

OBITUARY.

With the deepest sadness we chronicle the death of Miss A. R. LaBar while friends are still mourning the loss of her sister Helen to whom they so recently paid their last tribute on earth. We are called to bid farewell to all that is earthly of these two who have lived with us so long that their memories will dwell in our hearts for aye. Miss Albina R. LaBar was stricken with grippe pneumonia Christmas eve. Every effort of physicians and trained nurses was exhausted in a vain attempt to prolong her life and Friday evening, Jan. 15th, at 10 p. m. she fell asleep in the Lord whom she had faithfully served for years. Miss Helen preceded her only ten days. Services were held for Miss Helen Jan. 5th in the Baptist church here of which church both sisters were active members. Sunday, Jan. 17th, at 3 p. m. services were held for Miss Albina. Both bodies were taken to Delavan, Wis., the family home, at which place funeral services were held last Monday afternoon and interment was in the family lot which already held father and mother and eight children, the only surviving member of a family of seventeen being a brother now living in Kansas.

The services held in the Baptist church here were of a very impressive character. Miss E. E. Wycoff led the singing by the congregation and rendered with deep pathos a solo.

Miss Flint read the tribute of the Daughters of the Revolution of which society Miss LaBar was a member. Rector Wolcott read very impressively the scripture. Rev. Rogers, of the Baptist church, offered prayer. Rev. Pfanstiehl of the Presbyterian church, spoke of Miss LaBar's public life and devotion to public welfare. Rev. Lewis B. Hibbard reviewed Miss LaBar's life, outlining mainly her history, though touching on the family history. The floral tributes were most beautiful and numerous. Among the societies that sent flowers were the Daughters of the Revolution, the Baptist church, the Highland Park Women's Club.

Miss LaBar was born in Wayne county, Penn., in 1839 her family came west in a prairie schooner to Delavan, Wis. Their first Sunday in the west was spent on the banks of the Chicago river near Rush street bridge. They were pioneers not only in Delavan, but in Walworth county. They brought their piety with them and today Delavan has a Baptist church of over four hundred and fifty members,

the largest in the entire state. In 1854 Miss Albina was baptized in Delavan Lake and united with the church. She has since remained a faithful active member, aiding by her musical talent in the church and Sunday school work. In 1875 the sisters came to the Park to reside with another sister, Mrs. Cole. Miss LaBar has served faithfully and efficiently in almost all branches of the church work and was an active and valued member of the Public Library Board of this place.

THE DRAMA

Captain Racket, a drama of three acts, written by Mr. Chas. Townsend and given by the Alumni of the Deerfield Township High School assisted by Mr. and Mrs. F. B. Green and Mr. H. M. Prior at Goldberg's Opera House last Friday evening was the event of the season. The cast of characters was especially good.

Capt. Robert Racket, of the National Guard, a lawyer "when he had nothing else to do and a liar all the time," was represented by Mr. George E. Millard, whose impersonation of the part was deserving of the greatest praise, calling forth a storm of applause at his able rendering of this cast. His uncle from Japan "where they make tea" was Mr. Henry M. Prior, whose name is synonymous with everything that is absolutely good, in the line of acting.

Mr. Frank B. Green represented Mr. Timothy Tolman, the Captain's friend "who married for money and was sorry for it." Mr. Green is a born actor and did himself credit in every sense of the word. His wife, Mrs. Green, who is always so popular that her appearance is the signal for a storm of applause, represented Mrs. Tolman, "a lady" with a temper, who finds her Timothy a vexation of spirit. Everyone certainly enjoyed this character whose part was executed in so able a manner.

Miss Bessie Cheverton, the Captain's pretty wife, was a great favorite with the audience and did her part well, even at "anything awful."

The mischievous maid, Katie, better known to us as Miss Nina Bell, played her part to perfection in this family episode.

Mr. Frank McCaffery and Mr. Frank Conrad deserve much praise for the creditable manner in which they acquitted themselves.

Much more might be said of the acting, but we must not forget the excellent music furnished by the Fulton Orchestra.

Quite elaborate programs were presented to the audience. Dancing finished the programme of the evening.

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\$24,000,000 FOR WAGON ROADS.

There is pending in Congress a bill called the Brownlow Bill, introduced by Hon. Walter P. Brownlow, of Tennessee, which appropriates \$24,000,000 as national aid for the building of wagon roads. This sum is to be available at the rate of \$8,000,000 a year; is to be divided according to the population of the different states, but no state is to receive less than \$250,000. Every state receiving national aid must appropriate and spend a like amount.

The asserted growth of sentiment in favor of the measure has been chiefly due to the institution and extension of the rural free mail delivery system, which has brought the disadvantages of poor roads home to the farmers and other country dwellers. Applications for the extension of the free rural delivery system are being refused by the Post office authorities on account of the roads and the disappointed communities demand their improvement. These demands are so in excess of the ability of the local boards to respond to that for a year past Highway Commissioners all over the country have been putting themselves on record in favor of National aid.

It is claimed on behalf of the bill that the plan of distribution is more equitable than the distribution of some \$32,500,000 a year under the Rivers and Harbors Bill, which goes principally to the seaboard states and to the Mississippi delta.

In support of the Brownlow Bill as a general measure, attention is called to the fact that France has 23,603 miles of wagon road, which are built and maintained by the nation, and Italy about 5,000 miles, while many of the states of the Union spend hundreds of thousands of dollars annually in aid of highway improvement.

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