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**LAUNCH MOVE TO
SAVE GREAT LAKES**

STATION MAY BE CLOSED

**Chicago and North Shore Cities
Begin Campaign in the
Mid-West to Retain
Post**

Civic officials and organizations in North Shore cities are being urged to support the movement launched by presidents of 28 leading Chicago clubs at a meeting held last week at the Union League club in that city to discuss the necessity of continuing Great Lakes as a leading naval training station and to protest, against the apparent plan of the government to abandon the station.

Hugh Wilson Fisher, chief clerk to the commandant at Great Lakes visited Highland Park, Lake Forest, and other North Shore cities Saturday and conferred with municipal authorities and officials of other local organizations regarding the effort being made to save the training station and everywhere received assurances of support. It is planned later to hold a series of meetings in these cities in behalf of the movement.

"Strangled to Death"
Through political influence exerted in favor of the Atlantic seaboard stations it is believed that the Great Lakes station is being slowly strangled out of existence. It is the opinion of Chicago and North Shore men who have studied the situation that this station undoubtedly be abandoned unless strong pressure is brought to force the government to change its policy in this regard.

No recruits are now being trained for the navy proper at this station, the five or six hundred men now in the station being wholly in trade schools. Thus, it is evident, that if no recruits are to be brought to Great Lakes for training, the result will be that the station will soon pass out of existence as a naval post.

Means Much to Religion
This, the promoters of the movement to save the station, means much to the people of the middle west. It is generally felt that there should be an active naval training station in the midwest and on the Great Lakes. It appears that the government is unwilling or unable to maintain four stations. Two, it appears, for political and territorial reasons must be on the Atlantic coast, at Newport, R. I., and Hampton Roads, Va., and one on the Pacific coast, at San Francisco. So the question is whether will one of the Atlantic coast stations be abandoned or the one at Great Lakes, as there is a feeling in government circles that four stations cannot be continued indefinitely.

It goes without saying, however, that the element of political expediency enters into the whole question, and all up and down the Atlantic coast states tremendous influence is being brought to bear on Congress to keep both stations on that seaboard and close one of the others, probably the inland station on the lakes. As much will be done for the San Francisco station, should its existence be threatened, and the midwest station, on the North Shore must depend on its friends in this region for help.

Many to be Enlisted
With 38,000 men to be enlisted in the navy during the ensuing year, many, if not most of whom will be new men, the time is regarded as singularly opportune for the friends of Great Lakes to urge that its activities be made commensurate with its size, importance and value to the Navy and the section of the country it represents.

It is suggested that the interest of organizations in this matter may be most effectively registered by strong resolutions and by letters, not only from organizations themselves, but from their officers and members.

Where to Appeal
It is further suggested that resolutions and letters should be forwarded to the Honorable Edwin Denby, Secretary of the Navy, Admiral Robert E. Coontz, USN, Chief of Naval Operations, Rear Admiral Thomas Washington, USN, Chief of the Bureau of Navigation, D. C., and to each of the senators and representatives of the Illinois delegation in Congress (or the senators and representatives of the delegations from the state or states in which particular organizations are located), both resolutions and letters strongly to urge that general training for Naval recruits should be resumed immediately at the Great Lakes Naval Training Station; also that the Naval Appropriation Bill for the next fiscal year shall contain provisions not only for an adequate appropriation for the maintenance and operation of Great Lakes, but expressly stipulate that the facilities of this training station shall be used for the training of naval recruits in accordance with the purpose for which it was originally established.

It will greatly assist in the effective prosecution of this movement if copies of resolutions are sent to similar organizations located in other states embraced by the region known as the Middle West.

Conspicuous among the flower exhibits are the artificial roses on the girl's cheeks.

These are said to be advancing times, and they seem to be as respects prices anyway.

**LAKE COUNTY FAIR
DEFICIT REPORTED**

**Indebtedness About \$2,000, It
Is Said; May Reduce Number
of Days Held**

While regarded as a successful exhibition, the 1922 Lake county fair failed to meet expenses, according to reports made at a meeting of the directors held last week at the home of the president, W. I. Woodin, at Area. The deficit is reported at about \$2,000. It was announced that effort would be made to reduce the number of days perhaps to three, with a view to reducing expenses in the future. The press of Lake county and all who helped make the fair a success were thanked by the president. The association feels that, although the fair did not meet expenses, it was a splendid success from an educational viewpoint.

**MANY EQUESTRIANS
PLAN TO JOIN RIDE**

**Prominent Business and Professional Men to Take Jaunt
October First**

Prominent business and professional men will participate in the special horseback ride through the Forest Preserves, October 1. The party will start from the Polo club grounds at Lincoln and Peterson avenues at 9 o'clock. Horses can be sent in to the stables at the Polo grounds on Saturday night, and will be stabled, fed, groomed and ready by 9 o'clock Sunday morning.—The

charge for this service to be one dollar. Riders who are renting horses from academies for the day, can have them delivered Sunday morning at the Polo club stables,—special rates being offered by the academies for this event. Autos will be checked at the polo grounds and guarded against theft or damage while the owners are riding. Those who use the surface carline to the end of Lincoln avenue, will find busses making the trip from there to the Polo grounds every 15 minutes.

Particularly beautiful lanes, river roads and ravine trails wind through the Forest Preserves of Edgebrook, Evanston and Glencoe, and there is no more enjoyable way of "discovering" them than on horseback. William J. Sutherland and Wayne Dinsmore, well known equestrians, will lead the way. The invitation is general to all who want to come,—to bring a horse and join the party.

**The
German Kaiser's
Own Story**

The long-awaited autobiography of Germany's deposed emperor will be published in The Chicago Daily News beginning Tuesday, September 26, continuing in daily installments until completed.

The story is well told, and will command the attention of readers everywhere. Many of the author's opinions and statements are fantastic from the American point of view, but interest in the narrative is increased, rather than lessened by this fact. Old controversies are sure to be revived, old discussions renewed, by the former kaiser's defense of Germany and his attacks on the leaders of other nations. For instance, he takes seriously the old absurd canard about a secret treaty against Germany and Austria, in 1897 by the United States, Great Britain and France. This is only one of his declarations that will amaze—and amuse—the American reader.

Beginning with the chapter on Bismarck, the ex-emperor traces history through four decades. In a general way the story is chronological, although in the opening chapters the writer often diverges into events, long past, or into the remote future. But from the time he reaches the period immediately preceding the world war the story moves in rapid action and is in many respects informative, notwithstanding the author's prejudice, eccentricity, and, in many instances, his surprising misinformation.

It is a story of absorbing interest to the reader of history and of current events alike, and is bound to create a world of discussion. It deals not only with the direct events of the war, but covers a mass of most important collateral matter intimately or remotely related to the war.

Here are some of the significant "high spots" in a topical analysis of the story:

**Why Bismarck Went Out
Diplomacy With England
Tangier Visit and Moroccan Crisis
Germany's Denial of War Aims
Propaganda Before War
Germans and Art Treasures
"The Wrong of Versailles"
Secret Talks with the Czar
Visit to Victoria's Deathbed
King Edward's "Encirclement"
Failure of German Diplomacy
Attitude of Sir Edward Gray**

**Emperor Karl of Austria
Swapping Zanzibar for Heligoland
Chamberlain Offer of Alliance
Russians as Asiatics
Germany's Naval Plans
Charges of Atrocities
Wilson and the 14 Points
Germany When Defeat Came
Fatherland and World's Opinion
The Flight to Holland
Why Kaiser Avoided Suicide
Germany of the Future**

Publication of this remarkable autobiography began this week in The Chicago Daily News — the first installment on Tuesday, September 26. Newsdealers throughout the northwest have increased their usual supply of the paper, and can give new readers either back numbers beginning with Tuesday, or an advance "reprint" of all the chapters printed in the paper from Tuesday, September 26, to Saturday, September 30, thus insuring to every new reader "The German Kaiser's Own Story" from the beginning.

Readers who find it more convenient to get the paper by mail may send \$1.00 to The Chicago Daily News, 15 North Wells street, Chicago, and get it, postage paid, daily for two months.