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Intelligence.

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SATURDAY FEBRUARY 11.

What is the subject of government aid to a road between Chicago and Fort Sheridan, referred to in these pages last week, the ground upon which such aid would be justified may thus in general terms be stated: That while the establishment of this military Post near Chicago for her protection against mob violence—to be apprehended always in times of popular distress and turbulence—is excellent as far as it goes, the work is only half done if it stops at that; for unless the resources of this Post are quickly available when needed, it might as well not be there. In a word, there must be not only a Fort but quick and ample means of transit between it and the city.

It is not a fair or reasonable proposition that the hardship of providing this highway should be laid on the property along the route; and, as remarked, no sufficient or creditable road will ever be built by such means: first, for want of ability, next for want of unity and uniformity. The burden of improvements required to fit that property for the homes of people tributary in every way to the city is all it can or ought to bear. The interest of the owners—who are to some extent persons of

moderate means seeking to make inexpensive homes—is entirely subordinate in this matter to that of the city. It is Chicago that is primarily and supremely concerned in having this highway. It is Chicago that ought to build it, with the aid of the United States government, if it can be enlisted; without it if it cannot. But that great center of capital and business, of manufactures, science and invention, art, letters, culture, ought never to rest till it has secured the insurance that would be afforded by a well-equipped and well-manned military post so accessible that its resources are at instant command.

The utter inadequacy of existing means of transit is too obvious to dwell on. A single railroad, which could be disabled by a mob in fifteen minutes, and miles of mud roads impassable in seasons of existing facilities. What is needed is a highway from the paved streets of the city to the Fort, broad, solid, smooth of surface, easy of gradient over which artillery, cavalry, infantry on foot or on bicycles, and munitions on wagons or motorcycles, could be moved with the utmost celerity.

There is not a business man in Chicago who does not keep himself protected by insurance against risks less contingent and less serious than the city is taking as a whole in this matter of popular turbulence. What would the cost of such a road be, in comparison with the millions that an hour's supremacy of a mob might destroy.

The United States Government has a great many things demanding attention and money in the provision it has to make for national security. Yet if Chicago had not the means, it would be the duty of the government to build this highway wholly from public resources; but Chicago is superabundantly able to at least share the burden. She did this in providing the site for the Fort. On the same ground of co-operation, she ought to be glad to at least share with the government the

cost of a road to make her first donation serviceable.

Fast in the ice early Tuesday morning a north bound steamer, believed to be the Iowa, bound for Milwaukee, was seen by the people at the Highland Park pumping station, about three miles from shore. A mile or so farther out, and also fast in the ice was another boat, but no fair surmise could be made regarding her identity. During the night of Tuesday the wind shifted and the ice pack broke. On Wednesday no trace of the vessels could be seen and it is probable that they are once more fairly on their way.

The North Shore is certainly coming to the front. A fifty thousand dollar appropriation has been made by congress for a public building at Evanston and the Waukegan harbor improvements during the present year will also involve an outlay of several thousand dollars.

GLENCOE COUNCIL.

Monthly meeting Tuesday evening Feb. 7th, President Day being absent, Mr. Taylor was called to the chair. On account of concert in the hall over the council chamber, the regular order of business was suspended. Use of the hall was granted the fire company for 9th inst, and to Glencoe band for the 13th, on payment in each case of \$3. to cover expenses.

A communication from police magistrate asked that village to pay him his fees (\$5) in the bicycle cases of September, the village having declined to prosecute collection of fines imposed. Referred.

Payment of bills was ordered aggregating \$414.46. Included in these was Mead & Coe's bill for use of street roller on Vernon avenue. The claim made for this by Herman Trapp was \$92. Mead & Co reduced the bill to \$50. The roller was actually used seven days.

Adjourned to 14th.

If you want a neat card to send to a friend for a valentine, call on Dale Sweetland, Highland Park.