

Report of the Commissioners of
Lincoln Park 1913-1916.



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REPORT OF
THE COMMISSIONERS
OF LINCOLN PARK

1913 ÷ 1916

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His Excellency EDWARD F. DUNNE,
Governor, The State of Illinois.

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His Honor WM. HALE THOMPSON,
Mayor, City of Chicago.

NOV 8 1922

The Commissioners of Lincoln Park—

TIMOTHY J. O'BYRNE, President,
NELSON N. LAMPERT, Vice-President
JOHN P. FRIEDLUND, Auditor,
BERNARD JUNG,
BERTRAM M. WINSTON,
WILLIAM REHM,
AUGUST F. BRUCHMAN.

Honorable Sirs:—

Your keen interest manifested in the conduct of the business of Lincoln Park prompted me to gather for your perusal a summary of work accomplished during your administration of Lincoln Park.

I take pleasure in presenting the following report, compiled as briefly as possible.

Administration

As provided by law a meeting is held by The Commissioners of Lincoln Park on the second Wednesday of each month.

The fact that the monthly meetings held during the present administration, with the exception of a limited few, have been attended by the full quota of Commissioners is worthy of note, and is responsible to a marked degree for the high standard of efficiency and economy maintained.

A series of reforms instituted will be set forth under departmental headings, to follow. However, especial attention is called to the fact that a change in the system of contracting and paying of bills has effected a great saving to the taxpayers of the Lincoln Park District.

The institution of a General Stores Department, through which all requisitions for supplies for the various departments of the Park must pass for approval, has made duplication of work and wasteful buying impossible, and in centralizing the stores it has been possible to keep an absolute check on all materials purchased and to aid in the economical purchase of supplies.

By the immediate dispatch of bills received and their investigation and approval by the requisitioning department head it has been possible for this administration to take advantage of cash discounts. The inauguration of this economy has worked a considerable saving.

General Park work has been accomplished most economically, due to the fact that wherever possible working conditions have been bettered and the employees have felt a sense of security in the knowledge that the rules and regulations of the Civil Service Commission have been fairly, justly and impartially administered.

The policy prescribed by you to make Lincoln Park the playground and recreational center of all the people has been strictly adhered to.

An idea of the recreational facilities offered the public follows:

Diversey Bathing Beach	Running Track
Fullerton Children's Bathing Beach	Handball Courts
Motor Boat Docks	Volley Ball Courts
Yacht Moorings	Hockey Fields
Tennis Courts	Ice Skating Ponds
Bridle Paths	Golf Course
Harness Horse Speedway	Trap Shooting Grounds
Roque Courts	Canoe Club House
	Grass Plots for Picnics

Fly Casting Platforms	Boating Ponds
Baseball Diamonds	Dramatic Clubs
Rugby Football Fields	Dancing
Soccer Football Fields	Wading Pools
Swimming Pools	Outdoor Gymnasiums
Indoor Baseball Diamonds	Indoor Gymnasiums
Basketball Fields	

Music

By decreasing the number of men in the bands a greater number of concerts have been given each year without an increase in cost.

The Civic Music Association has co-operated with the Commissioners in their effort to supply the public with a high quality of music at no expense. The Commissioners have in turn donated the use of their assembly halls and have attempted to further the splendid work being done by this association.

A public-spirited citizen of the north side donated \$20,000 to the Commissioners of Lincoln Park for the erection of a bandstand. One of the conditions of the gift was that the name of the donor be withheld. The bandstand was built of marble from designs prepared by Pond & Pond, and the sculpture adornments were the work of Lorado Taft. The site of this work of art is just south of the Grant monument.

Motor 'Buses

The Commissioners, realizing that the boulevards belong to all the people and not to the few owning automobiles, made a long and careful study of the proposed operation of motor 'buses in the Park System. The attorney and chief engineer were sent to New York to investigate the form of franchise under which the New York 'buses are operated, and to inquire into the effect of the wear and tear on the pavements due to their operation. After a report was made by these men, numerous sessions of the Board were held to discuss the matter. As a result of these meetings an ordinance was passed by the Commissioners in June, 1916, granting to the Chicago Motor 'Bus Co. permission to run motor 'buses over certain designated

routes. In this ordinance the interests of the taxpayers have been carefully guarded. The advent of motor 'buses in Lincoln Park should be a great factor in the further development of the north side, and the Commissioners of Lincoln Park have taken the lead in the City of Chicago in offering this new method of transportation to the citizens of the Park District. By the operation of these 'buses more intense use of the boulevards will follow. This intense use will bring with it some congestion, but congestion is something that every city that aspires to be thoroughly metropolitan in character must sooner or later encounter. On the other hand, however, the great accommodation and much-needed convenience afforded the people of the north side and the City of Chicago by a comprehensive motor 'bus operation will more than justify the action of the Board.

Bond Issue

The Commissioners of Lincoln Park, thoroughly cognizant of their obligation to the people, went before the lawmaking bodies of the State of Illinois in the spring of 1915 and had enacted a law which gave them the authority to place upon the ballot for the consideration of the people of the Lincoln Park District a one million dollar 4% bond issue, providing for the extension of Lincoln Park to the north.

The people of the Lincoln Park District, realizing the pressing need of increased park area and having confidence in the manner in which the Park affairs were being administered, rallied to its support and this proposition was favorably carried by an overwhelming majority.

With the authorization of this issue, bonds were immediately prepared and disposed of and work on the improvement started forthwith.

Civil Service

The Civil Service Commission consists of three members. Present Board—Timothy J. O'Byrne, President; Bernard Jung, and John C. Cannon, Superintendent of Employment.

The following report of work accomplished in this department, prepared by John C. Cannon, Superintendent of employment, I take pleasure in introducing herewith:

Mr. George D. Crowley, Secretary, The Commissioners of Lincoln Park, Chicago.

Dear Sir:—

I hand you herewith a complete summary of the work of the Civil Service Commission of The Commissioners of Lincoln Park for the period from January 1, 1913, to and including December 30, 1915, with the expenditures for the same period.

Expenditures

Salaries for above period (Commissioners and clerical help)	\$14,785.40
Advertising for above period.....	589.89
Examination expense for above period.....	2,615.09
Furniture and fixtures for above period.....	14.00
Printing and supplies.....	521.86
Trials for above period.....	137.82

Examinations

During the period noted above the Civil Service Commission has conducted 29 examinations, for which there were 1,043 applicants.

Trials

During the period noted above the Civil Service Commission held a total of 30 trials, which resulted in 11 employees being separated from the service, 9 suspended and 10 exonerated.

Separations

During the above period a total of 86 employees were separated from the service for the violation of Rule 7 covering absence without notification to superior for a period of three days. In this connection I wish to call to your attention that as soon as the employees realized that this rule was to be

enforced strictly the number of separations under it began to reduce materially, viz.:

1913.....	46	separations
1914.....	27	"
1915.....	13	"

Suspensions

During the above period the Civil Service Commission suspended a total of 42 employees for violation of various rules for periods of from one day to 30 days.

Transfers

During the above period the Civil Service Commission authorized 243 transfers from one department to another within the Lincoln Park service. The transfers have been reduced from year to year, viz.:

1913.....	106
1914.....	85
1915.....	52

Number of Employees

	Maximum	Minimum
1913.....	850	426
1914.....	850	499
1915.....	721	423

Temporary Employees

During the above period the Civil Service Commission authorized the employment of 215 persons on temporary permits, viz.:

1913.....	75
1914.....	82
1915.....	58

The caring for matters contained in this summary has made it necessary for this department to enter approximately 12,000 reports in its files, etc., etc.

Yours truly,

JOHN C. CANNON,
Superintendent of Employment.

December 8th, 1916.

Park Maintenance

In order that the people might get the fullest enjoyment out of the beautiful grass plots of the Park, the long familiar sign "Keep Off the Grass" has been thrown in the discard and the lawns reclaimed for the use of the public.

With restricted lawn areas a thing of the past, it has been necessary, for the conservation of a Park Beautiful, to devise a plan of maintaining the lawns in a manner which would permit of their unlimited use.

The condition of the lawns in Lincoln Park during the years 1914, 1915 and 1916 is conclusive evidence that they may be used most freely and still be properly maintained by systematic care.

Work in general on the Park lawns has been quite extensive, the edges of all areas at sidewalks, roadways, ponds, etc., have been sodded and regraded where necessary.

During the present administration over 200,000 square yards of sod has been planted covering an area in excess of 40 acres in patches.

The trees and plantations throughout the entire Park System have had careful attention.

Skillful tree surgery and scientifically treating all trees infected has saved for the Park a number of beautiful specimens.

Due to the limited appropriations available for new trees, the work of completing the boulevard tree planting scheme will not be realized for some time. However, a great number of trees and shrubs have been planted and section by section this work is being accomplished.

Where new trees have been planted pockets of fertile black earth have been prepared to insure their healthy growth.

A "safety first" measure was instituted by the Board when on their order plantations at roadway intersections, which obscured pathways were remodeled so as to eliminate the possibility of accident to pedestrians and autoists.

Some few years prior to the present regime a strip of land covered with black soil, which was at that time deemed suitable for Park purposes, located at Tedens, Illinois, between the DesPlaines River and the Santa Fe Railroad and lying immediately west of the site of the Lincoln Park stone plant, was purchased. A black soil plant was established at this point. Considerable of the black soil obtained at Tedens was brought to Lincoln Park for use.

In the spring of 1914 it was noted by the present administration that the meadows and plantations covered with this soil were not progressing normally and were a considerable source of expense in maintaining. The present Commissioners had analyses of this soil made and found that it contained over 80% combustible matter, while in good clay loam there should not be in excess of 20% combustible matter. After these analyses were secured the black soil plant was discontinued.

Most of the land previously described at Tedens lies very low. However, about ten acres is suitable for the raising of nursery stock. Nearly all of the shrubbery used in Lincoln Park during 1915 and 1916 has been grown in this nursery and the amount of money saved has justified its maintenance.

Ponds

The ponds in Lincoln Park cover an area of about fifteen acres and in 1914 the Commissioners found it necessary, due to the unsanitary condition of the water, to clean the North and the South Ponds. An average of one foot of slime was taken from the bottom and used for filling in Picnic Island. A carload of bottles, tin cans and other refuse was disposed of. The condition of the shores was improved and clean gravel put around the edges of the ponds. After the ponds had been refilled with fresh water the overflows and sewers protected by suitable gratings, 30,000 young black bass were obtained through the kindness of the Illinois Fish and Game Commission and 15,000 put in each pond. The young fish have been fed and otherwise carefully looked after. At the present time there are any number of fine fish in the ponds. These range in size from four to six inches.

Baseball Field

That portion of the south end of Lincoln Park devoted to Baseball Fields possibly withstands harder usage than any other section of the Park. The level of the field is low, and prior to the installation of a complete drainage system and regrading of portions of the field during the fall of 1914 and the spring of 1915, the baseball diamonds could not be used for days after the slightest rainstorm, and naturally the condition of the grass was quite poor.

Since the necessary regrading and the completion of the installation of the drain tile the availability of the baseball grounds has been more than doubled. Due to proper drainage the lawns have steadfastly improved until today the grass on the baseball fields very favorably compares with the other portions of the Park. Shrubbery has been planted artistically about the borders of the field to add a touch of beauty to the landscape.

Golf

The fall of 1913 brought a great public demand to the attention of the Lincoln Park Board. The golf germ had finally infected the populace of the Lincoln Park District. Requests for the establishment of a golf course in Lincoln Park became so numerous that the Board was satisfied they would be serving the best interests of the people of their district by making it possible for the public to use some section of the Park for golf.

Having in mind the fact that the Park Extension Plan contemplated the institution of an 18-hole course, to be built over the submerged lands lying between Montrose Avenue and Foster Avenue and east of the present shore line, and knowing that it would be a financial and physical impossibility to have this course built within ten to fifteen years, the Commissioners secured the kind assistance of Messrs. Tom Bendelo and "Chic" Evans in preparing for use as a 9-hole golf course, pending the filling in and building of that section of the Park Extension which contemplated the 18-hole course, that portion of the Park Extension lying immediately east of the Lake Shore Drive between Diversey Parkway and Belmont Avenue.

Scarcely had the announcement been made, that the Board had heeded the will of the people, when golf enthusiasts were to be seen by the score playing over an impromptu course laid out for immediate use.

Messrs. Bendelo and Evans shortly thereafter presented a plan for the course, which was adopted, and the present course is the result.

The improvements of the grounds, in order to facilitate more rapid playing and thereby accommodate the greatest number of players, have been numerous and it is our hope, if present plans are carried out, that by the spring of 1918 our semi-permanent golf course will be considered among the best in Chicago.

Improvements made thus far include:

The installation of a drainage system,

Heavy loam laid and planted for putting greens,

New tees made of specially prepared clay,

A beautiful shelter house, containing locker, shower bath, lunch room, rest room and toilet accommodations, designed by A. N. Rebori, architect, has been constructed and was formally opened and dedicated by Governor Edward F. Dunne, September the 9th, 1916.

Engineering Department

Sidewalks

Prior to 1913 some experimental work was done with asphalt surfacing of the sidewalks. The experiments having proven successful the Commissioners appropriated funds in the succeeding years to continue this work. A total of close to 70,000 square yards of sidewalks have received asphaltic treatment.

Boulevards

The Lake Shore Drive was paved with a two-inch surface of asphaltic concrete from Bellevue Place to Grand Avenue. The old macadam base was reshaped and new stone added to strengthen the foundation from Bellevue Place to Ohio Street.

From Ohio Street to Grand Avenue a new six-inch concrete base was built. New curbs were also installed. The parkways were regraded and sodded over this entire portion of the boulevard. At Ohio Street a connection was made with the road leading to the Municipal Pier.

The Lake Shore Drive from Delaware Place to Schiller Street was given a flush coat of bituminous material and granite chips.

Oak Street from Lincoln Parkway to the junction with the Lake Shore Drive was covered with a two-inch wearing surface of asphaltic concrete.

Sheridan Road from Foster Avenue to Devon Avenue was resurfaced with two inches of asphaltic concrete.

From Aldine Avenue to Grace Street and from Byron Street to Broadway the roadway was treated with a seal coat of bituminous material and granite chips.

Diversey Parkway was paved with a two-inch surface of asphaltic concrete from Clybourn Avenue to the Chicago River. From Hermitage Avenue to Lincoln Street this boulevard was paved with grout filled brick on a six-inch concrete foundation. A seal coat of tarvia and granite chips was given to the road between Lake Shore Drive and Sheridan Road.

Lincoln Parkway from Chicago Avenue to Ohio Street, Fullerton Parkway from Clark Street to Orchard Street, and Stockton Drive from Diversey to North Avenue were treated with a flush coat of tarvia and granite chips.

The policy has been to keep the roads in a state of good repair, the maxim of "a stitch in time saves nine" has been followed.

Snow removal, always one of our biggest winter problems, has been facilitated by the purchase of additional plows and graders. For the coming season we are planning to supersede our horse-drawn plows with motor-driven plows. Increased efficiency will no doubt follow.

Coal

Coal has been purchased on competitive bids, using the B.T.U. basis as a standard. This system has resulted in our

getting a far better grade of coal than could be secured by buying by the ton.

Storm Damage

In November, 1913, a terrific storm swept the lake front. At six different points the paved beach and parapet wall was washed out. On the Extension upwards of 300,000 cubic yards of material was carried away. The paved beach has been restored and bulkheads have been placed every 50 feet in the restored work to confine future damage to a small area. This beach has had a maintenance gang working on it constantly during the summer months for the last three years. Due to this maintenance we have suffered no great damage, although there have been some severe lake storms. The material washed out on the Extension will be replaced by the hydraulic dredge.

Yacht Harbor

The yacht harbor at Belmont Avenue was opened to the public. Moorings were laid out, and a lighthouse constructed. A dock 911 feet long was also built.

Breakwater

A breakwater 970 feet in length was constructed immediately south of the Jack-Knife Bridge.

Extension

As soon as the voters approved the \$1,000,000 bond issue at the election in April, 1916, work was started fitting out the Marine Fleet for service. The tugs and pile drivers went into service in May and the dredge in June. Work has continued throughout the season. The breakwater was extended 1,072 feet northward from Cornelia Street and approximately 17 acres of new lands were filled in by the dredge. The hydraulic fill was supplemented by material received by teams.

On Picnic Island the north one-half was graded, sand and black soil were spread and then seeded. The breakwater at the north end of Picnic Island was extended a distance of 612 feet. Beginning at the south end of the island a paved concrete beach was built 1,600 feet long. Bulkheads carried two feet below

the lake level were built every 50 feet along the beach. A retaining wall was built 2,600 feet in length from the south to the north end of the island. The completion of the 1,000 remaining feet of paved beach will mark the completion of the shore protection work required on Picnic Island. This portion of the park will then be ready for the use of the people.

Lemont Stone Plant.

All stone used in the construction of the breakwaters was hauled by our fleet from the stone plant at Lemont. A total of 400 wooden stone boxes of an improved design were built. A stiff leg derrick with a capacity of six tons was added to the plant for the purpose of handling the large stone.

Sheridan Road Extension

The attorney and the chief engineer have had conferences with the authorities of all of the North Shore towns affected by the Sheridan Road Extension Act. The legal phases of this Act have been explained in detail and costs of construction and maintenance of the proposed road have been furnished. Every effort has been made to further this project. The towns of Wilmette, Kenilworth and Glencoe have turned Sheridan Road over to the Commissioners and it has been accepted by them.

Records

A complete set of plans and specifications covering all work done by the Engineering Department is on file. All plans have been brought up to date, and all changes have been recorded. A unit cost system has been installed wherein the cost of every piece of work is carefully kept. Daily reports are made of all construction work.

Respectfully,

GEO. T. DONOGHUE.

Electrical Department

During the year 1913 the improvement of Sheridan Road from Foster to Devon Avenue started and 108 arc lamps on concrete poles added to the system. This being cut into service in March, 1914, through a sub-station at Foster Avenue and Sheridan Road.

In the summer of 1914 Sheridan Road from Grace Street to Belmont Avenue was lighted, 63 lamps being added to the system without the addition of any feeder cable.

During the fall of 1914 ten lamps were added on State Street between Burton Place and Schiller Street, this being the first time in the history of Lincoln Park that high tensioned armoured cable was used in place of lead covered cable in conduit.

In the spring of 1915 34 lamps were added on Sheridan Road between Belmont and Diversey without the use of additional feeder cable. Later on five safety island lights and four lamps were added at Lincoln's monument. During the summer of 1915 92 lamps were added on Diversey Parkway between Lincoln Avenue and the Chicago River, using existing modern conduit line which had been installed in 1911.

In April, 1916, work was started on the following jobs:

	Lamps
a. Diversey Pky. from Commonwealth Ave. to Lincoln Ave.	84
b. Lake Shore Drive from Oak St. to Grand Ave.....	36
c. Municipal Pier approach.....	70
d. East Drive from bandstand to North Ave.....	29
e. Stockton Drive—Diversey to Eugenie St. bridge....	150
	<hr/> 369

Of these a, b, c and d are practically completed and 41 lamps are in service on e.

New conduit was installed on Diversey Parkway from Commonwealth Avenue to Lincoln Avenue and on the west side of Stockton Drive from Diversey to St. James Place. It

is hoped that the major portion of this equipment will go into service during 1916.

Outside Lighting System

Load on system, Jan., 1913, 873 arc lamps

Load on system, Dec., 1916, 1,073 type C lamps and 178 arc lamps

Load on system, Jan., 1913, 461.16 K.W. average

Load on system, Dec., 1916, 350.00 K.W. average

Increase in size of system 43%

Decrease in load 32%

Cost per lamp per year, 1912, \$31.57

1916, 19.88

Decrease	<hr/> \$11.69
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At the present capacity this is a saving of \$14,620 approximately on outside lighting alone per year.

Safety Island Lights

A total of 48 safety island lights have been installed during the years of 1913 to 1916, inclusive, for the safety and convenience of the public.

Commercial System

The policy of complying strictly to the rules of the Board of Fire Underwriters and those of the Bureau of Electrical Inspection of the City of Chicago has been adopted and necessary changes are constantly being made. New underground feed at Welles Park has been installed in connection with a new sub-station. Seward and Stanton Parks are now supplied with power directly from the main sub-station at Lincoln Park at a great saving in cost. Single phase power has been replaced with a three phase system in a number of instances, thereby greatly reducing costs and improving service. A number of small sub-stations have been eliminated and power supplied to the various centers from the main sub-station. Meters are being further installed to measure power supplied to various departments.

New Developments

In the interests of economy and public safety the old and obsolete arc lamps have been practically replaced by the modern type C or nitrogen incandescent lamps, the result being to increase the effective illumination and decrease the cost.

The series multiple transformer has been developed in Lincoln Park during the past two years and the following results achieved:

1. Decrease in cost of construction
2. Increase in efficiency of operation and maintenance
3. Increase in safety to the public
4. Practically continuous service assured.

The use of steel armoured cable has been extensively begun, with a consequent great saving in construction costs.

Many other improvements of equipment and service have been developed, with the result that the total department efficiency has been greatly increased and substantial savings effected.

The Park garage, including a number of machines, has been turned over to the Electrical Department and a consequent saving in expense brought about thereby.

Water System

A 24-hour water service at a pressure of 65 pounds per square inch is now operated, adequately protecting park property from fire. Larger pipes have been installed where necessary and many extensions made and fireplugs installed. The unit cost of pumping has been decreased and the efficiency greatly increased.

Organization

The employees of the Electrical Department have been strictly classified according to the rules and regulations of the Civil Service Commission, which procedure has been rigidly adhered to.

The organization of the various forces has been made to resemble as closely as possible that of a large industrial corporation, the result being to increase efficiency, safeguard the public interest and reduce unit costs.

Summary

To summarize the work of the Electrical Department:

1. The Electrical, Water and Garage Departments have been consolidated and placed under control of the Electrical Engineer in charge.
2. Obsolete equipment has been replaced by the most modern, efficient and up-to-date appliances wherever possible.
3. Superfluous equipment has been eliminated, with a resultant saving of thousands of dollars and the liability of trouble greatly decreased.
4. Individual efficiency and initiative have been encouraged with gratifying results.

Conclusion

The results obtained during the past four years have proven satisfactory, although much additional work has been laid out for the future. It is proposed to install a non-condensing turbo-generating unit which will supply power to the system at a great saving over present conditions. This unit will insure against interruptions of service and will exhaust into the heating system, thus serving a triple purpose. All obsolete equipment will be replaced by modern apparatus and the standard of efficiency can soon be brought up to equal that of the most efficient industrial corporation.

Mechanical and Repair Department

The Mechanical and Repair Department is responsible for the maintenance and repair of all buildings in the Park proper and the small parks as well. The splendid condition in which these buildings are kept is evidence of the high efficiency maintained in this department. This department has frequently shown that it can compete successfully with outside contractors. An average of 140 rowboats have been repaired and painted each year at an annual saving of \$750 over the lowest bid of outside competition.

The character of the cement work done by this department has been such that it has attracted attention throughout the country. Hardly a day passes by without our receiving inquiries as to the method of construction of our lamp posts, drinking fountains, benches, fence posts, etc. Some idea of the magnitude of this work can be secured when it is realized that 1,500 concrete posts have been built during the past four years.

A comprehensive cost system, by which the cost of every job can be traced from start to finish, has been installed.

Heating Department

The paint shop, cement shop and stables were connected with the Central Heating Plant, and a vacuum system installed in each place. The radiation in the Floral Department was increased 1,500 square feet.

In Seward Park the heating system was extended to the new library and to the remodeled shower room. Improvements were also made in the hot water system that more than doubled the hot water output of the system. In Stanton Park the heating system was extended to the new playroom.

A pneumatic ash conveyor was installed at the Central Heating Plant, which has greatly accelerated the handling of ashes.

After a rigid service test of 30 days, conducted by our own men, fuel saving devices were purchased and installed in Hamlin, Stanton and Seward Parks and Lake Shore Playground.

The purchase of an acetylene welding and cutting outfit has increased the efficiency of this department.

General Stores

By the adoption of a general stores plan, the installation of new systems and efficient services, the volume of business or services rendered by the General Stores to other departments

has been increased 150%. Formerly the stock carried was not adequate in variety or quantity to meet the requirements of the various departments. For this reason each department found it necessary to carry considerable supplies to satisfy its own needs without proper facilities for storage. The institution of the General Stores plan has made this unnecessary. Department heads have been saved both time and money and have been able to secure their supplies in a satisfactory condition.

The increase in the volume of business by the General Stores Department made it necessary to economize on space. To do this special bins, shelves, cabinets, etc., were constructed.

A complete record system covering the following items has been placed in operation:

- Records of equipment, tools, implements, etc.
- Receiving and checking of materials and supplies.
- Records of bills—Payable and OK'd.
- Records of Bills—Department requisitions.
- Records of Bills—Profit and loss.
- Records of Bills—Scale Reports.

The installation of the above system has resulted in an average overhead saving of \$2,000 per year. The cost of distribution has been reduced to 10% and will probably be further reduced at the close of business this year.

Laundry Department

Below is a table showing the amount of work done by the Laundry Department during the past four years:

1913.....	1,336,208	pieces
1914.....	1,471,481	"
1915.....	1,226,624	"
1916.....	1,483,671	"
<hr/>		
Total.....	5,517,984*	"

*December not included.

All of the work above set out has been collected, laundered and delivered to various points in the Park System.

By the installation of the latest and most improved machinery adapted to our particular class of work the cost of production has been gotten to a point so low that neither institutional nor commercial laundries can compete with it.

The Department of Health of the City of Chicago commended the efficient and hygienic manner in which the laundry work was carried on.

By careful repairs the life of bathing suits, towels, attendants' uniforms, etc., have been prolonged, thereby working an economy.

The growing popularity and patronage of our bathing beaches and swimming pools has seriously taxed the capacity of the laundry. If these conditions continue it will not be long before additional space and machinery will have to be provided.

Floral Department

Approximately \$40,000 worth of plants have been raised annually in our propagating houses during the past four years.

A continuous flower show has been carried on in the Conservatory. Special exhibits have been made at Easter and in the fall of the year, which have been attended by a great number of visitors. Our flower shows have achieved a nationwide reputation.

About 20,000 plants have been set out annually in the formal gardens, which have been arranged in artistic geometric designs. A display of aquatic plants has also been an annual feature.

The perennial garden, widely known as "grandmother's garden" or the "old-fashioned garden," contains about 650 species of hardy plants. Many of them are native but some varieties have become almost extinct. New species have been constantly added. Contributions to this collection have been made from plant lovers from all parts of the country. Specimens from this garden have been a great help to teachers and students of botany.

By careful maintenance the life of the Conservatory has been prolonged. However, the time is soon coming when it will be necessary to provide a new building. When this is built it should be in keeping with the wonderful collection it is to house.

Stable Department

Horses have played a most important part in the work of the Park, and it is indeed gratifying to mention the fact that the Stable Department of Lincoln Park was acclaimed the best managed in the city of Chicago by the Public Efficiency Commission.

The report of that Commission recorded statistics showing the cost of maintenance, per head, of stock in Lincoln Park to be less than in any other park system in the city or in the Municipal Stables of Chicago.

The policy of the Lincoln Park Stable Department to keep its stock in the pink of condition, is responsible for the fact that during the years 1913 to 1916, inclusive, not an animal died, either through illness or old age.

From time to time, as deemed an economy, new stock has been purchased to replace the old, which would be sold, with the result that the animals housed are at all times available for necessary work.

At present we have on hand 51 horses and mules and a yoke of oxen.

The yoke of oxen has long since outlived its usefulness, but continues to be one of the most interesting of the Park's many attractions.

Police Department

The Police Department of Lincoln Park is commanded by a captain, lieutenant, and sergeant. In 1913 there were fifty-five patrolmen. This number was increased to sixty in 1914, and again to sixty-six in 1916.

The additional number of patrolmen has been made necessary by the enlargement of the Park from Diversey Parkway

to Cornelia Street east of Sheridan Road, the acquisition of Sheridan Road from Foster to Devon Avenues, and by the intense desire of the present Board to amply safeguard pedestrians at all busy street intersections, the number of which is steadily increasing, due to the rapid development and growth of the North Side.

The telephone system of the Department has been extended to permit patrolmen to communicate instantly with headquarters. This is of particular value in emergencies and in reporting at regular intervals for orders.

During the period 1913-1916 there were 1,715 arrests made and fines aggregating \$18,046.50 were imposed for these violations.

Our officers have established a reputation for courtesy and efficiency that is second to none in the city.

The tremendous use of the Park by the people has presented many unique police problems. Among the most interesting is that of caring for children lost in the Park. These children are brought to the Administration Building where quarters are provided, in charge of a motherly matron whose duty it is to care for them while the officers are seeking their guardians. On one hot Sunday in July, 1916, there were 53 children cared for in this manner. A table showing the number of lost children taken in charge during the past four years follows:

1913	428
1914	286
1915	295
1916	430

Four years' total....1,439

Zoological Department

The Lincoln Park Zoo is known the world over for its large number and variety of animals, and its high standard of physical condition and modern housing facilities. Every building has been designed especially for the peculiar needs of

the animals. The low death rate among the animals speaks for this Department's efficient management.

New animals are constantly being added to the Zoo. Since August, 1913, the following animals were bought: One pair of snow leopards, one pair cheetahs, four sea lions, one pair African ostrichs and a large variety of birds. During this period the following animals were born in the Zoo: Eleven deers, six buffalos, two jaguars, two leopards, three elks, two moose, one zebra, one zebu, one camel, four wolves and four esquimaux dogs.

The reduction of the number of animals of the same variety is made necessary by lack of room. The surplus animals are disposed of to other Zoos, and during the period 1913-1916 their disposition netted Lincoln Park \$3,093.46.

In 1914 Mrs. Mollie Netcher Newberger presented to the Park two handsome young giraffes. A shelter designed primarily for their needs has been erected at a cost of \$2,500.

The natural increase of the buffalo herd has been so great that the old quarters were not sufficiently large to house the entire herd, so a reinforced concrete shelter and suitable yards were constructed in 1915 at a cost of \$4,000.

The employees of the Zoo represent a body of men who are trained for this particular work.

The Lincoln Park Zoo has always been a great attraction in Chicago, not only to its citizens but also to a large number of visitors to the City. In the last few years the attendance has increased many fold. There is probably not another Zoo in the world that has as large an attendance as the Lincoln Park Zoo.

Small Parks

There are five small parks in the Lincoln Park System. In all of these parks a competent manager is employed with a corps of assistants, including pianists, athletic instructors, social directors and caretakers, all of these managers in turn report to a general director.

Up to 1914 only three of these parks were equipped with suitable buildings. These were Seward, Stanton and Hamlin Parks.

This Department has introduced a rational classification for athletic competition and has perfected an eligibility code.

Women clubs have been organized and regular meetings conducted at which civic questions and educational matters have been discussed. Motion pictures of educational value have been shown in our Assembly Halls.

The small park buildings have been maintained in a very efficient manner at a very low cost. The walks and drives at Stanton Park and Welles Park have been covered with asphaltic wearing surface.

Seward Park

Located at the Intersection of Elm and Sedgwick Streets

A field house has been constructed and equipped with an assembly hall, two gymnasiums, a library, several club rooms, shower baths, sewing rooms and locker accommodations.

Among the outdoor activities is numbered a running track, outdoor gymnasium apparatus, a wading pool, sand pit, a junior baseball diamond and several other features.

Stanton Park

Located at Vine and Rees Streets

A field house containing assembly and rest rooms together with shower baths and locker accommodations.

An outdoor swimming pool has proven a very popular feature in the activities of the Park.

Baseball diamonds, tennis courts, running track and outdoor gymnasium apparatus interest the frequenters of this Park.

Hamlin Park

Located at Barry and Hoyne Avenues

In this Park is located the most modern of the field houses within the Lincoln Park System. It has all of the facilities

offered at any of the other Parks together with numerous additional advantages. In this Park is a swimming pool, tennis courts, baseball field, handball court, outdoor gymnasium, wading pool, sand pits, jumping pits, running track, and in the field house a beautiful assembly hall which opens on to a large veranda overlooking the park,—a branch of the Chicago Public Library has been installed in the reading room. Club rooms are available for the use of the people of the neighborhood and there is provided an indoor gymnasium fully equipped.

Welles Park

Located at Sunnyside and Western Avenues

During the period included in this report the Commissioners have constructed an assembly hall in this Park. Welles Park is entirely different from the other Small Parks in that the greater portion of the area forms a picturesque grass meadow. In addition to the meadow the outdoor activities and facilities are comparable to those of the other playgrounds.

Lake Shore Playground

Located at Chicago Avenue and the Lake Shore Drive

Although in close proximity to Lincoln Park, this playground serves as a play field for thousands of people living within the congested districts to the west of it. Among the outdoor activities are included baseball, tennis, handball, outdoor gymnasium, a junior baseball diamond, croquet, running track, sand pit, jumping pit and other features.

The Commissioners, anxious to encourage the use of the playgrounds, have co-operated with a number of organizations interested in playground work, among which are numbered

The Civic Music Association
Infant Welfare Society
Infant Welfare Sewing Club
Visiting Nurses' Association
Woman's City Club
Business Men's Associations,
Schools, Churches and Clubs,
in the various neighborhoods.

A beautiful brick field house facing Lake Shore Drive and overlooking Lake Michigan is now under construction. This building was designed by Mr. A. N. Rebori. It will be ready for occupancy about March 1, 1917.

Legal Department

Possibly more legal questions of great import have come to the attention of the Commissioners of Lincoln Park for disposition during the period 1913 to 1916 than in any similar period in the history of the Park and the report of the attorney for the Commissioners of Lincoln Park, Mr. Francis O'Shaughnessy, which I beg to append hereto, will in a small measure, show the master manner in which this Department was handled:

The Commissioners of Lincoln Park,
Chicago, Illinois.

Gentlemen:

I herewith submit a brief summary of some of the important legal matters which were submitted to me during my incumbency of the position as attorney for the Commissioners of Lincoln Park:

Civil Service Hearings

I attended all Civil Service trials where employes were represented by counsel. I did not assume that my position required that I act as a prosecutor but rather as an adviser of the Civil Service Board. Trials before the Civil Service Board are such that the presence of an attorney as a prosecutor is not consonant with the spirit of a law administered by laymen who are not expected to be familiar with the technical rules of evidence. The excellent work of the Civil Service Board and the fairness of its judgments leads me to believe that the course pursued was the proper one. It would be needless for me to enumerate in this report the hearings attended.

Police Court Work

I attended such cases as came up in the Police Courts, where the rights or interests of any employe of the Park grow-

ing out of the performance of his duty were involved. I did not participate in the trial of Speeders' Cases; these cases are handled by the State's Attorney.

Police Pension Law

The Police Pension Law was amended by the Legislature in 1915. In preparing the amended Bill there were numerous conferences of attorneys representing the Park policemen and Committees representing the Park Commissioners, in all of which conferences I participated.

Lincoln Park-Sheridan Road Act

This Act was passed by the Legislature in 1913. There was a lack of clearness in regard to the powers to be exercised by the Commissioners over the sections of the road to be taken in the villages. The method provided for the levying of driveway maintenance tax apparently gave the Commissioners power to coerce the villages into making such levy.

These two objections to the Act resulted in the refusal of some of the villages to turn over control of their portions of the road to the Commissioners. I worked with the attorney representing the Sheridan Road Improvement Association upon an amendment which, in a measure, cleared up the objections.

The laws controlling the situation are such that no really efficient Act can be passed vesting in the Commissioners control and the right to directly levy a tax in the villages, unless such Act would be submitted by referendum to the voters of each municipality and adopted by them. The Commissioners then would become corporate authorities and in that way could make a direct levy. But the sponsors for a unified Sheridan Road realize that it would be impossible to obtain the sanction of the voters in many of the villages. As the law now stands the Village Authorities can refuse to make a levy for any year even though control had been turned over to the Commissioners, and there is no method of compelling such a levy. At most, the Commissioners will have a year to year problem with each village, and as far as I can see the only security of a unified

Sheridan Road would be good service on the part of the Commissioners and good will on the part of the villages.

I believe that the importance of a unified Sheridan Road is such that the Commissioners are justified in accepting the tender of any municipality of its portion of the road. The Villages of Wilmette, Glencoe and Kenilworth have turned over control and the Commissioners have accepted the road in those villages, but I have advised that no estimate be submitted for the levy of a driveway maintenance tax until the road is permanently improved in such villages.

It is my view of the law that the Commissioners should not take over actual control of any portion of the road and ask for the levy of a tax on the municipality until the village has by special tax or special assessment made the initial permanent improvement.

Broadway and Cornelia Property

The Commissioners now own a tract of land at Broadway and Cornelia Street, which was acquired from the State of Illinois in exchange for a portion of the land owned by the Commissioners at Chicago Avenue. This exchange was effected by a Bill which was enacted in 1915 (Laws of 1915, page 538). The title to the property at Broadway and Cornelia Street is now vested in the Commissioners with power given it to sell or dispose of the same by complying with the provisions of the Act.

Lincoln Park Extension Bonds of 1916

These bonds were issued under the provisions of an Act of the General Assembly passed in 1915 (Laws of 1915, page 537). In procuring the passage of this Act considerable opposition developed in the General Assembly, which required no small effort on the part of the Commissioners to overcome. I think it can be safely said that the passage of this Act is a monument to the energy and persuasiveness of Mr. George D. Crowley, who worked with unrelenting zeal at Springfield to secure the enactment of the Act. This bond issue was submitted at an election of the voters of the Lincoln Park District and was approved by an overwhelming vote. The bonds have been issued and sold.

Motor Bus Ordinance

Application was made for the privilege of operating motor buses upon the boulevards under the control of the Commissioners of Lincoln Park. Careful study of the legal phases of the matter was made and at the request of the Board, in company with Mr. George T. Donoghue, the Chief Engineer, an investigation of the motor bus operation in New York was made, and from the information gathered an ordinance was drawn which was accepted by the Chicago Motor Bus Company, all the terms of the ordinance have been complied with by the Company.

Extension of Lake Shore Drive to Municipal Pier

Under an agreement made with the City of Chicago, the Commissioners extended Lake Shore Drive from Ohio Street to Grand Avenue and constructed a connection of the Drive to the City's land in front of the Municipal Pier. A fifty-foot strip outside the breakwater, which became the property of the Commissioners, was filled in at the expense of the City. This connection with the Municipal Pier can be of great value as the nucleus of a new boulevard link joining the South Park and Lincoln Park Boulevards at a moderate expense.

Riparian Rights of the Marine Hospital Grounds

The Riparian Rights of the Marine Hospital Grounds under the control of the United States Government have never been surrendered to the Commissioners. The breakwater to be constructed for the new extension of the Park will reach a point opposite the south line of the Marine Hospital site. Accretions will form in front of this tract of land, and in anticipation of this situation, the Commissioners approved my course in taking up negotiations with officials of the Marine Hospital and Representatives in Congress to obtain a surrender of the Riparian Rights of the Government. I also conferred with the Department heads in Washington. The matter now has the sanction and consent of the officials, but the power to make the surrender must be conferred by an Act of Congress. I pre-

pared a Bill which has been introduced in Congress authorizing this action. The Bill is now pending in Committee.

I think this matter should be followed up promptly at the present session of Congress so as to procure the enactment of the Bill and start proceedings to obtain a surrender of the Riparian Rights. If the matter is permitted to drag along, accretions will form in front of the lands and very serious obstacles might arise to embarrass the work of the Commissioners.

Rivers and Lakes Commission Cases

The Rivers and Lakes Commission, an agency of the State, assumed authority to regulate and govern submerged lands along the shore of Lake Michigan in the Lincoln Park District and entered orders against George K. Spoor and Peter F. Reynolds directing them to remove piers and breakwaters which they had erected opposite their lands, under permits of the Commissioners of Lincoln Park. The Riparian Rights of these properties had been determined by decree of the Circuit Court and permanent boundary lines established.

I attended a hearing of the Rivers and Lakes Commission and protested against their assumption of authority over submerged lands in the Lincoln Park District. The Commission disregarded my protest and entered the orders above mentioned. The property owners have appealed from the orders to the Circuit Court of Sangamon County, which is the forum for appeals from the orders of the Rivers and Lakes Commission. I have assisted the attorneys representing these property owners, but have not entered the appearance of the Commissioners, because I did not think it advisable to have the Commissioners' powers adjudicated in this proceeding. The controversy, however, will be helpful in determining whether or not the proceedings which the Commissioners have followed in acquiring Riparian Rights are valid.

I have carried through proceedings for the acquiring of Riparian Rights and settling boundary lines with a number of shore owners and will continue dealing with shore owners on the same basis until the Supreme Court decides that another or different course must be followed by the Commissioners.

Disposed of Litigation

Affeld-Rienzi Company Case

This was suit brought by Charles Affeld to remove as a cloud upon the title of property which he had sold to the Rienzi Company, obligations of a contract for the payment of annual sums of money for the maintenance of Diversey Parkway. The issues were decided in favor of the Commissioners in the Superior Court, but upon appeal to the Appellate Court the contract was declared void.

There are a number of contracts outstanding between property owners and the Commissioners for the payment of an annual sum for the maintenance of driveways. The conditions surrounding these contracts are somewhat different than the Diversey Parkway contract. I recommended to the Commissioners that a test case be filed upon one of the other contracts, and the Commissioners concurred in this request. I have been unable to take this matter up because of the urgent matters for the Park which engaged so much of my time during the past year. There should be an adjudication upon these contracts. If they are void, they should be abandoned. If they are valid, they should be enforced. The opinion in the Rienzi case is not yet published in the Illinois Appellate Court Reports.

In the preparation and trial of the Rienzi case it was shown that the cost of maintaining Diversey Parkway was approximately sixty cents a foot, which did not include the cost of installing boulevard lamps. The experience obtained was helpful in making recommendations which the Commissioners acted upon, that no additional streets or parts of streets be taken over from the city under property owners' contracts to pay for the maintenance of such streets. The Commissioners refused to accept additional portions of Dearborn Avenue, North State Street, North Park Avenue, LaSalle Street, Clarendon Avenue, Montrose Boulevard and Addison Avenue, the acceptance of which would have added a heavy burden upon the revenues of the Park and would have resulted in no benefit except to the property owners on these streets.

Recommendation

I would recommend that there be an effort made to bring about legislation which would place upon the owners of property fronting the boulevards some proportion of the cost of rebuilding of the pavements and installing boulevard lights. The property owners pay for the initial improvement but do not pay for the rebuilding of the pavement. The service given to the boulevards should be a sufficient contribution of the district without the district paying for the rebuilding of the pavements, particularly in view of the fact that traffic teams are excluded from the boulevards and the excess burden of heavy traffic is thrown upon city streets where the frontage owners are required to pay for the cost of repaving. I believe that Kansas City, Missouri, has worked out a plan by which the extension of boulevards is equitably carried out. I did not have an opportunity of investigating this plan fully, but I believe that it would be a proper subject for inquiry by the Commissioners to investigate the methods employed there.

Illinois Malleable Iron Company Case

This was a suit brought by the Illinois Malleable Iron Company, whose place of business is located on Diversey Parkway. Their traffic teams were excluded from the boulevard and they sought to have the Commissioners enjoined from enforcing the ordinances excluding such traffic. The case was taken to the Supreme Court, where the validity of the ordinance was upheld. This case was the first expression by that court of the power of the Park Commissioners to exclude traffic teams from boulevards. It is reported in 263 Illinois Reports, 446.

Lincoln Park Tax Case

An attack was made upon the Lincoln Park Tax in the year 1915. \$25,000 of the levy was held up pending the decision of the Supreme Court, where the Lincoln Park Tax was sustained. This case was of importance, because for the first time the Supreme Court passed upon the method of levying

the Lincoln Park Tax. Had the objections been sustained, the Town of Lake View would have to pay an equal proportion of the general tax and all of the tax necessary to pay interest and discharge indebtedness on the Bond Issue of 1903, which was a Lake View obligation for the extension of the Park. An equitable method was employed in 1915 by which Lake View assumed a smaller proportion of the general tax and allowed the 1903 bond levy tax to bring up the tax rate to a uniform amount with the Town of North Chicago, which method was held to be just and fair. The 1916 tax was levied upon this equitable plan and no objections were made to its collection.

This case is reported in 270 Illinois Reports, page 477.

Galpin Case

The case of Homer Galpin vs. the City of Chicago and other defendants, concerns the disposition of money which was collected by Galpin, as Clerk of the Municipal Court, in payment of fines and forfeitures. The case was taken to the Supreme Court, where it was decided that the Commissioners were not entitled to any portion of the moneys collected for the violation of Park ordinances, such moneys under the law being for the use of the schools. The fines under the Motor Vehicle Law, since the adoption of the Police Pension Fund, now go to that body.

The decision in this case is of no large importance to the Commissioners.

Pending Litigation

John Williams, et al. vs. The Commissioners of Lincoln Park, et al. Supreme Court of the United States, No. 146.

This was suit started by John Williams, Chief of the Pokagon Band of Pottawattomie Indians against the Commissioners of Lincoln Park, the South Park Commissioners, the Illinois Central Railroad and others. The Indians claim title to submerged lands along the shore of Lake Michigan, and all lands which have been reclaimed from the bed of the lake. The suit was dismissed in the United States District Court and was taken

on appeal to the United States Supreme Court, where it is now pending. Briefs have been filed by all the defendants and the matter will be determined shortly in the Supreme Court. I am reasonably certain that the claim of the Indians will fail.

John Miller vs. The Commissioners of Lincoln Park, Supreme Court of Illinois, No. 11185.

John Miller, the owner of four lots on Sheridan Road lying North of Addison Street, claims Riparian Rights east of Sheridan Road. His contention is that the Riparian Rights were not taken by the condemnation proceedings in 1891 for the construction of the road. William C. Goudy, President of the Commissioners of Lincoln Park, made an agreement upon which Miller claims the Commissioners are estopped from asserting title to Riparian Rights outside the drive.

Counsel for Miller wrote to the Commissioners setting up claim to all of the accretions which had formed eastward of the drive. These accretions extended out to the breakwater 1,200 feet from the shore. Counsel also urged that the Commissioners bring condemnation proceedings for the extinguishment of Miller's Riparian Rights.

I declined to recommend such a course and put the burden upon Miller to prove that he had any title or any Riparian Rights. He then filed a bill in the Circuit Court to enjoin the Commissioners from the extension of the Park until his Riparian Rights were acquired. Our demurrer to this bill was sustained and Miller has taken an appeal to the Supreme Court of Illinois, where the case is now pending. Briefs of the Commissioners were filed on Monday, December 11th, 1916, and the case will be argued orally on December 21, 1916. The character of the defense of the Commissioners can be seen from the copies of the brief which have been submitted to you.

If the Miller case is decided in favor of the Commissioners I would recommend that the Gormully condemnation case be dismissed on motion of the Commissioners, because the determination of the Miller case will settle all controversy growing out of the construction of Sheridan Road from Belmont Avenue to Byron Street.

The Commissioners of Lincoln Park vs. Angela C. Gormully,
in the Superior Court of Cook County, No. 278923.

This was a proceeding brought by the Commissioners for the condemnation of Riparian Rights outside Sheridan Road from Cornelia, South to Byron Street. This case has been pending since April, 1910. The merits of the case will be practically decided in the John Miller case hereinbefore referred to, and should be dismissed if the Supreme Court decides against John Miller.

Conroy vs. Nix, Circuit Court of Cook County, No. 4251.

This is suit in equity between contending claimants for ownership of all the lands in the tract commonly known as Streeterville. The Commissioners are made defendants and an injunction is asked against it from clouding the title to the land. The claimants in the case hold title under Captain Streeter. The suit was dismissed for want of prosecution, but no doubt will be revived. It is a case which must be followed up, but it appears to be without any merit.

Rummler & Rummler vs. The Commissioners of Lincoln Park,
Municipal Court, Case No. 526827.

This is a case in which Rummler & Rummler, attorneys, claim fees due them from the Commissioners of Lincoln Park. I put in a defense which caused the attorneys to file their claim with the Court of Claims, but the case is still pending in the Municipal Court.

City of Chicago vs. Samuel A. Cahn and The Commissioners
of Lincoln Park, County Court, Case No. 37311.

This is a case for the condemnation of property to enlarge the Municipal Bathing Beach at Clarendon Avenue. I am advised that the case will not be pushed because of the city's lack of funds to purchase the land. The rights of the Commissioners in this tract of land may be of considerable value. I have not thoroughly investigated the facts as yet.

Vincent Buskewicz, Administrator of Estate of Kazimir Halas,
vs. The Commissioners of Lincoln Park, in the Superior
Court No. 303829.

This is a claim against the Commissioners for damages growing out of the death of Kazimir Halas, a boy who was in the employ of the Commissioners at the Lemont plant. The circumstances surrounding the death of this boy were such that I recommended that the Commissioners pay compensation to the members of his family who are very poor. The Commissioners authorized me to pay \$1,000 upon condition that suit would be dismissed and that the money be paid directly to the mother of the family. Mr. Frank P. Sadler, the attorney for the estate, declined to dismiss the suit, and the money has not as yet been paid. I believe that this money should be paid.

Compilation of Park Laws.

The Commissioners requested me to compile a book of Park Laws and procure the publication of same. I did some work in preparation of this volume, but the proposal to put the Park Consolidation Act upon the ballot caused me to defer action as the adoption of the Park Consolidation Act would have dispensed with the necessity of a book of Lincoln Park Laws.

I procured an estimate of the cost of such a book from one of the law book publishers, the amount being approximately \$2,000. I informally reported this fact to some of the Commissioners and it was their judgment that the expense was too great to be assumed by the Board and that the matter be left for the consideration of the incoming Board.

General

I recommend that the practice be adopted of taking cash deposits wherever possible in lieu of indemnifying bonds. The result is that there have been fewer controversies over disputed bills and accounts than heretofore.

All matters involving contracts of any importance were incorporated in written agreements and secured by bonds. I am pleased to say that no controversies involving the Commis-

sioners grew out of any of the contracts that were prepared during the term that I served as attorney for the Board, and no occasion was had to invoke liability on any bond.

I endeavored to promptly reply to all inquiries received from the Commissioners or the public. I gave a great deal of time to conferences in the office with people who sought information relative to the Park and the laws governing same.

I have tried at all times to treat the work connected with Lincoln Park as a matter of first importance, and gave it precedence over my private practice.

Respectfully submitted,

FRANCIS O'SHAUGHNESSY,
Attorney for Commissioners of Lincoln Park.

Statistics

I am of the opinion that this report would not be complete without the following information, and therefore ask the privilege of introducing it.

Acreage and Boundary Lines of the Lincoln Park System

Parks	Acreage	Boundary
Lincoln Park	353.99	Diversey Parkway on the North, Lake Michigan on the East to Ohio St., the west property line of Lake Shore Drive on the west to Oak St., south property line of Oak St. to Lincoln Parkway, west property line of Lincoln Parkway to North Ave., North Ave. on the south to Clark St., Clark St., Lincoln Park West, and Lake View Ave., on the west to Diversey Parkway.

Lincoln Park Extension	212.52	Fullerton Parkway and the lake north to Cornelia Ave., west to Sheridan Road, south to Diversey Parkway, and east to Lake Shore Drive.
1903—1913		
Lincoln Park Extension	17	Representing portion of Extension lying North of Cornelia filled in with avails of 1916 Bond Issue during season of 1916.
1916		
Hamlin Park	8.64	Barry Ave. on the north, Wellington Ave. on the south, Robey St. on the east, and Hoyne Ave. on the west.
Welles Park	8.17	Western Ave. on the west, Sunnyside Ave. on the north, and Montrose Boul. on the south.
Seward Park	1.78	Elm St. on the north, Orleans St. on the east, Hill St. on the south, and Sedgwick St. on the west.
Stanton Park	4.78	Gardner St. on the west, Rees St. on the north, Vine St. on the east, and Vedder St. on the south.
Lake Shore Playground	9.16	Lake Shore Drive on the east, Pearson St. on the north, and Chicago Ave. on the south
Union Square	.46	Goethe St. on the north, and Astor St. on the west.

Total Acreage 616.50 Acres.

Boulevards Under the Control of the Commissioners of Lincoln Park

Names of Boulevards	Length	Width
Lincoln Parkway	1,545 ft.	30 ft.
“ “	1,503 “	56 “
Lake Shore Drive	3,251 “	50 “
“ “ “	5,533 “	45 “
“ “ “	3,160 “	40 “
North Ave. Parkway	1,382 “	30 “
Dearborn Parkway	571 “	36 “
North State Parkway	1,192 “	34 “
Lincoln Park West	2,360 “	30 “
Fullerton Parkway	1,580 “	36 “
“ “	1,057 “	32 “
Diversey Parkway	12,083 “	38 “
Sheridan Road	22,053 “	40 “
“ “	4,643 “	45 “
Garfield Ave.	142 “	34 “

Total 60,055 feet

It is indeed a source of great satisfaction to report that the unselfish and whole-hearted assistance and counsel given by the Commissioners of Lincoln Park to the administrative heads of the Lincoln Park System has made the burden of work light, and, that co-operation, exemplified, has been carried through each and every department of the Park System, with the result that departmental accomplishments are considered secondary, by all department managers, to accomplishments which make for the welfare and the conservation of the interests of Lincoln Park and its millions of admirers.

The present year—1916—will best serve to advise you of the progressive care exercised in the appropriating and the spending of the moneys received for Park purposes, a detailed account of which follows:

Receipts and Expenditures for Year 1916

Receipts

Actual Receipts from Taxes	\$759,684.88
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Estimated Receipts from Taxes held by County Treasurer, account of Suits pending in Supreme Court—			
Will be paid about Feb. 15, 1917		60,000.00	
Estimated General Park Receipts		20,000.00	
			\$839,684.88
Expenditures		Actual	
Fixed Charges—	Budget	Expense	
Interest on Shore Protection Bonds	\$ 2,000.00	\$ 2,000.00	
Interest on Park Extension Bonds	29,760.00	29,311.11	
Academy of Sciences Contract	8,500.00	7,932.17	
Sinking Fund Park Extension	39,000.00		
			39,243.28
Park Maintenance—			
Administration	\$40,000.00	\$39,089.42	
Engineering	5,000.00	4,314.26	
Police	80,000.00	75,756.79	
Floral	30,000.00	23,552.97	
Zoo	45,000.00	40,740.32	
Nursery	4,000.00	3,037.04	
Recreations	8,000.00	5,819.75	
Music	5,000.00	5,247.25	
Bathing Beaches	25,000.00	16,432.27	
Lake Shore Playground	12,000.00	6,906.18	
Comfort Stations	15,000.00	14,161.11	
Lawns	40,000.00	50,530.51	
Trees and Shrubs	28,000.00	21,803.92	
Drives	30,000.00	19,304.76	
Walks	5,000.00	8,596.15	
Boulevards	45,769.00	61,801.79	
Water System	7,500.00	18,040.18	
Sewer System	2,500.00	2,848.28	
Insurance	1,000.00	2,874.86	
Compensation Act	5,000.00	2,176.57	
Boat Club	1,500.00	381.89	

Motor Boat Docks	2,000.00	655.65	
Civil Service	7,500.00	5,243.32	
Shore Protection	3,000.00	2,688.83	
Interest	3,000.00	2,135.79	
Golf Course	17,250.00	14,055.36	
Bridle Paths	4,500.00	2,139.27	
Bridge Repairs	500.00	637.53	
Refectory		37.14*	
Unclassified	5,400.00	11,864.94	
			462,799.82

\$478,419.00

Self Paying Accounts \$	5,000.00		
Boats		\$ 3,638.72*	
Electrical		46,426.27	
Heating		16,549.78	
Laundry		1,491.97	
Mechanical and Repair		20,365.15	
Dearborn, Lincoln and			
N. State Parkways		2,300.27	
Stable		372.06*	
Stores		8,795.81	
Machinery and Equipment		2,761.53	
			94,680.00

*Deduct.

Improvements—		
Lake Shore Playground		
Field House	\$35,100.00	\$ 5,612.42
Lake Shore Drive—		
Ohio to Grand Ave.	5,996.00	5,445.54
Lake Shore Drive—		
Delaware to Ohio St.	27,836.00	19,876.87
New Lighting—		
Diversey Parkway	30,280.36	13,006.62
New Lighting—		
East Drive	5,357.00	
New Lighting—		
Stockton Drive	34,375.00	

New Lighting—			
Lake Shore Drive	6,827.70	5,544.64	
Conduit Line—			
Hamlin Park	1,760.00		
Ten Island Lights	2,000.00		
Golf Shelter	20,000.00	25,214.06	
Chicago Telephone Co.	10,200.00	1.10	
New Walk—Concrete			
Bridge South		981.97	
Repairing Diversey			
Parkway		80.34	
	<u>\$179,732.06</u>		<u>75,763.56</u>
Total Expenditures to Nov. 30, 1916			\$672,486.66
Balance Available Dec. 1, 1916, to Jan. 1, 1917			<u>167,198.22</u>
			\$839,684.88
Park Extension—			
Main Land and Marine	\$193,918.92		
Picnic Island	25,247.71		
	<u></u>		<u>\$219,166.63</u>
North Chicago Small Parks—			
Estimated Receipts, 1916			\$36,010.55
Seward Park	\$19,814.32		
Stanton Park	17,462.56		
	<u></u>		<u>37,276.88</u>
Deficit			\$1,266.33
Lake View Small Parks—			
Estimated Receipts, 1916			\$42,364.41
Hamlin Park	\$20,696.01		
Welles Park	13,228.17		
	<u></u>		<u>33,924.18</u>
Balance Available			<u>\$8,440.23</u>

In contrast with the findings of the Security Audit Company of Illinois, after having made a complete audit of the books and records of Lincoln Park for the period beginning January 1st, 1911, and ending July 31st, 1913, I beg to quote their "second observation":

“Second—That in place of a surplus at the 1st of January, 1913, of \$22,287.35, as shown by the published statement, there was a deficit of \$24,378.33.” and I ask that you compare it with the following maximum estimate for the year 1916.

Estimated Expenses for December, 1916

Balance available Dec. 1st, 1916, to		
Jan. 1st, 1917,		\$167,198.22
Park Extension Sinking Fund,		
1st Issue	\$39,000.00	
Interest on Park Extension Bonds,		
3rd Issue—Due Jan. 1st, 1917	20,000.00	
Maximum Expense for General Park		
Maintenance, Dec. 1st, 1916, to		
Jan. 1st, 1917,	70,000.00	
	<hr/>	129,000.00
Minimum Surplus Balance for 1916		\$38,198.22

In conclusion I beg to set forth a complete list of The Commissioners of Lincoln Park, the executive officers and department managers as of December 1st, 1916, and beg to suggest that the foregoing summary of work accomplished in Lincoln Park during the years 1913, 1914, 1915 and 1916 has been compiled with the kind assistance of the department managers.

The Commissioners of Lincoln Park—

Timothy J. O'Byrne, President
 Nelson N. Lampert, Vice-President
 John P. Friedlund, Auditor
 Bernard Jung
 Bertram M. Winston
 William Rehm
 August F. Bruchman

Officers—

George D. Crowley, Secretary
 Edwin A. Kanst, Superintendent

Frederick H. Rawson, Treasurer
Francis O'Shaughnessy, Attorney
John C. Cannon, Superintendent of Employment, Civil
Service Department
Charles E. Shaw, Captain of Police
Kent W. Black, Bookkeeper
George T. Donoghue, Chief Engineer
Cyrus B. DeVry, Director Zoological Department
Chester Fisher, General Foreman
Claude H. Shepherd, Electrical Engineer in Charge
George Rogers, General Storekeeper
Philip Zimmer, Mechanical and Repair Department
William O. Hamilton, Manager Stable Department
William Hanks, Heating Engineer
Rudolph Schiele, Head Gardener
Sigmunt Wisniewski, Head Laundryman
Charles E. Suiter, General Director of Playgrounds
William T. Colman, Marine Engineer
Maurice D. Blumberg, Assistant Engineer

Andrew N. Rebori, Special Consulting Architect

Special credit in the collaboration of this effort is due Mr. Edwin A. Kanst, Mr. Francis O'Shaughnessy, Mr. John C. Cannon and Mr. George T. Donoghue, and I take this opportunity to sincerely thank them for their unselfish co-operation.

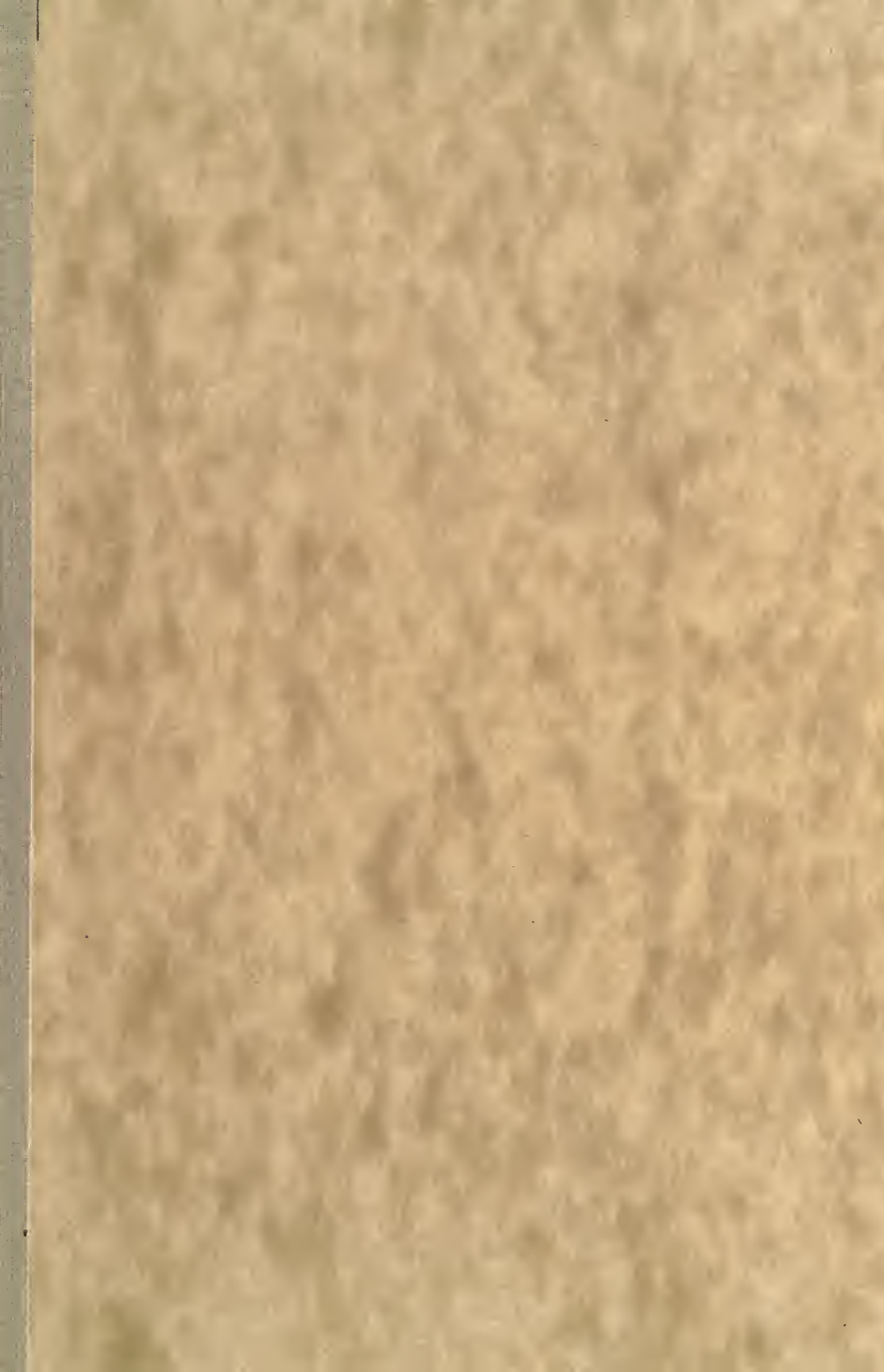
Respectfully submitted,

GEORGE D. CROWLEY,

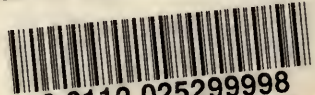
Secretary, The Commissioners of Lincoln Park.







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