

The Garden City Sand Company commenced business in the year 1883 and were the first to commence the shipping of sand by rail to this city. It was incorporated in 1884, under the name that it now bears, the entire original capital amounting solely to a loan of \$300. It has prospered, and the worth of the company at the present time, above liabilities, amounts to \$100,000. The present manager, C. B. Sheffer, was born in 1847, near Mansfield, Ohio. He commenced railroading in a minor position, when ten years of age, and continued constantly at the business until May, 1880, at the same time managing the business of the sand company and successfully attending to his railroad affairs, without serious inconvenience to himself or detriment to the business. He ran a passenger train for the Pennsylvania railroad for twenty-four years, the last six years being on the limited express, which allowed him to spend the greater part of his time in Chicago. N. C. Fisher, secretary of this company, was born in 1856 and was brought up in Ohio, coming to Chicago in 1879, where he engaged in the service of the Pennsylvania railroad at the Union depot in 1881, continuing in the service of that company until 1887. In the meantime he attended to his duties as secretary of the company until his labors became too great, when he was obliged to relinquish his position with the railroad company and give his entire attention to the business of the Garden City Sand Company. His education was obtained in the common schools of Bucyrus, Ohio, finishing the course at the high school and afterward taking a course at Eastman's college at Poughkeepsie, N. Y., after which he left for Chicago, where he has since made his home. Mr. Sheffer and Mr. Fisher commenced business on their own hook, not knowing whether the experiment would be a losing one or not, inasmuch as they were severely ridiculed by the parties who were then furnishing sand by boat in this city, stating that the sand of this com-

pany was full of loam, dirt, etc., and that it could not be used successfully in the construction of buildings and other work of like nature. Notwithstanding this assertion, the business has grown to such an extent that at the present time their sales amount to upward of eleven thousand cars per year. They purchase molding sand as far east as Albany, N. Y., and ship as far west as Colorado and Montana. The mining of silica, or white sand for glassmaker's use, is a very important department of their business, and consists of the mining of sand, which is commonly known as St. Peter sandstone, by the blasting process, after which it is taken up by pumps, carried to vats and thoroughly washed by a system of washing machinery. It is then taken from the vats and carried to bins for draining and from there is taken to the drying machine, after which it is removed from the dryer and stored in elevators on the same plan as ordinary grain elevators, where it is kept ready for shipment at any time they may receive orders. In addition to dry sand, they also ship damp sand and drained sand for the same purpose. The silica sand is shipped for various purposes, such as stone-sawing, for the making of hard finish for walls, for blast furnaces, for the manufacture of fire brick and various other purposes. Their shipments of building sand at the present time consist of upward of forty cars daily, to say nothing of the sand carried by their own boat from various points on the east shore of Lake Michigan, from Kenosha, Wis., and from their property on South Manitou Island, Mich., where they have very heavy investments, both in the way of gravel machinery and sawmill, also several thousand acres of land, which they intend improving as a summer resort. This island consists of about five thousand acres of land, located a little over seven miles from the east shore of Lake Michigan, and is in a direct line from the Straits to Chicago. A large number of vessels pass there daily, and it is in full view of the bay, which is one of the best natural harbors on Lake Michigan. A beautiful lake, fully one mile in length, is located in the interior of the island, and is admirably adapted for bathing purposes, fishing, rowing and other sports of like nature. This island is destined to become one of the most noted summer resorts on the great chain of lakes, having many advantages not possessed by any other resort in the North. They have their own yards in various parts of Chicago, accessible both by rail and by water, and their outfit for the handling of sand is a most complete one. They are supposed to handle more kinds of sand, and in greater quantity, than any like concern in this country. In the fire brick department their sales have increased from year to year to such an extent that they compare favorably with the sales of the largest and oldest concerns in their line in the city, handling all the standard grades of brick at moderate prices and profits, and for this reason they are able to secure a larger business than older establishments who do not figure in the same manner. Their roofing and paving gravel is obtained principally from South Manitou Island, Mich., which is known to contain only twenty per cent. of lime, while the lake shore gravel, found in the vicinity of Chicago, is found, upon analysis, to contain from thirty to thirty-four per cent. No large building has been constructed in this city, in recent years, that has not been furnished with more or less material by this company, either to the mason, the plasterer, the tilesetter, the contractor who furnishes the concrete flooring, or various other trades who use sand more or less in

putting up their work. Among the large buildings which were furnished almost exclusively with materials by this company, especially the sand used in their construction, is the Auditorium, the Rookery, the Phenix building, Adams Express building, the Owings building, James H. Walker & Co.'s building, the United States Appraiser's building, the Grand Central depot, and many others.