

Engineering services 16,360.89
TOTAL \$290,566.04
 All lawful expenses attending the proceedings for making said proposed improvement, including the court costs and the making, levying, and collection of the assessment for said proposed improvement, including the court costs and tum (6%) of the cost of said improvement (not including the cost of acquiring the easements) \$ 17,433.96
TOTAL ESTIMATED COST OF SAID PROPOSED IMPROVEMENT \$308,000.00
 Respectfully submitted,
SAMUEL M. HASTINGS,
 Mayor of the City of Highland Park and President of the Board of Local Improvements of the City of Highland Park.
 Dated at Highland Park, this 19th day of June, A. D. 1925.
 I hereby certify that in my opinion the above estimate does not exceed the probable cost of the above proposed improvement and the lawful expenses attending the same.
SAMUEL M. HASTINGS,
 Mayor of the City of Highland Park and President of the Board of Local Improvements of the City of Highland Park.
 Dated at Highland Park, this 19th day of June, A. D. 1925.
 I, E. A. Warren, City Clerk, do hereby certify that the foregoing is a true and correct copy of an ordinance submitted to the Council at its meeting held on Friday, July 17, 1925, and was thereupon referred to the Council as a Committee of the whole, which recommended its passage.
 IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City of Highland Park, this 30th day of July, A. D. 1925.
 (SEAL) **E. A. WARREN,** City Clerk.

LATE LEGISLATION AFFECTING AUTOISTS

BILLS PASSED AND KILLED

Some of the Good Ones Which Have Been Law in State and Others Properly Disregarded

A light bill which would have cost Illinois motorists plenty of grief, was killed in the hectic hours marking the close of the fifty-fourth general assembly, according to the legislative department of the Chicago Motor club.
 This bill, which was opposed by the club, provides that head lamps should not glare, but the word glare was not defined, and so the enforcement of the law would depend upon the individual construction given by every constable, J. P., and police officer in the state. "This is one of the most vicious pieces of legislation introduced at the session just passed," said Charles M. Hayes, president of the Chicago Motor club.
Another Bill Killed
 A bill providing for an increase of license fees of 33 1-3 per cent was also killed. This bill would have cost motorists of the state \$4,000,000.
 The old controller bill which has made its appearance regularly for the past three sessions, was another bill opposed by the club. This bill provided that all cars must be equipped with speed governors, costing motorists about \$15.00. The killing of this bill saved the motorists of Illinois \$15,000,000.
Sped Traps Barred
 A bill which will militate against speed traps passed house and senate, and will become a law with the governor's signature. This bill provides that the department of public works has the right to regulate traffic on state roads in cities or villages and can pass ordinances or revoke local ordinances where the local ordinance is in conflict with the regulations of the department of public works. The legislative department of the Chicago Motor club sees in this bill a decided step toward eliminating speed traps. Automobiles must come to a full stop at all state highways, according to the provisions of a bill also awaiting the governor's signature.
 Manufacturers of devices showing red and green lights forward, were hit by a bill prohibiting automobiles other than those used by the fire department, from showing red or green lights in a forward position. This bill was fostered by the various fire departments.
Must Walk on Left
 The pedestrian who wanders on concrete highways walking with the traffic instead of against it, is saved from his own careless act by a bill which provides that all pedestrians on concrete highways must walk on the left hand side of the roadway.
 For many years safety advocates have endeavored to pass a law forcing horse drawn vehicles to carry lights. Motorists who have had smashups, or near smashups, with buggies and wagons at night will appreciate the bill that compels horse drawn vehicles to carry lights at night.
Must Give Way
 The road hog was given a jolt in the bill which compels the driver on the wider shoulder to give the right of way. The department of public works, according to the provisions of a bill awaiting signature, is authorized to designate certain streets through towns, to connect with state highways, and to erect proper signs on these highways.
 Counties have been given the authority to condemn property for rights-of-way, according to the provisions of another bill passed at this session.
 "The big victory for motorists, however, is the defeat of the various gas tax measures," says Mr. Hayes. "This victory has saved Illinois motorists \$12,000,000."

THE PERSONAL COLUMN
 It is the custom for some superior folks to make fun of newspapers for printing so many personal items and the news of people's movements and doings. And yet such publication is the response to a normal instinct.
 If you meet your friends socially, you commonly exchange information about your personal acquaintances. Such a one has gone on a travelling trip, and some one else has bought a house, and so on. A person who does not talk about such matters is apt to go on in a very dreamy way, knowing little of what is happening around him.
 The newspaper in its personal column responds to this natural desire of the people to know what their friends and acquaintances are doing. It gives people the real and substantial information that they want to know, and which it is useful for them to know without descending to those suggestions of gossip which so often disfigure personal conversation.

FOR DRY CLEANING & DYEING RUG CLEANING & CURTAIN STRETCHING THE RELIABLE LAUNDRY PHONES 178-179

CROSSING GATES ARE DANGER SIGN

Motorists Should Control Cars Accordingly, Thus Avoiding Accidents

Crossing gates are an unmistakable sign of danger beyond, a barrier to death, with highest possible degree of visibility, and yet the accident prevention department of the Chicago Motor club says that last year on a single New England railroad 390 gates were demolished because motor drivers with control of neither themselves nor their cars drove through the gates in the face of approaching trains. This is an average of every gate on this railroad being broken 1.7 times.
 If motorists would associate the sight of a grade crossing and its advance notices with the sight of a traffic policeman and control their cars accordingly, accidents would cease. Remember that the speed of a train is very deceptive to those accustomed to judging only the speed


of automobiles. Here are some interesting facts to remember in this connection. A motor car moving at 15 miles an hour travels 22 feet per second; at 20 miles an hour 29 feet per second; at 25 miles an hour 37 feet per second; at 30 miles an hour 44 feet per second; at 40 miles an hour 59 feet per second; at 50 miles an hour 73 feet per second.
 Trains moving from 25 to 40 miles an hour can, under ordinary circumstances, come to a stop in about 1200 feet; an automobile running 25 miles an hour can be stopped in 37 feet. A train traveling 60 miles an hour and a quarter of a mile away will reach the crossing in about fifteen seconds.

Heart disease caused the death of Silas W. Osburn, aged 70, resident, who died at the wheel of his auto as he was starting for a family reunion in Ohio last week, a coroner's jury found.
 Science is doing wonders for the world, aside from discovering some things that may not be true.—Toledo Blade.

John J. O'Connor, proprietor of Blarney Island, situated in the northern part of Grass Lake, enters a vigorous denial to the statement that the Lotus beds in Grass Lake are dead. He submitted a communication to the Waukegan Sun, in which he explains why it is that none of the famous flowers are to be seen this season but expresses the opinion that they will be back again as good as ever in about two years.

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(it does—12 hours a day!)
 The heart has a reputation for working 24 hours a day. It does. But it rests after each beat so that it is resting about half of the time. Wise heart!
 Its lesson should be followed by those women who are always busy with heavy work, and wondering what is the matter with them—wondering why their charm and youth and health have disappeared. Why not rest like your heart does; erase the worry of washday from your mind, for instance; cut 52 days of drudgery from the year? It's easy. Our Wet Wash Service washes, rinses, removes the excess water and returns your bundle damp, sweet and clean, ready to iron or starch and hang up to dry.
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