



A Courier of North Shore Intelligence.

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SATURDAY, OCTOBER 21.

From the Fort Sheridan depot, north of what is known as Helm's **Electric Road Crossing**, the electric road is grading its right of way, and the road will soon be in fine condition. There will be double tracks and a macadam driveway for carriages and other vehicles. People appreciate the energy and progress displayed by the management of this company in its endeavors to put its road on a footing equal to anything of the kind in this country so far as equipment is concerned. The road is purchasing property at different points to enable it to do away with many of the objectionable curves now in evidence along the right of way, and in many other particulars the service is being bettered to meet the wants and conveniences of the public. As travel and traffic on the electric road increases a corresponding impetus is given the business interests of the North Shore, the several municipalities are brought more in touch with each other, and as a result, much that cannot but stimulate to an increased prosperity the condition of our district is accomplished by the success of the roads. People have realized for

some time the benefits that accrue, directly and indirectly, to the North Shore, through the operation of the electric road, and that the company may attain a constantly increasing prosperity is the wish of all.

With pleasure the NEWS-LETTER notes the activity of the Highland

The Water Park Question.

Park representatives in arousing sufficient interest and enthusiasm among our sister cities on the North Shore to bring forth prompt answers and willingness to meet with them on October 25th, 1899, for the purpose of exchanging views on the best means of promoting the better sanitary condition of the North Lake Shore.

Chairman P. A. Montgomery informs us that Lake Forest will be represented by Messrs. Calvin Durand, George H. Holt and Dr. A. C. Haven.

Kenilworth will send Messrs. Edgar G. Barrett, Robert H. Van Schaack and Charles Ware.

Lake Bluff has appointed a committee, and the mayor of Evanston writes that a meeting of the council will be held and a committee appointed to attend the meeting. Waukegan, Winnetka and Glencoe have the matter of committees under way and will be heard from later.

The other night in Highland Park burglars went through three houses on a certain street. The only house on that street not touched was one in which two small dogs do valiant service. Since then Mr. J. Wallace Wakem's fox terrier farm in Ravinia has been to all accounts a mecca for a continuous procession of pilgrims—all in quest of much-wanted canines.

Winnetka and Highland Park Hockey clubs are getting ready for some warm games this winter. Hockey in winter bids fair to become as popular as golf as a warmer weather pastime.

Street Improvements.

The question is asked many times by transients: "Why doesn't the city of Highland Park improve its streets running parallel with the railroad.

Your main streets running east and west through the business center of your city are fairly good, but the roadways contiguous to the railway north and south are horrid and not in keeping with the fair name of the city."

We are frank to admit that the statement is too true to warrant a successful contradiction. Many times we hear it said that men make mistakes. I believe that the writer did with many others as well, in 1897, in opposing the so called Omnibus ordinance which provided for improving several very important streets in this city by macadamizing the same at a very small cost to the owners. The streets to be improved were all east of the railway tracks.

Ex-Alderman Rice received the full benefit of indignation at the time as being the sole author of the plan contemplated. Several of the most ardent opposers have since admitted that they had made the mistake, and regretted that they had interfered, and their only apology was that they were not familiar with the law relating thereto, which went into effect shortly after, and required that a majority of the frontage in each block must petition the City Council before any legal advance could be taken up for the improving of any street.

Under the provisions of this law the city has been unable to improve a single street, and in consequence of our errors we have allowed the cities of Lake Forest and Winnetka to lead us in improved roadways, losing our prestige as a leader in all class of improvements, a position we have held previously for years.

At the present time our much talked-of water question is in good hands, and we feel warranted in saying that after the joint committees have concluded their labors and submitted their recommendations, the taxpayers as a whole will cheerfully acquiesce and meet the situation like men.

We would suggest that the Citizen's Association take up the matter of improved roads with committees of city council and devote their leisure winter evenings in planning the routine work necessary for the early season improvements of the next year. The gen-