

The Highland Park News.

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LEWIS B. HIBBARD, EDITOR.
A. E. EVANS, BUSINESS MANAGER.

FRIDAY, JULY 20.

L. Z. Leiter filed two million dollars of mortgages on his Chicago real estate a few days since, on which were \$996 in revenue stamps to pay for this Cuban war. These mortgages represent a part of his son "Joe's" losses on his wheat deal—that is on his effort to corner the world's bread and make the people put millions into his pocket. It is a remarkable fact that nearly every big wheat deal in Chicago for years has swamped the man who tried to corner the market.

If you go down to the Military Academy and see bicycles by the score you need not conclude that it is a wheel factory, though you would hardly find a larger or better assortment than lines the halls and port cochere of the Academy. Wheeling over our beautiful streets not only develops muscle, but gives compass and sweetness to the voices of these sweet singers. By the way the first school master in our Lake County was a school ma'm, and she, like the first settler, Captain Daniel Wright, was from Vermont. Note that, Mr. Farr.

They fined a man in Springfield, Mass. \$75, a few days ago for stealing parts of bicycles. He thought it was a pretty tough sentence, but the court evidently thought it was time that sort of a thing was stopped. An old offender said to us some years ago. "If you want to stop men selling intoxicating liquors illegally, send them to the penitentiary for one year for the first offense and double it for the second, and so on. Men do not like the penitentiary: your little ten to fifty dollar fines are no good; mild sentences are the greatest unkindness to the wrong doer and a cheat on the public."

STRANGE coincidences sometimes occur. About three and twenty years ago we supplied off and on a little church in a beautiful village at the foot of the Green mountains, and among the fruits of that work, we baptized into the church one of the leading young business men of the place. Imagine, if you can, our surprise, on going over to the Military Academy the other morning for facts about the Institute to find that man's son in charge of the whole affair as its business manager. "Gene Farr" was, and is so far as we know, one of the best men we ever knew; no man was ever more loyal as a friend and Christian brother to us than he, and from what we can see and learn, the son is a "chip off the old block."

PRO BONO PUBLICO.

We call the attention of the Deerfield township highway surveyors, or anyone else to whom the work belongs, to the bad condition of the crossings of the electric road company's tracks at two places: one is at the west entrance to the military reservation up above and near the barracks. The railway tracks are about six inches below the old street level, and the earth on both sides of the track is left at its original height, so

there is a severe and needless jolt, or two of them, every time a carriage crosses them at that point, which must be very many times every day. A sensible man with a pick and shovel would fix it all right in fifteen to twenty minutes.

The other one is at the corner up at "Sweeney's Crossing." There the cut in the highway is somewhat deeper, the track is planked between the rails and about half fixed up outside the rails. It wants the same kind of treatment prescribed for the other place, only more of it, and some more planking outside the rails. The public is entitled to just as good a roadway at those two places, as it had before the street railway tracks were put in. Go up to Lake Forest and see how thoroughly the town or city, or both, make the company fix and maintain their crossings. Let our Park people look at crossings in Lake Forest and then at the shabby condition of the tracks across Central avenue, which was a perfect street before those rails were laid.

There is a plank sidewalk crossing across the public highway at the corner, up there midway between the two places we have mentioned, just as Waukegan avenue turns to the west toward Sweeney's Crossing. The sidewalk is built of two planks, laid lengthwise across the street, and when laid was probably all right, but now the street has worn away and down so much that it is several inches below the level of those planks and the crossing being so narrow, about twenty inches wide, that it gives a fearful jolt if a team comes to it on a trot, as we did a few days ago. These are all on the great thoroughfare north and south for this part of the country and should be kept in good repair.

A GOOD MODEL.

A recent drive over many of the improved streets in Lake Forest emphasized one very marked difference between their methods and ours and their plan is more marked in their later streets than in the earlier ones, showing that they approve it and like it better the more they use it. Its peculiarity consists in two features, first a narrower roadbed, eighteen feet in most places and second a much higher crowning in the center.

The center of some of the new eighteen feet streets is four to six inches above the gutter level, than is the center of our forty foot wide street. Of course we should not want quite such a crowning on St Johns or Central in the business center, but our St Johns is six inches too low in the center, as is Central avenue. The high crown sheds the water instantly, prevents ruts, and secures thorough washing in every rain storm, and gives no trouble in teams passing each other. The Lake Forest streets cost very much less, and are very much better than ours.

We wish our aldermen would go up sometime and look them over and get all their good points for use here at home. We think a twenty foot street here would be narrow enough and perhaps some of their crowning is too high, but after the failure of our first two streets, Laurel and Prospect, it is evident that even a people as intelligent and self contained as we are, can yet learn something from other places.

The Forest has nothing like the amount of cement sidewalks we have, and they have none of that silly notion that sidewalks must be "down to grade," which has spoiled all the beauty and much of the utility of lots of our cement walks, as witness long stretches of those on Prospect avenue.

PIANO TUNING.

Our tuner, Mr. Earl G. Alden is in Highland Park and vicinity every month. Drop us a postal card and he will call.
HALLET & DAVIS Co. Chicago.

LAKE FOREST CEMETERY.

If we are to be buried at all, which we do not wish, we hope it may be at Lake Forest. For the first time we visited that cemetery, and found it the prettiest and most attractive suburban city of the dead we ever saw. It is not all cut up with gravel drives and walks. There is just one drive embracing the entire lot, all else is lawn as neatly shaven and kept as any private grounds. Hence the cemetery has the appearance of a large well shaded and trim lawn.

Then again, there are no raised mounds over the graves or lots, but all is level, smooth and the lot lines are only indicated by stone corner posts standing six or eight inches above the ground. Still more, there are none of the old style flat plank like marble tomb-stones; those things were gone by before this cemetery was started. The monuments are nearly all of Barre, Vermont granite, and of the solid, heavy, block order. There are children's graves of course, for children die here, but we saw no excruciating sculptural attempts at little angels and lambs. Then there are no fallen in or sunken graves such as one sees in many old eastern cemeteries and in some places in the west. We once conducted a service far back among the mountains in a beautiful village nestling among the foot hills where we found a cemetery in many respects like this at Lake Forest and that country sexton told us he kept that God's acre for over thirty years and every grave he filled he tamped the earth, so there should be no sinking in, and it was like a broad lawn.

They have stopped selling lots to non-residents, we are told, but if we must be buried when we wrap the drapery etc, about us—and lie down for our last sleep, we hope the Forest managers in view of our general good character, love for and devotion to its University and service to mankind, will permit us a corner somewhere in this beautiful city of the dead.

One Fare to Saratoga, N. Y., and Return.

Via Nickel Plate Road, on August 1st and 2nd, account of Young People's Christian Union of United Presbyterian Church, with return limit of August 31st, by depositing tickets with Joint Agent at Saratoga. Cheap rates to many other eastern points. Communicate with this office, 111 Adams St, Chicago, for further information. Van Buren St. Passen-Station, Chicago. 53

Just What You Want.

An artistic booklet entitled "Summer Outings," published by the Nickel Plate Road, describing vacation resorts along south shore of Lake Erie, also fine list of country homes open to country boarders, sent to any address on application to J. Y. Calahan, General Agent, 111 Adams St, Chicago. *32

I hereby announce that I am a candidate for the office of county superintendent of schools, subject to the decision of Republican convention of Lake county.

W. C. MCKENZIE.

Ravinia, July 7, 1898.

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