

PUBLIC ANNOUNCEMENT

Formal Opening Sale

Saturday, November 25

Sunday, November 26

of

SUNSET TERRACE

THE LARGE NEW RESTRICTED
RESIDENTIAL ADDITION TO
HIGHLAND PARK

(Formerly Known as the Sheahan Property)

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Sunset Terrace is planned in such a way as to insure purchasers of a really high class development and remarkably low prices for NORTH SHORE property. Located as it is just south and across West Park Avenue from Exmoor Country Club, north and across Central and Deerfield Avenues from Community Golf Course, and west and across Sunset Road from Sunset Park, gives this beautiful sloping property the proper setting for a high class residential section of Highland Park and yet within the means of the majority. Results from our Chicago advertising assure us the development and sale of this property will be highly successful.

GET THE FACTS

Call on Henry K. Coale & Son, who will furnish you full particulars, or call at our property office on Central Avenue at Sunset Road and our property manager, Mr. A. W. Rhamstine will be pleased to show you over the property, without any obligation whatever.

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VARIED SCENERY ACROSS COUNTRY

U. S. GUIDE BOOK SHOWS

Charm of Transcontinental Trip
Lies in the Kaleidoscopic
View of Changing
Topography

Much of the charm of a transcontinental trip across the United States lies in the variety of the scenery; the traveler encounters a truly kaleidoscopic display of mountains, plains, and plateaus; of narrow, rugged canyons and broad valleys; of rushing mountains torrents and mighty rivers whose "still waters run deep"; and of fertile fields and seemingly endless desert waters that appear to have been forsaken by man and by every other form of animal life.

The human aspects of the country are as varied as the physical aspects, for in a single day the train may whirl by a busy city whose prosperity is shown by the clouds of smoke rolling up from its manufacturing plants, by mines where nature's raw materials are converted into forms suitable for the use of man, and by the lonely ranch house whose inhabitants seem to be cut off entirely from the surrounding civilization. All these features and many more may be flashed before the traveler's eye in rapid succession, making an infinite variety and yet blending to form a concrete whole that constitutes his impression of the trip.

Picturesque Route

Much of this variety is epitomized in a trip across the mountains of Colorado and the plateaus and deserts of Utah, and for this reason the United States Geological Survey, Department of the Interior, has selected this region as the subject of its latest guidebook of the western part of the United States. This new guidebook, written by Marius R. Campbell, treats of the scenery, the resources, and the human activities in the region traversed by the Denver & Rio Grande Western Railroad from Denver to Salt Lake City. This route is noted for the grandeur and the diversity of its scenery, and the guidebook attempts not only to describe this scenery as it appears from the train, but to explain it—to tell in simple language how the present forms of mountains, plains, and canyons have been developed from ancient forms that may have been very unlike those of today. This development of the surface has been likened to the progress of a human being from infancy to old age, and the changes that take place in the surface features of the earth are no less orderly and regular than those that take place in the life of man.

Story of Underlying Rocks

The guidebook, however, does more than to describe the scenery along the route of travel—it describes the rocks which underlie the surface and which in a measure have controlled the forms that have been carved in the surface. Many of the beds of these rocks are most interesting, for they contain the remains of strange animals that are now extinct—great dinosaurs and other gigantic beasts that lived long ages ago. Parts of the skeletons of the Stegosaurus and Triceratops, two of these great dinosaurs, which were 20 feet long and 9 or 9 feet high, have been found near Denver, Canon City, and Grand Junction, and the tracks of these animals, preserved in sandstone, have been found at other places in the west.

Exploitation of Metallic Wealth

The rocks contain also the metalliferous ores that have made Colorado and Utah famous and have added many millions of dollars to the wealth of the country. The history of the precious-metal mining in the mountains of these states reads like a thrilling romance or a tale of high adventure. The guidebook gives brief histories of the more prominent mining camps, such as Central City and Georgetown, in the vicinity of Denver; Cripple Creek, near Colorado Springs and Leadville, in Colorado; and Park City and Bingham Canyon in Utah. The most interesting of these, perhaps, is Leadville, for it has had the most varied history. Mining was started at Leadville by the discovery of placer gold in 1859.

Irrigation and Reforestation

The change that the wizard water has made on the parched lands of the west is well illustrated in the trip across Colorado and Utah. When, after riding mile after mile across the dry and dusty desert, the traveler suddenly comes into an irrigated valley, where bountiful crops are grown and trees hang loaded with luscious fruit, he begins to realize the wonder of the work that the government is carrying on under the Reclamation Service in converting the wilderness into a land of abounding blossoms. The work of the Forest Service in conserving the forests of the west and in reforesting land that has been denuded by fire is graphically set forth by a member of that service, who also tells briefly of the policy of the government in dealing with the grazing problem and with the disposal of merchantable timber from the national forests.

Railroad War for Royal Gorge

Some of the most interesting pages of the guidebook are those which give to the reader a graphic account of the great railroad war that was waged between the Denver & Rio

Grande and the Santa Fe in 1878-1880 for the possession of the Royal Gorge. This was a real war, resulting in the loss of many lives and the destruction of thousands of dollars' worth of property.

The first overt act of this war was committed by the Santa Fe in taking possession of Raton Pass, though the Denver & Rio Grande had surveyed its main line and had expected to build its road to the city of Mexico. Later an armed force under the direction of officials of the Santa Fe road, took possession of the Royal Gorge and barricaded its lower portal to prevent the entrance of the forces of the Denver & Rio Grande road. The barricade was stormed and many lives were sacrificed, but the Santa Fe could not be displaced.

The case was carried to the courts, and a Federal Court in Denver decided that the Santa Fe had a prior right to the Royal Gorge. The Denver & Rio Grande appealed the case to the Supreme Court of the United States and finally that body reversed the previous decision and ordered that the right of way through the Royal Gorge be turned over to the Denver & Rio Grande Railroad. The result of the war was that the Denver & Rio Grande was prevented from extending its line to the south, as originally contemplated when the road was named, and was forced to become an east-west line, which now has developed into one of the great tourist-carrying railroads of the country.

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Spanish Onions, the lb.	10¢
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Green Peppers	
Celery Cabbage, lb.	10¢
Cranberries, the qt. or lb.	18¢

FRUITS

Extra Fancy Johnathan Apples, dozen	40¢
Johnathan Apples, 3 lbs.	25¢
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21 Pippin Apples, 3 lbs.	25¢
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