

Glencoe Items

CONTINUED FROM PAGE 1

THE VILLAGE BOARD

Meetings of both Boards were held Tuesday evening, Sept. 27. All present except Trustee Glasner.

The Trustees opened bids for the improvement of Green Bay Road west from Snyder's Crossing. Only two bids were received. One from the Schmidt Construction Company of Chicago; the other from Fred Ebert, Glencoe. Ebert's was the lowest bid, being \$3114.

Action on them was deferred till Oct. 4th, the date of the Oct. regular meeting. Meanwhile, it was ordered that notice be given the interested property owners, through A. Beinlich, Jr., to appear at that meeting prepared to put up the cash equal to the difference between the 499 which the village will contribute to the work and the \$3114 bid by Mr. Ebert, that difference being \$2515, if it is their wish and purpose that the improvement shall be made on the plan advocated by them. It seems to be understood that unless they now come forward with this amount of cash no further effort will be made to carry out this plan, and provision will be made for the improvement by special assessment on plans drawn by the engineer.

The next important business done by the Trustees was the passage of the annual tax levy ordinance and the passage also of an ordinance sent them by the Improvement Board for a line of sidewalk covering all the vacant places along the easterly side of Vernon avenue from Green Bay Road to South Avenue, and on the westerly side from South Avenue to Jefferson avenue.

Bills for work done in connection with the preparation of lists and bills in connection with the collection of the cost of oiling the paved streets, were ordered paid as follows: S. F. Newhall, \$22 00; M. T. Culver, \$25.

Following bills received from the improvement Board were also paid: Harry N. Culver, spreading assessment special, 163, \$41.40; Henry N. Culver, spreading assessment, special 177, \$56.70; M. T. Culver, attorney, services in respect 163, \$125.60; G. A. Ramsay, attorney, services in respect 176, \$198.70.

The Improvement Board opened bids advertised for the third time for work under the following sidewalk ordinance: Special 162 North Railroad avenue, 169 North Grove St., 170 South Grove St., 171 Downing avenue, 173 South Railroad avenue.

Also for the sidewalk work in Sylvan Newhall subdivision, Special 177, and for the paving in that subdivision, special 175.

No bids were received for specials 162 and 173, and only one for special 171. Other bids were referred to the engineers for report at next meeting.

Letters were read from McGuire & Orr and Chas. H. Morse, asking for extension of time to next spring within which they may build the sidewalk in front of their property on the easterly side of Green Bay Road north of Central avenue provided for by an ordinance now in court. It is understood the parties contemplate subdivision of their properties at an early day and would like to lay out the streets to intersect Green Bay Road before laying this north and south line of walk.

The President submitted an estimate and recommendation for a condemnation proceeding to open a street along a section line a half mile south of the county line running from the Sylvan Newhall subdivision westwardly through the farms of Beinlich and the Dietrichs to the west Village boundary. The usual resolution for a public hearing of the scheme was adopted.

It is not likely the land owners to be affected by this scheme are ready for an invasion of this kind. No doubt they look forward to a time when their farms will be ripe for subdivision; but there is nothing in the present state of the real-estate market hereabouts to suggest the time is at hand. Two large subdivisions of eligible and valuable land have been put upon the market in Glencoe within two years, but as no sales have been made in either these is nothing to indicate that another could be added soon with prospect of early success unless there should be an early and very great growth of demand. The outlook political and the outlook in commercial and financial affairs do not promise anything of this kind at present. Both Boards adjourned to the regular October meeting on the 4th.

THE OILING OF STREETS.—CHEERFUL RESPONSE TO THE ASSESSMENT

President Hughes circular letter asking the citizens of Glencoe to contribute in proportion to the footage of each on the paved streets for the cost of oiling them the past summer, is meeting with a generous and cheerful response. Judging from numerous letters accompanying remittances. Following are extracts from letters received with checks.

From H J Evans, President of the National Biscuit Company:—

"I believe something more than a check is due the officers of the Village for their enterprise in having the improved streets all oiled. Glencoe has certainly been one of the cleanest villages this past summer the writer ever saw."

"I do not believe there are many who will refuse to pay for the oiling who has the interest of the whole village at heart. I trust we may have a repetition of this oiling next season, and we will be glad to pay our share to have it done."

From Jacob Schnur, head of P Becker & Co.

"The oiling of the improved streets in the village was a splendid idea, and I believe appreciated by every resident in the village. Every property owner ought to be perfectly willing to pay the very small tax of two cents per front foot."

"I desire to express to the President and members of the Council my thanks for the good work they have done for the village during the past season, and hope they will repeat the oiling of the streets next season."

From J R Meyers, of Crosby & Meyers, Chicago:—

"I approve of the action taken by the Board and am pleased to send you my check for my share of the oiling. The price for having this work done is certainly very reasonable."

From Theo H Lamprecht:—

"The work of oiling the streets I consider necessary, and I am glad it was done."

From Albert MacRae, editor of the Sante Fe Employees Magazine:—

"I have always been in favor of oiling Glencoe streets, and shall at all times be glad to bear my share of the expense of any improvements of this character."

From W A Fox:—

"Check herewith. The plan has my full approval."

From Fred D Jackson, Attorney, The Temple:—

"I take it you will probably get various letters advancing different opinions on this subject, so think I am justified in giving mine."

Prior to last year the paved streets of our village consisted almost exclusively of dust piles which from time to time were blown into our houses by the winds from the passing automobiles, which were decidedly not of heaven. After the oiling of last year the change was so great that it does not seem possible any one would wish to return to the dust. At the beginning of this spring I saw my neighbors on the question of oiling and found them in favor of it, and I was just about to arrange to have our street oiled when I was informed the Council was about to have it done."

"The only kick I have on the subject is that it was not done enough; but I respectfully submit that the advantage of having the dust put down is so great that the Council should follow the present practice next year. You will doubtless find some people who will not pay for the oiling and who will kick on its being done by the Council, so please register me as being decidedly in favor of it."

From Mrs. Susan Pope Tracy:—

"While my piece of land is vacant and the oiling is beneficial to the neighborhood only, I feel it is an economy to all concerned to have it done, and hope it will be started earlier in 911."

The Ladies Guild of the congregational church held the first meeting last Tuesday at the home of Mrs. R. W. Steven on Hazel avenue. Seventeen ladies were present and sewed for Margaret Ettar creche. There was a social tea in the afternoon attended by 30 ladies. The next meeting will be Oct. 18 at ten o'clock at the home of Mrs. F. Darling on Hawthorne avenue.

CONTINUED ON 7TH PAGE

Highland Park.

CONTINUED FROM PAGE ONE

CITY COUNCIL

Regular Meeting of The City Council.

Council Chamber, City of Highland Park, Regular Meeting of the City Council of the City of Highland Park,

help on Tuesday evening, Oct. 4, 1910.

Officers Present: The Honorable Mayor or Dooley, Alderman Tillman, Kline, Everhart, McPherson, Doty, Stevens and Bahr, and Attorney Moon. Absent Alderman Shields.

In view of the publication of the Council proceedings in the North Shore News-Letter, it was moved by Alderman Bahr, seconded by Ald Everhart that the reading of the minutes of meetings held during the month of Sept be dispensed with.

REPORT OF THE CITY CLERK.

To the Honorable Mayor and City Council of the City of Highland Park: The City has bonds falling due Nov. 1, 1910 in the sum of seven thousand, five hundred dollars (7,500 00) In May 1909, I called the attention of the Finance Committee as to the advisability of providing for redemption of said bond in the tax levy for said year, but it was thought better to raise what money we could for other purposes and when the proper time arrived, to refund this indebtedness; so provisions should be made at once to refund these bonds.

Respectfully, JOHN FINNEY, City Clerk.

THE FOLLOWING BID WAS SUBMITTED.

Highland Park, Illinois, Oct. 4th, 1910, MR. JOHN FINNEY, City Clerk, Highland Park, Illinois.

Dear Sir: For \$7,500 refunding bonds of your city, dated November 1, 1910, denomination \$500, maturing November 1, 1920 (without option of prior payment), bearing four and one-half per cent (4 1/2) per cent interest payable semi-annually (May and November 1st), both principal and interest to be made payable at the Harris Trust and Savings bank, Chicago, we will pay you par and accrued interest up to date fixed for the exchange of said bonds for the indebtedness to be refunded thereby, and in addition thereto will furnish the necessary blank bonds for the issue free of expense; the executed bonds to be delivered to us in Chicago and we to be furnished, prior thereto, with full certified papers satisfactorily evidencing the legality of issue to our attorney.

If this proposition is accepted we shall expect to assist you so far as possible in the preparation of refunding ordinances, etc., just as we did in connection with the Highland Park bonds which we purchased some time ago.

Respectfully submitted, HARRIS TRUST & SAVINGS BANK, By A. Lawrence Mills J.

On motion duly seconded, communication was referred to the City Attorney to report on same at the next meeting of the City Council.

The Mayor reported in the matter of building bridge on the County Line Road and that in order to award a contract for the construction of the Bridge, the Commissioners of Highways of the Township of New Trier should jointly advertise and receive bid for the furnishing of all materials and labor necessary for the construction of the bridge.

In accordance with legal instructions thereon, bids were invited for furnishing all material and labor necessary for the construction of the bridge according to plans and specifications and on the 24th day of September, 1910, among sundry bids, Jay Rossiter of Chicago being the lowest bidder was awarded contract in the sum of \$3,980 53 being \$734 41 less than the bid of the Stevens Construction Company of July 18, 1910, a saving to the City Council and the City of \$177 20.

On September 30, 1910, the Mayor and City Clerk, with the Commissioner of Highways of New Trier entered into contract with Jay Rossiter for the building of the Bridge and would ask that the city council approve of the action of your public officials in the transaction.

The Mayor requested that the city council ratify the action in awarding said contract.

Ald McPherson moved, seconded by Ald Stevens that the action in awarding said contract for the County Line Bridge be approved by the city council, which motion was carried.

Report of the City Clerk was on the desk of each Alderman.

Plat of service of part of the N. E. 1/4 of the N W 1/4 of section 26, which was deeded to the city of Highland Park for a public Park was submitted.

On motion of Ald Bahr, seconded by Alderman Tillman, the plat was ordered approved.

An ordinance regulating the sale and distribution of ice was submitted and on motion of Ald Bahr, seconded by Ald Kline, same was ordered engrossed.

Ald Doty moved, seconded by Ald McPherson, a suspension of the rules for the purpose of acting upon an ordinance for constructing a sidewalk on the north side of the County Line Road Motion was carried.

Ald Doty moved, seconded by Ald McPherson, the passage of an ordinance providing for the construction of a concrete sidewalk on the County Line Road, from the westerly line of Sheridan Road thence westerly to the easterly line of the right of way of the Chicago & Milwaukee Electric Railroad Company, in the City of Highland Park, County of Lake and State of Illinois. Carried.

Ayes: Ald Tillman, Kline, Everhart, McPherson, Doty, Stevens and Bahr.

Alderman Bahr presented an ordinance for making and refilling all street excavations.

Ald Doty moved, seconded by Ald Bahr, a suspension of the rules for the purpose of acting upon said ordinance. Motion was carried.

Ald Doty moved, seconded by Ald Bahr the adoption of an ordinance for making and refilling all street excavations. Carried.

Ayes:—Ald Tillman, Kline, Everhart, McPherson, Doty, Stevens and Bahr.

Ald Bahr moved, seconded by Ald Doty that the City Attorney be instructed to prepare the wheel Tax ordinance to be presented at the next meeting of the city council. Motion prevailed.

Monthly reports of Justice Denmand read, and ordered placed on file.

PETITION PRESENTED

Chicago, Ill. Sept. 20, 1910.

To the Mayor and Common Council of the City of Highland Park:

Gentlemen:— We, the undersigned owners of property in the sub-division known as Shore Cliff, do hereby petition that we have no desire for a sidewalk on both sides of Dean Avenue, and are perfectly well satisfied with a sidewalk located on one side of the aforesaid street.

WR RUFFNER, ED McDOWELL, P KNAPP, B MILLER, C MOSELY.

PETITION

To the Honorable Mayor and City Council of the City of Highland Park, Illinois: GENTLEMEN:—

The undersigned property owners and residents in the southern portion of Highland Park, commonly known as Ravinia, respectfully represent that for a number of years that portion of Railway Avenue south of Roger Williams Avenue, [parallel to and abutting upon the right of way of the Chicago & Northwestern Railway Company has been a public highway and road, and has been the only public highway or road by which the residents of Ravinia could obtain access to the depot of the Chicago & Northwestern Railway Company which is located on said Railway Avenue immediately south of Roger Williams Avenue:

Your petitioners further represent that the Chicago & Milwaukee Electric Railway Company, organized for the purpose of constructing a street railroad from Waukegan to Evanston, on or about the 8th day of March, 1899, obtained a franchise from the Board of Supervisors of Lake County, purporting to give said railway company the right to construct and operate an electric railroad upon the west thirty feet of Railway Avenue, from the then Southerly City Limits of the City of Highland Park to the end of said Railway Avenue.

Your petitioners further represent that said Chicago & Milwaukee Electric Railway Company, under its charter and under and by virtue of said franchise, could only occupy Railway Avenue in common with the public, and as a street railroad company should have placed its tracks and ties upon the grade of the street, and maintain its road-bed upon said street so that the whole of said street could be used by the public highway or public road.

Your petitioners further represent that in violation of its charter powers and the right it obtained under said franchise, it placed its tracks above the grade of said street, and has so constructed its road as to occupy the west thirty feet of said street to the exclusion of the public.

Your petitioners further represent that on the 9th day of May 1899, said southern portion of Highland Park, commonly called Ravinia, including that portion of Railway Avenue in question, was annexed to the City of Highland Park and is now a portion thereof, and subject to the jurisdiction of this Honorable Body.

Your petitioners further represent that on or about the 25th day of March, 1900 the Chicago & Milwaukee Electric Railroad Company was duly incorporated under the railroad laws of this state as a commercial road, and subsequently on or about the 29th day of March, 1902, acquired title to all the rights, franchises and property of the Chicago & Milwaukee Electric Railway Co., and since said date have been in possession of and operating said railroad over said Railway Avenue, and the only right or title said Chicago & Milwaukee Electric Railway Company has in and to the use and occupation of that portion of Railway Avenue is under and by virtue of the franchise of the Board of Supervisors of Lake County, Illinois, hereinbefore mentioned.

Your petitioners further represent that said road-bed and tracks have remained ever since their location in practically the same condition they were when the road was built, and in addition thereto, said Chicago & Milwaukee Electric Railway Company have erected a platform on the easterly side of its right of way in the middle of said Railway Avenue, and by reason thereof said Chicago & Milwaukee Electric Railroad Company have the absolute and exclusive possession of thirty feet of Railway Avenue, so that it is impossible for your petitioners and the public who wish to use Railway Avenue as a public street to approach the depot of the Chicago & Northwestern Railway Company, and that by reason of the exclusive possession and occupation by its road-bed and platform of the westerly thirty feet of said Railway Avenue, your petitioners and the public are deprived of access by carriages or conveyances to the depot of the Chicago & Northwestern Railway Company, and are also deprived of the use of the westerly thirty feet of Railway Avenue as a public street.

Your petitioners further represent that the only right the Chicago & Milwaukee Electric Railway Company or Chicago & Milwaukee Electric Railroad Company have to a right-of-way on Railway Avenue is, and should be in common with the public, so that the public would have the use of the whole of Railway Avenue as a public street, and would have access by carriages and conveyances to the depot of the Chicago & Northwestern Railway Company.

Your petitioners therefore pray that this Honorable Body may take such steps and proceedings as may be necessary to either remove said tracks and right-of-way of the Chicago & Milwaukee Electric Railroad Company from Railway Avenue, or in any event require said road to place its road-bed, ties and

CONTINUED ON PAGE 6TH