, watering the shores of seventy-one counties. Nearly every one of these is reached by

pl. 50

VIEW, CORNER FIRST AND SYCAMORE STREETS.

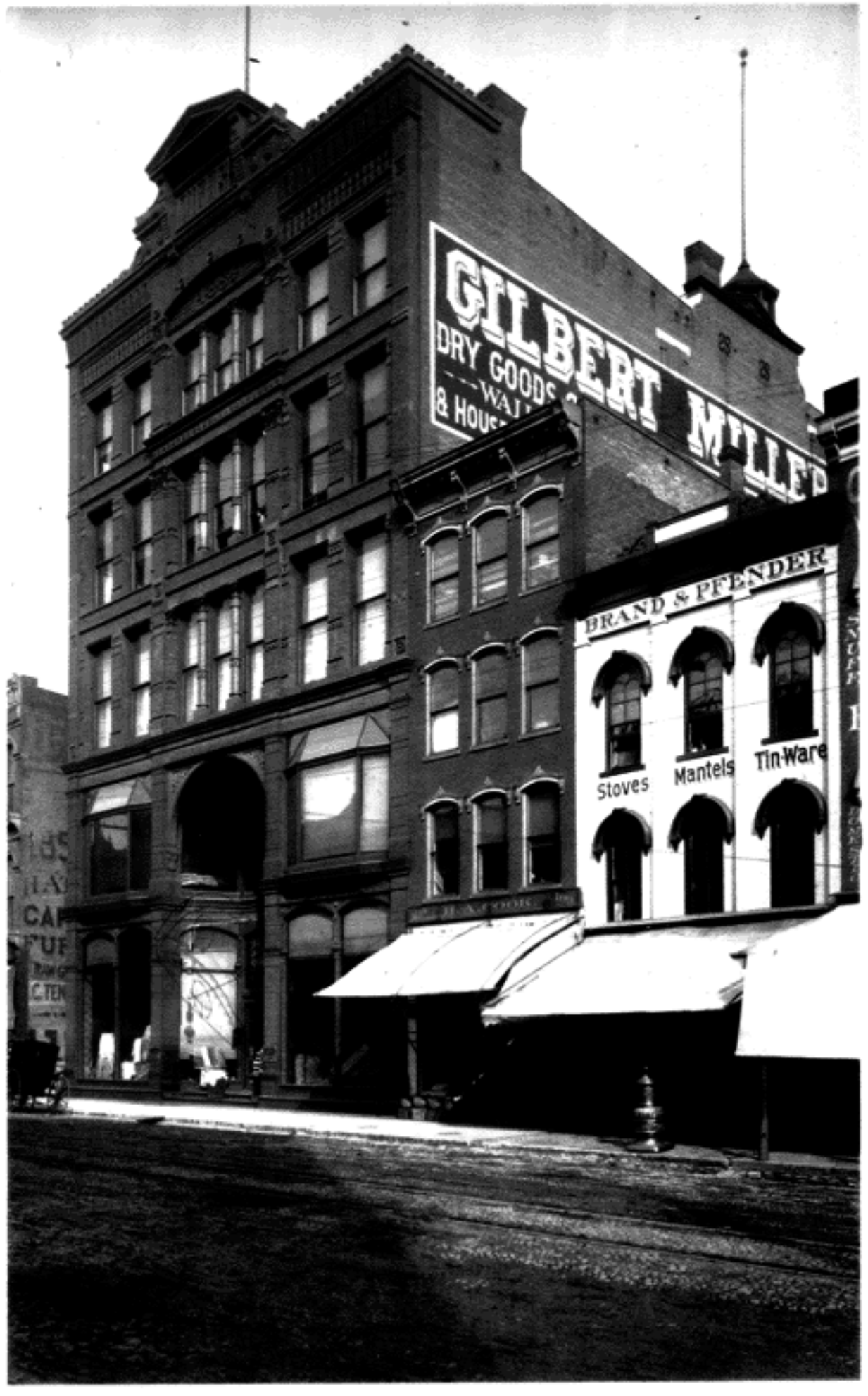
pl. 51

SCENE IN ST. JOSEPH CEMETERY.



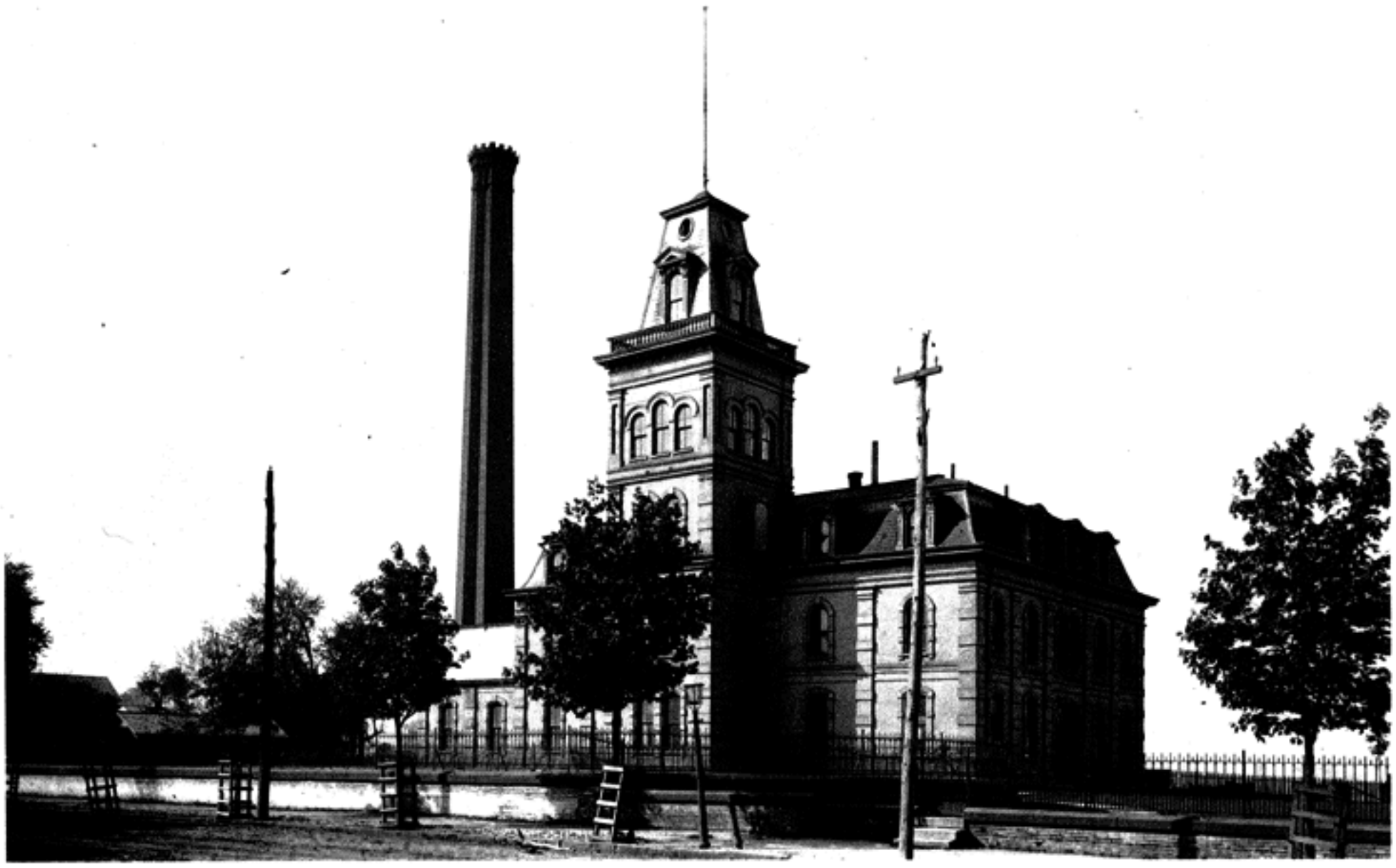
pl. 53

CHESTNUT STREET, LOOKING WEST. ST. PAUL'S EPISCOPAL CHURCH.



pl. 52

GILBERT MILLER BUILDING.

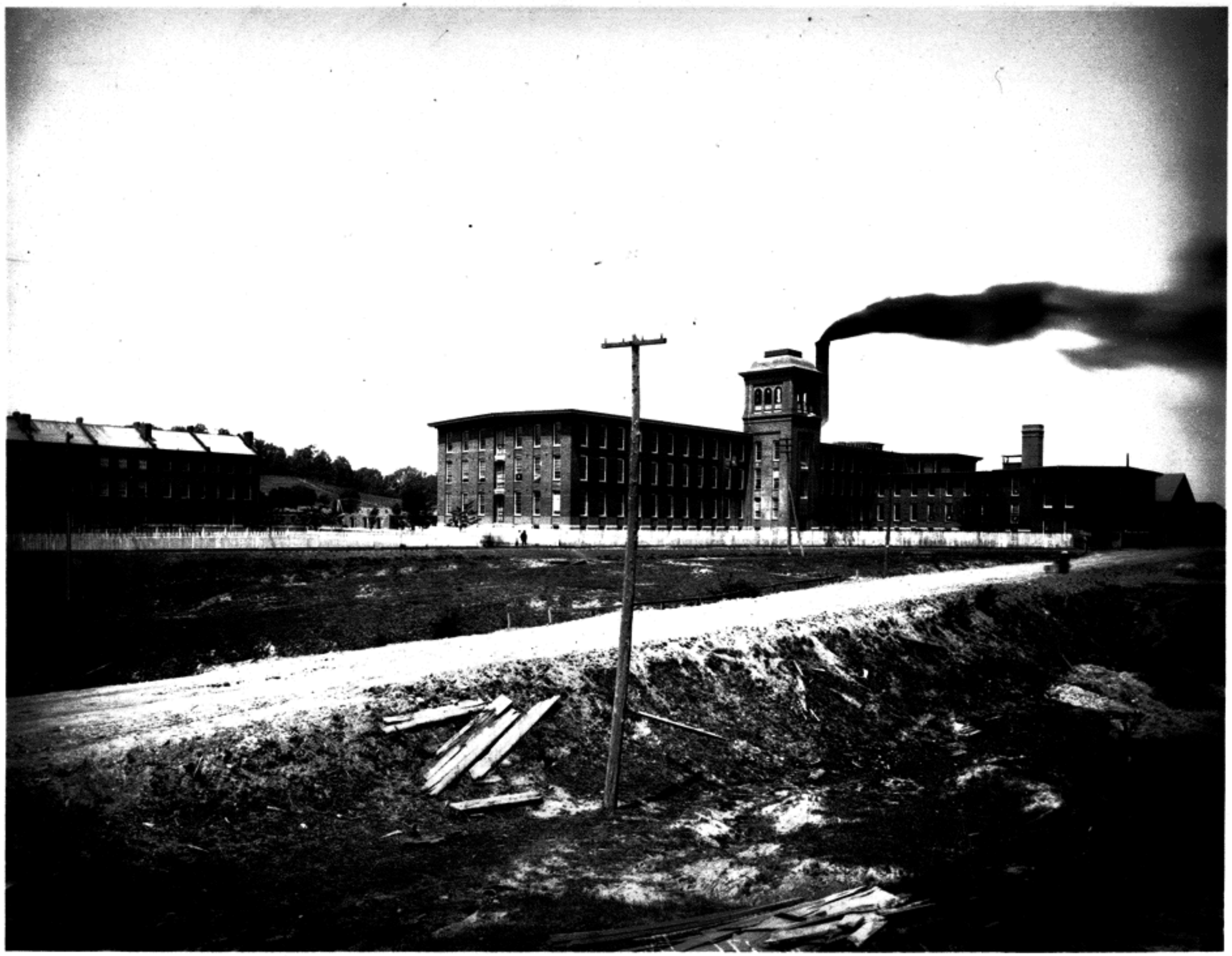


pl. 54

WATER WORKS.

pl. 55

CUSTOM HOUSE AND POST OFFICE.



Pl. 56

EVANSVILLE COTTON MILL.

pl. 57

RESIDENCE OF SWEETSER AND CALDWELL.

pl. 58

RESIDENCE OF C. F. ARTES.

pl 39

BUEHNER CHAIR FACTORY.

pl. 60

STREET VIEW DOWN SECOND STREET, FROM SYCAMORE.

packet lines owned and controlled by Evansville capitalists, to say nothing of the immense trade built up between this city and the Green, Tennessee and Cumberland River countries. In view of this unequaled river system it is no wonder that Evansville as a commercial and shipping point is one of the most important interior cities of America. Evansville is the home of eight different steamboat packet companies.

RAILROADS.

Viewing Evansville with respect to situation, we may truthfully remark that she possesses almost unrivaled means of communication with the South and Southwest, and directly or indirectly with all points of prominence in the United States.

The geographical position of Evansville is such that she has necessarily become an important railroad center, occupying a position more central than that of any other city in the West. The pioneer enterprise in the system of railroads now centering in Evansville, is the Evansville & Terre Haute (formerly known as the Evansville & Crawfordsville Railroad) forming with the Chicago & Eastern Illinois the most direct line from the South and Southwest to Chicago and all Northern points. This road was completed to Terre Haute in 1854, having been commenced in 1850. This railroad was followed by others in later years, until now the city has the Louisville and Nashville system reaching to St. Louis to the west on the one hand, and to Nashville on the South, with a magnificent bridge spanning the Ohio River twelve miles below the city; the Air-Line (L., E. & St. L. Ry.) to Louisville, which recently passed into the hands of Evansville capitalists; the Evansville and Indianapolis northward to Terre Haute and Brazil via Petersburg, Washington and Worthington along the old Wabash and Erie canal-bed; the Peoria, Decatur & Evansville northward to Peoria via Decatur and intermediate points in Illinois; The Ohio Valley, a new project, now extending southwestward via Henderson, Marion, Princeton and other points in Kentucky, which road will in all probability soon be extended to Birmingham, Ala. A line of road is also in course of construction by an Evansville syndicate to Richmond, Indiana, known as the Evansville & Richmond Railway, passing northeastwardly through one of the richest portions of the State. There is also about completed a "Dummy" or motor line of railroad between Evansville and Newburgh in Warrick County ten miles from the city. A Belt railroad runs around the city from east to west, on the north side,

connecting the various railroads with the manufacturing establishments, and a junction track runs through the city, also connecting the various railroads.

SOCIAL CONDITION.

Evansville is more eminently a city of happy and comfortable homes than any other in the country. There is no city in the West where so large a percentage of the inhabitants live in and own their own homes. Outside of the large and elegant structures of the business portion of the city and the magnificent residences of the wealthier element of the community, stretching for miles are the neat frame and brick residences of the mechanics and small storekeepers, and the cleanly white cottages of the laboring population, each surrounded by a spacious piece of ground, altogether covering a vast territory.

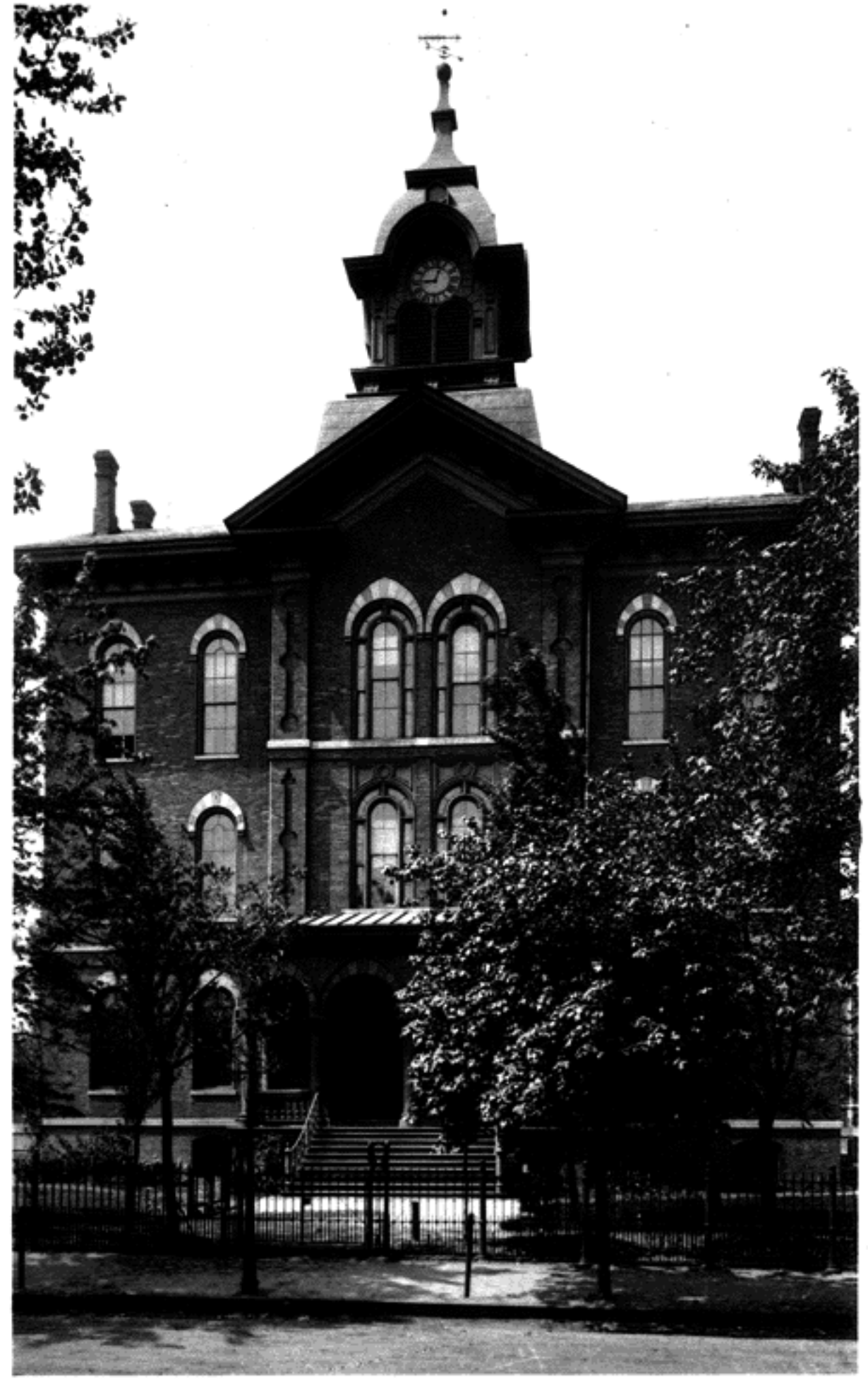
There is thus an ample scope of room and air afforded the poorer population. The homes of the Evansville mechanics are as interesting within as without, and give evidence of refinement and comfort everywhere. In most manufacturing cities it is usually the lot of those who labor to be domiciled in large tenement houses in remote portions of the city, and it is no uncommon thing for hundreds to dwell in a single building. No one can fail to admit that this is calculated to lower the standard of their morals and the laborer whose home is thus situated becomes unreliable as an operator and unworthy as a citizen. In Evansville no such tenement quarters exist. The territory covered by the city is so large that real estate is exceedingly cheap, and there is no reason why every industrious workingman should not in a short time possess a home of his own. Desirable lots can be purchased at prices ranging from $150 to $500, on easy terms of payment.

SCHOOL PRIVILEGES.

In thus reviewing the advantages of Evansville as a manufacturing, commercial and business center, the fact should not be overlooked that it has kept pace with the times in regards to educational interests. The state of Indiana possesses the largest shcool-fund of any state in the Union and in no city within its boundaries has a high and enlightened intelligence become more evident than in the perfection of the school system of Evansville. The school trustees, who have from time to time been appointed

Pl. 62

WILLARD LIBRARY.



Pl. 61

HIGH SCHOOL.

VIEW ON MAIN STREET.

pl. 64

UNION DEPOT.

pl. 65

EVANS HALL.

Pl. 66

PUSTER FURNITURE FACTORY.

pl. 67

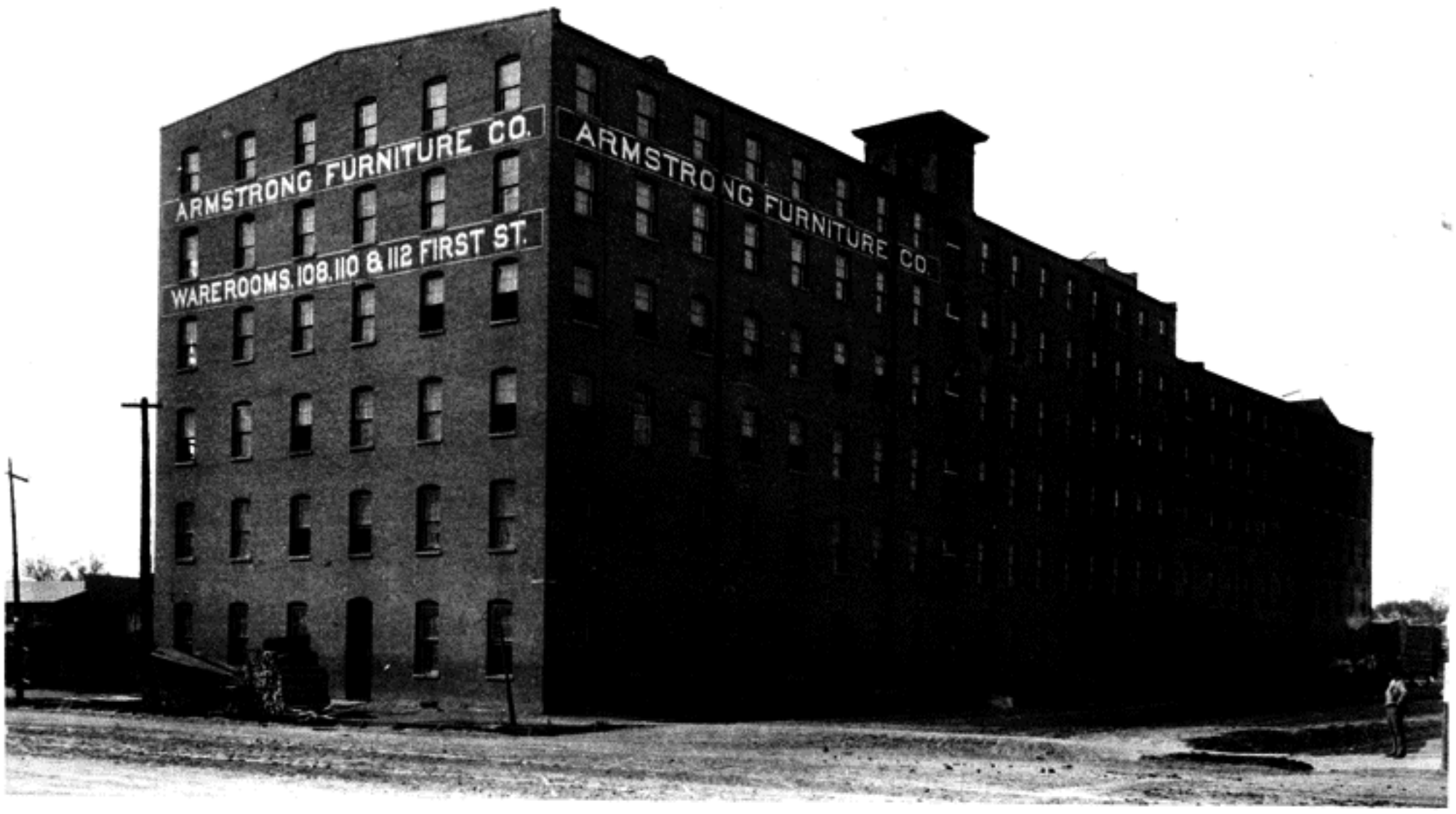
RESIDENCE OF MRS. W. F. NISBET.

pl. 68

RESIDENCE OF G. M. DAUSSMAN.

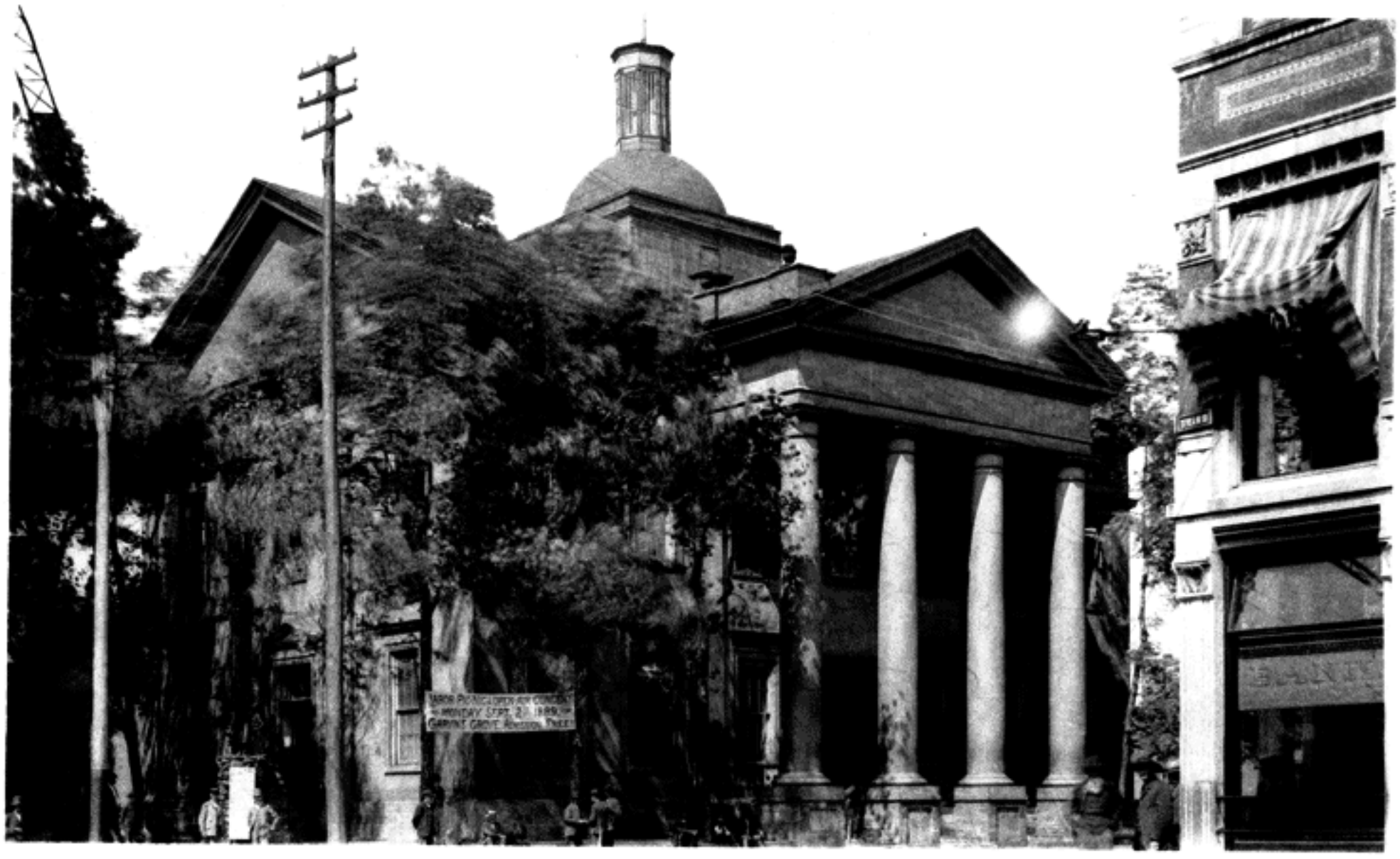
pl. 69

HELFRICH SAW AND PLANING MILL.



pl. 70

ARMSTRONG FURNITURE FACTORY.



p. 71

COURT HOUSE.

p. 72

MAIN STREET, WEST FROM THIRD STREET.

Bird's-eye View from Water Works.

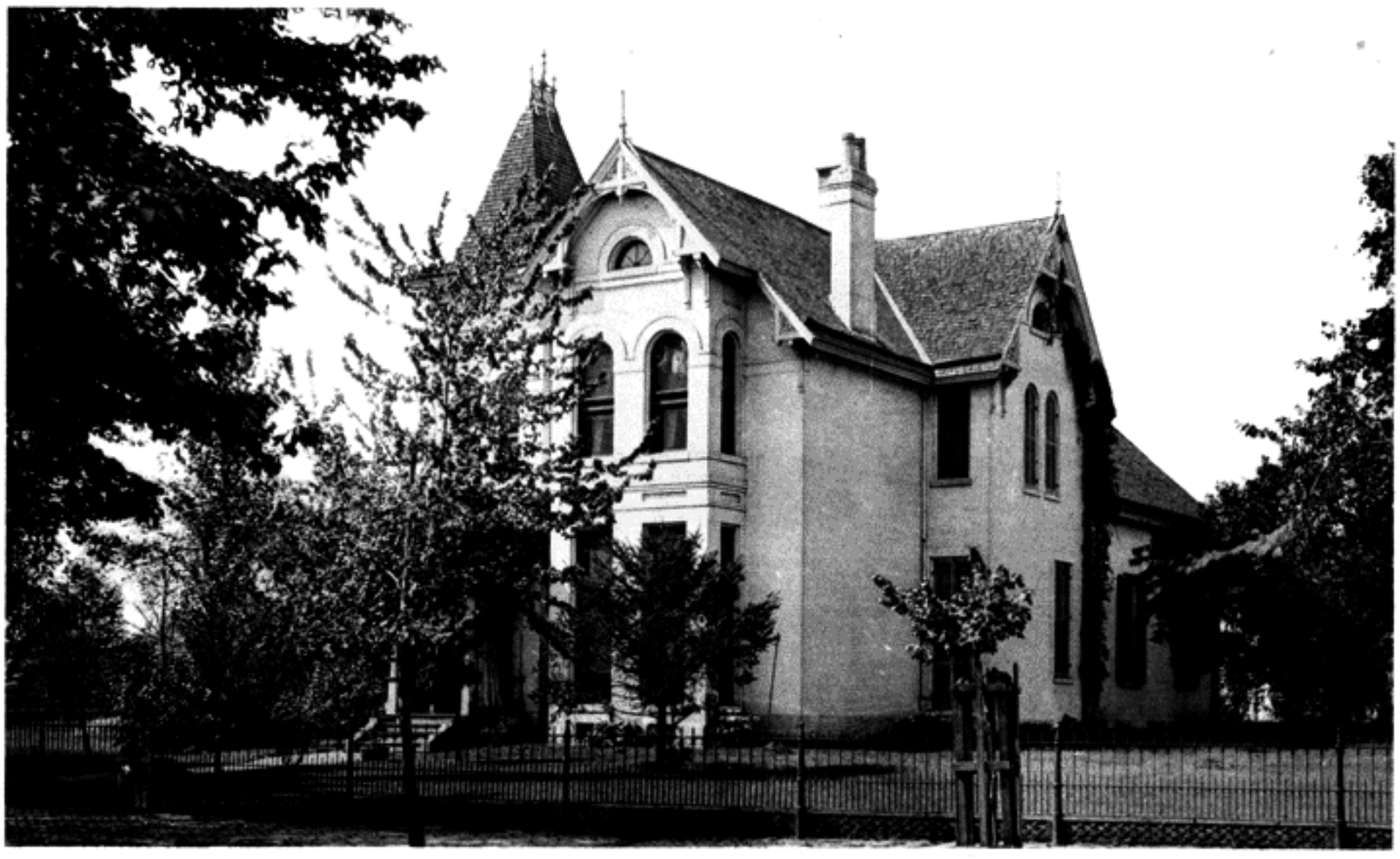
Pl. 73

pl. 74

HERRMANN BROS. MANUFACTURING COMPANY.

pl 75

FIRST STREET, SOUTH FROM WALNUT.



RESIDENCE OF R. J. BROWN.

FIRST STREET, NORTH FROM MULBERRY.

SCENE ON FIRST STREET.

P178

POLICE HEADQUARTERS.

TELEPHONE BUILDING.

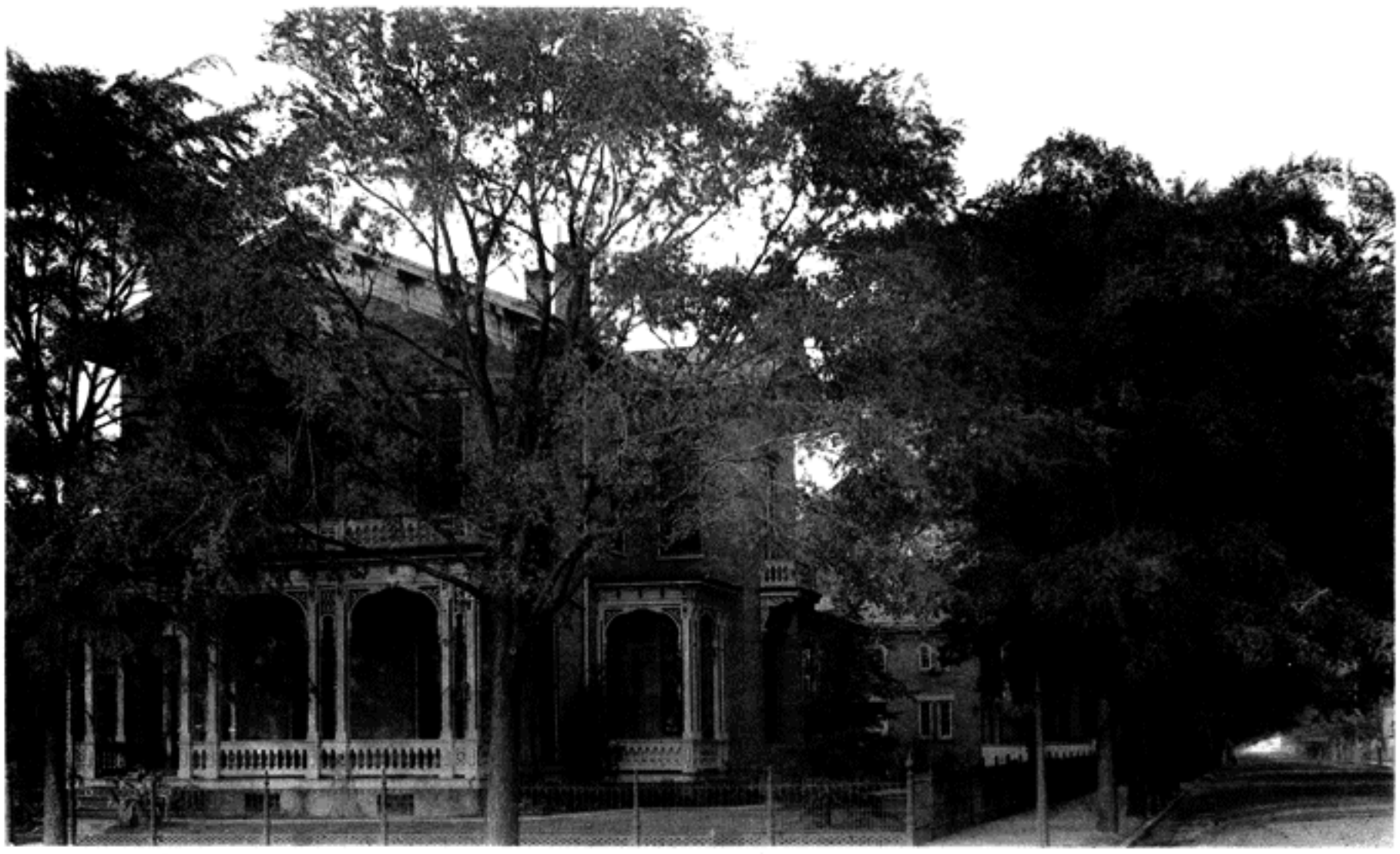
by the successive city councils, have been uniformly, men of marked ability and intelligence and have reflected honor, not only upon their own names but also upon the important interests they have had in charge; and the result of their efforts stands to-day a monument to the broad and liberal policy which has always been the chief characteristic of the citizens of Evansville. It is not necessary nor does space permit us to enter into a minute detailed or statistical description of the different school buildings, libraries and other public institutions devoted to the cause of education. Not only are the buildings superb so far as harmony and outline of parts are concerned, but their structural embellishments are revelations of taste, refinement and elegance of architectural design. It is safe to say that if Evansville is particularly blessed in any one respect it is in regard to her unrivalled educational advantages and the facilities thereby afforded to all those desiring a thorough and complete education for their children.

The social elements of the city are also all that could be desired, being the result of a degree of refinement and culture of the very highest character.

The structures of civilized life are the outside forms that embody inner forces. The institutions of a city are the transcript of the minds and hearts of its inhabitants. The churches of a city are therefore the visible monuments of reverence for God and a belief in a life hereafter. The number and character of the churches in a community are an index to the highest and best estimate which can be placed upon its people. In this regard Evansville is far in the lead of much larger cities. Her pulpit orators are gentlemen of ability, and grace their respective pulpits with an intelligence and liberality which is in striking contrast with the clergy of many other places.

As a place of residence for both the wealthy and the poor, Evansville stands without a rival.

Referring to all that has been said above, and including all that has been written of the results of all the enterprises of the past, the chief reliance for most of the hope of the future is to be found in the united effort of the people of this city to avail themselves of all the advantages before them. As in all cities, so in Evansville, there have been divisions among some of its leading citizens. Three years ago they met together for the purpose of organizing themselves in order to work with one mind and one heart for the



pl. 81

CHERRY STREET, EAST FROM WATER STREET.

pl. 82

FIRST STREET, EAST FROM CHANDLER AVENUE.

pl 83

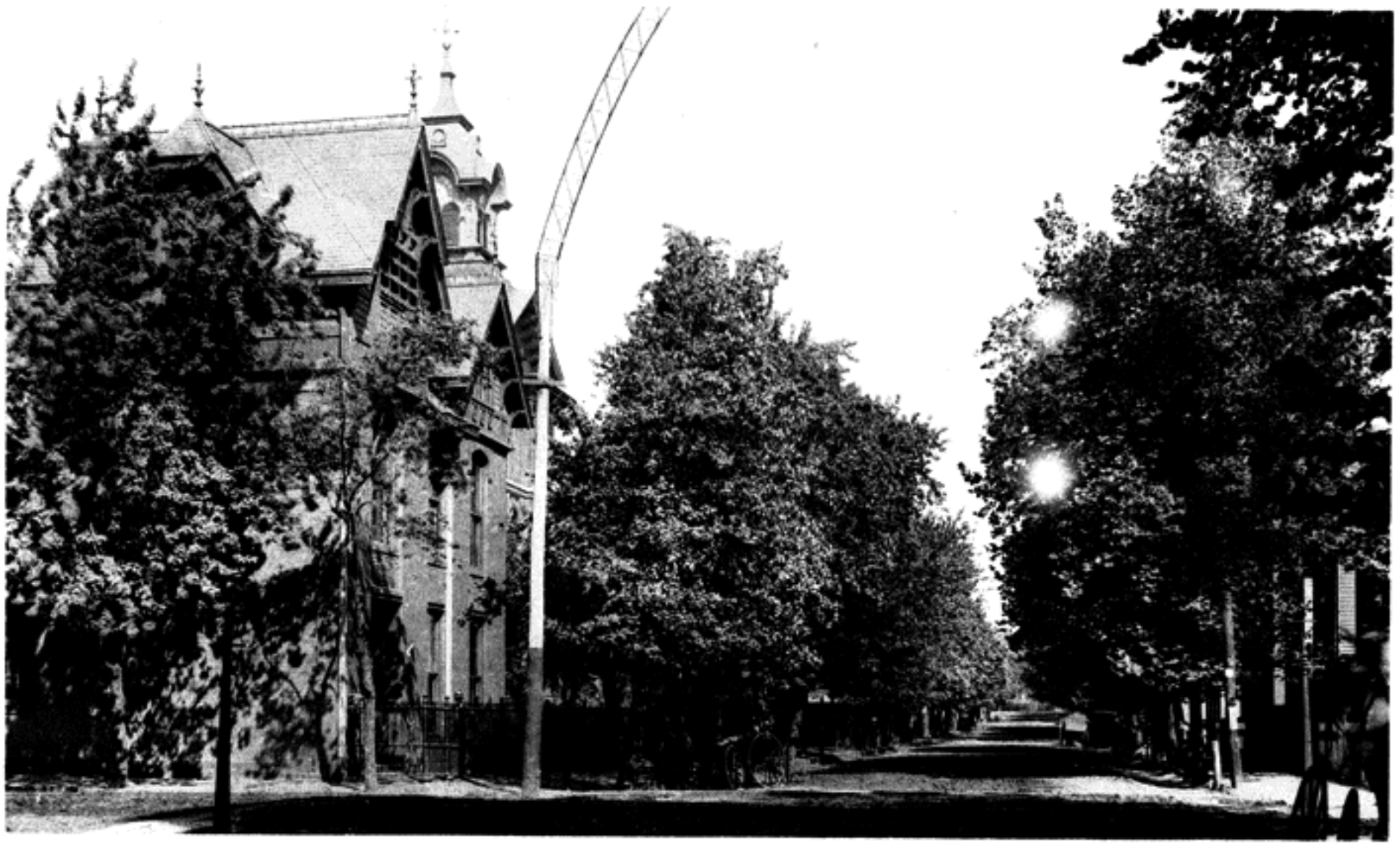
CITY HALL.

RESIDENCE OF O. F. JACOBIS.

CHANDLER AVENUE, LOOKING WEST.

pl. 86

RESIDENCE OF DR. L. S. HERR.



pl. 87

SEVENTH STREET, NORTH FROM PUBLIC SCHOOL LIBRARY.

pl. 88

SUMMER RESIDENCE OF C. F. ARTES.

pl. 89

ORPHAN ASYLUM.

mutual advantage of all the people of this city. They formed an association which attracted to membership every citizen of any enterprise or public spirit. They incorporated themselves under the General Laws of the State, and provided laws for the government of their association, looking only to the encouragement of a harmonious public spirit, and to the inauguration of united public work.

The first President of the Association was David J. Mackey, whose name as a leader in the greatest transportation interests of the country has now become known throughout the United States.

The second President, M. J. Bray, Jr., a young man of wealth and energy, and sterling qualities of character, has labored hard to advance the city, and while he was President of the Association steps were successfully taken to build a Marine Hospital, at a cost of one hundred thousand dollars, the Louisville & Nashville Railroad Shops, at a cost of three or four hundred thousand dollars, The Evansville Dummy Line, at a cost of one hundred and fifty thousand dollars, the Evansville Ice and Cold Storage Manufactory and Ware-houses, at a cost of one hundred thousand dollars, the new Chamber of Commerce and the new Opera House, to cost together two hundred thousand dollars, and a great many other enterprises and industries and mercantile establishments of more or less note which cannot be mentioned in this article.

The Third President of the Association, who has just been elected, is William J. Wood, who was born and raised in the town of Florence, Alabama, an active and successful worker and leader in all the work the Association has hitherto accomplished. He brings to Evansville from Florence, (which is now known as one of the most flourishing and progressive cities of the South), such ideas as will enable him to carry on the work of the Association in the line that has been marked out by his predecessors.

The progress of the city since the institution of the Business Men's Association has been most remarkable. It has its Committees especially appointed to supervise all the important interests of the city. It acts not only as a progressive factor, but as a conservative and protective force, preventing by the power of public opinion the corrupt or extravagant use of the public treasuries, and the efforts of ward politicians that in other cities and towns are are so destructive and ruinous. It has met for the last three

years at least once a week, and is always open to its own members, and to citizens of Evansville to hear complaints against enemies of the city, abroad or at home, and to promptly use its powerful machinery as a remedy for all just grievances of the citizens of Evansville.

Its members are entitled to receive from all well thinking men the greatest credit. For they not only hold office, with one exception, without salary, but they give their time working for the city of Evansville and its people, and in addition they pay into the treasury initiation fees and dues, and so it may be said that they do not receive pay for working for the city, but they themselves pay their own money for the privilege of using their own time for the benefit of the city and its people.

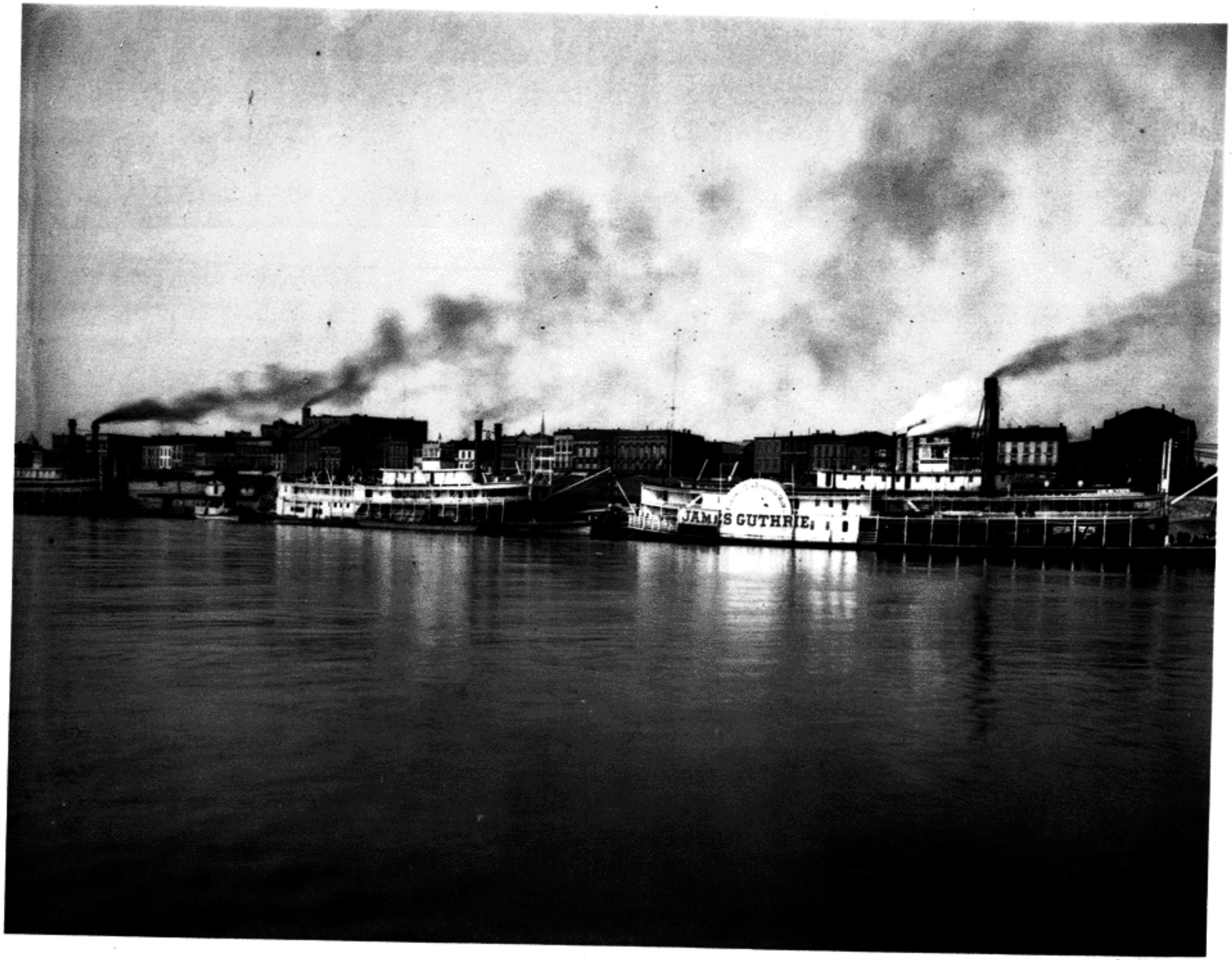
All the newspapers, and all the people of this city have from time to time sounded the praise of this association. There is no good citizen who would be willing to see its influence diminished, or its great work left undone.

In a few months the Business Men's Association will have its headquarters in the beautiful hall and spacious chambers erected by its enterprise, and it will stand together, it is to be hoped, for generations, maintaining the people of this city in equal speed in the race for municipal supremacy with the people of any city in the Union; inviting in formal and impressive manner the attention of people all over the United States to the advantages of Evansville, and so adding to the prosperity of the city that in a few years no advertisement and no invitation will be needed to bring people here from every State in the Union to enjoy with our own people the delights of a progressive city; well organized with honest and capable officials, and with all its citizens so united that they are banded together to assist in advancing and elevating themselves and their neighbors.

The present secretary of the association, Mr. W. S. French, a gentleman of more than ordinary enterprise, devotes a large part of his time to the association, and is always ready and desirous of doing anything he can do to help the city. He and other members of the association are active in extending courtesies to strangers, in answering questions, and in showing the city and its advantages. And any person, or any concern, desirous now to remove to the city of Evansville, by applying to him, may be assured of a warm welcome and the fullest information.

Pl. 70

THE F. W. COOK BREWING COMPANY.



VIEW OF CITY WHARF.