

Fight Plea of Truck Company to Use Streets

(Continued from Page 1)

the applicant, the Willett company, will undoubtedly seek every legal advantage in order to obtain the certificate whether or not any community or communities or citizens object thereto. I believe the applicant hopes to overcome objections such as that announced by you since the applicant contends that it was operating along this very route prior to the enactment of the Public Utilities Act and they point out that under the law the commission has no power to compel them to abandon a route along which they were operating in good faith at the time the Act came into being.

"This man, Attorney Irvin Rookse," Mr. Beman added, "holds a responsible position with the state and gives the commission advice on legal matters."

Claim Right to Use Drive

"The Willett company claims it had horse drawn trucks on Sheridan road ten years ago," the secretary continued. "We claim that they did not even own trucks at that time. Besides, most of the towns had ordinances against the use of Sheridan road by trucks even longer ago than ten years. But even if they did have trucks on the route at that time, it is the province of the courts, and not of the Illinois Commerce commission, to say whether that gives them any right at this late date to resume traffic on Sheridan road against public interest and common sense. If one truck line gets on any street of these north shore towns there will be a flood of applications, not only for trucks but for the huge buses as well."

In response to a question as to what specific advantages the Willett company and the Pennsylvania railroad would derive from the certificate, Mr. Beman enumerated the following:

Would Escape Taxation

"It will give the Pennsylvania railroad a great advantage in competition with the two other railroads now serving the district for these reasons:

"1. It will not have to buy land and build a roadbed. The public paid for that and will have to keep it in repair.

"2. It will not have to pay taxes, since it owns no property. Its two competitors now pay over \$120,000 a year to schools and parks from Evanston to Lake Bluff.

"3. Neither the railroad nor the truck company would have to employ men and maintain signals to guard crossings.

"4. The quality of men employed is below the standard of railway engineers, and they can be paid on piece work according to speed in covering the runs. This constitutes a danger to public safety."

Plead for Support

Asked if his association is receiving the support of the public generally along the north shore in its efforts to prevent the trucking companies from securing the certificates which many think will ruin the beautiful boulevards and depreciate property values, Mr. Beman said:

"We have had much effective help, but we need more. Too many persons having a vital interest in this fight are assuming an attitude of 'Let George do it.' Every man or woman owning or occupying residence property on the north shore must help, not next week, when it may be too late, but right now. Write to the Illinois Commerce commission, Springfield, Illinois, and express your opposition to granting these certificates. The members of the commission are: B. F. Lindheimer, chairman; Charles C. Byrne, Andrew Olson, Ernest J. Kruetgen.

"It is requested that copies of these letters be sent to Gordon L. Pirie, 1 South State street, or L. W. Beman,

120 South LaSalle street. Our association needs these copies for a summary to the Governor and to use in these cases."

West Route Logical

Objectors to the routes specified by the trucking companies point out that modern through traffic routing provides that it be directed around rather than through built-up residential sections, not only because it reduces traffic hazards and dangers to life, limb and property, but also because it contributes to speedier and less expensive transportation. Just why, they ask, should anyone wish to run freight trucks on Sheridan road, with its hundreds of twists and turns, when a high speed, four-lane route (57) is available? With Sheridan road abandoned as a state highway, it is asserted, and through traffic routed over Skokie highway or other roads to the west, millions of dollars will be added to the value of properties along the beautiful north shore.

Stephen D. Rodenberg Is Claimed by Death

Stephen D. Rodenberg, 635 N. Lockwood avenue, Chicago, who was associated with the Pennsylvania railroad for forty-seven years, died last Monday. Mr. Rodenberg was the father of Mrs. James Low, Mrs. Lloyd Hollister and Robert Rodenberg, all of Winnetka. He is survived also by his widow, Mrs. Ida Tinney Rodenberg. Funeral services for Mr. Rodenberg were held Wednesday afternoon at a funeral chapel at 318-320 N. Central avenue, Austin. The services were under the auspices of Arcana lodge, No. 717, A. F. and A. M. Burial was at Arlington cemetery.

DIES IN WEST

Mrs. Gertrude Shipley Knobel passed away at her home in Monrovia, Cal., Saturday, September 9, after a lingering illness. Burial took place September 12, at Los Angeles. Surviving Mrs. Knobel are her husband, Alex, and two children, Harold and Ruth.

Mr. and Mrs. C. M. Burdette of Peoria, Ill., formerly of Winnetka, have been the guests for a few days of Mr. and Mrs. Albert W. Scarrett of 521 Kenilworth avenue, Kenilworth.

Robert Berger, Jr., 306 Kenilworth avenue, Kenilworth, left for Lawrenceville last Thursday. He will be a junior this year.

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Badminton Club Begins Fall, Winter Activity

The Kenilworth Badminton club, with such enthusiastic sponsors as Mr. and Mrs. Frank Ketcham, Mr. and Mrs. Ward Starrett, Mr. and Mrs. Leon Ellis and Mr. and Mrs. Herbert Taylor, has inaugurated its program of activity for the fall and winter season. Members of the club play badminton regularly on Wed-

nesday and Saturday nights at the Kenilworth Memorial gymnasium. They plan to engage in competition with other badminton clubs on the north shore.

Mrs. Fitzhugh Turner of St. Louis, who is on her way home from Harbor Springs, Mich., stopped to visit the Charles L. Drakes of 1521 Lake avenue. Mr. Drake is a nephew of Mrs. Turner.

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