

RUMANIA'S QUEEN DECORATIVE ARTIST

ALSO NOTED AS A WRITER

Versatile Royal Woman Amazes Critics with Talent in Many Lines; Aiding Country's Art

Beloved of her own people and esteemed throughout the world for her unaffected democracy, the Queen of Rumania is also noted for her personal beauty and her lyric writings.

Queen is Artist This many-sided woman is a queen with the mind of a leader, an artist's intuitions and the true mother heart.

In the manifestations of her art she is designer, painter and architect. She has a background of practical knowledge, she is deeply informed, skillful of hand and possesses a rare imagination.

Loves Oriental Splendor Queen Marie is a lover of Oriental splendors, of strange tales, of moonlit legends, of beauty, in all its forms.

CANADIAN HIKER STOPS IN COUNTRY

Walking From Toronto to Vancouver, 4,000 Miles for Newspapers

Henry Harris, 58 years old, 141 Dennison street, Toronto, Canada, attracted considerable curiosity when he arrived in Waukegan last week, dragging a wagon behind him.

Harris according to the story he told, is under contract with the Toronto Star and Mail and Empire, two Toronto newspapers, to travel on foot between Toronto and Vancouver and back, a distance of 4,000 miles.

Harris started his trip December 6, 1922, and has averaged twenty miles a day. At the present time he says he is 1500 miles out of his way, due to the fact that the severe cold and ice of the north made him take a detour south.

CHURCH BASKETBALL GAMES ON SATURDAY

BOYS' AND GIRLS' TEAMS

Methodist and Episcopal Boys and Y. W. Girls Win; Good Games; Schedule for This Week

Table with 3 columns: Team, Wins, Losses. Rows include Boys Club, Evangelical, Methodist, Episcopal, Presbyterian.

Table with 3 columns: Team, Wins, Losses. Rows include Y. W. C. A., Presbyterian, Episcopal, Ebenezer Evan, Evangelical.

Results last Saturday: Boys—Methodist, 10; vs. Presbyterian, 10; Episcopal, 9; vs. Boys club, 8.

The second time around on the interchurch basketball series was started last Saturday, and each team is putting forth real effort to finish strong.

The Y. W. Girls have not lost a game so far, although had the Episcopal girls been a little stronger when it came to shooting baskets there might have been a different story.

Games next Saturday: Boys—Presbyterian vs. Evangelical; Methodist vs. Episcopal.

OAK TERRACE SCHOOL

Lester Leagler, Reporter There will be an entertainment given by the students of the Deerfield-Shields high school next Wednesday evening in our auditorium.

The Highwood Girls basketball team will practice tonight. They have been challenged by some of the teachers of the high school.

Miss Anna Keough has returned to her teaching position after a number of days absence due to sickness in her family.

The Libertyville grammar school basketball team met defeat on our floor last Friday night.

The Krueger family has rented a cottage on Deerfield avenue in Highland Park and will move from our district this week.

Y. W. C. A. NOTES

The next meeting of the Mothers' club will be held Tuesday evening, March 6, at 8 o'clock.

Among those who will give their services will be Mrs. Breidert and Miss Brand, who will contribute instrumental music, while Mrs. Leonora Beck Shuster and Mr. Bert Renning will assist with vocal numbers.

A cordial invitation is extended to any woman who cares to attend this meeting.

Young Woman's Council The Young Woman's Council will meet Thursday evening, March 8th, when reports will be given on committee work for the bonco party to be held at the Y. W. C. A. headquarters March 15.

A sewing machine is needed at the headquarters. Anyone having one for sale or rent, or one that can be borrowed for a short time, will assist greatly in an emergency if they call the secretary, telephone 675.

Girl Reserve Leader Miss Henrietta Laing has assumed the leadership of the Sunshine group of Girl Reserves, and the outlook is brighter than it has been for some time.

Tag Day The Girl Reserves gathered up quite a sum for the Salvation Army Saturday when they tagged for a few hours.

FORD OR PULLMAN; WHICH ON VACATION?

HERE IS A COMPARISON

Ten Thousand Mile Trip Costs Less by Ford for Family Than Train Travel; Figures Given

By H. C. CLAUDY Director of Publicity, National Highways Association, Washington, D.C.

"Been planning it for years," announced Smith, "Never could see my way clear before. But this summer I am taking Friend Wife and the lad and lass, and we are going to the Yellowstone and the Grand Canyon and Los Angeles and San Francisco and up through Seattle and back through Glacier and see something of this America of ours."

"Wah I could do it," answered Jones, enviously. "You must have a whale of a bank roll to face all that railroad fare. Let's see—that's about ten thousand miles. At three cents a mile that's twelve hundred dollars, just for transportation."

"Who said anything about railroad fare? Railroads are for people who have plenty of money and no time. I have some time and not much money."

"I didn't see how you could afford it," replied Jones. "But how are you going to manage?"

"You're right. I can't afford railroad fare. But I can afford the distance," smiled Smith. "I'm going to motor my way across the continent and back."

"And the poor fool thinks it's cheaper to automobile than to go by train," commented Jones.

"No, he doesn't think. He knows," answered the "poor fool." "Care to listen to the facts?"

"Open to conviction," answered Jones, "but hard to convince. You haven't even got a Ford."

"No, but I have the necessary \$298 and the \$12.00 tax. Call it \$310 in round figures."

"Yes, yes, go on," grinned Jones. "That's the least of your expenses."

"Oh, is it? Well, let's look at 'em." Smith shot out his cuff, produced a pencil and put down, "Ford \$310."

"Now," he went on, "a Ford normally comes provided with four tires. The general experience of all Ford owners is that they over-run the guarantee on their tires. Any tire man will tell you that of every hundred tires sold for Fords—good tires, mind you, not 'seconds' or nameless casings—only two or three come back for mileage adjustment. But to be on the safe side, let's call the four tires good for just the normal guarantee of 6000 miles. For ten thousand miles, then, I have at least three more tires. Call it, including tubes," and Smith used his pencil again, "an even \$40."

"Then, there is gas. It's hard to make an exact estimate, because the price of gas varies so, and drivers vary and roads vary and weather varies. But records made all over the country show that twenty miles to the gallon of gas is an under, rather than an over-estimate for Ford travel in warm weather. If I put the average price of gas at twenty-five cents a gallon—it's less in many places—and divide the ten thousand miles you have given me as my distance by miles per gallon—the pencil again—"\$125 for fuel."

"Oil? Say a quart to a hundred miles—a hundred quarts at a quarter—\$25.00."

"Of course there is up-keep. Suppose I have carbon cleaned out and valves ground three times; suppose I replace transmission bands three times; suppose I buy three new fan belts—I'll have to find a robber every time if the total bill exceeds \$40. And—well, let's see what that makes."

Smith totaled rapidly. When he had finished, Jones cut in with, "You haven't put anything down for incidentals." But Smith grinned triumphantly and answered "There you are," and showed his cuff. It looked like this:

Table with 2 columns: Item, Cost. Rows include New Ford, Extra tires, Gas, Oil, Replacements, Incidentals.

"One hundred and sixty dollars for incidentals is unnecessary. Keep oil, gas and water in your Ford, give the engine reasonable care and you won't have any extras." Smith really inserted that to cover any argument Jones might put up as to his gas cost or miles per gallon or tire wear.

"But ten thousand miles at \$700 for transportation figures out seven cents per mile," cried Jones, triumphantly, "and railroad fare is three."

"Just a minute. At the end of my ten thousand miles I can sell the fiver for something, can't I? It's a car with a high second-hand value, you know. But call it \$200, and my mile cost is but five cents. And with five people in the car it comes to one cent per mile per person, not three, as the railroad wants."

"But you have meal bills and hotel bills and—"

"Guess I have to feed the family whether they move or stay home, travel via Pullman, airplane, Ford or foot," laughed Smith.

"Er—one cent a mile. Darn it, if it's that reasonable, why can't Mary and I take the kids and go along?"

"Darniknow," said Smith, "why you can't."

There is no reason why Jones can't.

There is no reason why any one can't, who can travel for pleasure at all. Smith's figures are fair, but if they lean either way, it is to too great generosity.

Travel by Ford is cheaper than railroad travel when two or more people use the car at the same time. There will be readers who dispute this on the ground that many a Ford never goes its allotted mileage. To them this argument must be presented: they, you, the writer, every one of us, pays for the maintenance and upkeep of the railroads. It makes no difference whether or not we ever travel via rail—every mouthful of food we eat, everything we wear, smoke drink, play with—everything in the world which comes to us, has to pay freight. We pay the freight. Part of the freight goes to maintenance and upkeep of railroads. There they are—the railroads. If we don't travel on them, we are nevertheless paying for upkeep which we do not use for travel benefits. There it is—our Ford. If we do not use it for travel, we nevertheless pay for up-keep and travel benefits which we do not get.

Fair enough? It has been demonstrated by many more than a million drivers that a Ford goes there and comes back again. All modern motor cars do it; reliability is a motor's other name. Some do it more speedily and easily than others but Ford and Rolls Royce share equally the honors of getting there and coming back.

The Ford is simple, easy to understand, light in weight, "motorproof proof." In the middle west you will see Father, Mother, children, a pig, half a dozen hens, a trunk, a tent, a stove, a stray dog or so, all piled helter-skelter in a Ford, going on a visit, vacation, or just plain moving. Luggage racks built for the universal car hold enough baggage for a small theatrical troupe. The Ford wiggles through mud that would stop a heavier car, and goes up hills that stall its bigger brethren. It can and does run the churn, cut the hay, pull the harvester, pump the water and take the children to school. It couldn't do all these things if it wasn't sturdy. It may well be that the up-keep expense-curve takes weird and generally upward directions after fifteen or twenty thousand miles. The answer is, then—junk her and get a new one.

For the man who already has a Ford, his vacation travel figures will be quite different from those Smith put down.

He will need more tires and have no first investment to make; he may need a little larger expenditure on cleaning carbon, but his total cost for the ten thousand miles will be absurdly low. Gas and oil \$150, tires \$75, repairs \$50, and \$25 for the unexpected, and the whole trip figures out at three cents a mile for one person—for five people 3-5 of a cent per mile.

Now it must be perfectly evident to any one who has either driven or followed a Ford that it will go over—perhaps one should say through—roads which other cars of even greater weight cannot negotiate. But it must also be obvious to any one that six thousand miles from tires and twenty miles to the gallon of gas do not come from running over or through mud-holes, ruts, stone piles, collection of thank-you-ma'ams, cow-tracks and stream beds, miscalled roads.

Fording is inexpensive and enjoyable when, and only when, the roads over which the little car is to go are reasonably well surfaced and reasonably well drained.

America is the country where no sooner has it been announced that it can't be done, than some man gets up and does it. The Panama Canal, for instance; or shipping two million men over seas, or building a few transcontinental railroads.

There is no question that this America of ours can build roads. But so far, it hasn't done so, very much. There are two-and-a-quarter million miles of roads—the quarter of a million is improved, the two million are not.

We have tried every devisable scheme of getting roads but one—the right one. We have left it to towns, and counties and states. We have left it to town, county and state helped by the political body next above in authority. Today we have Federal aid, in which the Nation helps the state to build a state road.

But—we have as yet no National roads.

If Smith and Jones would go Fording across the continent they cannot find uniform routes of travel, or government maintained roads. They get state roads, good roads, indifferent roads; county roads, mostly bad; and township roads, unspeakable.

There is a better way. When National Highways and Good When National Highways and Good Roads everywhere are a fact we can motor from Maine to California, from Seattle to Florida to California, from Seattle to Florida, from the Gulf to Canada, at less than a cent a mile per person and with more fund and wholesome enjoyment than was ever packed in the best Pullman car ever made!

Some men will observe National Garden week by showing their wives where they can plant and cultivate some vegetables.

At last accounts the tramp element believed that the people were wasting their money by keeping dogs.

Some of these people who take pains to have their poultry houses well ventilated never bother to let any fresh air into their own dwellings.

BILLS LEADING IN ELKS ALLEY LEAGUE

OTHER TEAMS ARE CLOSE

Two More Weeks to Wind up the Series; Other Bowling News of the Past Week Here and Elsewhere

Table with 3 columns: Team, Wins, Losses. Rows include Bills, Esquires, Rulers, Knights, Brothers, Guards, Antlers, Tylers.

The Bills have taken the lead in the Elks league and have last week's tilt with the Guards to bowl yet, with the date set for tomorrow night. The Rulers and Esquires are on the heels of the flying Bills, one game behind, while the other five teams are all in the running for the prize cup, which will be on display in the Schneider window within a few days. Two more weeks will wind up the Elks league race.

Several Elks teams from Highland Park are expected to be entered in the newly organized Illinois State Elks Bowling association tourney which is scheduled to start at the popular Bensinger Randolph tournament alleys on April 7. Contests for the different teams will be keen.

John Meyers is busy with his Odd Fellows bowlers getting them lined up for their big annual tourney in Chicago next month, he has the makings of two good teams.

The strong K. of C. teams are entered in both the Interstate K. of C. meet in Chicago, and in the first annual National K. of C. meet, in Milwaukee. The Quilmette No. 1 team will be Bob Greenslade, Tony Lencioni, J. White, M. Shiel, and Tom Clark. Capt. Gregory Sheahan has some fast men from Wilmette on his lineup, and these teams will be watched closely by rival council teams. The Chicago date has been set for March 11.

George Thomas, well known promoter of sports in Kenosha, will bring his team here Sunday night at 8:00 o'clock for a special match. His lineup is not at hand but will be about as follows: Art Stein, George Thomas, Frank Harold, Leo Orth, and possibly Tony Cross, who won the big match from Ori, last week.

A singles sweepstakes is booked at the Majestic Saturday night with a few Waukegan and Kenosha bowlers coming Sunday. It is to be five games, total pins. Several bowlers are listed and it is planned to make it a weekly affair on Saturday nights, prizes to be given after last squad shots.

Tony Cross, manager of the St. George bowling alleys of Kenosha defeated Joe Ori of the Highland Park Majestics by a total majority of 81 pins for the 20-game match series, the last half of which was rolled at Kenosha.

At the end of the first half Ori led Cross by 9 pins, the first half having been rolled at Highland Park the previous week. Ori was in fine trim but he encountered a little "tough luck" but it can be said the veteran lost like a real sport.

Edward Pyre of Highland Park is a member of the executive committee of the Illinois Elks Bowling association, organized Saturday in Chicago.

RULERS

Table with 3 columns: Name, Wins, Losses. Rows include H. Witten, E. Cookrey, Sobey 7, Sheahan, H. Nielsen.

TYLERS

Table with 3 columns: Name, Wins, Losses. Rows include L. Larson, F. Rohr, J. Witten, T. Peters, E. Prye.

ESQUIRES

Table with 3 columns: Name, Wins, Losses. Rows include Bowden, Santi, Hise, Stokoy, J. Nielsen.

BROTHERS

Table with 3 columns: Name, Wins, Losses. Rows include T. Fraunhoffer, J. Larson, Post, Koon, M. Shiel.

ANTLERS

Table with 3 columns: Name, Wins, Losses. Rows include Greenslade, Geiser, Lencioni, Campbell, Clark.

KNIGHTS

Table with 3 columns: Name, Wins, Losses. Rows include White, Conrad, T. Gallagher, Smith, Lencioni.

The people who do not bother to look over the classified ads in this paper miss many fine chances to buy things for little money.

The difference between the Roosevelt smile and that of some modern politicians is that the former had teeth in it.

A position on the honor roll of scholarship is accepted by the students as a consolation prize for those who can't get on the ball team.

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