



A Courier of North Shore Intelligence.

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SATURDAY MAY 13.

**Township High School.**

IT IS HIGHLY IMPORTANT that every man and woman over twenty-one years of age and a citizen shall remember the election TODAY, in the school houses at Glencoe, Winnetka, Gross Point and Wilmette, to elect the HIGH SCHOOL BOARD which will erect and establish our new TOWNSHIP HIGH SCHOOL. The polls will be open from noon until seven o'clock P. M. REMEMBER that you vote at the school house which is in your election precinct, but not necessarily in your school district, so that Lakeside voters north of the Glencoe boundary vote in Glencoe, and so in other parts of the township.

Unless a Board is now elected which will erect a building in keeping with the size, wealth and character of the township, the error can never be fully corrected. Hence the importance of a full and well considered vote today.

THE CANDIDATES. As the joint result of caucuses held at Winnetka and Wilmette and various conferences held in the other villages, the following ticket has been presented:

WILLIAM H. JOHNSON,  
Glencoe.

MERRITT STARR,  
Winnetka.

WILLIAM NETTSTRAETER,  
Grosse Point.

DR. BYRON C. STOLP,  
Wilmette.

JAMES M. JOHNSON,  
Wilmette.

And the following ticket has also been made up and circulated:

GEN. C. H. HOWARD,  
Glencoe.

GEORGE BAKER,  
Winnetka.

DENNIS KLOPPER,  
District No. 3.

WILLIAM NETTSTRAETER,  
Grosse Point.

WILLIAM W. CARROLL,  
Wilmette.

The names of MR. FRANK JOY of Wilmette, PAUL NANZIG of Grosse Point, MAYNARD A. CHENEY of Kenilworth and

others have also been discussed as possible candidates, so it appears that the conditions are ripe for a large vote.

**Death on the Railroad.** The death of Charley Koller, an employe of the Ravinia Stock Farm, who was struck by the 10:00 o'clock Lake Forest train Sunday night, has awakened considerable speculation as to the cause of these accidents and also as to what preventive measures can be taken. In this particular case the coroner's inquest relieved the railroad company from all blame as it was shown by the testimony of witnesses that the unfortunate man, while in an inebriated condition, undertook to cross the tracks on a dark, rainy night. The engineer did not know anyone had been struck until he found blood on the wheels at the end of his run.

On the other hand, people entirely sober and while exercising a reasonable degree of caution are, not infrequently, run down by the trains. There was an unusual number of this class of accidents immediately following the completion of the second track on the Milwaukee line. People would get off of one track to avoid a train and would fail to notice another one bearing down on them from an opposite direction.

Even in the case of people who have been riding in and out of the city for years, it is an easy matter to miscalculate the speed of an express train under full headway, and more than one person has been killed who supposed they had plenty of time to cross the tracks.

The only adequate solution of the problem, apparently, is to elevate the tracks, yet it is not likely this will be done beyond Evanston for a number of years to come. The danger will be increased somewhat when the new trolley line is in operation, as it parallels the Northwestern's right-of-way for eight or nine miles.

A gratifying feature of the situation, however, is found in the fact that the Electric Road people are putting in subways wherever possible. The various councils should encourage this policy, and expense should not be considered when it seems possible to avoid accidents like that of Sunday night.

**Those Periodically Assistant Breakwater Attorney General So-Proclamations** and So comes out with a legal opinion in the Chicago papers to the effect that all breakwaters are illegal. He cites an array of opinions and precedents clear back to the reign of George the Third to prove the shore owner has no right to land made by accretion. The opinion generally winds up by stating that all the breakwaters will be ordered torn out at once; and there the matter drops until Mr. So-and-So again concludes to rush into print.

This state of affairs has been going on for some time now, and it is claimed by experts who are in a position to judge that a good, healthy breakwater can stand about three of these proclamations a year without being materially injured.

So far as the North Shore is concerned the breakwaters are a necessity. In spite of the partial protection they afford, the sandy beach has grown smaller during the past fifteen years, and it is clear something of the kind will be needed if any beach at all is to be left. If it is proved that all ground under the lake belongs to the state and that private owners have no right to build out in to the water, then the state should take measures to protect the shore.

The breakwaters should stay where they are, even if it is necessary for the state to buy them.

On another page of this issue is given a history of the Ossoli Club of Highland Park—one of the best known clubs on the North Shore. This is a model woman's organization, and the article will be of interest not only to residents of Highland Park, but all those interested in women's clubs.

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The Electric Road unloaded some bridge timbers on the Northwestern's right-of-way and was promptly notified to remove them, which indicates that the Northwestern doesn't care to have any fledgling traction companies playing in its back yard.

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Wilmette claims the township high school as its "just due." Why not select a site at Grosse Point?