

SEWER SYSTEM VOTED IN 1957; PLANT PUT IN OPERATION IN 1959

The construction of a new sewer system and major additions to the water system are the two most recent municipal improvements made by the city of Mount Pulaski.

A total of \$515,000 in bonds were issued to finance these projects. On April 16, 1957, the voters approved a \$225,000 sewer bond issue by a 604 to 165 margin. In addition the council issued a water and sewer revenue bond issue of \$290,000.

Mount Pulaski's sewer system uses the "pond" system of disposal. Although this system had been tested and proved in the western states, this was one of the first installations in this area. Some 16 acres are kept under water and natural bacterial action purifies the water. Under normal circumstances evaporation keeps the pond level below the spillway.

Sewerage is pumped to the pond location through a pipeline donated to the city by the Illinois Central Railroad. This pipeline was used to supply the railroad water tanks in Mount Pulaski until the coming of the diesel engines eliminated the need for the water tanks.

Start Construction in 1958

Construction of the sewerage system started June 3, 1958, and

was in full operation Oct. 1, 1959.

The actual cost of construction ran two percent below the contract bid of \$399,999.99. Thumm Construction Co., of Chicago, was the contractor, with engineering by Crawford, Murphy and Tilly, of Springfield.

A new well drilled near Salt Creek with a capacity of 144,000 gallon a day has increased the city's total potential water supply to approximately 200,000 gallons. Total cost of the new well and water line was nearly \$60,000. J. P. Miller Artesian Well Co., of Brookfield, contracted for the well, and the pipeline was laid by Lynn Ankrom Construction Co., of Decatur.

Proceeds from the bond issues were also used to provide sewer connections for residences.

Total cost of water and sewer service averages about six cents per person per day, according to Carleton Drake, City Clerk.

In the past few years the city has also laid about nine miles of new and replacement water mains, and has installed fire plugs in 12 new locations.

The city has three regular full-time employees in its water, sewer and streets department, and hires additional help when needed.

CITY SPENT \$385,608.19 DURING YEARS 1935-1939 ON IMPROVEMENTS

City Paving And WPA, Courthouse Among Project

(March 9, 1939)

The City Council in a review of activities they had participated in the past four years, showed a total of \$385,608.19 spent for city improvements.

Members of the council headed by C. L. Frazier, Mayor, included Clarence E. West, John M. Rothwell, Henry Volle, Wm. F. Binder, Robert D. Aitchison, Frank Copeland, City Clerk, Charles Schmitz, City Attorney, George J. Smith, Police - Ora Lee and Ed Goddard.

Following are most of the principal projects and their costs approximated:

No. 1—Refunding of the old debt against the City of \$11,600.00 by issuing bonds to the amount of \$10,000.00 and \$1,600.00 in cash, and \$3,000 of the bonds now paid.

No. 2—Grading and graveling of 55 City blocks, cost \$22,367.00.

No. 3—The deeding and transferring of the Lincoln Court House and Public Square, less space for water tower and signal. Through the influence of Mr. Hubbard and other influential men acting for the State have secured the present completed Mt. Pulaski Lincoln Shrine for your pleasure and comfort, cost \$40,000.00.

No. 4—Grading and graveling of four City blocks North side of grade school, cost, \$800.00.

No. 5—WPA project, rebuilding, repair and installation of new work on the water system of Mt. Pulaski, cost \$13,476.39.

No. 6—Installation of new meters and the repurchase of old meters and reorganization of system of service charges and regulations, cost \$1,500.00.

No. 7—Grading and graveling of 2000 feet on South Spring St., Illinois Central tracks to City limits thru underpass, cost \$3,071.82.

No. 8—The rebuilding of the Illinois Central underpass by deepening and paving with PCC for 250 feet, cost \$1,352.89.

No. 9—The installation of a fire hydrant and water pipe connection, 700 feet thru underpass on South Spring St., fire protection and service, cost, \$686.04.

No. 10—New lighting system installation and purchase gift by the citizens of Mount Pulaski, cost \$2,000.00.

No. 11—New sewerage disposal tube 4 feet by 32 feet thru Illinois Central right-of-way, cost \$800.00.

No. 12—New drainage of City Sewerage by WPA, including the grading and improvement of City

Park, cost \$28,793.00.

No. 13—The paving with cement, 10 blocks of wide streets around City Square and adjacent, cost \$46,111.29.

No. 14—Portion of cost of pavement around public square by State of Illinois, cost \$11,999.99.

No. 15—New sidewalks and approaches to fill out re-arranged sidewalks caused by paving.

No. 16—WPA project of reforming lawns, extending walks, removing stumps and trees thru-out the City, cost \$17,281.00.

No. 17—New fire engine purchase promoted and the re-purchase of the interest of farmers in city equipment, cost \$400.00.

No. 18—Paving Project No. 3, of 57 block of paving project No. 4, a continuation of project No. 3 and 4, independent of contract tiling material purchased and installed at city cost, \$194,968.77.

No. 19—Supervising the following projects of private cost: 1st Lutheran Church, street paving; St. John's Lutheran church, Christian Church, Brooker Garage, Mount Pulaski Township High School, and many other smaller projects.

In summing up their total efforts and accomplishments along with their trials and tribulations they have come to the conclusion that they feel highly honored in being able to provide the citizens of this city and community these various improvements and facilities for their pleasures and happiness.

ROUTE 121 SUBWAY COMPLETED IN 1941

(Jan. 9, 1941)

The new subway on State Route 121, under the Springfield Division Illinois Central railroad tracks, located in the east part of Mount Pulaski, at the foot of Cooke street, 5 blocks from the public square, has been completed by the contractors, the Sangamo Construction Co., Springfield. The work of building required about five months, and during this time traffic was detoured over Vine Street.

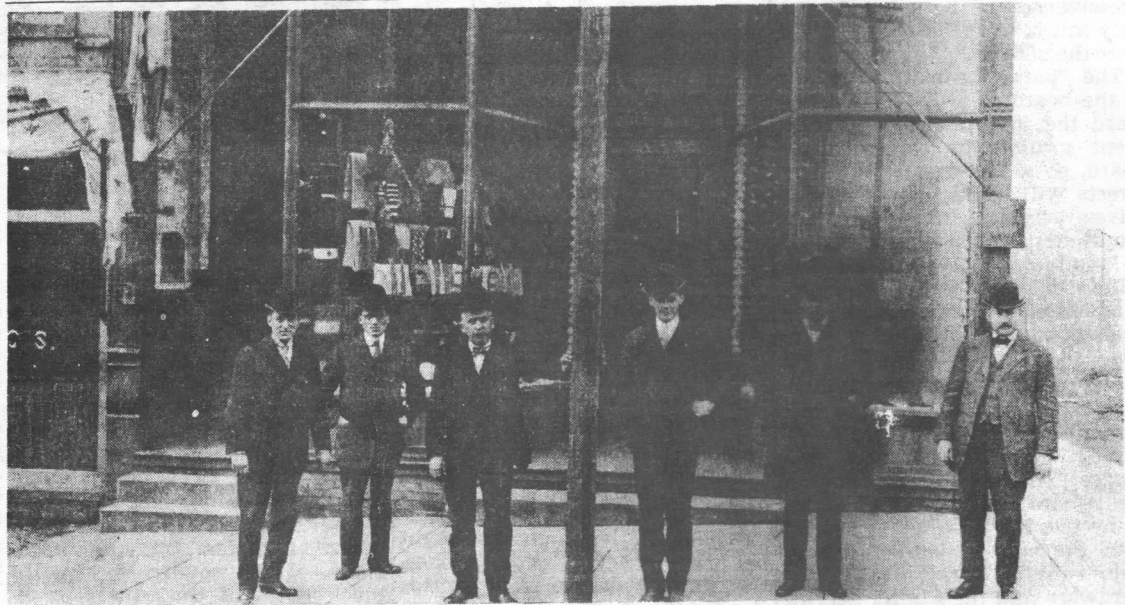
Just before the holidays the subway was opened to traffic, and is proving a great benefit to motorists as well as saving them several minutes. The new subway replaces the temporary one built at the time Route 121 was constructed along the east side of the city. It was one of the four major improvements in Mount Pulaski and vicinity during 1940.

Night Police the past several years has been Clyde Shreve. Ora Lee and G. Suedmeier also served.



TODAY THIS PICTURE would make you feel as though you were looking at an Antique Car Show. Around 1911 it was a display of the finest automobiles of that period. The scene is in front of the City Garage (now occupied by Clarence Unland near the railroad station). The owners were

Clarence West, Ira Veail and Ed Lincoln, who are somewhere on the picture. The car at the left front belonged to Robert Buckles and was a Marmon; the one at the right front belonged to Dr. Will Swain and was a Moline.



MYERS BROS. CLOTHING STORE on the southwest corner of the square was one of the outstanding businesses here back in the early 1900's.

Left to right are: Louis Myers, Julius Myers, Albert Drobisch, Page Waddell, Sr., and unknown; and M. J. Myers.

Stahl Bros. Buy Old Established Furniture Store

Business Started
Here In 1875 By
John Hershey's Father
(Nov. 6, 1952)

One of the biggest business transactions in Mount Pulaski in recent years took place on Saturday, Nov. 1, 1952, when John T. Hershey sold his furniture business and building, on the east side of the square. Purchasers were the Stahl Bros., Fred and Ed, who own the Stahl Bros. Hardware in the same block.

Stahl Bros. came to Mount Pulaski five years ago from Peoria, and purchased the extensive hardware store of the C. F. Schaffer Hardware Co., and also bought the building.

The name Hershey in Mount Pulaski business circle, dates back to the spring of 1875 when R. S. Hershey, a native of Mt. Joy, Penn., came here and established a furniture and undertaking business. This continued thru the years up to the present time, a period of 77 years, making it the oldest concern under one name in the city up to this year.

Mr. Hershey started in business in a frame building on the site of the present store. He continued in business for 35 years, on June 1, 1910, when he retired for a well earned rest. On this date he sold out to his son, John T., who continued to operate the furniture and undertaking business until 1947, when he sold his undertaking equipment to Marvin Hutchcraft of Lincoln, but continued the former business.

The former two-story brick building was built in 1900 by Mr. Hershey and Jacob Bauman, Sr.

Visitors to Mount Pulaski will find the city filled with gracious hosts and hostesses.

MYERS BROS. STARTED STORE HERE IN 1888

(Oct. 17, 1946)

In 1888, Mr. and Mrs. Ferdinand and Myers and family moved from Springfield to Mt. Pulaski, the several sons engaging in the clothing business under the firm name of Myers Bros. They were located on the west side of the square in the room north of the bank. The ever-expanding business made it necessary for a change of location.

In 1898, Myers Bros. bought the lot at the southwest corner of the square and erected the present brick building, now occupied by the Western Auto Store.

Prior to 1898 a two-story frame building stood on this corner, and for a great many years was used for different business enter-

prises. Back of it stood a sizeable warehouse, and next to the alley was a residence. The older citizens will remember about this row of buildings.

SLAB FINISHED ON ROUTE 54 (June 5, 1941)

The Sangamo Construction Co., of Springfield last week finished the Route 54 paving gap of about 7,000 feet from the Gimble farm through Lake Fork, and is now taking the equipment to Springfield to start construction work on the same route, at a point on Sangamon Avenue to go northeast four miles. Another company is now busy laying the slab southwest from the Logan-Sangamon county line just west of Cornland, for a distance of about 7 miles. With all this activity in progress it begins to look as though automobile trips can be made direct to Springfield sometime in August.

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