

**DAWES FIGUREHEAD
IN REPARATION PLAN**

MAGAZINE WRITER SAYS

**Silas Bent In Scribners' Gives
Opinion That His Name Was
Used Only For Effect;
Not Author**

That Charles G. Dawes was only a figurehead for the reparations plan which bears his name is the assertion made by Silas Bent in an article in the December Scribner's Magazine. Mr. Bent, under the title "Two Souls at War in General Dawes," supports the idea that the vice-president in his political life is a "caricature of the real man." He made great political capital out of his part in the reparations settlement, the writer says. Concerning his selection for the post, Mr. Bent shows why Dawes was selected instead of J. P. Morgan or some other international banker.

"It would be wiser, as a matter of politics, to select some one from outside New York," he asserts. "It wasn't necessary that he be qualified in technical knowledge, for Europe had plenty of experts. Would General Dawes do? Assuredly! He had a great reputation as a go-getter and a fire-eater. Just the man! And it was so ordered."

"To the country at large there is no reason for doubting that Mr. Dawes could master the reparations problem in ten minutes. But between commercial banking and international finance there is as much difference as between a sewing-machine and geared turbines. The American members of the Reparations Commission, as a fact, were not there to help build a machinery of collection and transfer, but for the moral effect. They were a 'front' for the conference. The actual planning was almost all done by Sir Josiah Stamp; but does any one suppose that France could have supported a scheme if the French populace had known that a Britisher had cooked it up? No French cabinet, publicly countering such a thing, could hope to survive. The Americans were there as a cloak, to lend a neutral, disinterested air of supervision; and to heighten this delusion Mr. Dawes was made chairman of the whole commission. I think I do him no injustice when I say that he does not even yet understand the intricacies of the plan which was evolved."

**NEW SHERIFF STARTS
SELECTING DEPUTIES**

**Fred Brown of Waukegan Slated
for Chief, Report; Others
Tentative**

Sheriff Lawrence Doolittle, who takes over the office of sheriff of Lake county on January 6, started this week getting a line on his new duties, inspecting the equipment, quarters and workings of the sheriff's office, and was expecting to name his full force of deputies at the banquet to be held in his honor Thursday night.

Fred "Buster" Brown of Waukegan is slated for the office of chief deputy, according to reports from Waukegan, and the selection of the balance of the force, while most have been decided upon, depends on the acceptance or refusal of those invited to take up the work, it is said. Thomas Tyrrell, former chief of police, has been offered the post of day turnkey but has not yet accepted it. Elmer Hudson, the only member of the present force to be carried over, will hold down the job of night turnkey.

Doolittle went out to Newport today to offer a position of deputy to Ameet Kastings and if he accepts he will be the bailiff in the county court. H. A. "Hub" Doolittle, former mayor of Wilson, father of the new sheriff and former deputy under Elmer J. Green and Elvan J. Griffin, will be bailiff in the circuit court. Charles Krueger of Half Day appears to be a certain selection for deputy while the seventh officer will be selected from Liberty and will probably be the choice of City Marshal Dennis Limberry.

Sheriff Ahlstrom has invited Sheriff Doolittle to come into the office and get acquainted with the workings of the job before he takes over the position on January 6. He has inspected the autos and other equipment that goes with the office and is getting thoroughly familiar with the job.

**AMERICAN ANIMALS
WHICH PRODUCE FUR**

The principal fur bearers in this country, says the Biological Survey of the United States Department of Agriculture, are the muskrat, skunk, raccoon, opossum, mink, marten, fox, otter, fisher, and beaver. The most valuable from the standpoint of financial returns from the annual catch are the four heading this list, although the pelts of some of the others have a higher individual value.

**CHEMISTRY NOTABLE
FACTOR IN INDUSTRY**

**Some Surprising Facts Regarding
Value in Making of
Leather**

Chemistry is overturning industry. Chemistry substitutes, though not a new conception and despite the fact that they will be the mainspring of the coming revolution, are nevertheless going to invade many established industries. More and more of them are sure to spring forth from the laboratories. Sometimes their invasion is a ruthless raid, as rayon is today pillaging the markets of our silk and cotton mills.

More frequently theirs is a peaceful penetration, as our consumption of vegetable lard—any fatty oil, such as cottonseed or peanut, which has been hardened by treatment with hydrogen—today equals the fat of seven million hogs, while our production of true lard has continued steadily on.

It rather staggers our sense of the general fitness of things even to think of the morning's milk and the roast for dinner as by-products of the tannery trade, says The Nation's Business, yet serious minded statisticians have estimated that, were it not for artificial leather, every single head of cattle in the country would have to be slaughtered to meet the automobile industry's insatiable demand for tops and seat coverings.

Moreover, it would require an acreage of the very finest grazing land, equal in extent to all the states west of the Mississippi, to support the herds necessary for hides equal to the world's annual yardage of artificial leather.

These same statisticians calculate that then a pair of shoes would cost \$25 and porterhouse steaks, a by-product, would sell at a few cents a pound. Of course, this is drawing a long bow with figures. Meat and milk are necessities of life; and all industry and commerce, even the ubiquitous Ford, must take second place to foodstuffs. Without artificial leather, what would happen would be that our automobile manufacturers would have to get along with some other less suitable material.

Owing to the fewer clothes worn by the women, it is claimed the rag men can't buy many rags from them, but perhaps they could sell them some beautifiers.

Perhaps one reason why there are so many gunmen, is that there have not recently been so many hobboys.

**PARKING AND MOTOR
INDUSTRY DISCUSSED**

**President of Chrysler Corpora-
tion Writes In Nation's
Business Magazine**

A few years ago much was heard about the saturation point for the automotive industry—a theoretical position in which the power of the public to purchase motor cars would become exhausted. The increasing output of automobiles each year without any sign of a saturating point being reached has somewhat stilled that discussion. Today not so much is heard about saturation point because the production of automobiles has gone steadily forward.

Possibly the same persons who used to have quite a bit to say about the dangers of a saturation point for the automotive industry are now discussing the consequences of what is described as street and highway saturation and the lack of parking facilities. The argument has been advanced that many people who can afford motor cars get along without them rather than subject themselves to the discomforts of driving in congested traffic.

"Parking and the Motor Industry" is the title of an article in Nation's Business Magazine by Walter P. Chrysler, president Chrysler corporation. Mr. Chrysler says that no one will deny that street and highway traffic and parking offer troublesome conditions to our cities, but he does not believe that those problems are nearly as serious as they seem at first glance. He writes:

"American cities have made mistakes in building. One of the commonest is the lack of zoning with reference to the use, height, and bulk of buildings so as to preclude the creation of traffic congestion caused by the use of streets by such building tenants, especially during morning, noon and evening hours. American cities were laid out in the days of horse-drawn vehicles and low buildings. This is an age of motor cars and skyscrapers."

Movements are reported to correct faults of speech, but no one has attempted to correct President Coolidge for the fault of speaking too much.

It is remarked that the country has largely ceased to observe Thanksgiving day, but Turkey day is celebrated enthusiastically.



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