

BARRINGTON NEWS

LOCAL HAPPENINGS OF THE WEEK IN THE VILLAGE AND VICINITY.

All sizes of window glass sold by LAMEY & CO. Mrs. Clark McIntosh of Avondale was here Wednesday.

The ball game was called off Saturday on account of the rain.

Paris Green for Sale at LAMEY & COMPANY'S in any quantity.

George Froelich Sr., is quite ill having been in bed since Monday.

Children's Day will be observed at the Methodist church the first Sunday in July.

Potato bug season. Kill them with Paris Green bought at LAMEY & COMPANY'S.

Miss Alice Cudahy, teacher, expects to study at Valparaiso, Indiana, normal school next year.

Mr. and Mrs. R. R. Kimberly of Wauconda were here most of the week at E. T. Martin's.

Mrs. Walter Hartman of Pittsburgh, Pennsylvania, is visiting her sister, Mrs. M. T. Lamey.

Robert Hawley returned home Thursday from a six months visit in Buffalo with relatives.

Mr. and Mrs. F. Stokes of Chicago were Sunday guests at Mrs. Stokes' aunt, Mrs. B. H. Sodi.

Mrs. Raymond of Milwaukee visited her son, Lee Raymond, who is living at Mrs. Page's, this week.

Mrs. Gifford and daughter of St. Charles are guests at Mrs. Gifford's aunts, Mrs. Ann Donahoe.

Henry Heinzen, of St. Joe, Michigan, is visiting his cousin, George Froelich, Jr., of this place.

Misses Dawn Silberman, Ethelyn Wilmer, Ira Banks and J. C. Hunter spent Sunday at Wauconda.

Each member of the Class of '08 of the high school have received the gift of a watch from their parents.

Miss Ethel Goddard of Evanston, a teacher here for several years, came last Friday to visit Miss Maude Meyer.

The young people's society of St. Paul's Evangelical church will have a lawn social, Wednesday evening, July 8th.

Two operators will now be at the switch board at the telephone office all day and evening, improving the service.

To-morrow evening, June 20th, at one o'clock, the Jackson property on Grove avenue will be sold at public auction.

Monday was "Flag Day" and the display here of the colors was not general. Are we too practical to show a little sentiment?

Miss Bray, teacher, expects to go west with a brother for a visit this summer and they will probably settle there later.

The Oliver Typewriter factory at Woodstock is expected to shut down June 19th until July 5th for its annual summer vacation and clean-up.

Misses Hodgkins, Cudahy, and Bray, teachers here, visited Saturday and Sunday at Miss Emily Hawley's on a farm near Diamond Lake.

Prof. S. J. Folson has accepted a position as school superintendent in La Grange and will move his family from here about the middle of July.

The ice-cream lawn social at the Barrington Center school Tuesday evening drew quite a crowd and considerable money was secured for the school.

Miss Myrtle Hodgkins, teacher, will remain at her home near Diamond Lake the first few months of the next school year and then substitute in a Chicago school.

Mrs. A. W. Meyer went to the Columbus hospital, Chicago, last Saturday for an operation which was performed Monday and the lady is said to be improving.

Children's Day exercises will be the order of the day at Salem church, Sunday, both morning and evening. A cordial invitation to be present is extended to everybody.

The Woman's Thursday club abandoned its last meeting which was to have been at Mrs. Emily Hawley's yesterday, June 18th and club year of study and pleasure is finished.

Call at Hawley's store and see the dishes given with Santos twenty-five cent coffee. Porcelain cup, saucer and plate with one pound. Japanese cup, saucer or plate with two pounds.

An illustrated lecture on Palestine will be given by the Rev. R. J. Fox at St. Anne's church, Barrington, Thursday evening, June 25th, at eight o'clock. Admission twenty-five cents.

An Inconsistency
There is a way to travel!
And yet remain at home!
It really is quite possible—
Just use the telephone.

Bucklin's Arnica Salve Wins.
Tom Moore, of Rural Route 1, Cochrans, Ga., writes: "I had a bad sore on the instep of my foot and could find nothing that would heal it until I applied Bucklin's Arnica Salve. Less than half of a 25 cent box won the day for me by affecting a perfect cure." Sold under guarantee at Barrington Pharmacy.

Toll Traffic Increases
It is a notable fact that the telephone toll business increases during hard times. This demonstrates the value of the toll service in saving money as well as time in making a trip to Chicago. Chicago Telephone Company.

Think Horse is Stolen.
A week ago Monday, June 8th, Robert Comstock, liverman, rented to an insurance agent of the North American company from the Elgin office, a horse and buggy valued at \$100. The man hired the same for several days and stopped one evening at the Hansen farm.

He wrote several policies at different places but was dismissed for drunkenness from work when he returned to Elgin. He disappeared and all efforts have failed to trace him in the Fox river town.

The company is conducting the search for Mr. Comstock.

"E. C." Girl Here.
Miss Beatrice Eatz of Chicago, representing the Egg-Sereal company is in town today. She is one of the "E. C." young ladies, widely advertised in city papers at present, who give a dollar bill to each housewife who has purchased a young package of "E. C. Corn Flakes," a new breakfast food. The young woman wears a costume of red, white and blue. She is driving through the country and calls at almost every home. One must give name and address and receipt for the dollar received. The company keeps its promise. Next week she will be here again.

The Best Pills Ever Sold.
"After doctoring 15 years for chronic indigestion, and spending over two hundred dollars, nothing has done me as much good as Dr. King's New Life Pills. I consider them the best pills ever sold!" writes B. F. Aycock, of Ingleside, N. C. Sold under guarantee at Barrington Pharmacy, 25c.

Taking Care of Husbands.
There's no romance left in the world, anyway. "Time was when girls dreamed of Prince Charming and didn't bother about anything less important than the color of his eyes and the way he tied his cravat. Now they're thinking of a bank account so large that almost any man will be quite indistinguishable hidden behind it. They're doing worse than that. I overheard two miles of girls, neither of them older than thirteen, exchanging confidences. The taller one was all for marrying money. The shorter one said the nicest to be an architect and earn her own living. "But if you'd marry a rich man you wouldn't have to," objected the taller girl. The midjet screwed up her face shrewdly.

"You can't never tell about money," she said. "It might go and lose it, and then where'd I be with him to support if I couldn't work?" "Ah, would you try to support him?" asked the first girl, a bit awestricken. The other nodded.

"I'd give him car fare every morning, and 15 cents for lunch," she said magnanimously.—Washington Herald.

Glass of Wine by His Own Fire.
When Drury Lane theater was first destroyed by fire Sheridan, its owner, was occupied in his commonwealth parliamentary duties, and his sympathetic colleagues immediately voted the adjournment of the house and hurried off to see the conflagration. Sheridan himself opposed the adjournment, but being outvoted, went and watched the destruction of his property from a neighboring house of refreshment, sharing a bottle of port with Harry. His apparent indifference prompted some friends to converse with him, whereupon the author of "The School for Scandal" petulantly declared, "It is hard when a man cannot drink a glass of wine by his own fire." The fire completed Sheridan's financial downfall, and, forsaken by his friends, he died soon after the next theater began its checkered career.—Westminster Gazette.

CAUSE OF BAD ROADS.

Businesslike Methods Not Used in Highway Construction.

THE RIGHT SYSTEM LACKING.

Road Bosses Should Be Removed From Politics and Made to Pass an Examination Showing Their Efficiency. Changes Needed in Road Laws.

A back number—the bad country road is a back number. It is as much out of place and date as the grain cradle or fall thrasher. They had bad roads away back in grandfather's time—ever since people began to travel, to stuff their modern narrow tread wagons. They had good roads away back in Caesar's time in the old world. What progress have we made in road building? Very little. Over three-fourths of all the miles of country roads in the midwest are still unimproved, says the Agricultural Southwest. In most states 90 per cent would be more nearly correct. Of course every bit of road gets its annual turning up by the road officials, who draw a salary for calling it road "improvement."

Why is it thus? There's a reason why country roads are bad. Can't lay it to the weather or the road material either. As one farmer says, "I have seen a better road, two hundred miles of thousands of dollars of taxpayers' money expended on the roads in town and country; but, after all, my roads are no better than they were three or four years ago; but the country roads are 'as bad as ever' after spending fortunes upon them."

The reason is this—road building is not done in the same businesslike manner as other things are managed. We have seen the creamery come into existence. We have seen the skilled buttermaker turning out carloads of butter finer than that made by the farmers before the creameries took the job of their hands. Science and business methods have made the change in buttermaking. But the roads are "as bad as ever" because it is not a business job, it is done when it suits his convenience. It is done by men who have never studied the science of a better job, it is done in a hit and miss method devoid of business principles. This is why hundreds of thousands of the taxpayers' money have been lost in the building of roads.

And again we say it is not because of bad weather or poor road building material. The buttermaker takes bad cream and makes his butter dry from it because he knows how. Of course he could do better with good cream. Likewise the skilled road builder can make good roads out of plain country dirt because he knows how. Of course he could do better with crushed rock and all of that. It is not a matter of money or of material, but a lack of the right system, that is responsible for bad roads.

Dollar for dollar—what we want to see is a dollar's worth of good roads for a dollar spent in road tax. And why not have it? Isn't it about time to quit pouring money into a mud hole? Most roads could have been built many years ago with the dollars they have cost since first laid out. Where was that money? It has been "grafted." Of course there has been too much politics, all politics; there's the rub—but there has been no political graft to bring in connection with country roads. The trouble is the system is and has been wrong. Road building is for the public good, just as mail carrying is. The mail carriers are under civil service, out of politics entirely. They are paid for knowing their business. They must give a dollar's worth of service for a dollar in pay. Why not handle the road problem that way? Remove the road boss from politics and make him pass an examination showing his efficiency. Keep him just as long as he does his work well. Then you will see good dirt roads wherever there is nothing better. Enough money will soon be saved in road tax to macadamize every mile of the main traveled country roads.

A farmer would be foolish to go ahead with a large job of tilling without having the whole thing mapped out and done by his own fire. If he is capable of doing it, then he would be equally foolish should he not study the equality of the needed to drain the area intended. It is good business sense for him to hire a competent surveyor or ditcher. Just one tile put in wrong will ruin the whole plan of drainage. But that same farmer will pay money every year in road tax and let men who know nothing about road building run the show. It is just this foolishness we are stopped.

It will be stopped when the farmers who get the money and who use the roads get together and demand a change of system, demand that it be eliminated from politics, demand that the road law be changed from antiquated law to suit the needs of a progressive age of business sense.

Good Road Requisites.
D. Ward King, the original road drag man, says there are three requisites for a good road—it must be even, hard and smooth, because all three of these conditions are necessary to secure drainage. Without drainage the best road soon goes to pieces.

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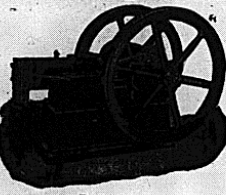
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Business Notices

FOR SALE—Surrey in first class condition, with rubber tires. Inquire at this office. 113

FOR SALE—One rubber tire runabout. One twenty-three can milk wagon. Inquire of E. F. Wiehman. 11

PARIS GREEN for sale by Lamey & Company. 11

WANTED—A girl for general household work. Family of three. No child ren. Modern improvements. Inquire at this office. 11

ANYTHING you want to buy sell or exchange? An ad in this column will find an interested party. 11