

THURSDAY, OCTOBER 15, 1925

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LOCAL STATIONS ON SKOKIE VALLEY LINE

Continued from page 1, part 2

Tract Forest Preserve and Glencoe public golf course are close by. A mile and a half due east is Ravinia Park, where summer opera is held.

6. Station site is at Deerfield road, Highland Park, known as a garden spot of beauty and famed for its attractive winding roadways. Highland Park municipal golf course is close by.

7. Station site is at Half Day road, adjoining Highland Park, a new concrete highway. This picturesque section of the ridge offers every variety of landscape—rolling and flat, wooded and prairie. It is noted for its beautiful vistas.

8. Station site is at Old Elm road, adjacent to Highland Park, rich in historic associations. On the Old Elm golf course stands the historic old elm tree from which the club derives its name. Another golf course is located nearby. Old Elm road leads directly into Fort Sheridan.

9. Station site is at Deerpath avenue in beautiful Lake Forest, a section famed for its magnificent estates. Lake Forest is the home of Lake Forest university, Lake Forest Academy and Sacred Heart Academy.

More Directions
"Any contestant may suggest as many station names as he desires, and also may submit as many names for each station as he chooses," the contest conditions state. "There is no limit to the number of awards any contestant may receive. Each name submitted must apply to a specific station, to be designated by number, and each name must be accompanied by a brief summary of not over one hundred words, telling why the name is considered appropriate for that particular station."

"Awards will be made on the basis of, first, the name itself and, second, the reason the contestant considers the name appropriate. In the event of a tie for any of the awards offered for the nine station names, the full amount of the award tied for will be paid to each tying contestant. The contest is open to all persons excepting employees of the North Shore Line."

December 1 is set as the date for closing of the contest. Entries must be postmarked not later than that date to be considered, it is stated. Announcement of the winners will be made December 15. Entries are to be addressed to: \$1,000 Award Department, Chicago North Shore and Milwaukee Railroad Company, 79 West Monroe street, Chicago.

GLENCOE MASONS TO HAVE ANNIVERSARY

Tenth Year of Lodge's Existence to be Celebrated Saturday, Oct. 24

Preparations are now practically completed for the celebration of the tenth anniversary of the constitution of Glehoe Masonic lodge.

Dinner will be served at the lodge Saturday evening, October 24, commencing promptly at 6:45 o'clock, but all guests are requested to be on hand not later than 6:30 o'clock so as to allow time for seating and to enable a long and interesting program to be carried through on schedule.

In addition to the principal officers of the Grand Lodge of the state of Illinois, the leading orators of the village will be present and have been allotted topics susceptible of interesting development, as for example: James H. Wilkerson will respond to the toast of "The Federal Government," and Dr. D. H. Cornell will speak on "The Spirit of Freemasonry."

The Glehoe Masonic Male chorus is preparing several new selections under the capable guidance of Charles B. Watson; Al Smith will render some solos, and an orchestra under the direction of S. G. Goss will play before, during and after the dinner.

Worshipful Master Matthews has requested the announcement that the reservation cards should be filled out and mailed in just as soon as possible. Not only is space limited but it is absolutely necessary to give the caterer notice of the number to be provided for so that the co-operation of all members is earnestly desired.

Charles B. Watson is expecting to enlarge the Masonic Male chorus and would like to hear from two more first tenors. He can be reached by telephoning, Glencoe 327-R.

OIL FILM SAVES AUTO FROM WEAR

PROTECTS GEAR SURFACE

Theory Recently Fully Accepted That So Long as Proper Oil is Maintained Car Life Increased

An automobile is wear proof until the oil film breaks. And this statement applies with equal force to all wearing surfaces, says a bulletin issued by the mechanical first aid department of the Chicago Motor club. It is just as true of the gear teeth in the transmission, or the bearings in the rear axle, as it is for the main engine bearings.

No wear can occur between two surfaces which are separated by a film of oil or grease. Wear is impossible so long as this ideal condition exists, but wear occurs rapidly as soon as the oil film breaks and the surfaces come into contact.

Recently Accepted
It is only recently that this theory has been fully accepted. The fact is now well understood that so long as the oil films throughout the car are maintained wear is eliminated. For years the efficiency of lubrication was explained by stating that the oil films prevented the surfaces from coming into contact, but it was always thought that complete and continued separation of the surfaces was an impossible ideal. In actual practice the oil film kept the surfaces apart most of the time, but whenever they did come together, even for an instant, a little wear occurred. This view was borne out by experience since even the best lubricated surfaces wore out gradually.

In those days, an engine was considered satisfactory if it would run ten thousand to fifteen thousand miles without requiring bearing adjustment, but nowadays there are sufficient instances of cars running seventy-five thousand miles without any attention, proves that the oil film theory is correct.

Oil Film Essential
If bearings need adjustment at the end of seventy-five thousand miles, it is because the oil film broke and allowed the surfaces to run together. In many cases it is held that all film wear may be caused by the oil film breaking just once, as might happen if a car were over-speeded by being driven on a slight down-grade with the throttle wide open. Under these circumstances the pressures on the engine bearings are maximum, and of course, if the pressure mounts, high enough it will break the oil film.

WESTERNS ARE HOME FROM EXTENDED TRIP
Well Known North Shore Residents Return After Long Western Tour

Mr. and Mrs. John Western returned last week from a remarkable auto trip of 5,500 miles supplemented by a railroad ride of 1500 miles. These North Shore citizens are practicing the slogan to "See America First."

Less than two years ago, they traveled upward of 8000 miles in the Atlantic Coast states and back through the central west. This recent trip embraced practically all of the northern states west of Ohio. They spent nearly two weeks amongst the wonders of Yellowstone National Park and a few days in Glacier National Park. Their auto drive covered 5500 miles but after crossing the Continental Divide in Yellowstone Park, they left their car at Great Falls, Montana, for some slight repairs and went by rail to Central Washington to revel in the fruit-growing scenes, where men and women were picking, grading, packing and shipping a crop of apples which will probably total 15,000 cars, from Wenatchee and nearby 10,000 cars from the Yakima Valley. After carefully studying all features of the growing of these immense crops of apples and of harvesting and shipping the same, Mr. Western states that he is more firmly convinced than ever that the apples produced in the Michigan fruit belt are much superior in quality to any apples produced on irrigated land.

The Press has published several articles prepared by Mr. Western concerning his many rich experiences derived from this trip and the wonderful scenery which he enjoyed and we have assurance that our readers shall have a few more installments of his story.

APPOINT 2 EVANSTON BOYS TO WEST POINT
Charles Keller and Irving Sachs Honored by Vice-President Dawes

Two Evanston youths, Charles Keller, Jr., 920 Michigan avenue, and Edward Irving Sachs, 702 Seward avenue, have been honored by Vice-President Charles G. Dawes, who has appointed them to the United States military academy at West Point to fill a vacancy which will become effective next July 1.

Keller, a senior in the Evanston township high school, and a corporal in the military training corps, has been nominated as principal. He is the son of the late Gen. Charles Keller, who served in the engineer corps

for thirty-seven years and was graduated from West Point with high honors in 1890.

MRS. HELEN WELCH OF GLENCOE DIED HERE
Passed Away Friday, October 9, at Highland Park Hospital; Funeral

Mrs. Helen C. Welch, for twenty-five years a partner in the commission firm of Welch & Welch, died Friday, Oct. 9, in Highland Park hospital. Mrs. Welch formerly lived at 5810 South Parkway, Chicago, and during the last year has lived in the home of a nephew, Walter P. Smith, 239 Franklin road, Glencoe.

Following the death of her husband, Alfred T. Welch, in 1900, Mrs. Welch took over his share in the commission firm and since has been active in the conduct of the business. The surviving partner is her brother-in-law, A. H. Welch, vice president of the trust that built the new commission market on the southwest side.

Funeral services were held at 2 o'clock Monday afternoon at the Prior undertaking establishment, Highland Park, and burial was in Oak Ridge cemetery.

PLAN TO EXTEND PLATFORMS SOON

Contracts have been let for extension of "L" station platforms to accommodate six and eight-car trains, the Chicago Rapid Transit company announced today. Sixty percent of the specifications for fabrication of steel structures also have been placed in the hands of the manufacturers. First deliveries are expected early in October. Construction work will begin immediately on receipt of the first shipment of steel structures. The first extensions will be made on the Ravenswood-Kenwood and Howard avenue-Jackson Park lines, with activities in the "Loop" probably starting simultaneously. Every effort will be made to complete the big job by the end of the present year.

The enlarged platforms, making it possible to greatly increase the present train capacity, will facilitate the handling of crowds during rush hours, with special reference to express trains. This increased convenience will give the Chicago riding public unusual rapid transit facilities, in view of the fact that the traffic density on New York lines is twice that in Chicago under present conditions.

The platform extension program is in keeping with development plans announced some time ago by the Chicago Rapid Transit company.

Secretary Hoover says the world may soon be eating synthetic food. We have been breakfasting off it for some time.

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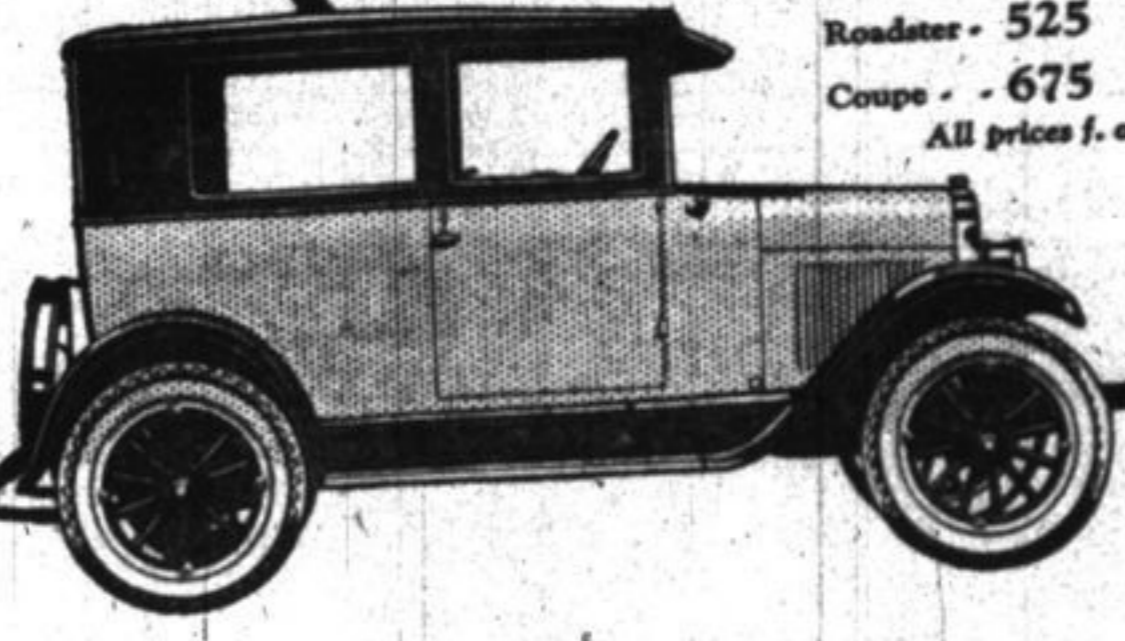
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