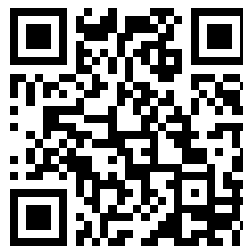

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Chicago: Its History and Its Builders

A CENTURY OF MARVELOUS GROWTH



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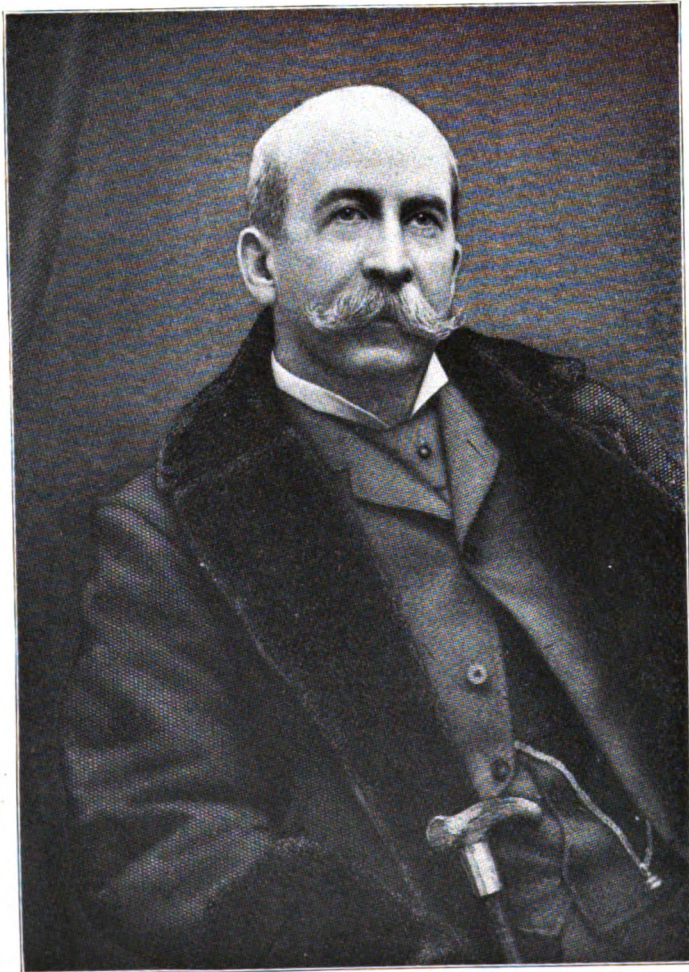
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Mr. Hobart was married in Evanston, Illinois, June 13, 1908, to Miss Helen Hinsdale. He is a member of a number of the leading clubs of the city, including the Union League Club, Chicago Athletic Association, City Club, the Evanston Country Club, University Club of Evanston, the Skokie Country Club and the Sanganois Shooting Club. He likewise belongs to the Beta Theta Pi, a college fraternity, and is connected with organized movements for the city's upbuilding and betterment and is a member of the Chicago Commercial Association. His political belief is shown in his support of the republican party. There is a spirit of thoroughness in him that is characteristic of all that he does and the concentration of thought and of effort which he applies to the specific thing in hand has been one of the strong elements productive of his progress.

WILLIAM BOYDEN HOWARD.

No name stands more conspicuously and honorably forth upon the pages of American industrial history than that of William Boyden Howard. Learning his lessons in the school of experience he came to be the foremost railroad builder of the country, his position of leadership being attributable to splendid powers of organization and his ability to separate the important question from all its incidental or accidental connections. Moreover, the word fail had no part in his vocabulary. He never acknowledged defeat. What would have been such to another served with him but as an impetus for renewed effort and closer application. The dominating forces in his life thus brought him to the goal of prosperity long before others who started out ahead of him under more favorable circumstances and his success was not only measured in the terms of tangible gain but also in the respect and honor which were uniformly accorded him.

Mr. Howard was born in Wales, Massachusetts, December 9, 1832. His father, William Howard, was a native of Providence, Rhode Island. In 1831 he wedded Orriel Needham, who was born November 5, 1811, at what was then Brimfield, Massachusetts, but later became Wales. They became parents of two sons but the brother of William B. Howard died in early life. The father died in 1837 but the mother lived to a very venerable age, spending her last days in Utica, New York, where she died February 5, 1898. She could trace her ancestry back in direct line. She was a descendant in direct line of Anthony Needham, who on the 10th of January, 1655, married Ann Potter, a lady of Quaker faith. Anthony Needham served as corporal of the old Salem troop in 1665 and in 1675 became a lieutenant under Captain Nicholas Manning, of Salem, in King Philip's war. Subsequently he served as a lieutenant in the Salem Troop of Horse. His son Anthony was born April 11, 1663, and died in 1758. He married Mary Swinerton, at Salem, Massachusetts, January 3, 1695. Their son Anthony was born November 23, 1696, and died at South Brimfield, Massachusetts, July 2, 1763. He was married at Salem, Massachusetts, June 10, 1722, and their family included Anthony Needham IV, who was born May 18, 1723, and died at Hopkinton, Massachusetts, in 1783. He served as a lieutenant from South Brimfield, Massachusetts, in the French and Indian war, was the first representative from South Brimfield



W. B. HOWARD

in the Massachusetts legislature and was captain of a company which marched to Cambridge on the Lexington alarm in 1775. He was married at Brimfield, Massachusetts, September 3, 1740, to Rebecca Munger, and they had a son Anthony, who was born at Brimfield, November 27, 1744. He, too, marched to the defense of American interests at the Lexington alarm on the 19th of April, 1775, acting as corporal of the company commanded by his father. Later he was a sergeant in Captain Aaron Charles' Company, of Colonel Robinson's Regiment at Ticonderoga in 1776 and subsequently was sergeant in Captain Munn's Company, Colonel Porter's Regiment, in 1777. His death occurred September 27, 1785. His son, who also bore the name of Anthony Needham, was born January 5, 1774. His second wife was Anna Thayer, whose father was a soldier of the Revolutionary war and drew a pension in recognition of his services until ninety-two years of age. Anthony and Anna (Thayer) Needham, were the parents of Orriel Needham, who in 1831 became the wife of William Howard. Six years later the death of William Howard occurred, his son, William Boyden Howard, being at that time not yet five years of age. His only opportunities for an education were such as his native town afforded, save that for a year he continued his studies in Ellington, Connecticut, after leaving the schools of Wales, Massachusetts. He earned his first money as driver of a team carrying mail and his wages were but ten dollars per month. Subsequently he secured a clerkship in Utica, New York, and closely applying himself to the mastery of the business gained such knowledge of mercantile methods that after a few years he was able to successfully conduct a similar enterprise on his own account, when his labors had brought him sufficient capital to enable him to purchase a stock of goods. He began business in Springfield, Massachusetts, but the opportunities of the west attracted him and he came to Chicago in 1853. However, he returned to Springfield and on the 20th of July, 1853, was there married to Miss Sarah Jane De Creet, a daughter of Joseph D. De Creet, and a native of Springfield, her birth having there occurred January 14, 1837.

Mr. and Mrs. Howard resided in the east until 1855, when he returned to Chicago accompanied by his wife, and secured a position in the office of the Union Car Works, where he remained until 1858. His practical knowledge of the contracting business came as an employe of the firm of Stone & Boomer, in which field of labor he displayed a high degree of ability. Constantly watchful of opportunities that promised advancement, he extended the scope of his labors whenever possible, making a forward step in his business career when about 1860 he formed a partnership with Newton Chapin under the firm name of Chapin & Howard. They at once became prominent competitors for large and important contracts. The first one awarded them was for the construction of the wooden bridge over the Chicago river at Van Buren street. They not only underbid competitors but also agreed to complete the structure within ninety days. Interest centered upon their work for many believed that the bridge could not be completed in so short a time. The firm, however, lived up to its contract and its prompt execution without sacrifice of workmanship drew to the firm wide attention and brought to it an increasing patronage. Contracting to build a railroad in Alabama, the company was engaged thereon at the time of the outbreak of the Civil war. That the firm of Chapin & Howard had but started on the road to prosperity at that time is indicated in the fact that it required the entire capital of the concern to transport its force of forty skilled

carpenters, railroad builders and mechanics with needed supplies and machinery to the point of operation. The members had been informed that the necessary amount of timber had been framed but on reaching their destination learned that not a day's work had been done. Under instructions of the civil engineer, however, they proceeded to the building of the road but the outbreak of the Civil war caused Alabama to repudiate its promise to issue bonds in aid of the enterprise. Work was therefore immediately stopped and gathering as much as he could of his property, Mr. Howard started for Chicago with eight hundred dollars in his pocket, journeying northward on the last train but one that carried Alabama passengers over the Mason and Dixon line.

It was not long after this that the firm of Chapin & Howard was dissolved and the latter formed a partnership with Harry Fox under the style name of Fox & Howard, general contractors for bridge building, dredging, pile driving and other such work. They constructed nearly all of the bridges for the city and did all of the city dredging for many years thereafter. About 1867 under the firm name of Fox, Howard & Walker they deepened the Illinois and Michigan canal. They lost heavily in the great fire of 1871, which destroyed their plant, their docks and all their property but such was the reputation of the firm that credit enabled it to rebuild its plant upon borrowed capital.

In 1874 Mr. Howard constructed the highway bridge at Oshkosh, Wisconsin, and soon afterward took the contract for building four government locks on the Fox river in Wisconsin for the United States government. Associated with Walston H. Brown, of New York, and C. R. Cummings, of Chicago, he organized the firm of Brown-Howard & Company, railroad contractors and builders and from that time forward Mr. Howard steadily progressed until he became the foremost railroad builder of the country. He constructed the extension of the Lake Erie & Western Railroad from Celina, Ohio, to Muncie, Indiana, and later built the road for the same company from Fremont to Sandusky, Ohio. As a member of the firm of Brown-Howard & Company he built the Ohio Central Railroad from Toledo to Corning; the Pekin & Evansville Railroad; the New York, Chicago & St. Louis Railroad from Chicago to Buffalo; the Rochester & Pittsburg Railroad from Rochester to Buffalo; and many other railroads of equal importance. Although most of Mr. Howard's time and attention during the later years of his life were devoted to railroad construction, he nevertheless completed one of the most important reservoirs of the United States and in 1885 completed the building of the great Croton aqueduct—the New York water channel from Croton Lake and Tarrytown, which supplied the city of New York with the water it consumes for all purposes. Mr. Howard was likewise the builder of the Indiana state capitol at Indianapolis, which perhaps with the exception of the one at Albany is the finest in the country.

During the later years of his life Mr. Howard suffered from a paralytic stroke and for a number of years lived retired. During much of this time he traveled, visiting many sections of the world, journeying into Africa as well as all over the European countries.

Mr. Howard took deep interest in his home and family and his success enabled him to leave his wife and children a handsome estate. He died June 10, 1898, and his wife passed away in 1905, her remains being interred in Graceland cemetery.

They are survived by three of their children but lost their eldest son, William D. The daughter, Maude, is now Mrs. Franklin Remington, of New York, and has one daughter, Ruth. Harold A., a resident of Chicago, married Miss Alice Byram, a daughter of Augustus Byram. John C., also living in Chicago, married Miss Helen Breck, of Springfield, Massachusetts, and they have one daughter, Helen.

Mr. Howard was a stalwart advocate of republican principles but invariably declined to accept public office although frequently urged to allow his name to be used in connection with some elective position of honor and trust. Nevertheless he manifested a public-spirited interest in the general welfare and cooperated to a large extent in the support of measures for the benefit and upbuilding of his city. He belonged to several different clubs and organizations at Bar Harbor, Maine, where he largely spent the summer months and he was a member of the Union League Club and the New York Yacht Club, both of New York city, while his Chicago club relations were with the Washington Park, Chicago, Union and Calumet Clubs. He was also a member of the Masonic fraternity. He estimated highly the advantages of an education and was extremely fond of music, paintings and good books. He read much in his later years when he had given up the cares of business and had a splendid mind, appreciative of all that is best in literature, while in business his mental alertness was continually manifest. He could size up a condition or situation at a glance, being accustomed to grappling with big propositions and he arrived at conclusions quickly. Ask him anything relative to his extensive business affairs and the answer came immediately. This was not because the decision was hasty or ill advised but because he so thoroughly understood the business in every phase and in every detail that he could give immediate information. He was outspoken in manner and therefore seldom misunderstood. Although at times he may have seemed gruff, he possessed great kindness of heart and had keen sympathy for those whom he found starting in life as he had started. Many times he interested himself in advancing men who were struggling to gain a foothold in the world. He inscribed his name indelibly upon the age in which he lived and coming ages will benefit by his labors.

COLONEL EDWARD STONE RICHARDS.

There are many creditable chapters in the life history of Edward Stone Richards, a man of scholarly attainments, whose well developed intellect made him a forceful factor in business circles and a valued companion in social life. Well chosen words of praise are also needed to portray his military service for at the time of the Civil war he regarded duty to his country as paramount to all else and aided in the defense of the Union. He was sixty-six years of age when, on the 11th of July, 1906, he passed away in Chicago. His birth had occurred at Dayton, Ohio, July 7, 1840, and in the family of Amos Adams and Hannah (Stone) Richards he was the eldest son. His early education was supplemented by a course in Urbana University at Urbana, Ohio, which was conducted under the auspices of the Swedenborgian church, for his parents, who were recognized for their piety, strength and nobility of character, were believers in the teachings of the great religious leader, Emanuel Sweden-