

STEPS TAKEN TO LOCATE TREASURE

Vessels in Lake Michigan are Expected to Yield Money

Steps in the treasure quest to be conducted by Walling Quirk and associates who will seek the gold in strong boxes of vessel sunk in Michigan were taken Tuesday.

Lakes will be the new base of operations, and it is from there that the search will be conducted. P. Blair and James L. Martin, of Quirk in the venture, are present time located at Wilmar, where they have moored salvaging tug, Lillian Dorn.

Men are ready to start on the quest of the vessels and are now favorably weather conditions which to conduct the search. Clear weather must prevail any progress can be made, according to those in charge.

Plans to Drop Markers will lead the search for the vessel in his plane. He plans to soar the waters where his charts boats to have gone down and the sunken craft is sighted he especially prepared marks.

Following in the tug, will be the markers and drop boys, which will mark the location. Then will commence the work of the bottom until the vessel is located.

The vessel is located the rest of the task will be comparatively easy. The tug is equipped with air which will be used in filling the bulk with air after the vessel has been plugged up. The men then rise to the surface of the water.

A dozen vessels sunk during the last six years will be the objects of the search. One of the foremost prizes will be the Westmoreland passenger boat which sunk in the western regions of the lake with its strong box.

Headquarters Arranged men will make their headquarters at Wilmette harbor and at Great Lakes from these harbors the expedition forth to the difficulties with which only those who are familiar.

Several of the trips the men will make for weeks. While in the north, the headquarters will be established in small fishing villages, supplies and repairs will be made.

A trip which will be a short one, the equipment, will be taken the next two weeks. The expedition will go after the prizes.

hydroairplane which Quirk has proved satisfactory to who have been flying about recently. It is a new ship, just come from the factory.

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ADJUDICATION NOTICE. PUBLIC NOTICE is hereby given that the Subscriber Administrator of the Estate of Charles C. Carroll, deceased, will attend the Probate Court of Lake County, at a term thereof to be held at the Court House in Waukegan, in said County, on the first Monday of November next, 1925.

ADJUDICATION NOTICE. PUBLIC NOTICE is hereby given that the Subscriber Executrix of the Last Will and Testament of Henry B. Edwards, deceased, will attend the Probate Court of Lake County, at a term thereof to be held at the Court House in Waukegan, in said County, on the first Monday of November next, 1925.

MARTHA EDWARDS, Executrix of last will and testament of Henry B. Edwards, deceased. Waukegan, Ill., Aug. 31, 1925. E. S. Gail.

CAIRO, GATEWAY OF SOUTH TO ILLINOIS

PRODUCTS OF ALL LANDS

Flow Down Its Rivers and Help To Make It Great Inland Port; Metropolis Near Neighbor; Details. By Lester B. Colby (Illinois Chamber of Commerce)

Over there, on the rich bottom lands, acres and acres of cotton, mules drawing "plows" between the rows and black men "choppin", as they say in the Old South.

Yes, I am in Illinois. I am in Cairo. I can sit at nighttime under the soft southern moon, hear the mockingbird sing, smell the cypress scent and listen to the crooning of a mammy as she lulls her cocknanny to sleep.

Steady streams of heavy freight come to Cairo by rail; iron and steel from Duluth, steel plates for oil tanks, aluminum, stoves, heaters, machinery, soaps, school desks, furniture, goods of every kind from a thousand industrial centers—for shipment down the river.

They meet, coming up, everything of every sort from the seven seas. How? Why? Let me tell you. Cairo has become a deep sea port. The Federal Barge Line, a part of the Mississippi Warrior Service, is being operated between Cairo and New Orleans by the United States government under direct charge of the war department.

Cairo as a port has some advantages that to most of us must be pointed out before we can see them. Up the Ohio river a little way from Cairo two rivers, the Cumberland and Tennessee, with large volume of water, join the greater stream.

They flow out of the south, hundreds of miles of winding way—and their waters, even in winter time, are warm. When the upper Mississippi is icebound, when floating cakes threaten ice gorges, and when the big government wharf at St. Louis is closed until spring, this warm water flows down past Cairo.

The mouth of the Ohio is free of ice. It joins the icy Mississippi. Rivermen tell you that its warming influence quickly melts the ice in the Mississippi, after the waters have commingled and that four miles below the junction, a little more than one hour's flow, the ice ceases to be. So Cairo is the head of winter navigation.

Cairo, too, is really at the head of what the rivermen call "deep water navigation." After these two great rivers meet there is really little trouble from sand bars. So the barges go on schedule and meet sailing dates as regularly as they can be met by railroad trains making the trip down in less than seven days.

The barges load the ocean steamers "shipside" and the shipments go out by liner to the big Blue Water. Freight cars at Cairo are run out on rails to the floating wharf, big enough to take thirty-one of these cars at a setting. They say that in the winter when the floating dock at St. Louis is brought down and combined with the Cairo dock, that it's the largest floating wharf of its kind in the whole world.

There are other things in Cairo, normal things for a normal city. I saw a plant for making ready-cut and ready-built houses—there's a difference—that last year used 32,000,000 feet of lumber. From April to September the mill runs 300 carloads a month.

Cairo's industries now are largely wood-working and milling and handling grains. Among the larger plants is the wood-working mill of the Singer sewing machine. Though lying on the bottomlands Cairo considers that it has no fear of floods, no water-hazard at all.

ered if flood comes. Precaution and insurance. Except for four miles, just outside of Cairo where grade is completed and now settling, a motorist can drive all the way from Cairo to Chicago on concrete. During the tourist season an average of between 1,500 and 2,000 motor cars pass through Cairo daily, crossing the river by ferry.

Up the river from Cairo, thirty miles as the crow flies but sixty as the "bus" rolls, is Metropolis. It is a trifle less a city of the Old South. There are about 7,000 people in Metropolis, Cairo has 16,000, but it contains a number of things worthy of note.

One of them was the Wilson stove works, founded 30 years ago by James Wilson. It is a modern plant and claims, under pressure, to be able to turn out 125,000 stoves a year. A son of the founder remarked: "We have made more than two million stoves. We have employed as high as 800 men at a time. In our thirty years we have never had but one customer; one house has taken every stove we have put out. Counting variety in trims we turn out 250 different stoves."

Modestly the management admits that it makes about fifty per cent of all the bows for open-top cars manufactured in the United States, about 4,500 sets being a good day's work. Oak is used. They are turned out before your eyes in jiffy.

That's another sight. Behold a watch on a machine shaping and sewing, with wire, full size bushel measure. They dropped out of the machine a basket every nine seconds—almost as fast as Fords are laid.

The plant is operated by the Roberts-Liggett Mfg. Co. Berry boxes, tomato baskets, grape baskets! They come out in a stream. Millions of them, for my lady who buys the berries makes quick ruin of the empties. "We have one order for 350,000 grape baskets," said Mr. Liggett. "We make thirty-seven types of holders in all. I plan to have one of my machines, making berry boxes, at work in our booth at the Illinois Products Exposition in Chicago in October. The only basket that we've never been able to produce a machine to build in full is the market basket."

Great knives cut wet logs into veneers in the plant, huge jaws trim the strips into any size needed. The pieces are fed into the machines and pronto! The job's done.

E. C. Artman, who has a lumber mill bearing his name, cut into the conversation to tell me that he ships seeds of lumber to Seattle. Sort of like carrying coals to Newcastle, but he explained that it is hardwood lumber—walnut, oak, hickory and stuff not available in the Puget Sound country.

The Illinois Mammoth Hatchery, in Metropolis, is a new undertaking—capacity 97,000 eggs. It is operated by Herbert C. Helm, son of Senator D. W. Helm. He is establishing the poultry business in Mass. county.

There are a variety of other industries, mostly allied with lumber. Plow handles, wagon tongues, etc., and a plant making canvas gloves. Also, old Fort Massac.

Clark, with a handful of frontiersmen, wrenched Illinois from the English then and there and they say, in Metropolis, that the flag of the colonies was first unfurled on Illinois soil at this sacred spot.

Another story of old Fort Massac. One day a number of bears came out on a sand bar across the river. Some of the soldiers pushed off to shoot bear meat. As the bears grew near the "bears" threw off their hides and became Indians.

The new Illinois Central cut-off, short line to Kentucky is being completed through this gateway. Better roads, too. Gravel now but concrete later. It's warm, tonight, and it seems that all the girls in town are trudging pool-ward with their bathing suits.

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What about the new extension of the North Shore Line?



MANY people are inquiring these days about the new Skokie Valley extension of the North Shore Line now under construction. Here, in a few words, is the answer to these queries.

The purpose of the extension is two-fold. It will enable the North Shore Line to offer even faster service between Chicago and Milwaukee. And it will open vast new home areas to those employed in Chicago.

An existing arm of the Line, recently double-tracked, serves the Lake County Countryside, including the towns of Libertyville and Mundelein. When the intervening tracks are complete early in 1926, fast transportation to Chicago will open this alluring home community as Chicago's newest suburb.

The Lake County Countryside, with its many fine country estates, has long attracted Chicago people as a beautiful place to visit. But the absence of adequate fast transportation has prevented most people from considering it as a place in which to live. Now that is being changed.

The hills, trees, and flowers, the winding country roadways, the pure air of the Lake County Countryside may be yours—yours to enjoy not only once or twice a year but all the year around! Here, already established, are good schools, and good stores. There are available, too, all the conveniences of the modern city home.

Chicago North Shore and Milwaukee Railroad Co. The high-speed electrified railroad

High-Speed Service The Scenic Route CHICAGO LOOP