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WHOLESALE IMPROVEMENTS.

We briefly alluded last week to the big public meeting last Thursday evening in the council chamber on the matter of macadamizing some dozen or so of the streets on the east side of the tracks. It was certainly a representative gathering, if this town ever had one. Among those present were ex-Mayors Boyington, Middleton, Morgan, Turnley, Erskine and Fletcher, together with Messrs. E. H. Brown, W. S. Lasher, George L. Wrenn, J. G. O'Brien, Theo. Schwartz, James MacDonald, H. C. Sampson, E. S. Boynton, B. A. Fessenden, W. M. Dooley, E. E. Parrott, T. H. Spencer, Col. H. P. Davidson, L. G. Yoe, J. W. Wakem, W. O. Hipwell, George B. Cummings and many others.

After the transaction of some ordinary business the clerk read the petitions of those protesting against the paving of the streets in the following order: From the owners of the property fronting on Linden, Port Clinton, Hazel, Dale, Park avenues and Elm Place, together with one from the property owners, in meeting assembled, on the north end of Port Clinton protesting against the changing of the grades of the street and sidewalks on that thoroughfare. Then came the speeches which we briefly summarize.

John Middleton, favors improvements not by wholesale, but gradually, as two or three streets a year. Usually the property holders have some voice in putting in these improvements. He has 2300 feet frontage on these streets to be improved, but had never heard a word about it till it came up in the council. When men can't earn their bread and butter, he thought it was a bad time to levy a lot of special assessments. Besides it would be the worst thing that ever happened to our working men; it would put scores of Italian and other laborers in here, carry the money out of town, do the work all in one season and then leave our men with no way to earn their bread.

He said: "I ought to have been consulted. I am the 'father' of special assessments in this city and believe in it still, but not at this time and in this way." [Cheers.]

George L. Wrenn—"This scheme would hit me on over 850 feet, and some of it, as on Central avenue, carry heavy specials now. I am assessed on one street \$1,000 for water mains that have never been used. I have opened more streets than any man in this city, but to push this scheme now would be to confiscate my property, which I have carried and paid taxes on all these (24) years. I also oppose the plan of improving all the streets at once; we don't know how yet to build first-class streets."

Col. P. T. Turney—"I want the streets improved; Port Clinton has been improved once, and is worse than before. As the Sheridan road will become a great interstate highway, others than the abutters should help build and keep it in repair. Also, let us enforce our 3-inch tire ordinance, only have wider tires still. In Baltimore they have 4 or 5-inch tires and no ruts or holes in their streets." [Cheers.]

T. H. Spencer—"We, on St. Johns avenue, are not obstructionists, though we do object to a kind and cost of street improvement which we do not like. All we ask is respect for our legitimate rights. Highland Park don't know how yet to build good streets; let us go slow till we learn. Let us also have 4-inch tires, and the front axles four inches shorter on each end than the rear ones, and then every loaded team rolls down the streets eight inches wide on each side of the wagon. We can't afford all these streets now, even if we were sure of good, enduring work."

W. S. Lasher—"I don't take much stock in these estimates (holding up Mr. Rice's circular letter). Why, Brother Vail comes around every little while, gives me estimates of how much it will cost me a minute

for a \$10,000 life policy, but I take no stock in these estimates [laughter and cheers]. I own some 1100 feet front affected by this scheme, bought 21 years ago, and I will sell 400 feet of that at \$10 per foot and let you have the whole of it for specials if Mr. Rice or anyone else will sell it. But you can't sell it; no one can sell it. Now if I can't sell property, and you real estate men can't sell it to raise money to pay these specials, how are our people to raise the money? This scheme means confiscation by wholesale, and I am opposed to it."

W. W. Boyington—"I have traveled our streets 25 years and never saw them worse than now. They say these improvements enhance the value of the property. I have a lot on which I have paid \$1500 in these special assessments and you may have my lot, improvements and all, for \$1500, and I will throw in the cost of the land. Our sewer system don't drain our streets as they should. We can't make these improvements now; we can't pay for them; wait."

E. H. Brown—"These letters to the aldermen are amusing; how did they get them? If I had the money, I would be glad of these improvements, but in these times it is suicidal. This scheme means complication and we must be careful; this is not the time." [Cheers.]

W. O. Hipwell—"When I was in the council-lots of these special assessments were stopped because the city had no funds to pay its share for crossings, etc. Well, if the city could not raise the money to pay its share, how could the people raise it to pay theirs? We used to have very good streets by cleaning the gutters and putting on gravel and could do so now, but this wholesale scheme is not feasible new."

Col. H. P. Davidson, alderman-elect in the Third ward—"I am saving my thunder. We don't know

[CONCLUDED ON SECOND PAGE.]