

For Sheridan Road.

Sheridan Road from Lincoln Park to Waukegan is rapidly approaching completion. By next spring it is expected few sections will remain unpaved. When completed the road will have a clear sweep through pretty scenery, over ravines and skirting Lake Michigan whenever possible. It will be a splendid avenue, warranted to last for years.

Years ago, when the Sheridan Road Association first began to agitate the question of a road along the north shore of the lake, it was only contemplated to construct it from Chicago as far north as this city. But the success that has attended the work has also broadened its scope, and it is now contemplated to have connecting roads in Wisconsin as far as Milwaukee and a south side boulevard in Chicago running as far as the state line under the one name—Sheridan Road.

This is favored by property owners along the route from the Cream City to South Chicago. The promoters of the south shore boulevard say it would be a good plan to have one splendid boulevard along the shore under the one name. It is estimated it will only be a question of a few years when the south shore boulevard will be constructed, and a road from Milwaukee south will meet the present Sheridan Road. It is held that such a boulevard would be a magnificent and lasting memorial of General Phil Sheridan. Its value as a roadway would be inestimable.

The agitation for the completion of the road has been going on quietly and persistently until now nearly all the property owners have joined together to push the improvement. Several contracts will be let next spring for work in Evanston, Wilmette, Highland Park and possibly Waukegan.

Thirty miles of the road have already been completed and some of the gaps are now in process of improvement. Starting north from Lincoln Park the first gap occurs at Devon avenue and runs to the southern boundary of Evanston. Next spring this will be completed.

Evanston has done good work in

constructing its share of the Sheridan road. Nearly four miles have already been constructed. With the exception of 500 feet from Greenwood boulevard to Lincoln place, the road through the classic city has been well paved.

Going north of Evanston Sheridan road is again interrupted in Wilmette, but promise is held out of possible early improvement. The road has been built in Wilmette from just south of Seventh avenue to Central avenue. From Central avenue to Isabelle avenue the road is not built for six blocks. Just north of Wilmette the road is not constructed.

Petitions are in circulation for the improvement in the southern end of Wilmette and it is likely the contract will be let next spring.

North from this break the road runs through beautiful country until it reaches the big ravine in Glencoe. A bridge is needed here.

The village erected a magnificent fountain to the association and it is in place.

One of the gaps is in Highland Park, but this will soon be remedied. An ordinance is now pending for the completion of Sheridan road through Highland Park from the north line of Glencoe along the lake shore for a short distance, then deviating inland and passing the property of E. R. Hamilton and E. L. Lobdell, who have recently dedicated and given outright a right of way through their holdings. This link will be finished in the spring, so that the road will be opened clear through Highland Park. The completion of the road will help toward making life pleasant in Highland Park in the summer. An automobile line is to be established, running from the new hotel which is now being built at a cost of \$100,000 to Lincoln Park every day.

The road runs through pretty scenery in Highwood and Fort Sheridan and then joins University ave. in Lake Forest. Edward F. Gorton Mayor of Lake Forest, says he sees no immediate prospect of getting University avenue paved with macadam. He says it would cost a fortune to cut a road through the valuable property along the lake shore

and that Lake Forest is too democratic to make University avenue a boulevard.

Lake Bluff has completed the work of building the Sheridan road within its boundaries. Dr. C. G. Truesdell, president of the village, is ready to sign the bills for the work, as the village board has approved the paving. They expect everything to be finished before Christmas so that the public may use the road.

Waukegan has a macadam road of a mile and a half, running on the bluff's top, by far the handsomest thoroughfare of the city.

Although Waukegan was once considered the northern stopping point of the Sheridan road, much work has been done in Kenosha and Racine to have a connecting thoroughfare. Many of the farmers in the southeastern portion of state of Wisconsin disliked the idea of a shore road being made into a boulevard. They wanted a good road for all kinds of traffic, and this is likely to be accomplished within a few years.

The men who have been most active in urging this great improvement are the following officers of the Sheridan Road association:

President, Volney W. Foster.

Vice President, W. A. Alexander.

Treasurer, F. L. Hankey.

Secretary, Alexander Clark.

They have worked hard to urge the necessity for such a road against obstacles and sometimes prejudice against the road being made a boulevard.

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