

crossing to pick up or drop passengers, will certainly appeal to the public in a most favorable light.

When completed the Milwaukee Electric railway will pass through the most famed and beautiful of Chicago's suburbs, including Evanston, North Evanston, Wilmette, Kenilworth, Winnetka, Lakeside, Glencoe, Ravinia, Highland Park, Highwood, Fort Sheridan, Lake Forest, Lake Bluff, North Chicago and Waukegan; a string of municipal gems and home towns without peer anywhere on earth. The marvelously beautiful scenery and natural parks along the North Shore attract not only local people, but thousands of visitors from Chicago and elsewhere. Fort Sheridan the most important and modern United States military post in the west, is located directly on the line of this road, its cars running along the entire length of the military reservation, thus enabling visitors to reach with least inconvenience the guard-mountings, drills, concerts, social functions and objects of interest at the post without having to drive or walk from the distant railroad stations.

GROUNDLESS FEARS DISPELLED.

While some of the North Shore towns hesitated in granting the Electric Railway company franchises, fearing that the operation of the electric cars through their towns would damage the property in the streets through which the cars were run, frighten horses attached to carriages and in other ways endanger the safety and serenity of the inhabitants, the operation of the "Royal Blue Line" for the past few months has fully demonstrated the fact that the railway is not only a benefit to each of the towns along the completed line and a great convenience to all of our people, but that the anticipation of danger and damage is groundless. While the company has handled during the summer months a large traffic, there has not been a single accident of any kind or nature. The citizens of Evanston, Wilmette, Kenilworth, Winnetka, Lakeside, Glencoe and Ravinia are anxiously awaiting the completion of the line in order that they may participate in the benefits that have accrued to their

sister towns and cities from Highland Park north.

WHAT WE MAY EXPECT.

Owing to the close business and social relations existing between the North Shore cities and towns this territory has long stood in need of the service contemplated by the "Royal Blue Line" and the aim of the company will be to furnish safe, speedy, cheap and frequent service and to fully care for and foster the true interests of the towns along its line.

The general offices of the Chicago & Milwaukee Electric Railway Company are at 108 LaSalle st., Chicago; the superintendent's office being at Highwood. The following are the officers of this splendid company whose ability, faith and enterprise promise to be substantially rewarded; G. A. Ball, president; A. C. Frost, vice-president; J. W. Mauk, treasurer; Geo. M. Seward, secretary and auditor; R. S. Ives, general superintendent.

FORT SHERIDAN PARK.

THE POPULAR AND HIGH CLASS NORTH SHORE AMUSEMENT RESORT.

It is remarkable, considering the importance and growth of the North Shore, that there has been, until recently, no first-class place of public amusement and recreation between Chicago and Waukegan. This state of affairs has not been due to any lack either of demand for such an institution, or to lack of natural surroundings or location, but can rather be ascribed to insufficiency of transportation facilities hitherto afforded. The advent of the Chicago & Milwaukee Electric railway has revolutionized local conditions in more ways than one, but nothing that this company has so far accomplished has more forcibly and harmoniously struck the popular chord than the opening of their charming and accessible resort, Fort Sheridan Park, which occurred on July 30th last. During the short time which has elapsed since its gates were thrown open to the discriminating public of the North Shore, Fort Sheridan Park has already become a recognized and popular pleasure ground.

The park occupies seven acres of the most charming landscape

on the North Shore and immediately adjoins the Fort Sheridan Military reservation. The buildings and pleasure grounds are situated in the midst of picturesque oak and maple groves, affording grateful shade in the warmest weather.

COSTLY IMPROVEMENTS.

The improvements, which are but just completed, represent an expenditure of about \$10,000 and include a band stand with a seating capacity for forty musicians—designed for open air concerts. A tasty pavilion 48x170 feet with a truss roof, polished maple floor, stage and scenery has been provided for dancing parties, conventions, musical and theatrical entertainments. A convenient two-story frame building is occupied by a restaurant, and as the apartments of the park employes. The cars of the electric road pass the park entrance, and a high fence surrounding the grounds give the exclusiveness desired. The entertainments thus far furnished have been of a high character and will continue so to be. Although the park has been opened but a few weeks the dominant features of management and accommodations have been such as to place Fort Sheridan Park in the front rank of first-class suburban resorts.

HIGH CLASS ATTRACTIONS.

Among the attractions furnished during the past brief season may be mentioned, Clauder's famous Milwaukee band of 25 pieces; Brooks', ever popular Second Regiment band of Chicago with more than a score of talented musicians together with string music of high character. Although the concerts have been artistic and popular successes the management have provided each week many additional attractions, such as the cinematograph and high-class vaudeville performances. For next season, the park people have already under contemplation and contract a series of attractions and events which cannot fail to please the most exacting and fastidious taste. Money is being freely and judiciously expended, and nothing will be left undone to make Fort Sheridan Park one of the best resorts in or near Chicago. In catering to the patronage of the