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Let me call and explain or send interesting literature.

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Hallowe'en Safety

BE sure to keep your cars inside tonight to keep them from being all marked and marred by soap, etc., by thoughtless players of Hallowe'en pranks.

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HALLOWE'EN SPECIAL
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ORANGE PINEAPPLE
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"Purer BECAUSE CARBONATED" **50c** FULL QUART BRICK

Hydrox
 Division of National Dairy Products Corp.

MINERS EXCAVATING HUGE SEWER SYSTEM

(Continued from page 1)

Largest Improvement
 tain reasons never was pushed to a completion.

It was thought by some impossible to get a system of sewers for this portion of Highland Park that would connect with any of our present sewers, thus saving the cost of another disposal plant.

The matter was submitted to City Engineers Windes and Marsh, and after six months of careful study lines were established for the system now under construction.

To obtain the required depth of sewer at the extreme south east end of the city, and allow for the minimum gradient to the north to gain access to the present septic tank near Roger Williams avenue it was necessary to design the sewer extending from the ravine north of Hill & Stone's Shorecrest subdivision south 2500 more or less to the ravine in Ravinia Forest, east of Ravinia Park, in tunnels ranging in depth from 33 to 48 feet. Including the tunnels of lesser depth there are approximately 3000 feet of tunnel.

Lines and grades are given in the tunnel very precisely, by the engineers using a short-legged Buff and Berger transit and level rod. Bender marks are carried forward as on top of the ground and are mostly left on spikes in the timber shoring. The bench marks are very carefully checked daily.

On Easements
 Most of the tunnel and about half of the total amount of open trench work is on easements obtained by the city from subdividers and by condemnation.

The city was very fortunate in having Chas. M. Porter Co., Conway building, Chicago, the contractors who pushed Sunset Terrace sewer to a successful end, as low bidder with a total of approximately \$115,000.

The work is under the personal supervision of Irving S. Porter, president of the company, and William Holland, superintendent of the company. Mr. Holland is a resident of Highland Park.

Both Mr. Porter and Mr. Holland are experts in their line and believe only in the best construction possible regardless of cost.

Done by Miners
 The actual tunneling is done by miners who have had actual experience in all corners of the earth, including Australia and Alaska mines. The excavation is being done with compressed air spades.

The shafts are four feet six inches in diameter and are dug wherever manholes are specified, which makes the average length of the tunnel between shafts 300 feet more or less.

The tunnel is approximately four feet six inches high by three to four feet in width and is shored mostly with timber obtained in the new streets where a great many trees have been cut down to make room for new improvements.

Removing Debris
 The excavated material is taken from the tunnel by means of box-like carriages mounted on pipe rollers and run on a plank. As the carriage comes in contact with the bucket, which stands in a sump in the shaft it tips forward and the earth is deposited in the bucket.

The bucket is then hoisted to the top by means of steel cables, derricks and the Buhl compressor hoist.

The excavated materials are piled so as to be conveniently handled when backfilling, although after the pipe is laid the earth from the forward tunnel is generally brought back into the rear tunnel, thus saving handling it more than once.

A great deal could be said about the technical side of the work, but would take a great deal of time and space.

Commissioner Visits
 Commissioner Gaurley, Wm. Guyot and one of the publishers of the Highland Park press, showed great interest recently when they made personal inspections of the work in company with Mr. Holland. We understand that there is a sale of cover-alls on in town and would suggest that the board of local improvements, headed by its president, try their luck at mining and see the actual construction of an improvement their action has made possible. Maybe the council and board members do not realize how greatly they have planned and executed.

The engineering is being done by Windes and Marsh with Phillip E. Cole as resident engineer, and Carl Schaeffer as inspector, both residents of Highland Park. In fact every engineer and inspector at present employed by Windes and Marsh in Highland Park work is a Highland Park resident.

All manholes are constructed of concrete with walls and bottom nine inches thick and equipped with a 480 pound cast iron cover.

Credit to Administration
 Credit for these extensive improvements in our city is due to the business administration so ably carried on by Mayor Hastings and the commissioners who are exerting every endeavor to provide for Highland Park every possible modern facility commensurate with the growth of the city, and their experience and foresight are giving Highland Park a splendid administration and providing these extensive improvements looking ahead to the rapid growth of the city into one of the largest and most important of Chicago's residential suburbs.

METHODIST BISHOP ON U. S. CHARITIES

IS NOW IN SWITZERLAND

Tells How American Spirit of Service is Driving Power Among Workers in Near East.

John L. Neulsen, bishop of the Methodist Episcopal Church of America, writes from Zurich, Switzerland, as follows:

My visit to Russian Armenia has fully confirmed my previous impression of the magnitude and importance of American relief work in that corner of the world. Our charity there has not only saved thousands of lives; it is actually building a new type of national life.

The traveller need but compare an old Armenian village with a Near East Relief orphanage. In the former, life is found in its primitive form; there is no home life, no idea of order, cleanliness, sanitation, convenience; the whole life for centuries has been stunted by constant menace of war and massacre; there has been no incentive to progress, the people are not touched by modern ideas. In the American orphanages is security, order, cleanliness, new and better methods of keeping house and tilling soil; above all the spirit of co-operation, friendliness, service, is making a profound impression upon thousands of children.

Children trained in these agricultural and industrial orphanage schools, when absorbed in the national life, will be builders of a new Armenia. They have seen not only the outer comforts of life; they have been touched by a new spirit; life has a new meaning for them.

The spirit of service is the driving power among the American workers. They are a fine lot of men and women, whole-souled, devoted, jolly and happy in their work. This American attitude of service is a puzzle to all the peoples of that part of the world, Turks, Russians, Tartars and the rest. They see the hard work Americans are doing, they see also our good cheer and happiness. They know that behind our little band of workers stand millions of Americans giving freely of their money. Why? What do we want? What are we after?

For the first time in the history of these nations, they see representatives of another nation working, spending, facing difficulties with a smile,—not to exploit a weaker nation but to help it get stronger and better. For no ulterior motives, but in a spirit of unselfish service, America throughout the Near East is giving an object lesson in the spirit of the Golden Rule, in religious broad-mindedness and co-operation. It seems incomprehensible to people used to religious bigotry, narrowness, hatreds, national selfishness and enmity. But it is bound to be the most potent factor in their future development.

(Signed) JOHN L. NEULSEN.

KEEPING RECORD OF SAFE MOTOR DRIVING

Chicago Club Urges Members to Keep Track of Mileage Without Mishap

In an effort to stimulate interest in safer driving the Chicago Motor club announces that it is requesting its members to file at local headquarters a record of the number of miles they have driven without a serious accident or collision.

Many other motor clubs affiliated with American Automobile association are adopting this plan as a means of encouraging the average driver to be proud of his safe driving record and to make every effort to increase it.

According to Charles M. Hayes, president of the club, there are a number of members of the local club with enviable records. Such records, he says, should be given publicity as a means of impressing upon the average driver the fact that with caution and a full understanding of one's responsibilities when at the wheel a driver can avoid trouble.

"We anticipate some surprises in the way of mileage record," Mr. Hayes says, "because the club naturally numbers among its membership the oldest and most conscientious of motorists in Illinois and Indiana. Unquestionably many a valuable suggestion will come to light with these disclosures.

"Some of the younger members, however, may surprise the old-timers for there are motorists today who, in the course of their business travel thousands of miles annually. Their records may be even more significant owing to the fact that intensive driving places the driver in all varieties of predicaments."

The results of the investigation will be revealed just as soon as the records have been filed, according to present plans.

Some of the motorists of Illinois would favor a world court if it wouldn't fine them more than \$10 and costs when they get pulled in for speeding.

If the merchants don't stop making their store windows so attractive, the women folks will never be able to get anywhere on time.

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