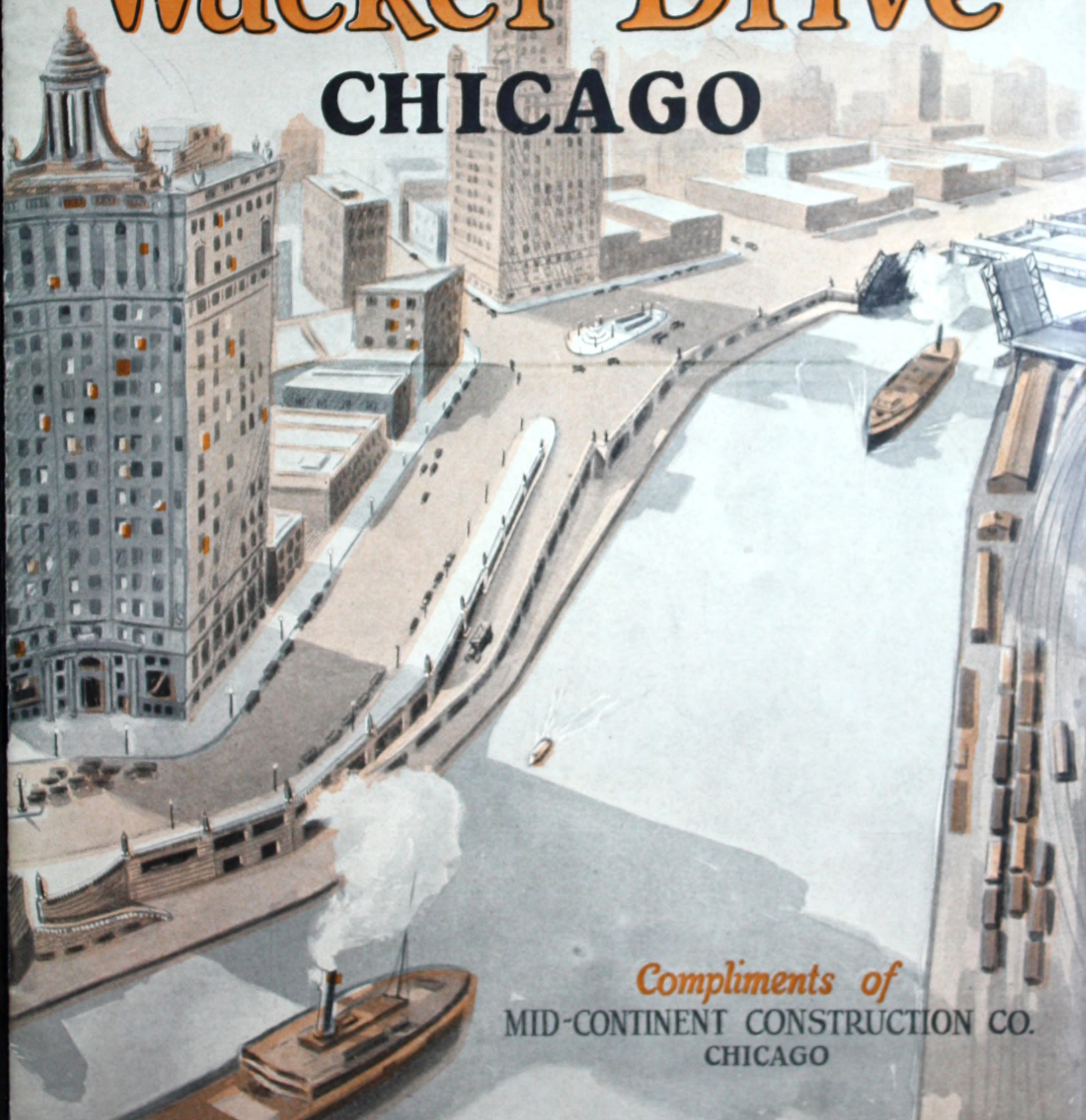


563-2.

Souvenir of **Wacker Drive** **CHICAGO**



Compliments of
MID-CONTINENT CONSTRUCTION CO.
CHICAGO

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HON ~ WILLIAM E. DEVER ~ MAYOR



D.H. BURNHAM



JOHN J. SLOAN



C.H. WACKER





OFFICE OF THE MAYOR
CITY OF CHICAGO

WILLIAM E. DEVER
MAYOR

October 11, 1926.

TO THE CITIZENS OF THE CITY OF CHICAGO:

On this the occasion of the opening of Wacker Drive the citizens of the City of Chicago are to be congratulated on their vision and foresight in voting for the bond issue for the construction of this great work. This improvement has given employment to thousands of men and will bring to the City tremendous increases in taxable land values and will undoubtedly pay for itself within a relatively short time.

The completion of this fine double-level highway, the most important development of its kind in the world, constitutes a high mark in municipal development and progress and is to be justly credited to the wisdom, foresight and energy of the civic leaders of our City.

This improvement as well as others which have been initiated and completed in Chicago in recent years has brought increased comfort, convenience and wealth to the entire City; and the rise in land values created thereby will be helpful in relieving the small taxpayer by taxing millions of assessed value directly created by this improvement.

William E. Dever
MAYOR

WACKER DRIVE

Begun 1924 - Completed 1926

Built by the
CITY OF CHICAGO

Wm. E. Dever
Mayor

Francis X. Busch
Corporation Counsel

BOARD OF LOCAL IMPROVEMENTS

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President

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T. Arthur Evans
Chief Engineer

Arthur Engh
Asst. Chief Engineer



OFFICE OF THE PRESIDENT

BOARD OF LOCAL IMPROVEMENTS

TO THE CITIZENS OF THE CITY OF CHICAGO:

The creation of Wacker Drive is a radical departure, both in its purpose and construction, from any work previously undertaken.

It is designed as a distributive artery for seven great north and south streets- with a separation of all heavy traffic- which operates on the lower level and ties up with those in the western part of the City- affording a highway for heavy traffic without the interruption of intercepting streets.

Its style of construction is intended to beautify the water front, while at the same time affording unlimited accommodations for one half mile for such river shipping development as occasion may warrant. Wacker Drive, therefore, combines the highest type of architectural design to beautify a water front; the utilization of a two-level thoroughfare to speed up traffic, and the development of a district, which as the days go by will add countless millions to the wealth of Chicago, convenience of its citizens, and the beautification of its City.

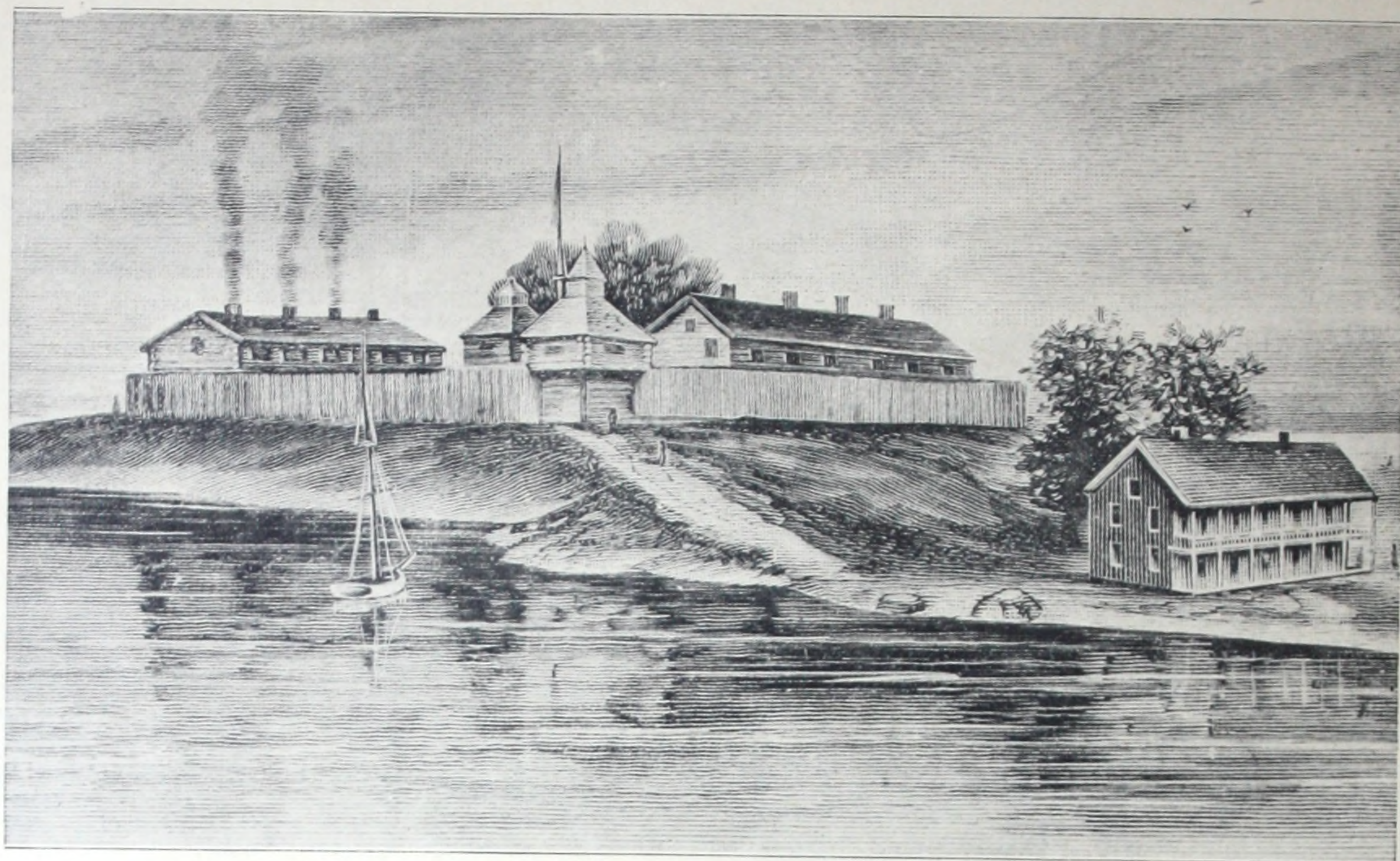
John J. Sloan
JOHN J. SLOAN, PRESIDENT
BOARD OF LOCAL IMPROVEMENTS

CHICAGO PLAN COMMISSION

Charles H. Wacker
Chairman

Edward H. Bennett Hugh E. Young
Consultant Engineer

10 84-B19298 TCF



Old Ft. Dearborn, Erected in 1803.

The Magnet of the River Mouth

THERE is something magnetic about that point where a river reaches fulfillment and enters a larger body of water — something which from time immemorial has proven a magnet to man, so that there he has gathered and built his cities. And the great cities of the world have all been builded on that focal point of some river.

In the old world, the great cities of history — London, Paris, Rome — have made their rivers and their river fronts as important a part of their history as their castles and cathedrals. The lives of great cities and their very being center on their rivers. And their romances have been conceived along their embankments and their quays.

Chicago Begins

WHEN, one day in 1673, a little flotilla of canoes silently crept down the river that now runs through our city, and stopped at the sandy place where the wild onions grew and where the redmen of the Michigan and Wisconsin tribes met to trade with their brothers from the flat countries of the south and west, history was repeating itself. The magnet of the river mouth was again drawing men to foregather and build there their settlements.

The beginning of Chicago was on a river bank, where this little river, creeping in from the vast oceans of plainslands, emptied into that lake which is a veritable inland ocean.

The Trading Post

THIS little waterway was a traffic artery for the canoes of the redmen first, and then for the white fur-traders, and Chi-cau-gou — “the

place of the wild onion” — became a trading post for white man and red, and the Mackinac boats of the traders pulled up on the river front at the little cluster of buildings which grew around the stockade of the fort.

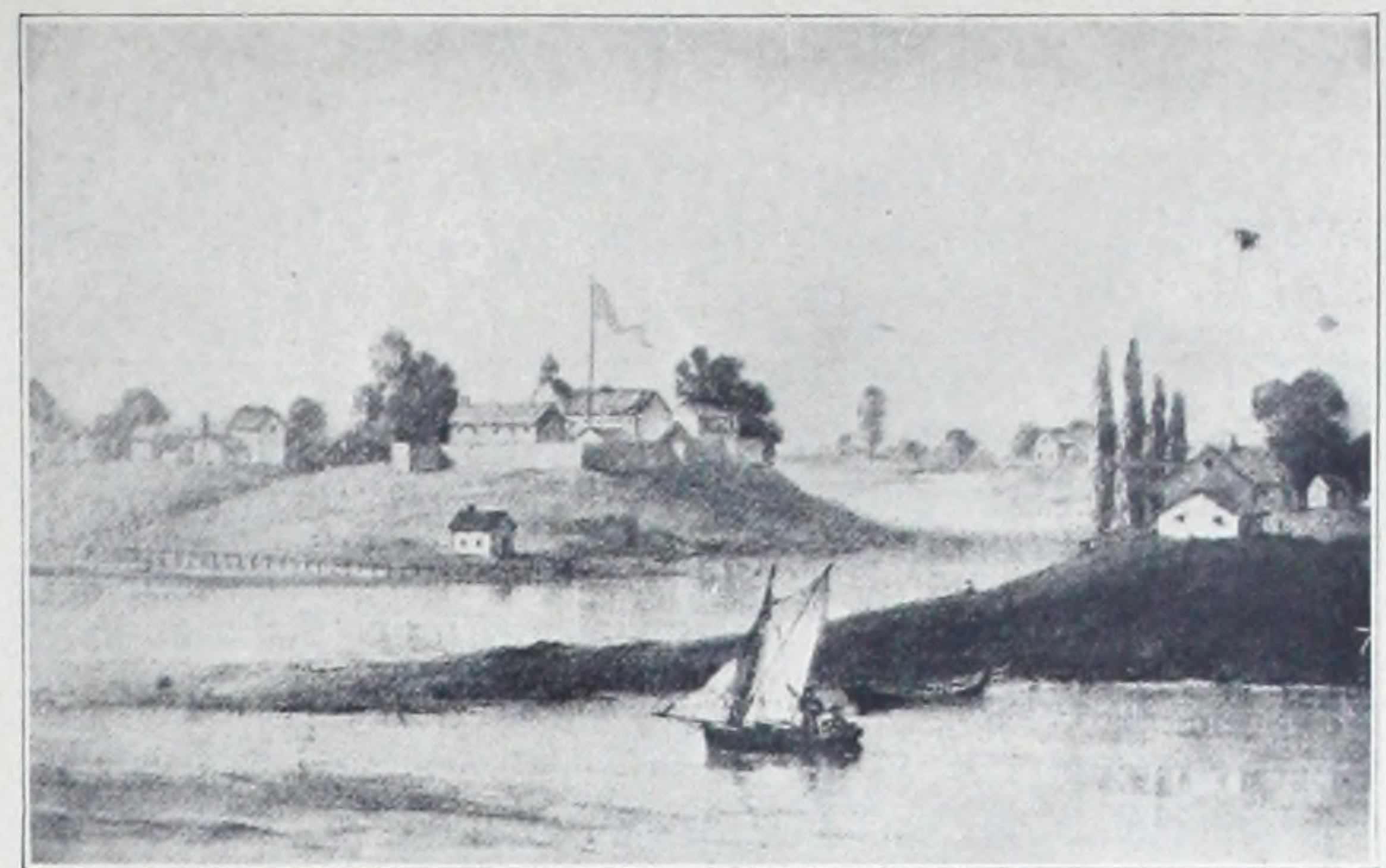
The Chicago River was not, it is true, a very promising stream. Joliet, considering the possibility of improving the navigation of the river, proposed a ditch which would do away with the very troublesome portage mentioned by these early explorers.

But LaSalle (1682) did not think this ditch would remedy the condition, because of “a sandbar at the mouth of the channel which leads to the lake of Illinois.”

The Sand Bar

EVEN in these early days, the rugged and venturesome pioneers who settled at the place caught something of the spirit which has come to typify Chicago to the nation and to the world.





Chicago's River Front in 1831.

This is evidenced by the fact that in 1805 the government agent at the Indian Factory suggested the desirability of clearing away the sand bar obstruction at the mouth of the river, but the limit of their vision in this matter is indicated in that all they asked was a narrow canal which would allow the easy passage of a Mackinac boat.

Judge Samuel A. Storrow, in 1817, inspected the portage which separated the waters of the Great Lakes from the waters of the river, and said that the canal should be a matter of national concern. He bewailed the fact that Fort Dearborn "had no advantage of harbor, the river itself being always choked and frequently barred."

H. R. Schoolcraft, secretary of the Indian Commission which visited Chicago in 1821, made suggestions as to the utility and even necessity of a harbor at Chicago.

The First Harbor Suggestion

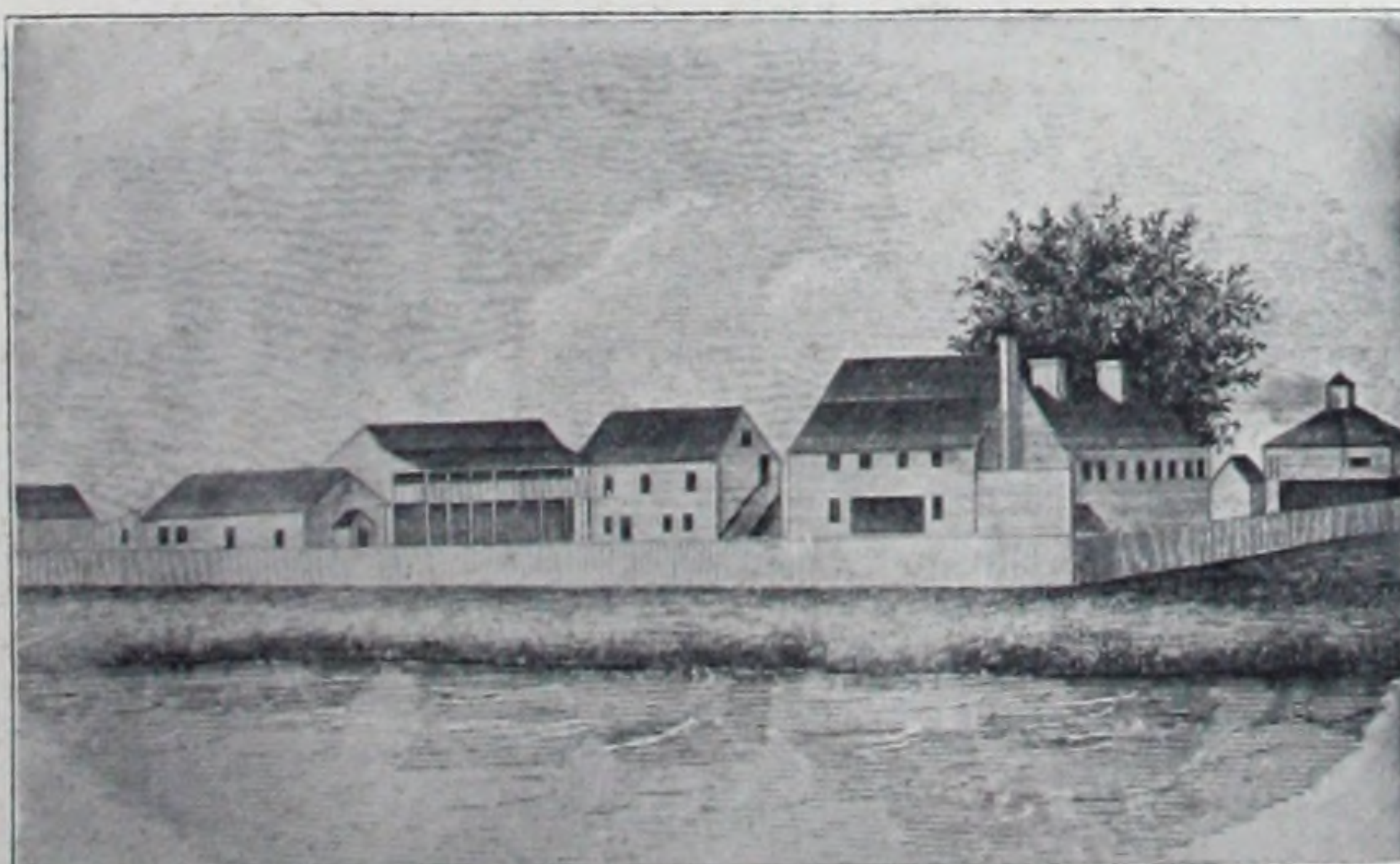
"WE allude," he said, "to the formation of a harbor on Lake Michigan where vessels may lie in safety while they are discharging the commodities destined for Illinois, or encountering the delays which commerce frequently imposes. It is well known that after passing the Manitou Islands there is no harbor or shelter for vessels in the southern part of Lake Michigan, and that every vessel which passes into that lake after the month of September, runs an imminent hazard of shipwreck. Vessels bound to Chicago come to anchor upon a gravelly bottom

in the lake, and, discharging with all possible speed, hasten on their return. The sand which is driven up into the mouth of the Chicago Creek will admit boats only to pass over the bar, though the water is deep enough to allow vessels to lie above. Among the expedients which have been proposed for keeping the river clear of sand, one of the most ingenious, and perhaps practicable, is that of turning the Konomie (Calumet), by a canal sixteen miles, into the Chicago, above the fort, and by increased body and pressure of water, drive out the accumulated sands. It is yet somewhat problematical whether a safe and permanent harbor can be constructed by any effort of human ingenuity, upon the bleak and naked shores of these lakes, exposed, as they are, to the most furious tempests."

It must be remembered that when Schoolcraft wrote this, Chicago was little more than an old stockade fort and the blockhouse of John Kinzie, the "Silver Man," as the Indians called him.

The First Survey

WHEN the town of Chicago was first surveyed in 1830, the minds of the American builders were largely centered upon the rivers of the country as a means of locomotion and transportation, for this was the day of the river steamboat.



Ft. Dearborn, as Rebuilt in 1816.



Chicago's River Front in 1852.

Some of the venturesome minds in Chicago had an idea that it might become a river port like those along the Mississippi, and proposals were made for a public levee to be built along South Water Street.

But quickly came the railroad builders, running their tracks of steel across the continent, and man saw that the age of the railroad had arrived, and the levee project was abandoned, and the developers began to think of nothing but railroads.

When the Population Was 70

WHEN we consider that among the little group of people — seventy souls, which was the total population of Chicago at this time — there were those who dreamed that some day a railroad would connect this frontier post with the east, we can imagine their ambitious ideas.

That they dreamed of expansion is clearly shown by the fact that in this year, with its population of seven families, the town was plotted and surveyed, and a bridge was built across the river near the present Randolph Street. This bridge cost \$486.20 to build, and lasted but three years.

Cook County Is Created

IN the following year, Cook County was created, Chicago designated as the county seat, and from a frontier outpost and its babyhood among the cities of the world, Chicago began that rapid growth which has been not only a marvel for Americans but one which has attracted the attention of the world.

The Great Fire

IN forty years from this time, it had grown to be that straggling, quickly erected city, that thriving metropolis of the Middle West, which in 1871 was destroyed by the great fire.

The size of the city at the time of this fire can be conceived by the amount of the loss, which was \$280,000,000 — but the fire, itself, although a terrific calamity, the most disastrous fire in modern times, was a blessing in disguise. It was the trial and the tribulation through which the city had to pass to prove its spirit and to show to the nation the indomitable courage of those early Chicagoans who had a vision of the greatness to which their chosen city would rise in years to come.

But the builders and re-builders of Chicago built largely for their immediate necessity. Their buildings had to be utilitarian in character, and little time had they to plan for a city beautiful. So, along the river front again developed the rickety wharves and the rat-infested warehouses, the shabby and tumbledown buildings which have lasted until now.

Growth by Strides

THE growth of Chicago is not comparable to that of any other great city in the world, because here, alone, a great city has been developed not by the slow processes of ordinary municipal evolution, but by leaps and bounds — great strides which have taken Chicago, in the lives of a few generations, from the position of a lonely frontier post to that of the second largest city in America.



The Produce Market on Old South Water Street.

The expansion of Chicago has been a thing of rather peculiar growth. From the original center of the city, there was not what might be considered as a steady growth outward, but at some point on the outskirts a little community would form, the realtors would open up a subdivision, and, with astonishing rapidity, a section that had been farm land would be in itself a little civic center, and then, as it grew, it would reach back towards the heart of the city.

This type of expansion was particularly favored because of the terrain of Chicago, with its flat plains country reaching out on all three sides of it.

Transportation

AND then, as with every other growing city, came the pressing need for rapid transportation, which would carry the citizens from the heart of the city out to their homes in these outlying sections. Trolley car succeeded old-fashioned horse and cable cars, and then came the elevated railroad.

In 1898 these elevated railroads formed what was termed the "Union Loop," a parallelogram of elevated tracks in the center of the city, into which all the elevated trains delivered their passengers. At the time, this was considered an ideal arrangement, and the loop thus formed came to be the area of business concentration.

The First Skyscraper

BUT, alas for the engineering of that generation! Chicago in our day has grown to such

an extent that this Loop, proving altogether inadequate for the size of our downtown business section, has restrained and choked it, and Chicago's famous "Loop" is now a steel bottleneck into which an overwhelming mass of citizens and traffic and trade is poured every day, to be clogged and restricted.

The "Loop," itself, one of the finest business districts in any city in the world, grew, as it must, ever up and upwards, and steel skyscraper rapidly replaced the older smaller building. In fact, the first skeleton steel frame structure — now known as the skyscraper — was built in Chicago, devised by the famous Chicago architect, Mr. Jenney. And this pioneer building, the Home Insurance Building, was a model which attracted world-wide attention.

Inside the Loop, these splendid buildings grew, but as the observer passed under the elevated tracks of the Loop north, south, or west, just crossing the street meant going from a place of big business buildings and beautiful stores into a squalid, out-at-heels, broken-down district of little, mean stores and dingy buildings.

The Produce Market

ON the north side of the Loop, many years ago, the produce merchants located — old South Water Street, the famous old street, one of the oldest in Chicago, one of its most historic. And there, in these three and four-story buildings erected immediately after the fire, Chicago had its produce market.



A Section of Wacker Drive, Which Replaces Old South Water Street.

It might be nearer the truth to say that this produce market was more on the street, itself, than in the buildings, and every morning, almost at dawn, into this street, which extended along the northern boundary of the heart of the city, was crammed and jammed a multitude of trucks and wagons, shouting teamsters and sweating porters, a clatter and a rattle and a congestion — a vital mart, of course, and a picturesque place, the vending spot where the retailers came to buy from the commission merchants the city's supply of fruits and vegetables.

The Auto Arrives

EVERY street entering Chicago from the north had to pass through this belt before it could enter the Loop.

Then came that evolution in transit, the automobile, to further complicate matters, and getting into the Loop from the north side became a time-consuming and wrath-producing adventure. "Confusion worse confounded!" Wagons, trucks and horses packed point to point along the curb, and, edging their way between them with clamor and clang of bell and honk of horn, the trolley cars and the automobiles bearing the citizens downtown to their business.

An Undesirable Condition

THAT such a condition could not be allowed to exist forever was apparent, but the produce market of South Water Street was such an established institution that the average citizen almost despaired of ever seeing it moved to some more suitable quarter — more suitable for the produce merchants, themselves, so that instead of hauling their products into the Loop and the retailers hauling it out again every day, they would be located in some further outlying section, where they could transact their business more conveniently, economically and speedily,

and without interfering with the normal traffic of the city.

Thus, we have all seen old South Water Street, an over-loaded, out-of-place street, a hampering congestion piled on top of the restricting grip of the Loop, itself.

And those who thought of the growth of Chicago realized that to grow, she must burst these bounds.

Naturally, there were citizens farsighted enough to plan for the development of this, our city, along lines which would place her in her proper place among the cities of the world, not only from the mere materialistic standpoint of commercial activity, but from that just as essential standpoint of aesthetic beauty.

For who would wish to have his city great only as a commercial center, and undistinguished, even ugly, from the standpoint of physical appearance?

The Great Plan

IT was realized that the development of Chicago must be organized under some well-thought-out plan, some plan which would give to the city that spacious beauty which is an attribute of all great cities of the world.

And the citizens who took this in hand took to themselves the title of "Chicago Plan Commission."

It was in 1901 that, at a meeting of the Commercial Club, Mr. Franklin MacVeagh suggested the appointment of a committee from that body which would consider such a plan.

At the same time, the Merchants' Club also started a movement with a similar object in view.

In 1907, both clubs united and, working under the direction of Mr. Charles D. Norton, spared neither money nor effort to produce a plan which would be worthy of the City of Chicago.



The Ideal. An Architectural Drawing of Wacker Drive Before It Was Built.



The Constructors Carried the City Traffic on the Back of Their Neck While Building the Job.

Burnham Makes the Plan

IT happened that a resident of Chicago, an architect, had won nationwide renown for his ability in city planning. This was Daniel Hudson Burnham.

At the solicitation of the Commission, he undertook the work of developing what has come to be known as the "Chicago Plan."

He produced all the charts, maps and drawings for carrying out the remodeling and development of the city, and for this monumental work he made no charge. He was aided in this work by Mr. Edward H. Bennett, and on November 1, 1909, the Chicago Plan was presented to the city.

The Ideal

THIS plan of Mr. Burnham's was so wide in its scope, so far-reaching, and such a tremendous undertaking that at the time it was presented many persons scoffed at it as the dream of an idealist.

But the Chicago Plan Commission, now under the chairmanship of Mr. Charles H. Wacker, and working as an official civic commission, held to the vision and the ideal and the economic necessity of the plan, until, today, most of the major features of this plan have either been completed or are within reach of realization.



Cleaning Up the Debris.



Driving Piles for New Docking.

The River Front

IN the development of his plan, Mr. Burnham immediately saw the necessity of restoring to the City of Chicago that most valuable of her possessions, her river front. And many who saw his drawings of the great drive and embankment which would replace the cluttered and crowded South Water Street thought of it as a magnificent dream which could only be realized in the dim and distant future.

"I Will"

BUT sufficient for realization was the fact that the civic leaders of Chicago had made up their minds that such a plan was desirable, and a Government ruling which required that all new bridges built across the river must be raised in height, made the builders of Chicago see that the actual building of this drive along the river front was now becoming an economic necessity.

The Boss of the Big Job

WHEN the present civic administration came into power, Mayor Dever selected for his chairman of the Board of Local Improvements, Mr. John J. Sloan, and he selected Mr. Sloan for this position simply and solely because of his experience and ability as a builder, a man who had made a great financial success in just those lines of work which, as chairman of the Board of Local Improvements, he would have under his direction. In this, Mayor Dever displayed the acumen and foresight which is typical of him.



Making the Dirt Fly. Mid-Continent Steam-Shovel Excavating at Clark Street.

What the Man Who built Wacker Drive Says About Southern Pine



PHONE CENTRAL 2805

MID-CONTINENT CONSTRUCTION COMPANY

F. J. HERLIHY, PRES. & TREAS.
M. H. FINLEY, VICE-PRES.
E. F. O'BRYEN, SECTY.
J. W. MURHAM, CHIEF ENGR.
C. J. HERLIHY, GEN'L. SUPT.

6 NORTH MICHIGAN AVENUE

CHICAGO

November 3, 1926.

Mr. Leo Kraemer, Field Engineer,
Southern Pine Association,
1302 Tower Bldg.,
Chicago, Ill.

Dear Mr. Kraemer:

When the City officials and visiting engineers were complimenting me these last few days on the character of the reinforced concrete work on Wacker Drive, I wished you were with me.

The character of a concrete structure is a reflection of the forms in which it is molded, so in the construction of Wacker Drive the form work played an admirable part and shared in the glory.

The hard uses of the forms, together with the excellent finish that was required, made the selection of the form material of great importance. The material had to be strong and tough with good nail holding properties and at the same time be able to take a fine finish. Southern Pine was selected because it seemed to present these qualifications and now that the job is finished our judgment has been confirmed.

On this job, with its hundreds of octagonal columns the spreading capitals of which contain eight valleys each, the form work had to be carefully executed indeed to bring out a satisfactory appearance. The columns as they now stand speak for themselves and for the form work. The lumber in these forms was used thruout the entire job which meant that they were used twenty times.

When you consider that on a big job of this kind the re-use of lumber meant a saving of two-thirds of the concrete form lumber required, you know what a big part form work plays in concrete construction.

Yours very truly,

F. J. Herlihy
President.

FJA/EO

Southern Pine Association

Interstate Building
NEW ORLEANS, LOUISIANA

Southern Pine—The *Supreme Structural Wood* of the World



100 million feet of Southern Pine in Concrete Forms at Muscle Shoals

FOR nine-tenths of a mile across the valley of the Tennessee, the dam at Muscle Shoals towers more than a hundred feet above the workman in the river bed below.

Into forms constructed entirely of Southern Pine, have been poured a million and a quarter cubic yards of concrete.

Here, where millions of dollars are involved, where perfection only would mean future efficiency, every foot of the concrete forms was built of Southern Pine—5000 car loads of Southern Pine.

No chances could be taken with the wood that might yield under the load, that might buckle or warp in the moisture, that could not be fabricated into forms sometimes approaching the accuracy of pattern work. Thus once again, in its hundred years of dominance as the supreme structural wood of the world, Southern Pine proved its right to that title.

In centuries to come this dominance will be unthreatened. Millions upon millions of trees grow bigger and stronger every year in the wonderful climate of the south.

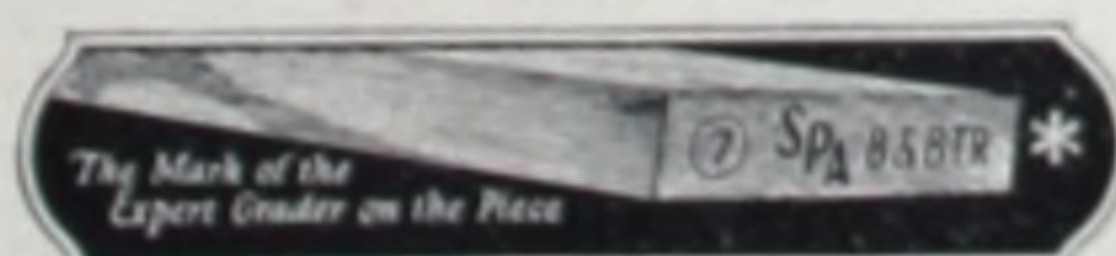
The finest Southern Pine our mills ever produced is now available at any lumber yard east of the Rockies. You can tell Southern Pine by its trade-mark. You can judge it by its grade-mark.

Whether you plan factory, power plant or home, you should have a copy of the booklet,

Southern Pine—What It Is—What It Is Used For

This book discusses the stresses and strains to which the wood in your structure may be subjected. It recommends correct uses of Southern Pine. It is a recent publication and it is free. Send for it. Build right—and know you are right.

Special Notice—For engineers, contractors, architects and others especially interested in Southern Pine for concrete forms, a new booklet is being prepared. It will be sent, when completed, to those who ask for it.



* These letters at the right of "SPA" identify the grade. The designation here is one of 15 grade-marks appearing on lumber from Southern Pine Association mills.

Southern Pine Association
Interstate Building
NEW ORLEANS, LOUISIANA

Southern Pine—The Supreme Structural Wood of the World



Temporary Trestle Carrying Street Cars While Building Goes on Underneath.

Mr. Sloan undertook the herculean task of carrying into effect immediately the widening of South Water Street. To the inexperienced, the mere task of shifting the whole produce market of the city would seem to be a job that would take at least a couple of years, for the merchants affected naturally wished to dally and delay, procrastinating that move which they knew some day they must make, and which, when made, must be a benefit to them.

Speed

BUT with a speed which was almost staggering, they were moved far from the Loop to a modern market section, built especially for them, where they can do their business better, quicker, and without interfering with that inner traffic of the city.



Mountains of Sand for Back-Filling.

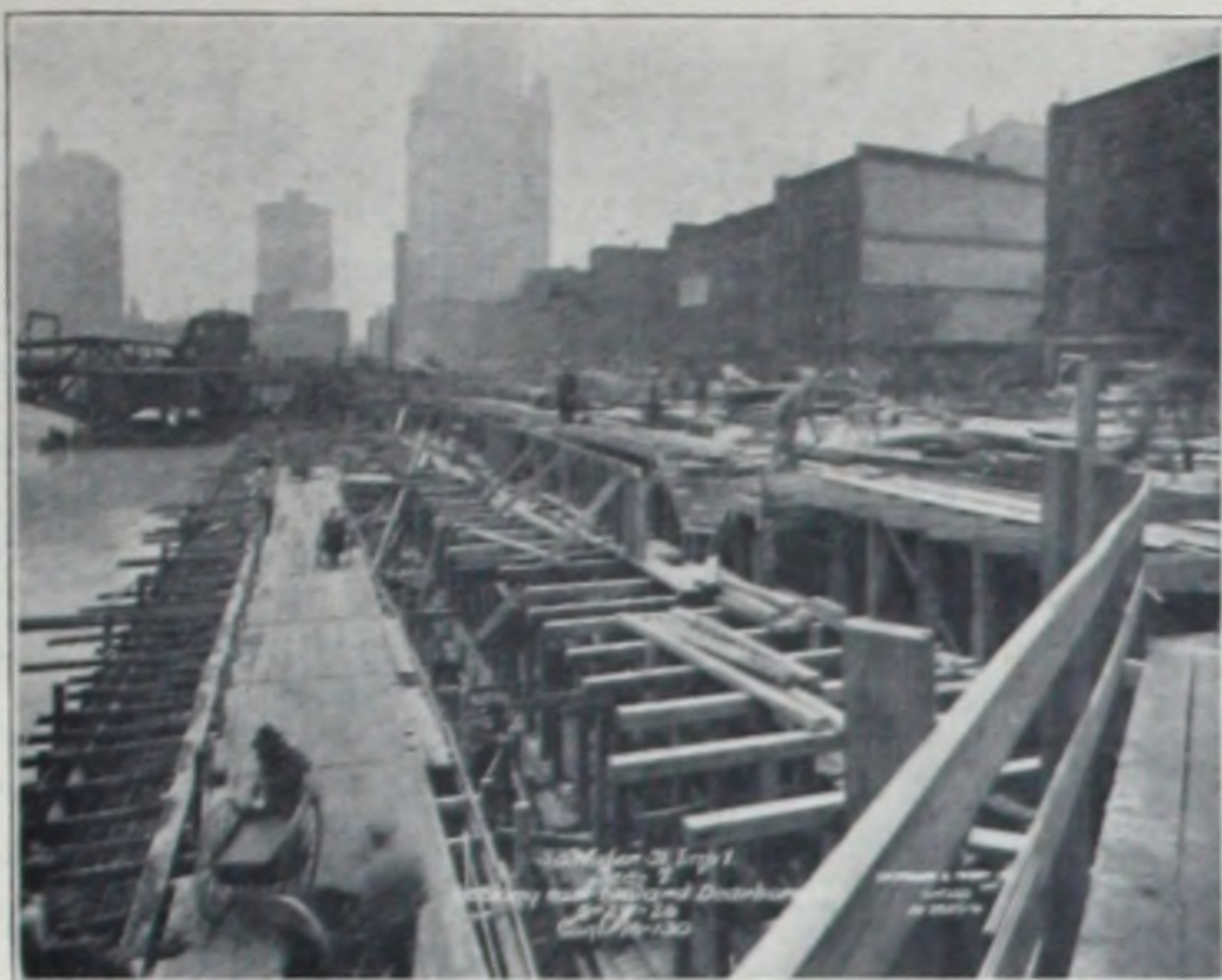
And thus we have 16,000 market vehicle trips per day taken out of the Loop streets, and the wrecking crews started to work on the shabby, tumbledown, decrepit buildings which rubbed shoulders with and put to shame the modern business buildings of the Loop.

Doing a Four-Year Job in Two Years

IT was predicted by engineers and others that the building of this drive along the southern aspect of the Chicago River would be a four-year job—but it is wonderful what engineering ingenuity can do with such a tremendous piece of work, and Mr. Sloan adopted the section plan of building the drive. That is, when one section had been cleared of its old tenants, work was immediately started in that section, and there was no delay through waiting for all of South Water Street to be cleared of the old business concerns.



The Depth of Winter, and the Work Going Forward. Trenching for Pipe Lines.



Pouring the Concrete Cap for the Dock.

Then the city engineers and the contractors' engineers and workmen got on the job, and down came those old relics of the days of Chicago's fire. And instead of a four-year job, Wacker Drive is completed in the incredibly short time of two years!

The major part of the credit for this achievement must go to Mr. John J. Sloan, for in the work he was, indeed, an active, and not a passive leader, as everyone on the job — from the top engineer and contractor, down to the humblest laboring man — realized.

Chicago Gets Back Its River Front

AND now Chicago gets back part of its river front — the southern banks of the Chicago River — gets them back in a great, wide drive of architectural beauty, a drive that can carry its north side traffic skirting the Loop to that



Waterproofing Slab Before Application of Pavement.

next section of the Chicago Plan, the group of railroad stations which have already been built on the near west side, and where soon we shall have the new Chicago General Post Office.

As a compliment to the permanent chairman of the Chicago Plan Commission, Mr. Charles H. Wacker, it was decided to call this drive Wacker Drive. It needs but a casual inspection of this drive to make anyone realize that it can compare in beauty and spaciousness with any of the great river frontages in the world.

The extensive improvements which the Federal Government and the State of Illinois are now making on the Mississippi and Illinois Rivers will make Chicago an inland port. Vessels will find valuable dock space, with all facilities, over one-half mile in length, with the necessary terminal facilities on the lower level of Wacker Drive to insure proper handling of their commerce.



Giant Mid-Continent Concrete Mixer Turning Out Thirty Cubic Yards of Concrete Per Hour. Three of These Were Used.



Zero Weather on Top—Building Going on Underneath.

Built for Posterity

AND it has been built not for this generation or the next, but for posterity, because Wacker Drive is built to last through the years, a permanent beauty spot, and now, the Chicagoan can plan and further his plans for the beautifying of the river front.

A Dream Realized

IT is interesting to compare the original plan of this drive with the photograph of it as it stands today. In the original plan, it will be noticed that the designer drew a line of large and beautiful buildings fronting on the drive—his vision of what would replace the old buildings of South Water Street. To show how speedily the completion of this drive had its effect on property fronting on it, it will be seen from an inspection of the drive today that several tall and beautiful buildings have already

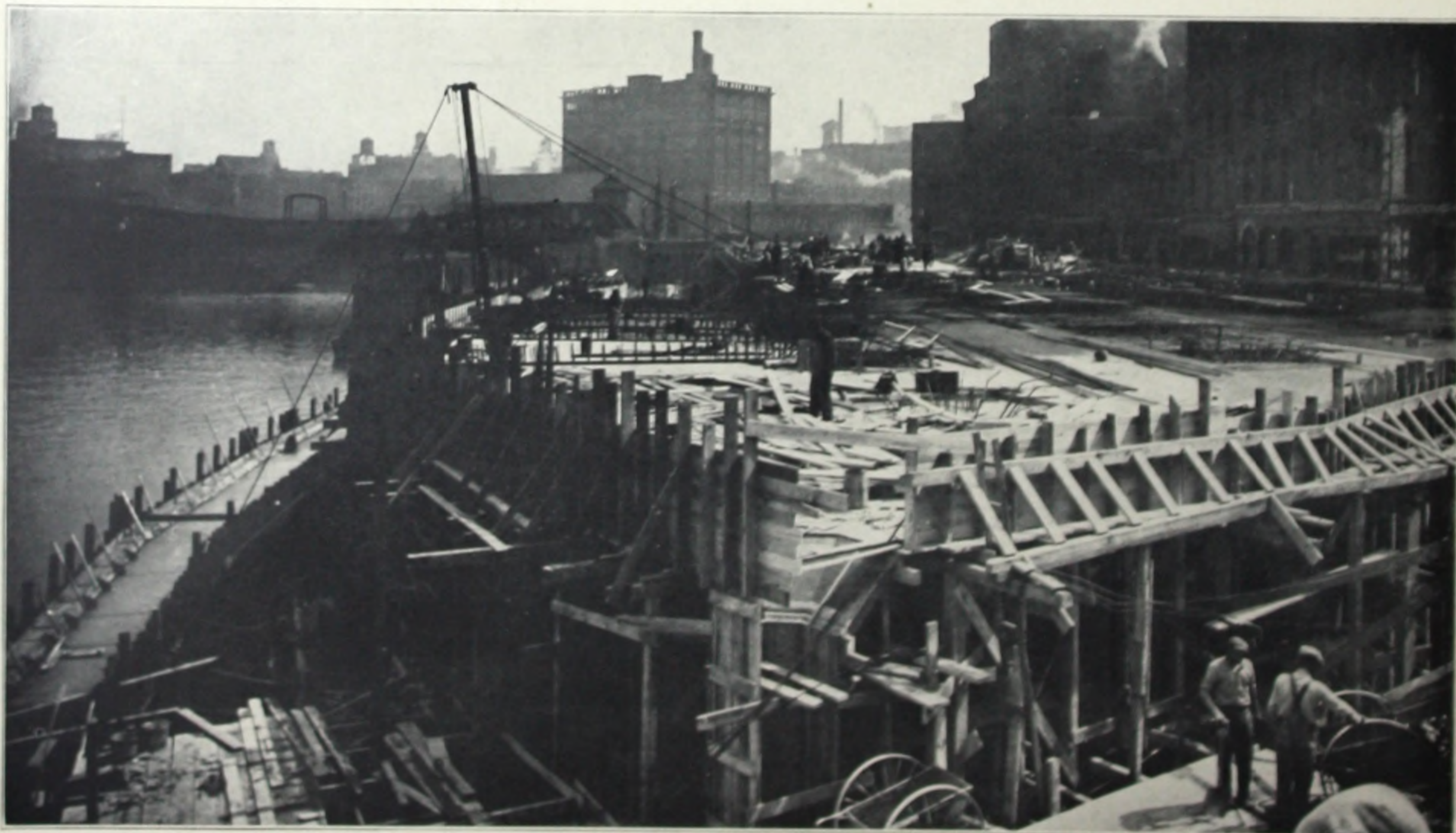


Pouring Concrete in Deck Slab. Buggymen Walked Sixteen Miles Per Eight-Hour Day.

been completed. The foundations are now being sunk for several others; these buildings, as they go up, excel in size and architectural style even the buildings of Burnham's ideal.

The extensive litigation which followed the filing of roll in court, and the wide divergence between owners and City officials as to the values of property to be taken, promised litigation that would last six or seven years, but with the assurance of the City that it would be built for a definite figure and that no delay would be countenanced in its construction, Corporation Counsel Francis X. Busch entered into negotiations with the owners that were of the greatest value to the Board of Local Improvements in compromising and determining values.

It is interesting to know how the big job was done, how in the short space of two years this street of old and dilapidated buildings were



(Lake and South Water Streets.) Concrete Completed, but Forms Not Stripped.



Granite Boulders Being Broken with Concrete Breakers In Winter.

razed to the ground, and this big, wide, spacious, double-deck drive was completed.

Built on Hardpan

As the old buildings were razed, the caisson diggers got down to hardpan, for every column supporting the structure of Wacker Drive rests on actual hardpan. In one case, the Mid-Continent Construction men had to go down 118 feet, with six pumps constantly pumping water out of the well, until they struck bedrock. Hardpan was the requirement for every caisson, but with this particular caisson no hardpan was found, and the caisson had to be carried to bedrock.

It took from February 10th to April 16th to get to bedrock, with three shifts pushing the work continuously twenty-four hours a day, and six electric pumps keeping the well free of water. It took a month and a half to go the last nineteen feet.

A Forest of Timberwork

THEN the carpenters erected what seemed to the layman a forest, a very network of timber — the forms for the concrete — and the giant concrete mixers were erected by the Mid-Continent Construction Company at strategic points.

They mixed the concrete by the very latest principle, one which insured an absolute uniformity of concrete, and the close co-operation of the engineers from the Board of Local



The Salamanders That Kept the Temperature Inside the Tarpaulin 70°.

Improvements and the engineers of the contractors produced a job of reinforced concrete which engineering journals all over the world have referred to as one of the finest pieces of work of its kind which has ever been finished.

International Recognition

MOST of the engineering journals published in the English language have had special articles on this job, and many of the foreign engineering journals — among them "Der Bauingenieur," of Berlin. Chicagoans will be proud to know that Wacker Drive is being pointed to by the engineering profession as an example of the finest reinforced concrete work which has ever been erected.

Working in Winter

IN the zero weather, the work went on. Up to the present, it had been generally supposed that such work had to be abandoned in the winter, but the engineers on this job devised a method of enclosing the work with tarpaulins, heating it with flaming salamanders, and pouring the concrete. Thus, the inside of each section upon which the work was being done, was made a gigantic tent, with the concrete being deposited in the forms at a temperature of 100 degrees F. on days when the outside temperature was actually below zero.

After the concrete was placed in the forms, a protective covering of marsh hay was packed



Tents Protecting Concrete in Winter Time.



How They Covered the Work in Zero Weather. Acres Covered with Tarpaulins

around them, and thermometers placed against the form boards, which thermometers were read daily by inspectors. It was found that after seven days the thermometers registered as high as 70 degrees, regardless of the outside temperature.

Breaking Records

AND new records for the work were established. Because of the scientific methods employed in the work, it was possible, on August 10, 1925, for a world's record to be broken. In that day 1,080 cubic yards of structural concrete were poured in one-half block of slab during one day. The work started at six o'clock in the morning, and did not stop until 1:30 the following morning.

But the Mid-Continent workers were not satisfied with the world's record. They broke their own record, and on Friday, August 22nd, a still better record was made, when the same quantity of concrete was poured, under the same conditions, in an hour's less time!

Of particular interest are the columns supporting the drive. These are of a new octagonal design, a design both of architectural beauty and enormous strength.

Each column, with its broad shouldering, looks like a concrete Atlas supporting the drive.

And an ingenious lighting method has been used on the lower level of the drive, so that the lighting is concealed in the top of the columns.

Building Under Traffic

IT must be remembered that in building this enormous job the constructors had to keep open all those arteries which carried the traffic

from the north side into the Loop, and the trolley cars and automobile traffic which flowed over each of the bridges were interfered with practically not at all. At these sections, it may be said that the builders were building Wacker Drive and at the same time carrying the traffic of the city on the back of their neck.

Strength and Beauty

No detail has been neglected to insure that this drive would possess, in addition to permanent strength, aesthetic beauty, and the citizen will be proud as he walks along the drive to note the excellent architecture, the seats, the pylons, the granite and Bedford limestone facings.

Even the electric illumination of the drive is of a greatly improved type, and was engineered so carefully that the radius of illumination from each lamp is calculated to impinge on the illumination of the next lamp, so that there are no "black spots" in the lighting of the driveway.

A Lucky Job

THE building of Wacker Drive has been what the engineers term "a lucky job," and it is the boast of the Mid-Continent Construction Company, the constructors who built over 70 per cent of Wacker Drive, that they finished the job without any labor trouble, and without a single serious accident, — as Mr. F. J. Herlihy, the president of this Company, thankfully exclaims:

"I am glad that we finished the big job without a workman even breaking an arm!"

Wacker Drive must be seen to be appreciated, and must be seen not only on its upper level, but on the lower level, as well.



A Network of Steel. Reinforcement for the Concrete of the Driveway.



Granite Block Piled Up, Ready to Be Laid

This lower level is a traffic artery for heavy commercial traffic passing between the boat and freight terminals and the industrial district east of Michigan Avenue, and the warehouse and industrial district on the west side.

The upper level is a broad, spacious street running from Michigan Avenue on the east to the intersection of Madison and Market Streets on the west.

It is a general traffic artery between the north and west sides of the city. Skirting the busy Loop section, it provides a ready means for traffic coming out of the Loop on the north.

A Vital Traffic Artery

IN addition, when the new Post Office is built, it will provide a quick and accessible route to it, as well as to the new Union Station and the Northwestern Station.

And the broad embankment along the river



View from the Michigan Avenue Bridge.

front on the lower level makes an excellent landing place for passenger and freight steamers.

Sixty Years of Progress Across Sixty Yards of Water

WALKING along this embankment one has but to look at the north side of the river — where there is a cluttering of unsightly freight tracks and old buildings — and compare with this Wacker Drive, to see sixty years of progress across sixty yards of water.

To help the citizen of Chicago realize the beauty and importance of this accomplishment, and to signify their pride in the part they have played in the actual building of Wacker Drive, the executives of the Mid-Continent Construction Co. tender this souvenir book of Wacker Drive, for they see in this completed job a realization of their motto:

"Build better, quicker, cheaper!"



View from Wells Street, Showing Ramp from Upper to Lower Level.

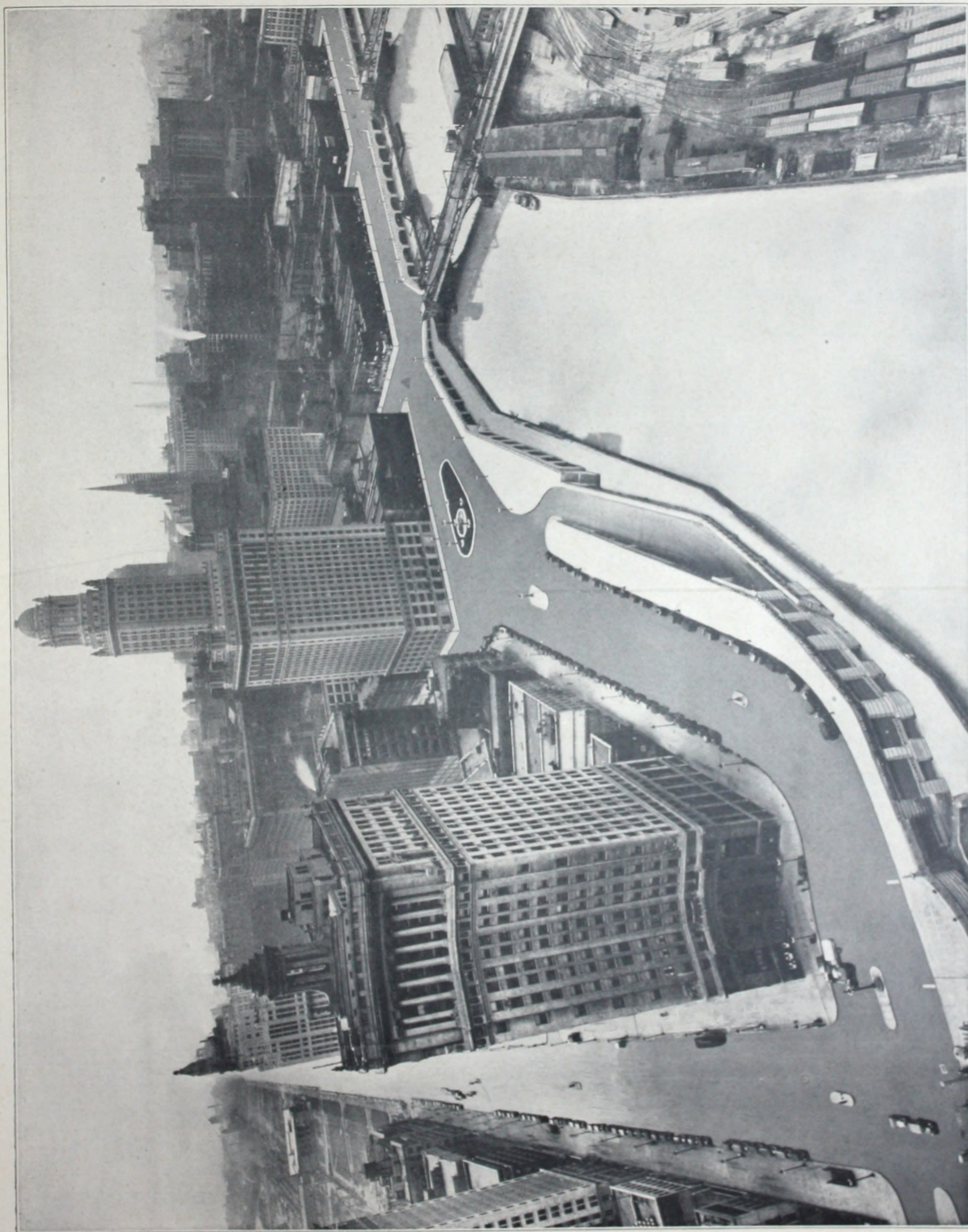
Important Steps in the Building of Chicago

- 1673—Explored by French missionaries.
- 1680—Word "Chi-cau-gou" first appears, in Hennepin's report of La Salle's expedition to the Illinois River.
- 1684—Fort built by the French.
- 1778-96—French traders settled, and from this point the growth of Chicago is traced.
- 1795—Treaty of Greenville, by which the Indians ceded to the U. S. "one piece of land six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood."
- 1803-4—U. S. established Fort Dearborn and first white settler (John Kinzie) arrived. U. S. Indian Agency established.
- 1810—Proposal made to U. S. for canal to connect Lake Michigan with Mississippi River.
- 1812—Garrison massacred by Indians and site deserted.
- 1816—Fort Dearborn rebuilt, Indian Agency and U. S. Factory reestablished; permanent settlement begun.
- 1817-18—Agency of American Fur Co. established at Chicago; first visit of Gurdon S. Hubbard.
- 1820—Settlement consisted of Fort Dearborn and three log houses.
- 1823—Wm. H. Keating described the lake trade of Chicago as not exceeding "the cargo of five or six schooners."
- 1829—First ferry established (where Lake Street crosses the river).
- 1830—First bridge across Chicago River (South Branch, near Randolph Street crossing); total cost \$486.20.
- 1831—Cook County created and Chicago designated as county seat. First county roads established (present State street and Archer Ave., and Madison Street and Ogden Ave.). First post office.
- 1832—First street leading to lake laid out.
- 1833—First appropriation for improvement of harbor (\$25,000). Improvement of harbor commenced. August—Town incorporated and officers elected.
- 1834—Town limits extended, South Water and Lake Streets graded, first drawbridge built (Dearborn Street).
- 1835—Government land office opened; town of Chicago incorporated.
- 1836—Fort Dearborn evacuated as a military post. Canal, Lake and Randolph Streets turnpiked and bridged.
- 1837—Chicago chartered as a city—population 4,000, area 10 square miles.
- 1840—Dearborn Street bridge demolished and Clark Street bridge (floating swing bridge) built.
- 1841—Wells Street bridge built.
- 1846—Special tax for street improvements first levied.
- 1847—\$3,500 appropriated by Government for Chicago lighthouse. Wells, Madison and Randolph Street bridges completed. Ferries established.
- 1848—First city building ("Market Building") erected.
- 1849-50—"Northwestern Plank Road" constructed; principal streets of city planked.
- 1850—City lighted with gas.
- 1853—New courthouse occupied.
- 1856—Chicago Historical Society formed.
First ordinance for street railway on State Street from Randolph to southern city limits.
First suburban trains—Chicago and Hyde Park.
First wooden pavement laid on Wells Street.
First sewers laid.
First bridge built at City's expense—Madison Street.
Rush Street iron bridge built.
- 1858—Paid fire department organized.
First street car run on State Street.
- 1864—Work started at the land shaft of the first lake tunnel.
- 1865—Tunnel crib launched.
- 1867—Lake tunnel completed, new water works building and tower erected.
- 1871—Great Fire. Loss \$280,000,000.
One year after fire more than half of the 80,000 ft. frontage destroyed in the south division was rebuilt with buildings more substantial and better than former ones. Over \$30,000,000 had been expended in rebuilding inside a year.
- 1873—U. S. subtreasury established.
- 1892—First elevated road built.
Ground broken for drainage canal.
- 1893—World's Columbian Exposition.
- 1898—Union elevated loop built.
- 1899—Drainage canal opened.
- 1903—Chicago Centennial celebration.
- 1905—Chicago Association of Commerce organized.
- 1907—New street railway ordinances passed and work of rebuilding lines commenced.
Commercial Club and the Merchants' Club formed a committee to perfect the Chicago Plan.
- 1909—Chicago Plan formally presented to the City.
- 1922—Michigan Ave. Blvd. Link (part of the Chicago Plan) completed.
- 1923—Western Ave. widened from Lawrence to Howard Aves., and from 83rd to 119th Sts. Ten miles completed.
- 1924—Ogden Avenue opened. (Chicago Plan). South Division of Western Ave. widening (Chicago Plan) completed.
- 1925—Roosevelt Road (formerly Twelfth St.) widened (Chicago Plan) from 66 to 108 feet for a distance of two miles, between Michigan and Ashland Aves.
- 1926—Wacker Drive completed.



Photo Courtesy The Daily News.

Officials Witnessing the Pouring of the Last Cement Completing Wacker Drive. Left to right are: F. J. Herlihy, head of the Mid-Continent Construction Company; Frank X. Rydzewski, vice-president of the Board of Local Improvements; T. A. Evans, chief engineer, and Mayor Dever.



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Chicago.

View of Wacker Drive from the Top of the Wrigley Building

Produced by Harry C. Phibbs Adv. Co.
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*Chicago River Front
in 1803*

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