

Articles Suitable for the Vacations Needs

TRUNKS AND SUITCASES

Vulcanized fibre dress trunk, built for service, easily worth \$45.00, our price **\$29.75**

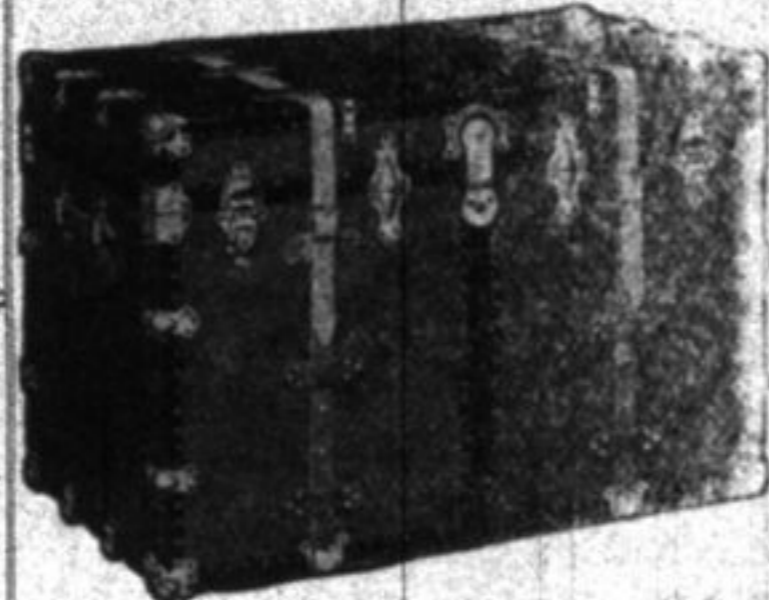


Large metal bound dress trunk, sturdily made, finished in brown, a \$35.00 value, to go at **\$21.75**



Strong canvas covered steamer trunk a serviceable trunk at a reasonable price, only **\$15.50**
Small steamer trunk, a handy trunk for the man who does a lot of traveling, sale price **\$12.75**

Black leather bound suitcase; large and strongly made with leather straps and heavy lock, only **\$11.50**

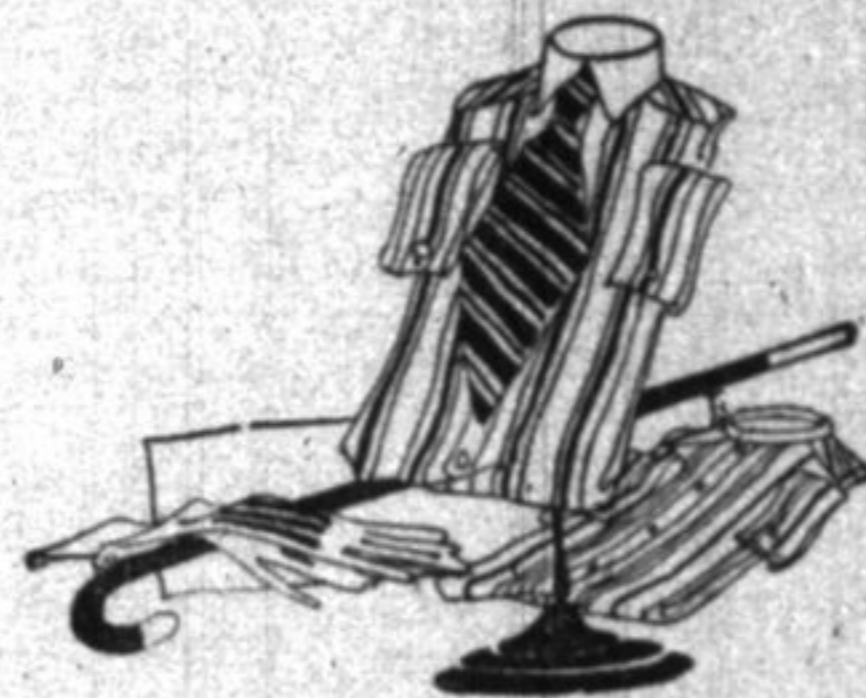


Black or brown fibre suitcase, only **\$2.50**
Extra quality genuine cowhide leather lined traveling bag, extra large, a \$40 bag, one of the best made, our price **\$29.75**
Well made cowhide traveling bag, leather lined and very roomy, worth \$35.00, our price **\$24.75**
Leather bound imitation leather traveling bag, our price **\$8.75**

MEN'S SHIRTS

A new supply of fancy striped madras shirts just arrived. We are offering the entire lot at **\$2.85** each

Other madras shirts ranging from **\$2.95 to \$3.85**
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GROCERIES

Family size can Heinz' beans 33c
Heinz' cooked sauer kraut with pork, a can 28c
Savoy brand Toasted Corn Flakes per pkge. 15c
Savoy brand sliced pineapple, a large can 53c
Manitou table water, a bottle 29c
Theroz canned fuel, a can 23c
2 cans Savoy milk 28c
Uneda biscuits, a pkge. 8c

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CAR SHORTAGE CHECKS INDUSTRIAL OUTPUT

Railroads Plan Program to Relieve Conditions. Public Cooperation Urged

There is no disguising the fact that the car shortage is occasioning serious interruptions to the normal industrial output of the country. The Association of Railway Executives has issued an appeal to the public, in which they state that the cars and locomotives at their command are inadequate to handle the unusually large volume of business offered, and they add that it will be impossible to overcome immediately this deficiency. The executives state that "conditions require the most intensive use of the existing facilities." To that end they have outlined a plan for securing the greatest possible efficiency in the distribution and use of cars and with the support and cooperation of the shippers they are in hopes of preventing a repetition of the condition of congestion which marked the operation of the lines under Government control. During that historic epoch the theory was quite similar to that used by Oliver Wendell Holmes in describing his "wonderful one-hoss shay," and had not private ownership been restored to its managerial rights we would doubtless have found the lines now reduced to the condition of the "shay," which took on the appearance of a "general flavor of mild decay." But, in reality, upon the release of the carriers from Federal control, not only were the cars and locomotives as a whole inadequate and in an impaired state, but also the distribution of the cars as to ownership was in such a condition as to prevent the greatest efficiency in their use. Imagine what would have been the dilemma had the government in carrying out some of its

war-eccentricities, scrambled all the farm machinery of the country wherever they happened to find binders, reapers, or other machinery. That is practically what happened to the railroads; and even today the first impression anyone has who reads the names of the owners on the cars of a passing freight train is that "I didn't realize that there were so many different railroads in the country." The constant labor troubles have hindered to a large extent, the return of the equipment to their original owners; but the new wage award is expected to help settle wage conditions and assist in the relocation of cars.

With the harvest season at hand the only relief from the difficult condition with reference to the car shortage rests in the more intensive use of the existing equipment. The railroad program, for which public cooperation is sought, contemplates the following: An average daily minimum movement of freight cars of not less than thirty miles a day; an average loading of thirty tons per car; reduction of bad order cars to a maximum of four per cent of total owned; early and substantial reduction in the number of locomotives now unfit for service; more effective efforts to bring about the return of cars to the owner roads. While the car performance proposed has never before been attained, it is believed that it can be acquired, and that the whole remedial plan can be carried out, if the full cooperation of the public can be secured.

The Interstate Commerce Commission is in close touch with the railroad plan, and Washington is rather optimistic since it has found that there is a stern determination among railroad operators throughout the country to mount the difficulties that confront them.

Up-to-the-Minute Style

—Not Style Several Months Old



The ready made clothes you see in the stores now were made months ago. The clothes we make are based on the latest news from style headquarters.

And we can give you the style you want — the style that expresses you. There's no need to take what's "in stock" whether you like it or no! Yes, sir, we offer the fabric you want; the style you want—not what somebody thinks you want! Pure wool that wears and wears. Tailoring that gives you clothes distinction!

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For the accommodation of pupils of the North Shore suburbs, Mr. and Mrs. Knupfer will accept a limited number of piano students for instruction at their residence studio—

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Students may combine their individual instruction with the graduation courses offered at the

Knupfer Studios

School of Music and Dramatic Arts, Fine Arts Building, Chicago, and are entitled to all the privileges of this institution.

Course of instruction covers all phases of pianistic development from the first rudiments to the highest degree of artistic proficiency. Reservations for the fall term should be made now. FOR PARTICULARS TELEPHONE EVANSTON 6504.

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RURAL CARRIER EXAMINATION

The United States Civil Service Commission has announced an examination for the County of Lake, Ill., to be held at Waukegan, Libertyville and Highland Park, on August 28, 1920, to fill the position of rural carrier at Area and Antioch, and vacancies that may later occur on rural routes from other post offices in the above mentioned county. The salary of a rural carrier on a standard daily route of 24 miles is \$1,800 per annum, with an additional \$30 per mile per annum for each mile or major fraction thereof in excess of 24 miles. The examination will be open only to citizens who are actually domiciled in the territory of a post office in the county and who meet the other requirements set forth in Form No. 1977. Both men and women, if qualified, may enter this examination, but appointing officers have the legal right to specify the sex desired in requesting certification of eligibles. Women will not be considered for rural carrier appointment unless they are the widows of U. S. soldiers, sailors, or marines, or the wives of U. S. soldiers, sailors, or marines who are physically disqualified for examination by reason of injuries received in the line of military duty. Form No. 1977 and application blanks may be obtained from the offices mentioned above or from the United States Civil Service Commission at Washington, D. C. Applications should be forwarded to the Commission at Washington at the earliest practicable date.

When we hear some Presidential possibilities talk we think they're too true to be good.

CAMP ROOSEVELT OPENS SECOND TERM

Local Boy Popular at the Camp. Many Highland Parkers Attend

One of the most popular members of the R. O. T. C. division at Camp Roosevelt nationally known as the "West Point of Michigan," is Henry Chase, of 307 Oakwood, ave., Highland Park. Henry has, in his short stay in camp, made many friends not only in Company D, of which he is a member, but throughout the camp, for he is a fine soldier, and a splendid specimen of that spirit of true democracy and Americanism for which the camp stands.

Camp Roosevelt offers untold opportunities to the boys of this country. It is daily moulding raw material sent to the encampment into the finest type of law-abiding, self-governing young manhood.

Capt. F. L. Beals, U. S. A., Commandant, has surrounded himself with an exceptionally strong staff of military instructors from the regular army, and high school teachers from the Chicago City High Schools. Capt. Beals' headquarters are right down in the camp, where he has received and conferred with thousands of visitors, many of them distinguished educators and military leaders who are interested in Camp Roosevelt as a model for the entire United States.

The camp will have two more periods this season, opening on August 1 and 15 respectively. Boys of the type of Henry who desire to enroll for either one or both periods, may obtain full information by communicating with Captain F. L. Beals, Commandant, Camp Roosevelt, Muskegon, Mich.

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RE-ELECT SENATOR SWIFT

To the Republican Voters of the Eighth Senatorial District:

A powerful political institution, the Zion Apostolic Church of Zion City, Lake County, voting 750 straight votes as its members are told to vote by Mr. Voliva, the owner of the property in fee simple, has taken umbrage because I voted to have the legislature investigate its methods.

Its political mentors, attorneys in its employ, and other attorneys important in the political counsels of Lake County, have caused word to be sent to me that I am to be defeated should I announce my candidacy for a second term in the senate, and that a Waukegan lawyer can win.

My record during my term for efficiency and economy and faithful service is alid aside that these self-appointed bosses may run things. I have hoped some strong, capable, efficient farmer-business man would come out and I would then have left the field, but none has and I now announce myself a candidate, and by advertisements such as this would call your attention to myself, my record, and what I hope to do during the next four years.



SENATOR SWIFT

At His Desk in the Senate Chamber

1st. Four years ago I became a candidate because of the wretched condition and I have aided in reducing the expenses of the senate 60 per cent and its employes have been cut one half.

2nd. I got onto the appropriation committee and scrutinized every item, every claim, every proposed expense, and no meeting of this committee was held that I was not present, and I saved this state money.

3rd. I visited, at my own expense, most of the penal, charitable and educational institutions of the state which call on the treasury for sixty million dollars during the term of a senator, that I might know first hand their real needs.

4th. I helped get the few farmers of the senate together so that we became a vital force, and more practical legislation for the farm was passed than ever before during one session.

5th. I voted as I felt to be fair and right, and gave careful study and intelligent consideration to more than 2,000 measures before the senate during my term.

I believe the voters care for service. I have seen senators occupy their seats less than fifty hours during six months of session. I took the opposite course. I never missed one minute from the senate while it was in session during my four years, and no bulldozing, cajolery or intimidation has influenced my vote.

Forty years ago I graduated from a leading land grant agricultural college, and then from a good law school, and then worked for one concern for twenty-five years, and have traveled all over the world. Selling my business and agreeing not to enter manufacturing again for five years. I came to my farms in Lake County where I have farmed and bred pure-bred live stock and studied the great questions pertaining to agriculture during the past fourteen years.

I feel that I am equipped to aid in solving some of the most vital questions that will come before the legislature, viz.: those relating to soil fertility, increased crop production or the world will go hungry, good roads to get these crops to market, farm tenancy, prices of farm commodities, and those great questions relating to labor, collective bargaining, control of public utilities, and progressive recreation for all people.

The Primaries are on September 15, 1920
and if you care to have me go to Springfield again, you will have to get out and WORK AND VOTE FOR ME