

# HOMES FOR THE PEOPLE.

BOSTON, NEW YORK, BROOKLYN, PHILADELPHIA, BALTIMORE, AND CHICAGO.

BY HARRY P. MAWSON.—ILLUSTRATED BY F. CRESSON SCHELL.

"Home, sweet home;  
There is no place like home."

WE of the English-speaking tongue maintain that in the universal lexicon there is no one word which expresses so much as that little word "home." Of late years, too, a curious use of the word has sprung up. In the good old conservative times "home" meant birthplace, not merely the sleeping or lodging place so familiarly looked upon nowadays as "home." I consider this one of these nineteenth-century barbarisms; to me "home" implies much more than where circumstance or choice has fixed my habitat. But the purpose of this article is to follow the popular lead, and treat of "home" considered as such by the many.

It is of no utilitarian use to discuss the homes of the rich, or even of those who are fairly well-to-do; we one and all understand the barbarity of modern luxury. We know that it is simply a question of expenditure, in which the lougest—or, better still, the most generous—pocket-book takes the lead. What we have to deal with is the vast multitude of wage-earners—"the people," in fact, who make the body-politic of our life. It is always an interesting study to me to ascertain and to understand how the mass of the people lives.

customed to see in the metropolis, but simply three and four story single buildings, with a common entrance for all tenants. One odd feature of these apartment-houses is that the bells are outside the door for each tenant, and instead of

their position, and to do it by educational advantages and force.

The suburbs of Boston are justly celebrated as being among the most beautiful of all our large cities; and as the dwelling-house area of Boston proper is, comparatively speaking, a very narrow one, a very large proportion of those whose vocations bring them to Boston make their homes in the outlying districts or neighboring towns. The Allston, Jamaica Plain, Dorchester, Roxbury, West Roxbury, Brighton, and Charlestown districts of Boston city are favorites among its citizens whose worldly happiness hinges upon \$1200 a year. In Charlestown there are a great number of so-called "double tenements," being in reality a two or three story house, with an entrance common to all, each tenement being three or four rooms deep, and renting from \$20 to \$25 per month. There are also a limited number of single houses, nearly approaching the cottage order, renting from \$30 to \$35 per month. The other districts named contain a very large proportion of single houses renting from \$250 to \$350 per annum, of a value from \$2500 to \$3000, and oftentimes owned by their occupants. The workers of Boston do not confine themselves to Boston and its suburbs only, but within a radius of ten miles of the City Hall, and along the lines of the Boston and Albany, Boston and Maine, Fitchburg and Old Colony, Boston, Revere Beach, and Lynn, Boston and Providence, Boston and Lowell, and New York and New England railroads are gathered the interurban homes of many of Boston's wage-earners. Favorite towns are Chelsea, Somerville, Malden, Melrose, Arlington, Revere, Everett, Medford, and Winchester. Homes here can be rented for from \$20 to \$35 per month for single houses, or purchased for from \$2000 to \$3500. Wood is the universal material for building, stone being a rarity even in the well Brookline district. The roads about Boston are in admirable order, cycling is carried on to an enormous extent, and the ownership of a four-legged horse is not looked upon as an undue extravagance for people in very moderate circumstances, as the interurban character of Boston's daily population makes driving more of the every-day life of the family than is found in the other Eastern cities. The introduction of the "Trolley system" of electric propulsion of street cars has also made a marked stir in the real-estate market, particularly in the direction of Dorchester, Roxbury, etc., the former being particularly favored; it is, in fact, one of Boston's favorite and most beautiful suburbs. Among the old houses in these rural districts the style of architecture is severely plain, not to say hideous. A majority of them are painted white or a dull slate-color, and the result is a nightmare of colorless wooden walls.

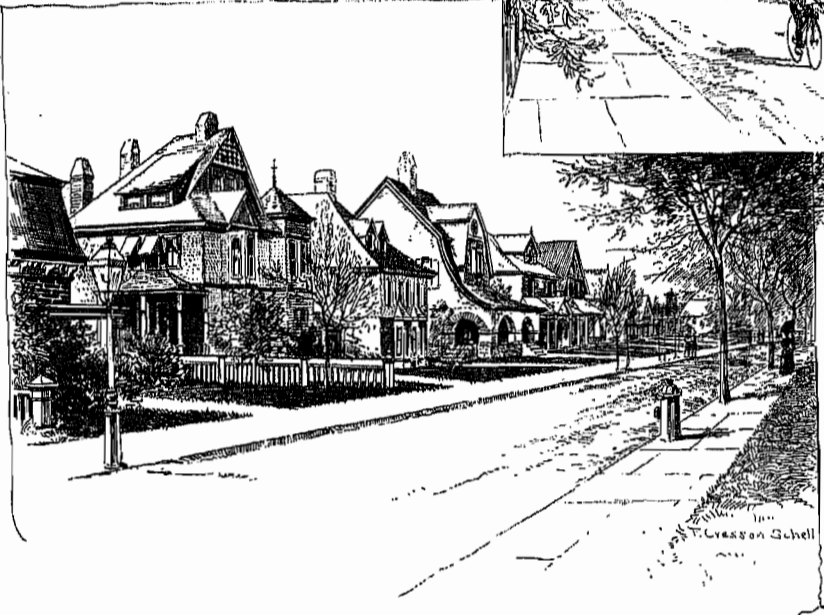
However, marked progress has been made in all the newly built houses. Queen Anne seems to predominate; warm houses of brown and red have come into use, and while here and there the architect's passion for originality has led him widely astray from good taste and the proprieties, still, on the whole, the suburban homes of Boston and vicinity are comfortable, compact, and well adapted to the requirements of their occupants. In many respects the wage-earner of Boston

having a name to each bell, there is usually a number, *i. e.*, Bell No. 1, 2, 3, 4. In construction these flats are very inferior; as a general rule, they are old-fashioned Boston dwellings, in neighborhoods that have sunk in the social scale, badly ventilated, with few light rooms, and an uncomfortable odor of age and mouldiness. In spite of such disadvantages, these apartments rent for from \$25 to \$35 a month, being much in demand by people who are employed at night, or others whose occupations compel a very early attendance at their work.

The older portions of Boston are strongly reminiscent of an English town. There is a great similarity in the narrowness and crookedness of the streets; and another curious feature also strongly British—two separately named streets are almost opposite each other, one no doubt intended to be a continuation of the other. For instance, School Street runs only from Washington to Tremont, and Beacon Street begins on the other side of Tremont, and immediately opposite School. It is almost the same with Winter and Summer streets and Otis Street and Temple Place. Amusements in Boston are at about the same figures as in other cities, and the Hub is looked upon as one of the very best paying "show towns" in the country. It is the only city in the United States outside of New York supporting a stock company in a regular season of standard plays. They are also great lovers of music, and without in the least being a musical people in the fullest meaning of that term, they are great patrons of the divine art. Here, too, is another Anglicism. Londoners are distinctly not music producers, yet they support music and musicians better than any Continental city, and concerts pay better there than in Paris, Berlin, or Vienna. And concerts are more remunerative in Boston than anywhere else in this country. This shows a decidedly high intellectual average; it must necessarily have a refining and beneficial influence upon their homes and their home life. This is distinctly noticeable, too, upon a class of people who hereabouts are recruited apparently from our roughest and most illiterate element. I refer to the "shop-girls," *i. e.*, "salesladies," in our large establishments. In Boston they are, as a rule, well-educated, polite, of good appearance, and above all ambitious to improve



ST. JOHN STREET, JAMAICA PLAIN.



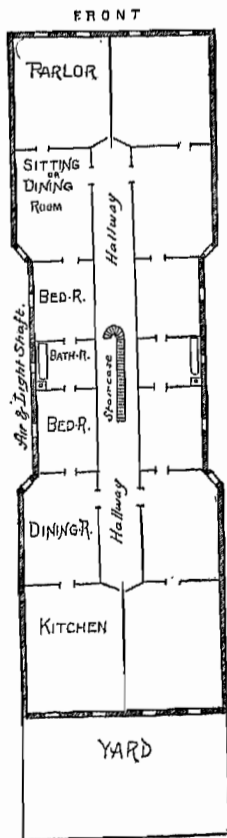
MANSFIELD STREET, ALLSTON.

CHARACTERISTIC EMBRYO FLATS NEAR BOSTON.

(Occupied by from 2 to 4 families, each floor renting for from \$15 to \$25 per month.)

When the average scale of wages—let me be more polite and call them salaries—is considered, one marvels how many neatly and even well dressed men and women one sees in a day's walk. How do they make ends meet, and how much money does the head of the family have weekly at his disposal? It is as well at the outset that I draw the line at one particular class of wage-workers. In London it is a common reference to speak of a £5 man, and in this country we have his counterpart in the \$25 man. Under this classification come a host of artisans and non-skilled laborers, bookkeepers, salesmen on salary or on commission, higher grades of dry-goods clerks; office-men of various capacities, everything that comes under the head of clerks; small dealers struggling against capital and credit, withdrawing each week from their business the smallest possible sum that will pay gas, coal, and rent bills. To be a law-abiding citizen on \$25 per week would seem at first glance a task easy of accomplishment, but more difficult of prompt realization, as any real factor in the struggle will cheerfully testify.

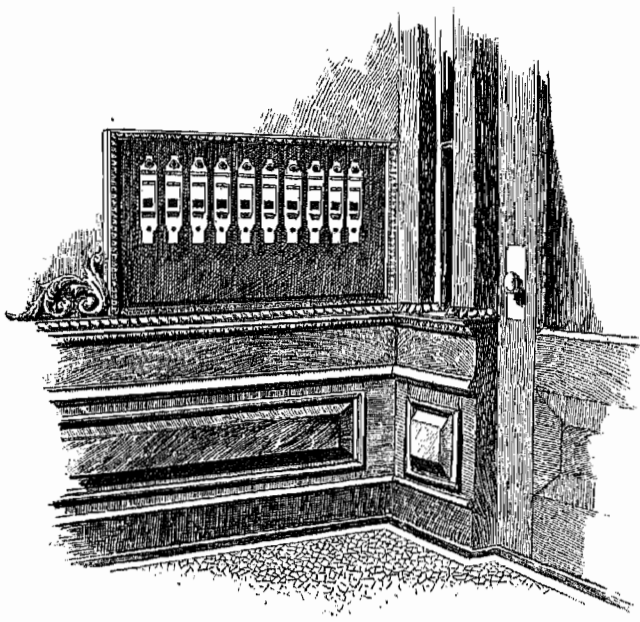
General mode of life varies but little in this country in the Eastern, Northern, and Western cities. Amusements and occupations are common to one and all, and it is only the degree of comfort their homes provide which makes or mars the life of the people at large. "Down East" Boston properly claims our attention as the representative city of New England. For many reasons Boston is a dear place to live in; in that respect it more closely resembles New York. But the causes of this similarity differ greatly. Boston is a very great producer of what people wear, but it is surrounded by a poor soil, incapable of yielding a tithe of what the people eat. New York, on the contrary, is surrounded by a fertile country, generous to the last degree. Old Boston proper still shelters a great many people whose incomes average \$1200 to \$1300 per annum; but there they find refuge in apartment-houses, more commonly known as "flats"; these are not, however, the eight or ten story buildings we are ac-



PLAN OF A TYPICAL NEW YORK FLAT. (Double), Renting for \$25 per month.



A CHARACTERISTIC NEW YORK FLAT, RENTING FOR ABOUT \$25 PER MONTH.



ENTRY OF A NEW YORK FLAT.  
(Suites of seven rooms, including bath-room, for \$25 per month)

is distinctly favored over his neighbor, and more particularly that both necessity and choice compel him largely to reside in the rural districts, with plenty of fresh air and the opportunity for exercise as antidotes against the foul air of offices and the close confinement of factories. Considering the opportunity offered, it is somewhat to be wondered at that the building association has not taken firmer hold among the people—in New England they are called "co-operative banks"—for it is only by the employment of this agency that the \$25 a week man can hope to secure a home of his own. The high value of land in New York city and Brooklyn does not furnish a very fertile field of operation for the building association. Tenements rearing their heads six, eight, and ten stories high have of late years been dignified by the name "Flat"; \$25 a week allows about the same number of dollars for the month's rent of the flat. The better enforcement of the laws concerning the regulating and building of all grades of "tenements" has resulted in the decided amelioration of the conditions of life for the wage-earners of New York and her sister city across the bridge.

I do not mean by this that the real tenement life is any more attractive, health-giving, or as tending towards happiness; but of the class of tenements of which I treat there can be no doubt but what they yield more for the money than they did ten or fifteen years ago. There is no part of New York city in which the \$25 to \$35 per month flat is not common, although the east side from Eighth Street to the Harlem River and from Third Avenue to the East River contains possibly 75 per cent. of these "homes of the people." The west side of course contains a large number of low-priced flats, but few under \$35 that can compare favorably with those on the east at \$10 less a month. Another curiosity in family economics in Gotham is that edibles of all descriptions are cheaper on the east side than on the west. The family market basket is replenished for less money, and, on the whole, the qualities between the two sides do not differ appreciably. The average flat at the prices mentioned contains from six to eight rooms, with bath, and sometimes steam heat. The entrance is generally a very swell affair, with a great deal of plate and stained glass, elaborate brass bells, tiled floor, and in those buildings now being put up much is thought to be gained by a high-sounding name. Within the space accorded these "homes" there is almost one universal plan of distribution of rooms. There is of course a front room, or parlor; sometimes a "hall bedroom" on the side; then from the parlor itself a large bedroom, another opening into that, with the dining-room and kitchen *en suite*, and the bath-room a niche opening into the air-shaft. There is, of course, a common entrance to all tenants, the apartments opening on to one stairway, and in flats averaging \$40 a private hallway as well; this latter is considered a great boon, as it separates the rooms from each other, consequently giving greater pri-

vacy and comfort. The janitor, of course, lives in the basement, and runs the establishment to suit himself.

The building laws compel the usual number of fire-escapes, unsightly but imperative. In all cases where flats of this quality are found upon avenues where business can be carried on, of course the ground-floor is always devoted to stores. They vary greatly in character, all the way from the peace-destroying gilded rum-shop to the staid and friendly "funeral director," *i. e.*, undertaker. Almost every vocation and calling finds representatives in these stores. Real-estate and insurance men abound; barbers, cigar dealers, grocers, tailors, furniture and upholstering dealers, hardware, stationery, candies, florists, dry-goods and notions, drug stores innumerable, fish dealers, laundries, boots and shoes, gen's furnishings, trunk-makers, hatters—in fact, a walk on one of these avenues and any reasonable person can fit out himself, his family, and his home. And yet of the 2,000,000 people who live in New York, but 18,000 own the roof over their heads. It is evident from these figures that the \$25 a week man and his family have veritably but *un pied-à-terre*. A favorite source of amusement for the "lady occupants" during the "slack hours," when the kitchen fire is out or the babies asleep, is to "loll" out of the front windows in solid rows, taking in the street fights, the fires, and other excitements attendant upon a metropolitan existence.

It is really wonderful what a difference exists between New York and Brooklyn. The latter has all the simplicity of a country cousin, but who tries to ape the manners and looks of his city relative. In this case the difference is all the more remarkable because of the close alliance of the two cities from a commercial or social stand-point. As far as homes are concerned, Brooklyn has the best of the comparison. Relatively considered, property is cheap in Brooklyn, and the number of separate houses within the reach of the average worker exceeds New York's ten to one; in fact, a separate house for \$35 a month does not exist in New York at all. Among the separate houses in Brooklyn are a very large number of old-fashioned two-story frame dwellings with high stoops, and sometimes a portico over the stoop; another class are two-story brick houses with doorway level with the street. Buildings such as these do not render a city architecturally handsome, but they provide a world of comfort and independence for their occupants. Flats there are, too, in Brooklyn, seldom so high as their New York prototypes, and renting for from \$20 to \$25; such as across the bridge would readily bring from \$32 to \$35. Brooklyn's elevated roads and electric cars have done wonders in building up the outlying suburban districts. Ridgewood, Rockwood Place, and along Flatbush Avenue, have all developed wonderfully within the past few years in providing suitable homes for people of modest wants and capacities. What Brooklyn really needs for its further development is another bridge with the metropolis—say at about Twenty-third Street. This of course would materially benefit New York in providing an outlet for her surplus population; and from another stand-point it would also benefit her greatly in procuring for thousands of her workers better homes than New York provided for them, and at less cost. With numberless controversies still bright and fresh about the one "Brooklyn Bridge," it is more than likely that another is in the dim future.

There is a lot of "cheap wit" current throughout the country about the city of Penn. Somnolent she may be, staid she no doubt always will be, and perhaps there is nothing which does run through Philadelphia save the river Schuylkill, but, for all this, she is the "city of homes" the world over. When Penn and his disciples laid out the Quaker City, they designed that all streets should cross each other at right angles, and that alleyways and smaller streets should intersect the larger ones, furnishing rear outlets to the houses, besides light and air, and thus fa-

ilitating traffic throughout the city. Penn's idea has been much abused in one respect. These alleyways and "side streets," as they are called, owing to an atrociously bad city government and a "cobble-stone ring," are not the blessing and convenience they ought to be; they are wretchedly paved, and frequently kept indifferently clean. In localities in the older parts of the city it has not always been possible to provide alleyways or a small street in the rear of the blocks; so a two-foot alleyway between each pair of houses, connecting with both yards and opening on to the front street, affords egress and exit to the rear of the house. This idea has also been elaborated in many of the better class of houses, where the side yards of each pair of houses open on to the front street, closed by a handsome ornamental gateway; but of course this requires an exceptionally wide lot, so there are few if any being built in that style. Philadelphia is, properly speaking, divided into five separate districts, in all of which the wage-earner finds equal accommodations in his home. These are the old city south of Market Street, from Market Street north to the city limits, in the Kensington and Richmond districts, the Germantown and Manayunk suburbs, and West Philadelphia. The Philadelphia houses of single width are, with rare exceptions, designed as to the interior upon one plan. There are no basements; the parlor, dining-room, and kitchen are on one floor, but not connecting, except as to dining-room and kitchen; these usually open into each other, and are reached from the front door by an entryway which parallels the parlor; the stairway ends opposite the entrance to the parlor, and runs up through the middle of the house. One feature of Philadelphia houses peculiar to Quaker City homes is the "back building," somewhat similar to but much deeper than the New York "extension"; the dining-room and kitchen are in this extension on the ground-floor, the sitting-room being on the second floor; and in four-story houses there are two, and sometimes three bedrooms over the sitting-room. The bathroom is usually between the back and front buildings. All these are light rooms, opening on to the "side yard," which runs parallel with the back buildings on a twenty-foot lot; this side yard is usually about four feet wide. On a great number of the streets, chiefly the numbered ones, the buildings are constructed with stores on the ground-floor, with a side door to reach the dwelling above. Sometimes the fam-



RIDGEWOOD AVENUE AND LINWOOD STREET, BROOKLYN, EAST NEW YORK.  
(Floors renting for from \$18 to \$25 per month.)

ily live over the little business carried on in the store below, or it may be rented separately. Of course the famous "white shutters" must not be forgotten. But few new houses are supplied with these. Philadelphia has progressed a little. But they still wash down the sidewalks on Saturdays. This, in a general way, describes all Philadelphia houses, the smaller and cheaper houses being the larger ones in miniature. Philadelphia pressed brick, owing to the exceptionally fine clay found in the county, is considered the best brick made, and forms the material for the majority of the houses, and, to a great extent, the pavements also; but in the latest building operations brick pavements have been discarded and various patent pavements substituted. As a usual thing a Philadelphia block contains from thirty to forty houses, and when one considers that a two-story brick house, with gas throughout, a bath-room with hot and cold water—six rooms in all—with a small well-fenced and well-paved yard, can be rented for \$13 50 per month, there need be no sneers at the old Quaker City when she provides her people with homes like these. I clip from the Philadelphia *Ledger* some of its real-estate notices. They are instructive reading as compared with similar "ads" in other cities.

(\$1000 ONLY, WORTH \$2000, OR FOR RENT, ONLY \$12 PER month—Those new two-story, five-room houses, lots 14 x 66; bath, gas, hot and cold water; polished brass gas fixtures; gold paper; cemented collars, with heaters; not built on filled-in ground, but on that as solid as a rock; street as wide as Broad Street. The owner of these houses owns considerable ground in this neighborhood, and, as a means of improving same, is offering these houses at cost. Terms very easy. Allegheny Avenue and Thompson Street, one square west of Richmond Street. Depot of red cars on Second and Third Streets line within a square.

WEST PHILADELPHIA PROPERTY.

4—Haverford, 9 rooms	\$18 00
4—Haverford, 9 rooms	18 00
8—Melon, 7 rooms	10 00
8—North Forty-fourth, 7 rooms, large lot	14 00
4—Wallace, 6 rooms	18 00
4—Wallace, 6 rooms	18 00
4—Prescott, 6 rooms	12 00
5—Chelsea, 4 rooms	8 00

CITY PROPERTY.

FOR RENT—DESIRABLE DWELLINGS.

2—South Sixth Street, 11 rooms	\$40 00
1—Elkworth Street, 5 rooms	14 00
1—North Eleventh Street, 3 rooms	8 00
1—Walrus Street, 4 rooms	10 00
2—Columbia Avenue, 10 rooms	28 00
2—South Street, 4 rooms	9 00
9—Sartain Street, 3 rooms	20 00

The highest-priced house on these lists is \$40 per month, and that is in an old section of the city, with eleven rooms, and from its location could easily be let for business pur-



ROCKWELL PLACE, NEAR LAFAYETTE AND FLATBUSH AVENUES, BROOKLYN.  
(Floors renting for from \$18 to \$25 per month.)

F. Gesson Schell

poses. Philadelphia has suffered very greatly for want of proper rapid transit; but now that the Reading Railroad Company has at last accomplished its Market Street terminal, the Northeastern Elevated also having acquired its charter, there will no doubt be greater facilities for reaching the far-off sections of the city. Apart from this, Philadelphia has the most complete system of street railroads in the world; almost every street is gridironed, and while, as is usual with all railroad companies, they have shockingly abused the privileges conferred upon them by a too trusting Legislature and City Councils, they have undoubtedly worked immense benefits to the citizens, for Philadelphia is above all things a city of "magnificent distances." A street car going somewhere, with a system of passes and exchanges, rides by or within a stone's-throw of every "home" in the Quaker City.

Philadelphia is also the headquarters of the building association. There are some twelve hundred of these organizations in Pennsylvania, nearly one-half of them being located in Philadelphia; they have done much to develop the "small homes" of the Quaker City, having been honestly and efficiently managed. The theory and practice of the building association is the spirit of co-operation. Land is cheap, opportunities for owning one's own home are easy to acquire, and the building association has been the *modus operandi*. One must not forget, too, her far-famed markets, superbly supplied with the finest and choicest farm produce in this country.

Philadelphia undoubtedly does not possess that metropolitan something which inspires enthusiasm and a general condition of "hustle," but for the wage-earner and man of humble means she provides more comfort, happiness, and independence for one of Uncle Sam's dollars than the same wage-earner can secure for five times that sum in any other city in this country or in foreign parts. Strange to relate, Philadelphia is a good theatrical city, in spite of its Quaker antecedents. "Home life" must have its pleasures and distractions, and theatres are both numerous and prosperous. In addition, she is splendidly supplied with public institutions, galleries, museums, and libraries, so that "all the comforts of home" exist upon no mean scale for the wage-earner and mechanic.

When the traveller reaches Baltimore there is an aroma of the sunny South in the air, and a soft "hurr" upon the tongue of the passer-by. There is, too, a *dolce far niente* in the general make up of the town, a provincialism that is both pleasant and surprising. The Southern way of *laissez-aller* is on all sides of you, the street-car "horses" are mules, the "raw box" is in sight, and the "darky" of the old times walks her streets. You feel you have entered another section of these great United States. Architecturally speaking, Baltimore has hurried by the way-side. From a geographical standpoint it does not attract much emigration; its commerce has increased, but only as a cheap tide-water port with good railroad facilities and small charges to shippers. In the matter of "homes" for its people, it has stood practically still. In the "old town" on the east side of the city, on Caroline Street near Pratt and other contiguous thoroughfares, a small brick dwelling with a high flight of white or green steps that run up the front of the house, often sideways, brings \$18 per month without bath, gas, or furnace! Here, too, there is a cellarway open-

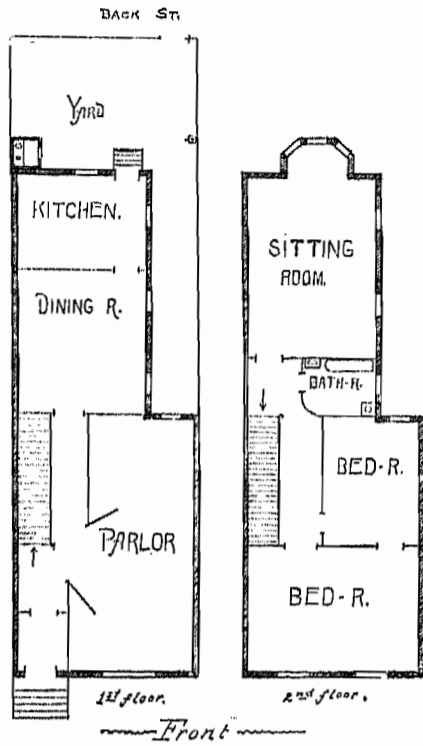
ing on to the sidewalk, and often the old plantation "moke" is seen sawing in two huge fire logs for the winter's blaze. But this is not peculiar only to the cheaper grade of houses, but also to many of the stately but old-fashioned homes. Baltimore can rightfully boast of her splendid farm produce and of its cheapness; in this respect she holds her own with any city in this country.

Side the city limits already extended almost to the county lines. Both the North and South sides contain, of course, a certain percentage of wage-earners' "homes" of the class I have treated of, but property is much higher in both these sections, and so it comes that the great majority of this class find their sleeping-place within the classier precincts of the West Side. It must be said, in the interest of truth and historical accuracy, that a more ugly town than this West Chicago is, it would be hard to find. And it is ugly beyond reformation. Single flats of four stories abound, built generally of a cheap brick with slate stone trimmings; gas, of course, on all floors; water in plenty, and a bath-room to every flat; there are no elevators in these flats, nor any cellars. In fact, strictly speaking, there is not a cellar in Chicago, as to excavate below the basement depth means to strike water. The type of single house is a two-story frame cottage, built in pairs, with a high stoop, a porch, and usually a small yard in front, which, with the more tasteful and refined tenants, presents quite an array of garden flowers. Most of the pavements are board walks

down the centre of the footway, bordered on either side by grass-plots, and on the street side, sometimes a row of trees. The streets when paved at all are remarkably well done; patent pavements, Belgian blocks, and macadam are all represented.

The plans of the Chicago "flats" follow those of New York very closely, except that they are rarely so well built or finished; the rent will range from \$20 to \$40 a month, and average about \$10 a month cheaper than Gotham. A great many of the Chicago blocks are cut in two by alleyways or small streets, something on the Philadelphia plan. These are seldom paved and never cleaned; back fences always retain the natural color of the wood; paint is plentiful but time is scarce out there. The only elevated railroad that has so far begun an existence is known as the "Alley Road," because its tracks run down the alleyway between Wabash Avenue and State Street. The Philadelphia Syndicate has also absorbed in Chicago most of the street-car lines, and "cabled" them to the distinct advantage of "homes" for the people. They get better and quicker transportation, cleaner streets, and, being enabled to go out into more distant and cheaper districts, perhaps in time the class of buildings may improve; at present it is distinctly bad. The cost of food supplies is probably cheaper by 25 per cent. in Chicago than in any other city of relative size in the country. Poultry, game, vegetables, butter, eggs, milk, fruit, meats, and even fish, are remarkably cheap and plentiful. There are no market buildings like the Farmers' Market in Philadelphia or Fulton Market in New York; the green-grocer and butcher furnish all the supplies, much on the New York principle. In fact, in most aspects of its life, Chicago is a weak imitation of the metropolis. Amusements are chiefly Eastern successes; the lake unfortunately affords comparatively little recreation; it is too rough and uncertain for much rowing or sailing, and excursions by steamboat are not looked upon with much favor. But Chicago, for all these drawbacks, is a great city for the "hustler"; the spirit of adventure and daring speculation is abroad among the people; there is a constant "boom," the latest and biggest being the World's Fair. This will have a tendency to enhance the value of South Side real estate so much that the wage-earner who luxuriates on \$25 per week, will as the Fair approaches its opening, find his rent so much raised that he will be compelled to find a cheaper "home." As is likely, he will not migrate to the North or West Side, but migrate further south, to Pullman, for instance, where really exceptional opportunities are provided for the working-man, and more nearly approaching the comforts of a Philadelphia "home."

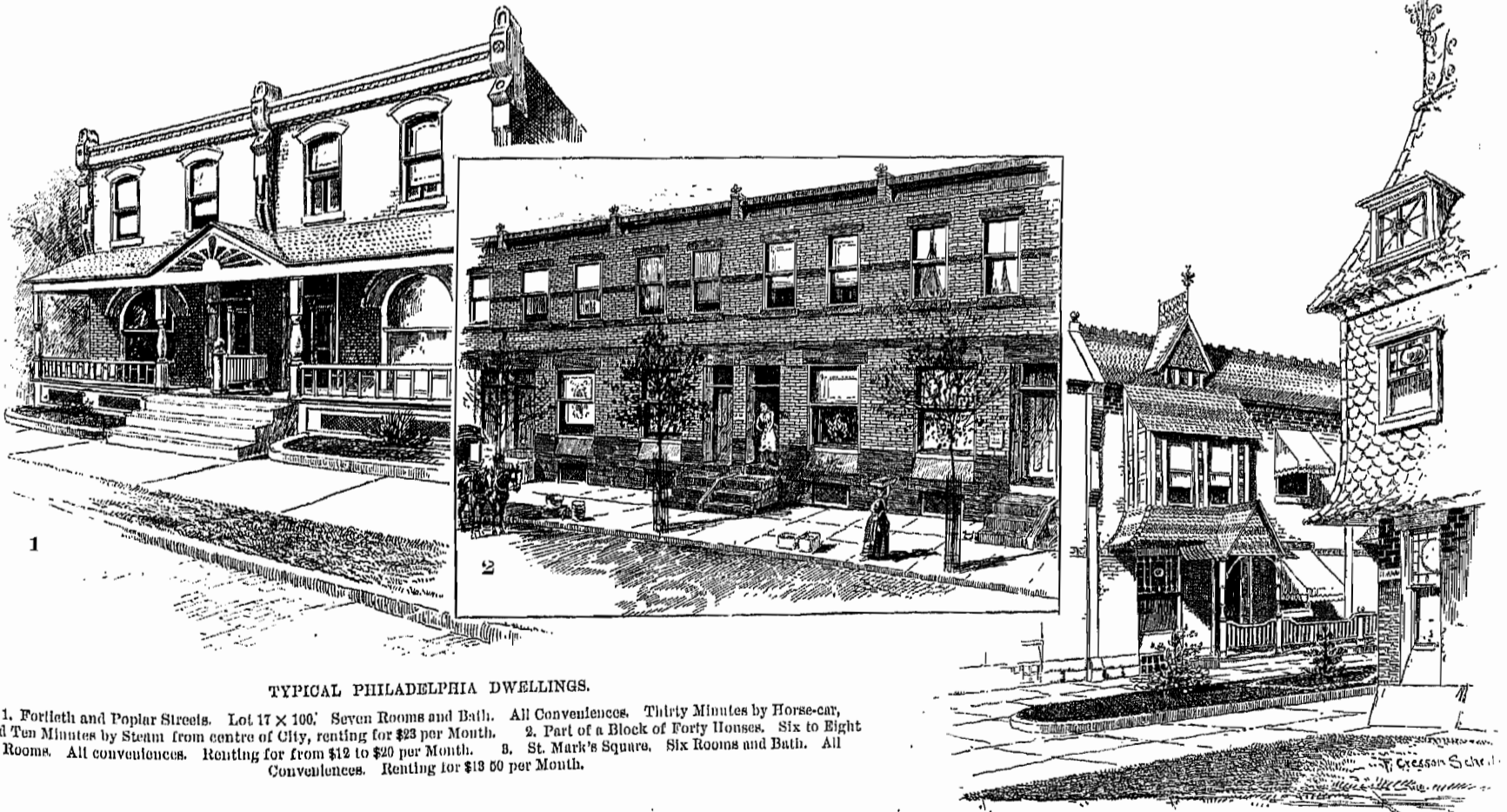
Pullman is indeed a country town of homes with city conveniences. There are altogether about six thousand mechanics finding employment there, most of them, of course, employed at the great shops of the Pullman Company. The average rental in Pullman of single houses is \$14 per month. Flats containing from two to five rooms, rent from \$6 to \$9 a month. There is still another kind of flat, where each family has a separate entrance, with five good rooms and a basement, renting for from \$14 to \$16 a flat. Separate sinks, water-traps and closets are provided for each family. The single houses are really models of comfort and convenience. They are all solidly built on stone foundations; main walls of common brick, and fronts of an excellent quality of



PLAN OF TYPICAL TWO-STORY HOUSE IN PHILADELPHIA. (Renting for from \$18 to \$26 per month.)

Isabella. With the Fair now more of an actuality than other parts of our country have generally conceded, how and where the people of Chicago live casts an interesting shadow upon the festivities in prospect. The Chicago River, or ditch, more accurately speaking, cuts the city into three distinct sections—the North, South, and West sides; there is also a corner called the Northwest Side, but is in reality part of the West Side proper.

Chicago has within a year absorbed legally the whole of Cook County, and has thus acquired *de jure* as well as *de facto* all of the North and South Side suburbs; on the West



TYPICAL PHILADELPHIA DWELLINGS.

- 1. Fortieth and Poplar Streets. Lot 17 x 100'. Seven Rooms and Bath. All conveniences. Thirty Minutes by Horse-car, and Ten Minutes by Steam from centre of City, renting for \$23 per Month.
- 2. Part of a Block of Forty Houses. Six to Eight Rooms. All conveniences. Renting for from \$12 to \$20 per Month.
- 3. St. Mark's Square. Six Rooms and Bath. All conveniences. Renting for \$13 50 per Month.

ing on to the sidewalk, and often the old plantation "moke" is seen sawing in two huge fire logs for the winter's blaze. But this is not peculiar only to the cheaper grade of houses, but also to many of the stately but old-fashioned homes. Baltimore can rightfully boast of her splendid farm produce and of its cheapness; in this respect she holds her own with any city in this country.

On Division Street, near Lafayette, a new dwelling section of the Monumental City, there have been erected a number of "small homes" of eight rooms each, with bath, gas on first floor, but no furnace and no inside closets. Just why gas should stop short at the first floor shows how little progress this old town has made. Darkness, or candles and the treacherous coal-oil lamp illuminate the upper portions of these homes. Beyond Druid Hill Park and towards the old race-course building operations in cheap houses have been carried on more or less successfully; but the lack of proper "rapid transit" has hampered the complete success of these schemes. Now, however, that mules are to be succeeded by the cable and will shortly disappear, Baltimore will no doubt improve in the matter of "small homes," and

Side the city limits already extended almost to the county lines. Both the North and South sides contain, of course, a certain percentage of wage-earners' "homes" of the class I have treated of, but property is much higher in both these sections, and so it comes that the great majority of this class find their sleeping-place within the classier precincts of the West Side. It must be said, in the interest of truth and historical accuracy, that a more ugly town than this West Chicago is, it would be hard to find. And it is ugly beyond reformation. Single flats of four stories abound, built generally of a cheap brick with slate stone trimmings; gas, of course, on all floors; water in plenty, and a bath-room to every flat; there are no elevators in these flats, nor any cellars. In fact, strictly speaking, there is not a cellar in Chicago, as to excavate below the basement depth means to strike water. The type of single house is a two-story frame cottage, built in pairs, with a high stoop, a porch, and usually a small yard in front, which, with the more tasteful and refined tenants, presents quite an array of garden flowers. Most of the pavements are board walks

pressed brick. The interior woodwork is of pine in natural finish; in the basement, which is so well built as to be perfectly dry, there are the laundry, steel-plate furnace in a room by itself, coal-bin, store-room, etc. On the first floor there are the parlor, hallway, dining-room, kitchen, and necessary pantries. The second floor contains four bedrooms, bath-room, with stationary wash-stand, hot and cold water, and closets. The third floor contains three comfortable sleeping-rooms. The sewerage is iron throughout, with necessary catch basins. There are also open fireplaces in the parlor and front bedroom. Some are built with bay-window fronts, others with covered piazzas. Each house has a large back yard, with wood and coal shed. The Pullman Company own all these properties, and maintain them in first-class condition. A great number of the dwellings are heated by steam. The grounds are terraced and planted with flowers and shrubbery.

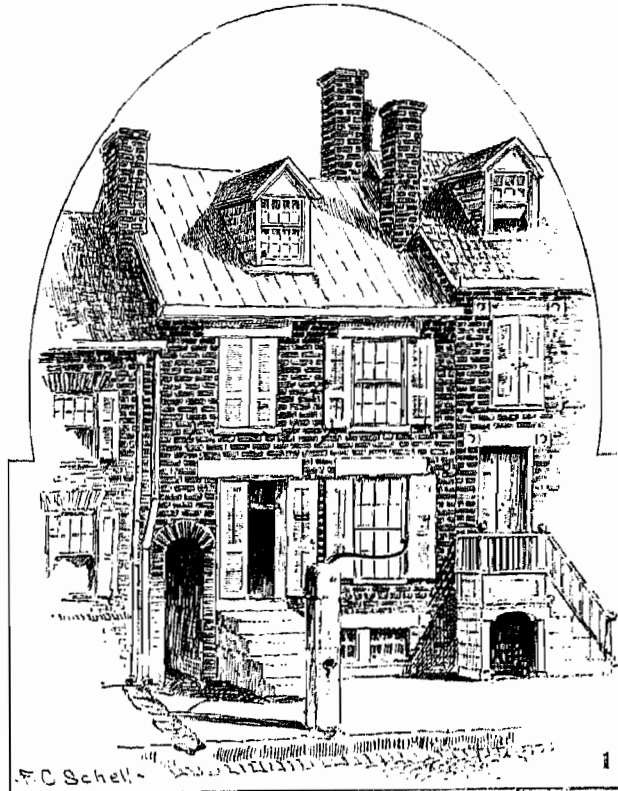
The front yards are not fenced, but left open, so as to give to the streets the appearance of parks. Pullman is charmingly situated on the lake, within easy riding distance of Chicago; the rentals are not more than three-fourths as much as the like amount of room brings in Chicago, and there is nothing in the World's Fair city to compare in attractiveness to these Pullman homes.

They say comparisons are odious, but the object of this article has been to place before my readers a frank and explicit statement of what constitutes happiness, home, and prosperity for the average wage-earners in several of our large cities. Life in American cities does not present, one as compared to the other, that variegated and local coloring which is the charm of foreign countries; perhaps an exception in favor of this rule may be made as to New Orleans, whose Franco-Spanish origin lends to it an individuality possessed by no other city in the United States. Outside of the city on the Gulf, actual existence does not differ materially as between the rival cities. Chicago is said to be a summer resort, but the confidence of the public in this claim has, I am afraid, been rudely upset when it sees 100° in the shade recorded for the World's Fair city. New York is not a summer resort, but there is no city in the world where there is so much of amusement and recreation within easy and cheap reach of the people. If only a better means of interurban transit were in existence to give the people better "homes," New York might be called an ideal city for poor and rich alike; but so long as the mass of the "people" are herded together under one roof, there cannot be that freedom of life which provides a real "home" and health-giving surroundings. Boston is exceptionally well situated for healthfulness. The climate in the summer is, on the whole, equable; the winters are apt to be pretty severe, and an east wind is not a "thing of joy forever." Yet as the "homes" in Boston are largely suburban, and many of them can be called even rural, the average worker has considerable comfort and freedom in Boston. Baltimore does not, on the whole, stand the test of comparison. They need to wake up there, and give the people better homes and more of them; "homes" that earn the name, and that compare with other cities in progress and enlightenment.

I have said before that there is a great deal of cheap wit afloat at the expense of the city of Penn. Some of it is perhaps deserved; much of it is launched in a spirit of ignorance and envy. Philadelphia can well afford to listen unmoved to these ribald jests; for what city in this or any other country has earned the title, "a city of homes"? It is better than being called a "Windy City," or a "Monumental City," or the "Hub of the Universe," or, indeed, a "City of Churches," and means more to hundreds and thousands than life in a tenement eight stories high in the "Empire City."

As a matter of statistical comparison, it is well

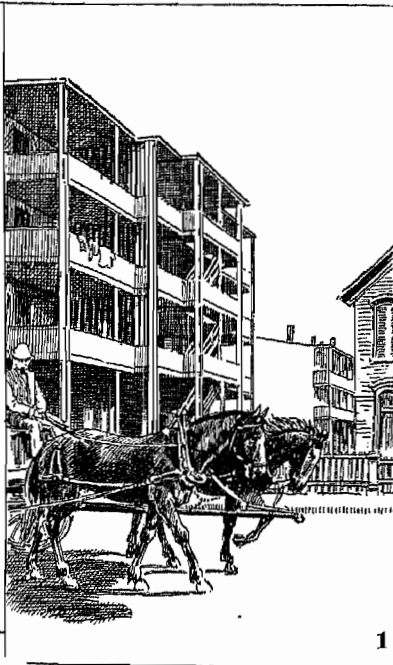
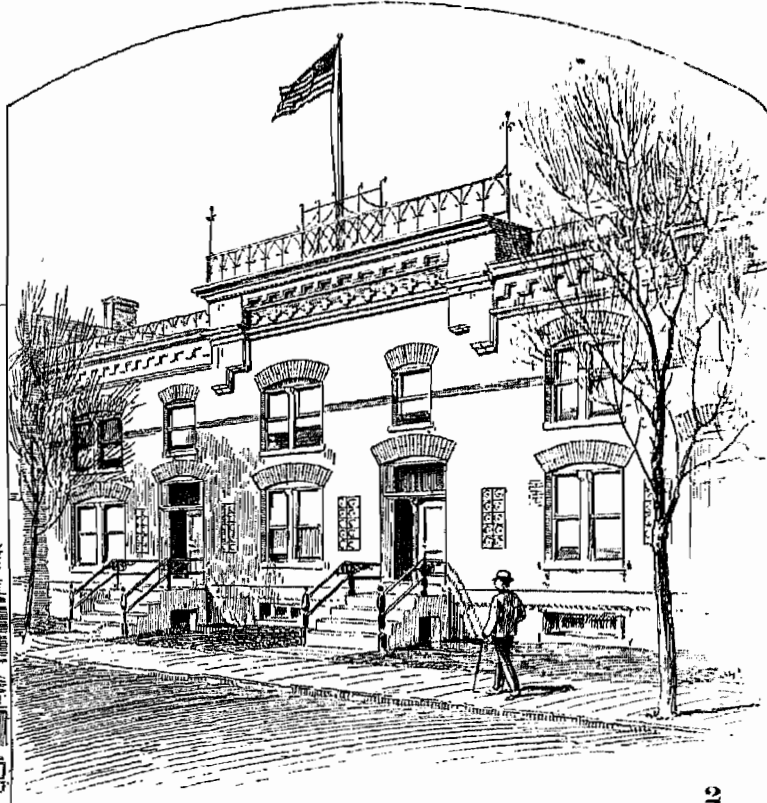
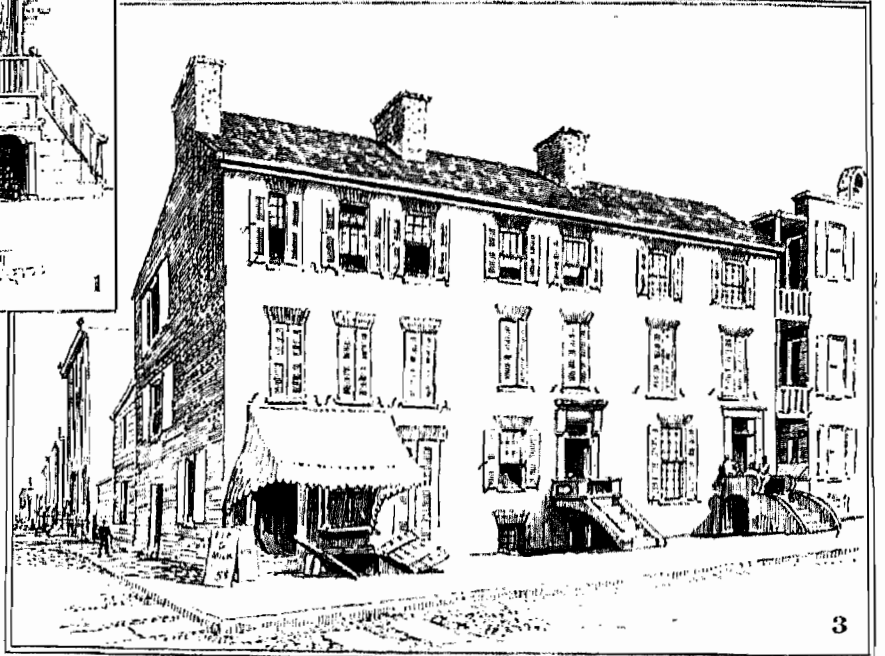
to state here that Philadelphia has 235,033 buildings of all kinds; the letter-carriers covering 91½ square miles of territory, against 120,000 buildings in New



BALTIMORE DWELLINGS.

1. Caroline Street, near Pratt Street, East Side, Old Town. Nine Rooms. No Bath, Gas, or Furnace. \$18 per Month.
2. Division Street near Lafayette Avenue, new part of Town. Eight Rooms and Bath. Gas on lower Floors. No Furnace, no Inside Closets. Bay-window Houses renting for \$21 per Month. Adjoining Houses for \$22.
3. East Side, Old Town. Six and Seven Rooms, no Conveniences. \$12 and \$15 per Month.

York, and 41 square miles of territory; 128,000 houses and 61 square miles of territory in



SMALL HOUSES IN CHICAGO.

1. South Side. Three Miles (thirty minutes) from Business Centre. Lighted by Gas. \$25 per Month.
2. Brick Dwellings on Irving Avenue, West Side. Three Miles (thirty minutes) from Business Centre. No Conveniences, except occasionally Gas. Renting for about \$25 per Month.
3. "Block No. 10," Pullman, Chicago. About one and a half miles from Business Centre.
4. A typical Dwelling. About one and a half miles from Business Centre.

Chicago; and 53,000 in Boston; and probably something less in Baltimore. Of these 235,000 and odd buildings in the Quaker City, 83,008 are two-story dwellings—read these figures attentively, it means a "home" for from \$8 to \$13 a month—66,771 are three-story dwellings; a beautiful little "home," three stories high, for \$25 a month and even less. I find that perhaps I may have extolled the "homes" of the Quaker City seemingly at the expense of the other cities discussed, but to those acquainted with the facts, my enthusiasm is not out of bounds. If the old adage "A man's home is his castle" was ever proved, it is in the Quaker City.

THE PROGRESS OF GUN-MAKING IN THE UNITED STATES.

BY LIEUTENANT F. DE T. CLOTH, OF THE FRENCH ARMY.

THE long spell of peace which the United States have been enjoying for a period of nearly thirty years has had a stagnant effect upon the progress of the manufacture of domestic ordnance. Only in small arms and machine-guns has this country maintained its place. Recently, however, the thinking part of the population has become cognizant of the fact that peace is the only time allotted to a nation to prepare for war. Whenever war clouds gather on the political horizon of the world, the American mind begins to feel uneasy. This uneasiness does not prove so much that the population of this great commonwealth is conscious of its utter defencelessness in case of war, as it proves the fact that the Union is developing fast from a second-rate power into a great power of international political importance.

Without a coast defence, without a sufficient navy, without an adequate army to preserve even peace within her own borders, the country would fall a prey to the first onslaught from outside. Superior force alone is the test of right and wrong between nations, and the only verdict that is given is given from the mouth of the cannon.

What have the United States hitherto done in the way of providing for an adequate armament, such as modern times require in order to be safe at home? Nothing; practically nothing.

The efforts of the War and Navy departments in this direction are just as reprehensible as the actions of the legislative bodies are dilatory and unpatriotic.

Captain Rodgers Birnie, U.S.A., to whom the writer feels greatly obliged for valuable information on the subject under discussion, is perfectly right when he says, "The trade of munitions of war obeys, like every other industry, the inevitable law of supply and demand."

The demand for small arms for general use in this country, and the fact that the cost of manufacture and improvement of these arms places the matter within reasonable control of private industry, and does not necessitate a very large expenditure on the part of the government, have maintained the necessary skill in the art, and have enabled American private manufacturers to compete successfully in the markets of the world. Very different, however, is the case with heavy guns. For these the government alone can create a demand. During the civil war, when the demand for guns was strong,