

GREAT DESTRUCTION BY CHINESE FLOODS

TEN MILLION DESTITUTE

American Red Cross Promptly On Ground; Gives Needed Assistance; Reports Of Conditions

Imagine 2,500,000 totally destitute people in the United States with all means of subsistence gone and civil war raging in their midst and the reader will have a picture, reduced to its true proportions, of what is occurring in China.

The vast floods of July and August in China brought destitution to 10,000,000 people living along the banks of great rivers in territory nearly 1,200 miles long.

The prompt action of the American Red Cross in authorizing an appropriation of \$100,000 helped in bringing relief and reconstruction work in Hunan and Chihli provinces, where intense suffering followed the floods. General charge of the relief task is in the hands of the China International Famine Relief Commission, which has obtained large additional funds from other sources.

Scheme of Reconstruction

This commission purposed a vast scheme of reconstruction which would both employ and feed famine labor and act as a preventative against future disasters. Its permanent flood-prevention and relief campaign contemplated an expenditure of \$10,000,000.

The plan is an elaboration of the work undertaken in the period 1920-1921 by the American Red Cross Famine Relief and the China International Famine Relief Commission, which resulted in the construction of 2,700 miles of roads, thousands of irrigation wells, an extensive reclamation scheme of the Yellow river and more than 500 miles of river dykes.

The schemes projected for the coming famine period, which will not reach its peak until January, would have been at least of equal value to the country as a whole. In Chihli Province alone it is estimated that 10,000 square miles of territory are under water, crops destroyed and the buildings washed away.

Strife May Defeat Plans

With the outbreak of civil strife in China the possibility of raising the large funds needed is becoming remote. Diplomats at Peking had recommended that a surtax be placed on the maritime customs for relief work and there seemed little doubt that this recommendation would be complied with. Its consumption would have yielded \$4,000,000. Other Chinese and outside sources were expected to yield \$3,500,000 more.

The sudden disruption of China's economic affairs by military operations slows up the money raising campaign and progress with relief plans will be hindered until a cessation of hostilities permits a breathing spell and an effort at reconstruction.

NEW YORK HAS BOTH KINDS OF TRACTION

In New York City part of the street car system is privately owned and part of it belongs to the city, which has its own equipment and conducts its own business. The fare is five cents on either the city-owned lines or those operated by private capital. There is practically no competition between the two systems, as one system is an addition to or supplementary to the other. There is plenty of business for all. The problem is not to get volume of trade, but to care for the volume that is offered. Surely, if there ever were one, this is an ideal condition for successful municipal ownership. Plenty of business, no competition, a prosperous community, no franchise taxes to pay, no out-of-date equipment to replace, unlimited credit—every favorable condition that a privately-owned concern could ask.

Yet in the city lines, according to dispatches sent out today by the well-known Associated Press, for every dollar of receipts from these municipal lines in Staten Island, a thickly-populated suburb, the City of New York pays out more than two dollars for the maintenance of the system. The patrons ride for five cents but the average cost of the ride is 10.27 cents.

In some such manner as this do certain people like to kid themselves. It is all right to brag about a five-cent fare, if you really have one, but a five-cent fare is not a five-cent fare if in addition thereto you must pay another five cents into the community treasury to make good the deficit of your original payment.

In order to believe in government ownership it is necessary to accept the notion that politicians can run a business concern in which they have had little or no training, better and more efficiently than those who have staked their all in such an enterprise and either had to make it succeed or have their savings of a lifetime wiped out.

Quitting parties are being held in many places, but hard to make old timers think they are equal to the one at Aunt Dinah's from which they saw Nellie home.

People who do not like getting monthly bills, can stop the same by paying cash.



LEE PATTISON and GUY MAIER, Pianists who will appear Sunday afternoon at Elm Place Auditorium under auspices of Highland Park Civic Music Association

REAL ESTATE TRANSFERS

J. Sadders and wf to O. Hertzberger and wf, jt tens. WD \$1. St. \$1. Lot 9, blk 1, 1st addn to Ravinia Highlands.

C T & T CO to C. E. Tomhagen. D \$10. St. \$7.50. Ely 150 ft of lot 22, blk 5, Ridgewood Pk subdn, Deerfield.

T. Barbour Brown and wf to O. H. Manierre. QCD \$10. St 50c Pt of lot 10 C. H. Lawrence subdn, Sec 28, Shields twp.

T. Barbour Brown and wf to O. H. Manierre. WD \$10. St \$19.50. Lots 6, 7, 8, and 9. Rose Terr subdn and W hf of lot 10, Sec 28, Shields twp.

St Bank and T Co to L. H. Weller. D \$1,000. St \$1. S 89 ft of lot 27, Vernon Ridge Country Home subdn, Deerfield twp.

J. Griffith and wf to A. J. Itrich. S hf of lot 5 and all of lots 6 & 7, in subdn of lot 344, Lake Forest. WD \$10. St \$6.50.

P. Roggiani to Arcosa Bellei. Undivided 1/2 hf int. in pt of lot 67, Highwood. WD \$10. St \$1.50.

Arcosa Bellei to P. Roggiani. Lots 2, 3, & 4 in Bellois subdn, secs 14 & 15, Highwood. WD \$1500. St \$1.50.

F. H. Bartlett and wf to G. G. Burdick and wf. Lots 38, 39 & 40, blk 5, 1st addn to Ravinia Highlands. D \$10 St \$3.

G. Karch to C. M. Christensen and wf, jt tens. WD \$10. St \$1.50. Lot 9, Karch's subdn of pt of NE qr, sec 32, Deerfield.

Minnie May Rumsey to J. E. Baker. QCD \$1. Pt of lot 129, orgl subdn of Lake Forest.

Mary E. Browne to L. Marks and F. A. Tucker, jts. WD \$1. St \$1. Lot 53 in blk 1, Ravinia Highlands.

D. S. Trumbull to Mary Morse Jerrens. WD \$6,000. St \$6. Lot 7, blk 7, Exmoor addn to H Pk, Sec 23.

A. F. Beaubien and wf to Ella P. Brown. QCD \$10. Lot 1, blk 10, Lake Bluff.

C. W. Heydecker and wf to Ella Browne. QCD \$30. Lot 2, blk 10, Lake Bluff.

J. Delhaye and wf to Amelia Juh-

SHOP MORE FROM 10 TO 4, SLOGAN

"Shop more from 10 to 4 and you'll avoid the crowds."

This is the slogan of a "shop early" campaign now being conducted by Illinois by electric railways in behalf of merchants of cities and towns of the state.

The merchants say the tendency is becoming general to shop late in the day and that, as a result, customers do not get the attention they should. If shopping could be encouraged in the "off peak" hours, the merchants say, everyone would benefit. So the electric railway companies are doing their "bit" to spread the news.

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STATE CAPITAL GAS SERVICE 70 YEARS

Continuous Supply in Springfield's Mains Since Year 1854

There has never been a minute since 1854—a period of 70 years—when Springfield, Ill., the state capital, received its first gas service, that there has not been gas in the holder, E. W. Payne of the Illinois Power company, said in speaking at the recent laying of the corner stone of the company's new building at Fourth street and Capitol avenue.

In addition to telling of how gas had been maintained continuously for this long period, Mr. Payne told many other interesting things about the development of utility services for residents of the state capital. The first street railway, he said, was started in 1881, the first car running from Dodd's corner north to Enterprise street, the line later being extended to the City Railway park, now Lincoln park. Civil war conditions made it extremely difficult to finance.

The first electric plant, he said, was built in 1879, it being set up in Ide's foundry at Fifth and Madison streets and moved the following year to Seventh and Adams streets, the present site of the Johnston-Hatcher company.

Mr. Payne compared the crude service of the early times with those of today, telling of the struggle for capital to make extensions and the final consolidation under one management of all branches of utility service, of the substitution of electricity for horse power and mules in street railway service and of the extraordinary development in the art of manufacture and distribution of electricity.

A. D. Mackie, vice-president and general manager of the company, made a brief talk following Mr. Payne in which he told of the rapid growth of the company such as had made necessary the erection of its new \$280,000 office building. In the copper corner stone box was placed a list of the original stockholders of the company, the present stockholders, officers and directors and an amount of historical data pertaining to Abraham Lincoln.

ILLINOIS TOWN GETS FIRST ELECTRICITY

Graymont, in Livingston county, celebrated the arrival of its first electricity a week ago with a chicken dinner served by the ladies of the churches and a big program of addresses and other entertainment. Electricity for the village was made possible through the extension of the "high line" of the Illinois Power and Light Corporation from Flanagan. Business men and housewives are jubilant, the former because they can now "light up" as brilliantly as those of the neighboring city of Pontiac, and the latter because they can discard their kerosene lamps and old-time washboards.

Much is said as to how pending questions look to the "man in the street." Last heard from, the man in the street was so busy jumping out of the way of automobiles that he could not think of anything else.

LOCALITIES DIFFER IN 'PHONE HABITS

Communities have their own peculiarities in regard to telephone habits, but in most places the average length of a call is about three minutes or less according to Jay G. Mitchell, secretary of the Illinois Telephone association.

Most people do not realize how many telephone calls go through an exchange every 24 hours," he said. "In Chicago and New York City the calls every day run up into the millions, while in cities of 50,000 to 100,000 population, the number of telephone calls per day will probably be between 100,000 and 200,000. In Springfield there are an average of 120,000 calls every day in the year."

Human voices being carried over a telephone wire present almost the same traffic problems as does highway traffic, Mr. Mitchell said.

"Traffic might be defined as the total volume in conversations being carried on at a given moment by all subscribers using the telephone at that moment. These conversations run into a constant stream, varying of course in intensity during the different parts of the day.

"In order to insure service to patrons, a telephone engineer must determine the amount of equipment necessary to handle the 'traffic' during the heaviest period. As a general rule, the traffic gradually increases from almost nothing in the early morning, to the heaviest period of the day about the middle of the forenoon. It then usually decreases during the noon hour, picks up for a while in the afternoon, becomes lighter around the dinner hour, increases slightly in the early evening and then drops to al-

most nothing until the next morning. A line representing the fluctuations of telephone traffic would resemble a series of mountain peaks and valleys. From the telephone company's standpoint, the big difficulty is that it must provide sufficient equipment to take care of the highest peak in traffic and yet that equipment may be idle the rest of the time."

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