

LOCAL
SOCIAL
GENERAL
ECONOMIC
INDEPENDENT

NORTH SHORE NEWS-LETTER

Vol. XVI No. 36

HIGHLAND PARK ILL. SATURDAY, SEPT. 3, 1910

Price 5 cents



Subscription, \$1.50 a year

Highland Park News.

Please hand your News Items and Advertisements in by Thursday at noon

TAKE NOTICE.

Just a word in regard to our classified advertisements: In order to insure their being published they must be accompanied with the cash and brought in no later than Thursday at noon. No ads taken over the wire.

Mrs. John Ma Gee who is staying at the Moraine Hotel, left this week for a trip to Boston in an automobile.

Mr. John Giesner spent Sunday with Mr. and Mrs. R. G. Salyards of Ravinia.

Mr. George Buelow returned Saturday to his home, after a visit of several weeks with his aunt and uncle, Mr. and Mrs. Fritz Bahr.

Miss Mona Bahr left last Saturday for a weeks visit in Wisconsin.

Mrs. Rockwells mother returned last week from a trip abroad.

Mr. Fritz Bahr and two sons, Fritz and George, returned home last Thursday, from a trip to Quebec, Montreal.

Mr. Anderson who has recently purchased the "Ladies Bazaar" has rented one of the Gsell flats.

Mrs. T. C. Williams and family who have been at Holland, Michigan, for the past month have returned to the Park.

We are glad to hear that Miss Grace Mihills is much improved.

Mrs. Mitchell and children who have been in Michigan for the summer are again at home.

Mr. and Mrs. John Becker of Chicago spent the week-end with Mr. and Mrs. Thomas Crain.

Mr. Emanuel spent Monday in our city.

Mrs. Jack Pruyin is at Madison, Wis., for a few weeks.

Mr. E. C. Spencer has returned from the east where he has been for a couple weeks. The rest of the family expect to return some time in the near future.

Mr. and Mrs. A. B. Holibird and Miss Amy Holibird have returned from Lake Koskong, Wisconsin, where they have been for the past three weeks.

Among the Highland Park people who attended the Road Races at Elgin were: Mr. and Mrs. Andrews, Mr. and Mrs. Nathan Corwith, Mr. and Mrs. Dickenson, and Nathan Corwith Jr.

Miss Gills of Oak Park has been the guest of Mr. and Mrs. William Millard for a few weeks.

Mrs. O. Lindblom, is visiting her sister in Buffalo, N. Y., for two weeks.

Mr. and Mrs. James B. McCrystle and family are living in the George S. Cole house.

Dr. Bergen spent the week end with his family at White Lake, Michigan.

Miss Bessie Baker spent the week end with Irving Park friends.

Miss Florence Sobey is in the west where she will spend a few months in Oregon.

Miss Grace Johnson of Chicago is spending a few days here.

The house being built by Mr. Larson on north St. Johns avenue is nearing completion.

Miss Bess Wilson of Chicago spent Sunday with Highland Park friends.

Edwin Wrenn left on Tuesday for Campbellville, Kentucky, where he will spend a few weeks.

Mrs. D. F. Kelley who has been away for several weeks, is at home again.

The new residence on Sheridan Place which is being built by Mr. Wm. Gsell will be finished by Oct 1st.

Miss Dorothy Clark leaves Monday for a visit of a week at Oregon, Illinois.

Miss Mildred and Miss Marjorie Mihills leave today for Yellowstone Park, and on their return trip will visit at Denver and other western places of interest.

Mrs. W. B. Wrenn and son Eliot have returned from Holland, Michigan where they were for two weeks.

Mr. and Mrs. C. Foulds of Libertyville spent Sunday in our city.

Mrs. H. R. McLaughlin and daughter, Miss Mary McLaughlin and son Geo. McLaughlin, and niece Miss Mary Rolfe, have returned to their homes in Huntington, W. V., after a two weeks visit to her sister-in-law, Mrs. W. L. Harrison of our city.

Miss Mae Collins who has been to Northern Michigan on a lake trip returned last Saturday.

Mr. and Mrs. Charles E. Fallansbee and children, of St. Johns Place are at home again from a two months tour in the west.

THE LAWN SOCIAL.

The lawn social which was held on Mr. and Mrs. Evan's lawn was a great benefit to the Baptist church. Large and very pretty lanterns were hung over the lawn, which gave just a dim light, people were coming and going back and forth to get a dish of that delicious Ice Cream and Cake which cost but five cents. This was a small amount, of which no one regretted to pay, and at the same time was for a good cause; besides giving all present an evening of enjoyment.

A PROCEC

I wish some big policeman might
Take note of Father Time,
Who runs along by day and night
At speed that is a crime.
Why, here at fifty years am I
With heart so full of joy
That it were useless to deny
I'm aught but just a boy!
Tis hardly fair to go so fast
That one runs into age
Before his spirit's really passed
The knickerbocker stage;
To have to wear the dignity
Of Solons grave and sad
Before one's really ceased to be
A frisky, romping lad.
I want to shout and sing and dance.
I want to frisk and play.
I want to go outside and prance
Along the broad highway.
I want to make strange noises, but
In spite of all I plan,
Sedately on my way I strut,
An old, stiff mannered man!
Time plays us tricks—no doubt of that.
He robs us of our hair;
Some folks he lays out whooly flat
With gifts of grievous care;
But worst of all his prankish fleers,
The meanest one, in truth,
Is when he puts the mask of years
Upon the face of Youth!

ARMY MANEUVERS AT PEORIA.

Major Davidson has just returned from the army maneuvers at Peoria where he has been with the Military Academy's automobile battery. Capt. J. M. Kehlor, Sergt. R. A. Mayer, Sergt. G. W. Renwick, Corp. W. H. Zlock, Lance Corp. E. C. Etten, Lance Corp. W. Thode and Cadet R. B. Briggs accompanied him.

The Academy and incidently Highland Park, have been getting a great deal of publicity during the summer months; first on account of their automobile battery through the Glidden Tour from Cincinnati to Chicago via Dallas, Texas, traveling through thirteen states and covering nearly 3000 miles. The work of the boys has been of such interest to technical as well as military men that the Scientific American in its July 30th issue, published two full pages illustrative and descriptive of this battery and its work.

At the army maneuvers, the cadets were on duty at Headquarters, and they were frequently seen around the maneuver ground as escort to the Governor and the Adjutant General.

TILLMAN-GIESER WEDDING

Mr. Arthur Tillman and Miss Bertha Gieser were married at the home of the bride Thursday afternoon at four o'clock in the presence of about fifty guests. Rev. A. R. Schultze of the First United Evangelical Church officiating. The young people were the recipients of heartiest congratulations and of many valuable wedding gifts.

The bride is the daughter of Mr. and Mrs. Paul Gieser and the groom a son of Mr. and Mrs. William Tillman. Both are well known and popular young people of this city. Their many friends wish them much joy and happiness in life.

Mr. and Mrs. Tillman are taking a tour to the east, visiting Niagara Falls, New York City, and making a call at the home of Bishop and Mrs. W. F. Heil in Allentown, Pennsylvania. They will reside on the corner of Green Bay Road and Central avenue, in the home recently occupied by Mr. and Mrs. William Tillman.

HIGHLAND PARK ITEMS CONTINUED ON SECOND PAGE

NORTH SHORE NEWS-LETTER GLENCOE, ILLINOIS

SEPT. 3, 1910

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GLENCOE ITEMS

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CHURCH SERVICES

Church of St. Eusebius.—Rev. Luther Pardee. Priest in charge: Holy communion, 7:30 a. m.; second celebration and sermon first Sunday in month, 11:10 a. m.; morning prayer and sermon, except first Sunday in month, 11 a. m.; evening pray and sermon, 5 p. m.; Sunday school, 9:45 a. m.

GLENCOE CONGREGATIONAL CHURCH. Rev. Douglas Cornell, Pastor. Morning services 11:00 a. m. Sunday school 9:45 a. m. Wednesday evening services 7:30 p. m.

METHODIST EPISCOPAL CHURCH (Library Club) Rev. James O'Meara, Pastor. Morning service 11:00 a. m. Evening service 7:45 p. m.

GERMAN LUTHERAN CHURCH. Rev. C. Hintz, Pastor. Sunday service 10:30 a. m. Wednesday evening meeting 7:30 p. m. Glencoe A. M. E. Church.—R. L. Allen, pastor. Preaching at 11 a. m. and 8 p. m.; class meeting, 12 p. m.; Sunday school, 1 p. m.; Allen's Christian Endeavor league, 6:30 p. m. Wednesday evening, prayer meeting.

LIBRARY HOURS

Tuesday, 3-5 7-9
Wednesday, 3-5
Friday, 3-5 7-9
Saturday, 7-9

REGULATIONS OF EXPRESS RATES

The recent action of the Illinois Railroad Commission, in determining to regulate the charges of express companies, is the proper exercise of undoubted authority. Their action is commendable and important. Pity it has been so long delayed to the injury of the people who require the service.

It is well the public should understand just what sort of relation these express organizations have to them and to the railroads. The express companies have no lines of transportation of their own. They have no rights on the lines of rail they use beyond what the railroads can give them. They are barnacles on the railroad systems of the country. Something worse than barnacles; leeches—blood-suckers—like the fast freight lines which so long took the cream of the freight business of the railroads to the profit of inside organizations rather than that of the stockholders. It is safe to say that the whole relation of the express companies to the railroads has always been more or less tainted by arrangements under which the rights and interests of railroad stockholders were subordinated to the interests of directors and others in control of the roads.

The railroad is a semi-public corporation—not only in the sense that it is a common carrier, chartered for the public accommodation, but also in the fact that it is endowed with the sovereign prerogative of "eminent domain" and in the power thus granted to take private property for its purposes, it is doubly bound to a faithful discharge of its public obligations. A majority of the railroad mileage in this country shares the enjoyment of munificent gifts of public land, thus adding a moral obligation to the legal one to deal justly by the people who are to be served.

It is at least questionable whether a railroad company has a right to farm out the transportation facilities where-with the public has invested it. It is not questionable that if it does so it is responsible for the lessee, who must submit to all regulation to which the railroad is liable. It is the duty of the railroad company to do this business; its first duty is to carry every description of commercial commodity which anybody wants to ship, and carry it at such speed, according to its character, as the public accommodation requires.

The sleeping-car barnacle is another instance of the same kind of abuse; of which it will be sufficient to say that while the barnacle corporations grow so enormously rich they cannot find ways of concealing their profits, the relation is one of positive loss to the railroad stockholders.

"I had not supposed there was any question of the power of Congress to include express companies in the interstate commerce legislation and to deal with them just as railroads are dealt with."

This is what an eminent lawyer, who is a member of the Committee on Interstate Commerce of the U. S. House of Representatives, wrote a year ago to the writer of this, in answer to an inquiry. It might be asked, then why does not the Inter-State Commerce Commission do it? In the same letter the gentleman said:

"The existing inter-state commerce law, while it does not cover telephone

GLENCOE ITEMS CONTINUED ON SECOND PAGE