

**DEAN INGE CALLS SOCIALISM "ROTTEN"**

**WHITE EXPANSION WANES**

Save in America and Australia; Its Influence Dwindling. He Thinks; Scores Communism

The Very Rev. W. R. Inge, so-called "Gloomy Dean of St. Paul's," in the January Scribner's Magazine, raps Socialism and the dole and foresees the end of white expansion except in America and Australasia. His article is written in answer to the criticism levelled against his recent book, "England."

**Sticks to Prediction**  
"On the whole," says the Dean, "I stick to my prediction that except in North and South America, and to a less extent in Australasia, the era of White expansion has nearly come to an end; and this means that the position of Europe will alter relatively, though not necessarily absolutely, for the worse. The United States will be by far the richest and most powerful country in the world. This prediction should not cause any great discouragement to an Englishman, for it means the increased ascendancy of our language and institutions. Bismarck, asked what he considered the most important fact in modern history, said, 'The fact that English is the language of North America.' He saw that here was a fact, big with destiny, which reduced his new German Empire, built by blood and iron, to insignificance. It meant the ultimate triumph of Anglo-Saxondom."

**Socialism Rotten**  
"It is irritating that one cannot defend a well-considered judgment about future history without being charged with pessimism. If my arguments are bad, let me know where the fallacies are to be found. I have never attempted to prophesy without giving my reasons. The Socialists are annoyed, as I expected them to be; but Dame Nature will not altar her laws to please the Socialists. If there ever was a fruit which was rotten before it was ripe, that fruit is Socialism. State ownership of the means of production has almost always proved wasteful and inefficient. Individual acquisitiveness is not by any means the only incentive to industry, but it is a very important incentive, and when it is withdrawn, slackness invariably appears. Equally mischievous is the system of doles, pensions, and 'free' state aid, which has assumed monstrous proportions in England. Man will always become parasitic if he is given the chance."

**WANT LARGE SUM HIGHWAY REFUND**

If Amount to Be Asked of the State Given, This Section Would Receive Over \$820,000

Measures that will bring approximately \$825,000 road refund into the county treasury will be asked late in February of the general assembly, it was stated Tuesday upon the return of County Highway Superintendent R. M. Lobdell, Supervisor Ray Padock, chairman of the board, and Supervisor George Bairstow, from Wheaton, where seven counties were in conference.

This represents District 1. There are nine districts in the state. Lobdell was named chairman of a committee in District 1 to get the opinion of all highway superintendents and later, when the short course for engineers is held at Urbana about February 22, he will get the opinion of the other eight districts.

District 1 went on record at the meeting as concluding that the time was ripe to get measure or measures to bring the refunds from the state to the counties.

**Laws to Be Asked**  
The general assembly will be asked to enact laws to provide for the payment of these legal obligations, the Lake county delegation stated.

Under the old state aid system wherein the county expended half and the state half, the county has about \$350,000 coming. Under the bond issue plan, for which the state pays 100 per cent when the county elects to build, there is about \$475,000 due. This is under the \$60,000,000 as well as the \$100,000,000 bond issues.

Unless measures can be enacted it would mean two years before collections could be made, Lobdell fears. At this it would call for the locating of county jobs under the \$100,000,000 issue.

For immediate relief it might call for two measures by the assembly. There could be one necessary under the old road building laws and a second one for the bond issue routes. This money would go to the road and bridge fund, it is understood, for the purpose of constructing more highways through the county.

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**NEW TYPE ELECTRIC LOCOMOTIVE DESIGN**

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Hungarian electrical engineers are credited with designing the first electric locomotive as it is known in Europe and America today. A new Hungarian electric locomotive has now made its appearance. The latest product is designed to take current from any power station and transform it into "railway current" through the means of a rotary converter carried on the locomotive. Designed to be fed by a high-voltage single phase overhead current, it will take the ordinary 50 cycles current power from any town or factory supply, then pass it through the new rotary converter and, after converting into low voltage three-phase current, feed it direct to the motors, according to the Christian Science Monitor.

K. de Kondo is the designer of the new locomotive. The total weight is about 80 metric tons. Rating of the motors an hour shows 2700 horsepower; starting tractive effort, 44,000 pounds; specific rating, 34 horsepower metric tons. The running gear is of the standard gauge, 4 feet, 8 1/2 inches, ten-wheeler type, and has equal running qualities in both directions.

**New Methods**  
The standard method of feeding the motors with constant pressure is abandoned and the voltage applied is varied in accordance with the load. The two driving motors are of the inductive type. The phase-converter is placed above the motors, with its shaft arranged longitudinally. It resembles a two-pole turbo-generator, having two independent windings on the stator and running at 3,000 revolutions per minute at 50 cycles.

Since the main motors work between wide ranges of load at the highest obtainable efficiency, the efficiency of the locomotive, it is claimed, is much more nearly constant than with other traction systems, and is practically independent of the weight of the train pulled. This not only increases the economy of the locomotive, but it also reduces the number of different types of locomotives needed for the different classes of service.

**REAL ESTATE TRANSFERS**

M. P. Jones to Edith Rockefeller McCormick, et al. QCD \$10. Sundry lots in Krenn and Datos Highland Park addn, Secs. 10 and 15, Deerfield. Virginia Lane to M. Johnson and wife jt tens. WD \$10. Lots 7 and 8, resubdn pt blk 12, 3rd addn to Lake Bluff.

Anna W. Downs to Josephine L. Kaumanns. QCD \$1. Pt lot 20, 2nd addn to Ravinia Forest, pt Sec. 36, Deerfield.

E. Pincoffs and wife et al to W. H. Emery and wife jt tens. WD \$10. Pt lot 2 sub of lot 9 in Lake Forest, Sec. 28 Shields.

St. Bank of Chicago tr, to E. J. O'Sullivan and wife jt tens. Deed \$10. Lot 15, Woodland addn to Lake Forest.

N. Mattoeni and wife to A. Lencioni. WD \$10. Pt lot 7, Driscolls resubdn, pt Sec. 26, Deerfield.

A. Lencioni & wf to N. Mattoeni & sub, pt. sec. 26, Deerfield.

W. Aitken and wife to T. Mathieson. WD \$10. Ut. se qtr. of the-sw qtr. of Sec. 20, Deerfield.

C T & T Co. Tr. to Fannie Schwarz. Deed \$10. Lot 23, Deerfield Acres, pt. Sec. 29, Deerfield.

Ethel Buckle to J. Griffith, QCD. \$1.00. Lots 31 to 40 inc., blk. 9, Bartlett's sub of lots in Western add to Lake Forest.

C T & T Co. Tr. to Mary S. Nesbitt and Lizzie Nesbitt, jt tens. Deed \$10. Lot 16, blk 10, Branigar Bros., Woodland Park, pt. sec. 29, Deerfield.

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<b>Pork Shoulder</b> the lb. <b>23 1/2c</b>	<b>Veal Breast</b> with pocket, lb. <b>15 1/2c</b>	<b>Oranges</b> 3 dozen for <b>\$1</b>
<b>Fresh Spareribs</b> the lb. <b>19 1/2c</b>	<b>Stewing Chickens</b> the lb. <b>39 1/2c</b>	<b>Grapefruit</b> 6, 8 and 12 for <b>\$1</b>
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