

World's Columbian Exposition and Lanyon Opera House

The celebrated world's fair in Jackson Park drew the attention of Englewood residents on Chicago Day, 9 October 1893, the 22nd anniversary of the 1871 Great Chicago Fire. But before the world's fair, there was the Lanyon Opera House. Little is known of its origin, but most certainly it was built and owned by the Lanyons at the outset. Then it was sold and operated under the name Englewood Opera House, although "Lanyon" remained inscribed in stone above the main entrance.

An image of the building is shown on page 2 in halftone red color, indicating a four-story structure with a fifth partial floor with dormers and a cupola above the front façade. The building appears to be of timber frame construction. Immediately below the cupola is a sign stating, "Lanyon's Opera House," the original name of the building. Descriptive text in the upper left-hand corner describes the distance from downtown Chicago and railroad transportation routes to Englewood. Descriptive text in the upper right-hand corner briefly describes Englewood and opera house information. The opera house was located on Englewood Avenue, later named Sixty-Second Place, between Wentworth and Princeton Avenues.

A pencil sketch on the letterhead indicates that someone, perhaps D. N. Lanyon, Lessee and Manager, was outlining the opera house proscenium.

The opera house is referred to as the well-known Lanyon Opera House on page 44 and as the old Lanyon Opera House on page 157 of Gerald Sullivan's *The Story of Englewood* published by the Englewood Business Men's Association in 1924. Numerous references to Lanyons are mentioned on page 44 which is displayed on page 4.

On page 157 of the Englewood story book in discussing the history of the Y. M. C. A. is stated: "A lecture course of six lectures was given each year in the old Lanyon Opera House on Englewood Avenue and later in the Marlowe Theatre."

The aerial photograph on page 3, is from the Chicago Public Library, Special Collections, located on the tenth floor of the Harold Washington Library. No description was provided, but it is believed to be looking southeast from an elevated viewpoint, such as, the 61st Street Station, Englewood branch of elevated rapid transit railroad, presently the CTA Green Line, which opened about 1906 per Sullivan, page 103. The large building is believed to be the opera house since its outlines match the image on the letterhead. It was placed on Englewood Avenue in the Sullivan book, page 157. The shadowed north face of the building would place it on the south side of Englewood Avenue, later known as Sixty-Second Place, probably west of and close to Wentworth Avenue. Presently, all this is the Dan Ryan Expressway.

The opera house was built sometime after 1874 when the Lanyons first arrived in Englewood. The opera house was there after 1906 when 61st Street elevated railroad stop was opened.

Having worked at the world's fair, Dick was interested in being part of Chicago Day. Page 5 displays his workman's pass and page 6 is a map of the fair and Midway Plaisance. The notes and photographs on pages 7 through 13 describe the Chicago Day activities.

LOCATED seven miles from McVicker's Theater, Chicago, Illinois, on the Lake Shore and Michigan Southern, Pittsburg, Ft. Wayne & Chicago, Chicago, Rock Island & Pacific, Louisville, New Albany & Chicago, Wabash & St. Louis, Chicago & Atlantic, Chicago & Eastern Illinois and Nickel Plate Railways. State Street Cable Cars, Wentworth Avenue and Halsted Street Hores Car lines from Chicago.

NOTE: All bills and darters should read Englewood Opera House.

SEASON OF 1889-90.

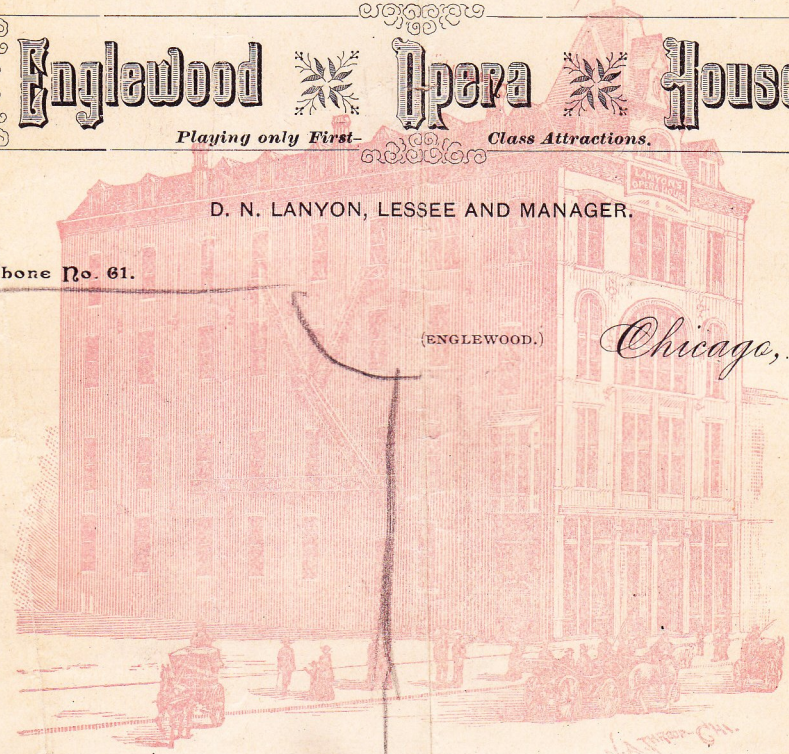
Englewood Opera House,
Playing only First-Class Attractions.

D. N. LANYON, LESSEE AND MANAGER.

Telephone No. 61.

(ENGLEWOOD.)

Chicago, 18



ENGLEWOOD proper has a population of over 40,000, the Rock Island Shops, and Union Stock Yards only one and a half miles away, connected by street cars, swelling the number to draw from to over 70,000. The Opera House has 1,000 opera chairs, 10 full sets of scenery, stage 25 feet opening by 30 feet deep. Proscenium 22 feet high. Flats 16 feet high, and height to rigging loft 24 feet.

For research purposes only.
Chicago Public Library



HARDWARE

- 1873 Darling & Cook, 63rd St., near Wentworth Ave.
 1878 J. F. Tramel, 63rd St., near Wentworth Ave.
 1882 Frank Porter, 63rd St., near Wentworth Ave.
 1888 Daniel Wink, Corner 63rd St. and Normal Ave.
 1890 Hoselton & McKay, Wentworth Ave., near 63rd St.

FURNITURE

- 1885 Barney Bros., Cor. Wentworth Ave. and 62nd St.
 1882 Herman Lucht, Wentworth Ave., near 63rd St.

DRUGGIST

- 1871 Kirk, 63rd St., near Wentworth Ave.
 1878 N. Pierpont, Cor. 62nd St. and Wentworth Ave.
 1880 J. E. DeWolf, 61st St., near Wentworth Ave.
 1878 Hogan & Hisgen, Wentworth Ave., near 62nd St.

FLOUR AND FEED

- 1874 Josiah Lanyon, Wentworth Ave., near 63rd St.
 Beckwith & Terriere, Wentworth Ave., near 63rd St.

UNDERTAKER

- ⇒ 1874 J. B. Lanyon, Wentworth Ave., near 63rd St.
 J. J. Horning, Wentworth Ave., near 63rd St.
 1872 Charles Underwood, 63rd St., near Wentworth Ave.

HARNESS STORE

- ⇒ 1874 C. H. Lanyon, Wentworth Ave., near 63rd St.

DRY GOODS

- 1871 J. C. Tibbetts, Wentworth Ave. and 62nd St.
 1874 Solomon Schiff, Wentworth Ave., near 63rd St.
 1875 D. H. Hanford, Wentworth Ave. and 62nd St.
 1878 H. W. Thompson, 61st St., near Wentworth Ave.

Some of these merchants are still with us and doing business on 63rd Street. J. W. Barney, the surviving partner of Barney Bros., is now engaged (1923) in the real estate business, although his good brother, Fletcher M., passed to his reward a decade ago. John B. Lanyon, the undertaker, is with his son, Lester B. Lanyon, in the same business. Charles H. Lanyon is still selling harness on Wentworth Avenue, when such a curiosity as a horse can be procured. The younger brother, Fred, is still doing decorating with as much skill as when manager of the well known Lanyon Opera House.

Frank F. Porter, when he has time to spare from his genealogical tree of the Porter family, still sells hardware on 63rd Street. Mayo and Weed, the veteran photographers, are both in business; Charles Mayo on 63rd Street and Jarvis Weed on 69th Street. Frank P. Barkey sells shoes with the same smiling countenance he did in yesteryear. John Bredin, the veteran groceryman, is in California enjoying the fruits of a very in-

FORFEITED IF TRANSFERRED.

WORKMAN'S PASS.

World's Columbian Exposition.

Good until May 15th, 1893,

UNLESS SOONER REVOKED.

Pass

W. C. Langdon

Account

Morris Honey Ex

At Entrances B. F. I. K. or O.

B 30673

Horace Tucker,

Superintendent Department of Admissions.

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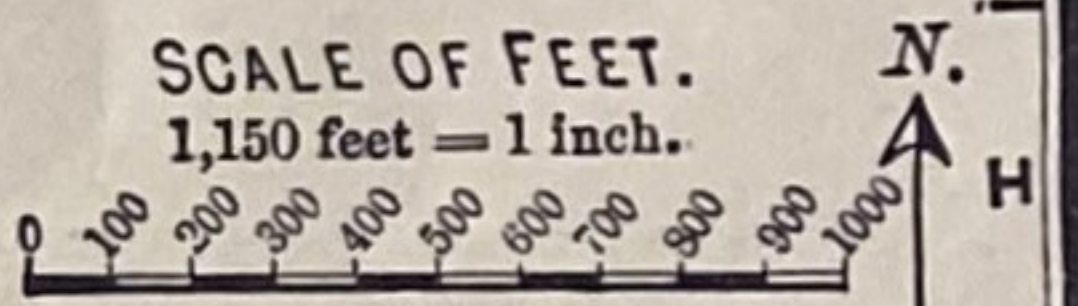
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Rand, McNally & Co.'s New Indexed Miniature Guide Map OF THE World's Columbian Exposition AT Chicago, 1893.



EXPLANATION. RAILROADS, ELEVATED R. R., CABLE CARS, ELECTRIC CARS.

Rand, McNally & Co.'s New Indexed Miniature Guide Map of the World's Columbian Exposition. Copyright, 1893, by Rand, McNally & Co.





Over

6331 Wright Street,
ENGLEWOOD, ILL.

W. R. Dred,

"Chicago Day" Oct 9th - 1893.

at Wentworth + 61st St waiting its turn
to go over Viaduct between Wentworth + State St

The South Side's Contribution on
"Chicago Day," To the Columbian World's
Fair on Oct 9th 1893, the Total attendance
to the Fair on the above date was over
750,000 People

D. M. Langson
240 - W - 61st Place
Chicago Ill

Mr Langson's picture on
front of this car with
paper under his arm he
lived here over 50 years.

Chicago day Oct. 9th 1893.



Coming off to 3rd St going north on Wentworth to 61st

MAYO & WEED,
PHOTOGRAPHERS,
332 63rd Street,
(ENGLEWOOD,) CHICAGO, ILL.

Chicago Day "Oct 9th 1893"



way to world's Fair

ing off 61st St viaduct, onto State St on

Chicago Oct 4th 1933

To Whom it may Concern

The three enclosed Pictures showing the contribution of Southtown to the Columbian World Fair on "Chicago Day" Oct 9th 1893, held in Jackson Park, on that morning I arose early at 4-30 a.m. and I went to the corner of 63rd St and Wentworth Ave and it surely was a sight to see the great number of people men women and children who had arrived by the many trains during the night to go to the Fair "Chicago Day" the people were sleeping in the doorways of every store and other places that they could get to rest, on 63rd St and north on Wentworth Ave to 61st St, waiting for the street cars to get running to the Fair a temporary viaduct built over the R.R. Tracks from 61st on Wentworth across to State only one car could pass over at a time for safety. otherwise the Pictures speak for themselves, just in front of the front car awaiting its turn to go over the viaduct is a picture of the writer with a newspaper under his arm. Respectfully H. W. Langdon, 240-W-61st Place
Phone Normal-0144, Chicago Ills



An 1892 Chicago cable train. This successor to the horsecar and forerunner of the trolley ran via Wells and Clark streets to Diversey.

RAPID TRANSIT 1890 Version

THE CABLE CAR was invented to climb the steep streets of hilly cities like San Francisco, but the world's largest cable car system was in Chicago, one of the flattest cities on earth. Eighty-two miles of cable ran in slots under the pavement, on routes along State street, Wabash and Cottage Grove avenues, and 55th street on the south side; Halsted street, Madison street, and Blue Island and Milwaukee avenues on the west side, and Clark street, Clybourn avenue, Lincoln avenue, and Wells street on the north side.

The era of the cable car, lasting less than 25 years, is recalled in "Cable

Railways of Chicago," newly published by the Electric Railway Historical society of Chicago. The first grip car, pulling a horsecar behind it, traveled down South State street on Jan. 28, 1882. The city's last cable car made its way out on Cottage Grove avenue to 38th street on Oct. 21, 1906.

The trolley supplanted the cable car, as the cable car had supplanted the horsecar, and as the bus is supplanting the trolley. Had the trolley been developed a few years earlier, Chicago never would have seen a cable car. Its story is a quaint chapter in the town's traction history, but a colorful one.



These cars served the World's Fair of 1893.