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ANNOUNCEMENT.

With this issue of the NEWS-LETTER Mr. Elisha Morgan assumes the management of the paper, the interests of Messrs. Brownlee and McNulty having been purchased. To our readers in Highland Park, where Mr. Morgan has resided for twenty-seven years, our new manager needs no introduction. To our subscribers in other towns, however, we will say that Mr. Morgan has been identified with North Shore journalism for a number of years, having formerly been on the staff of the North Shore News. Mr. Morgan is a Cornell man, of literary tastes and is in every way qualified for the work he has undertaken. The North Shore Publishing Company takes pleasure in announcing his connection with the NEWS-LETTER.

By way Of the Cut-Off.

This will be a great year for the North Shore in transportation matters. Not only will the Chicago & Milwaukee Electric Road be completed to Evanston, but the Chicago & Northwestern will inaugurate a faster schedule as a result of track elevation, now in progress. Mr. T. A. Lawson, superintendent of the Milwaukee line, gave the NEWS-LETTER some information on this sub-

ject. He said: "On March 19 we will begin to run trains from north of Evanston to the city by way of what is known as the 'cut-off,' that is via Mayfair, West Chicago shops and the Galena division. This route is three miles longer than by way of Ravenswood and it will take from five to eight minutes longer for trains to reach the city. To handle our Evanston-Dempster street and South Evanston patronage we are going to try, and we never try to do anything—we will run fast trains via Ravenswood in thirty minutes. Traffic from north of Evanston will make the Emerson street stop, and then be diverted via the cut-off."

"We expected to be hauling sand by this time, but the weather set us back. The elevation will be completed by the first or second week in June, so that the traffic can be turned back by way of Ravenswood. Of course there will be some sand papering and fixing up to do after that."

Referring to the construction of the Northwestern elevated in front of the Wells street station, Mr. Lawson said it would be a benefit to the railroad, as passengers could then avoid the omnibuses and slow street cars. He said he had been told that every idle bridge worker in the city had been employed and the work will be rushed through at the earliest possible date. The maximum increase in the running time of trains under the elevation schedule will be about ten minutes. The number of trains will be increased as the patronage grows.

"Suburban travel has been growing every year," said Mr. Lawson. "We are bringing as many people in to the city as we did during the World's Fair year. I refer, of course, to the suburban travel proper, as our through trains ran in several sections in 1893. Yes, we are bringing in just as many, by actual count."

Winnetka's Electric Plant.

When the subject of a municipally-controlled electric plant for Winnetka was first broached, the enthusiasm manifested indicated that the idea would become an accomplished fact within a few weeks from its inception. The practically unanimous informal vote favoring the

proposition left but one course open to the council, if it desired to carry out the wishes of the village, and that was to go ahead with the project.

The financing of the enterprise having been arranged, the council committee has gone about securing the necessary frontage consents. The seeming slowness with which this work progressed indicated that citizens of the village were not responding to the call of the committee as promptly as public spirit would suggest; but Mr. Arthur Jones advises the NEWS-LETTER that such is not the fact. The delay has been caused by an unwillingness to put the village to any expense in the preliminary work and accordingly the mails have been the chief resource in obtaining signatures of frontage owners. As the matter now stands something over 80,000 feet have been signed for, while 90,000 feet is the amount required. This additional frontage of 10,000 feet can easily be obtained, and the matter will then be in shape for presentation to the council to be definitely acted upon.

The public spirit shown by a number of citizens in promoting the electric plant idea presages a bright future for the village.

Pencilled Paragraphs.

The key-note to this drainage question is, will it drain our pocket-books?

It is all very well to raise the tracks so long as the price of commutation

After making a careful estimate of some of the politicians, the query arises if the political pot, after all, isn't a jack-pot.

"See here, this man played a game on me, and sold me a Skokie lot. Have I any legal remedy?" "No," replied the attorney, "the game laws are not in force."

Referring to slow trains via the Cut-off, our paragrapher wants to say something about it being "the unkindest cut off all"—but he was checked just in time.