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# MetroSouthwest

TUESDAY, NOVEMBER 26, 1996

News from  
THE SOUTHWEST SUBURBS  
along with reports from  
around the region.

Eric Zorn

## DuPage chief sues Empress over sale

By Ted Gregory  
TRIBUNE STAFF WRITER

DuPage County Board Chairman Gayle Franzen is alleging that five of his partners in the Joliet Empress Casino reneged on an agreement to buy his ownership in the riverboat for \$7.1 million last year.

The change comes at a somewhat tempestuous time for the Empress, which reportedly is up for sale as its revenue continues to drop. Once among the state's most lucrative casinos, the Empress experienced a drop of nearly \$57 million in receipts in October compared with the same month last year—a decline brought in part by the success of a sister casino in Hammond, Ind. A partnership lawsuit is pending in that venue as well.

In a lawsuit filed in DuPage County Circuit Court, the County Board chairman, who owns 2.2 percent of the Joliet casino, charges that partner Charles P. Hammersmith Jr. agreed in a June meeting at the Pheasant Run Resort that the remaining partners would buy Franzen's shares.

Empress Board of Directors affirmed that agreement in meetings with Franzen on July 21 and Aug. 16. The suit also states that the board on Oct. 11 directed an Empress attorney to send Franzen a draft of the agreement.

But on Nov. 7, the lawsuit alleges, Hammersmith phoned Franzen and told him the board scrapped the deal five days earlier.

Hammersmith reportedly told Franzen, "I don't know what happened. They knew we had a deal but they just changed their minds."

## Rivera conviction deserves 2nd look, despite complaints

Exasperation is the natural first response to the news last week that the Illinois Appellate Court has reversed—for relatively undramatic reasons—the conviction of a man serving life in prison for raping and murdering an 11-year-old girl.

Damn technicalities! Young Holly Staker was attacked and killed in Waukegan in August 1992. Lake County authorities got a signed confession from Juan Rivera and a jury found him guilty.

Now along comes a three-judge appellate panel to say that Rivera, now 24, deserves a new trial because one of his lawyers was prohibited from making a particular point in the opening statement; two prosecutors improperly criticized home-monitoring devices; three, it was hearsay evidence when a police officer testified that a third party told him that Rivera knew something about the slaying; four, a witness should not have been allowed to offer his opinion that another potential suspect was not guilty; and, five, in the opinion of two of the judges, Rivera's lawyer blew it by not making that other suspect part of the defense.

Not a bombshell in the bunch. In fact, no one reason alone was enough to reverse the conviction, the court said. It overturned this major case based on the cumulative effect of what Lake County State's Atty. Mike Walker complained were "very minor grounds."

But Walker had it wrong. "Doing justice" was exactly what the court was about in deftly reversing the Rivera conviction, preserve the main elements of the prosecution's case but sending it back for a much-needed second look.

Fact is, troubling questions surround the case against Juan Rivera. An electronic home-monitoring device he was wearing while awaiting trial for burglary puts him at home at the time Holly was raped and killed at a baby-sitting job. DNA and hair evidence taken from the victim points away from him, and fingerprint analysis of the crime scene, which he requested, does not implicate him.

The confession upon which the state bases its case was obtained 10 weeks after the slaying in the middle of the night after Rivera, whose IQ measured 79, had been questioned for more than 30 hours over four days. A jail nurse observed that Rivera appeared to be suffering "acute psychosis" near the time of the purported confession, and Rivera claims to have no memory of making the confession.

Further, police did not tape the confession, have Rivera write it out by hand (as he had done in the case of an earlier auto burglary) or save their notes from the interrogation. Meanwhile, other witnesses have implicated an unidentified man who allegedly admitted to killing Holly and whose genetic material is roughly consistent with that which a defense expert detected on a swab taken from the victim.

On the other hand, Rivera was a gang member and a thief whose alibi for the night of the slaying kept changing. A team of veteran officers swore to the authenticity of his confession.

Reading between the lines of the Appellate Court ruling—often necessary to divine the real sense behind it—the judges seem to be troubled by the totality of the circumstances and unsure that justice had been done. Were the case against Rivera more powerful, the court likely would have deemed these same mistakes "harmless error," which is legalese for "Hey, no trial is perfect; we still think he's guilty."

"Honest judges will admit that they often start with the idea of how a case should come out, then find the legal authority to support it," said Kent College of Law professor Richard Kling. "This is often an eye-opening lesson for law students."

## Historic find may dredge up more of canal's glory days



The remains of seven 19th Century wooden barges were recently rediscovered in an Illinois and Michigan Canal bed in Morris.

## Early part of waterway's past still murky

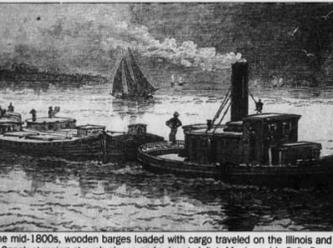
When it opened in 1848, the Illinois and Michigan Canal was a hub of activity. Boats took passengers up and down the canal, stopping at such places as Lockport, Joliet, Morris and LaSalle-Peru. As boatmen shouted from ship to shore, mules walked along the adjacent tow path, pulling barges and ferries loaded with such cargo as lumber, stone, iron ore, grain and coal.

Those were the days when the canal was the best way to get from Lake Michigan to the Illinois River and on to the Mississippi. That era began fading in 1854 when industry opted for a new and faster transportation mode: railroads.

Now new insights about that period could emerge from a canal bed site in Morris. State and local historians and archeologists are excited about the recent rediscovery of the partial skeletons of seven 19th-Century wooden barges.

"On the Illinois and Michigan Canal, this is an unusual find," said Harold Hassen, the cultural resources coordinator for the Illinois Department of Natural Resources. The department oversees the canal from near Lemont to LaSalle-Peru.

"It is a unique experience for us [to study the barges]. It adds another dimension for us to learn about the canal," said Hassen.



In the mid-1800s, wooden barges loaded with cargo traveled on the Illinois and Michigan Canal, stopping at such places as Lockport, Joliet, Morris and LaSalle-Peru.

who was an archeologist from 1956 to the late 1970s.

Last week, two employees of Fever River Research, a Springfield-based firm specializing in historical preservation and archeology, began tediously documenting the barge.

In the next two weeks or so, the employees will also make detailed drawings and try to determine how the barges were constructed.

## Group homes are accused of unfair labor practices

By T. Shawn Taylor  
TRIBUNE STAFF WRITER

A private, not-for-profit operator of group homes for the developmentally disabled was accused of unfair labor practices and misuse of public funds Monday by employees, south suburban elected officials and religious leaders.

## INSIDE

**'Part of our culture'**  
A young dancer helps dedicate a shrine to Our Lady of Guadalupe.  
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**True holiday spirit**  
The where and when of giving and volunteering.  
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## Ryan plans to cut state's use of private attorneys

By Sue Ellen Christian  
TRIBUNE STAFF WRITER

Illinois' top attorney is seeking to rein in the high cost of using outside law firms to handle the state's legal business, even as Gov. Jim Edgar digs deeper into state pockets to farm out work on the Meigs Airport fight.

2 Section 2 Chicago Tribune, Tuesday, November 26, 1996 SW

## Ryan

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Ryan also is taking over one of the state's largest child welfare suits from the private firm that has handled the litigation for the past eight years. And with funding from the Department of Children and Family Services, he has set up a unit of state lawyers to handle DCF's legal issues.

Ryan also wants to set up a special litigation unit to handle cases such as the state's battle to stop Chicago Mayor Richard Daley from converting Meigs Field into a park, said Culliton.

Edgar said he supports Ryan's general goal—but only "if he can develop the expertise in-house."

"I'd be more than happy if we could do it in-house, but he's got to have the people that have the expertise," said Edgar. "And a lot of these cases are dragged out for years and years, and it's difficult to change counsel in the middle of it."

Edgar attributed part of the problem to the steady barrage of

suits piled on the state. "If people would stop suing us, we wouldn't have to spend all this money. We get sued too much, and it costs the taxpayers too much," he said.

Regarding the airport battle this fall, Edgar said, "We don't spend much on Meigs compared to DCF's."

The child welfare agency has legal bills of \$15 million to \$2 million annually, despite a "government rate" typically given the state that is a reduction of private firms' usual fees.

Edgar's administration has so far let contracts worth up to \$330,000 to the law firm of Miller, Shokony, Hamilton, Kurtzon and Schilke to provide legal work on Meigs. The city and Chicago Park District also retained outside counsel in the fight, with bills totaling about \$800,000 so far.

Culliton said the special litigation unit would start small.

"Sometimes these firms are throwing 10 to 15 lawyers on something on a 24-hour basis. I don't know yet whether we're going to be able to match that capability, but maybe we can take

the more marginal cases and go from there," Culliton said.

Illinois has consistently paid \$9 million to \$11 million annually for outside legal work over the past six years.

A key reason for the use of outside lawyers is that some state officials have felt the attorney general's legal staff wasn't qualified to handle their agency's work. That complaint was a main point made in a report by the Chicago Council of Lawyers and its charitable arm, The Fund for Justice, presented to Ryan by the prepared to take office in January 1995. The review was based on past administrations' performance and relied on interviews with judges, lawyers and state department heads.

"Representatives of state agencies to whom we spoke complained that it was difficult to communicate with assistant attorneys general and that certain agencies do not trust the (office) to provide high quality representation," said the 1995 report.

Ryan has tried to chip away at the problem by raising the entry-

level salary to \$30,000 from \$27,000, though officials acknowledge that is far less than private firms pay. The office has increased training of its attorneys.

The number of attorneys in the office is the highest in 10 years. Ryan has hired 29 assistant attorneys general and hopes to hire 17 more before year's end. Currently, there are 268 attorneys and 389 non-attorneys in the office, according to Ryan's staff.

For years, DCF's has been criticized for spending millions on litigation that could go toward improving services to children.

"It's to our advantage to have inside counsel," said DCF's Director Jess McDonald. "They are with us on an ongoing basis. They get familiar with the issues, and if it saves the state money it makes a lot of sense."

Ryan plans to add a new eight-person unit next year to take over land condemnation cases. "Depend- ing on how it is set up, it has the potential for savings, and we believe it can be of assistance to us," says IDOT spokesman Richard Adjan.

## Southwest overnight

A BUREAU OF LATENT NEWS REPORTS, COMPILED BY ALLAN GRAY

### LOCKPORT

## City will keep contractors on police station project

Lockport has decided to stick with the architectural and general contracting firms hired for design and construction of the city's new police facility.

The City Council voted 7-1 Monday night to approve a new agreement with architectural firm LZT/Fillingim of Glen Ellyn, to redesign the facility, which came in \$15 million over budget when bids were opened and rejected in August. The pact also calls for retention of general contractor Henry Bros. Co. of Hickory Hills.

City officials are aiming for the new bidding process to start in January.

In November 1994, voters approved a \$3 million bond issue for construction of the facility at Farrell Road and West Lane. The project has met an array of delays, and construction is not expected to begin sooner than next spring.

The \$600,000 redesign will put the facility at 16,000 square feet, down from 21,000 square feet.

"Some of these changes would not have happened if this were my building," said Ald. Kenneth Gettler, acknowledging a drop in quality in some areas. "But we have to compromise to (come close to) the amount of the bond issue."

Scott Gregory

## Canal

Continued from Page 1

structed. They will also search for cargo that could be scattered throughout a 125-foot-wide-by-800-foot-long section in Morris.

"It is important to document the barges," said Lee Hanson, executive director of the I & M Canal National Heritage Corridor Commission. "We don't have as much in terms of details about the early boats."

Canal traffic dropped slowly from the 1850s through the 1870 and '80s, Hanson said. Few boats were plying the canal by 1910 and, in recent years, water levels up and down the canal dropped to a few feet, just enough to float canoes, he said.

This is the second time that the boats have become visible. The first time was back in 1978. State officials, Hanson said, ordered an aerial survey, which showed the outline of the boats. Floyd Mansberger, the Springfield man who is leading the documentation effort, consulted those photos as he prepared for the job.

This year, the boats emerged in August, the result of a disaster: the summer floods. The flooding caused a spillway dam on the DuPage River to collapse, sending an overhead bridge cranking down with it. That bridge blocked waters that flow into the canal,

causing it to dry up.

Though the boats are now exposed to the environment, they are not in so much danger that they must be removed, Hanson said. Instead, the boats were probably best protected when they were submerged, he said.

After the barges are documented, the department will make a recommendation about their future to the Illinois Historic Preservation Agency, Hanson said. The barges could be eligible for placement on the National Register of Historic Places, a determination that can be made after the documentation is finished, he added.

In the interim, discovery of the boats started a debate about their future, a decision that the Department of Natural Resources will make. If the boats are raised, they would have to be placed into a similar environment to prevent deterioration, Hanson said. Though some people have called for displaying the boats, finding an appropriate place would be difficult, he said.

Mansberger said the chances of raising the barges intact are limited. Only "bits and pieces" could be raised, he said.

"They are best protected if they are in the ground," said Hanson. "I would prefer leaving them alone."



Preservationist Floyd Mansberger studies the wooden remains of 19th Century barges at the Illinois and Michigan Canal in Morris.

Photos photo by Karen Engstrom

### MOKENA

## Buffer is offered in project proposal

Keeping a buffer between residential and commercial land along 191st Street surfaced as a key issue in a plan for the area unveiled Monday night.

Homeowners are concerned about the effect of business development near their neighborhood, village officials said.

The plan recommends separating residential and commercial land with an area zoned for office buildings.

Mayor Ron Grotzky said, "This is something that is major, and we're going to take our time with it."

The \$12,000 study of 191st Street between La Grange Road on the east and Wolf Road on the west was undertaken by Camrous Ltd. The corridor has some vacant land and some business uses, mostly to the east of Schoolhouse Road, and some residential development.

Pui Harper

### RIGHTON PARK

## Private stable rejected by board

The Righton Park Village Board voted unanimously Monday night to oppose the construction of a private two-horse stable outside the village.

Although the zoning variation was requested from the Cook County Zoning Board of Appeals, the location at 4229 Dewey Ave. is within the village's 1/2-mile planning jurisdiction.

Rejection was urged by the Righton Park Planning and Zoning Commission on Nov. 12.

Both the Planning and Zoning Commission and the Village Board said the 1.5-acre parcel is not large enough to accommodate a home, a pole barn and open space that would be required to properly care for two horses.

Members of both panels also said construction of the small stable would have a negative impact on the area's development.

Charles Stanley

## Not doing anything?

If you have a little extra time on your hands, there's never been a better reason for a getaway to Paris than our special fare. Just book your flight before midnight, November 27, and plan to leave from Chicago O'Hare Airport on a Thursday or Friday, returning the following Monday or Tuesday. The fare is good for departures through December 13, 1996, or between January 9 and March 7, 1997. Seats are limited, so call your travel agent or Air France at 1-800-237-2623. After all, a fare this low might be the best news you've had in a long time.



All Air France flights to Paris are operated by Airbus A320, A321, A323, A325, A326, A328, A330, A332, A333, A335, A337, A339, A340, A342, A343, A345, A347, A349, A350, A352, A353, A355, A357, A359, A360, A362, A363, A365, A367, A369, A370, A372, A373, A375, A377, A379, A380, A382, A383, A385, A387, A389, A390, A392, A393, A395, A397, A399, A400, A402, A403, A405, A407, A409, A410, A412, A413, A415, A417, A419, A420, A422, A423, A425, A427, A429, A430, A432, A433, A435, A437, A439, A440, A442, A443, A445, A447, A449, A450, A452, A453, A455, A457, A459, A460, A462, A463, A465, A467, A469, A470, A472, A473, A475, A477, A479, A480, A482, A483, A485, A487, A489, A490, A492, A493, A495, A497, A499, A500, A502, A503, A505, A507, A509, A510, A512, A513, A515, A517, A519, A520, A522, A523, A525, A527, A529, A530, A532, A533, A535, A537, A539, A540, A542, A543, A545, A547, A549, A550, A552, A553, A555, A557, A559, A560, A562, A563, A565, A567, A569, A570, A572, A573, A575, A577, A579, A580, 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