

ous place, two or three serious accidents have all but transpired. Alderman Cushman objected, unless they could move some other arc light there, and that is what the street and alley will try to do. Charles Streiber says he has to go out of town to get into town, because there is no walk on the west side of his street in front of Mrs. Dooley's lots. Then some other fellow wants one on the west side of the same block; that will take some of the city's nickels and build up the Milwaukee road folks. When a lot of these things went to the street and alley committee, Rice wanted to know why his committee was made a dumping ground for everything. Alderman Cushman alluded to his Indiana experience with lot lines and railroads. Mrs. Hammond's claim for rebate on street paving came up again and such a flow of "words, words, nothing but words," as Cæsar or Henry VIII., or somebody else said. The matter is as clear as a pikestaff; the city has collected for three feet more of pavement of Mrs. Hammond than it has built, and she wants a rebate, and the aldermen kick up a dust of words and reports to blind her. You mistake your victim, gentlemen, Mrs. Hammond has cleaned house too many years to be bluffed by dust. To tell her to go to the courts for a remedy, is not just the thing when the city has collected too much money.

There was a big, bluff kind of a fight over the electric light bill, and finally the city paid that for November and hung the December bill up till the February meeting, we presume. That is rather child's play, instead of business method. Attorney Smoot gave the council a bit of wholesome talk on its unparliamentary methods.

Material for a cheap hose and ladder trucks building was ordered near the standpipe. But is not that inside the fire limits? The council would not allow Peter Dooley to build a small shed or annex to his office, and now orders a big one for itself; there was nothing said of iron covering. To be sure, it stands next the stand pipe, but you can't get

any water out of that, except through the hydrants.

We must reprove our very able, as well as genial, Alderman Phillips. He has not forgotten his school days, when he used to bend a pin in peculiar shape, and set it down in the teacher's chair and await results, or when he used to thrust the point of one through a fellow school-boy's summer trousers and see him jump. Now he is trying the same kind of mischief on the school alderman of the second ward. Just as his crooked pin antics used to cause heaps of fun for the boys, so his aldermanic tactics afford us lots of amusement, but his victim don't seem to enjoy it. Alderman Phillips, "Dont!"

#### RAILROAD MATTERS.

The first passenger engines weighed ten tons, and when fifteen ton ones were put on, people were amazed; 80 or 90 ton moguls are common now.

If you want to read the best and most interesting book on early railroading get Charles B. George's "Forty Years on the Rail." He has railroaded it all over the country and carried more distinguished persons than any other man we wot of.

We have an old freight bill of the "Chicago and Milwaukee Railroad" dated May 10th, 1859, to H. Payne, nine bags of meal, at 10 cts. per 100 pounds, and two bbls. flour at 8 cts. per 100 lbs; total \$1.37 from Chicago here. Frank Leech, agent. Who was he?

Perley C. Downer, who used to be the popular conductor on the old Rutland and Burlington road "before de wah," and always wore the best fitting gloves and a natty Prince Albert coat, while he punched tickets, with a winsome smile for everybody, died only a few days ago in California.

William Gallagher told us the other day, his parents came here and located on the 80 acres just west of Hugh T. Birch's new farm house, in 1853. There was no railroad then and passenger came on the old high top rattling Concord coach with four or six horses, up by Geo. Hesler's, Mrs. Hammonds, Alfred

St. Peter's and so on up to Waukegan and Milwaukee. The railroad came in 1855. People thought the world was made. There was one passenger train each way, two trains in all instead of forty as now and they only went as far north as Waukegan and passengers could then stay there or go on by stage or boat or on foot to Milwaukee, which was practically the end of the world in that direction. By and by the road got up to the state line, where the one from Milwaukee met it. C. B. George, now the proprietor of the popular Cafe in Waukegan, was first station agent and then conductor for years, and opened an eating-house, the first railroad restaurant in the county and for twenty-five years trains stopped "twenty minutes for refreshments".

#### AS OTHERS SEE US.

The Highland Park News, Evans Bros., proprietors, and Lewis B. Hibbard, editor, is a neat, new local weekly that makes a vigorous bid for success. It will be a success.—Register.

A bran new local paper, the Highland Park News, has made its appearance, the first issue bearing date Dec. 4th. It is a neat and newsy sheet of eight small pages and bids fair to serve Highland Park interests well.—Evanston Index.

Vol. I, No. 1, of the Highland Park News reaches our table this week. It is a neatly printed eight-page paper, full of local news, independent, and ably edited by H. F. & A. E. Evans. We wish these gentlemen and the News success.—Antioch News.

We have received No 1, Vol. 1, of the Highland Park News, a new three column quarto. It is neatly printed on tinted paper and presents a handsome appearance. The paper is to be devoted purely to local matters. The editor is Mr. L. B. Hibbard, which fact is a guarantee of able and bright editorials.—Gazette.

The News is the name of a new paper started in Highland Park this week. The proprietors, H. F. & A. E. Evans, are well known in Lake Forest and liked by everyone. The News is a weekly, three-column paper, published in the interest of Highland Park and immediate vicinity. The Forester wishes them success in their new undertaking.—Lake Forester.