

'Floundering' Plane Spread General Scare

Sighted on Waters off Kenilworth
Provides Work for Coast Guards
but Flies Far, Far Away

The crew of the United States Coast Guard station at Evanston engaged in a futile search Monday evening for a hydroplane said to have gone afoul off the Kenilworth shore and which, according to various reports, was floundering in the waves of Lake Michigan within sight of the Kenilworth beach.

That a hydroplane had descended to the water was substantiated by Mrs. C. G. Burnham and her small son, a Boy Scout, of 536 Roslyn Place, Kenilworth, who upon sighting the plane, apparently in distress, summoned the coast guards.

Subsequent calls were received at the station reporting the craft had collapsed and was in dire distress.

Searching about in the darkness the guards failed to locate any trace of the plane and it was learned later the craft had taken wing and departed for the hangars at the Great Lakes Naval Training station.

COMMUTER ECONOMIZES AS TROLLEY RATES INCREASE

Although the Interstate Commerce Commission has authorized an increase in rates in Illinois and Wisconsin and although the North Shore line has reduced the wages of its employes, that company claims that the new rates will not result in any great increase in its gross revenue.

This is due to the fact that patrons who formerly bought single-ride tickets are now buying commutation tickets at lower rates than the old ones they say. The company also points out that its employes have been receiving from \$200 to \$250 a month. The recent wage reduction was less than that made by transportation companies generally throughout the country.

Elder-Down Duck.

There are two varieties of elder duck—the common elder and the king's elder, the latter supplying the down which is exported from Greenland, while that of the former comes mainly from Iceland. Ten thousand pounds of down is obtained annually from the latter country. The elder is larger than the common duck. The drake is black with a white back, while the female is brown with white spots.

"STOP AND RIDE", CALL OF LEXINGTON SALESMEN

North shore motor enthusiasts are interested to learn of the opening of a north shore branch for the distribution of the Lexington and Gardner motor cars.

Under the management of R. R. Davenport, sales rooms have been established at 1008 Davis street, Evanston.

"Stop and Ride", is the call of the Lexington Chicago Company branch to the people of the north shore. Lexington cars bearing that sign will travel about the north shore for demonstration purposes. "The more riders the merrier", is the invitation extended by Manager Davenport.

CITY MANAGERS' CONVENTION IN CHICAGO NOVEMBER 15-17

Announcement has been made that the annual convention of the National Association of City Managers is to be held in Chicago, November 15 to 17, inclusive.

Village managers of the north shore are expected to attend the convention sessions. Village Manager Sherer of Glenocoe is a former vice president of the association and has been prominent in its activities for several years.

BUILDING PERMITS SHOW BOOM HAS NOT SLACKENED

Building in Winnetka continues on the boom in the face of reports in other sections indicating a slump in home construction work. Permits issued by the village this week total \$73,800.

The list for this week includes reconstruction work on the home of N. H. Gates at 444 Willow street, cost \$12,000; new residence, Howard Gray, 844 Hibbard road \$18,000; new home, J. W. Rothschild, 1173 North avenue, \$33,000; new garage, J. K. Cooldridge, 757 Foxdale avenue; new residence, Joseph Rose, 1040 Vine street, \$10,000.

DISCUSS NEW VILLAGE HALL

The Winnetka Village Council held an informal meeting at the City Club in Chicago, Friday noon, to consider matters relative to the new Village Hall project, a prospective improvement in the village that promises to constitute one of the important steps in the Winnetka Plan and "Village Beautiful" enterprise.

Centered in Self.

"Some men," said Uncle Eben, "is so selfish dat dey'd be willin' to let the whole country suffer frum drought rather than take a chance on a shower spoilin' deir own little picnic."

ODESSA: PARIS OF THE UKRAINE

Before the war no city of the Near East save Bucharest so nearly resembled Paris and Vienna in its hectic night life as did Odessa, conspicuous in the fighting of Ukrainians, Poles and Bolsheviks.

Odessa had hundreds of sidewalk cafes, its municipal opera and its palaces of chance. It had more than half a million population, yet it is one of the newest cities in Europe. Moscow's history extends over a thousand years, that of Odessa only a little beyond a century.

There is a unique analogy between Odessa and the capital city of the United States. Both were started at about the same time—during the last decade of the eighteenth century—and both were begun because of the far-seeing wisdom of the chief executives of the two nations.

Perhaps the oddest coincidence is the fact that they both were planned by foreign civil engineers of the same nation. While Major L'Enfant was devising the "city of magnificent distances" to be erected on the banks of the Potomac, Voland, also a Frenchman, laid out Odessa on the shore of the Black sea. While President Washington was dreaming into being the beautiful city which bears his name, Czarina Catherine the Great was sponsoring the upbuilding of a municipal stepping stone toward the chief object of the Russian Bear's stealthy tread—Constantinople.

Like Washington, Odessa was laid out in the midst of a virtual wilderness and swamp. An isolated Turkish fort, Khaji-Bey, stood on the site of the present city at the time, 1789, when it passed to Russia. In early years of the Christian era Greek colonists had taken advantage of the bay of Odessa.

Until five years ago the railway distance between Odessa and Moscow was more than a thousand miles, but a new line, via Bakhmatch, reduced that distance to 814 miles. The steamship distance between Odessa and Constantinople is 360 miles.

From its history it is evident why Odessa was far from a typical Russian city. Mark Twain found the only Russian things about it to be the shape of the droshkis and the dress of the drivers. He might have mentioned the gilded domes of a few churches. There the Russian likeness ends.

A few miles to the north and also to the southwest are three "limans," or lagoons, famous for mud baths believed to benefit persons with rheumatism, gout and skin diseases. The most popular of these is 20 miles long, a mile wide, 10 feet deep and lies 16 feet below the level of the Black sea.

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