

**wners**

will decrease property values.

There is a very serious danger that the Illinois Commerce Commission may hold up their decision when the cases are completed, pending some "survey" that may take years. In the meantime, some of these trucking companies are starting to operate on the North Shore streets.

Still another trucking company, the Willette Company, has filed an application this month. A petition to intervene has been filed by this Association, signed by the President and Secretary.

**Danger**

The most serious danger in these cases is the attitude of local towns or city government. When these cases were first filed, practically every town on the North Shore was represented by their village attorney.

Some of these towns or cities have attorneys on a small annual retainer. When they prepare a case and go into court, they must of course charge their regular fees of say, fifty dollars or more a day. When these cases drag on day after day, and week after week, the authorities, under the stress of economy, asked the attorneys in several cases to "lay off."

Through the action of this Association, the Mayors and other prominent officials of these towns, as well as others came in and testified.

The cost to any town in attorney fees would be so small in comparison to the costs of pavement replacement and decreased real estate values, that it could scarcely be noticed at all.

These powerful trucking interests are going to spend a fortune if it is necessary to get in. Every loyal citizen of the North Shore should at once join with this Association and help in this fight to protect the safety and value of their homes.

**Sheridan Road**

A persistent effort is being made to widen and straighten Sheridan Road and Hubbard Hill and the wonderful Hubbard Ravine. A little widening here and a little straightening there is proposed, with the ultimate aim of making this a through artery, which will greatly increase the speed and density of undesirable traffic. There is also a stubborn resistance to the unanimous demand by citizens that the state remove both markers from Sheridan Road in the near future. This straightening would of course spoil much of the beauty, and the cost for the expensive property and legal fees would add a great burden to the taxpayers.

**Skokie Valley Road**

To the West, in the open Skokie Valley, a straight, wide, safe, route is being built. This Association has assisted village and city officials and property owners in getting together so that this road can be speedily finished. A united demand will then be made to change both State Marker 42, and United States Marker 41, from Sheridan Road to this route parallel to the Skokie Valley electric line. The through traffic will follow the signs, and be better satisfied because they are

not hampered by towns' cross traffic. All modern road engineers agree that traffic should be routed around, rather than through towns.

Sheridan Road has five hundred entrances to private residences. It has one hundred and fifty sharp curves and corners. Many of the intersections are complicated with steep grades to ravines, where the view is obstructed by dense shrubbery. This beautiful quiet residential district is no place for increasing through traffic, freight car trucks with huge trailers or buses. As President William Sherman Hay of this Association has quoted, "the price of freedom is eternal vigilance." If the beauty, safety and residential character of this wonderful North Shore is to be saved for the future, the property owners must be alive to the dangers.

**Sheridan Road vs. A Century of Progress**

The Chicago World's Fair had planned and mapped one of their principal marked and advertised routes to Chicago down Sheridan road. It was proposed to erect markers every hundred yards, designating it the Marine Route. It was also proposed to erect numerous camping grounds and many refreshment and comfort stations along the route.

This tremendous addition of traffic would come at a time when the cross traffic in these towns was at its peak load. This would have made traffic jams extending many miles back into the country, and would have made it very difficult to get onto or cross Sheridan Road. The camp grounds would probably have many stranded families, who came looking for work.

A committee from this Association with the officials of A Century of Progress. They realized that the claims of the North Shore were fair and reasonable, and agreed to not put Sheridan Road on their map or advertise it as one of the through routes to the Fair.

**Outer Drive in Lake Michigan**

A plan is being urged to build a drive in Lake Michigan, opposite Evanston, and to extend this up the North Shore to the State line. The original cost of this road would be approximately a hundred times the cost of a similar road being built in the Skokie Valley, and it is not needed.

The upkeep of any road over water is constant, and so serious that it would raise the taxes. The lake in one day washed out the entire shore drive in Lincoln Park. The present method of building piers out into the lake at short intervals, as was done in Lincoln Park, is terribly expensive and will need replacement and constant repairs.

This road would make the shore water stagnant and unfit for bathing. It would spoil the view of the lake shore, which is one of the principal attractions. It would make local control of beaches impossible. Many unsightly cuts would have to be made through the high bluffs to put in cross connecting roads at great cost.

Competent real estate men have estimated that it would decrease the value of lake front land for tax-

ation by over 50%. This loss would have to be spread over other property in these towns. Real estate dealers who are beginning to move property, already feel the influence of the threat of an Outer Drive. Prospective buyers of vacant lake front property do not want to build expensive homes on the lake, and later find they have no beach and are only facing on a road lined with Chicago bathers. They say they do not want to "buy a law suit"; that they would rather go back into the country and have an estate. The people who are working for this drive have stated that the towns could change their restrictions and allow apartments on the lake. The homes would then be sold according to their theory, at a profit. Home owners have replied that most of the apartments, even as far out as Evanston, are in the hands of receivers; that they never have been a financial success, and anyway, that they do not want to sell their homes and move away.

**Springfield Meeting**

The organization and work of carrying out the objects of this Association has required many meetings in Chicago and on the North Shore. Prominent busy men have given freely of their time and efforts to protect the wonderful future of this beautiful section. President William Sherman Hay and Secretary L. W. Beman, by invitation, spoke before the Illinois Commission on Future Road Program, at Springfield last summer. The point of view of the North Shore was carefully explained in detail. In addition to this, many prominent civic leaders who are members of this Association have written to the Illinois Commission on Future Road Program. That Commission is about to give a report to the State Legislature, that is, a program for the next ten years in road development.

**Aeroplane Danger and Noise**

We understand contracts are to be let with several air lines to bring passengers from Milwaukee to A Century of Progress. These are to "follow the shore line."

There has been considerable complaint on the North Shore about low flying aeroplanes. Even farmers on to the west complain that cattle in their stock bars are bruised in an effort to stampede when aeroplanes pass so low that they narrowly miss the barns. In Chicago, at the many air shows we have seen the tremendous noise made when several aeroplanes fly together at low altitude.

Of course, if a constant series of large passenger aeroplanes are to fly over the Lake Shore in the quiet residential district represented by this Association, it would be a serious matter. They would wake babies and cause serious annoyance to sick people. They would also likely fly at night, as well as in the day time.

A Century of Progress has agreed that this Association as the representative of the North Shore, will be notified and have a voice in the height and distance out over the lake required if they are to sign any contracts. This will apply to lines that land inside the Fair grounds.

**South Park Board**

The indications are, however, that the South Park Board will maintain jurisdiction over the main landing field and will make the contracts. This Association is taking the matter up with the South Park Board.

**Officers and Committees**

The officers of the North Shore Property Owners Association are: William Sherman Hay, president; Edgar Crilly, vice-president; John H. Hardin, vice-president; Gordon L. Pirie, treasurer; and L. W. Beman, secretary, whose office is at 120 South LaSalle street, Chicago.

The Executive Committee is composed of the following men: William Sherman Hay, chairman; Scott S. Durand, Lake Bluff; Philip F. W. Peck, Lake Forest; R. P. Sherer, Highland Park; Alfred K. Stern, Ravinia; Harry C. Holloway, Glencoe; Arthur Fisher, Hubbard Woods; Henry W. Wales, Winnetka; James C. Murray, Kenilworth; Hector Dodds, Wilmette; Arlington C. Harvey, Evanston.

The chairmen of the local Membership Committees for North Shore towns are as follows: Herman C. Hintzpeter, general chairman; John Griffith, 800 Sheridan road, Lake Forest; George W. Childs, 809 Sheridan road, Highland Park; James C. Younglove, 840 Sheridan road, Glencoe; Warren A. Lamson, 940 Sheridan road, Hubbard Woods; Edgar Crilly, 375 Sheridan road, Winnetka; Herman C. Hintzpeter, 212 Sheridan road, Kenilworth; Axel Lonnquist, 500 Elmwood avenue, Wilmette; Don F. Wiley, 1174 Michigan avenue, Wilmette; Robert L. Scott, 144 Greenwood boulevard, Evanston.

The Advisory Board is composed of the following men: Edward H. Bennett, Ayers Boal, Abel Davis, B. J. Deman, A. B. Dick Jr., Max Epstein, John Fleming, Charles M. Hayes, John P. Hooker, E. B. Knutson, Warren A. Lamson, Edwin L. Lobdell, Mrs. Andrew C. MacLeish, Marion T. Martin, H. C. Poronto, Edward L. Scheidenhelm, William P. Sidley, John Stuart, Robert J. Thorne.

The Board of Directors are as follows:

Lake Bluff—Scott S. Durand, Lester Armour.

Lake Forest—Philip F. W. Peck, Frederick C. Aldrich, Kent S. Clow, John Griffith.

Highland Park — R. P. Sherer, Samuel S. Holmes, Samuel M. Hastings, George W. Childs.

Ravinia—Alfred K. Stern, George Wallace Carr.

Glencoe — Harry C. Holloway, James C. Younglove, Arthur G. Cable, Bruce MacLeish.

Hubbard Woods—Gordon L. Pirie, Walter L. Fisher.

Winnetka—William Sherman Hay, Edgar Crilly, Henry W. Wales.

Kenilworth—James Murray, Herman C. Hintzpeter, Warner Cary Lewis, C. L. Frederick.

Wilmette — Charles W. Wrigley, William KixMiller, Hector Dodds.

Evanston—Clayton W. Sherman, Arlington C. Harvey, Robert L. Scott, Ralph E. Church.