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HIGHLAND PARK POSTOFFICE. ARRIVAL: 12.47, 3.14 p. m.

DEPARTURE: 6.50, 9.30 a. m., 12.47, 3.14, 5.33, 7.29 p. m.

Mail pouches close 15 minutes before the departure of trains. W. M. DOOLEY, Postmaster.

Directory of Secret Societies. Eskating Tribe, I. O. R. M. No. 1128.

Independent Order Foresters, Court Highland. Meetings first and third Thursdays of each month in Forester's Hall.

Modern Woodmen of America. Meetings first and fourth Friday of each month in Foresters' hall. William Danner, V. C.; R. J. Rice, Clerk.

Highland Park Council No. 1066, Royal Arcanum. Meet in Masonic hall second and fourth Mondays of every month, Regent, W. A. Wilson; secretary, Frank B. Green.

CHURCH DIRECTORY. Ravinia M. E. Church. Ravinia, Rev. E. J. Heathcote pastor. Sunday school at 2.30 p. m.

Epworth League. Epworth, Rev. O. Wessling, pastor. Sunday evening at 7 o'clock p. m.

Swedish M. E. Church (over Waldo's market). Rev. O. Wessling, pastor. Sunday services as follows: Sunday school, 9.30 p. m.; Epworth League, 7.00 p. m.; preaching, 7.45 p. m.; prayer meeting, Thursday evening at 7.45. Everyone is invited.

First United Evangelical Church, Rev. A. Haefele, pastor. Sunday services: German preaching, 10.45 a. m.; English, 7.30 p. m.; Sunday school, 9.30; K. L. C. E., 6.45 p. m.; prayer meeting, Wednesday at 7.30 p. m.

Evangelical Asso. Rev. F. M. Gingrich pastor. Sunday services at Young Men's Reading Room. Sunday school at 10.00 a. m.

St. Mary's Catholic Church, Rev. J. C. Madden, pastor. First mass, 8.30; second mass, 10.00; Sunday school, 2.30.

The Baptist Church, W. H. Vines, pastor. Preaching, 10.45 a. m.; Sunday school, 12.00 m.; Baptist Young People's Union, 6.45 p. m.; preaching, 7.30 p. m.; Friday prayer meeting, 7.45 p. m.

Evangelical Lutheran Zion's Church, Mr. Salomon pastor. Sunday service, 10.00 a. m.; Sunday school, from 9 to 10.00 a. m.

Trinity Church, P. C. Wolcott, rector. Holy communion, 7.30 a. m.; Sunday school, 10.00 a. m.; Morning prayer and sermon, 11 a. m.; Second celebration first Sunday in the month. Even song, 5 p. m.

Presbyterian Church, Rev. Pfantstiel pastor. Worship and preaching, 10.45 a. m.; Sabbath school, 12 m.; Christian Endeavor, 7 p. m.; Prayer service, Wednesday, 7.45 p. m.

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CITY COUNCIL

After minutes were read came some three or four petitions from residents on St Johns and some from citizens from all over town asking the council to grant the street railway company the west 20 feet of St Johns from Sheridan road on the south to Elm Place, or the Electric Light company's plant on the north, and the company to macadamize the street east of its tracks—according to the plan outlined in last weeks News—25 feet wide up to Central avenue, or the McDonald corner, and from there up to the Electric light plant to be 40 feet wide. The several petitions were signed by 106 persons all over town, mostly real estate owners, though some we noticed were not. On these petitions several speeches were made, P. A. Montgomery asked for more time, as Mr. Frost had been away and the negotiations of necessity suspended. S. M. Millard made a clear and vigorous speech in criticism of the old original ordinance, of the company's conduct, of the new ordinance proposed, and in view of the magnitude of the interests, asked delay, or extension of time for further consideration. Said he would rather give \$500 than have the tracks along St Johns in front of his old home down south and pay all his assessment out of his own pocket for the paving, just the same sentiment Col. Davidson had expressed regarding the tracks in front of his property. He emphasized the need of more time for painstaking, careful action and claimed the road had damaged the abutting property owners from thirty to fifty per cent.

Alderman Cobb said Mr. Frost was not asking for the concessions noted in these petitions, that was the request of the property owners. He claimed any compensation for right of way belonged to the city and not to the property owners.

Alderman Phillips presented a petition signed by ten property owners asking the council to "provide for the equal protection, benefits and rights of property fronting on the right of way of said railway without distinction."

The recommendations of the pumping engineer respecting clearing the sewers and repairing the outlet of sewer "C" were ordered.

The new ordinance requiring the street railway folks to put up 10 arc lights now and 5 more a year or two hence, was taken up and Alderman Phillips spoke in its favor at length. He claimed the 15 arc lights would be worth some \$900 a year, or about \$15,000 for the twenty years life of the company's franchise, and he thinks the compensation adequate for the extra width of track space, 4 feet wide. The property owners and officers of the road have been negotiating some 30 days and what is the result? "Nil." Three fourths of the property owners came to the council when the franchise was granted and asked to have the track put along that street therefore they have no claim on the council. He did not think the road had damaged St Johns property owners; on business streets it helps property.

Mr. Cole spoke at length. While it is the citizen's duty to respect the council they do not surrender their right of criticism. Ward two

has one alderman at the front in the service of his country, and the other one has become an "alderman at large." The original ordinance was practically "thrown at" the company, so anxious were the people to have the road put through. That council did as it best knew: they were pioneers in the business of granting franchises. We, the property owners on St Johns came here August 2nd, 1898 and found this council about to give the company the extra four feet width of trackway without any compensation. With some reluctance we were allowed one week finally extended two more. All the property owners ask is to have the street railway company put their paving into the middle of the street instead of between its rails, as the original ordinance demands. He then discussed at length the defects of Section 6 of the proposed new ordinance, and was followed by S. M. Millard in the same line and it was finally amended by a new section, No. 9, which was passed. He also said the property owners were damaged and they claimed as their right an opportunity, unhampered by conditions to make, if possible, satisfactory arrangements with the company for compensation.

Alderman Cobb said no one was looking after the public's interest, but wholly for the property owners on that particular street.

Alderman Davidson spoke of the precedence of the individual over the public interest: the citizen's rights are first, the public's second. He then detailed the history of the efforts to pave St. Johns for the last several years when finally this trolley road came along the plans and wishes of the property owners in his block were that the company should pave its roadway, and then all the heavy traffic go on that while the paved street way should be kept as a boulevard. But they have changed their minds now, and don't think it best for the public interests to have the railway roadbed paved, and so rather have one good paved roadway east of and entirely separate from the tracks. They accepted the street railway because it was such a public benefit, but the Military Academy would rather have paid all of the original \$1800 assessment for macadamizing than have the tracks down that street.

D. M. Erskine emphasized the fact that this proposed new ordinance had not been asked for by any one, while the council objects to the one we want: why does it object?

Alderman Phillips thought Col. Davidson had been trying to lay down some new law in the matter of private and public rights. The streets belong to the public, for its use, all parts of them, and here we are asked by the property owners on St Johns to give this street railway company 20 feet of that street: we can't do it. He had paid taxes for 10 years, and more or less of that money had been expended on St Johns. For the first time in our city's history we are in a way to get something for the people in return for a franchise, and there are private hands after it. I am called an "alderman at large," but I have over 100 votes in my ward and 5 or 6 "favorite ones." I am for the people and not the few. This town has been combated with a fine-tooth comb for 14 days and they got 110 names to

these petitions and of those 110 fully 100 did not know what they were signing. I place but little credence on these petitions. To make his will a man must be of a sound and understanding mind, these petitioners did not understand what they were doing. The significance and importance of the petitions is not in who did, but in who did not sign them: nine-tenths of those who signed them did not know what they were about.

Alderman Davidson asked Mr. Phillips if the city could get the 15 arc lights as proposed in the new ordinance and something besides, if it would not be better for the city than to get only the lights and Alderman Phillips replied he was not in the witness-box, to which the Colonel said the petitioners represented many property owners and he thought the council ought to get for the people all it could.

The amendment, creating section 9, was first passed and then the ordinance as amended being put on its passage. Aldermen Cobb, McCaffrey, Phillips, Obee and Grant voted for it, while Alderman Brand and Davidson voted against it and it was declared passed. At this time a large number of interested citizens left the hall, as it was late.

Fire and water committee reported on contracts for putting in new mains, on testing water meters on a new boiler to pump oil down to the pumping station to cost \$35, on putting water main valves in several places where nearly all of which were ordered.

The special light committee reported they had decided to contract with the Electric Light company for continued service, and have all the incandescent lights removed and a re-distribution of the arc lamps.

Alderman Phillips had a resolution to compel the street railway folks to live up to the original ordinance of January 25, 1897, as to repairing streets torn up, crossings, time of running cars, fares, selling tickets etc, and the mayor and attorney were instructed to see to its legal enforcement.

Col. Davidson brought up the matter of grading down and putting cinders on Forest avenue east of their drill hall and his request was ordered.

The requisitions and bills were presented and ordered paid, and foreman of streets report was read and at 11:30 o'clock p. m., the council adjourned.

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