

**Real Estate Transfers**

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MASONIC TEMPLE BUILDING  
Waukegan, ILLINOIS  
Louis J. Gurnee, Sec'y.

B J Stevens and wf to Theodore Koch, W 20 ft S 200 ft Lot 4, blk "A" Highland Park. W D \$525.00.

A W Cobb and wf et al to G L Gray, lot 22, Lake Forest and part of Lawrence Sub, Lake Forest. W D \$1.00.

Cassie S Cushing and hus to Grace Glidden, lot 6, blk 69, Highland Park. W D \$5500.00.

J B Rodman et al to Ellen Werneburg, lots 15, 16 and W 19 ft lot 14, blk 32, Lake Bluff. W D \$2260.00.

C E Smith and wf to S P Fabianski and wf, lots 9 and 10, blk 8, Drayer's Sub, North Chicago. W D \$2000.00.

Ignac Perinowac and wf to John Shewin, lot 7, blk 39, Washburn Park, North Chicago. W D \$125.00.

J C Duffy and wf to J N Genest, lot 12, Evans Sub of "E" Highland Park. W D \$500.00.

J H Zimmer and wf to T S Duffy, East 1/2 lot 11, blk 10, Exmoor Add. Highland Park. W D \$475.00.

J H Zimmer and wf to L H Meyer, West 1/2 lot 11, blk 10, Exmoor Add. Highland Park. W D \$475.00.

Marion E Scultz and hus to Nellie M Faxon lots 14 and 15, blk 4, Port Clinton, Highland Park. W D \$10,000.00.

**Sale and Removal**

**Of Buildings and Other Improvements**

Highland Park, Sept. 1, 1900.  
Sealed proposals will be received by the Board of Local Improvements of the City of Highland Park until eleven a. m. Saturday, September 11, 1900, at the City Hall for the sale and removal of the buildings and other improvements located upon the following described property, to-wit:

The north 33 feet (except street) of the northeast quarter (N. E. 1/4) of the northwest quarter (N. W. 1/4) of the southwest quarter (S. W. 1/4) of section twenty-three (23), township forty-three (43) north, range twelve (12) east of third principal meridian, in the City of Highland Park, Lake county, Illinois.

The north 33 feet of the northwest quarter (N. W. 1/4) of the northwest quarter (N. W. 1/4) of the southwest quarter (S. W. 1/4) of section twenty-three (23) township forty-three (43) north, range twelve (12) east of the third principal meridian, in the City of Highland Park, Lake county, Illinois.

These buildings and improvements were condemned by the City of Highland Park for the opening of West Park avenue, No. 115.

The Board of Local Improvements reserves the right to reject any or all bids.

BOARD OF LOCAL IMPROVEMENTS  
OF THE CITY OF HIGHLAND PARK.  
By William M. Dooley, President.

**The First Automobile**

Invented by Elijah Ware Father of M. L. Ware now an inmate of the Railroad Mens Home Highland Park Illinois.

It is generally understood that the era of the automobile dates from 1870, but it has recently been found that Elijah Ware, once a well-known railroad construction engineer in Boston and vicinity, invented a very successful machine in 1861.

Its success may be judged from the fact that Mr. Ware was in the habit of racing his car with fast trotting horses on the old plank road at Bayou, N. J., and was able to go over fields, uphill and down dale.

Elijah Ware was born in North Wrentham, Mass., on Aug. 24, 1823. His father being a farmer, wished his son to follow the same vocation, but Elijah could be more often found making water-wheels and steam whistles, when he ought to have been pitching hay. He was a born mechanic, and soon found his life work.

Mr. Ware was one of the pioneers in railroad engineering and in 1850 was master mechanic in the machine shops at Hartford, Conn. At another time he worked in the shops of the celebrated Jabes Coney of South Boston who was known as one of the best manufacturers of cannon and heavy machinery, and had in his employ the most skilled apprentices of his day.

Mr. Ware's specialty was in steam shovel work, in which line he became intimately acquainted with Sidney Dillon, formerly president of the Union Pacific, and one of our country's great financiers at the time of Jay Gould. Sidney Dillon thought a great deal of Mr. Ware, al-

ways calling him "Lijah," and giving him admittance to his private office in Wall street at all times. At the time the Lake Shore Michigan Central was being built, Mr. Dillon gave Elijah Ware an important position at Girard, Penn. Later he came to Boston at the time they were filling in the Back Bay.

Mr. Ware was put in charge of a temporary repair shop for the steam shovels. While he was engaged in this work, he built his steam carriage or traction engine as it was called by some. This was in 1861. It was not his first invention, as he had been tinkering away at one thing and another since a boy.

At this time he wished to make a practical carriage to go without a horse, because as far as he knew none had ever been made successfully.

Lyman E. Ware of Norfolk, Mass., the man who turned the pins for the chain on a lathe, and his wife, Elijah's granddaughter, tell some interesting anecdotes of Elijah. They speak of him as a dreamy-eyed, thoughtful man, who had more mechanical than business ability.

He was always thinking of some mechanical schemes, but could not order his groceries without being cheated or imposed upon. The house is still standing where he built his auto. The machine's appearance, when completed, resembled a modern fire engine more than an automobile. Wood was used for fuel, and a small iron boiler generated steam for the oscillating engines. In appearance it was very trim, and with the steel and brass machinery and gaily painted woodwork it must have had quite a dashing appearance.

When Mr. Ware completed and first tried his engine quite a crowd collected to see the first run. As a whole the people looked unfavorably at Elijah's achievement, and some went so far as to have it denounced by police authorities as a public nuisance, because they thought it would frighten the horses. But it seems that the people who tried to help him were the most annoying.

When one man asked him "if there was anything he could do" Mr. Ware replied, "The trouble is there are too many trying to help."

Mr. Ware ran his machine very slowly in the streets, and those who saw him say that his steam carriage made less noise than the modern automobile. On the roads he "went like the wind," according to witnesses in the country. The people under stovepipe hats and poke bonnets must have been surprised when the glittering engine came whizzing along the peaceful roads without tracks, kicking up dust and vomiting smoke wherever it went.

He steered with a wheel, slowed down with an ordinary carriage brake, and managed the engine with ropes. When he went down hill he shut off the engine and controlled the machine with the brake and wheel.

One time while going down hill the valve began to open that connected the boiler and engine, and by the time he reached the foot of the hill he was going pretty fast.

Shortly after completing his machine he was engaged in working at Bayonne, N. J., where he used to race his machine with fast horses on the old plank road. This shows that he must have been able to go about a mile in two minutes, which was a good speed in those days. After a while he became tired of his plaything and sold it to a minister in Price Edward Island for about \$300, who wrote later to Elijah telling him that it met his highest expectations.

This minister wanted a carriage to go from the parsonage to the church without a horse, but in those days it was a queer thing for a minister to have.

About this time Mayor Macopin of San Francisco wrote Sidney Dillon asking him to recommend the best man to take down the sand hills under the old Santa Buena cemetery to make a site for the city hall.

Mr. Dillon replied that the best man in the country was Elijah Ware, if he could have his own way. Mr. Ware worked on this contract, and was the man who razed the hills. Later he worked at Church Buttes, Wyo., for Sidney Dillon, where he lived with his family in a baggage car divided into three rooms.

His daughter says that this mode of living was more comfortable than a house. His boys always carried guns with them as the Indians were still hostile, and also to kill the rabbits which formed their chief diet. These rabbits were so large that they cut steaks from their legs.

Elijah Ware spent his last days in Omaha, where he did little work, but would catch "gophers" or prairie dogs, for natural history study, in a very ingenious way. He put a headless barrel over the gopher hole and filled it with sand. Very soon the gopher would come out, but when it tried to get back by burrowing the sand would run in as fast as it worked.

Mr. Ware's last invention was an injector for engines, which was of great interest to the engineering world at the time, but shortly after completing his invention he became ill, and died on July 3, 1890.

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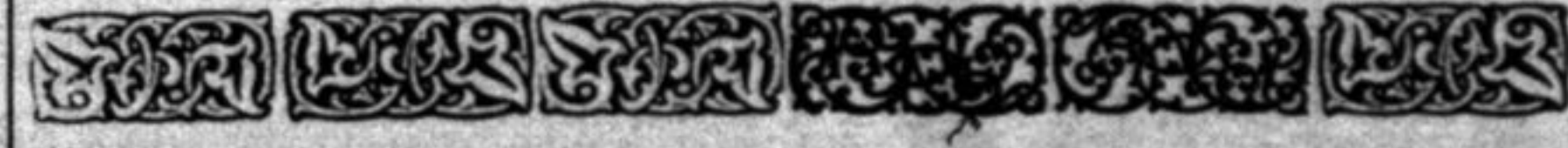
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