

CICERO:
"The good of the people
is the chief law."

EXTRA

SEPTEMBER 26, 1982

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CICERO: 125 YEARS YOUNG



Marcus Tullius Cicero

(106-43 B. C.), Roman statesman, orator, and author, who was one of the most active politicians and scholars of his time. He was born in the town of Arpinum in the Italian countryside on June 3, 106 B. C. His family was of equestrian rank. This denoted wealth and standing in Arpinum, but the equestrian rank was at a social level below that of the Roman senatorial class. Arpinum was also the birthplace of the general Marius, who was consul in Rome seven times. Marius, who was at the height of his prestige during Cicero's formative years, may have been an inspiration to Cicero's family, who were related to the Marii. Sometimes in the early 90's B. C., Cicero's father moved his family to Rome, which offered education, opportunity, and the possibility of a political career.



Cicero was established as a township government at a meeting on June 25, 1857, at which the first township officials were elected. At that meeting, Augustus Porter suggested the name of 'Cicero' for the new community. His recommendation was adopted and the township thus took the name of the famous Roman statesman, Marcus Tullius Cicero.

Cicero's governmental status was changed to an incorporated town by an Act of the Illinois General Assembly on February 18, 1867, at which time a special charter was issued to the community. Today, the Town of Cicero is the largest incorporated town and the ninth largest municipality in the State of Illinois.

Important railroad lines built through the fledgling township enabled Cicero to play a part in the westward expansion of the United States following the Civil War.

In succeeding decades, Cicero emerged as one of the largest industrial centers in the State of Illinois.

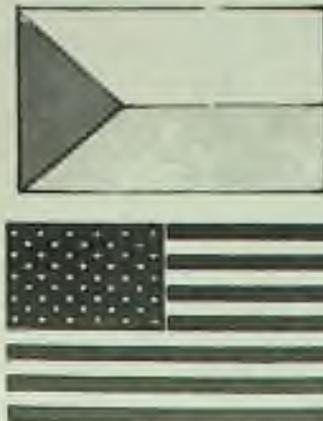
After losing sizeable amounts of territory through annexation and cessation, Cicero assumed its present boundaries in 1901. Its people, who represent a diversity of ethnic groups, take pride in the traditional virtues of hard work, thrift, community pride, religious faith, and patriotism.

THEREFORE, I, James R. Thompson, Governor of the State of Illinois, proclaim September 25, 1982, as CICERO 125TH ANNIVERSARY DAY in Illinois, and I take great pleasure in congratulating Cicero's citizens on their proud history.





CONGRESSMAN HENRY J. HYDE



REPRESENTATIVE JOHN S. KOCIOLKO

ON BEHALF OF THE CZECHOSLOVAK-AMERICAN COMMUNITY OF CICERO ILLINOIS WE WOULD LIKE TO TAKE THIS OPPORTUNITY TO EXPRESS OUR SINCERE GRATITUDE TO CONGRESSMAN HENRY J HYDE AND REPRESENTATIVE JOHN S KOCIOLKO FOR ALL OF THEIR EFFORTS IN ASSISTING IN THE PRESERVATION OF HUMAN DIGNITY OF NOT ONLY OUR PEOPLE HERE IN THE UNITED STATES BUT ALSO FOR OUR PEOPLE IN THE HOMETLAND WHO ARE FORCED TO LIVE IN DIFFICULT CONDITIONS UNDER COMMUNISM THESE TWO LEADERS HAVE ALWAYS BEEN SYMPATHETIC TO THE CAUSE OF FREEDOM FOR CZECHOSLOVAKIA AND WE HOPE THAT THEY WILL ACCEPT OUR GRATITUDE WHICH WE GIVE WITH OUR DEEPEST SINCERETY.

JOSEF KUCERA
PRESIDENT
THE DENNI HLASATEL

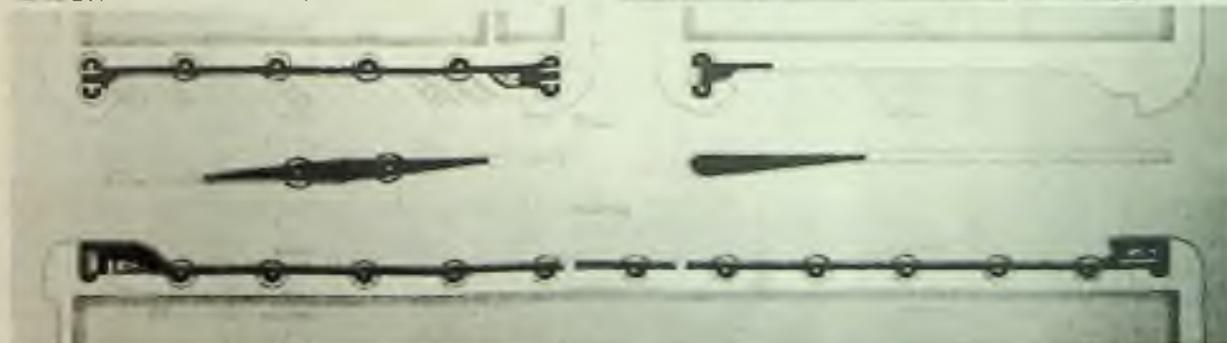
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THE CERMAK ROAD PROJECT

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Illinois Dept. of Transportation . . .		426,500
Local Portion:		
Special Service District (A-L) . . .		225,000
Total cost: Engineering and Construction		\$2,408,000

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REPRESENTATIVE JOHN KOCIOLKO
CICERO CHAMBER OF COMMERCE AND INDUSTRY

CERMAK ROAD BUSINESS ASSOCIATION

THE HISTORY OF CICERO, COMPILED BY MID-AMERICA FEDERAL SAVINGS

PORTAGE, 1978 COMPILED BY MORTON HIGH SCHOOL

VIEWS OF CZECHOSLOVAK CHICAGO AND VICINITY BY E. F. MACHA

THE PIONEER OF TWENTY-SECOND STREET COMPILED BY WESTERN NATIONAL BANK



ASSESSOR SMETANA AT THE RAISING OF THE CZECHOSLOVAK FLAG AT THE TOWN HALL ON OCTOBER 28, 1981.



ASSESSOR ANTON SMETANA



SUPERINTENDENT OTTO SVEHLA

A profile of two outstanding Czech-American leaders in the town of Cicero

Included among the group of dedicated and experienced Cicero Town Hall officials are two leaders of Czech-American descent, Anton Smetana, Cicero Town Assessor, and Otto Svehla, Superintendent of Police, who with their names remind us of two famous leaders in Czechoslovak culture and political life.

Mr. Smetana's name recalls that of Bedrich Smetana, renowned musical writer, and who is considered one of the greatest composers of classical music and is particularly famous for his masterpiece, the Bartered Bride.

Superintendent Svehla's name brings to mind that of Dr. Antonin Svehla, the prime minister of the first Free Czechoslovak Republic and leader of that nation's Republican party.

Dr. Svehla also played an instrumental role in Czechoslovakia's independence from the Austria-Hungarian Empire.

Both Mr. Smetana and

Mr. Svehla are highly respected for their record and integrity in town governmental affairs and we wish to acquaint our readers now with their backgrounds

Assessor Smetana has been a resident of Cicero for nearly 60 years. His Parents along with three brothers were born in Czechoslovakia in the town of Velnorik u Blatni.

Mr. Svehla graduated from Goodwyn and Morton East High School and has served the town in various functions for over 25 years. In 1964 he was elected Commissioner of Public Works and has since served also as Town Trustee.

He is especially proud of his family, have raised four sons, all of which have successful vocations, and who have also given him six grandchildren.

Mr. Smetana's hope for Cicero is that the Cermak Road Project will help revitalice business in the town and that industry will again relocate in Cicero.

noting that the town has several spots open for new industries while at the same time Cicero's assests, namely fine school system and public services, will continue to make Cicero a fine place in which to live and do business.

Superintendent Svehla has lived in Cicero for over 32 years and graduated from Morton East High School Like Mr. Smetana, his heritage is Czech, his mother having been born in Prague.

He has served on the police force for 28 years, including duty with the Sheriff's police and has received many awards for service, including a citation for being shot in the line of duty.

Mr. Svehla is equally proud of his family having raised 2 sons and 1 daughter and can boast of having 5 grandchildren.

His main wish for Cicero is a hope that the size of the police force can be increased to provide better protection to make Cicero a safe town in which to live in.



ONE OF CICERO ASSETS, THE PUBLIC LIBRARY.



1903, SITE OF THE PROPOSED WESTERN ELECTRIC PLANT.

The Czechoslovak Daily Herald, Denni Hlasatel has been serving the Czechoslovak American community since 1891. If you would like more copies of this special edition, callour office at 749-1891.

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Standing, from left: DIANE SCHNEIDER, EXECUTIVE DIRECTOR OF C. C. C. I., BEVERLY MELNICK, ASSISTANT DIRECTOR
Seated from left: ANNETTE HANSEN AND JUDY AURIEMMA, ASSOCIATES



Cicero's first town school house (1891) located at 5341 W. Cermak Road, which later became Cicero's Welfare Center in 1919. Since demolished, this site now houses the Red Feather Building along with offices of the Cicero Chamber of Commerce and Industry.

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Máme 45 letou zkušenost.

Těšíme se na vás.

**Hermína, John a Mickey
ONDRUS**

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**Cermak Road
Grand Opening
Saturday, September 25, 1982**

10:00 A.M.—Town Hall—125th Anniversary—
Town of Cicero—Special Ceremony

10:15 A.M.—Festive Parade from Town Hall.
West on Cermak Road to Lombard Ave.

NOON—Ribbon cutting ceremony with Gov. Thompson
and other dignitaries at Lombard & Cermak

NOON to 3:00 P.M.—CICERO MUSIC FEST:
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4:00 P.M. to 6:00 P.M.—Special Grand Opening Auction,
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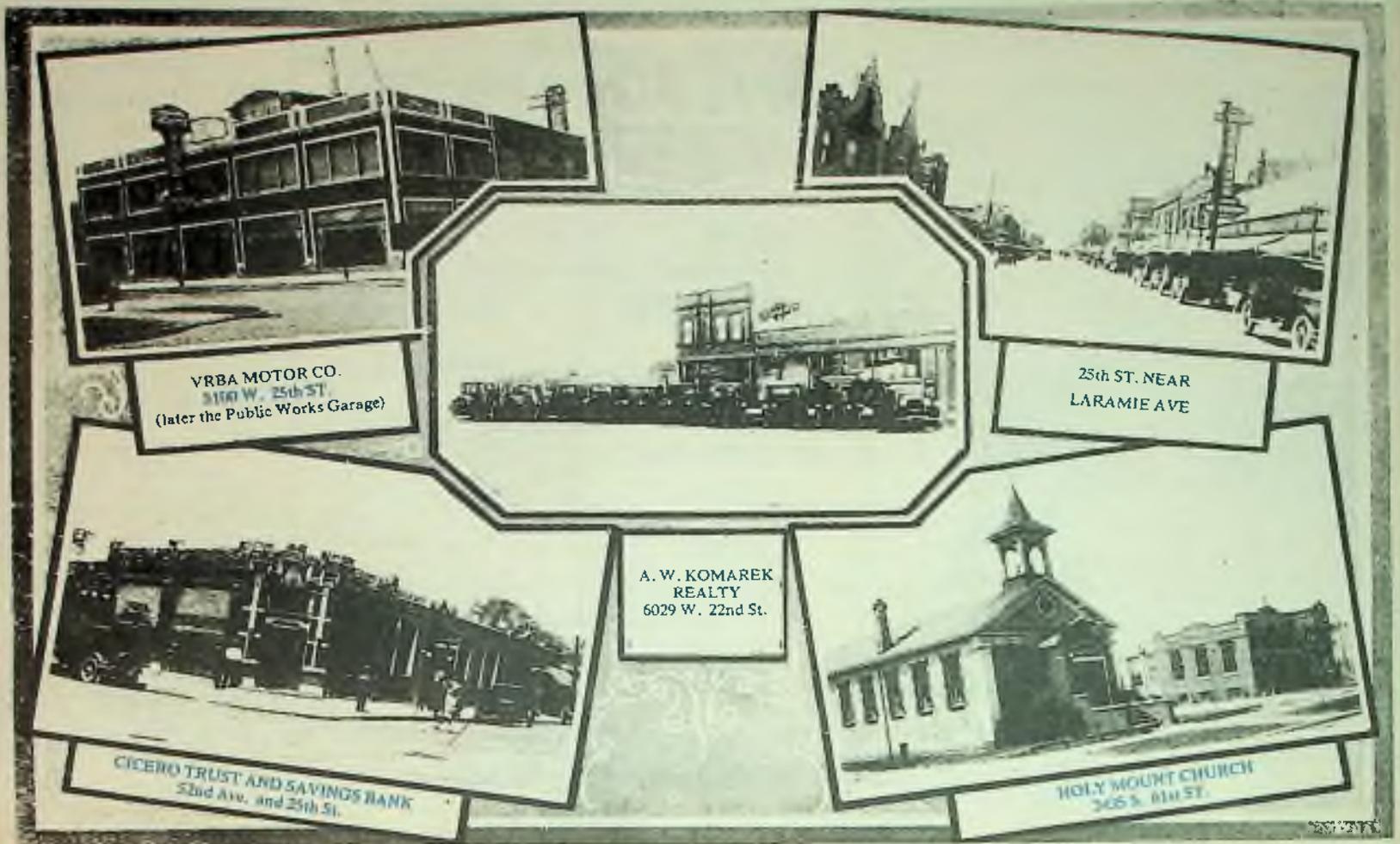


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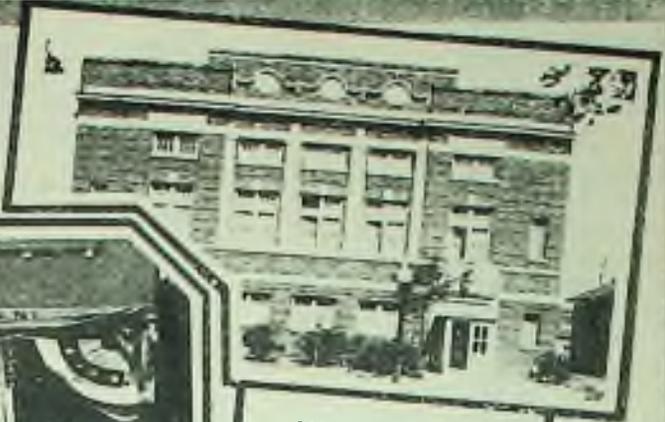
CICERO; 125 years

All photos taken in 1922





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CICERO: 125 years

All photos taken in 1922



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A commercial history of Cermak Road

HISTORY OF THE TOWN OF CICERO

The growth of the Town of Cicero and Cermak Road have been intertwined since their early settlement. As Cicero developed, merchants flocked to Cermak Road. Most came with limited resources, but with a strong faith in their own abilities and the future of the strip. Sharing common problems and dreams, they worked together, and as they prospered, so did Cermak Road.

Cermak Road became one of the major commercial strips in the Chicago area and its merchants achieved national recognition for their energetic and progressive merchandising. Its sidewalks bustled with shoppers, and its cash registers rang incessantly. A dynamic Cermak Road reflected Cicero's growth and vitality.

With the advent of the shopping mall, Cermak Road felt the impact of changing merchandising patterns and intense competition. Many merchants, unable to respond to the changing economic and business conditions, continued to struggle with outmoded merchandising strategies. As shoppers dwindled and sales sunk, the street fell on hard time and, under the strain, began to show signs of wear and tear.

Years ago, an Indian, a tall Weamiami warrior, stood on a slight eminence of the Western prairie. Before him was a sluggish stream, flowing toward the northwest, where the Indian's keen eye caught a glimpse through the trees of another stream, very much like the first. He knew, too, that those two rivers joined behind the fringe of trees and forced their waters past bars of sand into the great "Lake Chicagou." After a glance backward over the wide fertile plain, a rolling expanse of prairie weeds and wild sunflowers, he walked to the river-bank, unloosed a bark canoe, and paddled south and then west, up a branch of the river. Presently he viewed a heavy swamp. Then he ran his canoe high up on a bar of sand, jumped out, made a short portage, and was in the river "Desplein."

That prairie is our town-site; the rivers are the south and north branches of the Chicago river; the lake is Lake Michigan. The Indian was of the tribe of Weamiams, the early occupants of this soil. His course was up the west fork of the south branch of the Chicago river into the swamp now known as Mud Lake, and thence to the Des Plaines river.

How historic is the ancient land on our southern boundary! That Indian was followed in after years by Father Jacques Marquette (1673); by Sieur de La Salle (1681); and by the famous Tony, and later by Indian traders, explorers, pioneers, French, Spanish, English; by officials, even Governor Cass of Michigan. The old route is still traceable, but our drainage systems have obliterated the streams and swamps and an earthen dike separates Mud Lake from the Des Plaines River.

Shortly before the Revolutionary War, in the year 1765, the Weamiams were driven from this prairie corner of the lake by a powerful fighting tribe from southern Wisconsin, the Pottawottomies. Resolutely they passed southward until they swept entirely around the head of Lake Michigan. This was the tribe that participated in the massacre of Fort Dearborn (August 15, 1812). These Indians, shrewd and energetic, were the last to leave Illinois, lingering about Chicago until 1835. Slowly but surely, however, the advance of the whites and the yielding of the Indians' lands by the Treaty of Greenville (1795) and the successive treaties of 1816, 1832, and 1833, forced their retreat west of the Mississippi. There is a reminiscence handed down by an old settler of Oak Park that on the occasion of the Pottawottomies' leaving their Des Plaines camp grounds, one of the packhorses loaded with salt slipped in fording a small branch stream -- hence the name, Salt Creek.

During this period the civilization of our prairie began. Under the authority of the Federal government, the land was successively organized as the Northwest Territory, Indiana Territory, Illinois Territory, and in 1818 the State of Illinois. Meanwhile the westward emigration was slowly and steadily populating southern Illinois, developing the embryo city of St. Louis, founded in 1764; and creating in northern Illinois the Queen City of the Middle West, Chicago, with its village charter in 1833 and its city chartered in 1837. With Chicago grew towns to the north and south, and inland to the west, until in 1831 Cook County was organized, at that time including the present Dupage, Lake, McHenry, Will, and Iroquois Counties. Our county received its name from Daniel P. Cook, a representative to Congress from southern Illinois.

At this time Chicago was only a village in number of people -- having approximately 4,170 residents -- and our town was still a fertile prairie, sparsely wooded at the east and south, and on the ridges to the west. But Chicago had started, and while it could go north and south it could not go east; the result was a westward expansion, and that westward movement is still an irresistible one today.

Here must be stated at least three causes of that increased migration to the west: First, the Erie canal, finished in 1825, which opened a direct waterway from the Atlantic coast to Chicago for freight, and passengers; second, the National road built from Cumberland to Wheeling and later extended to Vandalia, Illinois; third, European immigration that crept up from hundreds to hundreds of thousands. If the defeat of the Indians in the Black Hawk war (1832) and the recognition of the fertility of Illinois soil be added to Chicago's transportation position, soon to be improved by the building of the Illinois and Michigan canal in 1848, the westward growth was, indeed, inevitable.

Prior to the year 1849 our territory was under the county unit of government. Taxes, roads, bridges, and elections were directed by county officers. The county was divided into precincts and the precincts into road districts. In 1840 the population of Cook County, including Chicago, was 10,201, and by 1850 it had increased to 43,385. The Illinois constitution of 1848 required the legislature to pass a township law, and it was passed the following year. So on November 6, 1849, Cook County was organized into townships. To the northwest along the Des Plaines river was the township of Taylor, later, in 1850, changed to Proviso, after the Wilmot Proviso Bill, which was at that time agitating Congress. Our township, Number 39 North, Range 13 East according to the rectangular system adopted in 1785 by Thomas Jefferson, with its thirty-six square miles, extended from Western Avenue (24th) on the east to Harlem Avenue (72nd) on the west; and from North Avenue on the north to Thirty-ninth Street on the south.

This township had its pioneer settlers, hardy men and women of the frontier, upon whose work rests the city of today. Back in 1831 two Englishmen, George Bickerdike and Mark Noble, Jr., built a small lumber mill on the "Aux Plaines" river. Business was precarious due to the long distance from any settlers. It happened that Bickerdike had a friend over in Yorkshire, England, whom he urged to come over to the "Land of Promise." This friend, Joseph Kettlestrings, left England in 1831 and made the long trip with a wife and three children to this locality. By 1835 he had pre-empted a quarter section (about 175 acres) on a ridge covered with oak trees. The present boundaries of that land would be Harlem Avenue, Chicago Avenue, Oak Park Avenue, and the Chicago and Northwestern Railroad. Kettlestrings built a house of oak boards on that part of his possessions which was the only really dry land between the Des Plaines river and Chicago. (The last statement explains why that section of Cicero was settled first). The name of Oak Ridge, later Oak Park, was gradually adopted; and when Kettlestrings added a dining-room and a "bar" to his house, he called it Oak Ridge Tavern. His real work was farming, however, and it was hard work on account of the need of drainage. He was compelled to use oxen instead of horses, as the cloven, spread-out foot of the oxen enabled them to traverse the swamps. This pioneer stayed, worked, and succeeded.

The next early settler was one Reuben Whaples. He started a farm over in "Lyons Precinct," but a terrific tornado swept away all his property, including his house. Con-



Nazdar, Cicero

on your 125th birthday

Representative Judy Baar Topinka, Berwyn GOP, Committeeman and Aide Charlie Slezak, 7th District; Aide and Office Manager Millie Slezak, and Berwyn GOP Committeewoman and Aide, Aggie Kiefer.

HAPPY BIRTHDAY CICERO!!!



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sequently in 1845 he decided to try Oak Ridge, where he built a log house that would stay where it was placed. Later he sold his land to John Henry Quick, but he again bought back a small portion on which to live.

A little later a German, Ferdinand Haase, visited this locality (1849). Two years afterward he bought fifty-five acres from a French trader named Bourassa. Haase acquired, as time went on, two hundred acres of land along the east bank of the Des Plaines river, about a mile and a half south of Oak Grove, and ran a stock farm. The land was usually covered with water, above which grew weeds and wild sun-flowers in luxuriant abundance. The latter were often higher than a horseman's head. In winter Haase was accustomed to skate from the Des Plaines to Chicago and return. It may be noted here that he discovered a complete Indian burial ground on this land.

Two other settlers in these early days were John Henry Quick, a retired merchant of New York, who investigated western real estate and in 1856 bought a farm from Whaples, just west of that owned by Kettlestrings; and last, a very important citizen, James W. Scoville.

James W. Scoville, whose ancestors were Puritans, coming from England to Connecticut, was born in Pompey, Onondaga County, New York. His varied life as a contractor, teacher, and engineer led him through Oak Ridge when he made a trip on foot from Chicago to Beloit, in 1848. On his return he traveled the last part of his journey in a freight caboose on the new Chicago and Galena railroad. He went back East, but he was again attracted by the call of the West, and in 1856 he bought a small lot of two and a half acres in Oak Park. By 1864 he had increased his holdings to a 160 acre lot, just east of Oak Park Avenue. Scoville Avenue and Scoville Institute (Oak Park Public Library) testify to his long service as a public-spirited citizen of the community.

It was not long before these early settlers began to demand a local government. Accordingly, early in the year 1857, the County Clerk of Cook County posted a notice within the township -- Number 39 North, Range 13 East -- requesting the people of that locality to organize a government. The electors met on June 25, 1857, and elected N. G. Hurd as Moderator, and H. P. Flower as Clerk of the meeting. The electors residing within the territory at that time numbered only fourteen, representing probably ten families. Their names are: George Scoville, H. H. Palmer, James W. Scoville, Reuben Whaples, John Beaver, Wm. H. Scoville, Joel G. Phillips, B. F. Livingston, Joseph Kettlestrings, Peter Crawford, H. P. Flower, Ives Scoville, N. G. Hurd, and Gilbert Crawford.

At this meeting the town was organized and it received its present name -- Cicero. This classical nomenclature was suggested by Augustus Porter, a fine gentleman, who had formerly lived in the town of Cicero in Onondaga County, New York State. The people there proceeded to elect officers for the local government as follows:

- Supervisor - William J. Scoville.
- Justices of the Peace - George Scoville and Peter Crawford.
- Constables - John Beaver and Gilbert Crawford.
- Assessor - James W. Scoville.
- Collector - Reuben Whaples.
- Town Clerk - H. P. Flower.
- Commissioners of Highways - George Scoville, Peter Crawford, Joseph Kettlestrings.
- Overseer of the Poor - Joseph Kettlestrings.

These gentlemen served until the next general town meeting, which was held April 6, 1858, at the house of H. Minier. The town had grown somewhat since its organization and numbered on this occasion eighty-one voters, all of whom attended the meeting and participated in the selection of the following officers: Wm. H. Scoville, Supervisor; H. P. Flower, Town Clerk; Henry Loewe, Assessor; A. B. Kellogg, Collector; Peter Crawford, George Scoville, and Joseph Kettlestrings, Highway Commissioners; Robert Horn, Constable.

The salaries of the town officers were ordered paid at this meeting. Town Clerk Flower received the magnificent sum of \$57.00, and Supervisor Wm. H. Scoville, \$10.35. During the first and second years of the town's existence the entire tax levy was \$500.00, of which sum the major portion was devoted to road repairs.

Later, in 1860, the township was divided into six road districts, numbered consecutively from one to six:

- No. 1. Western Avenue to Forty-eighth Avenue, North Avenue to Madison Street.
- No. 2. Forty-eighth Avenue to Harlem Avenue, North Avenue to Madison Street.
- No. 3. Western Avenue to Forty-eighth Avenue, Madison to Twenty-second Street.
- No. 4. Forty-eighth Avenue to Harlem Avenue, Madison to Twenty-second Street.
- No. 5. Western Avenue to Forty-eighth Avenue, Twenty-second Street to Thirty-ninth Street.
- No. 6. Forty-eighth Avenue to Harlem Avenue, Twenty-second Street to Thirty-ninth Street.

The road work was very important as Cicero lay directly in the travel route between Chicago and the interior of Illinois. As early as 1857, the sum of \$2,200 was appropriated for improvements of Pennsylvania Avenue, now Lake Street. The names of others of these early thoroughfares are Barry Point Road, Whiskey Point Road (now Grand Avenue), and the Southwest Plank Road (now Ogden Avenue). The road development and, very soon, drainage, were closely related to the increase of population, which steadily advanced from the handful in 1857 to over 3,000 in 1867.

At this time the leading spirit in Cicero's affairs was John McCaffery, living in the southeast portion of the district -- a village called Brighton. He brought pressure to bear on the State Legislature, which on February 28, 1867, passed an act to incorporate the Town of Cicero. Thus it was changed from a governmental town to an incorporated town with a special charter. Almost immediately amendments were agitated and the charter was revised by act of the State Legislature on March 25, 1869. It is this charter which directs our local government to-day; in general, it is an excellent one, very liberal in its provisions for self-government, and very strict in its clauses against exorbitant taxation. No other town in the state possesses a similar one.

Guided by the charter government Cicero maintained a definite system of improvement, especially highways and drainage. The following figures show the increase in road-way expenditures between 1869 and 1873:

Riverside Parkway (22nd St.)	\$283,066.72
Hyman Avenue (48th St.)	29,984.11
Ogden Avenue	60,867.93
Austin Avenue	30,073.57



BYRON C. THORPE
PRESIDENT
CICERO CHAMBER OF COMMERCE
INCORPORATED 1950

But a new day is dawning for the road. The implementation of the \$2.4 million redevelopment and beautification project is expected to revitalize commerce, not only by luring shoppers back, but also by encouraging merchants to cooperate in a new spirit, new attitudes and new merchandising ideas. The vision is that Cermak Road will regain its former dynamic energy and reclaim its right to lead Cicero to new heights of vigor and progressiveness.

The Cermak Road Redevelopment Project was initiated to revitalize not only the road, but to inspire a spirit of renewal throughout the community of Cicero.

The Cermak Road Redevelopment Project will also increase land value and property assessment, but by far the greatest benefit of the project will be the increased pride of both shopkeeper and resident of Cicero.

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BEST WISHES

CICERO

from

State Representative

ROBERT M. TERZICH

DEMOCRATIC CANDIDATE

FORTY - EIGHTH

REPRESENTATIVE DISTRICT

- Western Electric
moves to Hawthorne
1903 to 1904
- Morton High School
1913
- Founding of Stickney
1914
- Founding of Forest
View by Veterans
1916
- MacNeal Hospital
1914 to 1918
- World War I (US, 1917-1918)
1922
- 1964 - Pilsen Butchers
Benevolent Association
1923
- Al Capone came to Cicero
1939 to 1945
- World War II
(US 1941-1945)

The meetings of the town officials were usually held at Four-Mile House on Lake Street, near Fortieth Street, sometimes at private houses, and occasionally at the Northwestern Railway station in Austin. In 1871 a town-hall with its public square was built in Austin. The early records show the regular transactions of ordinary town affairs -- elections, taxes, road improvements, drainage, bridges, land divisions, licenses, and annexations and secessions, the last two a burden for years to come.

These annexations to the City of Chicago and the secessions of Oak Park and Berwyn from Cicero have left the town as it is today, and they must be given in detail in order to understand its history.

First Annexation -- On February 27, 1869, about a month before the state legislature revised the charter of Cicero, an act provided that the territorial limits of Chicago "shall be and are hereby extended as follows: Sections 1, 2, 11, 12, 13, 14, 23, 24, 25, 26, and that part of Sections 35 and 36 lying northwest of the center line of the Illinois and Michigan Canal, all in Township 39 North, Range 13 East, shall be and are hereby added to the City of Chicago." This territory was bounded as follows: On the east by Western Avenue, on the north by North Avenue, on the west by Fortieth Avenue, and on the south by the center line of the Illinois and Michigan Canal. The foregoing was a part of the fourth extension of the city limits of Chicago. The town board of Cicero fought in vain against the annexation.

Second Annexation -- After a long struggle, dating from November 17, 1887, the act of April 29, 1889, provided that "that part of Sections 35 and 36 lying southeasterly of the center line of the Illinois and Michigan Canal, in Township 39

North, Range 13 East; also Sections 3, 10, 15, and the last three-quarters of Sections 22, 27, and 34, lying northwest of the center line of the Illinois and Michigan Canal be and the same are hereby declared to be annexed to the incorporated City of Chicago." The boundaries of the parts taken by this act were as follows: The triangular piece bounded on the east by Western Avenue, on the south by Thirty-ninth Street, and on the northeast by the center line of the Illinois and Michigan Canal; also that strip bounded by a line commencing at the intersection of West Fortieth Avenue and North Avenue, running thence westerly on North Avenue to the center line of Forty-eighth Avenue, thence south on the center line of Forty-eighth Avenue to the center line of Twelfth Street to the center line of West Forty-sixth Avenue to Thirty-ninth Street; thence easterly to West Fortieth Avenue, thence north on the center line of West Fortieth Avenue to the place of beginning. The foregoing formed a part of the sixth extension of the city limits of the City of Chicago.

Third Annexation -- On July 15, 1889, an order was filed in the County Court of Cook County declaring the result of a special election held June 29, 1889, by which the following territory was annexed to the City of Chicago: The eastern half of Sections 4 and 9, the boundaries of which were Forty-eighth Avenue on the east, North Avenue on the north, Robinson Avenue (52nd) on the west, and Madison Street on the south.

Fourth Annexation -- On the fourth of April, 1899, at the regular municipal election held in the Town of Cicero, and in the City of Chicago, the proposition was submitted to the people to annex to the City of Chicago a portion of the Town of Cicero. The proposition was carried and the following territory became a part of Chicago: Section 16, the western half of Sections 4 and 9, and the eastern half of Sections 5, 8, and 17. The boundaries were Forty-eighth Avenue from



TYPICAL CICERO HOMES IN THE MORTON PARK AREA.

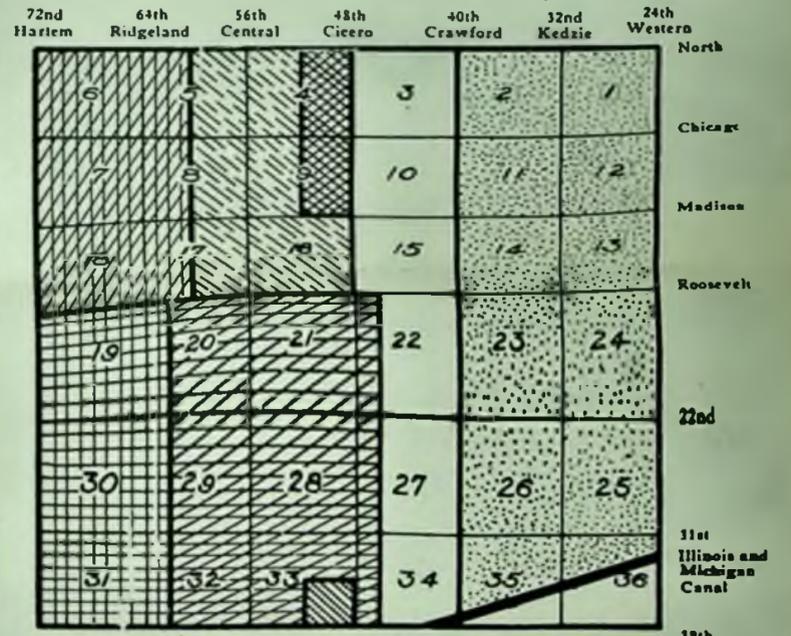


Chart Showing Original Township of Cicero with Subsequent Territorial Losses—1849-1901

- 1. Annexation to Chicago, Act of legislation, Feb. 27, 1869.
- 2. Annexation to Chicago, Resolution of Cook County Commissioners, April 29, 1889.
- 3. Annexation to Chicago, Election, June 29, 1889.
- 4. Annexation to Chicago, Election, April 4, 1899.
- 5. Secession of Oak Park, Election, Nov. 5, 1901.
- 6. Secession of Berwyn, Election, Nov. 4, 1901.
- 7. Cession of Hawthorne Race Track to Stickney, Town Ordinance, Nov. 26, 1900.
- Present Town of Cicero.

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WANDA ZACHARDA EDWARD M. ZUBBRICK

Twelfth Street to Madison Street and Fifty-second Avenue from Madison Street to North Avenue, on the east; Madison Street from Forty-eighth Avenue to Fifty-second Avenue, and North Avenue from Fifty-second Avenue to Sixtieth Avenue (Austin Avenue), on the north; Sixtieth Avenue on the west; and Twelfth Street on the south.

Secession of Oak Park and Berwyn -- On November 5, 1901, an election was held in the Town of Cicero for the purpose of permitting Oak Park and Berwyn to separate from the Town of Cicero and form independent villages. Accordingly all that territory lying between Austin Avenue (60th), North Avenue, Harlem Avenue (72nd), and Twelfth Street, became the Village of Oak Park. This comprised the western half of Sections 5, 8, and 17, and Sections 6, 7, and 18. The territory lying between Lombard Avenue (62nd), Twelfth Street, Harlem Avenue (72nd), and Thirty-ninth Street, became the City of Berwyn. This comprises the western quarter of Sections 20, 29, and 32, and Sections 19, 30, and 31.

Hawthorne Race Track -- According to an ordinance of the Town of Cicero, recorded November 26, 1900, the southeast quarter of Section 33 was ceded to the Town of Stickney.

These successive losses of land have left Cicero with its present boundaries. During this long period the town had increased in population, with a peculiar system of growth. Similar to Oak Park and Austin small communities -- groups of three or four houses -- appeared in widely divergent sections. The oldest community was Clyde, a name bestowed by a Scotchman, Clark, who lived in Chicago and had invested in this western land. Then came Hawthorne to the east, with its quarries of limestone, and Morton Park, along the route of the Burlington railroad; and later Grant Works, so named on account of the Grant Locomotive works; Drexel, and Warren Park, the latter receiving its name from Andrew Warren, a land owner.

At the time of the great Chicago fire the Weare Commission Company with P. B. Weare at its head was an active firm doing business on South Water Street in Chicago. They dealt in furs, pelts, and in all kinds of food, especially game, prairie chickens, and geese, which were shipped by the thousands; there were no restrictions then, for no one ever dreamed that the prairie supply would ever be exhausted.

A few years after the great fire, however, the game trade did diminish; but a steadily, rapidly growing grain trade replaced it, and presently the Weare Commission Company had new offices at 226 LaSalle Street near the Chicago Board of Trade. P. B. Weare became one of the shrewdest and most fearless traders in the grain business.

In the meantime Mr. Weare realized that West Adams Street where he had resided for years was becoming congested; and with customary independence he began to look around for a place to live where he could breathe comfortably. He wished to have an unobstructed view of the sunset; he delighted in the violets, phlox, asters, and golden rod of the prairie. So with prompt decision he opened a sub-division and Morton Park had its beginning. It was named for an old Nebraska friend, J. Sterling Morton, the Secretary of Agriculture in the cabinet of President Grover Cleveland, and the founder of Arbor Day (for the curious, Mr. Morton's first name is Julius). Here in the center of a quarter block at the northwest corner of Fifty-second Avenue and Twenty-fifth Street, Mr. Weare built a beautiful, tastily-furnished house that became a home not only for the owner but also for his many friends. Gradually, too, it developed into a little social center for the neighbors who followed his first steps to Morton Park.

With these scattered communities as centers Cicero increased its population, slowly at first, but with the rapid development of Chicago, with the improved facilities for transportation -- the Chicago, Burlington and Quincy Railroad, the car line to Lyons, the car line to Riverside and LaGrange, the extension of the Metropolitan Elevated road and the corresponding extension of the Chicago surface lines from Chicago Avenue and Ogden Avenue -- and with the location of manufacturing industries, especially the Western Electric Company, the town swiftly jumped to a prominent position among the industrial cities of Illinois. The boundaries of the several communities have expanded until they have met, changing Cicero from a town of several towns to one solid community.



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SAVE, SAVE, SAVE!

When I was very young
my mother would say,
'Save, save, save!
When you're grown up
you'll
need money, someday;
Save, save, save!"
My mother was no different
from the rest of the town;
you see, in Cicero there are
lots of banks around.
Save, save, save!
So each chance that I had
I would tuck my money
away,
because I knew that
I'd marry someday.
Save, save, save!
Now I was the right one -
I married at eighteen;
But mother was mistaken
because he owned
a limousine.
So the moral of this story is,
as you can plainly see,
Enjoy your money while
you're young
and don't listen to your
mother, like me.
Robin Borucki '78



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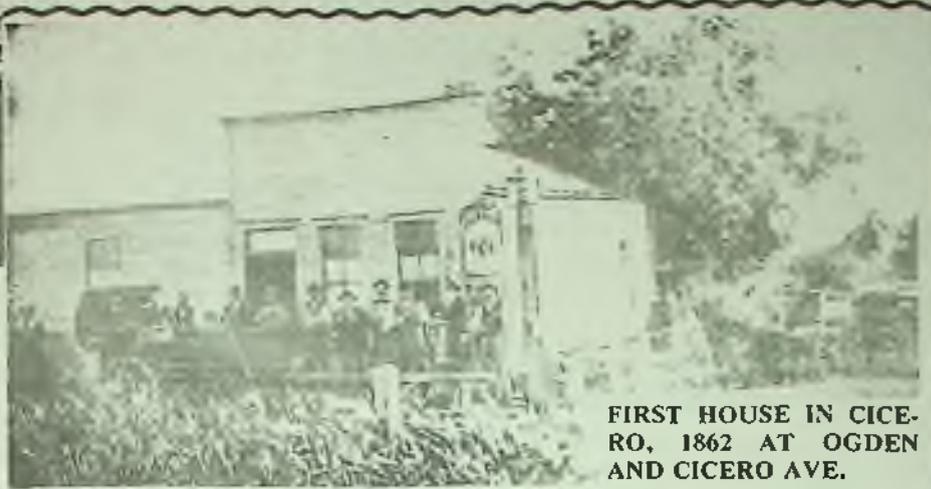
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STATE REPRESENTATIVE - 43 DISTRICT

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FIRST HOUSE IN CICERO, 1862 AT OGDEN AND CICERO AVE.



A 1930 CICERO SNOW PLOW



SPARTA SOCCER CLUB FIELD AT KOSTNER AND 19th ST. IN 1940



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Memorial Monument of the Cicero Heroes of the World War



THE CICERO STADIUM AT 19th ST. AND LARAMIE AVE.



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