

DOWNERS GROVE REPORTER

A NEWSPAPER FOR THE COMMUNITY

THIRTY-NINTH YEAR

25 Cts. Per Year
10 Cts. Advance

DOWNERS GROVE, DU PAGE COUNTY, ILLINOIS, FRIDAY, AUGUST 25, 1922

Single Copies,
Five Cents

NUMBER 39

RIDE TO HINSDALE ON CONCRETE BY OCTOBER FIRST

Contractor on East End is Laying
Between 400 and 500 feet
of Cement Daily.

The contractor who has the construction of the first section of the Chicago-Aurora cement road, which hooks up with the Cook county stretch of Ogden avenue at Fullersburg, is making rapid progress. Between four and five hundred feet of finished roadway is completed a day and the construction gang is now down to Adams street in Hinsdale. Three more weeks will see that end of the road done, and another thirty days will elapse before the cement is "cured" enough for use. The road is open from Fairview avenue west to a little past the Belmont road and a few miles are open on each side of Naperville, but the open pieces do not get the autoist anywhere and are being used mainly by residents along the completed stretches.

Ward & Son, who have the contract for the stretch east of Downers Grove have modern machinery and are making good progress.

To one who never seen modern road building, the work is interesting especially because of the elimination of manual labor. The bulk of the work is done by machinery, and the smoothness with which the work progresses astonishes the onlooker. By next week the construction will be nearly to Lincoln street, Hinsdale, and it will be convenient for the curious to get a glimpse of the way the system of cement roads now covering the state is being made.

COUNTY TEACHERS' INSTITUTE AT ELM- HURST SEPT. 5 TO 8

Co. Supt. of Schools Lewis V. Morgan
Has Secured Fine Instructors
For Annual Course.

DuPage County is to have one of the best teachers' institutes in the state this year. County Supt. of Schools Lewis V. Morgan and the officers of the county teachers' association have secured the following instructors:

Prof. Counts of the Department of Education of Yale University.

Dr. L. C. Lord, President of Southern Illinois Teachers' College.

Dr. Wassam of Iowa State College.

Dr. Tapy, head of the Department of Education of Washburn College.

Prof. and Mrs. A. H. Bergren.

The sessions will be held at Elmhurst, September 5, 6, 7, and 8. The schools of the county will be closed during the institute and teachers will be paid for their attendance.

WEST SUBURBAN CHORAL SOCIETY STARTS SEPT. 15th

Following Successful Season Society
Puts on Campaign for a
Large Membership.

Downers Grove is singularly fortunate in having as able a director as Mr. Pape a resident of the community. Not only that but we can congratulate ourselves that Mr. Pape is willing to give of his time and talents to a community enterprise such as the West Suburban Choral Society.

The Society will start its second year on September 15 and the first rehearsal on the new program will begin that night. There is no reason, with the success of the first season as an indication of what can be done, why the society should not be stronger and better this year than last. It is a community affair and for this reason should have the active support of every member of the community.

So that the ranks of singers and those who will back the society be kept full, application blanks have been sent to each member on last year's roll with a request that they get new members.

All Over the State Just Now



Babson Would Force Settlement Of All Public Utilities Strikes

BY ROGER W. BABSON

Wellesley Hills, Mass., August 26, 1922.—People are not so much interested in the temporary settlement of the coal strike and the railroad strike as in developing plans so that they will not periodically re-occur. It is not enough to know that we shall have coal this winter or that railroad traffic is not now suspended. If the people of this country are to be healthy, happy and prosperous, we must know that some plan is being evolved to prevent these strikes from re-occurring. In view of these facts, Roger W. Babson was this week asked to make a forecast as to future labor developments. His diagnosis of the strike situation follows:

"When in Washington during the war, assisting the Secretary of Labor, it was evident that the students of labor problems were divided into two distinct groups: one group believes in compulsory arbitration as illustrated by the Kansas Industrial Court, and the other group stands purely for conciliation without any compulsion. Conservatives and radicals can be found in both groups. Investigation leads me to believe that there is a field for both of these lines of work. Labor disputes in connection with general industries, such as the textile industry, the boot and shoe industry, and possibly the steel industry, should be kept on a conciliation basis. It surely would be a mistake to attempt compulsory arbitration in connection with these businesses which are operated solely for profit. The best means of avoiding trouble in these industries is by keeping these industries in two major labor groups, one group to be strictly "union" and the other group strictly "non-union." Let the union group adopt the closed shop and let the other group be strictly non-union. Then let the two groups compete. I do not mean necessarily in production, but rather see under which system the public, the employees and the stockholders, all combined, are the most prosperous. My own guess is that none of these three parties would long be healthy, happy and prosperous with all "union" or with all "non-union." When one group secures control, it becomes inefficient, careless and arrogant. My guess is that an industry would be most prosperous and all concerned in it would be rendering the most service and be happiest if the industry were equally divided into a union and a non-union field. So much for general industry. When disputes arise, only conciliation should be applied by a third party. There should be no compulsory settlements in such cases.

"When, however, we come to transportation, fuel, public utilities such as water, light and gas, or to the distribution of milk, bread, etc., we find a group of industries to which compulsory arbitration must be applied.

The first two groups to which such strong-arm methods will be applied are the railroads and coal mines. First let me say that the railroads and the mine operators are themselves largely to blame for present troubles. Although the owners of these properties are now behaving themselves, they have not always done so. Most of the unwise methods that labor leaders are using today were applied by the railroads and mine operators of twenty years ago. Hence these corporations now are only reaping what they have sown. Nevertheless, two wrongs do not make a right. Our nation must have transportation and fuel at a fair rate and the operation of its railroad and coal properties must be undisturbed by either labor leaders or stock market operators.

"Regarding the railroad situation: to secure a fair rate the Interstate Commerce Commission has been organized, and to secure undisturbed transportation the Railroad Labor Board has been created. The first of these—that is, the Interstate Commerce Commission—is functioning very well, and the struggle is now over the Railroad Labor Board."

At this point Mr. Babson was told of a strong feeling on the part of both the railroad managements and the employees that the Railroad Board was not properly made up. Concerning this, Mr. Babson stated:

"Experience has shown that boards consisting of three groups (one representing capital, one group representing labor, and one group representing the public) do not function well. The group representing capital vote in one body for the corporations; the group representing labor vote in one body for the wage workers; this leaves the decision to the three men who represent the public. The problems involved are too great to permit leaving the decision to three men chosen more or less for political reasons. To have the Railroad Labor Board or any other such board properly function, five, seven or nine men should be selected who represent neither the corporation nor the wage workers, but who represent the nation. These men should be paid large salaries, given dignified positions, appointed either for life or for long terms, and treated like the Supreme Court of the United States. These men should gradually build up a code based upon their rulings, seeking the advantage of no one group, but rather the welfare of the nation as a whole, which in the end would be for the best interests of both the owners and the wage workers. The decisions of this board as applying to transportation, public utilities and similar conflicts, should be absolute and final.

(Continued on Page Five)

AIRPLANES SAFE FOR TRANSPORTA- TION OF MAILS

No Accidents for Year in Mail Service—Great Plant at Maywood—Night Flying Prospect.

(From Maywood Herald)

The aerial mail service of the postoffice department, the central headquarters of which are located at 1st avenue and Roosevelt road, Maywood, on Saturday completed one year's daily service without a single fatal accident. During this time the planes flying on the New York-San Francisco route covered more than 1,750,000 miles. More than 49,000,000 letters totaling 1,224,500 pounds, were transported by the aerial mail service.

The greatest plant in the country for airplane construction is to be built here, according to announcement of the postal department on Monday.

According to statements by the department heads, the record of the air mail service for the year proves more conclusively than any other tests ever made the reliability and efficiency of the airplanes in commercial service.

Thru every kind of weather, summer storms and winter snows, over mountains, deserts and forests, the postoffice department air mail planes flew with the regularity of clockwork.

Altho routes totaling 820 miles were discontinued during the last fiscal year and only the transcontinental route of 2,680 miles maintained, the air mail service, nevertheless, carried the same amount of mail as it did last year, or 23 per cent more in each air plane load.

Officials of the air mail service attribute the record of no fatal accidents in a year to the fact that all their pilots are now experienced and tried, and they know the route. That the pilots of the mail airplanes of the postoffice department are top-notch and known as the best pilots in the world was established at a mid-western flying meet held at Monmouth two weeks ago.

There the fliers of the air mail service took five events of the eight, and six cups of the nine were given as prizes. The mechanics, too, are more experienced.

The postoffice department expects to establish night mail service on the transcontinental route within this year. At present planes are used chiefly to advance mail delivered too late to catch trains on which earlier mail left, but night flying planes will carry mail from New York to Chicago.

This new service, when inaugurated, will make exceptionally fast mail service between New York and Chicago. Mail will be sent from New York in the evening and arrive in Chicago in time for the first deliv-

OPEN AIR SERVICES CONTINUE TO DRAW FINE AUDIENCES

The Rev. Gilbert H. Newland Taken
Charge of Last Service on
Sunday Evening

The Rev. Gilbert H. Newland, pastor of the First Methodist-Episcopal church, will deliver the sermon at the union open air services on the lawn of his church next Sunday evening, August 27. Mr. Newland's subject will be "Learning to Listen."

This is the last of the open air meetings for this summer. They have been very successful, with large attendances and good speakers. That they will be continued next year, as they have in the past, is highly probable.

The Rev. J. Alfred Nansen, pastor of the First Evangelical church, gave the sermon last Sunday night. He talked from the topic, "A Wonderful Prayer." Extracts from his exposition of the gospel are given below. "A Wonderful Prayer," Ephesians 3:14-19.

"This prayer has stimulated me to consecration again and again. It is intercessory and therefore entirely unselfish in its appeal. As I read it it suggests to me three lines of thought:

- 1 Gaining spiritual strength
- 2 Christ at home in the heart, and
- 3 The Fruits of the Divine In-dwelling.

Shall we mediate upon these three thoughts suggested in the prayer.

Paul first asks God that these Ephesian people may be strengthened by God's spirit in the inward man. I believe every convert of Paul's missionary tours was ever afterward a subject of his prayers. It must have been a great source of joy for the people of this church to have received a letter from Paul, its founder. It must have touched their hearts to read the prayer he offered in their behalf.

"Humanity is weak. The new convert stands in a precarious position because of the influences with which the devil seek to defeat him. Paul realized full well that there was only one thing that could prevent them from blacksliding. They must continue to receive spiritual power and to this end he approached the throne of God and made his prayer doubly effective upon them by copying it into the letter he wrote them.

Furthermore, he knew that they must have strength to live the Christian life. It is not a life for anemic men and women. It requires the best that virile manhood and womanhood possess.

Paul proceeded to feed them. He did not waste words expressing silly sentiments. The Epistle of Ephesians contains only six short chapters which can easily be read in a half hour. But it cannot be digested that rapidly. There is a spiritual meal in almost every sentence.

Christian people cannot grow spiritually strong without proper nourishment—and the place to find it is in the old Book. This demands that the church today provide a Christ-centered educational program beginning with the cradle-roll department of the Sunday school and extending all the way up to the pulpit—recognized and emphasized in every phase of its organization.

Only when Christ is at home in the heart of the members of the family circle can we really have Christian families—and multiplied Christian families are our only hope of a better world.

Let us not forget that to become Spiritually strong we must take sufficient nourishment and plenty of exercise to ward off the germs of the disease, of indifference and world-mindedness, which are fatal to spirituality.

We must make room for Christ to be at home in the heart and keep the home fires burning by mutual love, mutual sacrifice and mutual service. Thus shall we become rooted and grounded in the Christian attitude and way of living—gain an enlarged apprehension of the significance of the love of Christ and the enjoyment of Christ's eternal presence with us.

ery the next morning. It will come in the Maywood field and from there be transported by trucks to the Chicago postoffice.

DOG SHOW ONE FEATURE AT THE LISLE-CO. FAIR

Great Heart, World's Champion
Jumping Horse, to Give Ex-
hibition of Powers.

An innovation at the Lisle-DuPage County Fair and Stock Show this year will be a dog exhibit. All varieties of full blooded dogs will be accepted for the exhibition and arrangements are now being completed to have a good dog man on the ground to do the judging. An effort is being made to secure the services of Mr. Peabody, of Hinsdale. He is a well known dog man, knows the game thoroughly and should the fair management secure his services it means that dog fanciers will send their pets to the fair.

The entries so far greatly exceed the expectations. In the women's departments especially, will be seen a great variety and excellent showing of fancy work, culinary art and so on. The Peabody jumping horses, from northeast of the village should prove one of the greatest attractions of the two day fair. Great Heart, the world's champion jumping horse, will give an exhibition of his ability to clear great heights.

The far will be held Friday and Saturday, September 15 and 16 at the Ed. Riedy farm, one mile south of Lisle on the road and Maple ave. No cattle will be admitted unless they have been tuberculin tested within sixty days of the fair dates or are under Federal supervision.

ANOTHER BAIN HOLSTEIN MAKES BUTTER RECORD

Canary Melba Dione Madrigal Pro-
duced 458.6 lbs. Milk in
Seven Days

One of the purebred registered Holstein-Friesian cows, owned by E. E. Bain, of Lisle, Ill., recently made 17.6 lbs. of butter in seven days, according to the latest bulletin of "Reported Tests of Holstein-Friesian Cows," published bi-weekly by Malcolm H. Gardner, of Delavan, Wis., Superintendent of Advanced Registry of the Holstein-Friesian Association of America.

This cow, Canary Melba Dione Madrigal, at the age of two years and one month, produced 458.6 lbs. of butter fat in seven days, equivalent to the above amount of butter.

The champion Holstein for Illinois in the junior two year old class for seven day production is Belle De Kol Clyde Pietje, whose record of 527.2 lbs. of milk and 21.267 lbs. of butter fat, equivalent to 26.5 lbs. of butter, surpasses all others, according to the records of the Holstein-Friesian Association of America. This record production was made at the F. W. Blake farm, Belvedere, Ill.

VIVIAN—DEWEY

A quiet wedding was performed in the Immanuel Episcopal church at LaGrange last Saturday afternoon, August 19, when Miss Grace Vivian, daughter of Mr. and Mrs. John B. Vivian, of Dixon, Ill., became the bride of Mr. Franklin J. Dewey, son of Mr. and Mrs. O. J. Dewey, of No. Forest avenue. The Rev. Irvine Goddard, pastor of the church, performed the ceremony. The only witnesses were Miss Ruth Gregory, who acted as bridesmaid, Edwin Dewey, brother of the groom, best man, Mr. George Cline and Miss Margaret Wolf.

Immediately after the ceremony Mr. and Mrs. Dewey left for Chicago where they took a train to Minocqua, Wis., where they are spending their honeymoon. On their return they will make their home in the apartment over the J. L. Swearingen News Agency.

Mrs. Dewey has been an employe of Mr. Swearingen for a number of years and Mr. Dewey is employed in the general office of the Swearingen. They have a host of friends who wish them well.