

public has no interest, because home-seekers are disgusted with that street. There are plenty of men of means and taste who like the Park's natural advantages, they can't help that, but our artificial drawbacks, of which St. Johns is an important one, disgust them.

FINALLY—While we have not reached the extreme in our hard times, as has been reached in India, where the government has been obliged to inaugurate great schemes of public improvements for the purpose of helping the working people tide over these times, we should consider the claims of our working people and push such a public improvement as this, which will help them as well as promote city's permanent good. We do not urge this as the chief consideration, but it is one of them and should be borne in mind in deciding what to do.

#### ST. JOHNS AVENUE.

Since the improvement of this main street of the city is the foremost topic before the citizens at this time, we outline the plans as they are now in hand.

How it shall be done. Just as now planned, a parkway through the centre similar to Central east, with a paved 20-foot driveway on either side of the parkway. In the west driveway put the electric road double tracks, from the electric light station to the viaduct under the railroad. This will leave the east driveway of twenty feet clear always for teams. Boulevard the east side and keep all heavy teams on the west side, on the tracks, and then the east side will be always clear for light teams, bicycle, motorcycles, etc, etc. It has been suggested also that the east side driveway be renamed the Sheridan Road, so as to have the road one unbroken stretch under one name from the south to the north line of the city. We rather favor the idea, but it is not essential to the street, though it should be boulevarded.

How pay the costs? The assessment as now laid is large; it was made so purposely, so as not to have a deficit, which would involve a new set of court and other costs to lay

another assessment to make up the deficit. Make the assessment as charged to the people for collection just what the actual cost shall be when contracts are let. As the street railway company will pave 8 feet wide for each track, and for their two tracks they will pave 16 of the west 20 feet roadway. That is, out of the two roadways of 20 feet wide each, or 40 feet total width, the street railway folks will pay two-fifths of the costs. Then give all the taxpayers on the east side of the street and the Northwestern railway on the west side of the street equal benefit of this reduction.

Now this will bring the expense down to a low figure for a good job, and we don't want anything else. We understand the Northwestern folks are willing to allow the assessment to pass provided the city will give them the entire benefit of the electric road rebate of two-fifths the entire cost. We will do nothing of the kind; we will give them their proper portion, one-half; then let them fight it out in the courts if they wish to do so: if beaten in the end by the railroad the city can pay it, for that is the great public thoroughfare and must be put into proper shape.

#### A PRESSING DUTY.

We want our city officials who have the matter in charge to impress on the Northwestern railroad folks the fact that they get every year large sums in freight for all these street, sewer and waterworks improvements. Not a rod of paved or macadamized street can be built but they get a good freight bill out of it. So of tile for sewers and iron pipe for water mains, and on all these expenses they pay nothing. We understand the contractor for the Sheridan road, south, paid the Northwestern in freight bills on that one job over \$5,000 in solid cash that summer, and the Northwestern did not pay a cent toward the improvement of the street. Several new homes were established on that street as the result of that improvement, the Northwestern gets every year from \$500 to \$1000 or more in extra passenger fares out of those new homes.

The Northwestern knows all about this, of course, but they don't run railroads for philanthropy, and it is no part of their duty to tell our officials what a profitable suburb Highland Park is becoming; but it is our duty to prod our own officials. And while you are at it, gentlemen, just ask the Northwestern how it is that it costs us three to four dollars more per thousand freight on paving brick than it does Waukegan? There are some other facts and problems, but they will wait till another time.

#### A NEW PRESCRIPTION.

It is said that a local physician astounded one of our aldermen by writing out the following prescription the other day for a slight attack of indigestion:

Steel,  
Leather,  
Rubber. aa QS.  
Fiat: Safety Bicycle No. 1.  
Sig. Use frequently as directed.

We may add, that physician don't go dealing out blue pills, Koch's lymph, belladonna or any other thirty-second trituration.

Some of the cities in western Massachusetts are having their charters modified so as to give the mayor full power of appointment and removal, so as to focalize power and responsibility in one man instead of a committee who shift and shirk responsibility, as a goose sheds water. The modern trend is toward making one man responsible and then hold him to it; it means business and knocks out politics.

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