

**MORE IMPROVEMENTS STARTED BY COUNCIL**

**SEWERS AND WATER MAINS**

**Extensive Plans Made for Extending Systems; New Filling Station Permit Is to Be Granted**

At a meeting of the city council held Friday evening, March 30, a resolution authorizing the construction of a connected system of sanitary sewers in Sunset Terrace subdivision

was adopted, the cost of the improvement to be defrayed by special assessment. Two new local improvements also were initiated to provide for water main extensions in Maple avenue and Clark street. Commissioner Huber was authorized to obtain bids for making a fire department service truck out of the American LaFrance engine and to report back to the council. A motion was passed granting a permit to the Sinclair Oil company for a gasoline filling station on property at the corner of Green Bay road and First street, in accordance with plans submitted and upon dedication of the north part of said property for street purposes.

**Sewer Extension**  
Public hearing having been had on the proposition to construct a con-

nected system of sanitary sewers in Sunset Terrace subdivision, a resolution was adopted instructing the corporation council to prepare an ordinance and estimate of cost for said improvement which is to include West Park avenue, Sunset road, Elmwood drive, Clifton avenue, Yale Lane, Princeton avenue, Harvard court, Beverly place and Deerfield avenue. Later in the session an ordinance was passed providing for the construction of a connected system of sewers and outlet in Sunset Terrace subdivision. A resolution was adopted initiating a local improvement project by special assessment to cost, according to estimate, \$2332, consisting of water main extension in Maple avenue from the present water main in Sheridan road to the present water main in Linden avenue, including necessary

accessories. A public hearing was set for 5 p. m. Friday, April 20. **More Water Mains**  
Another resolution for local improvement at an estimated cost of \$1680, to be paid by special assessment, was adopted initiating the project, which consists in the construction of a water main extension in Clark street from Broadway avenue south in Clark street 380 feet, including a fire hydrant and other accessories. The public hearing for this also was set for 5 p. m. April 20. Two plats were approved and accepted by the council, those of the Lake View Terrace and Lakeside Manor subdivisions. The city engineer was instructed to include the cost of

sanitary sewers for Lake View Terrace and Lakeside Manor subdivisions in the estimate of cost for construction of a connected system of sanitary sewers for the south end of Highland Park.

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**58-Day Run of 26,165 Miles Without a Stop Proves Hupmobile Staunchness and Reliability**

*High Opinion of Hupmobile Stamina and Durability Justified by Its Splendid Condition after Gruelling Test*

Perhaps no motor car ever before was given such a reliability test as this.

Day and night for 58 days, without the engine being stopped once, and without the official seals on its hood being broken, a stock Hupmobile was driven 26,165 miles by drivers working in three shifts about Salt Lake City and over a maze of Inter-Mountain highways in Utah, Idaho and Wyoming.

The starter was removed before the run began. Oil was taken on through a special tube in the side of the sealed hood. This intake for oil, as well as the intakes for gas and water, were all securely sealed, and were broken and re-sealed only under official inspection.

The route of the car, for the most part, was over a maze of mountain highways. Part of the course led the car into the precipitous mountain canyons of Heber, Provo, and Parleys, in the Wasatch range.

The "high spots" of the test included trips into many of the steepest canyons of the west, including Brighton, at the head of Big Cottonwood and American Fork Canyon, generally

conceded to be the steepest incline in the west. During the last 14 miles of this trip cars are forced to climb from a 4400 to an 8700-foot elevation.

The engine was brought to a stop only after the fan belt had broken, at 26,165 miles. The car then completed its 60th day with a mileage of 27,096.

It was immediately torn down and inspected under direction of Prof. A. LeRoy Taylor of the Automotive Department of the University of Utah. He reported that the engine—with 33,000 miles to its credit—showed only slight wear; that the life of this stock Hupmobile had only just commenced.

Prof. Taylor's detailed report contained the following significant statements:—The amount of carbon deposited on the pistons and cylinder block was surprisingly small. The pistons showed, by micrometer caliper measurements, the maximum "out of round" of .0005 (five ten thousandth) inch. The second and third rings showed practically no wear. The first rings on three of the cylinders

had worn .002 (two thousandth) inch. The crankshaft bearings were in excellent condition and showed practically a perfect fit.

The qualities revealed by the car in this test—its economy records—the way it stood up in continuous service such as not one motor car in ten thousand is asked to give—these things are not remarkable or unusual for the Hupmobile.

They are the daily portion of every Hupmobile owner. He counts upon them confidently. They are his interpretation of reliability.

**The Reliability Record**

Days without Engine Stop.....	58
Total non-stop mileage.....	26,165
Average Miles Per Day.....	449
Gas—ave. miles per gal.....	21.5
Oil—ave. miles per gal.....	1,218

**Replacement**

At 22,106 mi.—Brake lining  
At 24,955 mi.—Head lamp tie rod  
At 26,165 mi.—Fan Belt

The first engine stop was necessitated by the breaking of the fan belt. The run was then continued two days, the total mileage at the end of 60 days being 27,096, on which the daily average is computed.

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