

DISCOVERIES AFFECT LIVING CONDITIONS

RESEARCH BY UNIVERSITY

Illinois State College Scientists, By Their Investigations, Have Added Much to General Comfort

Research results which touch the lives of most every person, although often not realized by them, have been discovered by the University of Illinois engineering experiment station and have been incorporated in building projects of many lines, in railroad operation and maintenance, in the construction of buildings, in heating our homes, and in other ways too numerous to mention.

Many of these important contributions go back several years; some of them are just being introduced.

As soon as these new facts are discovered and conclusively proved, they are given to the world in printed form. The civil, railway or construction engineer applies them to his special work and as a result our house lasts longer because of these Illinois discoveries, the office building in which we work is safer because of them, we ride with greater safety on the railroad trains, we enjoy better roads, and we are able to hear an address better in large halls. Soon we will enjoy improved radio.

Such discoveries, eagerly seized and accepted by the engineer, are important not only because they improve our living conditions but because they make us economically richer. It is impossible, of course, to set a definite dollar-and-cents value on discoveries of this sort.

Is a Valuable Discovery
However, a leading authority in the state once said that if one of these contributions, namely, the Parr low-temperature process for coking Illinois coal, proved as successful on a commercial scale as it had in laboratory tests, it would "be worth more to the state and nation than all the money the state will appropriate to the university in the next 100 years."

Every indication points to complete commercial success of the project. Thirty-eight important research investigations are now under way in the engineering experiment station of the university, in addition to ten very important projects known as "Co-operative Investigations."

Of the thirty-eight, five relate to ceramic engineering, such as "the aging of clays" and "a study of phosphate cements"; five relate to civil engineering, including "impact stresses on highway bridges" and "structural effects of vibration," while four touch on electrical engineering, including several "radio observations."

In mechanical engineering eleven projects are under investigation, such as research in "mechanical refrigeration" and "heat transmission through boiler tubes."

STATE'S ATTORNEY TURNS OVER FUNDS

Total of \$11,173 Paid Into the County Treasury for the Quarter

States Attorney A. V. Smith has received a receipt from County Clerk Lew Hendee for \$11,173.55 representing the amount turned over this quarter by the state's attorney's office as its earnings for the period.

This money comes from fines extracted from bootleggers and fines assessed in justice court on minor matters.

The income stretches over a period of three months, from Dec. 1 to Feb. 28 and runs about average for the quarter.

The grand total for Col. Smith, since he took office four years and three months ago, is \$191,160.94. The quarterly average for his service has run about \$11,245.

His office has broken all records for income in county history, outdistancing all by thousands of dollars.

All excess monies, over the expense of the state's attorney's office, is placed in the school fund.

REV. HERBERT EVANS DESCRIBES HIS TRIP

VISIT TO CONSTANTINOPOLE

And Other Old Cities of Note; Sancta Sophia, Early Church View Are Described in Holy Land

The following letter was received by Mr. and Mrs. R. G. Evans from their son, Rev. Herbert Evans, who is travelling in the Holy Land:

February 7, 1925

Dear Home Folks, All—
We are sailing over a beautiful sea, with a lovely moon, in utmost comfort on a fine ship. We left Naples Feb. 1. We mailed cards at Athens. Our day at Athens was marred by a rough sea and difficulty and delay in landing. Instead of the usual landing by means of a tender carrying about a hundred persons a trip, we were landed about ten miles from Athens on a deserted shore and taken by auto to the city. The first train did not come until 4 in the afternoon. We thought it wise not to go ashore in the storm so waited until the next morning. So we had just 70 minutes on the Acropolis and two hours in the auto. It was the bitterest disappointment of our European trip to leave Athens without adequate time on the Acropolis, but the boat sailed at two and we went on.

We reached Constantinople the next day at two o'clock in most wonderful sunlight. Two hours were consumed in examining passports while the ship sailed up the Bosphorus, a wonderful water thoroughfare connecting the sea of Marmora with the Black sea. Along the Bosphorus—two to four miles wide is built up the group of cities that together constitute Constantinople with a population of \$1,200,000. On both sides of the water the hills are covered with palaces, mosques with minarets, large and small houses. At four o'clock we came to anchor. A certain type of person gets on the first tender and Elizabeth and I do not seem to get the first boat ashore. As a result we did not go ashore until 8:15 after dinner. With two friends we hired an auto and a guide and drove about the city by moonlight, stopping in the squares and especially the open spaces in front of three great mosques. There was something indescribably beautiful as we stood beside Sancta Sophia, the venerable Christian church now a Mohammedan mosque—in the clear moonlight of a frosty night. For fourteen hundred years this great central domed church has served both Christian and Mohammedan. Saint Chrysostom, one of Christianity's greatest preachers served here and went to his martyrdom largely because of bold words spoken against a wicked king. For a few moments we thought we were to have a wonderful experience to enter the great church with wax tapers alone. But the watchman was fearful and we did not have the coveted privilege.

The next morning our party chartered a special tender and went ashore at eight o'clock. Friday is the Mohammedan Sunday so the bazaar was closed—so we tell you in advance we did not buy anything in Constantinople! We visited Sancta Sophia, Ahmed II and Suleiman the Magnificent's mosque in succession, the site of the ancient hippodrome of Roman times, Galata tower, Golden Gate and some places which were not open. I cannot describe now these places in detail. My greatest thrill was in entering Sancta Sophia, the great church built before 600 A. D., the same mosque before which we stood in the moonlight. The Moslems require all either to remove their shoes or put on over slippers. The great mosque with acres of floor space is entirely covered with prayer rugs, no seats or pews. The Moslem prays standing, bowing, kneeling and prostrate, always, of course, facing Mecca. From the minaret the call to prayer is sung several times a day. We heard a portion of one call at three o'clock. It was with the deepest feeling that I stood in the church the walls of which had resounded to the voices of some of Christianity's greatest preachers. Since 1453 Sancta Sophia has been in the possession of the Mohammedans. The Christian frescos and mosaics have been covered over for hundreds of years.

Constantinople is a city of fezzes and distinctive headdress. Our visit was so evanescent that impressions are of little value. We saw women with faces covered with dark veils; latticed windows are very common. The saloon is absent, in their place may be seen the coffee house. The city streets were about like Chicago's in cleanliness. The old city has narrow streets, in the newer city the streets are straight and about 60 feet wide. Small shops and street vendors are numerous. We were pestered beyond measure by street vendors who were eager to bargain. They started with a high price expecting to retreat. "I'm a business man, make me an offer" said a lad about twelve years old as he sought to sell me post cards. All prices were quoted in U. S. money. Everywhere it is current and eagerly sought in the Mediterranean region. "Greek money no good!" said one vendor in Athens. "Give me a dollar." Professional beggars are numerous. In Naples they were particularly insistent. In Constantinople they wore a "pity me" expression.

It is as much a trade with them as that of carpenter or plumber.

Now we are sailing toward Haifa Palestine. We are due to arrive there Monday morning. We go ashore for ten hours. A carriage ride up Mount Carmel is planned, also a visit to ancient Acre, the landing place for some of the crusades, once a great park. We sail at 5 in the evening and are due to reach Alexandria about nine next morning. Then a special boat train takes us to Cairo. So the next few days permits us to walk on the soil of the Holy Land for a few hours, and also introduces us to the teeming life of Egypt's greatest city. We shall be in Cairo just a week, then on Feb. 17 will start up

the Nile on a small river boat with a party of about forty of the "Bureau of University Travel."

Many women complain their dreams are shattered, but this is not necessarily so expensive as when they drop the china and shatter it on the kitchen floor.

Automobile industry need not worry about orders for new cars while the speeders are smashing the old ones up as rapidly as possible.

Old Homer sung about "words sweet as honey," but they weren't so sweet as those that fit into the crossword puzzle.

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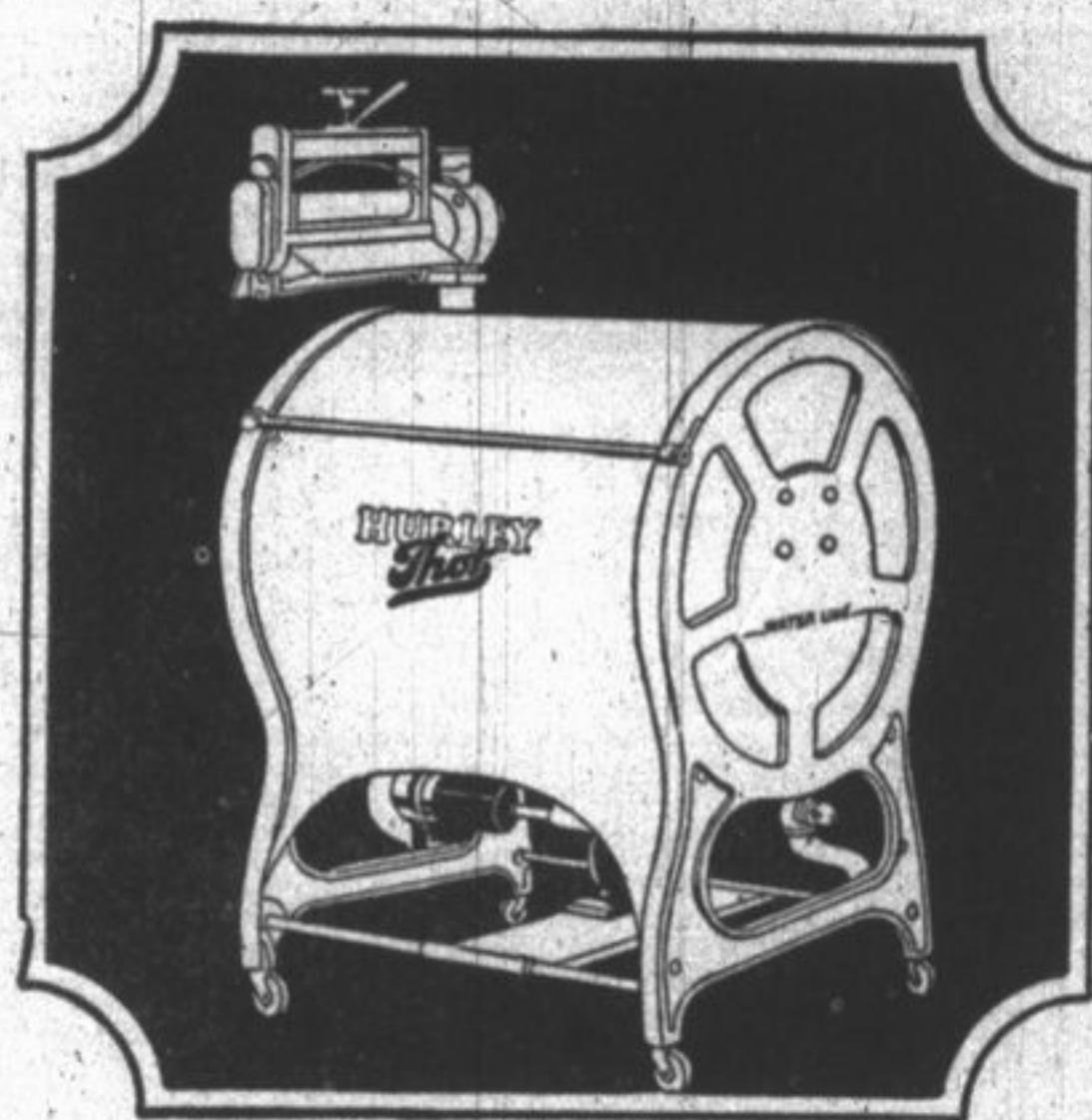
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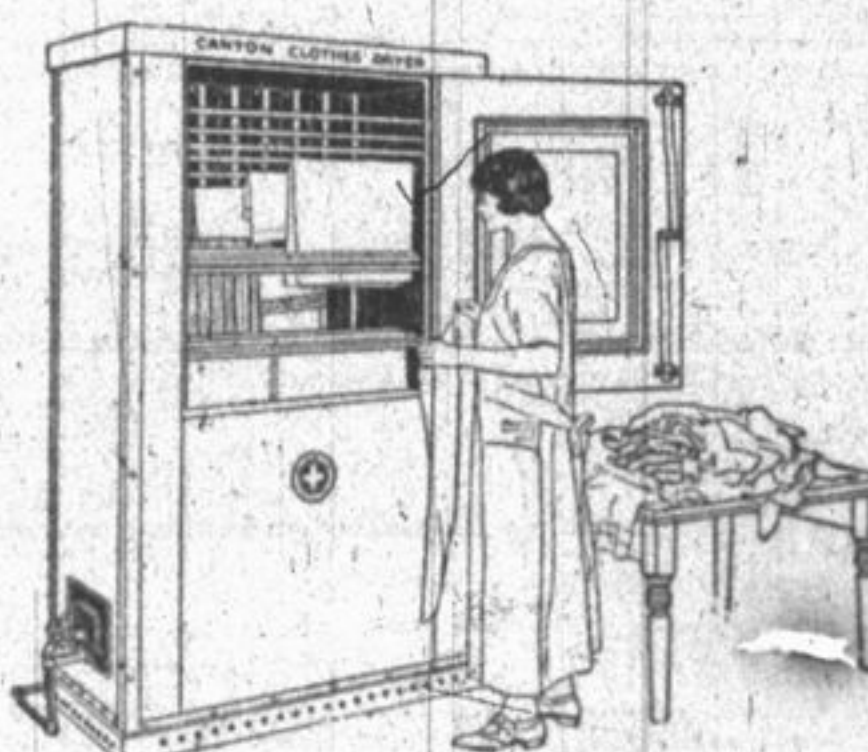


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