

Miss May Seiler left Saturday for North Manitou Island.

Dr. O. D. Swain spent the Sabbath at Springfield, Ill.

Miss Nina Howard gave a beach picnic Monday evening.

Little Marjory Whitelaw was quite ill for a few days last week.

Mrs. Frank Schramm, who has been seriously ill, is convalescent.

Mr. J. L. Day left Saturday for a week's outing through Canada.

Miss Brown of Chicago was the guest of Miss Saunders this week.

Mr. Milo Graham of Chicago was a guest at Mr. John Fanning's last week.

Mr. L. H. Lloyd and family have gone to Waupaca, Wis., for a few weeks.

Messrs. Harry and Arthur Culver are with their company, in camp at Springfield.

Messrs. W. H. Johnson and Benj. Newhall left Saturday for North Manitou Island.

Mr. and Mrs. J. R. Calhoun left Saturday for Grand Rapids, Mich., for a short visit.

Miss Blanche Hurford is the guest of her aunt, Mrs. Edward Wells, "The Lessing," Chicago.

Miss Saunders leaves this week to spend the remainder of her vacation with friends in Chicago and other points.

The children of the God's Hill Settlement are enjoying their outing at Camp Glencoe. Another relay came out Wednesday.

The Christian Endeavor society gave a social at the Manse Friday evening. Ice cream and cake were served on the lawn.

Rev. Moses Smith and wife have been in the village for a day or so re-visiting old friends and familiar scenes. They have been guests at "The Elm."

Mrs. Harry Owsley met with an accident at the golf grounds last week. As she was getting out of the carriage the horse started suddenly, throwing her out backward, also one of the seats which struck her on the head inflicting severe bruises.

Miss Agnes Day is visiting friends at Oak Park.

Mrs. Ridgeway's lectures, under the auspices of the Women's Library Club, have so far proved very interesting. The last one was on "Pisa."

Misses Lizzie Ellis and Freda Keiss returned Wednesday from Detroit, where they had been attending the Christian Endeavor convention.

Mrs. Melville E. Stone and daughter, Elizabeth, leave this week for New York, where they expect to spend a few days before sailing for Europe.

You have heard of people wanting the earth? A number of Glencoe residents should be satisfied. Some are getting it for nothing, others at the rate of 10 cents per wagon load.

The Green Bay road contractors are already known in the village as "the Wisconsin Capes." The gentleman in charge seems to be a sort of Cape of Good Hope, being placid and agreeable like the weather around the famous African cape; but those who try to circumvent him in business are likely to find him more like Cape Horn as to the matter of circumnavigation.

The tracks of the C. & M. E. railway have invaded Glencoe on both north and south, and at the present rate of progress it will not be many days before they are joined somewhere in the vicinity of the C. & N. W. railway station. The cut made by the graders along the block east of the station looks like needlessly deep, but the construction of the track will raise the surface 13 inches and then it will not look so deep, and when the rest of the street has been cut down to correspond, the improvement in the levels will be manifest. The approaches to the Northwestern station will need to be lowered, and that, too, will be an improvement, as that driveway is too high for the building.

The "stars in their courses" seem to fight for Harry's pond. Although the council some ten days ago authorized the subway contractor to put 200 yards of earth into it if so much should be required, at his own price, not a yard has yet been

dumped in those sacred precincts, and a wild apprehension begins to arise whether some future Marius sitting on the ruins of the Village Hall may not find the pond still there in all its pristine pellucidity, and hard by a sign board inscribed with these words in good prehistoric Latin: "Esto perpetua."

Messrs. Cape & Son of Racine, contractors for the macadamizing of Green Bay road, began Monday morning to make the dirt fly at Hazel avenue. The earth is being distributed, some at a very low rate, some without charge, according to the "sphere of influence" in which the fill is to be made and the length of the haul. No international jealousies or complications have yet developed, except that the subway contractor, who had been getting 25 to 30 a load, and who still has earth to sell, finds this foreign competition rather affecting his revenues. A trust would probably be formed if it were not apparent that the supply is so much in excess of the demand that it will soon be a question of dumping places rather than of price.

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