

LAKE-FRONT PLANS.

Report Received by Municipal Improvement League.

NEW COURT OF HONOR.

To Be a Permanent Reproduction on a Grand Scale.

PUBLIC BUILDINGS IN IT.

Scheme Contemplated Is for a Triumph in Architecture.

SUBMITS IT TO THE MAYOR.

At the meeting of the Municipal Improvement League yesterday afternoon the plan drawn by the committee showing the proposed improvements in the Lake-Front was approved.

"It would be a waste of time," said he, "to discuss matters which are being properly handled by the public authorities. There is no doubt the city authorities have at their command the legal and engineering talent requisite to design the park."

Mr. Patton further recommended that the Committee on Engineers consider the question of lowering the railway tracks.

Mr. Wight suggested that the committee communicate with Frederick Law Olmstead and ask him to propose such changes as he saw fit. On motion of Mr. Hunt Mr. Wight was directed to correspond with Mr. Olmstead.

Considerable argument was occasioned by Mr. Patton's suggestion to send copies of the plan showing the proposed Lake-Front Park to the Mayor and to the Commissioner of Public Works.

Connect with Sheridan Road.

The plan provides for a viaduct or bridge over the river from the north end of the Sheridan road with a roadway along the outer edge of the Lake-Front Park.

Between the Art Institute and Randolph street should be located, the committee thinks, several public buildings and addition to the present Art Institute.

At the south end of the park, facing Michigan avenue, and corresponding to the Art Institute, the Great Library may be located.

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TO OPEN SIX STREETS.

AUTHORITY OF THE CITY ON THE LAKE-FRONT IS FOUND.

For Over Nine Years There Has Been Buried in the Archives of the Council an Ordinance Giving Chicago the Right to Open Six Highways Across the Tracks of the Illinois Central Between Randolph and Twelfth—Road Issues a Statement of Its Position.

For over nine years the City of Chicago has had authority to open six highways across the tracks of the Illinois Central Railway between Randolph and Twelfth street, but it was securely hidden away in the records of the City Council, where it remained unused through all the controversy until brought to light by Commissioner Kent yesterday.

Whereas, By an ordinance passed June 14, 1882, granting certain privileges to the Illinois Central Railroad company it was provided that in case of the construction of an outside harbor street may be laid out to approach the same in the manner provided for by the public works laws of this city.

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BIG PICNIC TODAY.

REPUBLICANS WILL CELEBRATE AT COLUMBIA PARK.

Good Speeches and an Attractive Program of Races Are Announced—Govs. McKinley, Jackson, and Evans Expected to Deliver Addresses—Committees Selected to Look After the Comfort of Visitors—Treats Will Run from the Cook Street Station and Stop at the Drainage Canal.

The Cook County Republican Marching club will hold its second annual picnic at Columbia Park today. Races and speeches will be the principal attractions of the day, among the sporting events announced being an Aldermen's race, a fat man's race, a married men's race, and other equally exciting and unusual events.

As to the viaduct at the east end of Van Buren street, the city has never opened up or improved Van Buren street across the Lake Park; but the World's Columbian Exposition company was permitted to construct a viaduct over the railway tracks, and an approach thereto extending across the Lake Park to Michigan street on condition that it should be removed after the Exposition closed.

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REPRODUCE NEWSPAPERS BY WIRE.

Invention Which Will Add New Activities to Journalism.

Telegraphic reproduction of electrotypes for newspaper printing is the latest achievement of electric invention. The innovation is very remarkable, and consists in the transferring and reproducing of exactly similar newspapers in different cities by telegraph.

A Berlin paper can, by the use of this machine, appear in all the larger cities of Germany at the same hour in the morning without being sent through the mails. The inventors claim for their apparatus not only increased rapidity, but they say that it will reduce the cost of printing. The inventors are patentees, Messrs. C. Meray-Horvath and C. Roar at Graz, describe the working of the apparatus as follows: The copy is first of all run off on a typewriter, next to the typewritten copy, which serves as corrector's proof, a special attachment releases a narrow strip of silver paper, which is covered by a number of short strokes and dots, constituting an alphabet peculiar to this machine.

These strokes and dots are made by means of a chemical fluid, which so changes the metallic surface of the paper that it becomes non-conductive. Any corrections becoming necessary can be made on the strip of silver paper; insertion or cutting out of copy is also easily performed. After being edited and corrected the long strip of silver paper is rolled up on a spool and inserted into a telegraphic apparatus, which, when set in motion, reproduces the same strokes and dots on similar silver paper at any distance and in any number of apparatus connected at the same time.

These strips of silver paper are placed into the "Electric Typograph." The strip passes beneath six points of electric contact covering the entire width of the metallic surface. This typograph operates in such a way that the steel type representing each character is impressed upon a prepared card-board in the proper order. An automatic mechanism provides for the varying width of the type, for the spacing and alignment, and for the moving of the card-board at the end of the line. The card-board fully covered with characters represents one solid column of

WATER IS TOO LOW.

Fox River Mills Must Remain Closed for the Present.

DECISION AGAINST THEM.

War Department Looks Into Lake Winnebago Matter.

USERS ARE IMPROVIDENT.

Hardships May Result from Their Lack of Good Faith.

WASTE TOO GREAT TO CONTINUE.

Washington, D. C., Aug. 9.—(Special.)—A decision adverse to the Fox River mills in Wisconsin has been rendered by Assistant Secretary Dos of the War Department after a personal examination of the locality and upon the receipt of a report from the officer of the engineer corps of the army, who made the necessary examination of this water course.

"I have received a report from Maj. Marston," said Mr. Dos, "as to the grading of the inflow of Lake Winnebago. This report shows that Lake Winnebago has remained stationary in level for more than a week past which demonstrates that the inflow barely equals losses from evaporation and water used for millage together with loss by leakage. Gaugings show that in seventeen days, between July 16 and Aug. 1, the lake rose one inch, three-fourths of the rise being attributed to the rain of July 24. Including rain the inflow during these seventeen days was about 19,500 cubic feet a minute. This is obviously a little to afford any considerable relief to milling interests, even if the mills were allowed to use it all. It is the consensus of opinion among all interests on Fox River that Lake Winnebago should not be allowed to become lower. It is therefore apparent that it is impossible at present to allow mills to draw water from that reservoir. Interests of Lower Fox demand that hereafter no sluicing of water at Menasha during times of high water should be permitted, unless an evident necessity exists to prevent disaster from flood. Such a necessity will not appear until water will flow over the dam at least more than eighteen inches in depth.

Proper Use of Sluiceways.

"Sluiceways of Menasha ought never to be used unless necessary to restrict the level of Lake Winnebago to a point near the crest of Menasha dam. It is not to be used if such course is adopted, and during water below the crest of the dam is prohibited in the future, not only will the interests of navigation be properly subserved and protected, but the greatest benefit to be derived from the magnificent water power furnished by government on Fox River will accrue to all users of water power between Lake Winnebago and Green Bay.

"Lack of water in Fox River is entirely due to the improvidence of the water power users. During the winter, relying upon spring rains, they drew the water down many inches below the crest of Menasha dam, and the result was failure to materialize, but the draft upon the reservoir through the mill wheels at Neenah and Menasha continued until, with water six or seven inches below the crest of the dam, not only were mills suffering for lack of power, but navigation interests were in danger of total destruction, for nothing, drawing water from the reservoir, could be done until the water came in or out of Lake Winnebago at Menasha. In view of this situation the Chief of Engineers remarks: 'It is clearly improper to allow the water power users to draw the use of the water from Lake Winnebago. This may be a grave matter to mill owners, but it is a matter of national importance, and it is one for which the United States is not in any way responsible.'

"Any increase in the hardships which navigation interests are suffering might be charged to the United States should the War Department permit any further reduction of the level of Lake Winnebago. Consequently the officers of the War Department are required to shut down of all mills upon the lower Fox River must for the present be rigidly enforced.

Not an Act of Hostility.

"It is fully to claim any hostility or animosity upon the part of any person in the employ of the United States Government against the water power users, and it is not to be strictly enforced. Permission was given for an election to be held at Appleton, Wis., in business upon Fox River. Orders issued by engineers from the War Department were in this way. I said to representatives of the mill interests that if none of them had objection and no water wheels were turned for any other purpose, I would not object to the interference with the running of the Edison electric company's plant to furnish light to Appleton. This was done, but I have been informed that the advantage has been taken of this permission to use power derived from the water in the government canal for other and different purposes. If the Edison plant is shut down, it will be in partial darkness by shutting off the Edison company's power they should place the light on their own plant. It is not a matter of faith on the part of the managers of the light plant. Hardships resulting from this action of the government are deplored, and should be remedied as quickly as possible. The owners upon lower Fox River can aid in this direction by taking steps to stop the enormous waste of water through their flumes and dams. Without this they are going to make every effort to find the author of it."

DEPUTY CORONER O'BRIEN HURT.

Brused in an Electric Car Collision—Dies of the Metropolitan Accident.

Deputy Coroner Daniel O'Brien was injured in a street car accident while returning from Dunning yesterday afternoon. The electric car on which he was riding on the Milwaukee and Dearborn streets was loaded with stone near the Chicago and Northwestern switch yards, and Mr. O'Brien was thrown from his seat. His back was severely sprained. Dr. Mitchell of the Coroner's office was called upon, but he was unable to help. He took Deputy Coroner O'Brien to his home, No. 440 Dayton street, and gave his injuries medical attention.

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MONSTER EXCURSION FROM ELGIN.

One-Third of the Population Comes to Chicago for an Outing.

One-third of the population of the City of Elgin will arrive in Chicago this morning on the watch factory excursion. Five thousand tickets were sold some days ago, and as many more were ordered, half of which were rapidly taken up. The Chicago and Northwestern railroad agent at Elgin has been furnished 125 coaches, to be made up into special trains to carry the 7,500 excursionists.

The excursionists are expected to arrive at the Elgin depot for Lincoln Park. Twelve hundred tickets for the Christopher Columbus wharfare to Milwaukee were placed on sale at Elgin and were nearly taken.

The excursion tickets are good until Monday morning and many will spend Sunday in the city. Many Elgin merchants have closed their doors for the excursionists.

Electric Street Sprinklers.

The city should water its principal streets with electrical sprinklers. The streets through which the street cars run, as a rule, are the main thoroughfares of the city and are the ones which most need watering. The city should be watered to great advantage by electric sprinklers running on the car tracks. This plan is in operation in many cities now, notably in Toronto and New York. The city of Chicago has been an increase in the efficiency of the service and a saving of expense. The electric sprinklers now in use have the appearance of "double-end" passenger cars and can be worked in either direction without interrupting the flow of the water. The cars carry 2,000 and 4,000 gallons of water, and can be filled at any street main in the city. The cars at Toronto are run at the rate of eight miles an hour, and easily keep in view of the regular passenger cars behind them.

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PROF. BUTLER WILL STAY IN CHICAGO.

He Declines Not to Accept an Offer from a New England College.

Prof. Nathaniel Butler, Director of University Extension in the University of Chicago, has concluded not to accept the Presidency of Colby University, a position proffered him some weeks ago.

"There were strong inducements offered me at Colby," Prof. Butler said. "It is a strong New England school, has just passed its seventy-fifth anniversary, and is the college from which both myself and my father graduated.

"On the other hand, my work at the University is being rapidly extended, and I am loath to leave it. Chicago is becoming a center for everything, and the developments in university extension in the next few years