

5,709 FORDS DAILY AVERAGE DURING JUNE

Retail Sales of Cars, Trucks, and Tractors Set New High Mark

Retail sales of Ford cars, trucks and tractors established a new high record during June, when, according to a statement issued from the Ford Factory at Detroit, an average of 5,709 machines were sold daily.

Ford sales have been showing a constant increase each month this year; June being the highest in the history of the company with a total of 148,439 Cars, Trucks and Tractors. Of this number, 6,954 were sold by the Ford Company of Canada and 9,435 by the various European Ford companies and South American branches, reaching purchasers in practically every civilized country in the world.

With the closing of business for June, Ford records disclosed the fact that total sales for the first six months of 1922 were well over the half million mark, the exact figures being 652,261. This is also a new high record as it is considerably in advance of any previous half year period.

July Ford sales are expected to equal, and probably eclipse June. The estimated output of cars, trucks and tractors has been placed at 151,767, although dealers have requisitioned more than 200,000.

Ford officials state that every attempt has been made to supply their dealers with sufficient cars to fill their orders, but that for the past three months, prompt deliveries have been impossible with some of the types. The demand for Ford enclosed cars has been especially hard to meet, due to the ever increasing popularity of the coupe and sedan for all year around use.

A reflection of general business conditions is seen in the record of Ford truck sales, which show an increase of eighty-four per cent over last year. Merchants and farmers alike have come to recognize the utility of the motor truck in cutting transportation costs and speeding up deliveries, and the fact that they are buying nearly twice as many now as a year ago clearly points to better business conditions.

At the present time, Ford is employing 75,000 men in Detroit.

NEAR EAST DIRECTORS DEPORTED FROM TURKEY

Kemalist Government Ousts the American Workers: Take Perilous Journey

Miss Isabelle Harley, of Pawtucket, R. I., deported by the Kemalist government from the Near East Relief station at Harpoot, Turkey, is on her way home, according to word received at the office of the Near

East Relief, 19 S. La Salle St., Chicago.

For the past two years Miss Harley has been educational director of the Near East Relief orphanages at Harpoot, where some 5,000 children are under American protection. Kemalist officials gave her summary notice that she must quit the country and similar orders were issued to Dr. Mark H. Ward, director F. D. Yowell, of the same unit, and later Dr. Ruth Parmelee was included in the list.

Director Yowell's offense was that he had protected the Near East Relief from attempted Kemalist graft. Drs. Ward and Parmelee had been guilty of giving medical assistance to deported Greeks who had passed through Harpoot. No official reason was given the Americans in regard to their dismissal, though in each case it was demanded. Their travel papers simply read that they were to be expelled from the country.

Miss Harley's party, consisting of four Americans, left on pack-horses during a blinding snowstorm, and succeeded in crossing the dizzy trails of the Taurus mountains, arriving ten days later at the French border town of Jerablus. Eight hours daily in the saddle, over tortuous, snow-dusted trails advanced the party at an average rate of seventeen miles per march. By night they bunked in some lonely khan, or mud inn, which offered but one bare room without either heated canned soup on their camp stove, rolled up in their blankets and shivered themselves to sleep.

"We descended into the Tigris Valley," says Miss Harley, "passing through what the natives claim to have been the Garden of Eden, a hilly country, showing many ancient trees and a wealth of grape-vines. At Madin we sighted one of the few copper mines which have been worked in Anatolia, a land which teems with mineral wealth. The mine is worked in a most primitive way, its ore being transported hundreds of miles on donkey-back in default of railways. The bridge across the Tigris having been washed away, we forded the swollen stream on horseback. In the pouring rain we crossed another mountain and descended into a barren waste where the remains of ancient fortresses marked the site of one of King Nebuchednezzar's battles."

At this point, according to Miss Harley, the pack-horses would have been hopelessly mired, had it not been for the deep ruts left there by the retreating German motor transport in 1918. "At the most desolate moment," she says, when our horses were floundering flank-deep in mud, these ruts came in sight. Our intelligent beasts simply followed the ruts which were running like brooks, and picked their way along. From now on we covered but six miles a day, sleeping by night with some wild Kurdish family, under whose roof we and our horses would be

quartered side by side. Finally our food gave out, and we subsisted on nuts and raisins. The last day out of Diarbekir we were thirteen miles in the saddle, and upon reaching that town we discovered that, during six days of travel, we had covered just one hundred miles." Four more days brought the party to the rail-head at Jerablus.

Miss Harley will spend a two months leave at Pawtucket, following which she will resume her overseas duties with the Near East Relief.

There are a large number of people who can't get office under either of the old parties, who will favor the movement to form a new one.

This is said to be Bug Year on the farms, and many people think it is in politics too.

The summer theaters are putting in cooling systems and the summer political orators are in need of the same.

SPECIAL ASSESSMENT NOTICE NO. 262.

Notice is hereby given to all persons interested that the City Council of the City of Highland Park, County of Lake and State of Illinois having ordered the construction of a steel truss bridge in Sheridan Road across the ravine between Moraine Road and Broadway Avenue, the ordinance for the same being on file in the office of the City Clerk of said city and having applied to the County Court of Lake county for an assessment of the costs of said improvement according to benefits, and an assessment thereof having been made and returned to said court, the final hearing thereon will be had on the 2d day of September A. D. 1922 or as soon thereafter as the business of the court will permit.

Said assessment is payable in 10 installments, with interest at the rate of six (6) per centum per annum on all installments from and after date of issue of first voucher. All persons desiring may file objections in said court before said day and may appear on the hearing and make their defense.

THOMAS MORTON
Officer appointed to make said Assessment
Dated at Highland Park, Ill., August 17th, A. D. 1922.

SPECIAL ASSESSMENT NOTICE NO. 263.

Notice is hereby given to all persons interested that the City Council of the City of Highland Park, County of Lake and State of Illinois having ordered the construction of a steel plate girder and reinforced concrete highway bridge in Sheridan Road across the ravine between Maple Avenue and Moraine Road, the ordinance for the same being on file in the office of the City Clerk of said city and having applied to the County Court of Lake county for an assessment of the costs of said improvement according to benefits, and an assessment thereof having been made and returned to said court, the final hearing thereon will be had on the 2d day of September A. D. 1922 or as soon thereafter as the business of the court will permit.

Said assessment is payable in 10

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New Scenic Route to
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New Bus Line Kenosha to Lake Geneva

The starting of a first-class bus service from Kenosha opens to the public one of the most interesting excursion trips in America. Don't miss this pleasant journey to Wisconsin's famous beauty spot. A delightful ride through the charming North Shore country on a speedy North Shore train; then in a big roomy bus, equipped with pneumatic tires, over cement pavements and hard gravel roads—direct to the lake.



North Shore Limited Trains for Kenosha, connecting with Busses for Lake Geneva, leave Highland Park at 7:06 a. m., 8:06 a. m., 12:10 p. m., 1:06 p. m., 4:06 p. m., 7:06 p. m., and 10:06 p. m.

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