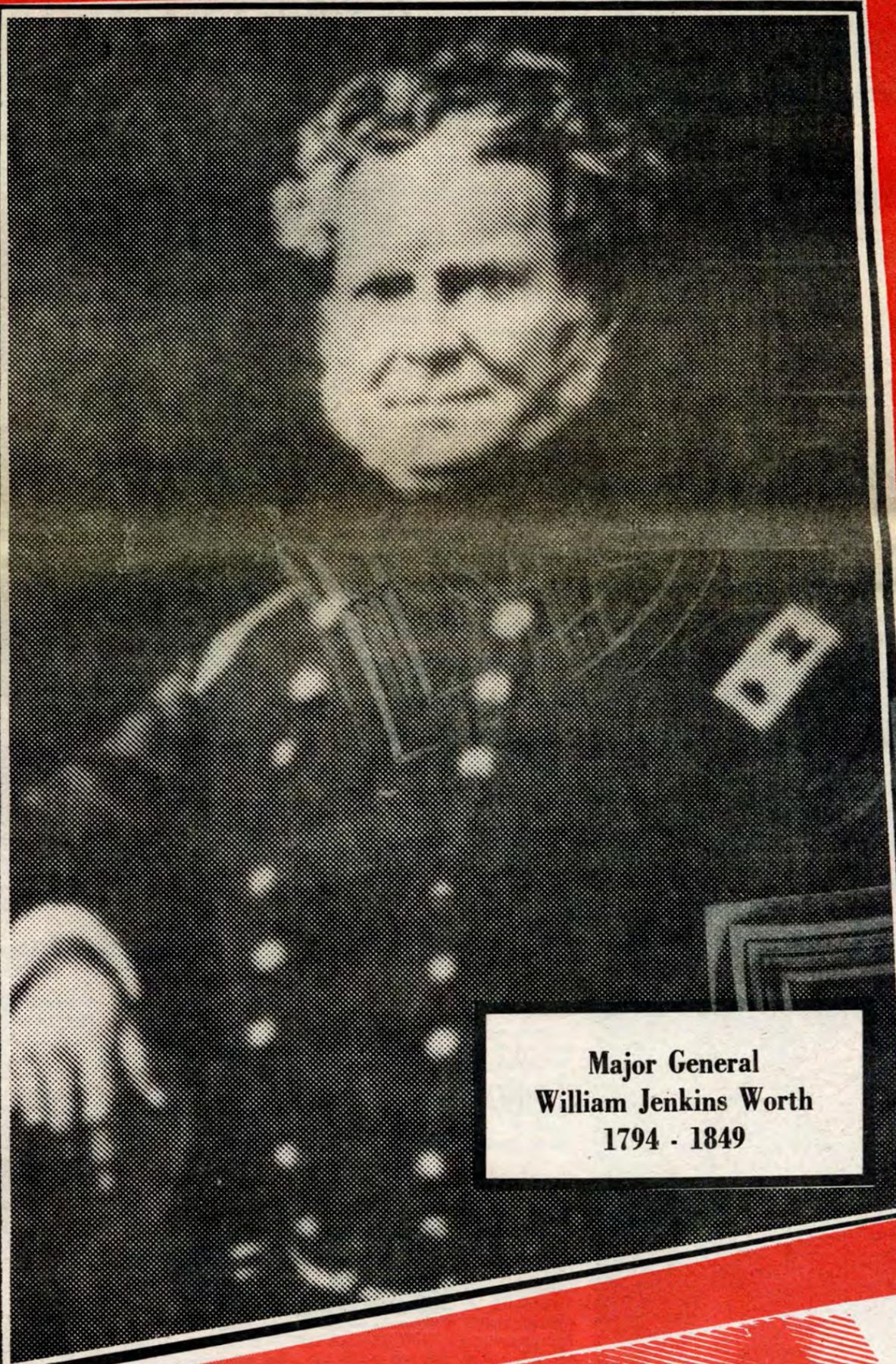


THE 140 YEAR HISTORY OF WORTH TOWNSHIP



Major General
William Jenkins Worth
1794 - 1849

Southwest Messenger
Newspapers Publication

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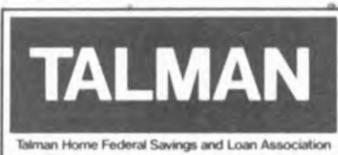
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Worth Township, The First 140 Years

In 1785, the U.S. Congress enacted the second of three laws now known as the Northwest Ordinances. The 1785 ordinance was enacted with the express purpose of "ascertaining the mode of disposing of lands in the western territory." The land in question was the vast wilderness north of the Ohio River beyond the western border of Pennsylvania. The proposal for this ordinance, as with the first, was drafted by Thomas Jefferson. The second of the Northwest Ordinances provided for surveying the region and dividing it into 36-square mile townships, six miles on each side. The township boundaries were to be based scientifically on meridians (longitude) and parallels (latitude). The townships were then sub-divided into 36 one-square mile sections or 640-acre units.

A lot in each township was to be reserved for public schooling and land was to be set aside as bounty payments to war veterans. Under the first public land law passed in 1796, land was made available for public purchase at \$2 an acre. However, since it was available for purchase only in 640-acre lots, the greater part of it was bought by large companies or by wealthy groups of land speculators.

The impact of the Northwest Ordinances was the fact that it made possible the orderly expansion of the nation in its westward march that would eventually extend from Atlantic to Pacific shores.

Residents of Illinois usually refer to townships as 'towns' as reflected in the permanent sign at 11601 Pulaski, indicating that the building at that location is headquarters for "The Town of Worth." The incorporated town in the State of Illinois should not be confused with the township.

The history of Illinois townships is traced to the enactment of territorial legislation in 1802. Legislation passed in January of that year, when Illinois was still a part of Indiana territory, provided for election of a township clerk, three or more trustees or managers, two or more overseers of the poor, three fence viewers, one person to list taxable property, one or more constables and an undetermined number of road supervisors.

Legislation adopted five years later enabled the courts to divide counties into townships. Shortly thereafter, when Illinois became a separate territory, this legislation was reenacted but remained dormant.

On Dec. 3rd, 1818, Illinois was admitted to the union as the 21st state. The capital was established at Kaskaskia. The second capital was set up in 1820 at Vandalia; 17 years later, the state capital moved to its present site, Springfield.

The early history of Illinois was marred, not only by squabbles between debt-ridden settlers and 'Johnny-come-lately' squatters, but by an ill-starred program of internal improvement that nearly bankrupted the fledgling state's treasury. The over-reaching program envisioned networks of canals and roads that would improve the state and attract settlers, business and industry.

A third problem was the growing resentment of Native Americans over the new-comers' incursion of tribal lands. The Blackhawk War in 1832 ended Indiana resistance and development of the land began in earnest. Chicago's emergence as an important lake port and the opening of the Erie Canal brought a floodtide of new immigrants to Illinois. After 1850, the influx became even greater with the westward continuation of the railroads.

The introduction of John Deere steel plows in 1838 and the McCormick reaper, which first appeared in 1847, brought more pioneers from eastern states and attracted great numbers of European farmers, displaced by widespread potato famine in the Old World, to America's midwest, including the plains of Illinois. The development of urban areas, notwithstanding, Illinois is still a leading producer of corn, dairy products, hogs, poultry, soybeans and wheat.

Three types of municipal governmental units were established in Illinois: cities, incorporated towns and villages. A city, in order to qualify for incorporation, must have a minimum population of 2,500 while a village must have a minimum of 200 in counties with a population of fewer than 150,000 and a minimum of 2,500 in counties with more than 150,000 residents. Incorporated towns are, for all practical purposes, identical in terms of status and of incorporation requirements.

These municipal entities are the local governments which make up the 30 townships within Cook County. At one time, the City of Chicago had townships, such as Lake Township which borders the northeast portion of Worth Township, and, although the outlined boundaries still exist, the township form of government within the corporate limits of the city no longer exists.

In 1820, Illinois established its townships as political bodies expressly for the purpose of establishing and funding public schools. These townships were designated as co-extending with the 36-square mile townships established by the ordinance of 1785. As more and more settlers put down roots in Illinois, these designated townships became election districts within the counties. The smaller districts, the townships, becoming jurisdictions for governmental offices including supervisors of the poor, constables, justices of the peace and other necessary service officers.

Settlers in the southern part of the state had emigrated from slaveholding states and these citizens, especially those coming to Illinois from Virginia, set up a form of government patterned after that under which they had lived. This was based on power being derived from the state and the county. In the northern sections, however, the majority of settlers came from the northeast. This segment of the population formed a more localized government, one based on the town government system in New England.

Many slaveholders who had settled in Illinois left the state following defeat of an attempt to legalize slavery here. The pro-town government advocates, were heartened by the State Constitution ratified in 1848; a document which permitted counties to vote on a proposition calling for township government. This provision of the Constitution empowered any county in which more than one-half of the voters favored the township form of government to establish such units. These newly-formed townships were generally consistent with the same boundaries as the geographic and school district townships as surveyed to comply with the 1785 ordinance and with the juxtaposed 1820 law.

With the ratification of the Constitution in 1848, counties began to vote for the township form of government. Prior to the Constitution, 99 Illinois counties had organized under the Virginia plan but within one year of ratification, 24 counties, most of them north of the Illinois River, had adopted township government. By 1870, the number had increased to 70 and at this time, 85 of the 102 Illinois counties have township government.

Article VII, section 8, of the 1970 Constitution defines townships as units of local government which "exercise limited governmental powers or powers in respect to limited governmental subjects."

Illinois townships have only those powers granted by law and are restricted in that no law may grant them power either to incur debt or to make improvements through special tax assessments.

The Illinois Constitution gives the General Assembly the power to provide for the selection of township officers. Included is the limitation that none of these officers may be appointed by an individual in the judicial branch of government.

The principal functions of township government, in theory at least, are to assess property for tax purposes, maintain roads within the unincorporated sections of the local area and to aid the indigent. Many Illinois townships, in addition, operate cemeteries, hospitals and libraries.

The chief administrative officer is the township supervisor. Other offices include clerk, assessor, collector, highway commissioner and four trustees.

Geologic time can be traced to the Precambrian era which, according to radioactivity data, began approximately 4,500,000,000 years ago. For the past 70,000,000 years, our world has been in the fifth geologic era - the Cenozoic. Recently, in the span of geologic time, just over 10,000 years ago much of the northern part of the North American continent including Illinois was covered with glaciers. At the 10,000 year mark, the glaciers were receding and much of what is presently Worth Township was under a lake of ice-cold water. During this approximate time period two small islands appeared and were named Worth Island and Blue Island by geologists.

Worth Island (also known as Lane's Island) is pinpointed as the area near Harlem Avenue, the Southwest Highway and 111th Street. The eastern portion of the island was its shoreline, now the dip in 111th Street at approximately New England Avenue, just east of the library.

Geologists refer to the waters that covered the area now known as Worth Township as Lake Chicago which became Lake Michigan when the waters receded to the present level. Tremendous pressure caused fissures that carried torrents of water from Glacial Lake Chicago to the Illinois and to the Mississippi River. These outlets would become known as the Des Plaines River Valley and the Cal-Sag Channel.

The outlets brought the level of the lake down 20 feet 10,000 years ago and in the succeeding 2,000 years, the lake dropped an additional 20 feet. Areas left 'high and dry' by the receding of the waters included the land now occupied by Chicago Ridge, Worth, Alsip, Crestwood, Evergreen Park, Oak Lawn, Hometown and Merrionette Park.

One waterway that resulted from the retreat of the glaciers and is still a landmark in the township is Stony Creek. In the early history of the area, before the advent of man, the terrain was characterized by marshland in the vicinity of what is now Chicago Ridge with forests to the east, north and south areas of what is now Worth Township.

The first animal life in the area was an abundant supply of fish in Stony Creek, its tributaries and the small lakes left by the retreating glaciers and receding lake waters.

Migratory birds, including ducks, geese and other waterfowl visited these watering places and marshlands. Amphibians, then land/water animals including beaver, muskrat and otter were followed by members of the fox, rabbit, raccoon and woodchuck (ground-hog, our 'weather forecaster') families as well as the marsupial opossum.

The wooded areas and prairie lands were inhabited by bear, coyote, deer, wild hogs, wildcats and wolves. Of course, this abundance of fertile land and wildlife, fresh water and material for building, including limestone, rock and timber attracted human habitation.

The group known erroneously as Indians, called that by Christopher Columbus who believed he had found the Indies when he sailed west across the uncharted Atlantic Ocean, had crossed the land bridge between the Asian mainland and the North America continent. These were the earliest settlers of what would become Worth Township. The tribes that settled in this area included Algonquin, Fox, Illini, Mascouten, Miami and Potawatomi. These earliest human inhabitants of the area were primarily hunters who sought

Continued on Page 4

William Jenkins Worth An Authentic American Hero

William Jenkins Worth, the man for whom the village of Worth and the township of which its eastern segment, that area east of Harlem Avenue, are named was born in Hudson, Columbia County, New York on March 1st, 1794. He joined the Army during the War of 1812, was commissioned a first lieutenant and served at Chippawa, Lundy's Lane and Niagara. He was brevetted major and remained in the Army following the cessation of hostilities. He was wounded in action at Lundy's Lane and remained lame for the balance of his life. He served as commandant of cadets at the U.S. Military Academy (West Point) from 1820 to 1828.

In 1838, Worth was a colonel in the 8th Infantry. From 1841 to 1842, he had the chief command in the Seminole War in Florida and was brevetted brigadier general for outstanding service in that campaign.

In 1846, Worth joined General Zachary Taylor's forces and fought with distinction throughout the War with Mexico. In the three-day battle of Monterey (Sept. 21st to 24th, 1846) he led his men into the city from the south and was in large part responsible for the victory although the press gave Taylor the accolades. Worth was brevetted major general and received a sword from the U.S. Congress for his exploits.

In General Winfield Scott's march from Vera Cruz in 1847, he fought bravely at Cerro Gordo, Churubusco, Chapultepec and at the storming of Mexico City.

He was a skilled tactician and courageous leader of men but, according to Bernard DeVoto in THE YEAR OF DECISION: 1846, was "...next to Scott the best-dressed man in the military establishment and the most contentious of all that quarrelsome crew."

DeVoto called Worth's actions at Monterey as characterized by "spirit and intelligence... without help or information from Taylor." Elsewhere he has been described as "hotheaded" and his dismal record as an administrator,

along with his irascible personality, eventually led to his downfall.

He was taken to task by Scott for his conduct as occupation governor of Puebla and subsequently the two, once friends, clashed repeatedly. Scott had him arrested but he was later freed by President James K. Polk. New York Democrats seriously considered him as a potential candidate for the presidency, however Lewis Cass was the Democratic nominee in 1848 and lost to the Whig candidate Zachary Taylor, the unimaginative general who received much of the credit for Worth's successes in the Mexican War.

Worth was placed in command of the Department of Texas, contracted cholera and died at San Antonio on May 7th, 1849 at the age of 55. He was outlived by many of his enemies and their bitter animosity resulted in attacks on the man and his exploits have been virtually ignored by historians.

Worth's connection with the township named for him are most likely as a result of his service during the Blackhawk War in which the Indians, under Chief Black Hawk, mainly Algonquins including Sauk and Fox tribes, were defeated in 1831. A few years later, the last of the Indians had left Illinois forever. Abraham Lincoln captained a militia unit in that war and Worth's popularity apparently led to the naming of the Worth Post Office in his honor.

Worth was a gallant soldier and has been compared with General George S. Patton of WW II fame as an effective leader of men who fell into disfavor with superiors. Scott was to Worth what Eisenhower was to Patton. An 'almost parallel' is that Scott was defeated in a bid for the presidency in 1852 and 100 years later Eisenhower succeeded in his quest for occupancy of the executive office in Washington, D.C.

During Worth's years as commandant of Cadets at West Point, one of those future officers was Robert E. Lee. Lee described Worth as "...tall, handsome, and a splendid horseman, he was physically the ideal soldier."



Major General William Jenkins Worth

1749 - 1849

game in the thick grass and soft marshlands they roamed. The end of the 'Indian era' came long after the White man had settled the area, in 1833 when the Potawatomi, the last of the Indian tribes in this vicinity, ceded their land to the U.S. government. A few years later, the last of them had vacated the land.

A. Andreas, in his 1884 book, HISTORY OF COOK COUNTY, ILLINOIS, refers to "the thrifty and prosperous condition of their (farms) owners. Stony Creek, a beautiful little stream, traverses it, in a southeasterly direction, discharging its waters into those of the Calumet."

Andreas continues that the point at which Stony Creek and the Calumet River come together is a point approximately one mile east of Blue Island, at that time a village, "a portion of which village is also situated in this (Worth) township." He refers to the "Villages of Oak Lawn and Worth" although neither had been incorporated as a village. According to the Andreas account "...located on the Chicago Division of the Wabash, St. Louis and Pacific Railroad (Worth and Oak Lawn) are small places which have sprung into existence within the past four years."

The account continues, "(Worth) contains a store also a M. Church built in 1883, and has perhaps a population of 100. Oak Lawn, or Oak Park, as it is sometimes called, has neither store nor church." A prediction by Andreas certainly did come about. "It (Oak Lawn) is, however, a picturesquely beautiful spot, and owing to its easy access from the city, has no doubt better things in store for it, when it shall

have attracted the attention of seekers after desirable suburban homes.

In 1838, the City of Chicago, planning an improvement in mail service, petitioned Washington, D.C. for help. New routes were to establish better mail service, not only in Cook County, but throughout the state.

As the Blue Island area was proximate to arteries leading south, a postal facility, known as the Worth Post Office, was set up in Norman Rexford's home. Rexford, a pioneer settler in the area, became the first postmaster. His 11-year-old son Fayette carried mail from Chicago through Blue Island, Thornton, Bloom and Crete to Concord, 90 miles to the south.

Early settlers were farmers, sheepherders and those who were dependent on the rural economy which characterized early Worth Township. These hardy pioneers including names like Robinson, Rexford and Huntington would become the community and political leaders of the burgeoning area.

Prior to 1848, when the Illinois Constitution enabling counties to vote in favor of and form, township governments a great section of what is now south and southwest suburban Chicagoland was known as York Precinct. The precinct was made up of the towns of Bremen, Lemont, Orland, Palos and Worth.

When the townships became distinct political entities, the citizens of Worth gathered for a town meeting in Carl Wadhams' home, Blue Island. Wadhams' home was on the Wabash Trail, the dividing line between Worth and Calumet Townships.

A. Wingate was chosen moderator of the meeting and John Britton was named clerk. At this meeting, the first township officers were duly elected: Henry Douglass, supervisor; Charles D. Robinson, clerk; Benjamin Saunders, assessor; S.D. Huntington, collector; H.S. Rexford and William Barnard, justices.

This area of Blue Island near the intersection of the Wabash Trail (now Western Avenue) and the Vincennes Trail (now 127th Street) was the hub of the newly formed township.

Flat boats, Conestoga Wagons and foot power had been the main method of travel in order to reach the area named Worth Township. In 1851 change began as rail service to the area was on the drawing board. As water transport had been a decided improvement over overland travel, the railroads would be an improvement that would stimulate business and would afford fast transportation to the Mississippi River and with the southern area of the state.

The first railroad to offer service to Worth Township was the Chicago, Rock Island and Pacific Railroad and LaSalle Railroad on Feb. 7th, 1851. The route of the Rock Island and LaSalle had been from the Mississippi River community to the end point of the Illinois and Michigan Canal. The name change and its attendant charter amendment granted the railroad permission to construct a roadbed from LaSalle to Chicago by way of Ottawa and Joliet.

Construction began late in 1851 at 12th Street just west of what would be State Street, an area where it would intersect trackbed of the Northern Indiana Railroad. The site would be called Chicago Junction and a community named Junction Grove came to be. This would later be the location of Englewood Station and its surrounding Englewood area.

Right-of-Way for the railroad to pass through Blue Island was purchased in 1852. Opposition to the railroad was led by a group who were still convinced that plank roads were a more advantageous and efficient way to travel than the railroads. The railroads were considered "experimental" according to John Volp, an historian of the Blue Island community. As opposition subsided, railroad travel would become the popular method of travel between Chicago and the South and southwest area.

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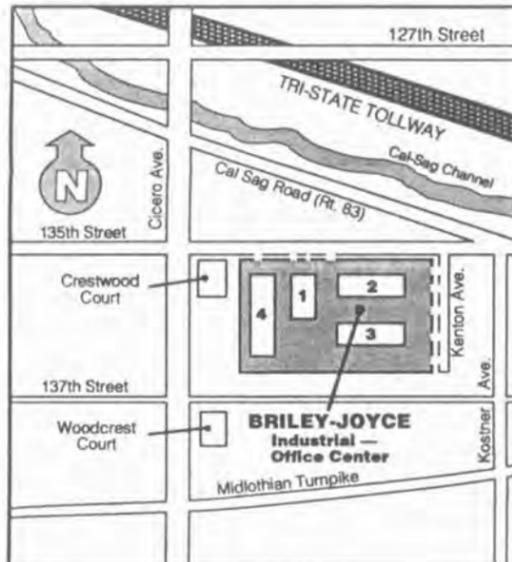
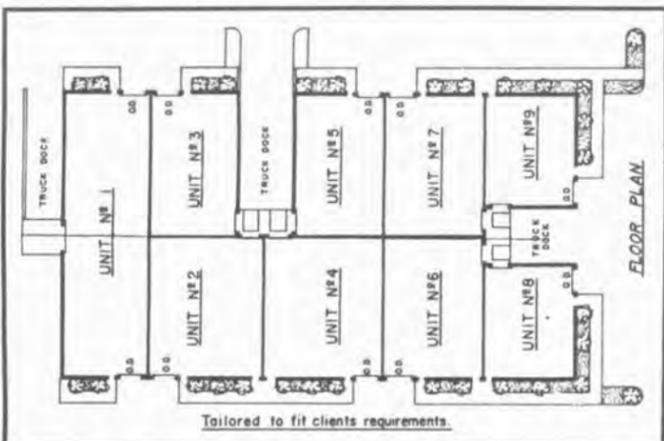
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1888 Home

The Matt Helbreg-Conrad Robe House, near High Street and Greenwood Avenue in Blue Island is a beautiful example of the Victorian style of architecture. According to the historic landmark shield affixed to the house, the home was constructed in 1888. The current owners are Andy and Sue Kunz who have lived there for 13 years. The house was designated an historic landmark on Sept. 30th, 1983.

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In October of 1852, the roadbed between Chicago and Joliet was completed and the first Rock Island 'Rocket' made the trip from 22nd Street in Chicago to Joliet in the amazing time of just two hours, passing through Chicago Junction, Blue Island, Bremen and Mokena. A stumbling block was the exorbitant fare; a one-way trip from Blue Island to Chicago was 65 cents and, since the average wage was from 50 cents to 75 cents a day, very few could afford the new method of travel. High rates for freight also, in effect, meant that a number of farmers and merchants had to continue transport of goods by horse and wagon. After the Civil War, fares declined as wages increased and corresponding use of the Rock Island went up.

The Illinois Central opened its line through Blue Island in 1982 east of Western Avenue in Calumet Township and Blue Island's place in history as a 'railroad town' was firmly established.

Three other railroads would have an impact on the development of Worth Township; the Grand Trunk Western (earlier the Chicago Danville and Vincennes Railroad), the Wabash and the Baltimore and Ohio. The GTW received permission from the township for right-of-way through the area in 1880, although the CDV had constructed an operating roadbed between Chicago and Danville, 125 miles to the south, and had carried freight between the two terminals and to points along the route. Two years earlier the CDV had experienced financial problems and had been absorbed by the Chicago and Southern which would shortly become a part of the Grand Trunk system.

In 1879 the Mount Greenwood Cemetery opened and the GTW began to transport funeral parties to the cemetery. The method of reaching the burial site by train became common and businesses began to flourish in the Mount Greenwood area, as they would shortly in the farming community to the north which would be incorporated as Evergreen Park.

Restaurants, stores and taverns, catering to mourners who buried their loved ones in the newly opened cemeteries began to flourish. Two stops in Evergreen Park were St. Maria's Station, at 89th Street, and 95th and Kedzie. St. Maria's Cemetery (which became St. Mary's) was in an area known as Vinegar Hill and several restaurants and taverns opened nearby. One of these, Ab's Saloon served complete dinners, with corned beef and cabbage as the specialty of the house. The stop at 95th and Kedzie would be the site of a commuter station with separate waiting facilities - one for men, the other for women.

The Wabash Railroad travels a diagonal course through the township from 87th and Pulaski southwest to 111th and Harlem. Communities serviced by this railroad include Hometown, Oak Lawn, Chicago Ridge and Worth. No actual station exists in Hometown but commuters can go to the Oak Lawn or Chicago stops for a 25-minute ride to Chicago's 'Loop.'

The right-of-way for the Wabash, now the Norfolk Southern, through Worth Township was sold by many familiar area names; John Crandall of Worth, George Meyer of Chicago Ridge, the Harnews of Oak Lawn and Julian Rumsey of what would become Hometown, among others. The sellers envisioned the railroad as a spur to business and residential development in the area and they were correct. The population in these areas more than doubled within a short time from 400 to over 800.

The earliest impact of the Wabash Railroad on the area came in the form of the jobs it created including laborers on the right-of-way, brakemen, engineers, firemen, switchmen, station agents and office workers. Charles, the son of Oak Lawn's first settler, John Simpson, graded the land for the track bed, operating a grader between Worth and Chicago. The huge machine was pulled by an eight-horse team.

During the Chicago World's Fair, the Columbian Exposition, in 1893, special trains carried southwestern area residents to the Hyde Park-Midway area for the fair. In turn, fair visitors traveled west to hunt in the marshlands near Stony Creek in Chicago Ridge.

The Baltimore (B & O) Railroad has two rights-of-way through Worth Township, one runs southeast from 96th and Harlem in Bridgeview where it enters Worth to Blue Island, at 135th and Maple where it moves out of the township boundaries. The other enters the township at 87th and Rockwell, Evergreen Park, continues to 117th Street where it turns southwest, continues parallel to California Avenue to 128th Street where it turns east again and, as with the other B & O right-of-way, leaves the township boundaries near 145th and Maple. The diagonal route entering the township in Bridgeview travels through Chicago Ridge, Oak Lawn and Alsip before passing out of the area in Blue Island.

For the most part the B & O in the township has been a freight carrier, as it is today. The railroad line offers no passenger service to Worth Township, although it did carry passengers between Chicago and Blue Island early in the history of its service to the area. Both lines are and have been, primarily concerned with the transport of raw materials and finished goods to and from Worth Township.

The southwest bound Norfolk Southern line and the B & O right-of-way intersect at a point just east of Ridgeland Avenue near 103rd Street in Chicago Ridge. A two-story control tower, constructed in 1915, one year after the incorporation of the Village of Chicago Ridge, can be seen by drivers and passengers traveling in the vicinity.

Blue Island, named for its appearance from a distance, was the first community to be incorporated in Worth Township. The name came from the fact that the area was a grove of tall pines which appeared blue in the mist and haze. Early settlers saw it as a 'blue island' and the name became permanent.

Following the coming of the railroad, the area was 'on the map' and more and more pioneers settled there and built homes close to the railroad right-of-way. Business boomed, the population expanded and the necessity for organization was apparent. A petition was filed in Cook County Court in August, 1872 requesting a referendum on the question of forming a village government. The following month, an election was held at the home of Gottlieb Klein and voters cast a 99-13 affirmative vote for incorporation. The first village board was elected on Oct. 30th with Jacob Appel, W. C. Bauer, Ludwig Krueger, Richard McLaugherty, Walter Roche and Benjamin Sanders as the

Continued on page 6

Birthplace of the Era?

Supporters of the Equal Rights Amendment (ERA) are nothing new to Oak Lawn, which has always "made room for the ladies," long before the 19th amendment was passed.

During WW I, women were vitally interested in Oak Lawn and in 1918, two full years before women won the right to vote, Lillian Hansen's name was on the ballot for clerk. She lost, granted, but she served notice on male candidates.

The following year, 1919, 88 men and 55 women turned out at the polls.

The 19th amendment, granting women the right to vote, was not added to the constitution until 1920.



The Evergreen Park Depot for the Grand Trunk Western (GTW) was a station with 'separate but equal facilities,' one waiting room for men and another for women. In 1927, bandits boarded the train at and near the station and the subsequent holdup has gone down in history as the "Great Train Robbery in Evergreen Park."



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*Town of Worth, Cook Co. Ill.
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was held on the 2nd day of April 1872
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election of Wardens & Clerks for the whole
Township as follows*

*Resolved that a tax of twenty five cents be laid
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[Cont'd from Page 5]

Windmill Provides Water To Homes

successful candidates. The board appointed Sanders as village president (mayor), Hart Massey as clerk and Herman Schmitt as treasurer.

The village treasury was broke and the founding fathers agreed to serve for six months without pay. To augment the village coffers, a \$5 fine for "riding, driving, or leading an animal or a team over or across any bridge within the limits of Blue Island faster than a walk," was imposed.

Early ordinances effected fire and police protection, prohibited loose livestock from running at large and provided for the construction of plank sidewalks. Fines were established, vagrancy was forbidden within village limits, street crossings were to be maintained and kept free of snow during winter, bridges were to be maintained, street lighting was to be taken care of and dead animals were to be removed from the streets.

In 1877, in response to requests for a safe water supply, a waterworks department was authorized by the village board. A well was sunk, a windmill and water tower were constructed to pump and store water. A steam engine was used to pump water following the destruction of the windmill during a storm.

Blue Island, in 1878, was said to have six churches, two hotels, three breweries, a number of fine residences and one of the best schools in the state. The population at the time was 2,000.

The first fire department was established in 1880, supplanting a volunteer fire force and by 1895, two artesian wells had been sunk to insure adequate fire protection. In 1896, the department received its 'baptism of fire' when a conflagration which began in a barn spread rapidly. High winds hampered the efforts of the village firefighters who were assisted by firemen from Morgan Park, West Pullman and Chicago. The fire engulfed the main section of the village and 26 businesses and homes were completely gutted. A great number of other buildings were severely damaged and the total loss was estimated in excess of \$200,000.

As the village grew, underpasses and viaducts for safe passage at railroad crossings were built, a board of health was established, brick, cement, concrete or stone sidewalks began to replace the plank walks.

Electric service, the telephone and telegraph had an impact on life in the village. Street cars operated by battery were carrying passengers from one point to another by the time 1890 was on the calendar. One year after the establishment of service between Blue Island and downtown Chicago, riders were able to take the IC to the World's Fair.

As the village moved into the 20th Century, the first public library opened its doors and in 1901, citizens opted for a change from a village form of government to a city government.

Today, more than 100 industries have selected Blue Island as the location of plants manufacturing a variety of products. The railroads make the city a prime location for receiving raw materials and shipping the finished products. The city is a desirable place to live because of its municipal

and community services, its clean residential areas, fine educational institutions, including Eisenhower High School, its diversity of churches and a broad-based commercial and industrial complex.

The second community to incorporate in Worth Township was Evergreen Park which voted to become a village on Dec. 20th, 1893. In 1894, Evergreen Park's first election was held and with fewer than 100 citizens casting votes, Citizens Party candidate John Foley defeated Republican Anthony Wilson 46-31. The assembly room in the Hamilton B. Maher Community Center is named in honor of Foley.

The area was first settled in the late 1830's by Blasius and Wilhelmina Schwer, German immigrants, whose descendants still live in the village. The family settled in a rich farmland area near what is now 87th and Kedzie and the family homestead was completed in 1848.

Evergreen Park derives its name from a grove of trees on the site of what is now Klein Park, just east of the community center. This land was seen as the center of the community but geographically as well as practically, the center of activity would be the intersection of 95th Street and Kedzie Avenue.

In 1875, the first public school, a two story, four room building was erected near the area now occupied by Central Junior High School. Today, in addition to Central Jr., one elementary school, (kindergarten through sixth grade) is in each quadrant of the village. Evergreen Park High

School is at 99th and Kedzie and four Catholic schools, three within village limits and one in Chicago, serve the families of the community.

Electricity, telephone service, street lighting, the piping in of Chicago water and the introduction of gas mains eventually replaced the agricultural character of the village to one of the most desirable residential areas in the southwest suburbs.

Although a number of factories were established in the village early in its history, only very little light manufacturing exists there today.

During prohibition days, Evergreen Park like a number of suburban communities, boasted a number of roadhouses but the days of night spot are only memories. Young families are attracted to the "Village of Churches" because of its central location between Chicago and the outlying southwest suburban communities. Evergreen Park is today a healthy, vital community with excellent village services and programs for all ages, from toddler to nonagenarian. Residents look forward with anticipation to the Centennial celebration which is just three years away.

The third community in the township to incorporate as a village was Mount Greenwood and that community is unique as it was twice incorporated as a village and, 29 years after its first incorporation, chose annexation by the City of Chicago.

Three cemeteries were established in unincorporated Cook County during the latter half of the 19th Century, Mount Greenwood, Mount Olivet and Mount Hope. All adjoined the Grand Trunk Western Railroad property and as more and more people were brought to the cemeteries, a number of thriving businesses sprung up in the vicinity of the burial grounds. Restaurants and taverns flourished, catering to the needs and wants of the mourners. Morgan Avenue, which would become 111th Street, became a 'saloon strip.' James 'Yank' Cunningham, owner of a two story home across from the Morgan Ave. train station, moved his family's living quarters to the second floor and converted the ground floor to a restaurant and tavern. The establishment was called "Half-way House."

Others followed suit, the tavern owners took out ads in Chicago newspapers, made arrangements with undertakers in nearby communities and gave free meals and drinks to hack drivers who would steer customers to their saloons.

Residents retired early but outsiders who took advantage of the riotous night life in the as yet unnamed area spent their time drinking, gambling and carousing with 'women of easy virtue.' The rowdy antics disturbed residents of the proximate communities of Beverly and Morgan park and, in an effort to legitimize the area, Cunningham and his fellow businessmen, somehow circumventing the ordinance requiring 250 signatures for incorporation as a village, submitted a petition with 40 signatures, many of them questionable, requesting incorporation as the Village of Mount



Train Sparks Start Fire

Sparks from a passing Grand Trunk locomotive ignited the blaze that completely gutted the once proud Evergreen Park Village Hall. The two-story edifice burned to the ground despite the efforts of firefighters.

Continued on Page 8

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Coming soon to Orland Park!

Continued from page 6

Greenwood. The petition was filed on July 29th, 1898.

Following incorporation, more and diversified entertainment was added in the new village. A rabbit-dog track was built just west of the 'saloon strip' but was finally closed after a few years of operation because of an increasing number of complaints to the county humane society. This didn't stop the gamblers who opened a tent city along Kedzie Avenue near 111th Street to accommodate gamblers who didn't want to travel muddy roads to reach the Worth Race Track, two miles west of where Morgan Avenue, a gravel road ended. Bookies, saloon keepers, promoters and other entrepreneurs got rich.

Robert McGahan was elected village president and no election took place for more than six years. In 1905, angry Morgan park residents again appealed to the courts for respite. For over a year, protests were ignored, but in 1906, responding to the pleas of legal residents of Mount Greenwood, another call for incorporation was put forth. The basis for the call was permissible under a state law permitting re-incorporation when original documents had been lost or destroyed.

The newly reorganized government functioned better than its predecessor and slowly but surely, the Village of Mount Greenwood settled into a more normal existence. Mail was delivered from the Blue Island Post Office by horse and wagon. However muddy side streets and a depleted village treasury with not enough money to install sewers or to pave roadways directed officials to seek help elsewhere.

Both Blue Island and Chicago looked into the possibility of annexing the village. The affirmative vote for annexation to Chicago required a simple majority and with most businessmen and the saloon keepers opposing annexation, the vote was extremely close: 395-391 in favor of the move. Fourteen ballots were deemed 'spoiled' because of illegibility. Chicago voters approved annexation by an overwhelming vote and Mount Greenwood became a part of Chicago's 19th Ward in 1927, just 21 years after its second incorporation as an independent village.

The next village to incorporate was Oak Lawn on Feb. 4th, 1909. The first known settler in the area now known as Oak Lawn was a Scottish immigrant, John Simpson, who reached this part of the country in 1842.

The land was, at that time, a grove of black oak trees and was game-rich. The region was rife with deer, wolves, rabbits, fox, wild turkey and raccoons. Simpson purchased one acre of land east of what is today Central Avenue between 95th and 99th Streets. He built a home there and farmed the land. Neighbors were a good distance away but by 1860 an influx of settlers arrived and a community called Black Oak Grove was established. A one-room schoolhouse was constructed, although the community remained primarily agricultural. Black Oak farmers took their crops to Blue Island and bartered them for manufactured goods.

The six mile trek to Blue Island to pick up mail was eliminated when a postal station was established in Evergreen Park in the late 1870's. As the decade drew to a close, the Wabash Railroad began to lay tracks through Black Oak, affording an opportunity to seek work and to shop for goods and supplies. In 1881, a man named Henry Crouch was station agent at Black Oak and legend has it that a name change of the community from Black Oak to Agnes was made since Crouch's wife was named Agnes. At any rate, the name lasted only until July of 1882 when the name of the Wabash Depot and postal facility was changed to Oak Lawn.

The community's name underwent another change in 1895 when the official post office listing was changed, for unknown reasons, to Oaklawn. Over the next half-century, the use of both spellings was debated. When the village was incorporated in 1909, 16 years after the incorporation of the Village of Evergreen Park, the spelling was Oak Lawn on the official papers. The post office, however continued with



Brandt Hall Oak Lawn's Hot Spot - 1901

The Brandt Beer Hall, 5131 95th Street, was the 'watering place' for the village when this photo was taken in 1901. The building was erected in 1882 with stores on the street

level and living quarters on the second story. The draught beer was Blue Island Lager. The Brandts were stalwarts of the Democratic Party and totally involved in politics

the single word, Oaklawn, until 1952 when it was changed to Oak Lawn.

A number of factors spurred the residents of Oak Lawn to incorporate as a village. The threat of an ever-growing Chicago which gobbled huge tracts of unincorporated residential communities and the necessity for organized local government to establish services and modern improvements provided the impetus to create the Village of Oak Lawn. The referendum was held on Feb. 4th, 1909 with 59 in favor of incorporation and four opposed. An election was set for March 9th at which James Montgomery was elected as first village president. According to state law, the initial election was valid for just over a month as ordinances dictated that the election was valid only until the third Tuesday of April of the next odd numbered year. The second election again chose Montgomery as village president.

In 1910, concrete sidewalks were laid in main sections of the village at a cost of \$15,000 and in the following year, electricity was brought into Oak Lawn from its neighbor to the east, Evergreen Park. Also in that year the main thoroughfares were graded and oiled and the village courthouse and jail were built. In 1920, a census counted the population at 487, just 20 years later the census would list 3,500 residents. Chicago water was piped into the village in 1947 and one year later a referendum establishing a high school district was passed.

By 1953, the population had grown to 13,332 and in 1959 the village celebrated its golden jubilee with the dedication of a new village hall. Between 1964 and 1965 eight square miles of territory were added with the annexation of Colum-

bus Manor, Dearborn Heights and Grandview Park. A devastating tornado struck in 1967, killing 37 and more than 900 buildings were destroyed or badly damaged.

Oak Lawn is the home of the 900-bed trauma center Christ Hospital and Medical Center and two high schools serve the village: Oak Lawn Community High School and Harold L. Richards High School.

Oak Lawn celebrated the centennial year of its founding in 1982, although it must wait another 18 years for the centennial of its incorporation. In that year, marking the official naming of the community, Mayor Fred Dumke said, "We're rebuilding an old community and we're trying to keep what we had. We always try to look at the human side of the situation. Sure, we have problems, but nothing we can't solve."

Eight years later that assessment holds as true as it did then.

The Villages of Worth and Chicago Ridge share a great deal more than just their proximity. The communities, which celebrated their 75th anniversaries last year were incorporated three days apart; Worth on Aug. 29th, 1914 and Chicago Ridge, three days later on Sept. 1st. Cooperation and friendship has characterized the communities that grew up along the right-of-way of the Wabash Railroad which carried goods and settlers into the area, in ever increasing quantity and numbers after the turn of the century.

In 1858, John Crandall was the first settler of the area known as Lain's Island, land surrounded by lowlands and marshes. The knoll that occupies the western limit of what

Continued on page 9



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would become the Village of Worth, bears the geological name Worth Island.

Crandall's home was at 6901 111th Street. The Wabash Railroad, built across Crandall's property, provided the real beginning of the community with the establishment of Worth Station in 1880. John Osterman, postmaster at a building near 111th and Ridgeland moved the postal facility west to the station. Crandall sold portions of his land in a successful effort to attract settlers to the area. The higher ground that makes up the land the Village of Worth occupies made it a more desirable area in the 19th Century for setting up housekeeping and for farmland than the lowlands and marshy area to the east where Chicago Ridge now stands.

In addition to farms, commerce began to attract businesses and Worth was the first community in the western portion of the township to establish a church, the Worth Methodist Church erected just east of Harlem on 111th Street. That thoroughfare became the hub of the community in the 1880's when a blacksmith shop, a hotel, a restaurant/tavern and a one-room school house were built along 111th Street.

Commercial land and water arteries such as Harlem Avenue, the Southwest Highway, the Wabash Railroad and the Cal-Sag Channel contributed to the growth of Worth and, at the same time, the marshes to the east were attracting gamblers and hunters interested in stalking the many small animals and the plethora of game birds which were attracted by the water and brush cover in the area. Wabash passenger trains brought sportsmen interested in the hunt to the area. Many of those who came to Chicagoland for the Columbian Exposition in 1893 took the train from the 'Big City' to Chicago Ridge to pursue the sport of hunting.

A few days apart in the fall of 1914 elections were held in Worth and Chicago Ridge. Harry P. Woods was elected as first president of the Village of Worth and Charles Polchow, whose son Herbert would follow in his footsteps some years later, was elected first village president of Chicago Ridge.

The concerns of early government officials in the two communities were parallel: sidewalks, street lights, telephone service, electrification, gas and water were all priority items. In Chicago Ridge the first village hall, believed to be the first brick structure in the village was built in 1918. The new seat of government was at 105th and Oxford near the site of the present police and public works building. Electricity was extended to both villages in 1922, the same year that the Mather Car Company which manufactured railroad cars opened in Chicago Ridge. Three years later street lighting on main thoroughfares in Chicago Ridge was installed. In the same period, Holy Sepulchre Cemetery opened on the site where the Worth Race Track had been situated.

Northern Illinois Gas installed mains throughout Worth in 1926 and extended service to Chicago Ridge one year later. The first village school was constructed in Chicago Ridge at 104th and Oxford in 1927. The original four-room building was expanded and eventually housed the Cook County Fifth District Court. It is now planned as a senior citizen center and the Chicago Ridge Youth Service Bureau has opened its headquarters there.

Each village has a landmark water tank which can be seen from the Tri-State Tollway. The Chicago Ridge tank, at one time, had a slogan "Village of Patriotism" emblazoned on its water storage tank but the emblem was removed because, according to Mayor Eugene Siegel, "It seemed pretentious. Who are we to say that our patriotism is any greater than that of any other community? I guess you could have almost called it tacky."

The 135-foot water tank in Worth has black lettering proclaiming "Worth, The Friendly Village," a slogan residents feel accurately describes their community.

In the mid to late 1980's the Chicago Ridge Mall and the Chicago Ridge Commons were erected, bringing the village a solid tax base and indicating the wave of the future for the entire area. Worth has plans to develop a residential,

recreational, commercial and light industrial area along the north banks of the Cal-Sag Channel, on land to be leased from the Metropolitan Water Reclamation District. In the near future, Worth will construct a new village hall, fire station and police facility on Depot Street across from the commuter parking lot, approximately a block northeast of



Oak Lawn Buffet

The Oak Lawn Buffet and store, owned by Fred Schultz, was built in 1912 on the site of what was once the family home. The first switchboard in the village was there and Schultz was village postmaster from 1896 until 1913.

the present village hall.

Both communities see a bright future with growth in residential as well as business development. The days of agriculture and hunting and fishing areas are becoming no more than a memory as progress comes to the southwest suburban area. Worth and Chicago Ridge both look forward to the challenges of the 1990's and beyond, to prospects of economic growth and continued cooperation in the 21st Century and beyond.

A little known fact in the history of the Robbins area is that it was originally subdivided and sold to white speculators who felt that land sales in the area would experience a 'boom time.' Speculators believed that the 1893 Columbian Exposition would mean an extension of the City of Chicago in a southwesterly direction and eventual annexation to the city.

Abbot and Henke along with H.J. Smith were the speculators who envisioned prosperous times by investing in the area. Most of the land subdivided by these developers was south of 135th Street in Bremen Township. At approximately the same time, the first Blacks were moving into the area, led by Samuel Gaither.

In the mid 1890's, new arrivals were little more than a trickle. Speculators lost money when the Columbian Exposition closed and the anticipated extension of the City of Chicago into the area did not materialize. The Whites either sold their land at a considerable loss or lost it to Cook County for delinquent tax payment.

In 1910, H.E. Robbins, a black real estate developer, opened a subdivision in the area and things began to happen. From a few scattered homes, the population increased until in 1917 the population was estimated at over 300.

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Continued on page 11

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With the appearance of a set for TV's "Gunsmoke" or a John Wayne horse opera, Worth resembled a western frontier town rather than a suburban village in the latter years of the 19th Century. The commercial center of the community was on 11th Street and boasted a tavern, a general store and a blacksmith shop among other commercial endeavors. Chicago Ridge, to the east and north, was little more than prairie and marshland and a spot for hunters at the time. Hitching racks can be seen in front of Harrington's Tavern, the second building from the left.

Above Worth 1897 - Below 1950



A picture, taken from a similar vantage point in 1950, shows the area before the frame false front buildings were razed. The blacksmith shop had burned to the ground shortly after the turn of the century and a four-lane thoroughfare has replaced the dirt road. The building to the extreme left of the picture, with the flag in front, is the Village of Worth municipal complex which had been completed a short time before the picture was taken.



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Lane Family Comes To Alsip In 1830

Keller, later elected as Robbins's first mayor, plans for incorporation moved forward. Opposition to the idea faded and on Dec. 17th, 1917 voters overwhelmingly chose incorporation as a village. The largest single contributor to making good on the incorporation fee was the Robbins family. To show their gratitude, the residents named the community the Village of Robbins. That portion of the village north of 135th Street lies within the boundaries of Worth Township.

Blacks came to Robbins from the South following the Armistice ending WW I and by 1935, the population had passed the 3,000 mark. The village had the distinction of being the only community in the North governed solely by Blacks. By 1960 the population exceeded 7,500. Entrepreneur S.B. Fuller, a Black millionaire lived in Robbins until his death a few years ago. Today the population is close to the 10,000 mark and, despite financial woes, continues to guard its status as an independent village fiercely.

The first known settlers in the Alsip area were Joseph and Hannah Lane and their family. The Lanes came to the Alsip area sometime after 1830 and settled on farmland a short distance from Blue Island. Beginning in the 1850's, the area was settled by increasing numbers of European immigrants, mostly Germans and Dutch.

The new settlers were farmers who found a place to plant their roots in the rich prairielands of the area. The first manufacturing endeavor was a brickyard and factory. The owner, Frank Alsip, for whom the village would be named, came to the area in the mid-1870's following the Great Chicago Fire. He moved his operation to the Chicagoland area because of increasing demands for brick as a building

material for homes and businesses.

In the early years of the 20th Century, fears that developers would encroach further in the area with golf courses and cemeteries, residents began to seriously consider incorporation. A petition for incorporation as a village was filed and on March 5th, 1927, a referendum calling for incorporation was passed. Three months later, the first village officials were elected. Village boundaries were set as 115th Street on the north, the Cal-Sag Channel on the south, Cicero Avenue on the west and Crawford Ave. (Pulaski Road) on the east.

At the time of the first election, approximately 100 persons called Alsip home. The first village president was Gustave Termunde.

Acceding to the concerns of residents, the first ordinance passed by the newly elected first village board limited extension of cemeteries. A plan commission was next in order of priority.

Today Alsip is a balanced community of commercial, industrial and residential makeup. Fewer than 40 years after incorporation, the Palos-Orland-Worth Planning Commission presented Alsip with the 'Most Progressive Village in the Southwest Area' award.

The Village of Crestwood, with that area north of 135th Street within the borders of Worth Township, was incorporated approximately one and one-half years later on Sept. 27th, 1928.

The earliest human inhabitants of the area, following the Native American Indians, were hunters and trappers drawn to the area by the variety and numbers of wild life found in the marshland. The swampy area, with dense underbrush

and shifting soil, proved to be a graveyard for many of these hardy pioneers who 'simply disappeared.'

One of the early families to settle the area was the Goesel family who reached the area in approximately 1858. Because of the marshy character of the land, very few demonstrated the hardiness to settle there and homes were few and far between until 1911 when work on the Cal-Sag right-of-way began and the prospect of jobs along with increased and better drainage of the land attracted a great many new settlers. A few stores opened but the only improved area thoroughfares were 135th Street, Cicero Avenue and the Midlothian Turnpike. The first settlers, other than the canal workers, were farmers. The area attracted English, German, Italian, Polish and Bohemian immigrants.

By the time residents decided to petition for incorporation, Crestwood had approximately 400 citizens. At the time of incorporation as The Village of Crestwood, the village limits on the north were the banks of the Cal-Sag. When the canal was widened, the northern border line went to the channel's centerpoint. The northern section of Crestwood from 135th Street to the Cal-Sag is in Worth Township, that section to the south falls in Bremen Township.

The Village of Merrionette Park, incorporated on Feb. 18th, 1947, was unincorporated land known as Van Laten's Farm. Real estate developer James E. Merrion, looking for an area to subdivide, determined that the area bounded by the GTW on the east, Kedzie Avenue on the west, 113th Street on the north and 115th Street on the south held promise. He purchased the land and constructed 125 frame

Continued on Page 12



Biscuit Wagon Makes Delivery

Horse-drawn wagons and carts delivered finished products to the south suburban area in the late 19th Century. Here, a Chicago Biscuit Co. bread wagon makes a stop at a grocery store on 111th Street.



Old Time Pumper

This 'old-timer' pumper truck was still in use as late as the early 1940's. As efficient as it was in fighting fires, it could not compare with the sophisticated equipment being used today.

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Continued from page 11

homes there. In 1945, a volunteer fire department was formed, relieving the community of its dependence on the City of Chicago for its fire protection.

In 1947, a referendum calling for incorporation was passed. Following incorporation, the first ordinance passed by the village board was the establishment of a police force. The first members of the department were the mayor, police chief, and members of the board of trustees, police officers. The police chief's first squad car was his personal automobile and a cardboard sign with 'police' printed on it made things official.

Village expansion included annexation of the area between Kedzie Avenue, Central Park Avenue, 115th Street and 119th Street. Little development of the land was accomplished, other than an athletic field and a building housing the public works department until a few years ago.

Over strenuous objections expressed by residents of neighboring Mount Greenwood, the village managed to win the right to commercial development of the area and a shopping center was built. The center today has a grocery supermarket, a hardware/lumber store and a number of specialty shops. It is a flourishing development which provides a tax base for the primarily residential community. All of Merrionette Park is within the boundaries of the township.

Four months after the incorporation of the Village of Merrionette Park, the Village of Bridgeview, following the vote of its residents, was established. Only that area south of 87th Street and east of Harlem Avenue in Bridgeview is a part of Worth Township, two precincts which for the most part are commercial with a strip shopping center, other commercial endeavors and the Episcopal Church of the Annunciation in the township. Bridgeview is a part of four townships; Lyons, Palos, Stickney and Worth.

The village is proud of its diversified character and calls itself a "well balanced community: industrial, commercial and residential." A large number of the employees of its industrial complex are residents of the village.

The second community developed by J.E. Merrion which makes up a part of Worth Township is the City of Hometown. This Merrion development was constructed between 1949 and 1951 and the duplex homes and apartments were bought and/or rented by returning WW II veterans.

The city limits are 97th Street on the north, 91st Street on the south, Pulaski Road on the east and Cicero Avenue on the west.

A referendum seeking incorporation was held and on June 6th, 1953 Hometown was officially proclaimed a city. The certificate of incorporation was delivered by the state on Nov. 18th.

1967 was a year Hometown residents would rather forget.

Continued on page 13

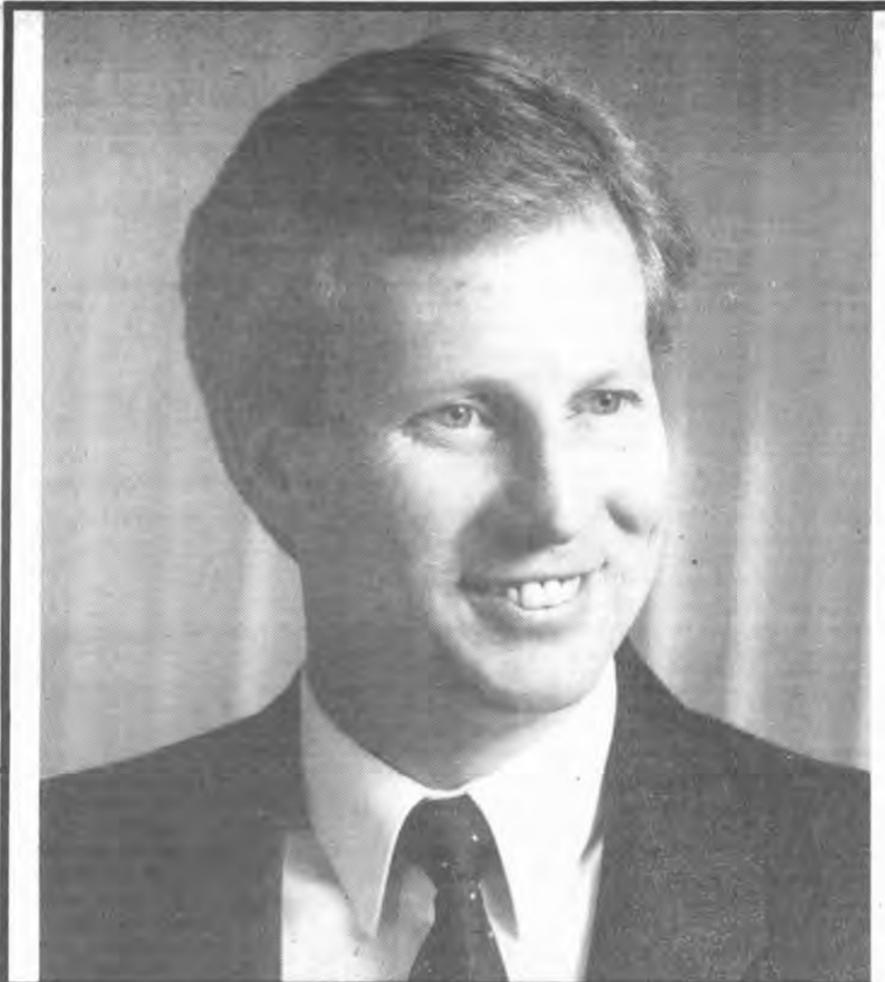
Volp Writes

John H. Volp, Blue Island historian and author of THE FIRST HUNDRED YEARS, 1835-1935, a centennial history of the City of Blue Island, had some interesting, if speculative observations on the early history of the southwest area.

"In spite of the claims of some historians," Volp writes, "who contend that Father (Jacques) Marquette in his several voyages of discovery portaged between the Chicago River and the Des Plaines River, there is a preponderance of evidence which proves that the route taken by Marquette was not by way of the south branch of the Chicago River, but by way of the Little and Grand Calumet, thence by way of Stoney Creek around the lower edge of 'Blue Island' to the Des Plaines River at what is now known as the Sag."

He continues, "There is considerable ground for the belief that Marquette may have camped at a spot not far from the Indian Village which historians say was located on the north bank of Stoney Creek, just below the hill, and west of what is now Western Av."

"Major Henry Lee of South Chicago," Volp goes on, "who has spent many years in historical research on the Calumet region, believes firmly that Marquette's last journey was by way of Stoney Creek (known as Little Kenomuck in aboriginal (sic) times."



John C. Griffin for Worth Township Democratic Committeeman

A Tradition of Service

James Griffin, father of John C. Griffin, served 12 years as a judge in Cook County. Joseph P. Griffin, John's uncle, has served as State Central Committeeman for the Third Congressional District from 1948 to the present.

Education

Saint Rita High School, 1969
University of Notre Dame, 1973
DePaul University, College of Law, 1976

Employment

Partner, Griffin & Gallagher, Attorneys at Law

Community Involvement

Moraine Valley Community College
Board of Trustees, 1985 to present
Chairman of the Board, 1988 to 1990

Young Irish Fellowship Club
President, 1983

Economic Development Corporation
for the Southwest Suburbs
Board of Directors, 1986 to present

Cook County State's Attorney's Drug Task Force
1987 to 1988

Gaelic Park
Board of Directors, 1986 to present

Illinois State Bar Association
Member

Paid for by John C. Griffin Democratic Committeeman Fund.



Shoot Out In Evergreen

John Dillinger, notorious escaped convict, was identified by holdup victims as the leader of a gang who shot it out with Evergreen Park and highway police following a robbery at the Beverly Garden. The dine and dance hall was located near the entrance of the Evergreen Park Country Club. Two police officers were wounded in the shoot-out and the arrows indicate where the wounded men fell.

Serving Evergreen Park

For 20 Years

The Original
Karson's Restaurant
&
Pancake House

3422 W. 95th St.

423-6050

Continued from page 12

The 25-inch snowfall in January of that year caused some structural damage to homes and businesses. Three months later, a 'killer' tornado struck, destroying 86 homes, damaging more than 500 others and uprooted more than 300 shade trees. No one died and no one was seriously injured but the city looked like portions of East Berlin after Allied bombers finished their missions.

The year's damage from Mother Nature wasn't over quite yet. In mid-June property damage and widespread flooding resulted from days of heavy rainfall. The residents rallied from the triple whammy and by fall, all structures had been repaired or rebuilt.

A shopping plaza is located at the intersection of 87th Street and the Southwest Highway and commuters have the Norfolk Southern (Metra) for fast, efficient transportation to Chicago's Loop.

Palos Heights has nearly tripled its population since its incorporation as a city on April 16th, 1959. The area bounded by 131st Street, the Cal-Sag Channel and Harlem Avenue, is within the borders of Worth Township.

Woods and rolling hills make the City of Palos Heights one of the most picturesque communities in the southwest suburban area. Although Palos Heights is primarily a residential area, it has a number of businesses, especially along Harlem Avenue. Trinity College, Shepard High School and Chicago Christian High School are all located in the Worth Township section of the city. Homes, recreational facilities and educational opportunities all contribute to the Palos Heights' motto, 'Quality.'

87th Cicero Divides 4 Areas

The intersection of 87th Street and Cicero Avenue, while not unique is certainly unusual. Each of the four corners is a part of a different community. On the north-east corner is the City of Chicago, on the northwest corner is the City of Burbank, on the southwest corner is the Village of Oak Lawn and on the southeast corner is the City of Hometown. The south portion, Oak Lawn and Hometown are part of Worth Township, each community completely within the township perimeters.



Pilgrim Faith Church First Oak Lawn Church Built in Village 1892

The Pilgrim Faith Church, constructed in 1892, was the first Congregational House of Worship in the Village of Oak Lawn. It was the church which was home to the first English speaking congregation and was used by the Congregationalists until sold to the Christian Reformed Church in 1915. It remained a church until 1951 when the building became a private home.



"Tin Lizzie" Needs Water - 1915

A motorist makes a stop to check the water level in the radiator of his 'Tin Lizzie.' 111th in the suburbs was a dirt road at the time and it wasn't until approximately 1915 that the first two-lane concrete road was constructed through the Villages of Chicago Ridge and Worth.

For Reservations
(708) 422-0404

Drury Lane

Dinner Theatre

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*"Their singing is as close as ever."
John Litweiler, Chicago Tribune.*

THE McGuire Sisters
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MARCH 9TH, 10TH & 11TH



Show Times
FRI., MARCH 9
1 Show
8:30 P.M.
SAT. MARCH 10
2 Shows
6:30 & 9:30 P.M.
SUN. MARCH 11
2 Shows
3:30 & 6:30 P.M.

ONE SHOW ADDED
Sunday, March 11 at 6:30 P.M.
Tickets \$19.50
Seniors \$2.00 Discount
DINNER SHOW AVAILABLE

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The New FATS WALLER Musical Show



March 14 thru May 13

GROUCHO
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May 16 thru July 1

SPECIAL SENIOR DISCOUNT MATINEES

- \$ 3.00 Discount per Senior groups of 20 or more
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708-857-7050

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Worth Township Population Has Boomed To Record 180,000

At this time, Worth Township, with a population of 180,000, is made up of all or part of 12 cities and villages as well as several unincorporated sections. All of the City

of Hometown; all of the Villages of Alsip, Chicago Ridge, Evergreen Park, Merionette Park and Oak Lawn; part of the Cities of Blue Island and Palos Heights; parts of the Villages of Bridgeview, Crestwood, Worth and Robbins are the major components of the township.

The boundaries of the townships are 87th Street on the north, 135th Street on the south, Western Avenue

on the east and Harlem Avenue on the west. Exceptions include sections of Mount Greenwood and West Beverly on the eastern edge and property belonging to the Archdiocese and under the jurisdiction of the City of Chicago. Much of this segment is located between 99th Street, 119th Street, Central Park Avenue and Pulaski Road. It includes Saint Xavier College, Brother Rice High School, Mother McAuley High School and

Mercy Hall, the residence of the Sisters of Mercy. One section of this area, at the southwest corner of 99th Street and Central Park Avenue, is still a part of the Village of Evergreen Park. It contains the Southwest School property including the school building and recreational facilities.

The unincorporated communities of Worth Township are Austin View, Blue Crest, Garden Homes, Navajo Gardens and Palos Gardens.

Top Ten St. Xavier

Ten Reasons to Attend Our Open House
APRIL 1, 1-4 PM

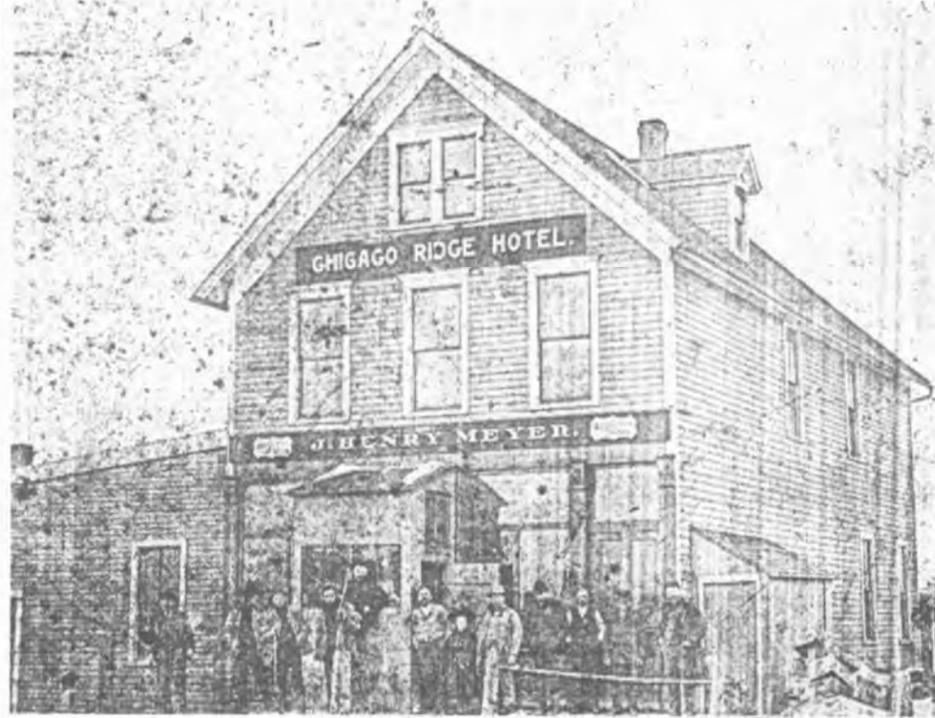
In keeping with the spirit of the day, 4 of the following reasons may be slightly foolish.

10. Over 1,000,000 students will attend. You should be one.
9. Everyone has been bugging you to do something about college.
8. It's a lousy afternoon for television.
7. Pope John Paul II, David Letterman, Princess Di and other famous alumni will attend.
6. Since the Sisters of Mercy first opened the House in 1846, we've been getting this Open House ready for you.
5. A 12-course gourmet dinner—or other food—will be served.
4. Our 236 faculty members and 2,657 students will be at the front door to greet you.
3. We're expecting you.
2. We've gone to a lot of trouble to be ready to answer every question you might ask.
1. 27 undergraduate majors. Graduate programs in nursing, education, and business. Continuing Education programs. Weekend College. Somewhere in that mix is the solution to your college needs.

For information, call (312) 779-4143

Saint Xavier College
OF CHICAGO

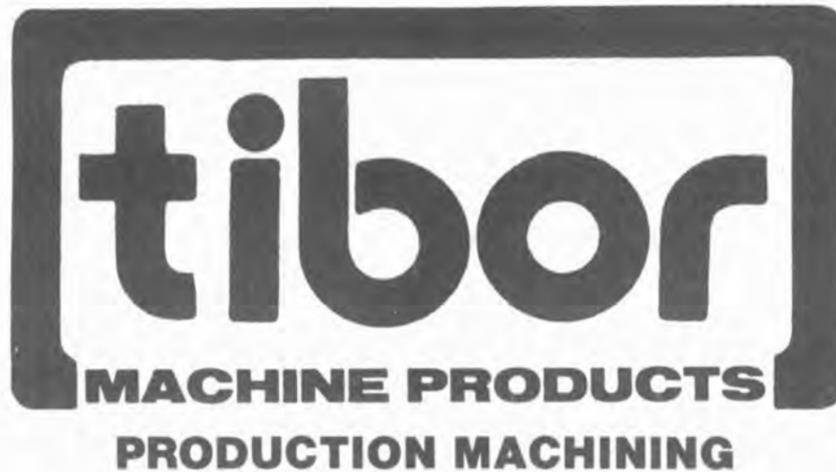
3700 W. 103rd St., Chicago, IL 60655



Chicago Ridge Hotel - 1889

J. Henry Meyer moved from Blue Island to Chicago Ridge near the turn of the century. He opened the Chicago Ridge Hotel near 103rd and Ridgeland, an inn which would become the community gathering spot. In later years, the hotel was the site of village meetings and was a focal point for local politicians.

**CONGRATULATIONS
CHICAGO RIDGE and WORTH
FOR YOUR 75 YEARS OF PROGRESS**



6350 W. Birmingham
Chicago Ridge

Where People Make The Difference!

Talman S&L Aided Township Growth

Local legend has it that at one time or another, Talman Federal Savings and Loan has mortgaged every home on Chicago's southwest side. And some who are familiar with that legend further state that Talman also, at one time or another, has mortgaged every home in Chicago's southwest suburbs.

From its beginnings in 1922, Talman was a major factor in helping to finance the residential homes in communities such as Gage Park, Brighton Park, Chicago Lawn, Marquette Park, Scottsdale, and Garfield Ridge. And even in those pre-World War II days, Talman was also financing pioneers in further out southwest communities beyond Chicago's corporate limits.

The impetus behind this residential financing was Ben F. Bohac (pictured), the son of immigrants and founder of Talman. Fully aware of the hard work and sacrifices, and the concept that land represented wealth, Bohac vowed to help his friends and neighbors. With \$692.25 in subscribed funds, Bohac founded the Talman Building and Loan Association.

Word of mouth was Talman's best advertising. One satisfied customer told another potential customer, and Talman began a process of growth and expansion that has led it to become Illinois' largest thrift institution.

Through the dark days of the Great Depression, Talman grew, though modestly, and remained open and conducted regular business. In 1937 Talman applied for a federal charter, which was granted, and its growth continued.

Anticipating the end of World War II and the need to satisfy the long pent-up demand for housing, Bohac positioned Talman to help meet that need. Bohac saw the next great surge of new housing construction in the fringe areas of Chicago and in the vast tracts and prairie lands of the southwest suburbs.

Bohac, living in Evergreen Park after the war, had both



instinct and experience that foretold this great housing boom. He again was proven right as grass and prairie gave way to paved streets and homes. Suburbia was born, and Bohac and Talman were instrumental in that process as thousands of people joined the ranks of homeowners.

While Talman played a significant role in the development of Oak Lawn, it was also a major factor in providing home loan financing throughout Chicago's southwest suburban communities.

Today, Talman's portfolio includes mortgages from every southwest suburban community. And it continues to provide the help, just as it did in 1922, to people who are working to realize their dream of ownership.

Besides Talman's southwest side Chicago offices, there are offices in Chicago Ridge, Oak Lawn and Orland Square. Mortgage offices are located in Oak Lawn, Flossmoor and Orland Park.

And it all began in 1922 with a man named Ben F. Bohac.

95th Street Paved

In 1930, seeing the handwriting on the wall as more and more people purchased automobiles and put 'Old Dobbin' out to pasture, 95th Street was paved by Cook County.



First Worth Structure

The Blue Island House, built by Norman Rexford in 1836, was the first permanent structure in the area which would become Worth Township. The structure served as a home for the Rexford family and a hotel as well. This pencil sketch was made in the early years when the building still stood. The original drawing is the property of the Rexford family.

E.P. Shepherd Headed First Draft Board

The man who sounded the trumpet, calling young men to duty with the Union Army (The Grand Army of the Republic) during the War Between the States, better known north of the Mason-Dixon Line as the Civil War, was Samuel D. Huntington. A sheepherder who lived in a shanty near what is now 99th and Western, Huntington headed the first draft board in Worth Township. Huntington had served as the first collector in the township, elected at the initial town meeting on April 5th, 1850. He served as collector until 1853.

JOAN PATRICIA MURPHY

SUPERVISOR WORTH TOWNSHIP

Candidate for Committeeman Worth Township

Congratulates the Founding Fathers of
Worth Township
& pledges continued progress into the
decade of the 90s.



MURPHY

Concerned
Active
Representative
Experienced
Sincere

Paid for by Committee to Elect Joan P. Murphy



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Residence Program
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Worth, IL 60482
(312) 396-1117

Adult Developmental Training
10833 S. LaPorte
Oak Lawn, IL 60453
(708) 425-3344

Vocational Services
12235 S. Laramie
Alsip, IL 60658
(708) 385-7377

River Edge Renaissance

The Cal-Sag Channel meanders a 16-mile course through the southwest suburbs, including the Worth Township communities of Blue Island, Robbins, Crestwood, Alsip, Worth and Palos Heights. The waterway and its banks are the property of the Metropolitan Sanitary District.

The channel was dug 67 years ago to reverse the flow of the Calumet River in an effort to keep raw sewage pollutants from Lake Michigan. Until the construction of the more than 140 miles of the deep tunnel the Cal-Sag was the sanitary conduit for the runoff from sewer systems during and after heavy

storms. The deep tunnel, drilled through solid rock, is the modern storm water containment system that will allow a 'River Edge Renaissance' along the banks of the Cal-Sag, as first envisioned by Lou Viverito, Stickney Township supervisor, when he was a MSD commissioner.

Residential, commercial, industrial and recreational areas are envisioned on either side of the Cal-Sag right of way. Projects are underway in Worth and a marina-boat launch is already operational in Alsip. Other communities have long-range plans to redeem the waterway and MWRD officials plan to realize a

profit from long-term lease of land to the individual communities. In all, approximately 1,200 acres of undeveloped land along the 16-mile stretch, are seen as development areas. Homes, park, shopping areas, condominiums, office buildings, light manufacturing plants and even a large 'Ravinia-type' concert and performing arts complex is projected.

Although the Cal-Sag has apparently never been in danger of spontaneous combustion, as has occurred on such rivers as the polluted Cuyahoga which runs through the City of Cleveland, Ohio, cynics said that a man could walk on its waters, or that if someone fell into it, he or she should be injected with millions and millions of units of antibiotics in order to fend off infection.

The days of the murky water being used as a dumping ground for automobiles and, occasionally bodies, appear to be at an end. It may never be a Mecca for swimmers and sun bathers but if the aeration wheels now being constructed along its banks oxygenate the waters, fishermen may be among those to take advantage of the 'River Edge Renaissance.' Future generations will probably recall the history of the Cal-Sag in local history books. The waterway as a conduit for sludge and storm water runoff will be all but forgotten as people take advantage of its many offerings.

G.O.P. Holds Firm

November 9, 1934
The strong Democratic Tornado that swept over the United States last Tuesday and uprooted whatever was left of the onetime powerful Republican politicians, hardly made a leaf rustle in Worth. Maine and many other onetime G.O.P. strongholds may have been swept barren by the terrific storm of New Deal votes, but not so with the ever staunch Republican town of Worth.

This little village, that has been loyal to the G. O. Party since the town was incorporated, went to the polls Tuesday and, on straight ballots, gave the Republicans an almost two-to-one lead. Out of a total of 232 votes cast, the Republicans drew 112 straight votes to the Demo's 64. The 56 split ballots included about ten Socialist votes. Worth's registration strength numbers 245 votes.

Every Republican, aspirant was given a rousing lead in Worth. Even the split ballots added strength to the G.O.P. candidates.

County Commissioner Carl J. Carlson, of Blue Island was given an added push by the Worthonians, as were all other candidates endorsed by William Weber, well-known southwest town leader....

Much of the Republican's landslide victory in Worth can be credited to Dan Crandall, local committeeman. Dan, ever gaining in popularity, worked hard and deserved the support he got. He was, of course, elated over the outcome.



Frontier Worth Township

Looking more like downtown San Angelo, Texas than an Illinois village, this picture of a crossroads building complex was taken at the intersection of Broadway and Western Ave. The dirt street, hitching posts, and plank sidewalks are reminders of the almost frontier character of Worth Township in its early days. The corner saloon was a storied meeting place and the next-door general store had just about everything for Milady's shopping convenience. At the right of the picture is a blacksmith shop.

Slogan Change For Evergreen Park?

The slogan 'The Village of Churches' appears on the logo used by Evergreen Park, on the annual vehicle sticker, on the village flag and is synonymous with the community. The slogan originated with Ray Johnson when he served as a village trustee. According to Ray, "A 1952 village board meeting was lasting pretty long. I started doodling on a pad in front of me and came up with a design for the 1953 auto sticker. I worked in a picture of a church and coined the phrase 'Village of Churches.' I passed my sketch around to the other trustees and they liked it so well, we voted to use it."

Ray, still active in village affairs and a village employee, last year at the Evergreen Park Legion Post 854, took pen in hand and doodled once more. The result was an octagon with the slogan 'Village of Stop Signs.'

Townships in Majority

Township government is a part of 85 of the 102 Illinois counties. The remaining 17 have the commission form of government in which three commissioners are elected at-large. A provision of the 1970 Illinois Constitution allows these 17 counties the option of changing to another form of government through use of a referendum.

With the plethora of stop signs being authorized in the village, maybe this sticker," said Ray, tongue firmly planted in cheek.

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140 YEARS
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HISTORY

VILLAGE
OF
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Dorothea Grieco
Mary C. Grieco
Cheri M. Donoghue

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Oak Lawn, IL 60453
(708) 430-7778
FAX (708) 430-7799

Worth Township Officials

Worth Township officials are Joan Patricia Murphy, supervisor; Thomas 'Bud' Gavin, clerk; William E. Connors, assessor; Dennis A. Brennan, collector; Robert D. Smith, highway commissioner; Donald I. Bettenhausen, Kathleen M. Spencer, Michael R. Davies and Michael H. Witt, trustees.

Services under the supervisor's direction include general assistance, Jobs for Chicagoland, mini-bus and the clinic. Under the direction of the assessor are a number of services dealing with taxation, issuance of permits and filing for exemptions. Those under the direction of the highway commissioner include responsibility for roads and/or bridges in the unincorporated areas of the township. The senior citizen office provides a number of services dealing with health, recreation, information and assistance. Youth commission programs and services include classes, services and information. The youth service bureau provides counseling and other services for youths and their families.

General assistance is designed to aid township residents in meeting basic living expenses and to provide emergency assistance to those in need. Basic living expenses include such items as food, clothing, shelter, household supplies, utilities, personal essentials, medical and any other expenses deemed necessary to the health and well-being of the individual or family.

Jobs for Chicagoland, is funded through the Job Training Partnership Act (JATA). It provides counseling and placement for dislocated workers, unemployed adults, youth and high school students. Information can be obtained through the general assistance office.

The mini-bus will transport senior citizens and/or the handicapped to any point within township boundaries. Medical appointments and services receive priority. Return pick-up from these destinations can be arranged. The mini-bus provides service between 8:30 a.m. and 3 p.m. and the service is broken down according to community. Area 1 is for residents of Evergreen Park and Hometown on Mondays; area 2, for Oak Lawn provides medical only service on Tuesdays and medical and other services on Wednesdays; area 3, on Thursdays, is for residents of Bridgeview, Chicago Ridge, Crestwood, Palos Heights and Worth; area 4, services on Fridays, is for residents of Alsip, Blue Island, Garden Homes, Merrionette Park and Robbins. Rides can be reserved by calling 371-2900 before 12 noon on the day before the bus services the caller's community. There is no charge for riding the mini-bus but all wheel chair riders must be accompanied by a person who can assist them to and from the bus. All riders must observe the regulations and rules governing the mini-bus.

The clinic provides optimal preventive examinations for the residents of the township. The areas primarily involved include dental, medical and podiatric care.

The highway district is responsible for maintenance of roads and bridges in Blue Crest, Navajo Gardens and Palos Gardens. Hours are 8 a.m. to 4:30 p.m. daily. Evening hours

are available for anyone not having the opportunity to come in during the day. Call 389-6644 for information. Services provided include asphalt and crack sealing, pothole patching, snow plowing, street sweeping, branch pick-up at scheduled times, weed control, storm sewer and culvert maintenance, street sign installation and maintenance, village, park, school and church assistance.

The assessor provides services in the areas of processing and filing of building permits, processing of division and consolidation forms, processing and maintenance of property sales, filing of complaints, maintaining Sidwell maps, assisting with Homestead exemptions and "Circuit Breakers," assisting with tax bill name changes, assisting in locating properties and verification of index numbers, ordering of tax bills and deeds.

Other responsibilities of the assessor's office include filing of exempt status for churches, villages and schools; maintaining up-to-date assessment records and giving tax estimates to builders, new home buyers. The assessor's office also conducts field surveys to place properties which have been overlooked on the tax rolls. Office hours are Monday through Friday from 8:30 a.m. to 4:30 p.m. For information, ask for extension 46.

In cooperation with the senior citizen and handicap coordinator, the senior citizen office provides free eye screening, free hearing tests, 'Rules of the Road' classes, pinochle tournaments, a drop-in center, arts and crafts classes and exhibits, RTA and mini-bus passes, Social Security information, the federal surplus food commodities program, and assistance with Medicare forms. Meeting of the township senior citizens organization are on the first Friday of every month.

The primary objectives of the youth commission are to aid in development of township youth as effective, healthy, wholesome persons and to help them develop into responsible members of the community. The commission focuses on reducing and preventing juvenile delinquency. Programs offered include STEP and STEP TEEN, youth employment and job referral service, G.E.D. classes, A.B.E. (Adult Basic Education) classes, literacy programs, the Lenon Wisdom township-wide spelling bee, pixie school, summer day camp, kiddie camp, youth volunteer programs, the Identi-Child program, a Christmas Toy Drive for the needy, C.P.R. classes, instructional basketball and volleyball, water color classes (seasonal, call for information), arts and crafts classes, ceramics, clowning and computer classes for grade school children. For information on youth commission programs, ask for extension 51.

The Youth Service Bureau provides juvenile counseling, family counseling, psychiatric referrals for evaluation and related mental health services. Referrals to the YSB come from courts, parents, local police and schools. Call 388-2101 for more information.

The township hall is at 11601 Pulaski Road. The highway department garage is at 11555 Mayfield. All township residents are invited to take advantage of these services.



General Store

The interior of the first shop is shown in about 1900 after E.P. Bishop bought the building and expanded the merchandise selection. In addition to the original offerings, the E.P. Bishop and Sons General Merchandising Store offered groceries, luncheon meats, candles, cookies, dry goods and chicken feed. The picture, taken about 1930, shows Larry Wyma (center) and store operators George Monroe Peterson (left) and Carl Bishop in front of the pot belly stove. When Larry grew up, he opened Larry's Barber Shop on the other side of 111th Street.

The store became the hub of activity for people throughout the area. It was at Bishop's that area farmers came to warm themselves, sitting and standing around the pot belly stove. Topics of discussion included politics, the weather and crops.

The Bishops had the only outdoor scale in the vicinity that was capable of weighing wagons loaded with grain, feed, hay and even cattle before shipment to the Union Stock Yards in Chicago to granaries for storage. The Bishops provided farmers with receipts which verified the weight of each load.



Early Air Strip - 1920

In the 1920's, planes manufactured of wood, fabric and dope used a prairie near 98th and Western as a landing strip. Pilots of these early 'crates' would take passengers for short hops in their two-seater biplanes and would perform mini-barnstorming events for the edification of on-lookers. The "daring young men in their flying machines" would fly under telegraph wires and would 'buzz' the crowds. Aviation was in its formative years and no one could envision jumbo-jets flying more than 300 passengers at near supersonic speeds.

Evergreen Plaza Built In 1952

Evergreen Plaza, which today has more than 170 stores, had humble beginnings as an 'L' shaped strip shopping mall in 1952. The original shopping center was made up of fewer than 20 stores. "The Plaza" as it is widely-known, was the brain-child of real estate developer, the late Arthur Rubloff. It is considered the 'grandfather' of all subsequent shopping malls and Rubloff always had a soft spot in his heart for his original creation. According to employees of Plaza stores, "Rubloff would walk around the complex, with eyes constantly in motion, just looking around."

Ten years after it first opened, the Plaza doubled in size and two years later, in 1964, a two-auditorium theater opened. A third was added a few years later and two more within recent years. By 1970, the entire shopping center was enclosed and climate controlled. A nine-story, 140,000 square foot office building was added and in 1974, the Galleria, adding 36,000 square feet of shopping area, was opened.

Today, the Plaza contains over 1,250,000 square feet of shopping space. Shoppers can find anything they want in the Plaza at two major department stores, a full-service bookstore, specialty stores, restaurants and banks.

Scattered throughout the open spaces and corridors of the Plaza are more than 50 bronze sculptures and

statues, most of them depicting scenes from early Americans. The early West with its cattlemen, cowpunchers, Indians and trailblazers is especially well-represented. The collection is the property of the Rubloff estate.

Another shopping center, Park Plaza, is just to the south of the Evergreen Plaza complex. The new development contains nine stores. It too was a concept of Mr. Rubloff.

Arthur Rubloff's dream of a comprehensive suburban shopping center which would attract people from a wide area came true in Evergreen Park. His dream was the inspiration for thousands of such malls and centres which have become an important part of modern living. The concept had added new words such as 'Mallie' to the language. A 'Mallie' is usually a teenager who is addicted to cruising the local shopping mall, spending hours on end shopping and window shopping. 'Mallies' often run in packs.

The Plaza is the second-largest employer in the village, exceeded only by Little Company of Mary Hospital and Health Centers. It is important to the residents of Evergreen Park, not only as a nearby shopping area where virtually all merchandise available for retail sale can be obtained, but as a sound tax base. Without the Plaza, property taxes would soar, and to protect against this possibility, the village has 'tax interruption' insurance

in case of a disaster such as the fire at Carson's several years ago that shut down that retail store for several

months. "Without the Plaza, property taxes would skyrocket," trustees agree.



Birdseye View of Plaza

A bird's-eye view of the Evergreen Shopping Plaza in the 1950's shows Walgreen's Drug Store at the right of the center and the original anchor store, the Fair, at the top of the picture. The Fair merged with Montgomery Ward's which is still in operation at the Plaza. Most of the original stores no longer have space there, but today Evergreen

Plaza is a completely enclosed, climate-controlled complex with more than 170 stores. In addition to the parking area pictured, a two-deck parking facility was constructed at the west end of the Plaza to make ingress and egress from the parking area easy no matter what the season, even holidays are never characterized by traffic problems.



First Worth Methodist Church

The first house of worship in the western sector of the township was the Methodist Church just east of Harlem Avenue on 111th Street.



Worth General Store

The first shop at the western limits of the township was located at 7058 111th Street. Farmers made a weekly trek to the store for flour, lamps, kerosene, saddles, salt and other provisions. At the left is the home of John Osterman, the first postmaster in the area. In 1880, Osterman moved the postal facility from Ridgeland Avenue one mile west to the Wabash depot.

VFW Post 5220

In 1944-1945 a group of returning veterans from Oak Lawn and its surrounding areas got together to form a Veterans of Foreign Wars Post. The charter was obtained in January 1946. The post name was gotten by putting the names of the twenty-three young men from the Oak Lawn area who had lost their lives in the war, into a hat and drawing out two: Raymond H. Johnson, T/5th Grade, killed in action on March 30, 1945 and Leslie P. Phelps, who died of his wounds on Nov. 9, 1944, in a Belgian hospital. They issued the number 5220, reminding everyone of the \$20 they received for 52 weeks when they were discharged.

The first meeting took

General Worth Wins Acclaim For Feats In Blackhawk War-1832

Bernard DeVoto, in his history of a watershed year in American history, THE YEAR OF DECISION: 1846, said of Major General William Jenkins Worth, an inveterate writer of letters

to Washington officials who supported him, "...he had brought his inkstand along and went on sending letters to his lobby. But he was incomparably the best soldier in this army." At

the time, Worth had returned to serve under General Zachary Taylor in the Mexican War. DeVoto had a low opinion of Taylor and referred to Worth's superior officer as "a bungler."

Worth, earlier, had served with distinction in the Blackhawk War in Illinois (1832), and it was returning veterans from the conflict who had served under Worth and admired his leadership quali-

ties, that gave his name to the new post office at Blue Island. Later the township which was organized in 1850, one year after Worth's death, was named for the intrepid soldier.

Early Dram Shop Ordinance

An 1896 ordinance stated "It shall be unlawful for any person who shall keep a dram shop to sell or give away any liquors to any minor without the written

order of his or her parents, guardians or family physician, or to any persons intoxicated or who is in the habit of getting intoxicated."



Worth's Third Mayor

Five-year-old twins Erwin and Edwin Rolfe riding on the 'steel belted tire' bicycle on the south side of 111th Street. The building in the rear became an Overland automobile dealership. The twins' father was a member of the first Village of Worth Board of Trustees and Edwin grew up to become the village's third mayor.



LORLEI Hallmark Shoppe has been serving the community since 1977. LORraine and James LEImon Allen are the owners and their daughter, Judy, manages the shoppe. The Precious Moments Collection and the extensive variety of cards and gifts has made Lorlei Hallmark Shoppe the Largest Hallmark shoppe in the area.

Customer Service at Lorlei Hallmark Shoppe is the "old-fashioned" caring about their customers, neighbors and friends. Many "Precious Moments" have been shared at Lorlei Hallmark "Family" through the past 13 years. We all look forward to many more!!!

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John J. McNamara State Representative 27th District



Salutes The Township Of Worth On 140 Years Of Progress and Growth



95th & Western - 1935

The intersection of 95th Street and Western Avenue is seen as it appeared in 1935. On the right is a Suburban Transit bus headed west toward Oak Lawn. A Chicago Surface Lines (now the Chicago Transit Authority or CTA) 'Red Rocket' heads south on Western. As can be seen from the sign at the lower right, six gallons of gasoline could be purchased for 98 cents, less than the cost of a single gallon today.

Growing Up In Mt. Greenwood

John R. Powers, who grew up in Mount Greenwood and graduated from two local schools, St. Christina and Brother Rice, wrote of the Mount Greenwood area in his 1973 best-selling novel *THE LAST CATHOLIC IN AMERICA*: "Its a different neighborhood than most, if for no other reason than the fact that half of its inhabitants are dead and have been for years. Although the neighborhood is legally a part of Chicago, it is isolated from the rest of the city by grave markers and evergreens. The neighborhood is entirely surrounded by cemeteries, seven of them to be exact. The neighborhood is named after the largest of these cemeteries, Seven Holy Tombs."

Powers continues, "Seven Holy Tombs was originally a small town that was annexed into the city of Chicago sometime during the 1920's. The founder of Seven Holy Tombs was supposedly a gravedigger. But it wasn't until the late 1940s and early 1950s that the area really began to grow. ...We children of Seven Holy Tombs believed that the edge of

the earth lay two blocks beyond the cemeteries. Most of the adults felt that it was somewhat farther than that."

Mount Greenwood was originally a part of Worth Township and Powers' picture is a highly fictionalized one. It is not "entirely surrounded" by cemeteries but a number of the burial grounds are proximate.

The effectiveness of Powers' writing is that, according to those who attended Catholic schools before, during and after Powers

years in parochial institutions, sees a little of himself and of his family and friends in the novel. Many of those readers left the city for a number of reasons and a goodly number of them settled in the communities that make up Worth Town-

ship. An indication of the popularity of Powers' novel in those areas is that it is still in print, available in suburban bookshops and is in circulation at virtually every south and southwest suburban library.

A Special Thank You!

Special thanks to all who helped on the Worth Township supplement: The Local History section of the Oak Lawn Library, the Evergreen Park Library, the Blue Island Library and Dave Seleb, Cathy Aparo, the Saint Xavier public relations department, Francis X. Gallagher of Little Company of Mary, the public relations department of Christ Hospital, Anita Bizzoto Stecker,

Agnes Daniels, Barbara Wilcox of Moraine Valley Community College, Sister Dennis Grady of Saint Xavier College who directed and edited a "History of Worth Township, Worth Township Clerk Thomas 'Bud' Gavin, Jean Cozzo and the Messenger Press 'family.' Without their help and the help of many others, this supplement could not have been assembled.

Indians Here Until 1833

Tribes of Indians were the first 'settlers' in the area now known as Chicago Ridge and Worth. Indians who roamed the forests, waterways and trails proximate to today's commercial, educational, industrial and residential complex included the Illini, the Algonquin, the Fox, the Sioux, the Miami and the Potawatomi.

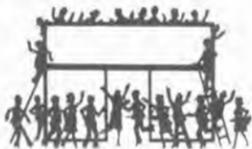
The Indians were primarily hunters who sought game in the fertile prairies and marshlands of the area. The dense prairie grass was a sanctuary for ducks, quail, rabbits and predatory wolves.

In 1833, the Potawatomi 'ceded' their land to the U.S. government, a concept they did not really understand since Indians did not own real estate - the land was for everyone, although territorial rights were respected or fought over.

Years later, when the Indian had vacated the land, white settlers first moved into the area, then known as Lain's Island. Former Indian trails, such as the road now called the Southwest Highway, became trade routes and eventually 'marked' commercial interchanges.

FOLLOW THE CROWD TO MORAINE VALLEY

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Palos Hills, Illinois 60465



Wm. Harnew Homesteads In 1850



WILLIAM HARNEW SR.
(1825-1910)

William Harnew Sr. trekked from land he had farmed near 87th and Western to 98th and Central where he built a family homestead in the late 1850's. The new farm extended from 95th Street south to 103rd Street and Harnew stocked his home with home-made sausage, corned beef, salt, flour and other staples. The difference between life and death in early Worth Township during the harsh winters was a well-provisioned cabin or home. When Stony Creek was iced over, Harnew skated to Blue Island, the nearest market place in the mid-19th Century.



Pioneer Couple

At the height of the World turmoil in 1857, four brothers and a sister in Germany heard of the new world on the other side of the ocean and set out for the promised land.

The two oldest walked to the ocean front from their farm, stowed away on a cargo boat and eventually arrived in New York. From there they migrated to Ohio, then trudged their way along the edge of the wilderness to Chicago to a high point on a ridge at what now is 87th Street and Western Ave.

This was a spot where travelers met, some going to the northwest, others taking trails to the southwest. The two brothers decided to go directly west on an unbeaten path.

So it was that the Rickert brothers, Jacob and Phillip found themselves in 1858 on a piece of wild land at what now is 87th St. and Rockwell Ave.

They set about to clear the land, and then plant it into crops. There were 70 acres of virgin land available, and they knew just what to do. They sent for their two brothers, John and Paul and their sister, Barbara.

When the family united Jacob and Phillip took 20 acres and John, Paul, and sister Barbara each claimed 10 acres.

In addition to farming, they worked together and erected homes for each on the top of a ridge that fronted the farms.

Barbara (shown in picture) met and married Jacob Haffner, also an emigrant from Germany and together they built and lived in a home on 'Rickert Row' on a ridge what is now Rockwell Ave. between 87th and 91st Streets. The house still stands although it has been remodeled.

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Western Avenue A Planked Road

Prior to WW I, Sunday outings for southwest suburbanites did not, as a rule, include a drive through the countryside in Dad's new car. In 1914 there was exactly one mile of hard-surfaced roadway in all of south Cook County.

Western Ave. was appropriately called the 'Blue Island Plank Road' since it was constructed of wooden planks which extended only as far as 55th Street. Even that was a 'tollway' because the fee for a man and one horse was 12 and one-half cents and 'two bits' (25 cents) for a team of horses. When moisture warped the planks, the road was torn up and reverted to dirt and gravel.

The Armistice, bringing to an end 'The War to End All Wars,' was signed in November of 1918, and the boys returned home to get jobs building Crawford Ave. (now Pulaski Road). The county had conducted a traffic survey and determined that a north-south

arterial road was needed. The survey was conducted by county employees who stood at roadside, flagged down motorists and asked each driver where he was coming from and where he was going.

Morgan Ridge Now Site of Cemeteries

A farming area in the Worth Township area during its early settlement was known as Morgan's Ridge. This area, still an unincorporated section of the township, is now Mount Greenwood, Mount Hope and Mount Olivet Cemeteries.

Early settlers west and south of the intersection of what is now 87th Street and Pulaski Road built a small community they named Pleasant Hill. In 1953 the area was incorporated as the City of Hometown.

BLUE ISLAND FIRST

The first community to incorporate in the southwest area was Blue Island, incorporated as a village in 1843, 10 years after the chartering of the City of Chicago. Blue Island was incorporated as a city in 1901.

Orland Park and Tinley Park were incorporated as

villages in 1892, one year before the incorporation of Evergreen Park. Other dates of incorporation were Oak Lawn, 1901; Midlothian, 1927; Alsip, 1928; Crestwood, 1929; Bridgeview, 1948; Palos Hills, 1958 and, most recently, Burbank in 1970.

20 Local Citizens Name Moraine C.C.

A contest was conducted in early 1968 to choose a name for the newly established Community College District 524, which services all of Worth Township, when Theodore Lownik, chairman of the board of trustees, appointed a name selection committee. The group was made up of some 20 local citizens familiar with the districts and its historical significance.

The committee asked local citizens to submit prospective names for the new college. Although any name could be suggested, the committee wanted to narrow the choice to names with relevance to the district; an historical event, a geographical location or a person.

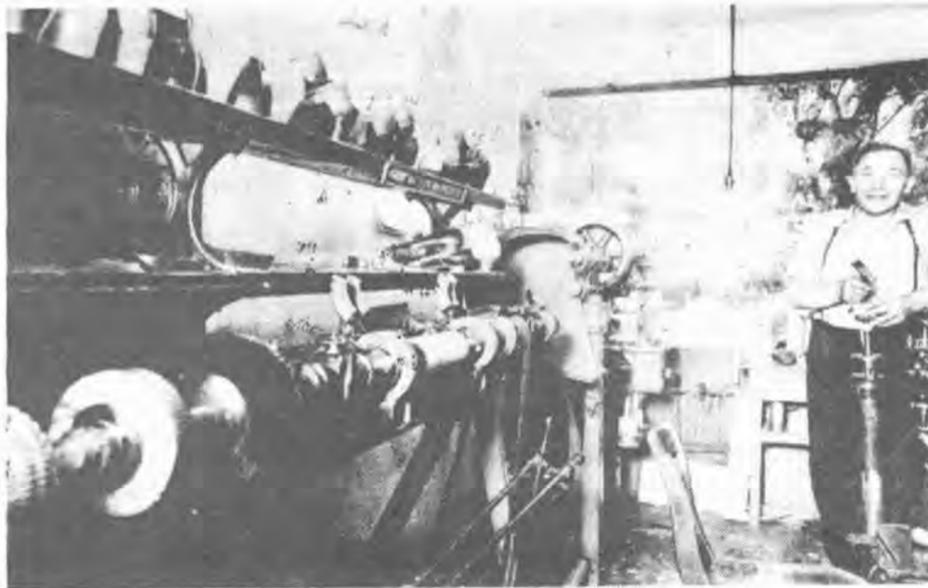
Names submitted included Argonne, Calumet-Sag, Caldwell, Stephen Douglas, Lorado Taft, Stevenson, Tomahawk, Theodore Lownik, Palos, Portage, Stony Creek, U.S. Grant, Edgar Lee Masters, Vachel Lindsay and the eventual

winning entry Moraine Valley.

The word 'moraine' is defined in the AMERICAN HERITAGE DICTIONARY as "An accumulation of boulders, stones, or other debris carried and deposited by a glacier." The college is named for the glacier formed valley cut at the site where the Valparaiso and Tinley Moraines met.

Ladies Invited Here

A brochure published by the Evergreen Golf Club in the 1930's offered the following: "Ladies are welcome on the golf course at all times. For them there is a ladies' locker room. For the ladies who do not play there are provided chairs, swings and hammocks in the park amongst the trees, where they and the 'kiddies' may rest or play."



Shoe Repairman

Shoemaker Claus Vandervelde pictured at work in his shop circa 1925. The shop was located on the site now occupied by the village municipal complex in the 9400 block of Kedzie Ave.



1923 Graduates

Five boys and seven girls made up the 1923 graduating class from Evergreen Park School. 1st row, from left to right: Gertrude Huisenga, Loretta Schwer, Tena Boersma, Miss Vaughan (teacher), Rena Slagler, Tena Kraai, Johanna Wiersema and Gertrude Triesenberg. 2nd row, left to right: Joseph Klemp, George DeVries, Edward Draper, George Hommes and Frank Rosier.



Bank Opens

Martin Ozinga Sr. opened the doors of the First National Bank of Evergreen Park to admit the first customer on March 5th, 1949. The bank had its beginning in a remodeled dry goods store with just a handful of employees.

Glaciers Covered Worth

The icy cold waters of a melting glacier covered most of present day Worth and land eastward as recently (in geological time) as 10,000 years ago. One area, that now located between Southwest Highway, 111th Street and approximately 6900 West, is that land once surrounded by water and known today to geologists as Worth Island. The eastern shoreline of the island was the dip in 111th St. just east of the Worth Library.

Geologists refer to that lake as Glacial Lake Chicago, a body of water that existed before Lake Michigan receded to its present level. According to geologists, the region surrounding Worth was hilly, similar to the topography of Southern Illinois but receding glaciers filled valleys with deposits of silt, sand and rock.

The last of the glaciers covered most of the area eastward to Worth, however it stopped short of the Palos area, say geologists. Where the glacier ended, debris known as an end moraine collected. The Palos area is on this moraine, known as the Valparaiso Moraine.

John M. Foley First EP Mayor

Evergreen Park's first election was held in 1894, drawing fewer than 100 voters to the polls. John M. Foley of the Citizens Party was elected Mayor with 46 votes. Foley defeated Republican Anthony Wilson, who gathered 31.

Charles Bixby was the first police magistrate, polling 44 votes to win over Francis Webb, who had 32.

The assembly room of the Hamilton B. Maher Community Center is named Foley Hall, in honor of the village's first chief executive.

No Gambling Where

Liquor Is Served

An ordinance dating to the 1890's gives strong indication that things haven't really changed that much. The ordinance stated: "It shall be unlawful for any person who keeps a dram shop to allow any person to play at any game wherein is used any card, dice, check, ball, billiard table, bagatell table, Jennie Lind table, pigeon-hole table or other table, article or thing whatsoever for any purpose of amusement, betting, winning or losing money or other thing or article of value, or for any other purpose whatsoever in or about his or her dram shop (except that the Village Board may at any regular meeting license the playing of any such game for amusement only)."

Approximately 8,000 years ago, Glacial Lake Chicago fell another 20 feet to what is known as the Tolsten Beech level. Worth, Chicago Ridge, Crestwood, Midlothian, Oak Lawn, Alsip and Evergreen Park are some of the communities presently located on that level.

20 Cents Per Hour Going Rate In Worth

The primary concerns of the board of trustees in the early days of the village were streets, sidewalks, lights and telephone service. Men working for the streets department in those days were paid 20 cents an hour. Some of the first village ordinances dealt with dogs and fowl running loose and residents were required to pen fowl from April 1st through October 1st.

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Of This Issue . . . Call 388-2425

Veterans' Headquarters

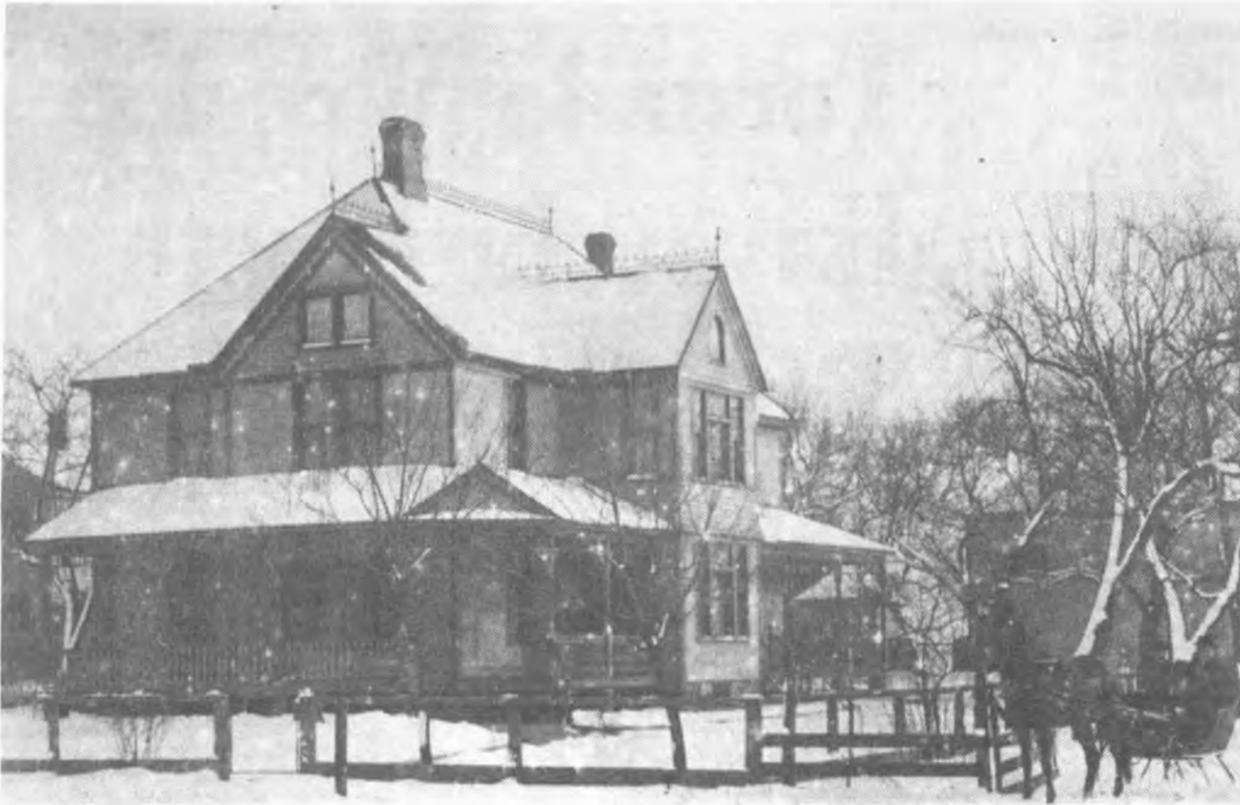
Veterans Organizations have a number of halls and headquarters in the Worth Township area. American Legion and Veterans of Foreign Wars (VFW) posts are open to those who served in the armed forces. American Legion requirements include the necessity of having an honorable discharge from the Army, Navy, Marines, Air Force, Coast Guard, and recently, those who served in the Merchant Marine during World War II. The vets must have served in WW I, WW II, Korea or Vietnam. Those applying for membership in the VFW must have served in the Armed Forces overseas during wartime.

Area Veterans organizations include the Alsip VFW

Post No. 450, 12215 Cicero, Alsip; the Chicago Ridge VFW Post No. 2255, 10537 Ridgeland, Chicago Ridge; the Evergreen Park American Legion Post No. 854, 9701 Kedzie; the Glenn-Maker American Legion Post No. 1160, 10739 Ridgeland, Chicago Ridge.

Also, the Johnson-Phelps VFW Post No. 5220, 9514 52nd Ave., Oak Lawn; the Marris-Meyer American Legion Post No. 991, 11001 Depot, Worth; the Kosciuszko Post No. 30, Inc., 13340 Cicero, Crestwood and the Oak Lawn Green Oak Post No. 757, 9354 53rd Ave., Oak Lawn.

For information on joining one of the Veterans' organizations, call the one that interests you.



Biedenkopf Home In Worth

The Biedenkopf home and orchard were located on 111th Street, just west of the property now occupied by the Worth Public Library. The backyard contained a gazebo for enjoyment of cool summer evenings and to the right of the picture is a 'one horse open sleigh.' The couple in the sleigh

are prepared to enjoy a ride as immortalized in the holiday song "Jingle Bells." The scene looks similar to many

Currier and Ives prints of the 'good old days' when life was a little less hectic.

Billy Pierce, Hall Of Fame Candidate

Mayor Anthony Vacco of Evergreen Park presented former White Sox pitching great Billy Pierce with the 'Key to the Village' in the summer of 1987 when the Sox organization retired Pierce's uniform number, '19.' Vacco also issued a proclamation supporting

efforts to immortalize Pierce as a member of the Baseball Hall of Fame. The picture was taken at the ceremony at White Sox Park, attended by a number of current and former baseball greats, at

which Pierce was honored. Pierce, a long-time resident of Evergreen Park, has been

active in the village's Little League program. Billy, nicknamed 'The Stylish Lefty,' recorded 189 of his 211 pitching wins in a Chicago uniform.

Another 'Son of Evergreen Park,' right-handed relief pitcher Donn Pall won four games, lost five and was

credited with six saves in 1989. Pall fanned 58, walked only 19 and posted a respectable 3.31 earned run average (ERA) last season. Pall is a graduate of Evergreen Park High School, where he was a star pitcher under the coaching of IHSA Hall of Fame coach Maynard Stelzer.



'The Friendly Village'

The Worth water storage tower, visible from the Tri-State Tollway as well as from ground level as the village is approached from any direction, proclaims Worth as "The Friendly Village," a motto the residents try their best to live up to.

Very Special

Congratulations To Worth Township On Its 140th Anniversary



Thomas C. Hynes
Cook County Assessor

A Disaster Never To Be Forgotten

Reprinted From The
Thursday, April 27, 1967
Edition of the
Messenger Newspapers

Tornado Wrecks Havoc In Worth Township Area

Friday's destructive tornado, ripping through Oak Lawn on its devastating rampage, dipped into the north-east corner of Evergreen Park, wreaking considerable damage.

Only the hugeness of the Oak Lawn disaster kept Evergreen Park from being pinpointed as an area of destruction.

Jim Kaus, widely known businessman, suffered losses. His house was

A. Kaus and Son Schlitz Beer Distributorship, at 88th and Kedzie, was wrecked, as was the apartment above the warehouse.

Next door, the garage and office of Evergreen Imports were demolished. This didn't keep Ed Nugent and his staff from serving coffee to other disaster victims at the main

Procedure For

Tornado

The survivors are requested to come to the office if possible and identify themselves. If unable to come to the local office, please phone, identify themselves as tornado disaster victims, and other arrangements will be made to take their claims. The office will be open every Thursday evening until 8:00 p.m.

restaurant, 2701 95th st. damaged in back in bus- the fast genial

Breit- Park beers nials

mentioned the Park West Auxiliary police; Captain James Chatt of Chicago; Boy Scout groups; CD workers; and scores of local residents.

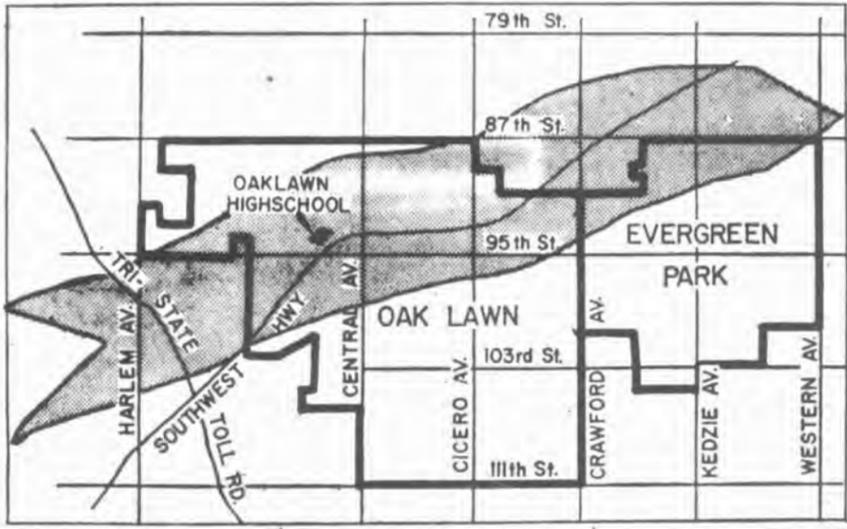
TORNADO NEWS

The full story of Oak Lawn's tornado is told in words and pictures on Pages 6, to 16 in this issue.

A DISASTER NEVER TO BE FORGOTTEN

THURSDAY, APRIL 27th, 1967
Thirty-seventh year -- No. 17
Evergreen Park, Illinois 60642

APRIL 21 BLACK FRIDAY TALE OF A DISASTER HERE



President Johnson Declares Oak Lawn As Disaster Area

President Johnson Tuesday declared the storm ravaged village of Oak Lawn a disaster area, making federal funds available to supplement state and local resources. A White House spokesman said Mr. Johnson acted in response to Gov. Otto Kerner. The move will result in U.S. aid to augment that authorized by the Small Business Administration Saturday.

President Johnson signed the declaration in Bonn, where he attended the funeral of former West German Chancellor Konrad Adenauer.

The office of emergency management will offer financial help to restore publicly owned property, including streets, schools, utility lines, police and fire stations, garages and vehicles.

EVERGREEN PARK COURIER
Office of Publication
3224 W. 95th St. 60642
Phone GA 2-6600
Published at Evergreen Park, Ill. every Thursday by the Southwest Messenger Press, Inc.
Second Class Postage paid at Chicago, Illinois, 60642

It was Black Friday in Oak Lawn--- April 21st to be exact. It started out as a nice, bright spring day. It ended in grief, disaster, and damages beyond estimation.

For at 5:25 that night a ravaging tornado gouged a path of destruction across the village, leaving in its trail death, destruction and misery.

In the hours that followed thousands of rescue workers poured into the village, searching for the dead, salvaging what few possessions were left for the homeless, and giving first aid to the injured.

The grim task continued around the clock for days. It brought action from volunteers from 50 communities and the line of aid continued from the village to Washington D.C., where President Johnson acted.

Wednesday morning, Village President Fred Dumke, showing signs of work and pressure, was able to say: "We counted on help and the dedication of our village residents and of neighbors. They didn't let us down. Oak Lawn is 'open for business...'"

The stark facts were these: 31 dead; hundreds injured, many still in hospitals; four persons still missing; property damages in excess of \$20,000,000; 50 homes totally destroyed; more than 200 damaged.

By mid-week the army of workers and the massive use of heavy equipment began showing gains in the battle of debris.

As the work in Oak Lawn continued, the Red Cross maintained two relief centers. All activities except feeding were moved to the Cook School and volunteers continued to serve hot meals at the Masonic Temple.

Joseph W. Smith, supervisor for the state's attorney's fraud and complaint department, warned residents about unscrupulous businesses that charge exorbitant prices for repairs.

The Disaster loan office of the federal Small Business Administration was in operation Tuesday in the Oak Lawn Library, across the street from the Village Hall.

Thomas Gause, regional director of the SBA, asked that persons applying for loans bring lists of damaged and destroyed property and, when possible, estimates of the cost of repairs.

Gause said the SBA already has received a request for a \$1,000,000 loan from the Suburban Transit Co., which lost 19 of its 21 buses.

Oak Lawn Community High School planned classes from 8 a.m. to 1 p.m. Wednesday while students from the damaged St. Gerald School are being placed in other area schools. Oak Lawn grade schools remained open.

Youth Dies In Hospital Listed As 32nd Victim

Oak Lawn's known dead in Friday's storm now stands at 32.

The latest victim of the tornado is David Nork, 14, son of Mr. and Mrs. Alfonse Nork, 3455 W. 62nd pl. He died in Little Company of Mary hospital Tuesday of injuries suffered Friday when the tornado struck the roller rink at 9121 S. Cicero avenue.

Hospital officials indicated the youth never regained consciousness after being removed from the debris when the roof of the roller rink caved in on a group of youthful skaters.

To The Voters Of Worth Township Reject the NEGATIVE Campaigns of My Two NEGATIVE Opponents

Retain Harry 'Bus' Yourell Democratic Committeeman Of Worth Township A POSITIVE Candidate With A POSITIVE Record



Vote For An Award Winning Public Official With a Record Of Accomplishment.

Awards

- Selected as the "LEGISLATOR OF THE YEAR" by the Coalition of SUBURBAN BAR ASSOCIATIONS.
- Selected as the "LEGISLATOR OF THE YEAR" by the ILLINOIS LIBRARY ASSOCIATION.
- Recipient of the First Annual RICHARD J. DALEY CITIZENSHIP AWARD.
- Illinois Wildlife Federation Award, 1975 and 1977, 1981, in recognition for support of the sportsman on wildlife, conservation and environmental issues.
- Cook County Suburban Publishers Assoc., for outstanding service to the People of Illinois in protecting their right to know.
- Certificate of Recognition from the Chicago Principals Assoc., for efforts to establish legally the right of school principals to the due process of law as they perform their duties.
- Inducted into the Tilden-Tech Hall of Fame.
- Certification of Recognition and Appreciation from the Illinois Library Assoc. for leadership and support of the library bill package.
- 1976 Award from the Urban County Council of Illinois.
- Award from the South Suburban Principals for efforts of education in Illinois.
- Mt. Greenwood Homeowners Assoc. Award for outstanding legislator.
- Illinois Assoc. of Park District Award, 1976, 1979, in appreciation of Park District support and sponsorship of park and recreation legislation.
- 1978 Meritorious Service Award — Illinois Coroners Assoc.
- Meritorious Civic Award — Village of Chicago Ridge.
- 1978 Service Award — County Clerks and Recorders for sponsorship of legislation beneficial to 102 counties in Illinois.
- Illinois Credit Union League Award — Perfect Voting Record.
- Joint Committee on Administrative Procedures Award.
- County Problems Study Commission Award.
- Resolution — Oak Lawn Park District 1980 "Whereas During Rep. Yourell's long tenure he has always sponsored and demonstrated concern and support of legislation benefiting all branches of local government, especially as it pertains to Park Districts".
- Northern Illinois University and the N.I.U. Foundation in Appreciation for significant assistance to the university's College of Law.
- "Sisters of Saint Mary"
- Illinois Civil Defense.
- Recognition of Dedicated Service of the Citizens of the 8th District.
- Certificate of Appreciation from the South-Suburban Park & Recreational Assoc. for outstanding and dedicated service to the parks and recreational facilities
- Good Samaritan Award — State of Florida.
- Yachtsman of the Year Award — Chicago Yachting Assoc.
- "Free Enterprise System Award"
- Numerous Awards for support of Little League Baseball — Alsip, Hometown, Oak Lawn, Chicago Ridge.



Thank You

Election Tuesday March 20

Paid For By The Worth Township Regular Democratic Organization

Democrats End GOP 120 Year Reign In 1977

From 1850 until 1977, the dominant political force in Worth Township was the Republican Party. The 120-year hold on township government was snapped by a coalition ticket made up of Democrats, Independents and dissident Republicans in 1977. The probable cause leading to the downfall of the Grand Old Party was its smug attitude in assuming that Worth had always voted Republican and there was no cause for alarm. While the Republicans took things for granted, Democrat precinct

workers canvassed hard, called on the 'new suburbanites,' many of them Irish-Catholic 'Chicago Democrats.' The field of potential votes, ignored by GOP precinct captains, retained their Democratic heritage and voted the way they always had. Thirteen years later, the Republicans are still trying to regain their long-time dominance in Worth. The future of township politics in the south suburban area should be a fertile field of study for political scientists and sociologists.



A two room brick schoolhouse had been expanded to a two-story, eight-room facility when this picture was taken. Later the building was used for village offices and currently serves as home for the Oak Lawn Historical Society. The building is at 9526 Cook Ave.

CONGRATULATIONS WORTH TOWNSHIP ON YOUR 140th ANNIVERSARY



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PLOWS Assist Aged

The PLOWS Council on Aging, a non-profit organization, is dedicated to assisting older citizens help themselves, to aid them in remaining in their own environment and to help them in their efforts to live and function with dignity in the community.

PLOWS is an acronym for Palos, Lemont, Orland and Worth - the townships it serves. The council offers a number of social services including information and referral, outreach, counseling, help with chores, home-making and just 'friendly visits.' In addition PLOWS has a speakers bureau, offers health screening (including an annual health fair on the Moraine Valley Community College campus), health education, income tax help and assistance in obtaining or informing on governmental services.

The PLOWS office is at 9526 Cook Ave., Oak Lawn. For more information, call 422-6769.

1st



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WASPS Swarm Into Worth

Before the land was established as Worth Township and for many years thereafter, the overwhelming majority of its settlers were WASP (White Anglo-Saxon Protestant). The first churches to spring up were Methodist, Congregationalist and other Protestant denominations. This held true for the cities and villages that would become a part of the township.

English, German, Dutch and Scandinavian families, the primary ethnic groups in the area were farmers, shopkeepers, tradesmen and artisans who wanted their children to get a good foundation in religion. To this end, Sunday Schools were formed and churches for the adults to worship in soon followed. Schools for the basic '3 R's,' 'reading, 'riting and 'rithmetic, soon followed.

Even the Mount Greenwood area, until 1927 a part of Worth Township, now heavily Catholic was, in the beginning, WASP. The township retained this makeup for almost the first 100

years of its existence, until two unrelated events brought in an influx of Catholics and the construction of Catholic churches and schools to serve this new segment of the population. The two unrelated events were the end of WW II and the changing of Chicago neighborhoods and the subsequent 'White Flight' from the long-established Chicago parishes, mainly Irish-Catholic.

Today, Oak Lawn has five Catholic churches, Evergreen Park has three, with another that serves parishioners in its southeastern quadrant just a scant block away in Chicago. Other communities have their own Catholic parishes and the Catholic presence is apparent throughout the township.

As Ellen Skerrett pointed out in her essay "The Catholic Dimension," a part of the 1988 publication THE IRISH IN CHICAGO, "Irish-American families who left Chicago in the 1960's and 1970's swelled the Catholic population of such suburbs as ...Oak Lawn... As Andrew Greeley has observed, many

Irish Catholics who moved to the suburbs built 'parish neighborhoods.' Oak Lawn, for example, ...is in many ways simply an extension of Chicago's South Side neighborhoods.'

The flood of Catholics, especially Irish-Catholics into the suburbs had another effect, this one political.

For the first 120 years or more of its existence, Worth Township had been a Republican stronghold. In 1977, a 'fusion ticket' led by an Irish-Catholic broke the Republican hold on township government and the Democrats have held the balance in township government, with few exceptions, since in Worth. The Republicans appeared to be making a comeback but a party split in the most recent township election allowed the Democrats to retain control. Although the Republicans and Democrats each have two of the four seats on the board, the township supervisor, a Democrat, has the decisive vote in case of a two-two split of the township trustees.



Saenger Hall The "In" Place

The first expression of culture in Worth Township began with the leasing of Saenger Hall on Grove Street in Blue Island by O. W. Bourke. Workers made extensive alterations in the interior of the hall, installed electric lights and the show house became known as Bourke's Opera House. Bourke's announcement of the opening of the Opera House said, "only first-class entertainment will be given; no Jim Crow or barnstormers will be tolerated." Bourke lost money on the Opera House and, five years after it opened, the building was destroyed in the fire of 1896.

Annual Hartz Parade of Homes...

 <p>TINLEY PARK Cherry Hill Farms 3 bedroom bi-level, ranch & 2 story homes. Tinley's best! From \$113,400. Take Harlem Ave. to 159th St. Turn West to 84th Ave. then go south on 84th Ave to 162nd St. Turn Right (West) one block. 532-8884 Only 6 Homes Left to Sell</p>	 <p>OAK LAWN Eagle Ridge 3 & 4 bedroom luxury homes in a most desirable location! Close to schools, shopping and recreation. From \$169,900 to \$233,900. Eagle Ridge West from \$136,900. Take Central Ave. to 107th St. Turn East one block to Models. 857-7450</p>	 <p>ORLAND PARK Orland Golf View Homes Big executive homes in a premier suburb with every convenience. 3 & 4 bedrooms up to 2 1/2 baths. From \$146,900 to \$217,900. Take Harlem Ave. to 159th St. Turn West to 80th Ave. North to 157th St. then West 6 Blocks to Models 460-5033 Opening Soon Golf View Estates.</p>	 <p>ALSIP Laramie West 3 & 4 bedroom bi-levels & ranch homes on 50x125' lots. Garage, fireplace and basement options. From \$113,400. Take Cicero Ave. to 122nd St. Turn West to Laramie Ave. then North to 121st St. 385-8907 GRAND OPENING PHASE II</p>
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Drury Lane opened as a summer-stock tent theater in the Village of Evergreen Park just after WW II. The original permanent Martinique, located at 98th and Western, is pictured. The Martinique-Drury Lane is at 2500 W. 95th Street today and is a southwest suburban landmark. The Martinique-Drury Lane is rated by trade journals and national magazines as among the "Top Ten" dinner theaters in the United States.

Martinique - Drury Lane Show Spot In Country

The Martinique-Drury Lane is, according to its owners, "the third largest dinner-playhouse in the United States." It is rated in national magazines and in restaurant journals as one of the "Top Ten" finest dinner-theaters in the country. Ray, John and James Lazara, who purchased the Evergreen Park landmark from Tony DeSantis, have pledged to restore the 33-year-old complex at 2500 95th Street to its "earlier glory days." To that end, the brothers have brought in such top name stars as Steve Allen and Elkie Sommer.

Productions such as the Tony Award winning "South Pacific" have been staged and the banquet rooms, Grand Ballroom and other attractive dining facilities attract political and school banquets, reunion dinners, weddings and virtually every imaginable type of social gathering.

Among well-known stars the dinner-theater hopes to attract are Jay Leno and Tony Bennett. "You contact their agents, John said, "and hope for the best. A slight increase in prices was necessary in order to make needed capital improvements if we hope to attract the best," John added.

Replacing the sound system in the theater, addition of a computerized attraction board and modernization of the kitchen and upgrading of equipment are just a few of these improvements. In addition the brothers keep up with the day-to-day housekeeping and have done much-needed roof

repairs. "These chores are necessities rather than luxuries," Ray said, "We want to keep on top of things while keeping our prices competitive." He added, "These necessary parts of the operation must be budgeted in order to keep the Martinique-Drury Lane in the "Top Ten."

John and Ray see to the operation of the dinner-theater, while brother James, a dentist, serves in the role of a 'silent partner.' The brothers also operate Annie Tiques, a restaurant-night club on Cicero Avenue in Burbank.

As for the Martinique-Drury Lane, "When you think of one, you automatically think of the other. They are considered a single entity and, from a marketing point of view, that is ideal."

Call (708) 422-8000 or (708) 779-4000 for ticket information, for dinner-show packages or for information on coming attractions.

Evergreen Park Post 854 Chartered During WW II

The Evergreen Park American Legion Post No. 854, 9701 Kedzie Ave., was organized during WW II and the charter was granted in May of 1942. The post at that time was composed of 15 members and Albert Howell was elected first commander.

Meetings were held at various places until a lot was purchased at 9701 Kedzie where the post now stands. The land was a mushroom farm and the building which housed the first Evergreen Park Legion Post was originally a mushroom growing room.

A new building was erected in 1956 and an addition was put on in 1959. The addition increased the size of the post by about one-third.

The current Post Commander is Bob Angus. The president of the Women Auxiliary to Post 854 is Mary Thomas.

In addition to numerous social events held throughout the year, post members participate in many worthy activities that contribute to

the vitality of Evergreen Park. Scholarships, blood drives, and many other activities bear the stamp of the Evergreen Park unit, one of the most energetic Legion Posts in the country.

In 1988, a group of Post members, led by Tom Eckert and Bob Betcher, were instrumental in establishing a section at the Evergreen Park Public Library dedicated to 'America's Fighting Men.' Both an adult and a juvenile stack were dedicated and according to the organizers, "the section is for the serious researcher as well as the reader who wants to learn more about America's 'citizen soldiers' and those dedicated men and women who choose to make the military a career."

Any honorably discharged veteran of WW I, WW II, the Korean Conflict or the Vietnam War is eligible for membership. See any member or stop in at the post for more information.

Meetings are held at the post on the first and third Tuesdays of each month and are called to order at 8:15 p.m.



Worth Garden Scene

An early pre-suburbia scene in the Worth area. Mr. and Mrs. Jake Heiser and two unidentified ladies are relaxing in the Heiser garden.



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Last Flight From Howell Airport

At 3.55 p.m. on Monday, May 15th, 1989, Bill Howell's 1942 Stearman biplane took off from Howell Crestwood Airport. The takeoff marked the end of an era, as the 40-year-old facility shut down operations for the last time. A number of biplanes and light craft had left the runway approximately 40 minutes earlier, most of them circling the field and wagging their wings in a farewell salute to the 'last privately owned airfield in Cook County.' Howell and another pilot in a similar biplane flew over the hundreds of spectators gathered for the airfield's wake and trailed smoke from their canisters as Howell had done on his final historic takeoff.

"It's the end of an era," Howell commented, "In a way it's sad to see, but that's progress. Bill moved his operations to Howell New Lenox Airport, some 15 miles southwest and a major commercial-residential development 'Rivercrest' is now underway on the property.

The field was opened in the early 1940's with a flight school at which pilots learned to fly in Piper 'Cubs.' At the time of the opening of the airport by Bill's father, airplanes were a hobby to most. Midway Airport, then Chicago International Airport, was nine miles to the north. The DC-3, which cruised at 180 miles per hour, was the transcontinental carrier. At Howell Airport, the 'Cub' which cruised at approximately 65 mph was the most commonly seen of several light planes.

For almost 40 years, Howell Airport was a landmark in Crestwood but progress made the small airport an anachronism. The jet-age, a burgeoning population, the quest for the almighty dollar and scorn for the nostalgic have contributed to the continuing replacement of the old. What we get is certainly newer, but is it better? Time will tell, but in the meantime it is enjoyable to reminisce on the days of intrepid men who took off into "The Wild Blue Yonder" as we call for tickets on one of today's high-speed jets to get us from Midway or O'Hare to Los Angeles. The flight from O'Hare to LA takes less time than it does from Worth Township to O'Hare. This is progress?

Treaties And Armed Force Drive Indians From Illinois

On Dec. 3rd, 1818, Illinois entered the Union as its 21st state. According to provisions of the Northwest Ordinances it was to be a free rather than a slave state. Since many settlers in the southern part of Illinois were slave holders, a compromise was reached with these citizens by which slave-holders living in the state could keep their chattels but no new slaves were to be allowed in.

After Illinois officially became a state, the next 20 years were times of expansion when new settlements seemed to spring to life virtually overnight. During the 1820's Native Americans made every effort to retain their homelands despite the fact that in 1804, Sauk chieftains had ceded 15 million acres of land to the United States. This action, along with treaties signed within the next few years, had the effect of chasing the Indians from their ancestral lands. The majority of the settlers were insensitive to Indian needs and had engaged in treaty after treaty with the eventual aim of opening all of northern Illinois and lands to the west of the Mississippi River to white settlers.

In 1829, the federal government initiated a move to push the Sauk and the Fox Indians from their lands in northern Illinois westward, past the Mississippi River. For the next two years, the Indians moved back and forth between Iowa and Illinois and Black Hawk, the

Sauk Chief, signed yet another treaty with the white man. He agreed to leave Illinois, never to return unless he was given permission.

In 1832, the plight of Black Hawk's tribes in Iowa worsened to the point where he crossed the River and returned to Illinois.

When the white settlers were apprised of his return, they were afraid that Black Hawk intended to open hostilities. The governor of Illinois, John Reynolds, "undereducated, eccentric, and opinionated," according to Robert P. Howard in his 1988 book *MOSTLY GOOD AND COMPETENT MEN: Illinois Governors (1818-1988)*, "...waited to determine that the expulsion of Indians was a popular cause before he called out the militia and asked for the help of federal troops."

Black Hawk and a handful of braves were faced by a force of close to 3,000, an army made up of regular army units and Illinois militiamen. In an effort to avoid bloodshed, Black Hawk sent a delegation under a flag of truce to meet with the whites. The white vanguard fired on the Indians, killing at least two. Black Hawk ordered a charge and his small band dispersed a greater number of whites, mostly inexperienced militiamen.

This was the first and only victory for the Indians. The rout of the militiamen spurred the frightened whites into assembling an army of

over 4,000 men. The white army forced the Indians to retreat to the northwest and at the Battle of Bad Axe, west of Madison, Wisconsin, Black Hawk tried to hold off the whites until the Indian women and children could safely cross the Mississippi. Eventually, seeing that his

cause was hopeless, Black Hawk offered to surrender, an offer the whites summarily rejected. The Indians were exhausted after their long retreat and the ensuing 'battle' was little more than slaughter. The "disgraceful affair" as Cecil Eby called the Black Hawk War in his book of the same name, had lasted 15 weeks and in that short time, over 600 Indians and about 72 whites had died. Black Hawk was captured and imprisoned. He was released, sent to a reservation in Iowa and died there in 1838.

The defeat of Black Hawk meant the passing of the Indian from Illinois and an 1832 treaty called the 'Black Hawk Purchase' forced the Sauk to surrender the balance of their land in the state in return for an annuity and a reservation in Iowa.

William Jenkins Worth was a leader in the war and, although he never came closer than 250 miles from the township that bears his name, returning veterans who had been impressed with his leadership qualities named the first area post office at Blue Island and later the township after him.

Congratulations Worth Township On Your 140th Birthday

Bridgeview Village Board

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ANNE CUSACK
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CAROL HARAF
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VLADIMIR IVKOVICH
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RAY LEDERMAN

MICHAEL PTICEK

ROBERT CUSACK

BETH LEMA



"A Well Balanced Community"

Anna Ahern Acquires Land To Build Evergreen Country Club

In 1913, Mrs. Anna Ahern purchased land near 91st and Western and opened the Beverly Gardens, a restaurant which would become the Evergreen Country Club. Mrs. Ahern raised crops and supported farm animals which graced her menu. The country club opened in 1921

with a 135-acre golf course still operated by Anna May 'Babe' Ahern. 'Babe,' a PGA pro, golfed in city, county and state tournaments from 1925 to 1955.

A brochure published by the Evergreen Country Club in the 1930's offered the following: "Ladies are welcome

on the golf course at all times. For them there is a ladies' locker room. For those ladies who do not play there are provided chairs,

swings and hammocks in the park amongst the trees, where they and the 'kiddies' may rest or play."



The one horse shay was still the 'family car' for most in 1910. The Olaf Lysen (far left) family, including son Elmer, brother Arvid, wife Olga, daughter Margaret and son Edward used the carriage to get to the Worth Methodist Church for Sunday services.



Blake-Lamb Opens In 1880

The Blake-Lamb Funeral Home, established in the Bridgeport neighborhood in 1880, has grown to its present 13 city and suburban locations. The original funeral parlor at 712 W. 31st Street in Chicago recently moved two blocks west to larger quarters at 544 W. 31st Street.

When the firm was founded, the Lambs were the funeral directors while the Blakes were teamsters who drew the hearses to cemeteries. The agreement was that the name of the firm would always include both names. The teamsters have long since closed operations but the name remains.

Pictured is the modern facility at 4707 103rd Street in Oak Lawn which services funeral needs of families from southwest Chicagoland, including of course, Worth Township. Many of the Irish Catholics who moved to the south and southwest sections of the city and suburbs came from the 'Southside Irish' community east of Western Avenue on 79th Street recall the Blake-Lamb Funeral Home that served the southwest area for many years at 79th Street near Loomis Boulevard.

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Area Mayors 'Sound Off' On Township Government

Government, whether too much or too little is always subject to suspicion. Community services, however small, are valued by those communities which have them. In Worth Township, such services are offered to all or part of 12 municipalities, which fall into its jurisdiction. Currently, the township offers a myriad of services, including a medical clinic, with cost reductions; counseling for youth and their families; immediate financial assistance, and senior citizen programs.

The communities served are Alsip, Bridgeview, Blue Island, Hometown, Evergreen Park, Worth, Chicago Ridge, Merrionette Park, Oak Lawn, Robbins, Palos Heights and Crestwood.

With an approximate annual budget of \$1.5 million, questions are constantly being raised concerning the justification for township government. Are there any services being duplicated? Who is responsible for offering them? What services are actually necessary?

While some of the mayors of the 12 communities feel fortunate to be receiving some of the services, others feel that township government is redundant and one mayor isn't even aware of what services exist.

Several smaller communities in the township feel they could not financially afford to give their residents some of the services. Madeleon Rogowski, mayor of Merrionette Park, feels that Worth Township provides whatever services that her village can't. "The clinic is probably the most beneficial...we can't provide all the benefits." She added that the village would be at a distinct disadvantage without them.

Worth Mayor Daniel Kumingo also cited the clinic as an asset to his community, adding the youth counseling services to the list of worthwhile benefits. Outweighing the clinic and youth service bureau, however, was the general assistance fund. "I think the most important asset is im-

mediate financial assistance to people in dire need," said Kumingo. "Other places offer such help but it usually takes time to get qualified. In the township, you get it 'right now,' and no one else can offer that."

Oak Lawn Mayor Ernest Kolb, Palos Heights Mayor Eugene Simpson and Chicago Ridge Mayor Eugene Siegel all agreed, as did Kumingo and Rogowski, that the senior citizen program, emergency assistance, and medical clinic were viable offerings. The youth service bureau, however, got a strike in Chicago Ridge.

Chicago Ridge is one of the few communities in the area that has its own youth counseling service. Years ago we applied for a grant that enabled us to get started," said Siegel. "Now we have a full-time counselor, so we don't use Worth's services in that respect," Siegel said.

Two of the mayors contacted weren't sure what services were offered. Blue Island Mayor Donald Peloquin said that he feels his community is in a unique situation, falling into the jurisdiction of four different townships. "It's hard for all citizens to benefit from the services, because they all offer various ones." He added that if Blue Island was under one township's government "We [Blue Island] would have a better idea of the services offered." Peloquin doesn't know who benefits from what in his community.

"I have lived in Worth Township since 1964, and I don't know what services they offer," said Robbins Mayor Dr. Irene Brodie. "Before becoming mayor, I was village clerk for 13 years. I don't think they are peddling their wares very well." Brodie added that it may not be fair to indict Worth Township, but if they have funding services, she should be notified.

"Robbins can't afford financially to offer these services, we have no business tax, hence no sales tax, our money goes to other communities. I need outside sources and if these sources aren't township, then what?"

While Simpson feels that the senior-bus and youth counseling programs are the only services that the township offer his city, there are no services duplicated. As far as being justifiable, however, Simpson has very strong feelings on whether or not it needs to exist.

"Taxpayers are choking on government," he said. "There are only 800 homes that are in an unincorporated area, and Oak Lawn, Worth, Alsip and Crestwood should absorb them and let the township die a natural death."

Simpson asserts that no one watches township government. "It's something they see on their tax bill." Simpson's main complaint about the township, however, was not with community service. As did several other elected officials in surrounding communities, he feels that the highway budget in Worth Township is way out of proportion.

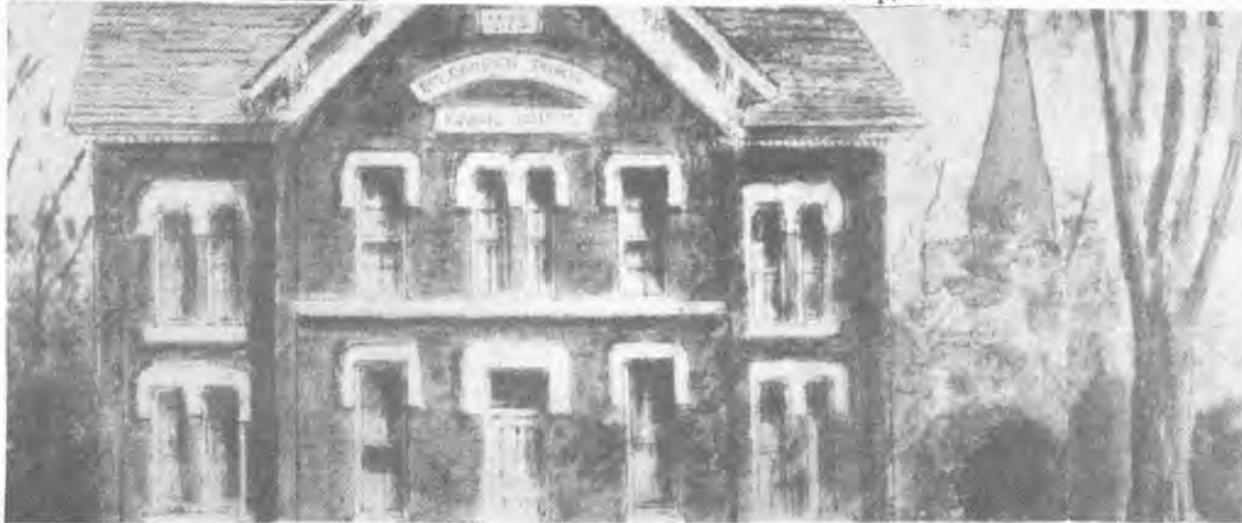
"They have 18 miles of road, Palos Heights has 42. Their road budget is in excess of \$600,000 and ours is \$510,000 for three times the amount of road." Simpson explained that his city budget spends an average of \$894.73 a home which includes: road maintenance, recreation programs, police protection (which he doesn't feel the unincorporated areas have an adequate amount of), debt service, and salaries for 67 people. "Worth Township spends almost as much just for road maintenance. He maintains that the .03¢ tax levy that generates \$60-70,000 per year could be abolished if his city were to take over the unincorporated area of roads. "The motor fuel tax would more than compensate for it and we could get rid of that levy."

Siegel feels that the county should be able to take care of those roads, due to the shrinking unincorporated area. Kumingo, as well, blasted the townships road budget. "The cost to maintain these roads seems to be out of proportion with the community. It is much higher in comparison with other municipalities."

In contrast to these feelings, Rogowski and Kolb both think the road budget is okay. Rogowski is impressed with the street maintenance and Kolb doesn't want to have to take care of the added miles.

Other areas within the road budget received criticism from Kumingo. "The highway administration seems to be redundant in the respect that it has its own public relations firm, attorney, auditor, clerk etc. These should be consolidated with the township government. It is wasteful spending." Siegel cited the assessor as a non-essential position within the government of the township. "It should be eliminated. It's a duplication of county assessment. When it was farmland, the township assessor went out and assessed things like how many cows, pigs and sheep a farmer had, but they can't assess property now."

Perhaps as one mayor suggested, the guidelines need to be changed so that a community falls into just one township. Maybe abolition of township government is in the future. Whether a municipality can give a service at a better price than the township, remains to be seen. Siegel surmised, "We may be able to provide these services as well or better-but, we won't know until we try."



Evergreen Park's 'Little Red School House'

This reproduction of a watercolor print by Allen Gray of Evergreen Park's 'Little Red Schoolhouse' which was constructed in 1875, has a curious history. Cathy Aparo, recently appointed deputy code officer for the Village of Evergreen Park, was browsing through an antique shop in Frankfort a year or so ago. She engaged the proprietor in conversation and when the proprietor learned Cathy was from EP, she said, "I've been waiting to see someone from Evergreen," upon which she produced the watercolor print. Cathy is so impressed with the work that she plans to have it

matted and displayed in a prominent place. "It's really a nice print, and it's a part of history," she commented.

The print was probably taken from an old photograph of the 1875 school which was razed in the 1920's to make room for what is now Central Junior High. The clothing the students are wearing appears more like that children in later times would have worn, later even than the 20's. Also, the steeple at the right of the school represents a 'church that never was' in the "Village of Churches."

Are Townships An Anachronism?

And what of the future? Is township government, as many maintain, an anachronism? Several mayors of the communities in Worth Township were interviewed and their comments appear in the article on the upper portion of this page.

For the first 50 to 75 years of the township a good argument could be made for all services offered by township government but, as cities and villages were incorporated and grew, the need lessened. The local communities offered more programs and services to their residents, many of them duplicating those sponsored by the township.

The communities which benefit most from township programs and services are, without doubt, the unincorporated areas and, as one mayor said, "All communities within the township pay for the services that benefit a few of the residents. The township highway department, for example, is one arm of township government that should be eliminated." If these unincorporated areas would annex to a contiguous city or village, that government could take over the streets, curbs, etc. that the highway department now handles." After a pause, the mayor (who wishes to remain unidentified) added, "If they don't wish to annex, turn the job of maintaining the streets and roads over to Cook County. The county can do it as well or better and at less cost. Get rid of the highway

department!"

Senior services and services for youth, with the exception of the Youth Service Bureau, are available in most communities, some have a number of senior organizations. The local community, churches and other groups sponsor programs for seniors. Chicago Ridge has its own Youth Service Bureau and churches, along with the local community, offer varied programs for youth.

Many of the communities have bus service for the disabled, yet the township offers its bus service in these areas. Perhaps a cut-back in such a service, to the unincorporated areas and to those communities which do not (as yet) offer such a service, would benefit the taxpayer and, by offering better service to areas that have no bus service of their own, benefit the citizens there.

Agreement on the need for the General Assistance program to help those in need of immediate relief and for the township clinic is virtually unanimous but other township programs and services are all debatable. The debate is not necessarily if they should be completely discontinued but whether or not serious cutbacks should be accomplished.

At a time when the average taxpayer's pocket is being picked by almost everyone, perhaps it is time to reassess township government and to streamline and restructure its programs and services.



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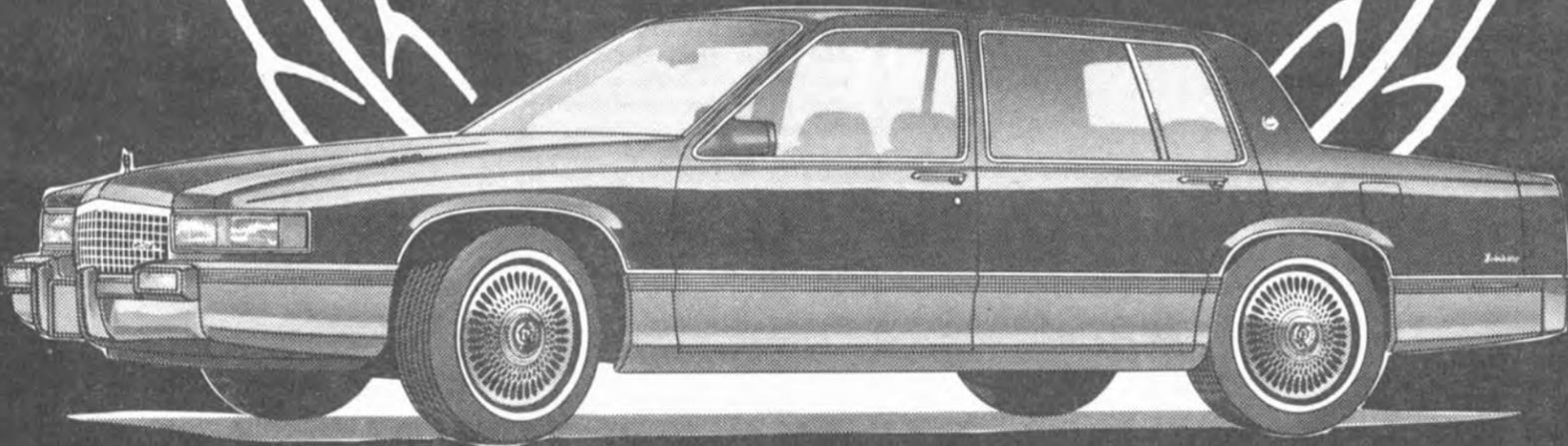
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O'Brien First Oak Lawn Marshal

In 1909 the board of trustees hired the first active keeper of the peace to protect Oak Lawn. Frank J. O'Brien was brought on as a Village Marshal at the age of 21. He was to figure off-and-on in law enforcement for the rest of his life, serving as justice of the peace from

1925 to the late 1940's. He was paid \$25 per year, and "fees," fines collected from law violators. While there are no details concerning O'Brien's duties, it is known that he was a 'jack of trades' in village government, since he was also the enforcer of the dog tax,

jail keeper, janitor for the village hall and helped put out fires.

Early in his career as a law enforcement agent, O'Brien had the grave misfortune of shooting one of Oak Lawn's leading citizens, Fred Shultz, in front of Shultz's store in October of 1909, a short six months after his appointment. The circumstances of the incident are unknown, but Shultz was paid \$300 for his injuries by the village board, and Anton J. Rieck soon after became village marshal after posting a \$500 bond. Rieck served only a short time and resigned

in September of 1910.

O'Brien, back in good graces, was reappointed as marshal on Nov. 8th of that same year. As compensation, O'Brien was to earn \$120 per year, a cut back from the \$360 that was paid Rieck. Soon after he was re-employed, his salary was increased

to \$120 per month. He officially resigned on Nov. 14th, 1941 and trustees decided to abolish the position of village marshal due to a lack of funds. It was difficult for the board to hire anyone as marshal for so little money.

Capone Shotgun Victim

The southwest area, during gangland's heyday in the late 30's, was the scene of many shootings.

In 1939 Louis Schiavone, former Capone lieutenant, was killed by a blast of shotgun fire on 95th Street, near Kostner Avenue, by assassins riding in a black coupe. Schiavone, who was about 45 years old, was driving east, apparently unaware

that death was dogging his heels.

The black coupe drew alongside the victim's sedan and one of two men in the smaller car fired two blasts with a 12-gauge shotgun. Schiavone's car ran on 200 feet and then plunged over the curb into a prairie south of the pavement, overturning twice.

Bank Holdup Netted \$2,300

The pressures of life near a sprawling metropolis in the 1930's, crushing unemployment during the depression years and the increased use and numbers of automobiles in addition to the steady growth in the area, all contributed to the growing complexity of police enforcement. New crimes began to appear. In April of 1933, three heavily armed men stole \$2,300 at Oak Lawn

Bank. They got away after staging "a polite, clean hold-up and clean getaway." Two years later, three men were arrested in a Chicago hotel after robbing Oak Lawn Bank. One of the robbers wore a cleric's collar to gain entry to the bank after hours and his failure to remove it tipped off an attendant, who heard about the robbery over the radio, at the hotel where they were captured.

Fried Chicken - 25 Cents!

Mildred Featherstone said she used to dress 48 chickens every Saturday for the tavern at 111th and Harlem, where Red Owens would offer Sunday dinners on paper plates --two pieces of southern fried chicken and slices of homemade bread for 25¢. Mil said her Dad would string up the chickens on the clothes line, cut off their heads and she would scald them to remove the feathers. She recalled that one election day there was no heat in the brooder and her Dad was out front electioneering when she received a telegram that the baby chicks were coming earlier than planned. At that time the brooder was on the southeast corner of 111th and Worth Avenue. All the voters helped get heat. About 1892 when the brooder was no longer in use, horses were kept on the site.

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EVERGREEN PARK, IL.

Full Story Of "The Great Train Robbery" In 1927

(The story of 'The Great Train Robbery' was published in the 1989 Messemger Press Supplement on "The History of Evergreen Park." It was written by Elmer Mezera and condensed by Mildred Para. It is high drama, worth of a TV mini-series.)

On Feb. 25th, 1927 there was a great train robbery in Evergreen Park that was a near 'perfect' crime. It may well have remained unsolved forever had not a certain underworld figure in a moment of sudden generosity promised his sweetheart a costly fur coat, and then neglected to make good.

It was a case of a mail train raid involving seven outlaws, four bags of loot containing \$133,000 and a big getaway car that simply vanished from sight. It was the toughest crime in police files at the time.

The practice in 1927 was for the First National Bank of Chicago to send a huge sum of money each week to Harvey, Illinois to meet payrolls in that industrial district. It was carried in registered mail bags on a certain suburban train of the Grand Trunk Railroad. This arrangement was naturally top secret.

On the afternoon of the 25th, a Grand Trunk train rolled into the Evergreen Park station at 94th and Kedzie, a flag stop. From one of the passenger cars, a swarthy gentleman strolled into the mail car and was immediately joined by two other men who had just slipped aboard the platform.

The three displayed repeating rifles and held up the two mail clerks and the brakeman, forcing them to lie down while they piled mail sacks on top of them. Four other armed men entered the mail car. One of them, with a burst from his gun, ripped open the steel door of the registered mail compartment. The others seized the four bags inside and hustled them to a waiting car. No word was spoken and in exactly six and one-half minutes after the operation began, the car sped east and wasn't seen again by any of the witnesses.

Who were the gang members? Where was their hideout? And why did no stolen money appear? It was a puzzle that dragged for months. Many suspects were taken into custody and eventually released, plenty of witnesses, but no answers to the questions. Newspapers were riding hard on the police department, but finally there was a breakthrough. It came from down in a basement of the underworld by a gun moll who had been double-crossed and was now talking.

Willie Jackson, her boyfriend, had bragged to her about a big mail train caper that would net him plenty and that she would get a fine fur coat out of it; so when reading about the heist a few days later, she smiled and smugly waited. This she knew was it; so she waited day after day, but no Willie and no fur coat.

The investigators didn't get her story firsthand; they didn't have to. She told it to friends of hers who were also "friends" of the police. She mentioned another name of someone involved in the plot and that proved to be the key to the whole puzzle.

It was Charles "Limpy" Cleaver who two years earlier was jailed for robbing Drovers Trust & Savings Bank. He

was arrested without trouble in his home at 10235 S. Elizabeth and his share of \$17,000 was found in a hall closet of the house. They questioned his wife, Kathryn, and she mentioned others, also well-known to the police. "Frank Meccia, Lawrence O'Brien, John Flannery and 'Donovan'," she added casually, "you know him, Wild Bill Donovan, used to be a railroad man."

The chief inspector rubbed his hands gleefully. With that name, they struck oil.

Donovan willingly told all, for which his subsequent sentence was reduced, revealing how they learned about the weekly money shipments, casing the Evergreen Park station, and rented the guns. "Everything worked perfectly according to plan and 15 minutes later the car was safe in the garage and we were splitting the loot in our hideaway, leaving \$5,000 for Mr. Big who hadn't really turned a finger."

What garage? What hideaway? And who is Mr. Big? "Why," said Donovan enjoying the dramatics, "The garage and hideaway are in Beverly Hills. You know, Charlie Wharton's place, he's Mr. Big."

The investigators were stunned. Lawyer Charles Wharton, former Republican Congressman from Back 'O' the Yards, former ace prosecutor for the state's attorney's office was involved in this.

Donovan continued: "Wharton and his wife were to be out of town on that date and we were to get in through the basement window. Each of us got \$16,000 with nearly \$5,000 for Wharton which they wrapped up and put on a shelf in the basement."

Wharton, of course, denied everything and put on a tough and threatening front. Federal men were now on the case and they tapped his home, released him and waited.

One day "Limpy" Cleaver, held in DuPage County jail, asked to use the telephone. The listeners-in heard: "Hello, Charlie Whatron?" "Yes." "This is Limpy. Your share was higher than we agreed on because we got more than we expected. Now you'd better go to bat for us; we're in trouble."

So now only two of the seven were still at large, Jackson and Louis Patersonnik, but underworld enemies eventually take care of "justice." Jackson's riddled body was found on a west side street in retribution for his bragging to his sweetheart. Patersonnik's slaying was a puzzle as to why he got in bad with his pals.

However, in the meantime "Limpy" Cleaver and a cell mate broke out of jail using machine guns stolen from the jail gun case, and now the district was in a very dangerous situation that loomed for eight difficult days. The west suburbs were in a state of terror until a frightened little boy ran to the police station in Melrose Park. His eyes were wide and he panted: "I just saw two men hiding in some bushes in the prairie near North Avenue and 25th Street. Both of them had rifles; when one moved around, I saw that he was lame."

So Limpy was spotted at last. Deputy Commissioner Bill O'Connor, Lt. Wm. Shoemaker and Lt. Andrew Barry

led a posse into a situation that was fraught with danger. Their quarry was now in a nearby barn and they attacked the posse first, wounding the lieutenant in the arm and leg, but he kept in the fray and struck Limpy in his good leg, as his fellow officers rushed across the prairie to rescue him.

As suddenly as it started, the battle was over. Two rifles came hurtling through the barn door and rattled to the ground, and two desperate men emerged.

So the drama of the crime 'masterpiece' in Evergreen Park came to an end after two and one-half years of police work. Cleaver and Flannery drew 25 years, Donovan eight years. The former Congressman, denying his guilt and crying frame-up to the end received a modest two-year term in Leavenworth. Prosecutor John Northrup admitted that the case against his old friend was his most difficult assignment.



General William Worth

General William Jenkins Worth, virtually forgotten today, was one of the most brilliant tacticians in U.S. Army history. He has been compared with General George S. Patton, the WW II commander in the European Theater of Operations. Worth reached the brevet (temporary) rank of major general for his service in the War with Mexico. He also is credited with inflicting a defeat on the Seminole Indians, one of the few American leaders to accomplish such a feat. (An aside in the history of the United States and its wars with the Indians; The Seminoles have never surrendered and are still technically at war with the U.S.)



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FUTURE



Park Lawn School

The Park Lawn Association was founded in 1955, when families across the country were banding in small groups to furnish training for their developmentally disabled children. These parents were part of a movement challenging national and state legislatures to provide education and training for all children, not just those considered 'normal.' By the early 50's, government-funded special education classes were limited to youngsters defined as 'educable.' A gap in educational opportunities remained.

Disappointed parents, who sensed untapped potential in their disabled children and hoped for appropriate schooling, decided to prove public decision makers wrong. They started their own schools on slender budgets, exchanging teaching time among themselves in any community space they could find.

Ten Park Lawn families began to work with their children in donated church facilities. Other families with children needing similar services joined them. Space and professional knowledge became issues. They gathered money for a building erected in 1968 in Oak Lawn. By this time, the state's department of mental health was funding school and workshop training like Park Lawn's. The parent association hired an administrator who applied for public funds and hired professional staff. But the parents' work was not finished.

State funding was a great help, but it did not cover all costs. Park Lawn parents have raised funds steadily over thirty years to cover budget gaps. Currently, they and their community supporters have a fundraising goal of \$320,000 each year.

Today, the original building, 10833 LaPorte, houses a school, adult developmental training, a beginning workshop and administrative offices. Park Lawn rents 18,500 square feet of industrial space at 12235 Laramie, for advanced workshops and owns a residence housing 40 adults at 5831 115th St., Alsip. Park Lawn delivers service without regard to sex, race, religion or national origin. Clients are admitted on the basis that Park Lawn has personnel and facilities to meet their needs.



Methodist Church Built in 1893

The first house of worship in Evergreen Park began in 1892 as a Sunday School located in a building near 94th Street and Homan Avenue. The following year, the building was founded as a mission church. The church served its congregation from 1893 until the 1940's when the present church was built. An education building was added to the church in 1955.



New Chicago Ridge Station

The Chicago Ridge commuter station at Birmingham and Ridgeland is on the site of the former station and is architecturally similar to the facility it replaced. The commuter parking lot is on the east side of Ridgeland, across the street from the station. The Chicago Ridge area was originally serviced by the Wabash Railroad, line of the legendary 'Wabash Cannonball.' Riders now travel to Chicago's Loop in just over 30 minutes, traveling in air-conditioned comfort on Metra trains. The Wabash Railroad was merged with the Norfolk and Western Railroad and the N & W recently merged with the Southern, to become the Norfolk Southern. Just east of Ridgeland, the Norfolk and Southern tracks, running northeast and southwest through Chicago Ridge, intersect the Chessie System (Baltimore and Ohio/Chesapeake and Ohio right-of-way). The Chessie tracks run on a northwest southeast line through the village. Recent agreements with the railroads seem to have eliminated the blockage of grade crossings at several points in Chicago Ridge, long the bane of commercial and municipal drivers as well as private citizens.

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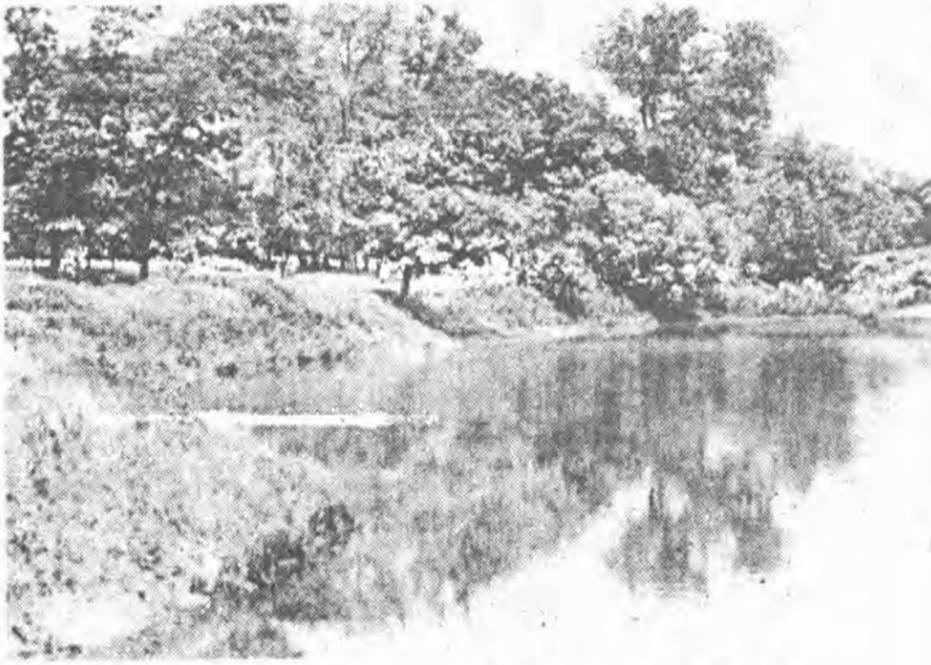
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Oak Lawn Lake - 1890

In the 1890's, the Oak Lawn Lake, a result of real estate development, was a picturesque scene and this photograph is an example of why the original name of the community was Black Oak.

Chicago Ridge Was A Ridge

Chicago Ridge derives its name from 'ridges' built by the dumping of eight train-loads of dirt brought to the area on the Wabash Railroad right-of-way (now the Norfolk Southern - Metra roadbed). The ridges, long since gone, were created with dirt taken from the site

of the 1893 Columbian Exposition which celebrated the 60th anniversary of the incorporation of the City of Chicago. Most of the dirt that made up the ridges was dug from what is known as the Midway, a boulevard divider still used as a recreation area. The Midway was

one of the attractions of the World's Fair with reflecting pools and featuring many of the exposition centers. The 'ridges' were leveled to fill marshland areas in what would become the village of Chicago Ridge.

First Area Murder - 1850

The area's first recorded murder took place in the 1850's, when a young Dutch settler was waylaid by robbers who also stole his horse then killed the young man.

Anyone going north from Blue Island was considered in dangerous territory until they reached the sheep herding settlement at 99th Street.

Rainbow Island At Coral

Spring 1945 found the Coral Theater's feature attraction to be "Rainbow Island" starring Dorothy Lamour and Eddie Bracken.

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JACK THOMPSON CELEBRATES 37 YEARS AS LEADING OLDSMOBILE DEALERSHIP

Remember when chrome was IN? The more gee gaws on your new car, the better, fancy fins and fender skirts, all designed to impress your best girl, make your neighbors envious and temporarily blind with the glitter from your 1953 Oldsmobile.

Those were the simple easy 50's. The world was in a happy euphoria; the boys were home from Korea; "Ike" was president of the United States; drive in movies were the place on Saturday night; gas was 26-cents a gallon, and motorists drove leisurely along two laned 95th street to what Chicagoans considered "way out in the country" Oak Lawn.

It was small and sleepy 1953 Oak Lawn, and most especially the intersection of 95th and Crawford, which attracted a young man with a dream, 30 years ago.

He was Jack Thompson, an entrepreneur who began his business career in Chicago at age 6, selling magazines. He had a winning smile, and soon became a top salesman while attending Sutherland grade school, and then Morgan Park High.



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By the time he was 13, he had become Chicago's youngest Eagle Scout. Mechanically inclined, Jack gave up his magazine route for the more lucrative field of bicycle repair. He also began refinishing and selling bikes, and by the time he was 15, he switched to motorcycles, and then automobiles. Armed with a scholarship from the Chicago Boys club, Jack graduated into aircraft, and became a CAP flight instructor.

From bicycles to motorcycles to cars and then airplanes, in just a few years. Jack Thompson was considered a "comer" in business circles, someone energetic and enthusiastic, who was "going places."

Then along came Pearl Harbor, and young Jack Thompson was soon busy training the army and navy pilots who would take the enemy with little more than skill to protect them against the Zeros and the Stukas.

Impatient with merely training duties, Jack went on active duty with the U.S. Naval Air Corps, and won his gold wings. Flying is a passion he retains to this day.

Coming home from World War II, with the aid of mustering out pay and a lot of foresight, Jack opened his first business at 6534 Western Avenue, selling used cars.

By 1953 he was successful and respected enough to be offered an Oldsmobile dealership. Looking into the future of the southwest suburbs, he chose the 95th and Crawford corner as the ideal site to serve the now bulging area.

This vision proved itself once more. By 1969 his once small dealership had become one of Chicagoland's largest Oldsmobile firms. Countless remodeling has taken place regularly, to add to the shop, office and showroom areas, as well as the installation of space age equipment in the service facilities.

Jack, early in his career, pioneered the loaner fleet, providing clients whose cars were in for service with late model loaner cars.

Another innovation was the construction of vast temperature controlled indoor showrooms, for new cars. Car buyers can bring the whole family and spend as much time as needed, "shopping" in comfort, rain, shine, sleet or snow. The Jack Thompson cars are always polished and ready to go; and professional salespersons are readily available to

handle financing and paperwork in a minimum time span.

Because of the desire to please each customer, the Jack Thompson Oldsmobile dealership, now for 37 years, has grown and prospered, and now looks forward to a new decade in its history.

"Smilin' Jack" has now been joined in the family business by sons Chuck, John, and his sister Marietta.

He's also been joined by the new generation of Oldsmobile. The new 1990 Silhouette mini-vans, Cutlass convertible, Trofeo, Touring Sedan, and Cutlass Supreme Sedan are all new and exciting for the 1990's. Jack's 35 free loaner car fleet for the convenience of his customers is unmatched. The professionalism of his 70 employees is proven by the many sales and service awards that Jack Thompson Olds wins year after year. All this has led to his successful Olds dealership being the largest retailer in the Chicagoland area and 8th largest in the United States (out of 3200 dealers).

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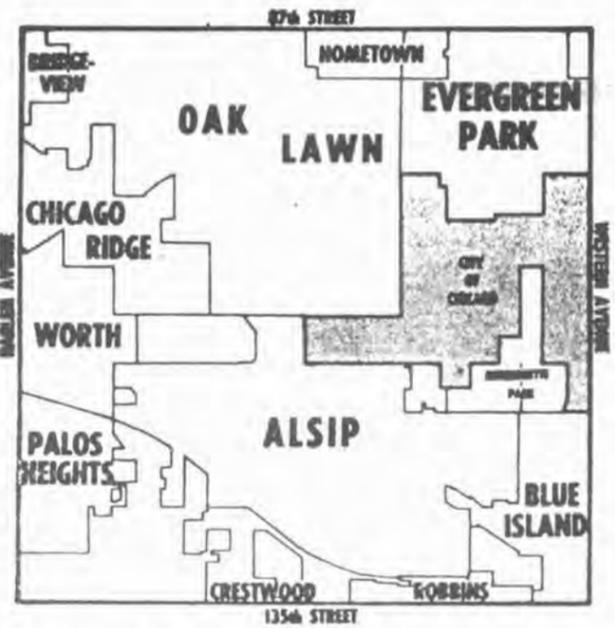
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Wabash Brings Growth

The early history of Oak Lawn cannot be divorced from the history of the Wabash Railroad. The village expanded from the hub, which was the station, pictured circa 1915. One of the first commercial enterprises in the village was Crandall's Grocery Store at the corner of Cook and Wabash (now Yourell Drive) Avenues. Early homes were constructed in the shadow of the station as the burgeoning village became a 'bedroom suburb' attracting commuters to their jobs in Chicago. In 1915, steam locomotives powered the Wabash commuter trains. Today, the Norfolk and Southern (Metra) commuter trains pick up commuters at a modern station situated approximately one block northeast of the original station.



City Of Chicago Encroaches Into Adjacent Townships

The original boundaries of the Town of Worth were Western and Harlem Avenues, 87th and 135th Streets. This gave the township 'perfect' six-square mile borders as envisioned by those who formulated the

concept of townships. The Town of Lake, which stretched from 87th Street to 39th Street and from State Street to Cicero Avenue also had a perfect six-square mile configuration. Worth's borders were cut into by annexation of one-time independent communities and the Town of Lake was annexed by Chicago in 1889.

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When the conversation ended, each party signaled the operator to disconnect them.

100 Churches In Township

Evergreen Park, with 12 churches within its borders and one less than one block outside the village limits which serves Evergreen, is known as "The Village of Churches." Worth Township has over 100 churches serving the 12 cities and villages, either wholly within its borders or part of it. Perhaps the Town of Worth should adopt the slogan "Township of Churches."

Worth Jockey Wins Derby

Fred Herbert, who began his career as a jockey at a racetrack on the southeast corner of 111th and Ridgeland now the site of Holy Sepulchre Cemetery, rode a horse named Donau to victory in the 1910 Kentucky Derby. Herbert was a resident of the area which was to become Chicago Ridge four years later. Two years later, in 1912, the Kentucky Derby winner was a horse named Worth. The winner's share of the purse was \$4,850.



Early Settlers

Brothers Fred and Joachim Hilgendorf built a home on Mecklenburg Ridge, on the northeastern border of Evergreen Park and Oak Lawn, in 1854. Later, they relocated to a spot near the current site of the Oak Lawn Library.

Horse Thief Hollow

A young Dutch settler was the first murder victim in the early years of the area. The unidentified young man was waylaid by robbers who took his horse, his money if he had any, then killed him. This took place in the 1850's when it was dangerous for any traveler to go north of Blue Island. The area was considered dangerous for anyone for a three and one-half mile stretch until the traveler reached 99th Street where S. Huntington had a sheep farm.

In the middle of the 19th Century, the land near what is now 107th and Longwood was known as "Horse Thief Hollow." This was the headquarters of a band of rough characters whose forays from that ravine near the Blue Island Ridge resulted in a successful rustling operation. The horses were sold to settlers who didn't ask too many embarrassing questions about price or about where the animals had originated. In a few

days, the horses might be re-stolen and again sold, increasing the profits of the thieves.

Later, thieves shifted operations and used the woods near the Black Oak community (Oak Lawn) for concealing the stolen horses. The Black Oak residents and Mount Greenwood citizens formed a "Worth Anti-Horse Thief Society" and other citizen groups joined in a network to curtail the thievery. One group would notify another by telegraph if thieves were spotted but since the thieves were adept at changing the appearance of the stolen animals it was often difficult to apprehend anyone. The demand for horses in the Chicago area was great and horse thievery was quite a profitable business. The coming of the automobile (the 'horseless carriage') accomplished what the vigilante groups could not and the horse thief trade faded from the scene by the 1890's.

Race Track Until 1910

The land now occupied by Holy Sepulchre Cemetery, 115th Street to 119th Street and Ridgeland Avenue to Central Avenue, was the site of the Worth Race Track. The sporting facility brought aficionados as well as professional race enthusiasts to watch both greyhound and horse races. The track operated until 1910 and was employer for many and a number of homes in the area were built to house workers and their families. The Wabash Railroad brought many people from Chicago to the track.

'Landlocked'

Today, the population of the Village of Oak Lawn is nearly three times the size of that of its neighbor, Evergreen Park. According to a special census taken in 1954, Evergreen Park's population was 15,746 compared with 13,332 in Oak Lawn. Oak Lawn has considerable undeveloped real estate, however Evergreen Park is 'landlocked' and any population increase is unlikely unless high-rise apartments and condos are built.

'Pink' Fire Trucks

In 1950 the Evergreen Park Fire Department for reasons of 'higher visibility' painted all equipment white.

Don't Last Very Long

However, when the gasoline tanks were filled, spillover would cause the white paint to turn pink. In 1953 the de-

partment went back to 'fire engine red' as the color for its equipment.

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Mourner's Stop

Chas. Abs' Saloon and Restaurant was constructed in 1894 on 'Vinegar Hill' (near what would be 87th and Central Park if the street were extended through St. Mary's Cemetery). The popular establishment featured 'select beers' and a complete corned beef and cabbage dinner. It was a favorite stop for mourners who wanted to get a bite to eat before returning to the city from a burial. The St. Maria's Station on the Grand Trunk right-of-way was nearby. In the picture are Wilhelmina and Charlie Abs, Matilda Abs, George Conrad, Alvina Abs Graefen and Herman Graefen with their children (back row): Eddie, Carolyn, Ella and Ida. At the right of the picture, with a team of horses is Henry Abs.

Saint Xavier College Story

Saint Xavier College, the oldest four-year college in the City of Chicago, is located on land that once was a part of Worth Township. The school was founded by the Sisters of Mercy in 1846 and was chartered in 1847. It was to become one of the first institutions of higher learning in the State of Illinois and one of the first in the midwest with the power to confer degrees upon women. A small, women's academy, the school was on the shore of Lake Michigan in a swampy area now a part of Chicago's Loop. The Chicago Fire of 1871 destroyed the original buildings, but the school endured, moving to the south side on Prairie Avenue and later establishing a campus at 49th and Cottage Grove which flourished from 1901 to 1956, then moving to its present location on 103rd Street just west of Central Park Avenue in 1956.

The college has an en-

rollment of more than 2,600, many of them residents of Worth Township. Enrollment has increased 400 percent since the decision was reached in 1969 to become co-educational.

The school, by its 1847 charter, is authorized "to confer on such persons as may be considered worthy, such academic or honorary degrees as are usually conferred by similar institutions." Saint Xavier awards the degrees of Bachelor of Arts (BA), Bachelor of Science (BS), Master of Arts (MA), Master of Business Administration (MBA) and Master of Science (MS).

The library at Saint Xavier contains over 90,000 volumes and subscribes to 520 current periodicals. More than 24,800 items are stored on microfilm, including magazines and newspapers. Four public-access computer terminals are available. Students are able to check the status and location of books

and periodicals, as well as search for titles in collections of 26 other area colleges and universities including the University of Chicago. Another computer system links the SXC library with libraries throughout the United States with an inter-library loan system for books and periodicals.

Across the street from the main campus is the Graham School of Management, a renovated and expanded former Chicago Board of Education facility, Duffy School. The school of management, named for Edna Kanaley Graham, a Saint Xavier alumna, was donated by William Graham, a retired business executive. Graham School degrees "combine the broad educational value of liberal arts and the practical needs of the business world," according to the overview.

The learning disabilities clinic and later, the reading clinic were constructed in the lower level of a former residence hall. Former residential space on campus was renovated for offices and classrooms were remodeled, adding room for modernized equipment and creating space for a computer center. A new TV/radio studio is under construction.

Recently, the Sisters of Mercy donated the east wing of the main campus building, formerly the sisters' convent to the college. This wing is being renovated for the school of nursing, resulting in a major addition to the college's educational facilities.

Early in 1988, Saint Xavier College received continued accreditation from the North Central Association of Colleges and Schools with commendation for the following strengths: enthusiasm, vitality, loyalty and dedication of the faculty, staff, administration and trustees; dramatic improvement in the campus facilities; outreach activities, noted for quality and responsiveness to the community; and implementation of a long-range planning process involving all segments of the college community in setting institutional goals and strategies.

Plans call for expanding the 'meeting place' while concentrating on continuing the legacy of the Sisters of Mercy

Worth Township is Third Largest

Census figures will be available later this year but as of now, Worth Township with 180,000 residents, is the third largest township in the

State of Illinois, the second largest in Cook County. In the county, Worth is surpassed in population only

by Thornton Township which boasts 195,000 residents. Rockford Township ranks second in the state.

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Worth Township Includes 12 Municipalities

Worth Township includes all or part of 12 cities and villages. The communities and their elected officials are:

Alsip - Mayor Arnold Andrews, Clerk Robert Gruber, Trustees James Howe, Penney Black, Jerome Marzec, Joseph Jolivet, Donald Castaldo, and Frank Hiter. The village board meets every 1st and 3rd Monday at 7:30 p.m. in the village hall, 4500 W. 123rd St.

City of Blue Island - Mayor Donald E. Peloquin, Clerk George E. Heitmann, Treasurer Columbus Disabato, Aldermen: Ward #1, Ethel Gebens and Kevin McDermott; Ward #2, Ronald Bliss and Jay Bruce Hauschild; Ward #3, Pasquell Luciana and Joseph D'Antonio; Ward #4, Andrew Botte and Andrew Davare; Ward #5, James Tauch and James Deiters; Ward #6, Ronald Babb and Joseph Veyette; Ward #7, Russell Elton and Kenneth Brescia. The council meets every 2nd and 4th Tuesday at 8 p.m. in city hall at 13051 Greenwood.

Village of Bridgeview - President John A. Oremus, Clerk Ann Cusack, Trustees Chester Haraf, Ray Ledermen, Jack Curry, Mike Ptiecek, Robert Cusack and Beth Ann Lema. The board meets every Monday at 7:30 p.m. in the village hall, 7500 Oketo Ave.

Village of Chicago Ridge - Mayor Eugene Siegel, Clerk Charles Tokar, Trustees Edward Buettner, Larry Grove, Donald Ryan, George Ryniak, Maureen Socha and James Saunoris. The board meets every 1st and 3rd Tuesday at 8 p.m. in the village hall, 10655 Oak Ave.

Village of Crestwood - Mayor Chester Stranczek, Clerk Nancy Venegas, Trustees Ronald Wasag, John Kruzich, Joseph Wolf, Fred Settanni, Lawrence Frawley, and Jim Cluckey. The board meets every 1st and 3rd Thursday at 8 p.m. in the village hall, 13840 S. Cicero Ave.

Village of Evergreen Park - Mayor Anthony Vacco, Clerk Ruth Donahue, Trustees Arthur Bliss, Jerome Bosch, Carol Kyle, John McGivern, John "Jack" Murphy and James Sexton. The board meets every 1st and 3rd Monday at 7:30 p.m. in the village hall, 9418 Kedzie Ave.

City of Hometown - Mayor Raymond J. Forsyth, Clerk Joan Dobrowitz, Treasurer Raymond J. Czajka, Aldermen: Ward #1, Thomas Zuccarellow and David Walsh; Ward #2, Morgan Lynch and Ronald Masino; Ward #3, Shannon Selvage and Martin F. Safstrom; Ward #4, Donald R.L. Robertson and Nancy D. Martin; Ward #5, John O'Brien, Jr. and Edward Olah. The city council meets every 2nd and 4th Tuesday at 8 p.m. in the city hall, 4331 Southwest Hwy.

Village of Merrionette Park - Mayor Madelion Rogowski, Clerk Shirley Noha, Trustees James Granato, Dennis Magee, Margaret "Peg" White, Dennis Brennan, and Joseph Stadelmann. The village board meets every 3rd Wednesday at 8 p.m. in the village hall, 3165 115th St.

Village of Oak Lawn - Mayor Ernest Kolb, Clerk A. Jayne Powers, Trustees William Hefka (District 1), Ronald Stancik (District 2), Michele Collings (District 3), Edward Barron (District 4), Joseph Vogrich (District 5), and Harold

Mozwez (District 6). The board meets every 2nd and 4th Tuesday at 8 p.m. at the village hall, 5252 Dumke Dr.

City of Palos Heights - Mayor Eugene Simpson, Clerk Charles Stanley, Treasurer Joseph Tatuszny, Aldermen: Ward #1, William Bailey and Joan Heitz; Ward #2, Bonnie Strack and Jayne Karow; Ward #3, Henry Van Henkelum and David Fewkes; Ward #4, Ray Bryska and Arthur Phillips. The council meets every 1st and 3rd Tuesday at 8 p.m. in the city hall, 7607 College Dr.

Village of Robbins - Mayor Dr. Irene H. Brodie, Clerk Tyrone Haymore, Trustees Willie Hodges, Willie Carter, Palma Janes, Richard Williams, Mildred Mondane and Hearthel Johnson. The board meets every 2nd and 4th Tuesday at 8 p.m. in the village hall, 3329 137th St.

Village of Worth - Mayor Daniel Kumingo, Clerk Norma Brewster, Trustees Arthur Buesing, Robert Fickes, Frederick "Ron" Goebel, Marguerite Mazor, Richard Schneider and Jeannine Sherman. The village hall is located at 7112 111th St. The board meets every 1st, 3rd and 4th Tuesday in the Worth Public Library, 6917 111th St.

Read... **ALL POINTS**
Keeps You Informed
See Page 6

Washing Day

(This "recept for washing clothes," is attributed to the most anthologized of all writers and poets, 'Anonymous.' It dates from the turn of the century and was published in EVERGREEN PARK: A MELTING POT OF MEMORIES, an oral history of that community compiled and edited by Mildred Semple and Virginia Wrobel; published in 1987. In this day of automatic washers dryers, it evokes a word-picture of "The Good Old Days").

1. Bild fire in back yard to het kettle of rain water.
2. Set tubs so smoke won't blow in eyes if wind is pert.
3. Shave one hole cake of lie soap in bilin' water.
4. Sort things, make 3 piles; 1 pile white, 1 pile cullord, 1 pile work britches.
5. Stur flour in cold water to smooth, then thin down with bilin' water.
6. Rub dirty spots on board, hard - then bile.
7. Rub cullord but don't bile. Just rench and starch.
8. Take white things out of kettle with broom handle. Rench blew, and starch.
9. Spred tee towels on grass.
10. Hang old rags on fence.
11. Por rench water in flower bed.
12. Scrub porch with hot soapy water.
13. Turn tubs upside down.

Go put on clean dress, smooth hair with side combs. Brew cup of tee, set and rest a spell and count your blessings.

Outhouse

In today's world of automobiles, TV, 'surround sound' stereo systems, VCRs, automatic clothes washers and dryers, electric garbage disposals, automatic dishwashers, power lawn mowers and snow throwers, computers for home as well as office and supersonic air travel, it is difficult to conjure great-grandpa getting up in the middle of the night to visit the backyard outhouse. In the modern world of microwave ovens and frozen foods it is almost impossible to imagine children heaving themselves up from a warm bed before the crack of dawn to feed the chickens, clean the coop or milk the cows. We have certainly come a long way in 140 years, or have we?



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Happy 140th Birthday Worth Township

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James F. Keane

State Representative 28th District



Tibor Machine People Oriented

People are what 'make a difference' in a Chicago Ridge company. Judging by their growth and the attitude of the employees, you would have to surmise that Tibor Machine Products is a people-oriented company.

Tibor, who manufactures precision machine parts, treats employees as its most important asset. "We have an excellent base of quality employees," said Bill Walenda, Tibor's vice-president. "The 140 employees are like family. It helps to turn out first rate quality," he added.

Tibor lets its people know how the company is doing with semi-annual 'state-of-the-company' meetings. At Christmas and a summer picnic, dialogue concerning the future is exchanged between management and the employees. The retirement program is discussed and still feeling like part of the family, those who have retired find their way back to 'family reunions.'

The employees may also attend an annual golf outing or play softball (Tibor is represented in the Oak Lawn league).

Tibor sponsors a Chicago Ridge Little League team and co-sponsors a no-smoking clinic.

These rewards secure the quality employees that Tibor needs to maintain a top-rate reputation. As the second largest employer in Chicago Ridge, Tibor's main function is manufacturing hydraulic components for large companies. "J. I. Case, Navistar, Lear-Siegler Corp., John Deere, G.M. Electromotive Division, and Parker Hanifin depend on us to make quality parts better, faster and at a lower cost than they can," said Walenda. "The quality is near perfect; it has to be. If it's not then we're out of business."

Tibor has grown from 25 employees in 1981 to 140. This growth has stemmed from a dedication in quality combined with the installation of new technological machines in the past decade. Computer Numerically Controlled (CNC) equipment make turning parts faster and more precise than with the old hand turned machines.

Tibor has over 50 pieces of CNC equipment and boasts a Browne and Sharp coordinate measuring machine that measures to the 1/10th of a millionth of an inch. The accumulation of equipment has resulted in an expansion/addition of 3300 sq. ft. to the warehouse, new dock facilities to further implement customer service and still more expansions are in the planning stages.

Albeit, the millions of dollars worth of equipment and no room for errors, a family atmosphere still predominates the company. Tibor gives its employees T-shirts with the company's slogan, "Where People Make the Difference." And you know? These shirts don't end up at the bottom of the drawer, they 'wear' them.

Inventions Change Character of People In Rural Worth

Inventions which would forever alter the rural character of Worth Township began appearing some 40 years after the first white settlers began to populate the region. All of these inventions would expand horizons and would in effect, 'make the world a little smaller.'

Alexander Graham Bell's telephone (1878); Thomas Edison's incandescent lamp (1878) and mercury vapor lamp (1879); the motorcycle, attributed to England's Edward Butler (1884); the modern bicycle, James Starley of England (1885); Northern Ireland's John Dunlop with the pneumatic tire for automobiles (1888); the automobile and its early improvements such as internal combustion engine, Karl Benz of Germany (1885); first practical high-speed internal combustion engine, Gottlieb Daimler of Germany (1885); first true automobile, not a carriage with motor, Rene Panhard and Emile Lavassor, France (1891) and carburetor spray, Charles Duryea of the U.S. (1892). The difference between Benz internal combustion engine and Daimler's high-speed internal combustion engine was 250 rpm compared with 900 rpm.

Three other significant inventions were the alternating current generator by America's Nikola Tesla in 1892; the 'wireless,' better known as radio, by Guglielmo Marconi of Italy in 1895 and the first heavier than air flying machine, the airplane, by Orville and Wilbur Wright of the U.S. in 1903.

These developments would, in a few short years, transform the rural economy of Worth Township, and indeed much of the world, into a multi-faceted economy

that would eventually be of benefit to all.



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Ormsby Memories

(This account was written for EVERGREEN PARK: A MELTING POT OF MEMORIES by Edward Ormsby, son of the legendary Major League baseball umpire of the '30's and '40's, Emmet 'Red' Ormsby. It recalls memories of some of the Baseball Legends and is an amusing anecdote.)

Our grandparents, Thomas and Philomena Ormsby of Galway, Ireland, came to America and settled in Chicago where their son, Emmet was born in 1895. At one time our father, Emmet, better known as Red Ormsby, was an iron worker and served in the first World War. After the war he went home, married Helen Hartly, and turned to umpiring. He became the youngest umpire under Ban Johnson in the American League.

Five of us children were born in Chicago and then my parents built a new home at 3511 West 97th Street in Evergreen Park. Our mother had been one of 12 children in her parents' home and she helped raise 6 of them. After moving in our new home she had 7 more children, giving her a total of 12 children in 14 years. We all attended St. Margaret's Grammar School at 99th and Throop Street in Chicago.

Before marriage, mother had been a milliner, making hats for Marshall Fields. Now she had 8 daughters to make dresses and hats for on all occasions. She did all her own cooking for the family, and the friends father brought home for dinner.

At one time my mother had 9 children down with chicken pox and not long afterwards, she had 10 of us down with the measles.

I, Edward, was born on my mother's birthday, August 31st. I got pleasure from taking her out to some nice place for lunch or dinner to celebrate our mutual birthdays.

At one time we had 5,000 chickens in the pens behind our house. We also had a cow, pigs, riding horses, dogs and cats. Dad did all his own butchering, both beef and pork. We had a walk-in cooler in the basement to store the meat.

Dad was a strict family man. He shunned going out on the town while he traveled, and he never missed a mass in all those years on the road. He was a hard-boiled, no questions asked, no nonsense official. Dad was close to Hank Greenberg, Lou Gehrig, Babe Ruth and Ted Williams, but he considered Joe DiMaggio the finest all-around ball player he had ever seen.

In the old days of the American League a large case of Wheaties was presented to every player who hit a home run. Star slugger Hank Greenberg had no use for those Wheaties, but he knew Dad had a large family. He arranged it so the Wheaties would be sent to us. Every time we heard on the radio that Hank Greenberg had hit a home run, we knew that in a few days a case of Wheaties would be sent to the Evergreen Park Post Office and we kids would go and pick it up. One year Hank Greenberg hit 58 home runs. That was a lot of Wheaties.

Father was the American League Umpire from 1923 to 1941. He umpired 4 World Series games and 2 All Star games. He had a near fatal accident in Cleveland, Ohio, when a pop bottle was thrown at him, causing a brain concussion. He was carried off the field in a semi-conscious state. His condition became dangerous. It was 9 weeks before he was able to return to action.

Dad arranged it so his two older boys could sit in the dugout in White Sox Park. Emmet and Ban went. Things would be all right for a while, but sometimes the language would get so bad that Dad would not let his sons sit there anymore.

Father wound up his umpire career in 1941. Then he spent 3 years scouting for the White Sox under the Comiskey family. In the off season Dad worked in New York for Louis Marx Toy Company.

Dad has not been put in the Hall of Fame. All Ormsbys agree that our father should be listed in the Hall of Fame. We already have one Ormsby in the Hall of Fame of the World. That Ormsby is our mother, the GREATEST.

'For Dealers Only'

Greater Chicago Auto Auction was founded in 1954 by a group of dealers who wanted to provide a new and effective marketplace for wholesale trading by dealers. The area businessmen who made it a total commitment were Joe Briley and Ed Golden. They owned or operated the auction until 1978, when it was sold to one of their former managers, Joe Lyng.

Joe had worked for Greater Chicago from 1961 to 1968. He started Auction Way Sales in 1969 as a repossession and lease car auction. It grew in popularity and size until it was busting at the seams in a six-acre facility. After Joe and his general manager, Gregg Kobel, had operated Greater Chicago for several years, they decided to build a brand new facility across the street on Cicero Avenue and ultimately moved Auction Way Sales into the old Greater Chicago facility.

With both auctions operating on Thursday (Auction Way in the morning and Greater Chicago in the afternoon) and now just across the street from each other, all dealers found the convenience irresistible. While the auctions were in this growth mode, they became part of

the G.E. family of auto auctions.

The Greater Chicago Auto Auction an 80 acre site in Alsip. With a 48,000 square foot recondition shop and 408 full and part-time employees, it's no secret how it attained and maintains its reputation.

Thousands of auto dealers, new and used, frequent these auctions and have grown to enjoy the convenience and benefits of two separate auction operations. The morning sale at Auction Way attracts buyers and sellers interested in the un-reconditioned, damaged older or high-mileage type vehicles. At Greater Chicago in the afternoon, its 'red-hot' auction from start to finish on 1,500 frontline ready, beautiful and mostly late model vehicles.

Creating the right environment for both ends of the wholesale spectrum has resulted in what seems to be a magic combination. This "World Class" auto auction, with down home friendliness is run by a staff of caring and professional people who take pride in offering the best service in the marketplace for licensed dealers only.

Mt. Greenwood Site of Huge Clambake

In the early years of the 20th Century the village of Mount Greenwood, then a part of Worth Township, was the site of a huge clambake. The affair was said to have attracted people from as far away as New York. A friend of 'Yank' Cunningham, owner of the first saloon to be opened in the village which catered to mourners brought into the village by train, was Charles Comiskey. Comiskey, known as "The Old Roman" was one of those who attended the annual clambakes. He was owner of the Chicago Black Sox, renamed the Chicago White Sox following the Scandal of 1919.



Early Worthonians Pose For Photo

Citizens of an early community in Worth Township pose for the camera on 111th Street, east of Harlem Ave. (left to right) H. W. Harrington, a tavern owner; Edward Rust (later an MD, who was in medical school at the time the picture was snapped); an unidentified farmer; Mike Poorman; Old Dobbin; Alvin Dart and Christian Rust. Rust was a blacksmith who would later serve on the first Worth Village Board. The photo dates to the turn of the century.



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— Howard Kockler
Senior Vice President

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Midway Airport 1935

The control tower at 61st and Cicero Avenue is pictured in approximately 1935. The structure razed a few years ago, served Midway Airport during the years it was called "The World's Busiest." In the 1930's and into the 1940's, before the opening of O'Hare International Airport, Midway served the entire Chicagoland area. Passengers from the Worth Township area had a shorter distance to travel for air travel than those in the north and west areas of the city and suburbs, unlike today when intercontinental flights many domestic take off from O'Hare Field. Midway, which was named for the Battle of Midway in WW II, renamed from Chicago International Airport, has experienced a rebirth in the last few years and for many local flights it is certainly more convenient for south suburbanites.



First Worth School

The first school building at the western end of the township was located on the north side of the street, just east of Harlem Avenue. It was a one-story, frame structure. One year after incorporation of the Village of Worth, the red brick building on the southwest corner of 111th Street and Oak Park Avenue, a two-room schoolhouse was built. The building now is the administrative center for School District 127.

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BLUE ISLAND
THE CHOICE OF GENERATIONS

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St. Xavier Does Worth Township History

The concluding comments in A TOWN OF WORTH; yesterday ... today, published in 1976 at St. Xavier College, the authors summed up the accomplishments and the future of the township. Joyce Gallagher, BA; Dave McNamara, BA and Elsie McNaughton, BA, under the direction of Sister Dennis M. O'Grady, RSM, PhD, a history professor at the college, assembled a 16-chapter monograph on the township. The conclusions the authors reached include: What, do we know about this area we call Worth Township?

Geologically, we know it is an area millions of years in the making; an area carved out by an incomprehensibly large sheet of ice, washed by the waters of an immense lake, enriched by centuries of natural phenomena.

Geographically, we know it is an area that caused intrepid explorers to note its location and record for posterity the beauty and fertility of its landscape. It is an area that historic tribes, foreign nations and domestic governments have felt well worth a fight to have and hold.

Politically, we know it is an area where successive generations have performed basic experiments in government; an area where trial and error have been permitted, and, the voice of the people has prevailed. It is an area whose citizens have chosen, by vote, that form of local government they felt was most democratic; the one that fulfilled their needs and assured their autonomy.

Culturally, we know it is an area that has proven expansive enough to accommodate everyone, all those "every-ones" who had the need of putting down roots, of belonging, of having a place to call one's own. It is an area to which the thousands of "me's" and "you's," different in background and yet so alike in needs and purpose, came and joined together in community.

Socially, we know it is an area where people have worked hard to make homes, to build churches and schools, libraries and parks, to establish businesses and community centers, to create government and laws that protect and insure the rights of all. It is an area where people have worked hard and continue to work to make reality out of dreams.

What do we know about this area we call Worth Township? We know it is ours. Its history is our history, its

"now" is our "now," its future is our future. For it is people, it is we, who shape events, determine history, and, write our own calendar of progress. It is people...it is we... living together, doing the best we can with what we have at the time, that creates communities, townships, counties, states and nations.



Chicago Ridge Picnic

Long before Sunday White Sox games on TV one of the popular social activities in the western end of the township was a picnic in the park. In those early days Antonio "Tony" Bizzoto and his brother-in-law Charles Beltramo furnished the music at the picnics and at other local gatherings. Tony played the guitar and Charles the accordion.

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I & M Canal In 1836 Opens Area To Settlers

In the 1830's, Illinois was one of the fastest growing states in the Union with immigrants coming by road, river and lake to stake claims in the midwest. The Erie Canal, opened in 1825 linked the Hudson River with the Great Lakes and settlers from New England and New York were able to make the entire journey by water.

New Illinoisans coming from Maryland, Pennsylvania, Virginia and other middle Atlantic states had travel options of land, water or a combination of the two to reach their new state. Overland travel to communities on the Ohio River, then barges or flatboats along the waterway to Illinois was common. Others went overland on the National Road through Ohio and Indiana, a gravel and dirt thoroughfare which ended in Vandalia.

Immigrants from further south on the Atlantic seaboard used the Cumberland Gap through the Appalachian Mountains and Daniel Boone's Wilderness Road into Kentucky. These pioneers and those from Kentucky and Tennessee who sought a better life in Illinois, went by road and ferry across the Ohio or took river transportation to reach their new homes.

The advantages of water transportation over land transportation are obvious. In most cases, water travel, by barge or flatboat, was faster. Difficulties of land travel included blowing dust in dry weather and virtually impassable roads during the rainy season.

Illinois residents who saw the success of the Erie Canal were aware of the advantages of a similar waterway to the expanding economy of their state.

In the late 17th Century, explorer Louis Joliet envisioned a canal that would connect Lake Michigan and the Chicago River system with the Illinois River. Just over 100 years later, after the British surrender at Yorktown, visionaries saw the importance of a waterway which would connect New York, Chicago and Mississippi ports from St. Louis to New Orleans.

The proposed canal would allow raw materials as well as finished products to be marketed along its banks and would afford logistics for defense. A canal linking the Chicago and Illinois Rivers became a national imperative. A treaty with the Indians gave the United States rights to the territory along the proposed canal route.

In 1822, the U.S. Congress granted permission for Illinois to construct a canal but the authorization included only the right-of-way and a strip of land along each bank of the canal. No money was appropriated and despite repeated requests for financing of the project or more land to be sold to raise money, nothing of significance took place for the next five years.

In addition to a lack of funding, support for the project was lacking as the residents of the southern part of the state saw no advantage in assisting the construction of a canal they perceived as benefiting only northern Illinois. Two projects spurred construction of what was to be known as the Illinois and Michigan Canal; dredging of Chicago's harbor and removal of a sandbar at the mouth of the Chicago River. These improvements brought more ships to Chicago and since trade expanded significantly, the state gave the 'go-ahead' for the I and M Canal and construction began in 1836.

The Illinois and Michigan Canal was to run for 96 miles from just west of Chicago to LaSalle-Peru. The project started slowly since roads had to be constructed for transport of materials and workers to the canal right-of-way. Then, just as the canal was begun, the Panic of 1836, accompanied by a general depression, swept the country. Exacerbating the situation were debts incurred by funding of a number of state improvements including railroad, road and canal

construction in other parts of the state. Inflation hiked the cost of all planned projects and instead of pay, promissory notes were issued to canal workers. In 1842 construction was halted.

Heeding the advice of businessmen convinced that the canal would be a source of profit, Illinois Governor Thomas Ford obtained a \$1,600,000 loan from foreign investors. Ford's move was not without risk, as failure of the canal to turn profits would have resulted in ownership by British investors of large tracts of land in northern Illinois.

In 1846, work resumed and the canal was open to traffic in April of 1848. In its first six months, almost \$88,000 in tolls was collected and just three years later, canal boats were carrying more than 90 percent of the corn delivered in Chicago.

Agricultural commodities, manufactured products and passengers were transported by canal boats and steamers along the right-of-way and the Illinois and Michigan Canal was an important artery until a few years after the Civil War ended. The gradual decline of the canal was caused by the lack of deep water to accommodate newer vessels and the fact that the waterway was unusable for much of the year

because of obstructions.

The final nail in the coffin made for the I and M Canal was expansion of the railroads. Rail transport had great advantages over canals. Long-distance hauling was easier, locomotive power meant more speed and rail spurs could be built to connect the main line with factories, mills, warehouses, yes and even docking facilities. Perhaps the most important consideration was the fact that the railroads continued to improve their equipment and facilities while canal developers failed to.

The end of an era had been reached after less than a half-century of canal use but the impact of the Illinois and Michigan Canal on Chicago and its suburban areas, including Worth Township, was dramatic. Settlement in the area boomed because businessmen, developers and farmers saw the undeniable advantages of locating in its vicinity in order to utilize it. Many of those who labored to construct the canal settled in the area and worked to build the cities and villages nearby or to farm the fertile plains. The mushrooming of the population in the south and southwest sides of the City of Chicago and its suburban area can be traced to the development of the waterway system.

Stony Creek A Torrent

The marshland on the border of Chicago Ridge and Oak Lawn, now known as 'The Feeder,' was called

Stony Creek over a long period of time. Anyone who looks at the reeds and silent stretches of water today may

have a difficult time picturing its colorful history. Many years ago Stony Creek was a raging torrent in the spring of the year and in more recent years, it was still a large stream full of fish, running from Blue Island to Palos Park.

Tracks For Wabash RR

In 1912 the Wabash spent \$14,000,000 for improvement - 241 miles of double track, 3250 freight cars, 29 all-steel

passengers cars, and 91 new locomotives. Also \$2,000,000 worth of new steel was purchased to be laid before the

end of the year 1912. A double track between Chicago and St. Louis, with crushed stone roadbed and 100-pound steel rails, was planned. One thousand six hundred miles of telephone lines were under construction.

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Little Company of Mary Building Starts in 1929

When Mother Mary Potter founded the Sisters of the Little Company of Mary in 1877, she little dreamed the order would grow to operate over 40 hospitals and clinics in the United States, England, Africa, Australia, Ireland, Italy, Scotland, New Zealand, Korea and Tonga. The order of nursing sisters had its origins in Hyson Green, England.

Six Sisters of the Little Company of Mary came to Chicago in 1893 at the request of Charles Maier whose wife had been cared for by the 'Blue Sisters' at their hospital in Rome. The six Sisters opened a convent in a small cottage at 41st and Indiana. From that base, they traveled to the homes of the sick to provide nursing care and other assistance for local residents. Small donations in return for the services were the only source of income for the Sisters.

In 1929 a cornerstone for a new hospital facility was laid in a prairie near 95th and California Ave., Evergreen Park and on January 19th, 1930 Little Company of Mary Hospital, the dream of Mothers Stanislaus and Dortha and Sister Dunstan, opened its doors. With four stories, the 150 bed hospital was the largest structure among the neighboring truck farms.

The hospital was difficult to reach without an automobile and on many occasions had but a few patients. As the surrounding community developed, the facility prospered and later that year the school of nursing opened. The first graduating class in 1933 was comprised of six nurses, all Sisters of the Little Company of Mary. The school of nursing is now a two-year program and students receive 30 college credit hours from Lewis University which are transferable to any college. Over the course of the years, more than 1,700 nurses have graduated.

Expansion of the facility was rapid and in 1943 the west pavilion was opened. Just six years later, five stories were added to the main building with the fifth and sixth floors opening that year with seven, eight and nine opened in 1953.

One year later, medical history was made when Dr. Richard Lawler performed the first-ever human organ transplant. Dr. Lawler's team, which transplanted a human kidney, included Dr. James West and Dr. Patrick Murphy.

The decade of the 1960's was a time of rapid expansion of facilities with the cobalt unit opening in 1960. The cobalt unit was a gift from the Little Company of Mary Auxiliary. In that same year, a building addition was dedicated with 132 medical, psychiatric and surgical beds, administrative offices and a new chapel.

A medical intensive care unit, one of the first in the nation, was opened in 1963 and one year later the surgical intensive care unit was added with a cardiac intensive care unit opening in 1966. The final achievement in the '60's was a dedication ceremony for the education building, which was attended by Mayor Richard Daley of Chicago and his wife Eleanor.

A neonatal intensive care unit opened in 1971 and the following year, a linear accelerator was installed. In 1977, the Little Company of Mary Sisters, celebrated the 100th anniversary of the order and three years later, the hospital marked 50 years of service to the Chicagoland community. Events were held throughout the year to celebrate the milestone. Also in 1980, a birthing room opened.

In 1984, a new wing for the hospital was dedicated by Joseph Cardinal Bernardin. The new wing has 100 private rooms, all with outside windows, a state-of-the-art operating theater, a cancer facility which includes a Clinic 1900 Linear Accelerator, and an emergency room that is easily accessible from 95th St., a considerable improvement over the previous emergency room at the rear of the hospital which required several turns in order to gain access.

The next year Care Stations opened in Burbank and in Oak Lawn and the Little Company of Mary Regional Cancer Center opened its doors, and the formal name of the 58 year old hospital facility was changed to Little Company of Mary Hospital and Health Centers.

A census of infants born at Little Company, taken in 1989, revealed that more than 177,000 children had been delivered at the Evergreen Park hospital, many of them sets of twins. Dr. Paul Lawler, Sr. was credited with delivering 15,000 of the newborns.



Aerial Photo of LC of M 1949

This aerial photograph of Little Company of Mary Hospital was taken in early 1949 when construction of the top five floors of the original four-story building were under construction. The Evergreen Country Club Golf Course is at the top right of the picture, farmland is still in evidence and the

traffic on 95th Street, foreground, is considerably less dense than it is today during the hospital's 60th Anniversary Year. The four-story building to the left of the hospital is now known as the north pavilion. It was constructed as the nursing school and now is the site of offices.

Programs available to the community through Little Company of Mary include cardiac inpatient and outpatient programs, a diabetic inpatient program, enterostomal therapy, a family asthma program, family centered childbirth classes, prenatal classes, an alcoholism program and an oncology nutrition program as well as workshops, seminars, support groups and many other community oriented programs designed to keep the members of the community informed.

Support services and community education programs include crisis intervention in traumatic emotional situations such as child abuse, rape, battered spouses and abuse of the elderly; a marital counseling program; a hospice program and bereavement counseling; pastoral services, clinical psychiatric counseling; CPR classes; Lamaze classes; a stop smoking clinic and Overeaters Anonymous.

Services in addition to surgical operations, include a department of communicative disorders, a radiology, nuclear medicine and radiation therapy unit. This facility has a cobalt unit, X-ray unit, a simulator and a linear accelerator.

A computerized CAT scanner, an advanced diagnostic machine, is available to patients.

A pharmacy, a physical therapy department and an outpatient department providing X-ray, laboratory, surgical, orthopedic as well as therapy for those who do not require

regular hospital patient care are major functions provided by Little Company of Mary.

A cancer loan closet which stocks bandages, bedding, bedclothes, towels and other items for cancer patients is located at the old entrance on California Ave. Other items for loan include canes, walkers, wheelchairs and other equipment designed to make cancer victims feel more comfortable. The cancer loan closet is staffed by volunteers and is available to community residents at no charge. A bone and joint center for those suffering from arthritis is located in the hospital.

The 60th year of service has seen the hospital grow from a 150-bed building to a complex of several buildings, both at the original site and with satellite care stations in other communities.

The Little Company of Mary Hospital and Health Centers, a modern 360-bed state-of-the-art facility, promises to keep pace with innovations in health care and to install the latest in technology in order to give the best in service to all people who require it.

Keep Informed
READ ALL POINTS



First Kidney Transplant

In 1950 Evergreen Park received world-wide attention when Dr. Richard Lawler, a member of the staff of Little Company of Mary Hospital, performed the first human organ transplant. Lawler removed a diseased kidney from the body of a 44 year-old housewife and replaced it with a healthy organ from a woman who had just died of a liver ailment. The kidney functioned for several weeks, long enough for the woman's remaining kidney to rest and recuperate. She lived for five years after the transplant, dying in 1955 following a heart attack.

Dr. Lawler is pictured receiving a distinguished service plaque from Sister Terrence, LCM.

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New Baby Leaves LC of Mary

A baby is brought in a basket carrier to the proud parents for the infant's first ride in a car. A Little Company of Mary Sister hands the child to the parents at the old entrance with a circular loop driveway that was entered from 95th Street. The picturesque drive is no longer in use and two entrances have been used as the main access to Little Company of Mary Hospital since. One was on California Avenue just north of the old entrance, the one in current use is in the new wing of the building, west of the entrance pictured, also on California Avenue. The official address of Little Company of Mary Hospital remains 2800 West 95th Street.



First Moraine Buildings

The first buildings erected at Moraine Valley Community College in 1968 were semi-permanent corrugated metal structures that are still in use. Today, the 'temporary' buildings have classroom space and the theater is still located there, awaiting its new and permanent home in the Fine and Performing Arts Center, now under construction.

Oak Lawn Rotarians Launch Campaign To Organize MVCC

Moraine Valley Community College, physically located approximately one and one-half miles west of the western boundary of Worth Township (Harlem Avenue), has students from all 12 communities which make up the township. The two-year facility is at 10900 88th Ave., Palos Hills.

The Oak Lawn Rotary Club was instrumental in the development of the school when members of the club started an organized effort in 1965 to establish a community college in the southwest suburban area. A committee was formed with members from three high school districts; Reavis District 220, Oak Lawn District 229 and Evergreen Park District 231.

The group was called the Southwest Junior College Committee and areas to be explored included projected enrollment and potential financing. Other high school districts became a part of the group including Argo District 217, Eisenhower District 218 and Sandburg-Stagg District 230. Following a feasibility study, a petition to establish a community college district was submitted to the state's Junior College Board. The petition was approved by that board and by the Board of Higher Education in 1966.

Voters approved a referendum for establishment of the college in a referendum submitted in the primary election held in February, 1967. The vote was 8,578-3,321. The first temporary office was set up in Oak Lawn and on September 16, 1968, the first classes were held for approximately 1,200 students in rented facilities on 115th Street, Alsip.

Seven temporary structures were opened in Palos Hills in 1969 and one year later, credit and non-credit enrollment reached 4,809. The first permanent structure, the gymnasium was opened in 1971 with Dr. Benjamin Spock as featured speaker at a student lecture on campus the same year.

The first classes were held in the 'A' building in 1972, the same year the annual "Messiah" concert was first performed. The 'B' building opened in 1977, the year of the first Seniorama Health Fair. One year later, the new library was dedicated, the career planning and placement center opened and the TV studio, which makes videotapes available to students and faculty members was opened.

In 1982, groundbreaking for the College Center was held. The College Center houses a one-stop-shop registration center, the college bookstore, a McDonalds, counseling and advising offices and a game room. The third president of the college, Dr. Fred Gaskin, was hired. Gaskin's predecessors were Dr. Robert Turner (1968-1975) and Dr. James Koeller (1975-1982).

The Economic Development Corporation for the Southwest Suburbs (EDCSS) was formed in 1985 and one year later ground was broken for the college's Center for Contemporary Technology, which was dedicated in 1988. The center is a showcase for MVCC's technology programs and features a central computer lab. This headquarters for technological research in the southwest suburban area is, and will continue to be, a benefit to local business and industry.

The college is in its 23rd year as a beacon in the southwest suburbs. The future is bright with planning for a \$12 million Fine and Performing Arts Center continues on schedule; the Center for Contemporary Technology and the College itself enjoy continued support from the public. The campus encompasses almost 740,000 square feet and the performing arts center, expected to be completed in 1991, will add a community theater, an art gallery, instructional classrooms and rehearsal rooms will add to the prestige of this already well accepted community college facility.

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Chicago Ridge Hunting Club -1910

A group of sharpshooters posed for a photo (circa 1910) before they began their hunt in the game-rich sloughs and marshlands that became the Village of Chicago Ridge just four short years later. The sportsman's club met for socializing in a bar of a hotel at 103rd and Ridgeland. The Chicago Ridge Hotel was owned and operated by John Henry "Harry Meyer" who died in 1950 at the age of 92.

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Cranes dig in as construction begins on the south wing of Christ Hospital and Medical Center in 1973. What began as a four-floor, 195-bed community hospital in 1961 has become a nine-story major medical center with 824 beds.

29 Years Of Dedicated Service To The Community

People who come to Christ Hospital and Medical Center today would find it hard to recognize the hospital that opened its doors on March 22, 1961 with four floors and 195 beds. Growth of services, specialties and subspecialties has expanded the hospital to nine floors and 824 beds with the capabilities of a major medical center.

"We knew the hospital was going to grow, but I never expected it to grow to this magnitude," said Gwen Zimmerman, clinical nurse manager in the hospital's surgicare center. An Oak Lawn resident, Zimmerman has worked as a nurse in surgery at Christ Hospital since graduating from Evangelical School of Nursing in 1964.

The largest hospital in the southwest Chicagoland area, Christ Hospital and Medical Center, now a regional referral center and teaching and tertiary care hospital, is one of five hospitals operated by Evangelical Health Systems (EHS), the largest healthcare system in the Chicago area.

Eighty years ago EHS, in conjunction with the United Church of Christ, built the German Deaconess Hospital at the corner of 54th and Morgan, Chicago. By the 1940s, the renamed Evangelical Hospital had met with such success that plans were made for construction of a new hospital in Oak Lawn and in 1958 ground was broken for Christ Community Hospital at 4440 95th St.

By 1968, five more floors had been added to the original hospital, bringing the total to nine floors with 631 beds. In addition, EHS had established a new Evangelical School of Nursing on the Christ Hospital campus and a helicopter landing pad at the corner of 93rd and Kostner.

When Christ Community Hospital entered into an affiliation with Rush-Presbyterian-St. Luke's Medical Center in 1972, the hospital began its journey toward recognition as a major medical center. Between 1973 and 1976, the hospital expanded services to include nuclear medicine, hemodialysis, a neonatal nursery, Family Practice Center, EKG unit, ambulatory care center, cardiac catheterization lab, open heart surgery, 16 surgical suites, alcoholic treatment unit, psychiatric day care center, surgical ICU, and 10 physician office suites. In addition, the hospital became a Class A Regional Trauma Center and a part of the Chicago Trauma Network.

To reflect the hospital's expanding capabilities, the word "Community" officially was dropped from the hospital's name in 1975. In that same year, construction was completed on Christ Hospital's new nine-story south wing, bringing the bed count to 809, and on a five-story parking tower.

Christ Hospital's affiliation with Rush University's College of Medicine in 1976 established the hospital as a teaching hospital. Christ Hospital now offered graduate and undergraduate programs, as well as residency programs in emergency medicine, family practice, gynecology, internal medicine, neurology, obstetrics, orthopedics, pathology, pediatrics and surgery.

By 1984, when the hospital changed its name to Christ Hospital and Medical Center, additional healthcare services included expanded substance abuse, radiation oncology and nuclear medicine services, a pediatric ICU, and a Family Care Network.

Since becoming Christ Hospital and Medical Center, the hospital has continued to expand and improve its services. In 1985, the hospital opened its Arthritis Center and Surgicare Center. The opening of the Physicians Pavilion and designations as a Level I trauma center for Chicago in 1986 marked the hospital's 25th anniversary. Growth continued with the formation of the heart institute for children, the senior passport program, and the dedication of an obstetrics and intensive care addition in 1987. In addition, in 1988 the hospital was designated a pediatric trauma center for Chicago, and The Heart Institute was designated a pediatric cardiology center by the Illinois Department of Services for Crippled Children (DSCC).

Growth and expansion in services and capabilities has positioned Christ Hospital and Medical Center as one of the major medical centers providing healthcare for the Chicago area as a new decade opens. But, while Christ Hospital and Medical Center continues to grow, the hospital continually will strive to meet the needs of the community, maintaining its reputation for personalized care.

Christ Hospital and Medical Center looks forward to the next 30 years, and beyond, of serving its surrounding communities, committed to excellence in quality healthcare and to growth as a teaching and referral medical center firmly rooted in wholistic healthcare.

Henry Douglas First School

The first school in Worth Township is believed to have been the Henry Douglass School in Blue Island, which opened in 1848. Six years later, the Whittier School opened, also in Blue Island. The Lane School, near what is now the Village of Worth, was built in the latter 1850's and the Simpson School in the Black Oak community is mentioned in early township records as a public meeting place.

Township's Earliest Inhabitants

During the span of time Indians occupied the land now occupied by Worth Township, French explorers, missionaries, traders, and trappers; English explorers, traders and trappers and finally, American hunters, traders, trappers and permanent settlers came to the area. The French and English, in the main, drifted northward to Canada although some did settle here. The Americans established forts, as had the French and English, for defense against Indian attack, established trading posts, then permanent communities and built homes and farms. Gradually, as the Indians vacated the land, the character, then evolved into the urban complex it is today.

Big Fire

A disastrous fire in 1910 almost destroyed Evergreen Park, consuming seven homes and driving a flourishing payroll to Chicago.

Falling victim to the blaze were the Armstrong Regalia Factory at 93rd and Turner and the Richey Box Factory at 93rd and Spaulding. Both firms maintained hotels for their employees, and these were abandoned following the conflagration.

Whatever Happened To?

A station agent's wife, blond beautiful and popular, gave Oak Lawn the name of Agnes for a while. Something like the girls who made history in the gold rush, Agnes had a way with men that resulted in the naming of a town for her. But the wives of some of the leading settlers had other ideas, so the story goes. Today the name of the village is Oak Lawn. Agnes? History doesn't say what happened to her.

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