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HOW TO WALK ON COUNTRY HIGHWAY

MOTOR CLUB POSTER TELLS

Issued for Information of Boys and Girls in Schools For Vacation Guidance In Outdoor Life

Do you know the proper way to walk on a country highway?

Most persons, especially the city bred, do not, and so the Chicago Motor club in the poster issued to the school children of northern Illinois and northern Indiana this month illustrates the proper method of walking on a country road.

In twenty-five thousand classrooms, in this territory, the following bulletin prepared by the club will be read:

Poster's Lesson
"June days soon will be here; many children living in cities and towns will go to the country. The lesson taught by the poster this month, does not apply to country children. Children who live in the country know better than to walk with traffic, that is to walk on the right side of the road. Country children, always walk on the left side of the roadway, against traffic. Visitors from the city and town, are the ones who need this warning.

"Cars travel swiftly on country highways; drivers are not looking for anything to cross their paths. If you were to walk with traffic, a car might bear down upon you before you could get out of the way or before the driver could stop his car. Many accidents have happened in this way. Drivers whose vision has been obscured by other cars, a turn in the road, a hill, or by poor light, have struck persons walking on the right side of the roadway. These accidents, never would have happened if the persons injured had known that the only safe way to walk on a country road was to walk against traffic."

Traffic congestion in towns along main highways can be reduced considerably if the motorist will co-operate, according to Charles M. Hayes, president of the Chicago Motor club, who points out that many traffic snarls are caused by the "inquiring motorist" who stops a long traffic line on the main street to ask a traffic policeman for information that should have been obtained from some other source.

In Smaller Cities
"One sees little of this practice in such cities as New York or Chicago," says Mr. Hayes, "visitors in the large cities hesitate to hold up traffic while they ask endless questions, but in the smaller cities, many travelers regard the traffic policemen as bureaus of information, and in holding lengthy conversations with the busy crossing men, these travelers cause much annoyance to local motorists. As a result the residents of many towns although appreciative of tourist business cannot help but be sharply critical of the tourist tide.

"This feeling is justified," continued Mr. Hayes, "and the Chicago Motor club is co-operating with the American Automobile association in urging the motoring public to refrain from using the traffic force for an information bureau, and to allow the officers to perform the more necessary and arduous duties of directing traffic without distracting interruptions.

Use Eyes
In addition to urging traffic motorists to go to proper sources for road information the club and the American Automobile association urge motorists to use their eyes."
" Oftentimes," declare the motoring organizations, "a motorist will stop to inquire the way out of town, when directly in his line of vision a large sign gives complete information."

GAS-HEATED PULLMAN CARS NEW DEPARTURE

The latest novelty in transportation, gas-heated Pullman cars, has been started by the Wabash railroad and has proved to be a success.

The railroad was faced with the problem of supplying heat for a car which laid over for two hours each evening. A steam locomotive seemed to be the only solution until the local gas company's engineers were consulted.

A gas-fired steam boiler with automatic controls was installed in the basement of the passenger station and a pipe run to the railroad tracks. The boiler supplies steam to the Pullman during the two hours that heat is required, being idle the remainder of the day.

CHILD'S TOY HORSE IN EGYPTIAN TOMB

A child's toy wooden horse and a wax tablet of 145 A.D. were among many valuable objects discovered in the Fayoum in Egypt by an expedition of the University of Michigan. Prof. Francis W. Kelsey announced upon his return from a three months' survey of the excavations.

He said more than 3000 pieces of cloth many tools and objects of daily life in wood, leather and other perishable materials were found in good condition. Other articles unearthed were gold coins of the second century, two letters written about 300 A.D. by a boy in Karanis who had gone to Italy for military service, and three small paintings.

TO OUR MOTHERS.

VOLUMES and volumes in the name. A different theme in each book, as different as is the mind of man, but the mere mention of it starts memory's parade in a review of life with Mother's part always steadfast, gentle, loving and sacrificing. Mother's Day is every day in the life of each of us. The setting aside of one special day in Spring's favored month, May, gives us the opportunity to express one sentiment that is real—to our Mothers.



ADVERTISING AID OF PUBLIC UTILITY

Eight Specific Services Which Are Rendered Through This Medium Listed

There are eight specific services which advertising can render a public utility company, according to Frank LeRoy Blanchard, New York City, president of the Public Utilities Advertising association. They are:

1. To sell the securities, and the service the company is prepared to furnish, whether it is transportation, communication, lighting, heating or power.
2. To keep the stockholders or customers informed regarding the affairs of the company and thus promote their interest in it.
3. To tell the general public about the company itself—its policies, its methods of doing business, its personnel and its plans for development.
4. To defend itself when unjustly attacked, and especially for politicians who hope to promote their candidacy for office.
5. To oppose legislation that would hamper the physical operations of the company or impose financial obligations that would cripple its business.
6. To promote public good will by calling attention to what it is doing to encourage thrift, to promote safety, to build up commercial enterprises and to make the city a better place in which to live.
7. To explain to its customers why it has applied to the state utility commission for permission to raise its rates.
8. To present arguments for the renewal of its franchise.

BUILDING RECORDS SHOW SLIGHT DROP

(Continued from page 1)

- A. Senova, Walker avenue, addition, \$150.
- Herman Denzel, Deerfield road, new store front, \$300.
- W. F. Elms, Woodland road, house, \$21,000.
- P. B. Salyards, South St. Johns avenue, garage, \$300.
- Pauline M. Raaf, Cedar avenue, garage, \$170.
- F. Banta, Roger Williams avenue, dwelling, \$15,000.
- C. Baker, Crofton avenue, addition, \$1,000.
- A. Bournique, Central avenue, garage, \$1,500.
- Joseph Michaels, South Sheridan road, addition, \$5,000.
- F. Everett, N. Linden, garage, \$600.
- Mrs. J. Wendling, West Park avenue, garage, \$150.
- Fred Coleman, Deerfield road, house \$7,000.
- H. M. Lautmann, South Linden avenue, garage and addition, \$1,500.
- H. Armstrong, Cedar avenue, addition, \$2,500.
- O. F. Jensen, Ashland avenue, house, \$12,000.
- W. J. Brown, two garages, Ridgewood drive, \$500.
- Kenneth B. Wilson, Broadview avenue, house, \$7,000.
- R. M. James, Burton avenue, garage, \$400.
- J. J. Gallagher, N. St. Johns avenue, garage, \$500.
- E. E. Walker, Roger Williams avenue, garage, \$300.
- A. Yowell, Oakwood avenue, garage, \$400.
- E. B. Low, Laurel avenue, garage, \$400.
- G. Brown, St. Johns place, house, \$5,500.
- J. Wendling, West Park avenue, garage, \$150.
- T. Corrigan, Bloom street, house, \$4,500.
- E. C. Young, South Linden avenue, garage, \$700.
- H. G. Langford, Vine avenue, house, \$17,000.
- Astor Benson, South St. Johns avenue, garage, \$300.
- P. Kavanagh, Lincolnwood road, house, \$18,000.
- A. B. Cook, Pleasant court, house, \$17,000.
- Harry Elliott, Ridgewood drive, house, \$5,500.
- Mrs. P. White, Lincolnwood road, house, \$6,500.
- J. W. Newey, Rice street, house, \$13,000.

It is complained that the spring winds throw dust in our eyes, but the politicians have been doing that for many years.

INVENTS NEW TUBE OF GREAT POWER

Current-controlling Device Is Latest Improvement By Young Expert

A new current-controlling device which is so sensitive that through it a battleship could be operated by a dewdrop or a passing shadow, has been perfected by D. D. Knowles, young research engineer of the Westinghouse Electric & Manufacturing company.

The device which resembles a radio tube in size and appearance, has just been demonstrated at the Hotel Pennsylvania. It is known technically as a relay, a tube which operates on a small current and controls a much larger one.

The ordinary relay used in electrical engineering has an amplifying power of about 10,000, Mr. Knowles said, while the new tube has an amplifying power around 100,000,000.

"The energy required to operate it," he said, "is about one-billionth of a watt, or about one fortieth of the energy exerted by a fly walking upward on inch in one second."

Mr. Knowles said his invention would be used mainly in electrical engineering, but said it also could be used as a burglar alarm to protect valuable exhibits in stores, museums, and art galleries, count people or automobiles passing given points or send out alarms in case intruders enter doors and windows.

AVIATORS FEARFUL OF TRIP ON TRAIN

Unused to Rail Travel and Feel Trepidation In Taking Trip

Aviators who have traveled safely over the United States by air for several years anticipate strange mishaps and express marked trepidation when they return to the less familiar railroad train.

Recently Maj. Frank D. Lackland of Fort Crockett and Capt. Joseph H. Davidson left Galveston, Tex., by rail for Fort Benning, Ga. This was Captain Davidson's first trip on a railroad for five years and Major Lackland's first one in three years, although both have covered the United States by air during those periods.

Members of the Galveston air force were in favor of furnishing an official guide to insure the safe conduct and arrival of the two officers by their unaccustomed mode of travel. In making Pullman reservations both asked dubiously, it is reported, regarding the relative safety of the upper and lower berths.

After careful admonition by friends not to sleep in the berth hammocks, the two airmen were turned over to the porter for safe delivery at their destination.

MOTORISTS WARNED OF FIRE DANGERS

Travelers in National Forest Preserves Should Exert Great Care

The national forests become more accessible to motor travel each year, the Chicago Motor club points out, and motorists should be particularly interested in conservation and preservation of these mountain recreation areas. Fire is the great menace against which precautions must be taken.

The club statement quotes rules laid down by the Forest Service for users of the forest areas to prevent fires. These are:

- "Be sure your match is out. Break it in two before you throw it away."
- "Be sure that pipe ashes and cigar or cigarette stubs are dead before throwing them away. Never throw them into brush, leaves, or needles."
- "Before building a fire scrape away all inflammable material from a spot 5 feet in diameter. Dig a hole in the center and in it build your camp fire. Keep your fire small. Never build it against trees or logs or near brush."
- "Never break camp until your fire is out—dead out."
- "Never burn slash or brush in windy weather or while there is the slightest danger that the fire will get away."
- "To put out a camp fire, stir the coals while soaking them with water. Turn small sticks and drench both sides. Wet the ground around the fire. If you can't get water stir in dirt and tread it down until packed tight over and around the fire. Be sure the last spark is dead."

MOTHER GOOSE WAS A BOSTON WOMAN

FIRST RHYMES IN 1719

Story of How Famous Childhood Stories and Verses Came to Be Published Is Now Told

Since 1719, when the first volume of "Mother Goose Rhymes" was published in Boston, it has been current belief that Mother Goose was a mythical character. On the contrary, Mother Goose was a Boston woman. Her name was Elizabeth Foster Vergoose. She was the daughter of William and Anne Foster and was born in Charlestown. In 1692 she married Isaac Vergoose. The story is thus told by the Christian Science Monitor.

The old Vergoose homestead came to be located in what at that time was called Newbury street, now Washington, probably somewhere in between West and Boylston streets. In the collection of effects belonging to Miss Mary Lincoln Eliot, a direct descendant of Elizabeth Vergoose, which will be sold next Thursday morning at auction in a dining-room at Riverbank Court, by order of Augustus P. Loring, executor, there is a yellowed deed, inscribed meticulously on paper that now crackles like parchment, and which records the passing of the Vergoose homestead to the joint possession of Elizabeth, Peter, Anne and Isaac Vergoose, kin of the first Isaac Vergoose.

There are many editions of Mother Goose melodies and rhymes and somehow there clings about the whole collection of items to be offered for sale by D. Bradlee Rich an indefinable, precious association with that charming and lovely Mother Goose who little thought, living simply, in Boston, in the mid-eighteenth century, that her jingles, crooned in the twilight quiet of the nursery would become so rich an heritage for all the children of the English-speaking world.

Originally "Green Goose"
The name Vergoose is an odd one. It first appears on record in the United States in 1660. Perhaps the name is of Anglo-Norman origin, and if so, probably meant "green goose" in the seventeenth century, since the old Norman French was "vert" for green as modern French has it. The London Directory for 1867 lists "Vergoose" individuals but the last Boston Vergoose seems to have disappeared from Boston before 1807.

When Elizabeth Foster married Isaac Vergoose she was his second wife. He had some, although it is not noted how many children. There were six by this marriage and perhaps it was this fact that had something to do subsequently with the Old Mother Hubbard rhyme:

"... She had so many children She didn't know what to do."

One of the Vergoose children was Elizabeth, named for her mother. Goose took to making rhymes for him in the intimacy of his nursery. Other grandchildren came and with them the need for more rhymes.

How Book Came to Be Printed
And the grandchildren's father was a printer and he thought, "What a pity that only the little Fleet boys and girls would have the fun of knowing Grandmother's rhymes. I shall print a book of them, I believe, so that more and more little children may know about 'Old King Cole' and what would happen 'If wishes were horses' and about 'The Pig who flew up in the air,' 'Tom, Tom, the Piper's Son' and the rest." And so he did.

ELECTRIC BLASTING IN COAL MINES NEW

Special Machines Devised to Help Do Away With Danger Attending Work

Great novels have been written about the dangers of the work of shot firing in coal mining. The United States Bureau of Mines has chronicled facts concerning this hazardous work, which is more exciting than the works of any fiction writers.

In a bulletin put forth upon this subject this week this bureau of the government relates that seven types of signal shot blasting machines have received official approval. The object of these machines is to provide safety features that other machines do not have. The unapproved machines tested by the bureau were found to be dangerous on account of mechanical defects.

For many years the engineers and executives of firms manufacturing explosives have co-operated with the government, and with all other movements to properly safeguard human lives in the use of explosives. Most accidents, says the authorities, may be prevented.

The Institute of Makers of Explosives recently formally commended Doctor Charles E. Monroe, chief explosive chemist of the Bureau of Mines and asserted that his "reputation in, and knowledge of the manufacture and use of explosives is unsurpassed." Doctor Monroe has just written an introduction to the "History of the Explosives Industry of America," which is to be published by the Institute.

It has been observed that the worst never happens, and it is our notion that the same thing might be said of the best.—Toledo Blade.

WARMING THE SOIL WITH ELECTRICITY

Interest Shown In Reports of Experiments in Sweden Along This Line

There is a good deal of interest in official agricultural circles in Washington in the news that successful attempts have been made to warm the soil with electricity, in Sweden. Recent trials have been made with a specially manufactured heating table provided with armatures of special construction. The power is produced through a specially constructed transformer which reduces the current from 3,000 volts to 127. Then the power is distributed through the ground. This new scheme of heating has been successfully used in growing lettuce.

Nobody can blame the Orientals for wanting China for the Chinese, but the puzzle is to pick out the right Chinese.—Los Angeles Times.

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