

SUBURBAN TRAINS

Racks for Shoppers

—CHICAGO

Car reservations made
by telephone 972

North—Week Days			
Leave Chicago	Arrive Highland Park	Leave Highland Park	Arrive Chicago
7:30 A.M.	8:00 A.M.	8:15 P.M.	7:45 P.M.
8:00 A.M.	8:30 A.M.	8:45 P.M.	8:15 P.M.
8:30 A.M.	9:00 A.M.	9:15 P.M.	8:45 P.M.
9:00 A.M.	9:30 A.M.	9:45 P.M.	9:15 P.M.
9:30 A.M.	10:00 A.M.	10:15 P.M.	9:45 P.M.
10:00 A.M.	10:30 A.M.	10:45 P.M.	10:15 P.M.
10:30 A.M.	11:00 A.M.	11:15 P.M.	10:45 P.M.
11:00 A.M.	11:30 A.M.	11:45 P.M.	11:15 P.M.
11:30 A.M.	12:00 P.M.	12:15 P.M.	11:45 P.M.
12:00 P.M.	12:30 P.M.	12:45 P.M.	12:15 P.M.
12:30 P.M.	1:00 P.M.	1:15 P.M.	12:45 P.M.
1:00 P.M.	1:30 P.M.	1:45 P.M.	1:15 P.M.
1:30 P.M.	2:00 P.M.	2:15 P.M.	1:45 P.M.
2:00 P.M.	2:30 P.M.	2:45 P.M.	2:15 P.M.
2:30 P.M.	3:00 P.M.	3:15 P.M.	2:45 P.M.
3:00 P.M.	3:30 P.M.	3:45 P.M.	3:15 P.M.
3:30 P.M.	4:00 P.M.	4:15 P.M.	3:45 P.M.
4:00 P.M.	4:30 P.M.	4:45 P.M.	4:15 P.M.
4:30 P.M.	5:00 P.M.	5:15 P.M.	4:45 P.M.
5:00 P.M.	5:30 P.M.	5:45 P.M.	5:15 P.M.
5:30 P.M.	6:00 P.M.	6:15 P.M.	5:45 P.M.
6:00 P.M.	6:30 P.M.	6:45 P.M.	6:15 P.M.
6:30 P.M.	7:00 P.M.	7:15 P.M.	6:45 P.M.
7:00 P.M.	7:30 P.M.	7:45 P.M.	7:15 P.M.
7:30 P.M.	8:00 P.M.	8:15 P.M.	7:45 P.M.
8:00 P.M.	8:30 P.M.	8:45 P.M.	8:15 P.M.
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10:30 P.M.	11:00 P.M.	11:15 P.M.	10:45 P.M.
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11:30 P.M.	12:00 A.M.	12:15 A.M.	11:45 P.M.
12:00 A.M.	12:30 A.M.	12:45 A.M.	12:15 A.M.

North—Sundays			
Leave Chicago	Arrive Highland Park	Leave Highland Park	Arrive Chicago
7:30 A.M.	8:00 A.M.	8:15 P.M.	7:45 P.M.
8:00 A.M.	8:30 A.M.	8:45 P.M.	8:15 P.M.
8:30 A.M.	9:00 A.M.	9:15 P.M.	8:45 P.M.
9:00 A.M.	9:30 A.M.	9:45 P.M.	9:15 P.M.
9:30 A.M.	10:00 A.M.	10:15 P.M.	9:45 P.M.
10:00 A.M.	10:30 A.M.	10:45 P.M.	10:15 P.M.
10:30 A.M.	11:00 A.M.	11:15 P.M.	10:45 P.M.
11:00 A.M.	11:30 A.M.	11:45 P.M.	11:15 P.M.
11:30 A.M.	12:00 P.M.	12:15 P.M.	11:45 P.M.
12:00 P.M.	12:30 P.M.	12:45 P.M.	12:15 P.M.
12:30 P.M.	1:00 P.M.	1:15 P.M.	12:45 P.M.
1:00 P.M.	1:30 P.M.	1:45 P.M.	1:15 P.M.
1:30 P.M.	2:00 P.M.	2:15 P.M.	1:45 P.M.
2:00 P.M.	2:30 P.M.	2:45 P.M.	2:15 P.M.
2:30 P.M.	3:00 P.M.	3:15 P.M.	2:45 P.M.
3:00 P.M.	3:30 P.M.	3:45 P.M.	3:15 P.M.
3:30 P.M.	4:00 P.M.	4:15 P.M.	3:45 P.M.
4:00 P.M.	4:30 P.M.	4:45 P.M.	4:15 P.M.
4:30 P.M.	5:00 P.M.	5:15 P.M.	4:45 P.M.
5:00 P.M.	5:30 P.M.	5:45 P.M.	5:15 P.M.
5:30 P.M.	6:00 P.M.	6:15 P.M.	5:45 P.M.
6:00 P.M.	6:30 P.M.	6:45 P.M.	6:15 P.M.
6:30 P.M.	7:00 P.M.	7:15 P.M.	6:45 P.M.
7:00 P.M.	7:30 P.M.	7:45 P.M.	7:15 P.M.
7:30 P.M.	8:00 P.M.	8:15 P.M.	7:45 P.M.
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10:00 P.M.	10:30 P.M.	10:45 P.M.	10:15 P.M.
10:30 P.M.	11:00 P.M.	11:15 P.M.	10:45 P.M.
11:00 P.M.	11:30 P.M.	11:45 P.M.	11:15 P.M.
11:30 P.M.	12:00 A.M.	12:15 A.M.	11:45 P.M.
12:00 A.M.	12:30 A.M.	12:45 A.M.	12:15 A.M.

Year's Memorial Day, July Fourth, and Labor Day will be in effect on the above schedule.

Subject to change

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Suggestions For Automobile Owners

Several suggestions for care of the brakes are offered in a bulletin issued by the mechanical first aid department of the Chicago Motor club. Before starting on a campaign trip, says the bulletin, test the brakes, after the car is loaded and the passengers are all in, to see if the brakes have a little play. Loading the car heavily will frequently cause the brakes to drag. It is also a good idea to block a wheel when unloading the car on an incline as the emergency brake may not hold when the car is lightened and the springs come to a normal position.

Correct Operation
The correct operation of brakes on wet highways is another important item. When pavements are slippery you should allow more clearance when passing as the front wheels may not respond readily to the steering gear and a skid of a few inches may cause a collision. If it is necessary to make an emergency stop, apply the brakes with the clutch engaged until the car has almost stopped and then release the clutch to prevent stalling the engine. This practice will help eliminate skidding or side sway on wet pavements.

Will Be Saving
The driver who becomes expert in gear shifting will save considerable money in car maintenance. The motorist who drives a great deal in congested traffic, starting and stopping his engine frequently, will find that there is less drain on the battery if he will use the gears whenever necessary in traffic instead of trying to stay in high gear at all times. When running in low or second gear the motorist should boost the engine speed so that the generator will charge the battery, but if he tries to pull slowly in high gear the engine speed is so low that charging stops.

Gear shifting is largely a matter of "feel." A skilled driver has an almost uncanny sense of touch enabling him to change gears quickly and silently. It is a good idea to practice double shifting. After the car has been started in low, release the clutch, shift to neutral, engage the clutch, release it again and then shift to second. The maneuver properly executed invariably produces a silent shift.

In New Country
Motorists accustomed to driving in the flat country of northern Illinois and northern Indiana frequently experience difficulty on their first trip to a hilly country. The mechanical first aid department offers some advice to motorists planning trips to sections where steep grades are encountered.

Descending a grade with the gears in neutral is a dangerous practice, says the bulletin, as a driver cannot control the car should the brakes heat or the hill be too steep for braking power. Should the car be thrown into neutral accidentally, engage the clutch, speed up the engine to a good speed, disengage the clutch and throw the gear shift into high, engaging the clutch again as quickly as possible. If one foot brake heats when descending a long grade back off the adjusting nut one-half, turn on the hot one or tighten the opposite side one-half turn. This will equalize them, making braking easier and will also save the tires. If the car jumps out of gear when climbing a hill, install a latch spring with more tension in the transmission. If this does not remedy the trouble a new gear is needed as the teeth have worn to a taper.

Back-Firing
Another difficulty that may be experienced by the motorist in traveling a hilly country comes from back-fire. Back-firing in the muffler when the car is traveling downhill indicates a lean mixture. If, under these circumstances the car performs satisfactorily on the level or when going uphill, it is frequently advisable to pull out the choke a little when going down grade to protect the muffler from being blown up by a back-fire.

VARNISH HARDNESS IS NOW MEASURED

Effect of Humidity on Finish Also Is Taken Into Account By Gov. Experts

Measurements of the hardness of varnish have been made by the Bureau of Standards on samples received for test in the Bureau's laboratory.

The marked effect of humidity on the measurements was revealed on a very humid day in the laboratory, the Bureau reports. To illustrate, a spar varnish with a drying period of two days showed a hardness factor of .393, the relative humidity being 50 per cent. At four days, with a humidity of 0 per cent, the hardness factor was .387. At six days, with a humidity of 80 per cent, the hardness factor was only .240, and at seven days, with a humidity of 50 per cent, the hardness factor was .447. The marked decrease in the hardness factor on the sixth day, when the humidity was 80 per cent, is significant.

Under-inflation said to cause much tire trouble, but it is often useful when applied to people's heads.

Claimed that salaries in the government employ are inadequate, but it is not usually necessary to insert a "Help Wanted" ad when a postmaster is needed.

This Week



Arthur Brisbane

THE MONKEY'S TRIED IT. IMAGINATION'S POWER. CORN LOW, HOGS HIGH. ZERO WILL HELP.

Charles Garland, an earnest young New Englander, inherited a large fortune, refused at first to take the money, saying no man had a right to money not earned. He changed his mind and drifted into a sidetrack. Convinced, perhaps, that he was an original thinker, he decided that marriage was an unnecessary institution. Now he is arrested, because a young child born on his farm died, having for its mother an unmarried girl.

The young man should realize that his experience was tried by our alleged simian ancestors for thousands of years before man appeared, and abandoned by our human ancestors of 100,000 years ago.

Not to do away with marriage, but to make men WORTHY of it, is the task of the human race. "Away from the monkey life" is a better motto than "Back to nature."

Imagination is more powerful than fact. James Dempsey, not the Dempsey you mean, owns a restaurant. Two men entered, held him up, he delivered his money.

A policeman dashed in, arrested the man "pointing the gun" at Dempsey. The gun was only two fingers that had been pointed.

The second man, escaped, came back that afternoon, pointed one finger at Dempsey, and the latter again gave up what money he had.

Corn prices are low, "hogs are high." This puzzles farmers and packers. Corn and hog prices should go up and down together, since the pig is really corn changed into meat. There is always something to puzzle and distress the farmer. He has no sufficient national organization, and after election day he hasn't much influence in government, compared with railroads and other big financial units.

At the midday luncheon club in New York you can see eating at the same time those that control ten thousand millions of dollars. Farmers are scattered all over the land, and if you could get them together there wouldn't be any hall that could hold them.

Uncle Sam is riding along on velvet. Severe competition abroad in the world's markets at home is said to be ahead of our producers. But everything, including Providence, seems to be with us now.

Citizens of Minnesota get from their State University interesting information about their state. It contained the beginning of life on this planet, in the form of algae, two hundred million years ago. The first life came as soon as the earth's temperature fell below the boiling point.

One of the first real animals was an ancestor of our frogs and salamanders, living on land and in water, with a foot four inches in diameter. It is from the five toes of the salamander, you know, that we get the five fingers on each hand, according to the evolutionists.

Mathematicians wish that salamander had had six toes. That would have given us the duodecimal system instead of the decimal system, which is based on our ten fingers and thumbs. The duodecimal system would be a great improvement on the decimal, twelve having four divisors, ten having only two.

Mr. Green, of the American Federation of labor, predicts an early end of the coal strike, now distressing the east and other parts of the country. The thermometer at zero may help. Americans are "docile," as Northcliffe said. You must pinch their pockets hard to make them take action. And, unlike mine workers and owners, the people are not organized.

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MUST BE READY TO COMBAT PROPAGANDA

Entry to World Court Should Make U. S. Wary Need to Be More Careful

Just what America has been let in for by the passage of the world court resolution only time will reveal. All good Americans will hope that the proponents of the measure are right in their belief, undoubtedly sincere so far as the national administration is concerned, that it involves no entanglement in the European political system, with all its pitfalls. But it is unquestionably true that many of the advocates of the world court, believe that this is a step toward the very European involvement the American people have spoken against in no uncertain terms.

Now the time has come when those who regard America's position of economic and political independence as the best possible safeguard of American peace and prosperity, must be on the alert to oppose and block any steps that may be taken toward a greater measure of European involvement. The significance of our participation in the court is subject not only to American but to European interpretation. It is up to Americans to insist upon the soundly American interpretation of our duties and responsibilities in Europe, and of Europe's duties and responsibilities toward the United States.

We have had repeated evidences of the widespread power of international propaganda of European inspiration in the United States. This must be persistently and intelligently combated. The duty imposed upon sound Americans in this regard must not now be abandoned; it must rest upon us more heavily than ever.

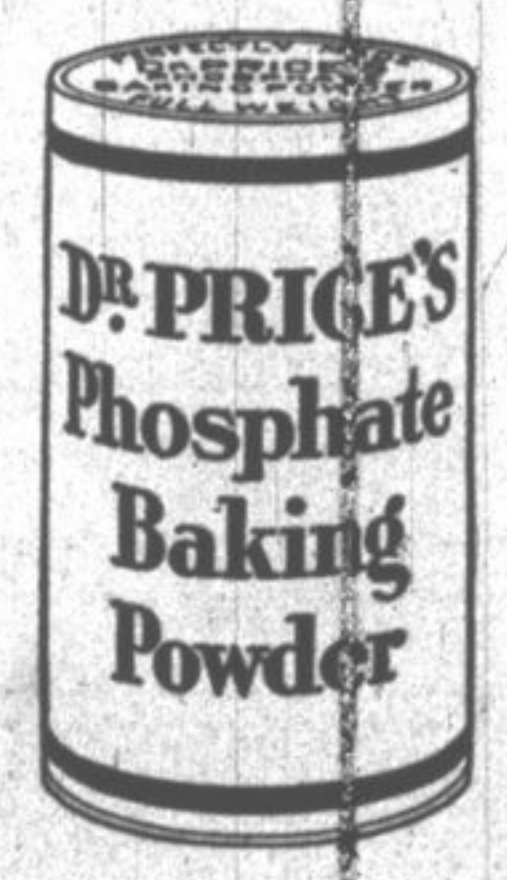
Claimed that people should be more dependable, and some can always be depended upon to get it bad.

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DR. PRICE'S Phosphate Baking Powder

NO other high-grade baking powder is sold at so moderate a price.

Contains no alum—leaves no bitter taste!



The First Message

"MR. WATSON, come here; I want you!" exclaimed Alexander Graham Bell on March 10, 1876, during an afternoon of experimentation, and over a wire connecting two rooms, the young assistant heard the words—the first spoken sentence to be so transmitted.

Fifty years have passed. To-day there are 17,000,000 telephones in the United States, giving voice to human need, as Bell's crude transmitter did then. Fire breaks out in the night; law-breakers invade a home; sickness strikes at a family circle. "Come here, I want you," is the summons, and the telephone speeds it on the way. Business of importance demands the decision of one who is on the far side of the continent. "Come here, I want you," is the summons again, and as if by magic, a personality is projected through space, questions are asked, answers given, problems solved—by telephone.


Every telephone call is an echo of the first message. For whether it is the physical presence or the listening ear that is desired, the impulse that lifts the telephone receiver is, "I want you."

ILLINOIS BELL TELEPHONE COMPANY
BELL SYSTEM
One Policy • One System • Universal Service



1876—THE TELEPHONE'S FIFTIETH YEAR—1926

Why We Are Spending \$8,000,000 to Construct The Skokie Valley Route



EIGHT million dollars is the cost of constructing the Skokie Valley Route of the North Shore Line. That is a sizable sum of money, and there are two reasons why we are spending it:

First—the new route will broaden the scope and increase the efficiency of North Shore Line service;

Second—having determined to build the new route, we could not do the job the way we want it done for any lesser amount.

Paralleling the Shore Route of the North Shore Line from Evanston to Lake Bluff—at an average distance of between 2 and 3 miles west—the Skokie Valley tracks are now being laid.

They penetrate a section that heretofore has lagged for the want of convenient railroad facilities. They are awakening this territory—making it available to the thousands in and near Chicago who are seeking new and uncrowded suburban communities.

But there are other reasons, of equal importance, for building the Skokie Valley Route. One is shortened running time between Chicago and Milwaukee, which also means between Chicago and Waukegan, Chicago and Kenosha, and Chicago and Racine.

Another is the achievement of frequent, high-speed, direct-without-change transportation between downtown Chicago and the growing communities of Libertyville and Mundelein.

The Skokie Valley Route is not a long route, as railroads go. But when completed it will represent a model piece of railroad construction. It is being built to serve you not only today, but tomorrow. It is a definite part of the North Shore Line's program of perpetual progress. It will be ready for operation this spring.

Chicago North Shore & Milwaukee Railroad Co.
72 West Adams Street, Chicago, Ill.
The High-Speed Electrified Railroad

Telephone 140 Highland Park Ticket Office

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