

OIL VERSUS COAL ECONOMIC BATTLE

BENEFIT TO USERS SEEN

Introduction of Oil Burners Reduces Coal Output But Helps to Produce Better Plants

The strife between the oil-burner and the coal furnace has, with other factors, brought a "permanent economic gain" to the consumer, of world-wide proportions, declares F. G. Tryon, chief statistician of the United States Bureau of Mines.

The growing use of oil, gas, and other fuel substitutes and the increased efficiency in fuel utilization has been reflected in the fact that America's consumption of coal in 1926 was less than in 1918, Mr. Tryon declares, according to the Christian Science Monitor, and that a similar check has been put upon the expansion of the coal industry in other nations. Statistics show that the quiet but world-wide revolution in the fuel industry has caused the price of power to decline in comparison with the price of other commodities.

"There can be no question," Mr. Tryon says, "that the prosperity enjoyed by the country for the last three years has been greatly stimulated by cheap coal."

140,000,000 Ton Loss Found
While the check on expansion of the coal output has aided the consumer it has meant troubles and disturbances in the coal industry itself, Mr. Tryon says. He blames the present shut-down of union mines in the United States as due to slack times in the industry produced by these causes.

America's demand for coal in 1926 fell 140,000,000 tons short of what the pre-war experience would have indicated, Mr. Tryon said. The unmistakable change in the coal market has caused a world coal surplus. In increased efficiency in combustion in some cases has made one lump of coal do what two did before.

Electric utilities, Mr. Tryon said, in 1926 developed an average of one horsepower by burning 1.6 pounds of coal; whereas they needed 2.4 pounds to produce a horsepower in 1919: a decrease in coal demand of 34 per cent in six years. The trend of fuel economy shows no signs of halting, Mr. Tryon reports, the limit not having been reached in the field of locomotive fuel, absorbing one-fourth the coal supply; or in heating dwellings, absorbing one-fifth the supply.

In addition to fuel economy, competitive fuels have found new favor. Coal is still the dominant power source; but whereas it contributed 85 per cent of total energy in the United States in 1913; its share fell to 69 per cent in 1926.

"Against the tendency toward fuel economy," Mr. Tryon said, "the coal man has no defense. It is a tax that he must pay toward the general progress of society."

As a defense against substitutes he urged the coal industry to devise more economical ways of burning coal. At least 12,000,000 barrels of oil are now being used for househeating, he said. The quantity is growing.

"Surely some engineer can devise a system of combustion of fine bituminous coal with automatic feed, control by thermostat, and automatic removal of ash to a pit outside the house. Here is a potential business of 4,000,000 tons of coal."

Permanent Economic Gain
To the consumer, Mr. Tryon continued, the changing coal market is a blessing. Improvements in fuel efficiency "have added centuries to the life of our resources and reduced the delivered cost of power."

"They are a permanent economic gain. Together they make possible the fact that the price of power is declining in comparison with the price of other commodities. There can be no question that the prosperity enjoyed by the country for the last three years has been greatly stimulated by cheap coal."

Changed conditions have, however, brought a host of troubles to the coal industry, with an unprecedented period of hard times, not only in the United States, but in Great Britain and the world at large.

"In the world at a whole the growth of coal demand which was so characteristic before the war has absolutely stopped," Mr. Tryon added. "These broad facts of supply the demand are the underlying cause of the world-wide depression in the coal industry."

GOVERNORS MEET TO TALK CONSERVATION

Headed by Governor Small, chief executive of states in the middle-west will meet in conference at Chicago during the week of May 9 to 14, discussing unification of conservation laws.

Already invitations have been accepted by Governors Hamill of Iowa, Greene of Michigan, Christianson of Minnesota and Zimmerman of Wisconsin.

The gathering will be held during the same week as the Out-door Life Show.

IOWA PROFESSOR PREFERS BICYCLE

DR. HERRICK OF CORNELL

Has Ridden on Average 2,000 Miles a Year in Past 40 Years; Makes Many Long Trips

When it comes to really seeing and enjoying the beauties of the countryside, the bicycle has it "thumbs down" over the swiftly rushing automobile, in the opinion of Dr. L. R. Herrick, professor of the department of Romance languages at Cornell college, Mt. Vernon, Iowa, says the Christian Science Monitor. Dr. Herrick ought to know, for bicycling has been his hobby for 40 years and, with his penchant for long-distance "cruises" in the United States and overseas, it is nothing unusual for him to add more than 2,500 miles a year to his record. Americans dislike for "cheap" things, he says, is the reason bicycle riding is so largely confined to messenger boys, paper carriers and occasional working men in the city. The bicycle, with its advantages, would be widely used in the United States today if it were expensive like the motorcar, he avers.

Averages Hour at Wheel Daily
Dr. Herrick was born in the Berkshire Hills of Massachusetts in the days when the "wheel" was still the main object of admiration for boys and an important means of conveyance for many folk. The "fad" has stuck to the Cornell professor and he pedals for pleasure, exercise and convenience, an average of one hour's riding each day. How he reels off the miles is indicated by the cyclometer of his present "wheel" which registers 5,000 miles for the past two years.

Several years ago when the professor was studying for degrees in foreign languages at Amherst college he passed four months in France. He "cycled" from one end of that country to the other, covering 3000 miles during the summer. Since that time he has made nine other trips across the Atlantic, but on most of these occasions he has gone as a tour conductor.

Dr. Herrick's most recent cycling feat was a trip back to his old home and birthplace, Westfield, Mass., 100 miles from Boston, last summer. To avoid the bad roads of eastern Iowa and the congested traffic of the Chicago area, he took the train to Elkhart, Ind. From there he wheeled the remaining 900 miles to his home in 10 days. He found the riding difficult through Indiana and walked about half of the 36 miles of coarse gravel roads encountered there.

Prefers Undulating Dirt Roads
His route from Elkhart to Westfield took him through Toledo, Cleveland, Erie, Buffalo and Albany. He arrived at his former home without incident. He says he much prefers to ride on the dirt roads, when they are in good repair. The monotony and strain of riding for long distances on level ground is found to be far more tiring than the same distance would be over an undulating surface.

The professor believes the best mileage he has made in a single day has been 125 miles, while it is no uncommon thing for him to cover 100 miles in that time. The average rate of speed which he makes is 10 miles an hour. In his 40 years of bicycling, Dr. Herrick has maintained his mileage in his seven years at Cornell largely through short daily jaunts about the countryside near his home. He also makes many trips each week to Cedar Rapids, 15 miles away. He says he knows the distance within a few rods to almost any point of interest within several miles of Mount Vernon.

PLAN TO TEACH USE OF PHONE IN SCHOOL

The National Education Association commission on the Course of Study, through a sub-committee headed by Dr. E. C. Broome, superintendent of Philadelphia's public schools, has recently submitted a report which, if adopted and carried out, will help to make the children who are now beginning to go to school a generation of pleasant talkers over the telephone.

A number of conversations for conversation over the telephone have been made in the section on language and composition which the sub-committee has prepared. These have to do with elementary instruction as to clearness of enunciation, deliberate speech and the maintenance of low tones. Among others, the following directions are given:

"Be considerate in the use of the telephone.

"Avoid calling during meal times, at extremely late or early hours or at heavy business hours.

"Also avoid using other people's telephones often or for too long a period."

BRIDGE CLUBS AND PRIVATE PARTIES MAY HAVE SCORE PADS FREE BY TELEPHONING H. P. 178 OR CALLING AT THE RELIABLE LAUNDRY. adv

YELLOW CAB RATES
First two-thirds mile 35c
Each additional 1-3 mile 10c
No charge for extra passengers.
PHONE HIGHLAND PARK 2000

Steel From Sand



Hillary Eldridge of Oakland, Calif., has perfected an electrical furnace wherein steel is melted from Monterey black sand, an invention which may revolutionize the industry.

WOMAN'S EIGHT-HOUR UP IN LEGISLATURE

Fate In Balance as Final Reading Nears, According to Reports

Fate of the Woman's 8-Hour bill is hanging in the balance in the house of representatives. Passage of the proposed bill in the lower house, and the sending of the measure to the senate, is predicted by its friends, but quiet work is being done to insure they will be able to muster the necessary seventy-seven votes.

The measure, as offered by Representative Lottie Holman O'Neill, reduces the working hours of women to eight in any one day, with the provision time in excess may be worked for not to exceed two days in any one week, if overtime is deducted from other working hours of the week. Certain exemptions from the eight hour limit are provided in the case of graduate nurses, night telephone operators, telephone operators in homes and business places and women employed in the canning industry during the rush season.

After a several hour fight on the floor of the house, during which Representative Lee O'Neil Browne offered eight amendments, all of which were rejected, the proposed measure was passed on the second reading. Seventy-four votes favorable to the measure was the highest recorded during the amendment fight. Friends of the measure are seeking to strengthen this support before calling it up for final passage in the house.

APPROVE NEW MINE RESCUE STATION

Establishment of a new mine rescue station at Belleville is approved by the House of Representatives in the passage of the bill introduced by Representative Edward P. Petrie. The measure, which passed by a vote of 107 to 8, carries an appropriation of \$15,000 to the Department of Mines and Minerals for the establishment and maintenance of the station.

Press Want Ads Bring Results

MURPHY & SCHWALL
HEATING CONTRACTORS
Hot Water, Vapor, High or Low Pressure Steam
SATISFACTION GUARANTEED
Estimates on New and Remodeling Work - Repair Work a Specialty
M. D. MURPHY 733 Glencoe Avenue Telephone Highland Park 2637
J. A. SCHWALL 1323 Wilmette Avenue Telephone Wilmette 1588

The Skokie Construction Co.
WILL DESIGN, FINANCE AND BUILD YOUR HOME
Information and expert advice given without obligation to you
THE SKOKIE CONSTRUCTION CO.
572 Wrigley Building Chicago
Phone Superior 6781

It's Time to Plant—
We have a full line of Hardy Perennials, Trees, Shrubs, and Evergreens. Fresh dug, vigorous stock. Landscape work by day or contract.
Anderson Landscape Service
PLANNING—PLANTING—MAINTENANCE
Telephone Highland Park 990
Ridge Road, Highland Park Phone H. P. 990

REASON ENOUGH
When we sell a man a used car we are naturally hoping that some day he will come back and buy a new car. Honesty aside, that alone seems reason enough for selling him a GOOD Used Car at a fair price.

A. G. McPherson
Highland Park Phones 120-121
A USED CAR IS ONLY AS DEPENDABLE AS THE DEALER WHO SELLS IT

PIANO TUNING
All work guaranteed. Charges Reasonable. Estimates Free
H. F. PAHNKE, Piano Tuner
National Association
35 S. St. Johns Ave. Highland Park, Illinois
15 Years' Experience Phone: OFFICE HIGHLAND PARK 2048

Removal Notice
of
C. P. Sullivan
Plumbing and Heating Shop
to
34 NORTH FIRST STREET
After May 1, 1927

Permanent Waving
Special prices for a limited time only.
The Nestles Circuline Process for perfect waving. Our waving gives depth and softness which can only be effected by skilled operators.
We offer a complete service in beauty culture. In our hair-cutting department all the latest styles of hair cutting for Men, Women and Children.
The Vanity Beauty Shop
6 North Sheridan Road Phone Highland Park 936

50 miles an hour all day long
The symbol of the fleet homing pigeon applies to the Essex Super-Six, not only in its ability to travel at high speed with economy of effort all day long, but in its smooth road skimming ease that is actually like flying.
Increasing thousands of owners, and increasing thousands of miles are proving that these qualities which delight you on your first ride are just as lasting as they are brilliant.
ESSEX Super-Six
A. W. PERSON
29 South Second Street Phone 2492

ESSEX SUPER-SIX
2-pass. Speedabout, \$799; 4-pass. Speedster, \$795
Coach, \$735; Coupe, \$735; Sedan, \$795
All prices f.o.b. Detroit, plus war and tax