

longs to the grocer, butcher, coal dealer, etc.

We are fully alive to the fact that in the great composite aggregate of forces which make up modern society and modern civilization, such an organization as the Club plays an important part; a part, which cannot be delegated to anything else, or be performed by anyone else.

The Club is more than so many persons or so many families, it is a complex unit: it represents Park social life as such, and so does for our city just that which so often needs to be done; and can be done in no other way.

A hundred men of means can build and operate a railroad, provided they first organize into a company and then "pool" their money, their business ability and practical wisdom, and work as one body: the company is a unit. But cut that road up into a hundred little pieces, and let each man operate his own little piece, and what a through line it would make.

So an hundred families, more or less, of Highland Park have pooled their social life and functions, in respect of certain things, and the result is a tangible, valuable, and eminently useful social unit, rendering the Park a most valuable service and giving us a fame and standing in the world, we could not otherwise possess. It is one of the very best drawing cards the Park has and we ought, as outsiders, to recognize it. The News does, and rejoices in all it has, can and will do for our city.

**OUR CLUBBING RATES.**

The News is ready to form clubbing rates with its subscribers for any prominent paper or magazine published in this country, Great Britain, France or Germany. Bear in mind the News is always and everywhere \$1.00 cash. We will give you the News and

North American Review for	\$5.30
Harper's Monthly	4.25
Weekly	4.40
Century	4.60
Atlantic Monthly	4.35
London Weekly Times	4.00
Review of Reviews	3.20
The Forum	3.75
Ladies' Home Journal	1.65

And so on; the editor can quote for rates on nearly 500 periodicals, if you wish.

**NEARING HOME.**

Afar from home, weary I pined,  
 Within an icy region bound;  
 While oft, at night, the dreary wind  
 Sighed in my ears with moaning sound.  
 The wintry snows were lying still  
 Upon the hill-top and the plain,  
 And naked trees stood cold and chill,  
 With pleading arms outstretched in vain.  
 At last the message of recall  
 Filled all my heart with sudden joy,  
 And thoughts of home and dear ones all,  
 Left little room for grief's alloy.  
 While iron wheels rolled swiftly on  
 I slept—the night and darkness through—  
 When, waking, lo! the winter gone,  
 And fields with tender green in view.  
 And thus, I thought, 'twill one day be,  
 When through these earthly storms we've  
 come,  
 A sleep, a waking, then to see  
 "Sweet fields" and "living green" and  
 "Home."  
 —M. L. B.

**THE ELECTRIC RAILROAD.**

Next week Tuesday night, January 19th, the Bluff City Electric railroad folks will be on hand at the council chamber to ask for a right of way through Highland Park for a road running from Waukegan to Cook county line, and thence to Chicago. If they get the right of way to the county line, they will have the cars running by July 4th, 1897, at least that is the present plan.

We have spent a good deal of time the last two or three days interviewing people to see what they thought about it, especially our business men and abutting property owners. For the benefit of our readers, we summarize the results as follows, to-wit:

(1) Shall we let them through the city, saying nothing about what streets they follow? The unanimous voice is, "yes". We have heard of two objectors, one is a Northwestern employe, and one objects to it on his street, but not in general, as we understand it.

The Northwestern road, we expect, will oppose it, foolishly too. The world don't exist for the Northwestern, or any other railroad: they exist for the benefit of the country, and, hence, if this North Shore wants and needs an electric railroad, not only is it our right to have it, but other roads have no right to oppose it.

(2) East or west of the railroad track? Most people say west of the track; east side tradesmen generally want it down on St. Johns avenue, so it will land the scores and hundreds of people who come here to trade, right at their doors, instead of on the west side near other stores. For people here who wish to go north or south on the road, it would be better on the east side, that is, if

they all go from the east side, which they won't. Given a 15ct. fare to Waukegan, and a 25ct. round trip ticket and there will be from five to ten persons go to Waukegan, where one goes now. Perhaps double these numbers. Hence, all the Park traffic won't be from the east side. East siders will go out for pleasure of summer evenings in their own carriages; the west siders will fill the electric's for Fort Sheridan and other places after working hours. Then again, it will be a great annoyance and inconvenience to teams and pleasure carriages about the post office, stores and railroad station, to have electric cars and tracks on St. Johns avenue, to say nothing about injuring it as a possible boulevard in the future between this place and the Fort. With an elegant depot in that railroad park, a fine public library building where Schumacher's drug store now stands, the new Thompson block carried up two stories more, fine buildings where the old Highland Block and Raffin & Baker's stands, as well as the finest block on the North Shore where McDonald's store is; strangers driving through will want to come up St. Johns and see the city in her beauty and glory, instead of the lonely stretches and uninhabited solitudes of Linden or Forest avenues, where interested real estate speculators wish them to go! The weight and bulk of public opinion is for the west side.

(3) Terms of franchise. As to time, 20 or 30 years; not a century, or "forever." Lots of men say, "Yes, let 'em come, but don't throw away the franchise; make them pave St. Johns avenue in good shape wherever they go on it!" Everybody says: "Have the road come and make the best terms possible." That is horse sense, for an electric road. Moreover, nearly all say, "Go straight up St. Johns; if it goes on that avenue at all; don't turn off around the Parrott corner to St. Johns place, but keep on the avenue, and the city build a new bridge up over the ravine and open it all up through there." Right again.

Remember Tuesday night.

We have received a circular asking the News to help get up a boom for Allerton for the senate as the "Farmers' candidate." He is just as friendly to the farmers as Phil Armour, Swift or any other million-nire packer and monopolist. When we work to put Sam Allerton in the senate, it will be when we work to have foxes protect geese and wolves to shepherd the sheep. Not much.