

SHERIDAN ROAD A "Might-Be" RIVIERA.

The Dream of a Great Boulevard Connecting Chicago and Milwaukee May Soon Be Realized.

By WILLIAM L. CHENERY.

A GREAT boulevard along the western shore of Lake Michigan, extending north from Chicago, has been a dream for a quarter of a century. Building great highways had almost become one of the lost arts of the ancients when the invention of the bicycle and later that of the automobile turned men's minds to cross country trips and to a realization of the difficulties of travel. Chicagoans who want to go northward along the lake see that Sheridan road, the easiest way, is at present a most unpleasant dream. Nightmare, fright-

IN LAKE FOREST.



NEAR FORT SHERIDAN.

ful, beastly mud holes are some of the milder expressions used as the driver inches his high power car through the ruts and mud mires of this might-be Riviera of the west.

But, as its designers planned it and as its present advocates now hope to make it, Sheridan road will be a dream of beautiful Chicago. It is more than Chicago beautiful, for since 1889 men have hoped to stretch this boulevard along the bluffs and through the ravines of the north shore connecting ultimately Chicago and Milwaukee.

On the 23d day of February, 1889, a small group of men met in the offices of Daniel H. Burnham, master of many epoch making plans, and discussed the ways of creating a great road along Lake Michigan to connect the largest city of Wisconsin with the second city in America.

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Route a Reality Up to Zion City.

Out of that meeting the Sheridan Road association was born, and Mr. Burnham, Volney W. Foster, Alexander Clark, Charles F. Grey, D. B. Dewey, J. McGregor Adams, and Hugh T. Birch began their long service toward the fulfillment of their hopes. A resolution offered by Cyrus Kehr of Winnetka provided that the various streets and roads which were to be used as parts of the pleasure driveway from Lincoln park northward should be named "Sheridan road" as a fitting tribute to the distinguished soldier, Gen. Philip H. Sheridan. The driveway was intended as an adjunct to Fort Sheridan, which had already been established.

The proposed route is a reality as far north as Zion City, although it has been carelessly "lost" by Evanston and Lake Bluff and one or two other municipalities for a short distance.

Although a reality, it is not the sort of road Mr. Burnham and Mr. Foster hoped for when their operations began a quarter of a century ago. They foresaw two great state highways, one section to be owned by Illinois and the other by Wisconsin. Wisconsin has obtained a good road law by which its part may be built. The Illinois end the successors of the old Sheridan Road as-



CROSSING THE "CRICK."



COMING INTO THE OPEN.

sociation now hope will be constructed by the Lincoln park commissioners because the park board has developed a road making body which seems to offer the best chance for economical and intelligent construction.

The Sheridan Road Improvement association, whose offices are in the Rookery, which is now urging the improvement of Sheridan road, has had new surveys made of much of the territory between Chicago and Lake Forest. Last year members of the association contributed \$16,000 for temporary repairs. The worst holes were stopped up under the direction of Supt. A. S. Lewis of Lincoln park. The association found that the law allows the Lincoln park commissioners to take over Sheridan road as far north as the state line. It must be taken over continuously, however, to comply with the provisions of the law.

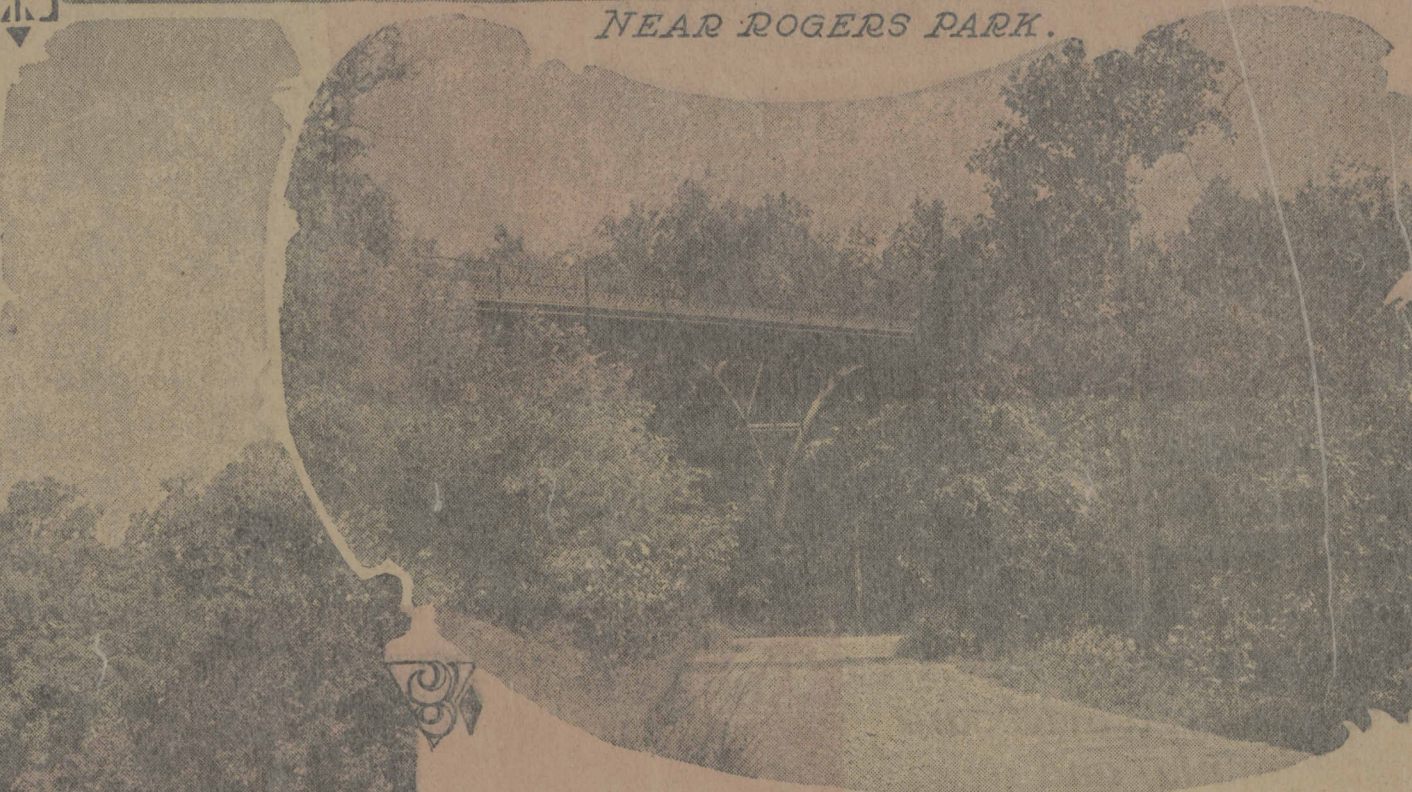
The first step in the real upbuilding of the road whereby it may be converted from a state of dilapidation to a great interstate

pleasure driveway was taken when, recently, the city of Chicago turned over its portion of the road as far north as Devon avenue to the Lincoln park commissioners. The next section between Devon avenue and Evanston is now controlled by the north shore park district. This section for several miles is in bad repair. The north shore park district, being a small organization, has such small taxing powers that any real success in rebuilding and maintaining the road is impossible.

For that reason petitions have been prepared and will be presented to the commissioners of the north shore park district asking them to transfer their portion of the road to the Lincoln park commissioners. A large majority of the owners of property abutting the road in this section have signed the petition looking to the opportunity. This transfer, on account of the opposition of the commissioners of the north shore district, is blocking all improvements farther north.



NEAR ROGERS PARK.



A PICTURESQUE CURVE

and the lake, which allowed its extension to Evanston. There it is lost for a number of blocks. In Evanston an ideal opportunity exists, and not a costly one, of connecting Sheridan road with the present park system along the lake shore. The route would then run along the lake shore from Calvary as far as Northwestern university and could be made as attractive as Lake Shore drive.

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Picturesque Way Through the Hills.

Skirting around the splendid grounds of the north shore territory, always in sight of the lake, Sheridan road crosses the new viaduct of the sanitary district and finds its picturesque way through Wilmette, Kenilworth, and Winnetka, winding in and out among the hills past luxurious houses.

In fashionable Highland Park, Sheridan road is lost in St. John's avenue for a short bit, but it finds itself again and at the northern edge of that suburb it slides over toward the lumpy plateau which overhangs Lake Michigan; then northward to Fort Sheridan—that fine army post is among the attractions of the journey. In Lake Forest the



A KENILWORTH RESIDENCE.



MAIN STREET KENILWORTH.



THE FORT SHERIDAN TOWER.



IN WAUKEGAN.

This is because of the law making continuous control a requisite. After the Lincoln park commissioners obtain all of the road located in the city of Chicago, then Evanston, Wilmette, Kenilworth, Winnetka, Glenview, Highland Park, Lake Forest, and Waukegan will be approached. Without favorable action, however, on the part of the north shore park district, the whole proposition is suspended.

One of the first great stumbling blocks of Sheridan road was removed by the generosity of the Roman Catholic bishop of Chicago. Calvary cemetery blocked the route for a time. Finally the archbishop gave the right of way between the cemetery

engineers of the association have planned to eliminate many sharp turns, although in north Lake Forest the road is well located. Northward still, near Lake Bluff, it is again lost and finds itself near the naval station. In Waukegan the road climbs a high ridge hundreds of feet above the waters of the lake and steers a straight course by the quaint old houses and yards of that city which harked back to the Illinois of half a century ago. Northward the course lies through the rich farming country to Zion City. In Zion City it has forgotten its intention of becoming a boulevard, but it plunges bravely on through mud in winter and dust in summer toward the state line.



NEAR WILMETTE.