

POINT TO REMEMBER IN WINTER DRIVING

REMOVING RADIATOR CAP Should Not Be Done When Motor Begins to Steam; Says Club Bulletin; May Scald Driver

"A point to remember in cold weather driving is that it is unwise to take off the radiator cap if the radiator should start to steam," says a bulletin issued by the mechanical first aid department of the Chicago Motor club.

"It is always a mistake to race the motor to warm it up on a cold morning. First of all because racing does not warm it up quickly and secondly, because this practice is likely to lead to serious damage; burnt out bearings for example is one of the results of using the accelerator instead of the choke to get the motor working smoothly.

"When the engine is speeded up the fan is revolving more rapidly and blasts of cold air are being drawn in to cool the motor. Every part is shaken by the vibrations of the racing engine at a time when the oil is congealed and therefore the chances of burning out a bearing are very propitious indeed.

"The veteran motorist places a covering over his radiator, and starts the motor slowly. He retards the spark in order to warm up the engine quickly, and he uses the choke rather than the accelerator to boost the efforts of the faltering engine. Above all he does not race the motor.

"There are numerous devices manufactured which make for easy starting. There are thermostatic devices, automatic shutters, and there are electric heaters that can be applied to the carburetor, but if one has not provided himself with a device of this nature, the old reliable hot water kettle will answer very well. In garages wired for electric lights, the ordinary electric iron can also be requisitioned to do duty as a starting aid.

"If you have an anti-freeze mixture in your radiator, an easy start may be made on a particularly cold morning by drawing off the mixture, and filling the radiator with hot water. This method is troublesome, of course, and the average motorist will use it only as a last resort.

"If the car has been standing out for some time exposed to the weather and it is found that the motor will not turn over, it is a good plan to take a pail of hot water and pour it over the carburetor and the pump."

"Inspect Gas Lines From past experience with frozen gas lines, the mechanical service department of the Chicago Motor club advises all motorists to inspect their gas lines now. See that the vacuum tank, the gas line, and gas tank are thoroughly cleaned, for the slightest particle of water is likely to freeze and block the spray jets of the carburetor.

"The gas tank and the vacuum tank should be drained and the screen in the carburetor and vacuum should be freed from any sediment. The battery should also have attention. It will last about 30 per cent of its efficiency during the zero days.

SAVE MILLIONS BY REMOVAL OF SNOW FROM STATE HARD ROADS

Cost of Keeping Roads Large But Would Help to Maintain Travel in Winter and Bring Good Returns

The thirty-six states in the snow belt will save millions of dollars this winter, if they keep the main arteries of vehicular travel open and clear of snow, according to a statement issued by the Chicago Motor club.

All states in the snow zone are urged to adopt a definite program of snow removal not only in the interests of economy, but as a vital factor in the continuation of food distribution and of social communication, also as an aid to the maintenance of the educational system intact throughout the winter.

The American Automobile association basing its estimates on expansion of snow removal in former winters, points out that approximately 116,000 miles of highway in the nation would be kept free of snow this year. Last year, the figure stood at 93,000 miles. The yearly increase is approximately twenty-five per cent.

Cost is Large The cost of clearing these 93,000 miles was placed at \$3,575,663. The A. A. A. estimates that every \$100 spent in snow removal yields \$1,000 in more efficient transportation and business continuity. On the basis of these figures the communities which keep their streets and highways clear this year will spend approximately \$4,450,000 from which they will reap an economic benefit of approximately \$40,000,000.

"These figures are not far wide of the mark," says a bulletin issued by

the touring bureau of the Chicago Motor club, "and they demonstrate the very great value of snow removal to commerce alone. Thirty-five of the thirty-six states in the snow belt remove snow, but many of them fall far short of adequate, thorough removal. There are more than 300,000 miles of surfaced rural highways in these states, yet the snow will be cleared from not more than a third of this mileage. If the saving for a third is \$40,000,000 obviously it would be somewhere near \$120,000,000 for the entire area. If snow removal was thorough, the saving would be even greater.

Millions of Cars "In June, 1926, there were 15,000,000 motor vehicles registered in these thirty-five states—three-fourths of the nation's total registration. This great grouping of motor cars reveals that millions in the snow belt find it expedient to use the highways throughout the year. With so many vehicles in operation, so many varied aims and objects dependent upon the highways in this snow area, it is inevitable that every community must face heavy economic loss each day that its highways are closed."

"The club joins the A. A. A. in urging that every state in the snow belt adopt a definite program of snow removal, and offer for the benefit of snow states a collected mass of charts and plans for keeping the roads open, which has been compiled after exhaustive study of snow conditions.

Many Will Lag "Far too many states and cities still lag behind in preparedness for snow removal," the bulletin says. "The result is transportation tie-ups, interference with winter motoring, unnecessary damage to streets, the depopulating of school, the isolation of thousands of families in rural homes, the loss and deflection of business, and often the serious curtailment of food distribution.

"Three years ago, Washington, D. C., suffered a loss of \$1,000,000 as the result of being unprepared for snow, although Washington is not in the extreme snow belt. New York City alone sustained a loss of \$60,000,000 in 1920 in one storm. What happened in those two cities, happens every winter in other unprepared communities.

"Snow removal will pay for itself alone in the preservation of the streets and highways. Everything aside from that is 'velvet.' With the increasing importance of highway transportation, snow removal should be made as much a definite part of state, county and city road departments as road maintenance and repair are in the spring, summer and fall seasons."

What place will we give the church and religion in the new year? Do we need religion?

This is no idle question. Modern life is extremely complex. So many demands are made on our time and attention as well as on our energy that we must necessarily weigh the question as to what does and what does not make a just demand upon us.

Apparently many get on quite well in life without religion. But do they really get along without the benefit and the blessing of religion? Would their lives be as happy as they often are were it not for the fact that somewhere somebody through his or her religion has made available blessings which they enjoy, though they do not recognize it and hence cannot appreciate it. Would their lives be enriched by a distinctly religious element? That is a fair question, is it not?

Is religion necessary for the highest type of human living? Think a moment. History would answer our query in the affirmative. Often we are too close to a situation to see things in their proper focus, but when we view the situation through the long view which history gives us we are forced to become thoughtful and ask among others such a question as this: Why are ancient Persia, and Egypt and Greece and Rome no more? Is it not because they lacked the conserving, purifying, regenerating power of an adequate religion?

If we are correct in this, it goes without saying that our present civilization can only then escape a similar fate if we guard against a similar lack of an adequate religion. Whether our present interpretation of religion will prove adequate remains, of course to be seen. There is this about the Christian religion that we sometimes overlook. It is not a creed merely to be believed, but a life to be lived. When Christianity ceases to be lived it ceases to be Christian. On the other hand when Christianity has been truly lived it has always proven itself "the salt of the earth," a conserving, purifying, life-giving, life-regenerating and life-lifting power—a blessing to humanity.

What we need therefore in order to guard against the blighting effect of a growing materialism and in order to lift life increasingly upon a higher plain, is not a new religion but a new and more central place for our religion among the many interests that claim our time and attention and that demand the finest energies of our life. Give your religion its rightful place in your plans and activities of the New Year.

By Rev. K. A. Roth. A New York literary organization is planning to arouse new interest in Shakespeare. Why not have Rupert Hughes write something about his early habits?

A number of ladies met in Washington the other day to abolish war. All right, let 'em go ahead and do it.

STATE AND RAILWAY HISTORY CONCURRENT

STORY OF LAST 75 YEARS Illinois Central Ry. Three-Quarters of Century Old; Review of Progress From Early Days Given

Illinois is pictured as an economic giant in an article appearing recently in the Illinois Journal of Commerce, the magazine published by the Illinois Chamber of Commerce. Its towering dimensions are described in these words:

"With an area greater than that of Belgium, Holland and Denmark combined, Illinois exceeds Sweden in population, Italy in wealth, Japan in railway mileage, Australia in farming area, Hungary in cattle, Great Britain in swine, Canada in manufactures, and all Asia in coal production. Illinois has more institutions of higher learning than the Dominion of Canada, more bank deposits than France, more telephones than the entire continent of South America and more automobiles than any foreign country on the globe."

Rapid Growth "The rapidity of Illinois' economic growth is the remarkable thing, the article continues. Within a single lifetime it has grown from a frontier state into a great agricultural and industrial commonwealth. In that growth railway transportation has played an important part. The Illinois Central system is cited as an example.

In 1851, when the Illinois Central was chartered, there were fewer than 100 miles of railroad in Illinois, and these consisted of three primitive roads built of wooden rails capped with strap-iron and operated partly by horses and mules. Illinois was practically isolated from the rest of the country. Its population was almost wholly agricultural. Travel and commerce in Illinois in 1851 were confined to the rivers, a canal and a few miserable turnpikes connecting the principal settlements. The year before, 1850, there were only about one-fourth as many people in all Illinois as there are today in Chicago alone. There were five small cities in Illinois, Chicago with 30,000 population; Quincy with 7,000; Galena, with 6,000; Peoria, with 5,000, and Springfield with 4,500. Aside from these there were only thirteen towns with more than 2,000 population each.

Original Charter The Illinois Central charter provided for a railroad 705 1/2 miles in length. Along the entire route—on the main line from Cairo to LaSalle, and on the "branches" from Centralia to Chicago and from LaSalle to Dunleith (now East Dubuque)—there were only fourteen settlements of any importance. Aside from Chicago and Galena, only two of these towns, Bloomington and Freeport, had as many as 1,000 inhabitants. The "Chicago branch," from Centralia to Chicago, 250 miles, did not pass through a single settlement. South of LaSalle there was a stretch of forty miles without a dwelling house in sight.

In the seventy-five years since the Illinois Central was chartered, these things have occurred: The population of Illinois has increased from 851,000 to 6,965,000, or 718 per cent; its aggregate wealth has increased from \$156,265,000 to \$22,233,000,000, or more than 14,000 per cent; the value of all its farm property has increased from \$126,748,000 to \$4,628,844,000 or 3,562 per cent; its capital invested in manufacturing has increased from \$8,500,000 to \$1,200,000,000, or more than 18,000 per cent, and the value of its manufactured products has increased from \$16,534,000 to \$5,041,520,000, or more than 30,000 per cent. There was some lead and zinc mining in Illinois seventy-five years ago, but no coal mining. In 1925 Illinois produced 66,174,000 tons of bituminous coal, 13 1/2 per cent of the nation's production, and the output of all Illinois mines in 1923 was valued at \$287,698,000. The article continues:

Economic Progress "In still other ways Illinois has shown remarkable economic progress. In 1850 there was not a single bank in the state; today there are 1966 commercial and savings banks in Illinois, and their aggregate resources exceed \$4,000,000,000. In 1850 there were only six small institutions of higher learning in the state; today there are fifty-six, some among the largest in the country, and Illinois outranks all other states in the number of such institutions. In 1850 there were 107 newspapers and other periodicals published in Illinois; today 1,826 newspapers and other periodicals are published in the state. In 1850 there was practically no life insurance in force in Illinois; today approximately \$4,500,000,000 worth of life insurance is in force. The development of the state highway system and the introduction and increased use of automobiles are other ways in which Illinois has shown remarkable progress.

Railway Story "The story of Illinois' growth is largely a railway story. The contribution of the railroads to the agricultural, industrial and commercial development of the state can scarcely be overestimated. The effect of railway transportation upon the progress of the state is well illustrated in the case of the Illinois Central. When this railroad was projected in 1850 there were more than 11,000,000 acres

of unoccupied government lands in Illinois that had been on the market for years without purchasers at 62 1/2 cents and \$1.25 per acre. The Illinois Central passed through the most sparsely settled parts of the state. No than new life sprang into existence sooner was the railroad surveyed along the proposed route; thousands of new settlers swarmed into the state, some to seek employment on the construction of the railroad, others to take up farms along the route; real estate rose rapidly in value; government land sold readily at \$2.50 and \$5.00 an acre; scores of flourishing towns and cities sprang up like magic along the route; agricultural production increased rapidly; mineral resources began to be developed, and the state entered upon an era of prosperity and expansion hitherto unknown.

Unique Place "The Illinois Central system has always occupied a unique place among the railroads of Illinois. It was the first important railroad in the state, and it still outranks all other railroads in miles of line operated in the state. Unlike other early Illinois railroads, the Illinois Central was built to follow the lines of longitude instead of latitude and thus to strengthen the commerce of the Mississippi Valley. Not only has the Illinois Central been one of the greatest factors in the growth and development of Illinois, but it has exerted a far-reaching influence upon the trade of the entire Mississippi Valley thru the development of a large commerce along north and south lines through Chicago, New Orleans and other gateways in its territory."

PLAN TO BUILD NEW SHOPS AT WAUKEGAN

Appeal for Reclassification of Property on Site of Proposed Improvement

Appeal of the Chicago North Shore and Milwaukee railroad through Jesse S. Hyatt, vice president in charge of the engineering department of the railroad for reclassification of the zoning of land owned by them on Dugdale road, Waukegan, immediately west of their tracks was granted by the board of appeals in meeting last week. The land will be used as the location of a large car building shops and yards by the railroad company which will be erected next year. It developed at the hearing that the railroad company will convert 100 feet of the frontage of the tract of land into a public park. This will afford residents of that section of the city a small playground in the future and beautify the tract which will be covered with attractive buildings that will have the appearance of office buildings instead of shops.

DISPLAY OF PRINTS VERY INTERESTING

The exhibition of accessions acquired in recent years by the print department of the Art Institute has now been installed and is open to the public. It consists of etchings, engravings, aquatints, and wood block prints. Great names are attached to many of these works—such names as Rembrandt, Van Dyck, Daumier, Leperre, Callot, Altordorfer, Whistler, Millet, Daubigny, Bredin, Bracquemond, Corot, Degas, Buhot, Besnard, Renoir, Brockhurst, Cézanne, Fantin-Latour, Augustus John, Matisse, Piranesi, Nanteuil, Laurincin, and our own Davies, Bellows, Benson, Baumann, Jaques, and others—the whole collection forming a magnificent resume of the work of the world's master etchers and lithographers.

AI Smith's feat of carrying New York state is one thing; carrying the rest of the country is forty-seven other things.—Detroit Free Press. Americans lose \$900,000 yearly by not presenting government bonds for redemption. And then they call us dollar chasers!—Milwaukee Journal. Fewer baby rattles are being sold, but that is not because there are fewer babies. It's just useless to try to rattle the modern baby.—Fort Worth Star-Telegram.

LATE PROCEEDINGS IN PROBATE COURT

Recent Action in Settlement of Estates; Orders and Docket Entries

Recent proceedings in probate court areas follows: Albertine Eggenah, Lake Forest. Inventory approved. Edward Hanni, minor, Zion. Report of execution of mortgage filed and approved. Amended inventory approved.

John Louis Roder. Report of distribution approved. Charles. Koppelman. Inventory, waiver of widow's award and final report approved. Estate closed. Adolph Kraus, North Chicago. Letters of Administration issued to Meta Kraus. Bond of \$5,000. Proof of heirship taken. Appraisers appointed.

Isabella Haarbauer, minor, Waukegan. Final report approved. Estate closed. Fred E. Hecker, Waukegan. Letters of Administration issued to Peter W. Newhouse, public administrator. Estate value at \$2,500. Proof of heirship taken. Appraisers appointed. Peter A. Johnson, Waukegan. Inventory and final report approved, estate closed.

Stanley Kunter, et al, minors. Hearing on citation continued to Dec. 27. Eliza Gainer. Hearing on rule in the matter of final account continued to February 7, 1927.

Jackson K. Deering, Lake Villa. Additional bond in sum of \$400,000 in the sale of real estate filed and approved. Irwin & Victor Sheeks, minors. Final report approved, estate closed, both minors now of legal age. Paul Gieser, Highland Park. Hearing on petition for probate of will continued to December 27.

Charles Coulthard, insane, Zion. Inventory approved. Philip Bensingor, Libertyville. Appraisers appointed. Irene J. Grimoldby, Round Lake. Administrator authorized to make partial distribution.

Sarah Hucker, Lake Villa. County treasurer authorized to pay Augusta Hucker Haley her distributive share of estate. Franklyn R. Muller, Lake Bluff. Hearing on certain claims.

ADJUDICATION NOTICE

PUBLIC NOTICE is hereby given that the Subscriber Executrix of the Last Will and Testament of Paul Gieser 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 March next, 1927, when and where all persons having claims against said estate are notified and requested to present the same to said court for adjudication.

Bertha Johana Gieser, Executrix of the Last Will and Testament of Paul Gieser, deceased. Waukegan, Ill., December 27, 1926. Ernest S. Gail, Attorney. 44-46-pd

Real Estate Insurance Renting

See us for a complete list of HOMES VACANT BUSINESS PROPERTY and ACREAGE A call may be to our mutual advantage. We study real estate problems from all angles with a thorough knowledge of conditions and a desire to treat you fairly.

536 Central Ave. Phone 2360 or Res. 2614

F. B. Williams

Real Estate Insurance Renting

See us for a complete list of HOMES VACANT BUSINESS PROPERTY and ACREAGE

A call may be to our mutual advantage. We study real estate problems from all angles with a thorough knowledge of conditions and a desire to treat you fairly.

536 Central Ave. Phone 2360 or Res. 2614

ADJUDICATION NOTICE

PUBLIC NOTICE is hereby given that the Subscriber Executrix of the Last Will and Testament of Paul Gieser 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 March next, 1927, when and where all persons having claims against said estate are notified and requested to present the same to said court for adjudication.

Bertha Johana Gieser, Executrix of the Last Will and Testament of Paul Gieser, deceased. Waukegan, Ill., December 27, 1926. Ernest S. Gail, Attorney. 44-46-pd

The thieves who are breaking into the safes, will later find it not so easy to break out of the jails.

W. W. REICHARDT

Phone 444 388 Central RENTING INSURANCE

Real Estate

ONLY ONE LEFT 50x140 lot in Highland Park. \$100 down and \$25 per month without interest. 75 foot lot on the east side; beautifully wooded; all improvements in and paid. A real bargain at \$4,500.

EVERYTHING IN REAL ESTATE

REAL ESTATE W. W. REICHARDT INSURANCE HIGHLAND PARK, ILLINOIS

TEACHER

Wishes to tutor children who need extra help in all grades. Also gives lessons in German. FLORA LEVY Telephone Highland Park 1941

HIGHLAND PARK W/ CLEANING SERV

Now is the time to have your moved and windows cleaned before your storm windows. No c. removing screens. Make your app. in advance. Highland Park 2757 M.

Murray & Te

REALTORS

offer the followin

Large, high, wooded lot. East tracks, close to lake, very exclusive location, only \$7,000. 8 room stucco, 5 bedrooms, 3 baths, close to lake, central part of town, lot 100x200, very exceptional, only \$35,000. 150 feet on Waverly, all street improvements paid, only \$80 per ft. if sold quick! Not another piece on this street less than \$200 per ft.

Highland Park 69 or Central 4625

W. W. BARTLETT

REAL ESTATE AUTO AND FIRE INSURANCE Phones H. P. 723-J, 213

FOR RENT

7 rm. hse., Walker av., stove ht. 5 rm. heat ft. hwd. \$300 Flats, 3, 4 & 5 rms. \$200 Modern Store, North av., H. P. Garages, North av., H. P. 4 rm. furn. cottage, hwd. \$40

FOR SALE

Houses and lots; all sections; reasonable.



"To Have Good Health is to Live"

The North Shore School of Physical Development has a genuine service for every man, woman and boy who wishes to become physically fit — or to remain so. Conditioning and reducing work is a regular part of our schedule. This work is done individually and in small groups.

Equipment

Our equipment is thoroughly complete, and includes rowing machines, an electric mechanical horse, electric bath cabinet, boxing gloves, punching bag, wrestling mats, a volley ball court, medicine ball, showers and many other items.

Our staff is thoroughly competent. For the women we have lady attendants. The hours are: for men, Monday, Wednesday and Friday evenings; for women, every morning and Tuesday and Thursday evenings; for boys, every afternoon.

NORTH SHORE SCHOOL OF PHYSICAL DEVELOPMENT

BRYAN HINES, Director 821 Church Street, Evanston Phone Greenleaf 1335 Opposite Church Street Station of N. S. Line

W. W. REICHARDT GENERAL INSURANCE

TEL 444 388 CENTRAL AVE. Facing Sheridan Road