



LAKE FOREST,
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HIGHLAND PARK,

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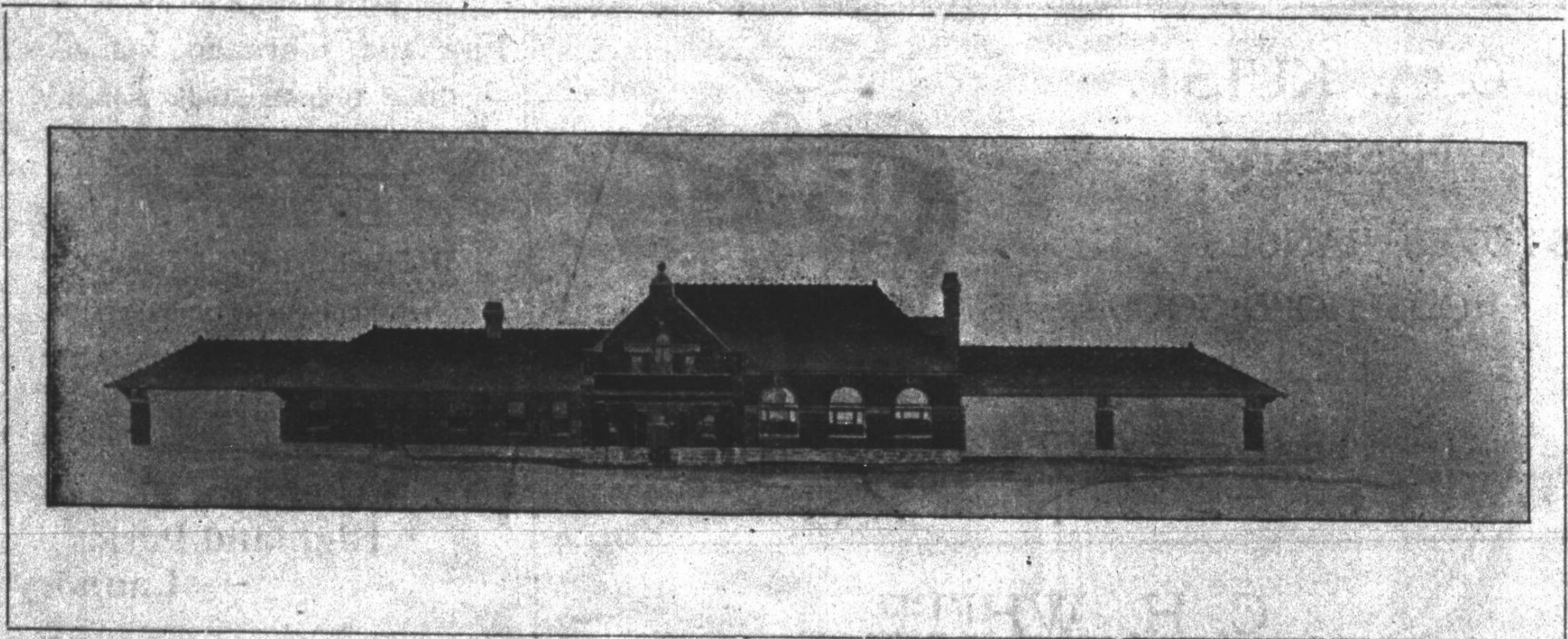
The New Depot.

Highland Park rejoices in the possession and occupancy of the superb new railway station pictured below. It is commodious and and sumptuous, equipped with every feature of convenience, utility, safety and structural beauty, which advertises to all

body all that is most elegant, modern and desirable in railway station construction.

The main depot covers an area of 130 x 40 feet, fronting on St. John's avenue, and entered through spacious portals on the street side under cover of a porte cochere, which enables patrons of

ed by a high fence, which absolutely precludes the passage from one track to the other. The main depot contains a main waiting room 42 x 50 feet in size, which is elaborately finished in antique oak and wainscotted to the height of four feet, and is set off by spacious fire-places. A lobby extending



HIGHLAND PARK'S NEW DEPOT.

passers-by what manner of city is this we live in.

The new depot—or rather depots, for there are two of them—were erected from plans prepared by Messrs. Frost & Granger, 806 The Temple, Chicago, architects for the C. & N. W. Ry., and em-

the road to pass from their carriages to the station without being exposed to wintry blasts or summer sun.

The platform sheds on either side of the tracks extend for 220 feet north and south. The east and west bound tracks are separat-

from the main waiting room to the smoking room gives access to the ticket, freight and telegraph windows. The smoking room is 22 x 24, and is finished in similar manner to the main apartment. A large baggage room completes the

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