

### ARGENTINA TO USE CANADIAN LAND PLAN

#### TO AID IN SETTLEMENT

Description of Project Urged by Railway Company For Absorption of Immigrants Given

Considerable interest is being shown at present, by all those who have at heart the prosperity and agricultural success of Argentina, in a scheme suggested recently by the Anglo-Argentine railway companies, according to a dispatch from Buenos Aires to the Christian Science Monitor. The scheme has as its most important feature the modernization and improvement of land settlement. It has always, indeed, been a lamentable fact that despite the wide expanse of country so pre-eminently suited to agriculture, offering so many possibilities to the hard-working immigrant from Latin or even central Europe, the population outside the big cities has remained almost stationary for the last 10 years; 9,500,000 inhabitants of a country extending roughly about 3,000,000 square kilometers is a low figure when considered in relation to the Republic's capacity and productive power.

**Land Tenure Conditions**  
The reason for this state of affairs is not far to seek, being due almost entirely to the deplorable conditions of land-tenure prevalent in Argentina. Add to this the high rents for chacras, or farms, and the ridiculously high wages demanded by itinerant labor during the harvesting season and it can be readily understood, to take but a random example, why the failure of the 1925-26 maize harvest was due not to an unsatisfactory crop—the yield was well above the average—but instead to the fact that most farmers were barely able to cover their expenses.

Even on those chacras where the most up-to-date methods are put into practice, lessening time and labor by means of modern machinery, the conditions of the land-tenure make it so that the farmer is unable, more often than not, to make more than a very small profit.

Speculation in land leases is another very just cause for complaint and one of the reasons for the failures so numerous among small lease holders who do not realize that the greater part of the profit goes straight to the original holder. Those farmers who on the other hand take over large tracts of camp in the hopes of striking lucky seasons soon find that they have taken on more than they can work with ease, and are compelled to make use of expensive hired labor not only during the harvesting season, but also throughout the rest of the year.

**Land Settlement System**  
From the above short account it will easily be understood that the proposals made by the Anglo-Argentine railways to institute a system of land settlement similar to that achieved by the railways in Canada, were enthusiastically received, both by the press and the general public.

The bare outlines of the plan are briefly these: Immigrants, mostly Italians, will be provided with homesteads offered at very favorable terms by the railway within whose

territory the would-be farmer-land-owners settle down to work; each farm will be supplied with water well, and where necessary, facilities for irrigation; settlers will be helped in the matter of farm implements, tools and working animals, supplied at cost price, thus doing away with the middle man's exaggerated profits. Payments will be made in installments spread over a period of time varying from 15 to 20 years. Each railway will buy its own land, the tracts purchased being suitably subdivided and fenced.

**Plan to Send Out 300,000**  
That the scheme will soon be put into practice is certain, the Italian government already calculating to be able to send out to Argentina over 300,000 immigrants, all of them prepared to colonize lands offered to them on generous terms. With regard to the question of colonizers, however, there is a feeling that, though the races of southern Europe adapt themselves more easily to conditions of life in Argentina, it would also be advisable to introduce into the country a percentage of the Nordic element whose solidity and perseverance will act as a check on the more volatile temperament of the Latins. Of this, however, it is difficult to say anything conclusive at present, for only the years can show the mettle of the new race which will slowly be evolved from the crowds of agriculturists who, during the next five years, will arrive in a continuous and hopeful stream on the shores of the River Plate.

#### DIESEL ENGINE IS EFFICIENT MOTOR

#### Shipping Board Finding It of Marked Value In Their Vessels, Report

The Shipping board has called attention to the wonderful results it has obtained with the Diesel engine. The public has not paid much attention to the new invention which has come along in logical succession to sail boats, side-wheelers and ordinary varieties of steam engines.

The Diesel engine is something like an automobile engine, instead of a clumsy old steam churner of earlier mechanical construction. The Diesel engine differs from the automobile engine inasmuch as the explosion does not come from spark plugs, but from heat which produces an explosion by intense compression of air in the firing chamber of each cylinder.

The fuel is introduced on the upstroke of the piston by air pressure ranging from 85 pounds per square inch to 300 pounds per square inch. It is immediately exploded and the piston, forced down, opens a valve which admits fresh air to clear the chamber with the next charge of fuel and air.

The Diesel engine as a rule uses crude oil, which is automatically sprayed into the cylinder under high pressure. The outstanding feature of the Diesel engine is its very high thermal efficiency. It requires only about one-third of the amount of fuel required by the oil burning steam engine, and in addition it has the power of giants.

### WHERE ARE BRAINS, TOWN OR COUNTRY?

#### OLD QUESTION BOBS UP

#### Tradition That Most Successful Americans Are From Farms Originally; Is This a Fact?

The old question as to who are the brainiest, city people or country people has bobbed up again. A writer in one of the popular magazines came to bat for the city, basing his comparison on the names in Who's Who. The editor of Farm and Fireside rises in defense of the country.

It has long been a tradition that most of the American geniuses are of farm origin. Indeed 70 per cent of the names in Who's Who are of country birth and only 30 per cent from the city.

The farm boy with a college education has the best chance of getting into Who's Who, for it is perhaps significant that 77 per cent of those in the present volume have been to college.

"Statisticians say 80 per cent of the big wings of the country were bred on the farm," observes the editor of Farm and Fireside. "Be that as it may there is no doubt about the value of the farm as a training camp for the soldiers of fortune."

"As to the dullards: they are on farm just as they are everywhere. The percentage is about the same the world over. Just as many city dwellers are dumb as farmers. But if heredity has anything to do with life, the farm must produce some very wise people to have begotten and trained the 20 per cent of big wigs who were farm boys."

#### Farm Advantages

There is much to be said in favor of the farm for this generation, and they seem to know it. They have good homes, promising young families, radios and automobiles. The farmer gets as much fun out of the cut of the city man's trousers and moustache as he furnishes — so honors are even, a thing the city chap never seems to grasp.

But most important to the human being is the comforting assurance which the farmer has that as long as he has his farm he has a living and a competency for his old age. There is nothing so tragic as poverty in old age, and the percentage is very low in rural districts.

#### AH, THE SLY CAPTAIN

Dressmakers do not make the fashions: the women themselves make them, declares Captain Edward Molyneux, head of one of the greatest Paris dress houses, in an interview with the Woman's Home Companion. All the dressmaker can do is to make slight changes when the women aren't looking. How mad the women would be if they caught him at it!

#### CHOOSE YOUR WORDS

One day a man walked into a fur store and said:

"I want to get a set of furs like the black ones in the window."

"Oh, you mean skunk," said the saleswoman."

(Ed. Not: May she rest in peace.)

#### FAMOUS LAST WORDS

"Well, I must be going," said the steeple-jack as his foot slipped.

Champion Gene Tunney says when he gets married he shall quit fighting. Well—here's luck to you Gene. "And may the best man win."

#### ABBRIDGING THE DICTIONARY

The campaign for shorter and snappier words goes merrily on. In the current issue of the Woman's Home Companion, Inez Haynes Irwin, dealing with big-game hunting in Africa, speaks of "hippos and rhinos, crocks even." Constant Reader enlarges on her suggestion by mentioning tiges, leaps and ellies.

## Trees Trimmed Correctly

Proper pruning permits the neglect of no dead limbs no matter how far up or how inaccessible. This phase of tree culture demands extraordinary thoroughness, skill and courage. Dead and dying branches spread tree diseases and insects. Accidents are caused by decayed branches falling.



Woods and decay creep downward from the top. Skill and courage play a part in successfully controlling them by pruning.

### The Fundamental Principles of Tree Surgery

may be summarized as follows

- (1) the removal of all dead, decayed, diseased and injured wood and bark;
- (2) the sterilizing of all cut surfaces;
- (3) the water-proofing of cut surfaces;
- (4) aiding quick recovery, as by filling and covering deep cavities;
- (5) inspection, once or several times a year, to forestall the action of new defects that may arise.

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The President of the Wisconsin State Chapter of War Mothers, Mrs. Elizabeth Martin, wrote to the North Shore Line recently, following a trip from New York to Chicago and thence to Milwaukee via the North Shore Line. "I was deeply impressed with the contrast in the treatment accorded me," she wrote. "The North Shore Line conductor was most kind, patient and courteous in answering my questions and in assisting me to the dining car. There, although my check was small and my tip in proportion, I received the utmost attention and courtesy. I have traveled very extensively and expensively and when I find railroad employes showing such consideration for a plain, elderly woman, I feel that those in the high offices must be unusual men, to so influence these others."

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