



Business men in Champaign press me-to-herald-to-the-words-at-large that Champaign is the main merchandising place for the student body and faculty of the University of Illinois and all that has grown up about it.

To give a picture of the situation in these twin towns it is necessary to turn the hands of the clock backward about seventy-five years. When the Illinois Central built from Chicago to Cairo in the early 'fifties it missed Urbana—a county seat of Champaign county, by about two miles.

The railroad station was first called West Urbana. Between the two towns was two miles of open farmland. Seeking a more distinctive nomenclature the people of West Urbana changed the village's name to Champaign.

About this time a small educational institute grew up between the two villages. Agitation was started for a state university in 1864. Many towns wanted it. Politicians were active. Jacksonville, the greatest institutional town in Illinois, put forward strong claims. So did Bloomington. But it was awarded to the Champaign-Urbana combination in 1867 for a reason.

The price paid to the state to get the university was \$100,000 in Champaign county bonds, payable in ten years at 10 per cent interest; a gift in fee simple of the Urbana and Champaign Institute buildings and grounds of ten acres, 160 acres of land adjoining, 400 acres of close-by farm land, \$50,000 worth of freight-free haulage donated by the Illinois Central railroad and \$2,000 worth of trees and shrubbery given by the M. L. Dunlap nurseries. The value of the entire prize hung up totaled, it is estimated, about \$450,000.

To raise that sized prize package was a considerable task in that day and time for a sparsely settled farm county with no cities in it at all. Did it pay? The university opened a year later with seventy-seven students.

This story is about Champaign, not Urbana. But the twin cannot be separated. Champaign admits that Urbana holds the laboratory in which brains are built up to super-functioning. But Champaign claims to be the home of the university's athletics as well as being its chief merchandising place.

Champaign is the home of the great Memorial Stadium, built at a cost of \$2,000,000 and seating 60,000 people. Each of the 187 columns is engraved with the name of some one-time student who gave his life in the World war!

Champaign is the home of the great university armory with its drill hall 200x400 feet. Here 2,955 men are this spring studying military under a staff of sixty U. S. army officers and instructors. Six branches of service are taught—infantry, cavalry, artillery, engineering, air and hospital corps. Two million dollars worth of army paraphernalia, property of the federal government, is now in Champaign for use in this work.

Champaign is also the home of the new men's gymnasium connected by a tunnel with the armory. The gym floor is 122x189 feet and has permanent seating capacity for 3,500 people. Temporary bleachers can be put up raising this to 7,000.

Champaign, I am also informed, is the home of almost all of the seventy-five fraternities that have grown up at the university. In other words, Champaign is identified chiefly with the men's activities of the school.

The population of Champaign in 1915 was 17,387. In 1920 it had grown to 18,621 and in 1925 to 22,183. It is probably about 24,000 today. Urbana has about 15,000. These figures are exclusive of the student body of 12,761. That means conservatively 50,000 persons resident in the two communities during the school year. Seven banks in Champaign have total combined deposits of \$10,300,000.

Business men tell me it is estimated that the students spend not less than \$8,000,000 a year in Champaign and that agricultural products from the immediately surrounding farm territory run to \$24,000,000. Champaign was the third largest corn producing county in the state in 1925, being exceeded only by McLean and LaSalle counties.

While the Illinois Central shops in Champaign employ 475 people and there are a few other scattering industrial plants the city is, comparatively speaking, without large industries. Manufactures are wanted but due to the overshadowing importance of the state university little has been done to build Champaign into a manufacturing city.

So closely knit are the affairs of Urbana and Champaign that they have a joint street car system, joint water system and joint sewage disposal system. The telephone system is operated also as a unit. Urbana, Champaign and the university, which is midway between the business sections of the two towns, each have their own fire departments—but in case of any large fire by standing arrangement they all act as a unit.

Because of its large proportion of young manhood and womanhood, due to the university, Champaign has more than its normal share of good

furnishings stores, restaurants and motion picture theaters. Youth will dress well and have its pleasures.

For that reason business in Champaign is unusually progressive. Some even claim that the finest business houses in Illinois outside of Chicago are in Champaign. That is a large claim for merchandising in Illinois cities is on a high plane and its cities are prosperous.

But youth in all its wholesomeness and vigor has made its mark here. I asked an old-time business man what he thought of the college body as a whole as compared with the college body of twenty-five years ago. He replied:

"There is less average boisterousness, less rowdiness. There is less average drinking, less gambling. I believe average moral standards are higher."

So it would appear that, despite our fears, the student body of our great university perhaps is growing better and better every day in every way even as Champaign is progressing.

### HIGHWAY SAFETY ESSAY CONTEST ON

#### FOR TEACHERS & PUPILS

#### Highway Education Board Plans to Award Valuable Prizes as in Former Years; Some Features

Should children be taught street and highway safety at home or at school? This question, of concern alike to parents and school officials, is one that hundreds of thousands of elementary school pupils will be asked to solve for themselves within the next few weeks in connection with the sixth annual safety campaign, announced by the Highway Education board.

The decision will be made in the form of essays by pupils and practical lessons by teachers, submitted for consideration in the board's national contests, undertaken with the active co-operation of school officials throughout the United States. As an incentive to participation in this phase of the national campaign, the board announces the gift of \$6,500 from the National Automobile Chamber of Commerce to be expended in prizes allocated throughout the several states and in the territories, such as Alaska, the Philippines and Hawaii.

#### Contests Reopened

The contests are reopened by the board, officials announce, in response to the demand for this educational competition, coming alike from the pupils, teachers, school officials and parents. Children are asked to write 500 word essays on the subject "Why I Should Be Taught Street and Highway Safety at Home and at School." For their efforts 438 valuable cash prizes, in addition to the same number of gold, silver and bronze medals, will be distributed through the State Departments of Education, or school officials. The number of prizes for each state vary in proportion to the elementary school enrollment. New York state, for instance, having twenty-seven state prizes, with Pennsylvania next in line with twenty-five. Wyoming, Nevada, New Hampshire and Rhode Island receive three state prizes, while Ohio will rank seventeen awards, Texas nineteen, Illinois twenty, Massachusetts eleven, Michigan fifteen, Colorado eight, Maine four, and so on.

#### Differ in Third Prize

The number of awards, however, differ only in the third prizes to be given. A pupil in each state will receive one first prize, which consists of a gold medal and fifteen dollars in cash. Likewise a pupil in each state will receive as second state prize a silver medal and ten dollars. The third prizes, which are bronze medals and five dollars, vary in proportion to the enrollment.

In addition to these awards, three valuable national prizes are offered pupils whose essays finally win out in the elimination process that is used to select the national winners. The pupil whose essay is considered the best in the nation will earn, in addition to the first state prize, a trip to Washington, with all expenses paid, where board officials in the past have

taken the greatest pains to see that their young charges see everything of interest in the historic Capitol of the nation. Second and third national winners receive handsome gold watches, as does the first national winner, the timepiece being presented at exercises at Washington when the trip is made.

#### Last Year's Winner

Dorothy Jean Utley, Bemidji, Minn. school girl, was the last winner to visit Washington, being accompanied by her mother as chaperone, whose expenses also were paid. Another winner, chosen from the 1925-26 contest, will be announced in the near future.

One thousand dollars of the prize money is set aside for teachers who write the best safety lesson while their young charges are preparing the more simple masterpieces in essay form. The teacher winning first national honors will receive a check for five hundred dollars, and also will make a trip to Washington, with all expenses paid, whether she come from Maine or California, or points in between. The teachers winning second and third national awards will be the recipients of \$300 and \$200 respectively, but they will not be invited to Washington as the board's guests.

Illustrated literature in the form of posters and folders, giving the simple rules of the contest, is now being distributed to schools, Boy Scout organizations, Camp Fire girls, women's clubs, safety councils, automobile clubs, and kindred organizations. The contests close to participants May 6, leaving only a few weeks or intensive effort for the preparation of papers by those who are to compete.

### DOVER & FOLKERSTONE GATEWAYS TO BRITAIN

#### Have Been Since Earliest Historical Records, According to Dispatch

The great majority of overseas visitors to Britain enter or leave the country by way of Dover, Folkestone or Newhaven, the great bulk of the traffic going through the first.

Folkestone is a most attractive place to those who can linger a few days. It walks along the cliffs are breezy, energizing, and pleasant rambles, while inland stretches a lovely and generally unspoiled country of small hamlets, quiet roads, and a picture of the Kent countryside just as it was before the successive conquests of the Romans, the Anglo-Saxons and the Normans swept over it.

Both Dover and Folkestone, but particularly the latter, offer a very wide choice of accommodations to the travelers who tarry there before continuing their journey to London or to the Continent.

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### SPECIAL ASSESSMENT NOTICE No. 319

Notice is hereby given to all persons interested that the City Council of the City of Highland Park, County of Lake and State of Illinois having ordered the improvement of the roadway of the alley in Block 5, City of Highland Park, by paving with reinforced concrete, also including tile pipe storm drains constructed in Walnut Avenue, in the present easement across Lot 5, Block 51, Southwick's Resub'd'n, Deerfield Ave., and in the Right-of-way of the Chicago & North Western Ry. Co., all in the City of Highland Park, Lake County, Illinois, the ordinance for the same being on file in the office of the City Clerk of said City and having applied to the County Court of Lake County for an assessment of the costs of said improvement according to benefits and an assessment thereof having been made and returned to said court, the final hearing thereon will be had on the 7th day of May, A.D., 1927, or as soon thereafter as the business of the court will permit.

Said assessment is payable in Ten (10) installments, with interest at the rate of six (6) per centum per annum on all installments from and after date of issue of first voucher. All persons desiring may file objections in said court before said day and may appear on the hearing and make their defense.

FRANK LAING,  
Officer appointed to make said Assessment.

Dated at Highland Park, Ill.,  
April 21, A.D., 1927. 8-9

### CANADA IS WARNING RADIO WAVE JUMPERS

#### Follow Example of United States in Effort to Keep Air Clear

Canada has followed the United States in warning radiocasters that the rights of its neighbor must be respected. With nothing more formal than a "gentleman's agreement" binding the two countries, complete international radio control has nevertheless been established.

The Department of Marine at Ottawa has ordered summary punishment for "wave-jumpers" who violate American ether channels, according to a statement by the United States Radio commission.

Under existing arrangements Canada has six exclusive wave bands, the United States 89, while 12 are mutually shared, on which low-powered stations of each country operate. On or before the American commission takes full control, April 24, about 40 American stations will be required to shift, in order to clear the six Canadian bands. These stations are now on, or within 10 kilocycles of Canadian bands.

The drastic announcement against wave-jumpers issued at Ottawa, promise "immediate suspension" of the license of any Canadian station found willfully pirating a wave now reserved for the United States.

Now we are beginning to understand why the dragon is the official Chinese emblem.

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