

## SHERIDAN ROAD NEWS-LETTER

A Courier of North Shore Intelligence.

Published every Saturday morning at Highland Park, Ill., by the

Sheridan Road Publishing Co  
(INCORPORATED.)

A. E. Dorsey, Manager

OFFICES:  
News-Letter Building, 271 Central Avenue,  
Highland Park.

Telephone No. 92, Highland Park.

Entered at the Post-Office at Highland Park  
as second-class matter.

Advertising rates made known on application

TERMS \$2.00 PER YEAR

\$1.50 IF PAID IN ADVANCE

SATURDAY, JUNE 11, 1904

When that excellent sportsman, Sir Thomas Lipton, retired defeated from his third attempt to "lift" the American Progress. The opinion was expressed in England that it would be a long time before another challenger appeared. The reason given was the uselessness of trying again so long as the American yacht designers were so indisputably superior. Fifty years is indeed a long time to keep a prize, wrested from the greatest maritime nation in the world. One cannot help asking the reason for American success in this field; but if one attempts to answer his own question, other equally notable American successes come promptly to mind. We build bridges for Asia and Central Africa because we can do it in less time than our British and German competitors. For the same reason we secure contracts for locomotives to be used in England and in India, ship steel rails to the Transvaal, erect buildings in Manchester, and furnish transit facilities for the British capital itself. As a nation we may have a just pride in these successes, says the Youth's Companion, but instead of boasting of them, let us rather consider the conditions and advantages which have made them possible. In the first place we are young; neither the national mind nor the national body has had time to stiffen into senility. We work as young men work, eagerly and energetically, and we have the young man's impatience of precedent and conservatism; therefore we are ready to adopt new ways so soon as they are proved to be better ways. In the next place we have no matured and weakening racial stock, but one which is constantly rejuvenated and revived by the introduction of fresh blood from every nation in the world. That, too, tends to vigor. Lastly, we have had unlimited recourse to virgin fields and immeasurable natural resources in agriculture, in mining, in manufacturing; and new conditions breed new ideas. These are some of the reasons for American progress in many directions, but as has already been said, they are things to understand rather than ground for vulgar boasting.

Thoreau once made the bold assertion that if he were suddenly awakened from a trance in his native place he could by an examination of the plants tell within two days what time of year it was. There are city individuals possessed of this same fine instinct, and who, says the Chicago Tribune, if awakened on State street, could tell by a glance at the shop windows what month it was. It is the "season of mists and mellow fruitfulness" in the country; it is the day of "modistes" and social fruitfulness in the city. In October not only does the weather offer a new lease of life to summer games and summer garments, but coming winter delights cast alluring anticipatory shadows. There is always a spiciness about the first of a series of pleasures that later ones fail to reveal. The first cup of "afternoon tea" has a flavor unknown to later cups, and the first society bud is marked by a dewy freshness not found in her more belated sisters. Even the heroine of the first fall novel, blase and overworked as she may be, is welcome by virtue of the fact that she is the first one on the scene, and her melodramatic sister of the stage is no less eagerly applauded. All of these initial sips at coming joys are offered during October.

A Harvard '43 man who went from his Kentucky home to Cambridge to enter college has recently given reminiscences of the long and arduous trip. Gen. Winfield Scott was a fellow passenger. When they reached the Allegheny mountains they found that because of recent robberies the stage company had given orders that the stages should close up and ascend the mountain road together. The passengers were required to organize, elect a commander, and, armed by the company, march at night immediately behind the coaches. Gen. Scott was chosen to lead the force. The general is said to have entered into the fun of the occasion, and during a two hours' climb he gave many commands and attempted various military movements. When the time came to resume the seats in the coaches the general thanked his command for their obedience to orders. Young men going to college this year did not have such diverting adventures.

"A man with a grievance is always to be avoided," said Gov. Odell to the farmers at Niagara Falls. It is epigrammatic, and epigrams have a fatal facility for seeming to be true because they sound so well. But is the man with a grievance "always" a bad citizen? asks the New York World. "whether in public or private life," as the governor insists? The signers of the declaration of independence are not generally held to have been in the wrong, though the declaration is largely devoted to a rehearsal of their grievances. And history abounds with so many other famous instances that it may be safely said that the larger part of all the human progress made toward free and just government is to be credited to "men with a grievance."

On the turn of the dice you dream you choose; we bet you lose.

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