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 Central Ave., Highland Park
 Maintained by
 Church of Christ, Scientist
 of Highland Park
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 The Reading Room
 Hours: Week days 9 a. m. to
 5 p. m. Sundays 2:30 to 6 p. m.
 for reading only.

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Dividend Notice

THE BOARD OF DIRECTORS of Public Service Company of Northern Illinois, have declared the regular quarterly dividend of \$1.50 per share on the Company's 6% preferred stock, \$1.75 per share on the 7% preferred stock, and \$2.00 per share on the common stock, payable November 2, 1925, to stockholders of record, at the close of business, October 15, 1925. GEORGE R. JONES, Treasurer

This is the 56th consecutive quarterly payment by the Company to its common and preferred stockholders and the 95th consecutive dividend including the dividend payments of the Company's principal predecessor.

PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS

Serving 6,000 square miles—221 cities and towns—with Gas and Electricity

The Common and Preferred Stocks of Public Service Company of Northern Illinois are listed on The Chicago Stock Exchange

Give Your Children Whole Cream Milk!

ALL the cream is there in every bottle of BOWMAN'S MILK. It is whole milk. That is why it is such a favorite. Start using this whole milk today. Mix the cream well before using (tipping the bottle will do this), then you have Nature's greatest health food in all its richness and purity.

Insist on

BOWMAN DAIRY COMPANY MILK



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A call to your fuel dealer right now will cut your winter fuel bill to the minimum amount. To get the cleanest heat and most comfort for your money, order Chicago Solvay Coke. For twenty years Chicago Solvay Coke has been used to heat thousands of clean, well-kept suburban homes.

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Paul Borchardt Highland Park Fuel Co. Phone 67 Phone 335
 Frank Siljestrom Phone 65

USE CARE IN WET WEATHER MOTORING
 DANGERS ARE INCREASED

Autumn Rains Bring with Them Special Hazards; Pavements Vary in Skid Menace; Other Items

Autumn rains will cause many motorists to wish that they had acquired some knowledge of the proper manner in which to handle a car on a wet pavement, says a bulletin issued by the accident prevention department of the Chicago Motor Club.

Most drivers know that wet pavement must be carefully negotiated, that quick turns or rapid acceleration are likely to cause disaster, and that brakes must not be applied with sufficient force to lock the brakes, but many do not know that a car is very likely to skid if the brakes are not equalized.

Pavements Vary

Not all pavement is equally slippery when wet. Ordinary asphalt is easiest to skid on when it is just wet enough to be slimy, and it is safer when very wet. Wood block pavements somewhat resemble asphalt but it is worth remembering that some wood block pavements are very slimy when wet and that cars may skid badly unless handled with utmost care.

Skids may also occur in sand, loose gravel, or soft mud. In all these cases it is advisable to proceed slowly. In driving over a deeply rutted muddy road, the chuck or pot holes should be taken as carefully as possible, for they are frequently much deeper than they look. On the other hand, if traction is bad the car speed must not be allowed to drop too low or it may stall in the mud. When a deep stretch of mud is encountered every effort must be made to keep the car going. Once it stops the wheels are likely to spin deep holes, and allow the weight of the car to rest on the axel in the mud.

Try Backing Out

When the car comes to rest in a mud hole; try backing out gently but firmly. Once out of the hole there are several courses to be considered. Chains or ropes may be applied to the wheels to give additional traction. If the mud hole is not large, perhaps it will be sufficient to rush the hole again at a little higher speed; and if the road is very bad a detour may be the best plan.

On Hills

Steep hills that are slippery with mud are likely to prove dangerous unless chains or other non-skid devices are fitted. Non-skid tires may not be adequate even though their treads may be in good condition. When running on dirt roads in hilly country, it is well to keep the problem of passing up or down a slippery hill well in mind. Occasionally in well wooded sections where the sun never reaches the road, the surface may be muddy even if all adjacent roads are thoroughly dry. If such a road must be descended with bare tires, it is advisable to do so in low gear. It will be found that the braking effect of the engine is very smooth and evenly distributed between the rear wheels, consequently more retarding effect is obtained than with the brakes alone. The brakes, of course, should be used carefully to supplement the engine, but wheel locking must be avoided.

ROAD IMPROVEMENT SOON PAYS ITS COST
 Actual Saving Large, According To Report of U. S. Department on Subject

The improvement of the important roads of the country pays for itself in a remarkably short time, according to the Bureau of Public Roads of the United States Department of Agriculture. Data collected in a survey of highway transportation in Maine indicate that on the basis of present traffic the 300 miles of most heavily traveled road in the state could be improved from an earth-road condition to a high-type pavement at a cost, with interest at 4 per cent, which could be repaid by the savings in operating costs of passenger cars only in slightly more than four years.

The actual saving would be even greater than this. Records show that traffic on the Maine highways doubled in the period from 1916 to 1919, that it doubled again from 1919 to 1923, and a careful analysis indicates that it will double again in the period 1924 to 1930. As the traffic increases naturally the savings in motor-vehicle operation will increase.

Rapid increase in highway traffic and large possible savings in motor-vehicle operation due to the improvement of important roads is a condi-

STATISTICS SHOW WEALTH OF COUNTRY

The United States has become incomparably the richest nation in the world according to the July number of the National Republic, and this has come about not through exploitation or injury to other nations, but by reason of American resources, energy, enterprise and industry. Continuing the article says:

"Statistics collected from official sources by the National Industrial Conference board show that the United States has, as compared with the entire world:

- 6.2 per cent of its population;
- 5.7 per cent of its area;
- 37.9 per cent of its installed water power;
- 57.8 per cent of its telephone and telegraph wire in use;
- 33.9 of its railway mileage;
- 82.7 of its automobiles and motor trucks;
- 43.5 of its coal production;
- 71.9 of its petroleum production;
- 52.7 of its copper smelter production;
- 46.1 of its lead smelter production;
- 21.3 of its cereal production other than wheat;
- 52 per cent of its cotton production;
- 52.6 of its lumber production;
- 60.2 of its pig iron production;
- 59.8 per cent of its steel ingot and casting production;
- 70.999 of its rubber consumption.

The complaint that the United States prospers at the expense of the rest of the world is made in ignorance. It prospers because it produces all out of proportion to population and area. Other portions of the world of equal area are almost as rich in resources. America has prospered because she produces, earns. Her production is based on the highest labor costs in the world. Most of it is consumed within the borders of the United States.

tion common to every state. Thomas H. MacDonald, chief of the Bureau of Public Roads, says: "We pay for improved roads whether we have them or not, and we pay less if we have them than if we do without."

SPECIAL COURSE

A special course for junior high school instructors and administrators was a feature of the 1925 summer session of the University of Rochester. New York state furnished the major part of the students for the six-weeks intensive course, and 16 states were represented in the enrollment of 605. In connection with this course a "laboratory" junior high school was maintained in which 550 children registered.

MANY READERS

More than 18,000 readers have enrolled in one or more of the 29 reading courses offered by the Department of the Interior, Bureau of Education. In many states groups of parents, usually members of parent-teacher associations, have organized circles for reading and study. Many circles use courses on the pre-school child prepared by specialists in child care and training and furnished by the bureau.

The tramps who are looking for work should not look too hard, as they might find it.

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Dr. C. A. TURNER CHIROPODIST
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LIP READING

For the adult hard of hearing at the Elm Place School. Classes every Tuesday 2:30 to 4:30 p.m. For further information communicate with

Mrs. W. P. Johnson
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\$1,000 Reward! for naming the new stations on the Skokie Valley Route of the North Shore Line. For full information, ask any North Shore Line Ticket Agent, or address \$1,000 Reward Dept., Chicago North Shore and Milwaukee R. R. Co., 79 W. Monroe St., Chicago.

Why we are building the New Skokie Valley Route

WHEN the new Skokie Valley Route of the North Shore Line is completed early in 1926, we will be enabled to give still faster electrified transportation between Chicago and Milwaukee. This will mean, also, faster transportation between Chicago and Waukegan, Kenosha, Racine.

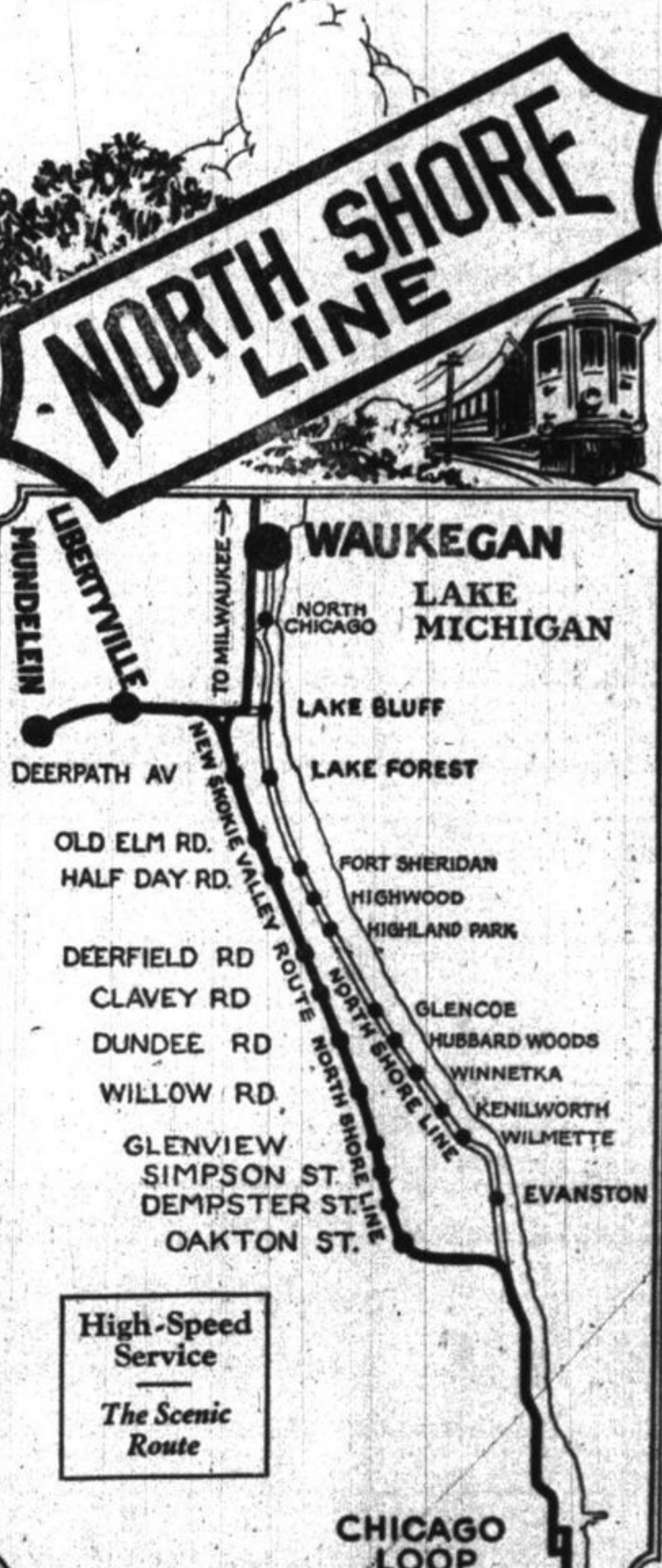
In addition, the Skokie Valley Route will open a broad new avenue of attractive suburban territory leading to the established towns of Libertyville and Mundelein in the beautiful Lake County Countryside.

To CHICAGO Use the North Shore Line!

There's a Chicago-bound North Shore Line train whenever you want one. Every half hour during the day and night—and the same frequent service returning. In addition, there are 47 Chicago-Milwaukee trains daily.

The North Shore Line takes you direct to the heart of Chicago's Loop district—convenient to everywhere—saving time and taxi fares. Fast, clean, comfortable. Save money; use a 10-ride or 25-ride ticket.

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High-Speed Service
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Tune In on Radio Station W. O. R. D., Batavia, Ill., (275 meters) this Friday Evening, October 30, from 8:20 p. m. to 9:20 p. m. Hear the North Shore Line Entertainers.