

Highland Park News.

VOL II

HIGHLAND PARK, ILL., JUNE 4, 1897.

NO 1

CITY COUNCIL.

Began soon after 8 o'clock and the clerk finished reading the minutes at 9:06 o'clock p. m.; that is, one hour and five minutes after the council should have opened its session. How would it do to have a special meeting of the council once a month to hear the clerk read his records, and not keep everybody half an hour or more listening to that? The idea of not beginning business till after 9 o'clock is too much for a civilized community.

A petition from the abutters on West Central avenue went to the street and alley committee. A petition came from property owners on Vine avenue, east of Sheridan road, that sidewalks be made of plank. Mr. Obee said the report had been circulated that one reason why so many plank walks had been condemned was that some of the aldermen were interested in the cement sidewalk business, and as he was the only alderman engaged in this lucrative enterprise, he wanted to silence this slander. Alderman Cobb objected to making an exception in favor of this particular street. Alderman Phillips, at this point arose, and delivered one of his graceful, fascinating and cogent little speeches, proposing to lay the whole matter on the table, which was done. Gregg O'Brien made two or three clean-cut speeches in favor of the petition. Colonel Davidson said that as a member of the street and alley committee he felt it his duty to examine all the walks proposed to be condemned, and the matter rested.

The water works pumping report was presented. Mr. Laing said the Standard Oil company was furnishing poor oil for fuel and Phillips wanted the poor oil matter investigated. Pumping for the month was as follows:

Total pumpage, gallons.....	6,747,939
Daily average.....	217,675
Fuel oil used.....	6,496
Daily average.....	209

Water sold to railroad and Highland folks not given.

Engineer Bowen recommended the payment of \$177 for cleaning up and fixing Central avenue's new pavement. The balance of the bonds were reported and approved.

Col. Davidson said his committee had investigated the 7-ton street roller of Laing & Happ, but had not acted; he wanted more light. Ordered the city clerk to draw a warrant for \$350, payable July 1, without interest, to Laing & Happ for the roller.

The street commissioner's report was received, read and sent to the street and alley committee. Mr. Obee wanted a new arc light located between Elm Place and Vine avenue on the Sheridan road, and it was ordered. Engineer Bowen estimates the cost of repairing the fill down on Sheridan road at \$425. The finance committee will report at the next meeting.

Alexander Falk offered to sprinkle in front all the city lots, parks, etc., free of cost, and Alderman Obee wanted it accepted, which was done.

The finance committee have authority to buy in the old St. Mary's cemetery at the forthcoming tax sale in Waukegan.

Alderman Phillips had a resolution to the effect that hereafter all reports be in writing, and it was adopted. Alderman Phillips wants a new edition of the ordinances. The finance committee will see if the city can afford it or not.

Colonel Davidson called down Alderman Phillips on a point of order, and everybody laughed. The versatile alderman from the first ward must bear in mind that catching a white weasel asleep is a very difficult job, especially if said weasel was born and reared in New England.

The mayor concluded his appointments as follows:

Marshal—Frank Sheahen.

Collector—T. M. Clark.

Board of health—Dr. L. M. Bergen, James McDonald, and the mayor, ex-officio, a member of the board.

Adjourned at 11 o'clock.

NEW TRAIN SERVICE.

No suburb of our size and distance from Chicago could ask for a better service than the Chicago & Northwestern is now giving us. Morning trains begin at 5:35, and from that till the last forenoon train at 10:42 we have no less than 15 to the city on week days, and five Sunday forenoons. Of these several are fast trains. The 8:08 and 8:18 will be favorites with business men and summer residents. There are 10 inbound trains in the afternoon, the last being at 11 o'clock.

Coming out from Chicago there is great improvement. The trains out leave at 6:25, 7:00, 7:15, 8:30, a. m. and so on, as usual till 1:05 at midnight, with 15 outbound trains on Sunday. That is a royal service for a princely town. Three cheers and a tiger for the old reliable C. & N. W. Ry.

BROAD TIRES.

The question of broad wagon tires is not one of theory, but one of fact. Where they use very broad tires ruts such as have disgraced our streets are unknown. Col. Turnley sends us the following from a Massachusetts paper, which just hits the case: "A good object lesson in the effect of the broad tires may be found in the smooth, firm bicycle paths that run alongside roads that have been converted into mire by the furrowing of wagons resting on narrow wheels. The building of good roads and the introduction of broad tires must go hand in hand, and until it is possible to make the latter universal every wagon user whose routes lie over favorable roads should regard it as a duty to the community to see that his wagons and carts are properly equipped."

People who go to law before Peter F. Dooley pay their costs. Good for the judge; these are days when people should pay their bills, or keep out of law.