

The Highland Park News.

NO. 13.

VOL. IV.

HIGHLAND PARK, ILL., AUGUST 26, 1898.

ST. JOHNS--NORTH.

It seems that all misunderstood the position of some of the property owners along this street, or at all events they think we did. As we understand their position now it is this: they don't ask or want, and won't accept any bonus of any kind, not even a trip pass to the Park Theatre. They claim the road has damaged their property and it has, all the way north of the Electric Light Company's plant. At least that is our opinion; we should want several hundred dollars to make us willing to have a street car line by our premises, unless the street was wide and the track was in the middle of the street. They are not, as yet, asking any damages, not direct certainly, nor indirect as far as we know. But whether they have yet or not asked damages, they are entitled to them in so far as the road damages their property. The city has no right to ask the residents of one street to suffer loss or damage, without compensation, by a street railway track or anything else by which the other portions, all or any shall derive a benefit. The road will be a great benefit to the town, and we shall see it, if we don't now. We once asked one of the Shanleys who built the Hoosac Tunnel and the Grand Trunk railway, why that road went outside from half to a full mile, of all the towns along the line on Lake Ontario, and he said when the road was built those towns thought it would damage them and so they would not let them in, but now they would do almost anything to get the road into their towns. So we wanted the road because we were sure it would help our city and everybody, whose opinion was worth anything, would see it some time.

As we understand it the road can satisfy these abutting property owners, and at the same time do just as well for the rest of the city on some such basis as the following. The present ordinance calls for the electric road folks to pave their roadway the same as the street along which it runs, some 17 to 20 feet wide in all. Of course that means paving along over and beside two lines of railway tracks, four rails and over the ties also of a double track making a more difficult, and we suppose more expensive job—for labor is the big part of the cost of such a job. But they don't want their tracks paved, they very much rather not have any traffic on it, we are told, for the following among other reasons. First it is always an annoyance to a street car line to have teams, especially the heavy traffic teams on the tracks, anyone knows how that works by his own observation. Second, the danger to life and limb of man and beast from the dropping down of live wires is something the public wishes to avoid. Third it is much more difficult for the company to repair their tracks in a paved than in an unpaved roadbed; and there are other reasons why the company would rather not pave their roadbed.

Now we are told the company would rather put down a 20 or 25 street paving, from curb to curb, all plain, straight work, than pave their roadbed. So there is a possible plan under discussion, for the city to modify the ordinance and let the company keep their tracks outside the street way, and not pave their roadbed, but pave the street instead.

Now all we ask, or think anyone can ask, is that the rights and interests of the city be not injured or jeopardized in any way. And so far as we now see it would not only be as well but better indeed for the public, that is the city at large, not to have the electric roadbed paved, a 25 foot paved drive way, well curbed on either side is all we want, and if some such plan as that would adjust and satisfy the abutting property owners in respect of damages etc, why let it be done.

So far as the proposed scheme of the company getting a right of way from the lumber yards up to Dr. Newmans' alongside the Northwestern's right of way, if they can do it, by all means let it be done. We wish these tracks could be kept off St. Johns all the way from the electric light company's plant, but if they will leave it at their car barn, let them leave it; these tracks are not only a damage to that property along the street, but a great damage to the street as a public thoroughfare. At all events we hope at the next regular council meeting this matter will come up in some satisfactory shape for final action.

THE TARGET.

Have you seen a copy of the last issue? If not, better invest twenty cents and have one. We remember the first numbers issued, on plain, cheap paper, poorly edited and printed and not very attractive. We recall those of later years, quite artistic and neat, but all the original 12 mo. size. This one beginning volume six is royal octavo in size, 44 pages beside the advertisements, over 20 special illustrations, beside the many head and tail pieces, including the best picture of the Colonel we ever saw, it looks as well as he does: a picture of the old building that was burned ten years ago, of "Pat" the canine mascot for six years. All the societies, organizations, clubs, etc. of the school, are in full; a page of history, three of notes of the year, three of Academy humor, some of capital and two letters, one from Gen. Miles and one from Secretary Alger thanking Major Davidson for the rare success of his bicycle corps visit to Washington.

The cover is heavy terra cotta paper, stapled and tied with black silk cord.

OUR SPECIAL EDITION.

Realizing the advantages which will accrue to Highland Park and its environs through the publication of a Special Illustrated Edition of the News, we have arranged to issue a number of our paper which shall accurately, truthfully and vividly portray all the vast detail of the resources and beauties of our town and its surroundings.

The Special Edition will contain a summary of all that is of interest in the history and development of Highland Park, Highwood and Fort Sheridan and will contain much matter of interest to all of our residents and their friends elsewhere.

We have arranged with Messrs. McNulty and Brownlee of Chicago to compile for us the matter. These gentlemen will call upon you in the interest of this laudable affair, and we bespeak for the edition a hearty and unanimous support.

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

CITY COUNCIL.

There was an adjourned meeting Tuesday evening, notwithstanding the rain. The matter of widening the tracks of the electric railroad was continued two weeks, to the regular meeting, Sept. 6th, and an amendment offered to be incorporated in the ordinance as Section 4 1/2 to the effect that the company shall put up and maintain at their own cost, 10 arc electric lights, the same as those now operated by the city, along the streets where the tracks are located, and two years hence, 5 more lights, down on the south end yet to be built, we suppose. Of course this would enable the city to put the lamps now on those streets in other parts of the city, and so it would be a benefit to the entire city.

The special committee on electric lighting asked for permission to extend the contract now in force with the Electric Light Company, for lighting the city streets, 60 days and it was granted.

The clerk has moved his desk to the west side of the room, where it used to be, so some of the aldermen on that side of the room could hear better. The council ordered the clerk to call the yeas and nays by calling the aldermen in the order of their wards, the senior alderman first.

The matter of the cement crossing in James McDonald's new cement sidewalk was referred to the finance committee.

But few of the citizens were out, and they were not ready for action on the electric road matter.

THE ADAMS BRIDGE.

The new bridge at the head of Waverly avenue near McGregor Adams place was planked and opened for traffic Monday last, August 22nd. In addition to what we said of it last week, we may add that it is built, the steel part, by the American Bridge Co. of Chicago, and Mr. Fletcher said every one of the scores of beams, girders, posts, braces or stays, etc, all went together like clock work: not a hitch or misfit from first to last. With hundreds of bolts, every one fitted into its place exactly, and every beam or girder was marked, so that all Mr. Fletcher had to do was to look on his blue-print and then pick out the piece he wanted and it went into its place at once. It is a model of strength, neatness and durability. While not massive and overheavy, it is strong, very strong, bicycles can go over it at full speed, and it will last for all time.

It is twenty feet wide and covered with three inch plank, and when completed will have a neat iron railing on either side, all handsomely painted. We know not the cost, but it will spoil \$2000 easily, and the city will have a first class steel bridge on one of its best streets for less than one third its cost. It occurs to us that a vote of thanks by the council to Mr. Adams for his public spirited generosity would not be at all out of order, and might be appropriate.

When we looked it all over Monday afternoon and saw how thoroughly good and honest the bridge is in design and construction we did not wonder the company had orders ahead all the time for its bridges.

Dr. Freda Baker of Ravenswood was the guest of her sister, Mrs. F. B. Green, on Wednesday.

NEWSLETS.

Miss Emily Erskine was a Waukegan visitor Tuesday.

Miss Katie Avery of Chicago is visiting Miss Nellie Palmer.

Mrs. Duncan Church of Madison, Wis., is visiting Mrs. F. B. Green.

Miss Jessie Raffan returned from a visit to Hazelhurst, Wis., last Friday.

Henry Hart of Chicago spent last week with his sister, Mrs. G. S. Everingham.

Mrs. C. H. Warren has returned from Lake Marie, where she has been visiting Mrs. George Pope.

Edward Small and family have returned from Third Lake, where they have been camping for a month.

Mrs. G. B. Ott has returned to Geneseo after a two weeks' visit with her daughter, Mrs. J. J. Brand.

Dr. H. D. Hull and family spent last Friday and Saturday with C. H. Baker and family at the Highland.

T. J. Lennon, boot and shoe maker and repairer, has moved his shop from over John Mohr's tonsorial parlors to D. A. Driscoll's bicycle repairing establishment, where he will be pleased to greet his many old patrons and any new ones who may favor him with a trial.

P. L. Persons of Waukegan, who aspires to the position of County Judge on the cold water ticket was in town Monday. He is a bright, active, aggressive young man, and one with a future before him. He is not ashamed to be in the minority, when he knows the principles of his party are right.

We have often wondered why so many pupils from this city went to Kenilworth to school. Last week while examining the University of Chicago, we learned that the Rugby school at Kenilworth is one of the University's "affiliated" fitting schools, and so pupils there are fitted exactly for the University, and are not graduated till they are fully qualified for the University. So our boys and girls are not only ambitious, but level-headed.

The second week in September, that is the 7th to 10th, inclusive, will be one of unusual interest to golfers at the Ontwensia Club. There will be a woman's tournament, open to members of all clubs in the United States Association. There are elegant prizes offered, two cups known as the Governors' cup, and the Benedict cup; the program for the tournament has been arranged by Sidney Williams.

Every sensible person will welcome ex-President Andrews, of Brown, to Chicago as Superintendent of its schools. His policy, as announced by himself, includes two vital points, first, a chance for every pupil to attend the primary and grammar schools, and second no fads. The fads have cursed Chicago's schools, and through them the schools of the Northwest. A few pupils want these studies, say five to ten per cent, and so the other ninety to ninetyfive per cent are sacrificed to the wishes of the few others. So it is in lots of High Schools, which form their curriculum wholly with respect of a college fit, while less than ten per cent of their pupils go to college. So the other ninety per cent are robbed of instruction they need and will always want to gratify the wishes of

those few who may try a college course. The place to fit for college is in an academy or strictly classical fitting school.

FORESTER'S PICNIC.

On September 4, St. Johns' Court No 840, Catholic Order of Foresters will hold their annual picnic at Zimmerman's grove, in Shermerville. During the day there will be races of various kinds, a balloon ascension and a genuine African dogger. The evening will be devoted to social intercourse and an orchestra will furnish music for the throng. The affair will wind up at midnight with a grand cake walk.

Busses will leave the Park every two hours in the day for the scene of the picnic. Everybody invited. The Foresters have appointed a large committee from among their number who will see that everybody is given a good time.

HIGHWOOD AND FORT SHERIDAN.

W. J. Welch is sojourning in Hot Springs, Ark.

Mr. C. S. Persons and wife of Chicago are visiting in town at present.

Lieut. Davis of C Troop, returned this week from Santiago. He is looking fine.

Mr. W. F. Hogan returned yesterday from a week's outing in Wisconsin, with a big string of fish.

The First Illinois Volunteer Cavalry, to the number of about 1000, are expected at the Fort this evening or tomorrow. They will occupy the old drill ground.

Mrs. Holabird and her daughters, Mrs. Cormany, Irene and Lillian, also Miss Hazel Lishawa, all of Hartwell, Ohio, are visiting Mr. F. Holabird.

Owing to the rush for photos, on the part of Col. Young's command, Hartwell has been unable to attend to all orders which he has had for photos. However, he has made arrangements which will enable him to turn out all work promptly in the future. Two thousand views shipped this week. Studio, north entrance to Fort Sheridan grounds.

EXCURSION TO BOSTON.

The Nickel Plate Road will sell excursion tickets from Chicago to Boston and return for trains of Sept. 16, 17 and 18, inclusive, at rate of \$19. for the round trip. Tickets will be valid returning until September 30, inclusive. On account of heavy travel at this particular time, those desiring sleeping-car accommodations should apply early to J. Y. Calahan, General Agent, 111 Adams Street, Chicago. 58

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

INDEPENDENT CANDIDATE.

I hereby announce myself a candidate for County Superintendent of schools, subject to the decision of the legal voters of Lake County at the polls, Tuesday, Nov. 8, 1898.

Respectfully,
H. C. PADDOCK.
Libertyville, Ill., August 20, 1898.

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Ajax, - - \$28 to \$38.
Pyramid, - - \$35.
Py, \$45.

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