

# The Highland Park News.

VOL IV.

HIGHLAND PARK, ILL., AUGUST 12, 1898.

NO. 11.

## THE STREET RAILWAY.

Just now the problem which interests us is the satisfactory adjustment of the street railway double track affairs. The old, original company laid the tracks too near together, nearer we think than the ordinance prescribed. But at all events, they are too near together, so near in fact that, with the iron trolley wire poles standing between them there is danger to limb and life of the passengers in passing them, and further the company cannot run its open, up-to-date suburban cars past those poles and they ask the city council for permission to relay the tracks so as to have them further apart. That is the real matter before the city council. One of two things can be done, either relay the tracks and keep the trolley wire poles where they are, or set such poles outside the tracks entirely and put wire supports across the street over head as in Chicago. The matter really belongs to the people from the Electric Light company's plant south to the Sheridan road; how do they want the matter adjusted? The council will hold a special meeting next Tuesday evening, for their benefit, to hear what they have to say in favor or against one or both of these plans. There is an ordinance before the city council to permit the company to widen their tracks, leaving the trolley poles just where they are. This ordinance would have passed at the last meeting, but for the fact that some citizens along the line asked for a little delay, that they might be heard. Hence the special council meeting for their particular benefit.

At the last meeting Mr. Bortree, as the spokesman of these St Johns avenue north folks, suggested that the council had thrown away the people's rights, given the company a valuable franchise, for which it paid some \$3,000 to the village of Fort Sheridan and some \$10,000 to Lake Forest, etc. This charge Mr. Frost, vice-president of the railway company met promptly, by saying that his company stood ready to give Highland Park as much for equal privileges as it had paid Lake Forest; that is, if Highland Park is ready and will grant the company concessions and privileges as valuable to the company as those secured in Lake Forest, the company was ready to pay the same here as there.

It is well known that when the original company applied for a franchise here, we were unwilling to grant a longer term than twenty years. Since that was granted a corrupt legislature got a law making it possible for cities to grant fifty year franchises. Obviously that was done to enable the boodle aldermen of Chicago to get more boodle money into their own pockets, as a fifty year franchise is worth several times as much as a twenty year one.

The first twenty years are the least profitable and most expensive in all the history of the road, even should there be no change in the population. Highland Park could have got money for an extra thirty years franchise, and it can get it now; the company is ready to pay it and private parties are ready to pay it. Our franchise will expire in 1917; the Lake Forest in 1947. Now the real question is this: shall Highland Park sell the franchise from 1917 to 1947 for \$10,000? There are plenty of good

business men now in this city who say our twenty year franchise granted the company for nothing, is a better thing for the city than Lake Forest's \$10,000 fifty year one was for that hamlet. To sell our extra thirty years 1917-1947 for \$10,000 they say would be a very serious risk: that thirty year franchise, with the line all through from Milwaukee to Chicago, with all these north shore towns greatly increased in population and business, all the details of operating the road perfected, from 1917 to 1947, will be worth nearer \$50,000 than \$10,000, and it would therefore be very poor policy for the city to sell it now for \$10,000 or any similar sum. There are therefore easily two sides to the question. Hence to accuse the council with throwing away a valuable franchise, etc., is easy enough to say, but quite another thing to prove, and does not argue a very clear or level business head. We confess that in view of the phenomenal, yea the stupendous growth and development of the street railway interests in Chicago, since our residence here, we have been, and still are, in favor of short term franchises.

But it is said give us this \$10,000 now; that St Johns needs improving; the ravines bridging, and let us put it in there and have a paved street at once. What! By what right and authority, even if the company should pay the city \$20,000 for that thirty years extension of the franchise, would or could it be used to pave St Johns? Pavements, macadamizing, sewers, water mains, etc. are put in by special assessments on the abutting property, not out of the city treasury. A few years ago sewer "C" was put in through our ravine. Who paid for it? We fellows who live on it. Prospect, Laurel, Vine and Central avenues were paved: who paid the bills, the city or the abutting property owners? Now St Johns north needs paving: indeed it is being pushed already. Shall the city or St John abutters pay for it? Any one can see the thorough injustice of the idea that the city pay for it. Of course the railway must macadamize or pave its track; and divide the balance of cost between the two sides of the abutters. Then if hereafter the company wants to put in another track, pave it or pay for it.

The franchise belongs to the city, not to the residents of that street, and so the money the franchise sells for must come, not into the St Johns' paying fund, but into the city treasury. If the residents of a street could sell franchises in that street and pocket the money, we might by and by have a funny city: a Midway Plaisance on Central; a street railway on St Johns, a circus on park corner at Prospect and Laurel junction, and so on. But some one says the street railway damages property along the line. Perhaps: if so, then be paid for damages, but don't put your hands in the city treasury to pave your street. Why, here is Col. Davidson, with a double track now in front of his very valuable property and he will pay several hundred dollars, perhaps a couple of thousand dollars, as his special assessment for paving that street, that is the portion east of the tracks. Shall he and the other abutting property owners down there pay their full assessment for paving their street, and the city turn about and give the abutters on north St Johns this \$10,000 or \$15,000 to

pay for paving or macadamizing that street?

We may add that the company is ready and waiting for the permission of the Council to widen their double tracks so they can run their through line cars down through the city and accommodate all the people. While they are ready also to purchase all privileges and franchises at fair and equitable rates, they will not put up any bonus or boodle.

## MORE NOVEL LITIGATION

Some little time ago, about the middle of July, a tramp came along and asked work of Mr. Allen, the milk man down on Mr. Leesch's place on the Green Bay road, and Mr. Allen let him go to work. He told Mr. Allen he wanted to work till about October 10th, by the month and worked the balance of that week, when he asked Mr. Allen "what there was in it" for him, and Mr. Allen told him about \$10.00 a month and board of course, he could get all the help for his little work he needed at that price and let him have \$5.00 to come up town and get some clothes as he had none for a change. He went on and worked the next week and Saturday night he wanted some more money to go to Chicago to see about his pension papers or something of that kind and Mr. Allen refused him, but finally let him have fifty cents or a dollar to come up town to the barber's, making \$6.00 in all paid him.

Monday morning the man demurred at his wage; said other folks got one dollar a day and board, etc., and finally left, and that night handed Mr. Allen a written demand for enough more money to bring his wages up to a dollar a day, and a day or two later brought suit to recover it in Judge Comstock's court.

The case was called Wednesday afternoon and a change taken to Judge Dooley, when, we are credibly informed, Judge Comstock turned around and became counsel for the plaintiff, while R. W. Hawkins aided Mr. Allen. The decision was reserved. We have stated the case as given to us. Our criticism lies against Judge Comstock for appearing in Judge Dooley's court for counsel for either party after the case had been taken from his court. It may not be illegal, but it was very unprofessional, and we thought the judge knew it too. Such things are not in the interest of good law or good morals.

## Nickel Plate Excursion to Boston

Tickets on sale for trains leaving Chicago September 16th to 18th, inclusive, at rate of \$19.00 for the round trip, and good returning until September 30th. Also cheap rates to all points east. Vestibuled sleeping cars to Boston, and solid trains to New York. Rates lower than via other lines. For further information call on or address J. Y. Calahan, General Agent, 111 Adams Street, Chicago. 61

## Meeting Sovereign Grand Lodge, I. O. O. F., Boston, Mass., Sept. 19-25

For this occasion the Nickel Plate Road will sell tickets at rate of one fare for the round trip. Tickets on sale September 16th to 18th, inclusive, good returning until September 30th, inclusive. For particulars, address J. Y. Calahan, General Agent, 111 Adams Street, Chicago. 59

Butterick's Patterns for sale at Miss Erskine's.

## PERSONAL.

J. S. Prall is entertaining visitors this week.

Miss Nellie Grant is spending her vacation with friends in Austin.

Three weeks from next Tuesday our public schools will again be open.

Mrs. Henry Dennison and daughter Isabel are visiting friends in this city.

Charles Larsson returned Sunday for a short visit. He has returned again.

Sidney G. Jones, of Western Springs, visited at R. G. Evans this week.

Mr. and Mrs. George Stafford visited friends in Waukegan this week.

Earl Purdy is taking his vacation on his wheel. He is traveling through Michigan.

Miss Gertrude Takhen of Holland, Mich., is visiting Mr. and Mrs. F. W. Schumacher.

Miss Minnie Brown of Chicago is spending a few days with her friend, Miss Emelyne Alford.

Mrs. George Hall, of Wisconsin, a former resident, is visiting with relatives in the Park.

G. S. Everingham of this city and Harry Hart of Chicago, are taking a week's outing on their wheels.

Mr. Robert Rosenberger of the Military Academy, started on a trip through the wilds of Wisconsin.

Mr. Crowfoot fell over a velocipede early in the week and received an ugly cut. He is around again.

Mr. and Mrs. C. J. Spencer are spending the month of August at the Fox Lake club house at Fox Lake.

Arthur E. Evans, business manager of the News, left yesterday for a ten days' vacation in central Ohio.

Sister Hyacinthia, of Cincinnati, is visiting with her parents, Mr. and Mrs. John Finney.

Miss Hazel Clappitt of Wilmette, is visiting with her grand-parents, Mr. and Mrs. N. Clappitt, on Green street.

Mr. and Mrs. T. H. Spencer have been spending their vacation in New Jersey and returned to the Park Monday.

Miss Bella Grant expects to take a position with D. B. Fisk in Chicago, where she will learn the millinery business.

Mrs. Walter Hegg, who has been visiting at her grandfather's, W. W. Boyington, returned to Chicago Thursday.

Miss Bessie Cheverton, who has been visiting her grandmother in Burlington, Iowa, returned home last Saturday.

James M. Bilharz, our harness dealer, has been very sick this week, at his boarding-place, A. Robertson's. Dr. Ingalls is attending him.

Miss Louise King, who has been spending a few months with Mr. and Mrs. A. Robertson, returned to her home in Chicago, Wednesday.

Mr. and Mrs. William Woodman, of Highland Park were in this city last evening to attend the sixtieth wedding anniversary of Mr. and Mrs. Harry Simmons. — The Sun.

John Kemmerer, one of our news-dealers, had the misfortune to fall from his wheel Wednesday night and break his arm. Under Dr. Ingalls' care he is getting along nicely.

Mrs. Fred Clappitt, who has been visiting with Mr. and Mrs. N. Clappitt, returned to Wilmette last night.

Mrs. James Schreeves, who has been ill the past three or four weeks with typhoid fever, is again able to be around.

The Misses May, Jessie and Jennie Chandler leave next Tuesday for Colorado, where they will make an extended stay, taking in many pleasure resorts and points of interest.

Mrs. Edward Moore and two little daughters, Bessie and Nettie, left today for an extended trip to Ontario, Canada to visit her mother whom she has not seen in five years.

Henry Ewart, who was overcome by the heat last week and later showed symptoms of typhoid fever, is reported as much better, as the News goes to press, and is expected to soon be about again.

We are sorry to learn that our friend W. A. Alexander, who is in New York, had the misfortune to sprain his ankle a few days ago, which confined him to his room for a time, but he now hopes to finish his business and return soon.

## NEWSLETS.

The First United Evang. people cleared \$31 on their picnic held recently.

A party line switch board is being installed in the telephone exchange this week.

The new lodge of Lady Maccabees recently organized will hold a lawn party Thursday evening of next week at the home of Mrs. C. W. Aldridge. Refreshments will be served. Everybody is invited.

Charles Kuist, our popular hardware man, has just received a full line of the famous anti-rust tinware. This ware is noted for its durable qualities and is warranted not to rust. If in need of anything in that line, it would be well to call on Mr. Kuist.

Next Monday will occur the picnic of St Mary's Catholic church at Ohlwein's grove. Father Madden never does anything by halves, and all who attend are assured of a good time. The day and evening will be devoted to games, dancing, etc. with good music. There will be an abundance of refreshments, and supper will be served.

On account of the rally of the Lake County Sunday schools at Lake Bluff the 25th, the Northwestern railway has arranged for a five cent fare between the Park and that point. The Chicago and Milwaukee Street Railway Company, not to be out done, has fixed a four cent fare. If the rally is not largely attended it will not be on account of cost of transportation.

There has been a slight mad-dog scare in town this week. The essential facts seem to be about as follows. One of the officers of the Fort left a valuable dog with Mr. Yoe while he was at the front for "Cuba libre," and the animal bit some other dogs about town, among them one of Mr. Wakem's, before it showed any symptoms of rabies. One of these possibly infected dogs in turn bit one of the Cheney young men slightly. All the dogs have been properly cared for, or disposed of, while Mr. Cheney goes to Chicago daily for Pasteur treatment. There seems to be no serious apprehension with any one as to the results, as everything is of a very mild order.

to - Date!

Soudan, - - \$50.  
Ajax, - \$28 to \$38.  
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Scenes and Other Interest.

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