

Township Highway Commissioner's Report

(Continued from last week)

While all of the foregoing is vital to the success of the plan, its value is determined largely by its practical application to the work itself.

The earlier months of the season, April and May, were spent in removing obstructions from the existing roadside ditches to permit the quicker passage of water, and the institution of a plan for dragging all Township roads after each rain.

Many of our roads had been crowned so high by the grader that the best that could be said for them was that they shed water quickly. In itself, this is a good thing but the maintenance of a road by this method is a questionable practice in that it forces the traffic to the center of the road. This quickly produces ruts which are the most expensive of road faults to repair. With a high crowned road the passing of vehicles is annoying and sometimes precarious, as when the roads are slippery, tending to shunt the vehicle toward or into the ditch.

Therefore the drag, spoken of before, was put into use not only to reduce the crown of the road but to draw into the ruts and depressions in the road the loose material and compact it by its weight in passing over it. A further advantage of this method is that much material is saved in working the road, because by the drag method, the material which under the grader plan was brought to the center of the road where it would be of little value, is brought down to the sides of the road where it becomes a part of the wearing surface of the highway.

In the past about sixteen of the eighteen and one-half miles of Township roads had been improved at one time or another by the application of crushed limestone or gravel after the road had been shaped. This construction was the work of former Commissioners.

All of the roads needed more material in spots. As soon as the heavy spring rains had stopped and the roads had had the drag applied a considerable number of times a patrol system of maintenance was brought into being.

Up to the time that the Government request came for release of all cars possible for war work, crushed limestone and screenings were used for the repairs made to Glenview and Lake avenue, Hohlfelder road and County Line road.

When the ban was put upon the transportation of material by rail a contract was made for a good grade of gravel from a pit located and privately owned in the township. All of the repairs in the south part of the township which is the larger half have been made since that time with gravel and with good results.

At the same time the cost of the gravel is 44.6 per cent less than that of the stone. The cost of hauling was reduced 162/3 per cent at the same time.

With the road maintenance actually well under way a number of men were placed under a foreman employed because of his ability to handle men and to do the engineering incident to drainage work. This man received one hundred dollars per month. His work had a great deal in it to bring commendation from the thoughtful taxpayer. His records show the character and extent of all the drainage work done by him during his several months in the employ of the township.

The use of this cost record in this report is simply to acquaint you with the fact that the work that the dollars of the citizens of New Trier township is doing, is under scrutiny and the records in such shape that intelligent criticism may be made of the work and that conclusions may be reached more definitely and easily in planning future improvements.

Through the Commissioner the County Board has been induced to join with the township in the expense of the erection of headwalls and the pipe extension in the ditches at all the intersections of roads in the township which were potential death traps because of the necessarily deep ditches close to the road. At these points the roadways have been widened and headwalls built so that free and safe passage of vehicles may be effected.

The two foot outlet running from the west branch of the C. & N. W. railroad to the North branch of the Chicago river, over two thousand feet at a depth of five to six feet under ground, was found early in the season to be totally inoperative. To determine the extent of the repairs and their location it was necessary to have a man crawl through this two foot pipe with a flash light and note book. This was done. Each pipe was noted as being broken or out of place or defective in some other way, or good. An estimate was then made of the cost of digging up and repairing the broken pipe and remedying the other defects. The pursuit of this method saved several thousands of dollars which would otherwise have been spent in the unproductive digging up of the good

portions of this sewer. The necessary repairs were made and an idle investment is again working.

As much as 66 2/3 per cent of the total mileage of roadways have been ditched on both sides the past season. With the exception of a short piece on one road which was emergency work done under bad working conditions at the end of the season, all this work has been put on a straight line and with proper fall. All of the outlet ditches received early and careful attention.

Sign posts for all the roads are a part of the general plan to be installed as soon as roads widths are definitely established.

Harms road from Lake avenue to Glenview road (7/8 of a mile) has been ditched and graded, and four inches of gravel to a width of fourteen feet has been placed thereon in the past year. This is a much used road which has been expensive to keep up on account of the mud encountered after every rain. The shoulders of Green Bay road from County line to Glencoe north limits are being built up to make safe this heavily used thoroughfare.

Some one has recently said in a well known magazine:

"That highway engineers and officials have generally failed to concern themselves about book-keeping is an indictment against them: few branches of engineering endeavor are as careless about, and are leaving as few accurate records for the general use of the profession, for the public and posterity."

It has been our aim to prove the exception to this rule not only keeping cost records, but showing the summaries of these efforts in the Treasurer's books and in the reports made each month regularly to the County Superintendent of Highways. It is my duty and privilege to acknowledge here the willing and competent aid given by both the Town clerk, Mr. Walter S. Crozier, and the Town treasurer, Mrs. G. M. Thurston, in the compilation of reports and data which have been a substantial aid in the work of the Commissioner.

The Treasurer's books now show in a very readable, understandable way not only the amounts received and expended, but for what purpose and where used. The balance sheet as of December 31, 1918, is here given.

Report	
Balance on Hand	
April 1, 1918	\$33,188.81 \$ 90.00
Received during	
Year	15,199.41 *300.00
Total	\$48,388.22 \$390.00
Orders drawn during year	18,347.62 248.67
Balance on Hand	
January 1, 1919	\$30,040.60 \$141.33
Distribution of Expense	
Earth roads—construction	\$1,296.77
Earth roads—grading	164.65
Earth roads—dragging	248.67
Hard roads—construction	2,224.06
Hard roads—maintenance	1,407.20
Bridges and Culv.—const.	443.32
Bridges and Culv.—rep.	3,775.66
Machinery purchased	213.00
Supplies	88.59
Miscellaneous	1,441.72

HOYBURN

615 Davis St., Evanston

Matinees 2 and 4 Evenings 7 & 9

Friday March 6

J. Warren Kerrigan

in

"The Prisoner of the Pines"

Saturday March 8

ETHEL CLAYTON

in **"Maggie Pepper"**

NEXT WEEK

Mon. and Tues. March 10, 11

FRED STONE

in **"Johnnie Get Your Gun"**

Wednesday March 12

KITTY GORDON

in **"Mandarin's Gold"**

and

HOUDINI

in **"The Master Mystery"**

Thursday March 13

MONTAGUE LOVE

and

BARBARA CASTLETON

in **"Rough Neck"**

Ditching 6,240.15
Weed cutting 752.50
*To Road drag fund 300.00
W. S. Crozier, Town clerk.

[Of this total the amount derived from taxes was \$13,666.67
Interest on Liberty bonds and on moneys in bank amounted to 916.24
Received from Village of Winnetka as reimburse-

ment for ditching of Willow street and Thalman avenue in Winnetka 316.50

\$15,199.41

|| This item includes cost of repairs to Wilmette outlet sewer and the extension of culverts and erection of headwalls at seven intersections that were widened as noted in the report.

The Cemetery Beautiful

PLANTED amidst nature's own beauty, man has created a beautiful park cemetery. The sunken gardens, the winding paths, and the imposing chapel makes this spot a vision of beauty. It is indeed a fitting final resting place for our beloved ones.

MEMORIAL PARK CEMETERY and ANNEX

Gross Point Road and Harrison St., 1/2 Mile West of Evanston

We want you to visit this cemetery. You will find it interesting and attractive. You should reserve for yourself a family lot—all lots in Memorial Park are sold with full perpetual care guaranteed. Suitable easy payments—no interest. Don't miss this opportunity.

YOU ARE INVITED

to call or write to the main office, 703 Marquette Bldg. and make appointment to have one of our representatives call for you in an automobile to take you to and from the cemetery. No obligation. Investigate NOW!

Central Cemetery Company
703 Marquette Building, Dept. 8613 Chicago

Our perpetual care funds are on deposit with the Trust Department of the Central Trust of Illinois.

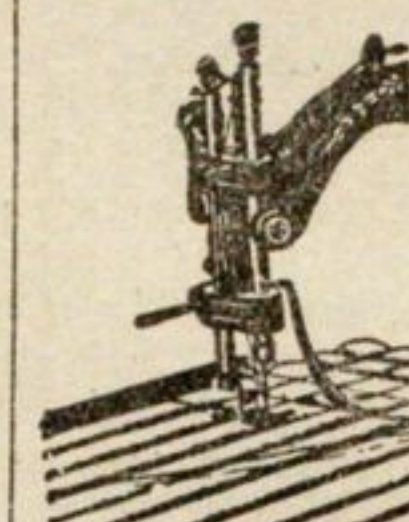
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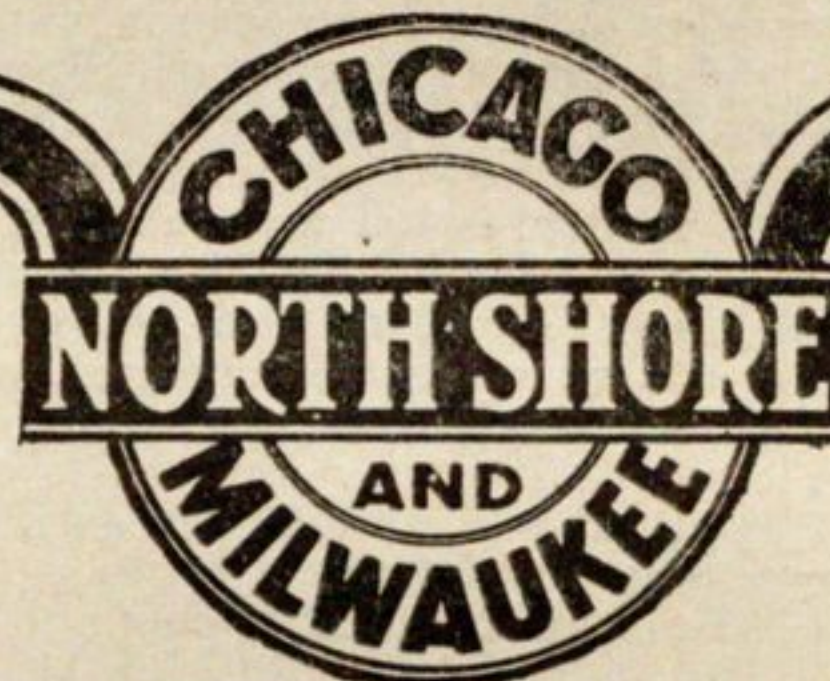
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Northbound limited trains leave Winnetka at 6:29 a. m. and every hour thereafter until 11:29 p. m. On Saturday afternoons, Sundays and Holidays every 30 minutes. The running time from Winnetka to Kenosha is 57 minutes—to Racine 1 hour 11 minutes—to Milwaukee 1 hour 56 minutes.

PARLOR CARS—Leave Winnetka at 9:29 a. m. and 2:39 p. m.
Leave Milwaukee at 9:45 a. m. and 2:45 p. m.

DINING CARS—Leave Winnetka at 12:29 p. m. and 5:29 p. m.
Leave Milwaukee at 11:45 a. m. and 5:45 p. m.

Express Service

Express trains making one stop in each town between Evanston and Waukegan, leave Winnetka every 30 minutes.

For further information apply to the nearest Ticket Office of the

NORTH SHORE LINE

Chicago Office:
66 W. Adams Street
Phone Central 8280

Milwaukee Office:
187 Second Street,
Phone Grand 1136