

## RAILWAY FACILITIES HELPING THEATERS

### CHICAGO EXAMPLE CITED

#### Many More Suburbanites Attend Plays in City Because of Improved Accommodations, Report

An increased and regular attendance of suburbanites at Chicago loop theatres is attributed chiefly to the after-theatre railroad trains that now afford most of the convenience of a private limousine. Theatre box office men note an absence of the former queries as to how long it will take to hustle from the theatre to catch a train.

The fact that the suburbanite no longer needs to squirm in his seat and fumble for his watch toward the middle of the last act, is held responsible for a considerable gain in attendance at downtown theatres, and as matters stand in many cases the suburbanite is just about as near home as the fellow just beyond the outskirts of the loop, due to the service which permits him to see a show downtown and still get home at a reasonable hour, it is said.

#### Provide Facilities

Suburban wives enjoy meeting their husbands in the city in the evening when they are in a mood for a show, but often both had formerly to stay overnight in Chicago or get back home about the time for the husband to return to work, but after-theatre trains and installation of facilities in the railway terminals which obviate the necessity of going home to "dress up" for a show, have greatly augmented the pleasure seekers abroad in the city who live in the suburbs, it is found. Future husbands and wives also like this service.

"Specialty service to provide just what the public wants is as incidental to railroading now as the efforts of the caterer to please a hostess," says C. A. Cairns, passenger traffic manager of the Chicago and North Western, whose service embraces most of the western and north-shore suburbs of Chicago.

#### Service for Men

A bite of lunch, either in the terminal or elsewhere is easily possible. Many business men not wishing to go home early in the evening take advantage of the private baths, showers, valet and barber service, it was found in a cruise of the North Western terminal. Provision is made for a change from business to evening apparel for those who care to make such change. Hairdressing and manicure service is available to the suburban woman who comes down town for dinner or the theatre.

Ample allowance made for the lapse between the "final curtain" in the theatre and the departure of the late trains permits everybody to see the full show and still get home at a reasonable hour, thereby building good business and at the same time making a contribution to the pleasant things of life.

### SAYS TOO MUCH BOOST IN MODERN CHURCHES

#### Decline of Interest May Be Due to Hysterical Efforts to Entertain

The Right Reverend Charles Fiske, Episcopal Bishop of Central New York, suggests in an article in the March Scribner's Magazine that the waning influence of the pulpit may be due to the booster spirit. The Bishop's article is entitled "Saving Souls Through Church Suppers."

"The decline of the pulpit may be due," he writes, "in some measure, to the contagion of the parish house, with its hysterical effort to provide fresh entertainment through 'live-wire' talks and 'peppy' addresses. That sort of spiritual food will not satisfy a new generation which has turned away from religion and must be won back to Religion. Even 'pulpit yawpers' will discover in time that the church must be more than a 'Boosters' Club of Zenith City.' Then men who know what they believe, and express their faith, simply and quietly, but with the forcefulness that always comes from real conviction, will find a hearing—and more than a hearing, a glad acceptance—by a parish group, in the minister's pastoral care, under his spiritual guidance, anxious to put into practice his teachings."

### LOBBYISTS MUST BE CRAFTY THESE DAYS

The cards on the table in this big game of government at Washington, and the chap who needs to be labeled as a lobbyist is not to be feared. As a matter of fact there aren't very many of that breed left.

Men and women who are interested in legislation and affairs with a government angle must have personal character and be recognized on account of their reliability and their honesty. Otherwise they are not apt to be able to make a living in Washington.

Registration of lobbyists reads very well in the headlines. But lobbying as it was once known, is as out of date as grandfather's hat and hoop skirts.

## MOTOR CLUB OPPOSED TO TOLL ROAD PLAN

### NO "PAY-AS-ENTER" ROUTE

#### System is Regarded as Vicious and Burden to Motorists For Benefit of Private Corporations

Private toll highways and suggestions for a system of such "pay-as-you-enter" motor routes are the subject of a vigorous statement just issued by the American Automobile association in which the nation-wide motorists' organization takes a determined stand against "foisting any such schemes on the car owners of America."

Word of this opposition of organized motorists to "the vicious toll principle on highways" was received yesterday by the Chicago Motor club. On the basis of a resolution adopted by the A. A. A. board of directors, Thomas P. Henry, president of the organization, issued a statement to the 958 affiliated A. A. A. clubs calling attention to a bill before congress authorizing a commission to study the need and feasibility of express highways to be built and operated by private capital on a toll basis.

"We are uncompromisingly opposed to the principle underlying this bill," said the A. A. A. executive. "The proposal for the study of a plan for toll highways, by a federal commission is simply a blind—an entering wedge—that cannot fail to play into the hands of the sponsors of privately-owned and privately-exploited highways."

"If there be need of such an inquiry, why can't it be undertaken by the Bureau of Public Roads of the department of agriculture which has more detailed knowledge of the national road situation and needs and more facilities for appraising these needs than any new fangled commission could command in many years."

"The American Automobile association has sponsored good roads for a period of twenty-five years and has at all times bulwarked the federal aid principle in every possible way. We must continue and enlarge on our present and prospective road building programs. We may need express highways, but when and if we do get them, let them be free highways and not toll roads."

"In the last ten years the country has spent \$8,500,000,000 on roads. Of this total, the car owners contributed in special taxes alone \$4,476,977,650. In 1927 they paid in special taxes \$725,555,812 or nearly 75 per cent of the total road bill of the nation. Is

it fair that a class of citizens who are paying this gigantic annual sum for free roads, should be subjected to exploitation through toll highways?

"There is absolutely no room in America for two systems of highways—one toll and one free. I am aware of the fact that there is still a negligible mileage of toll roads. But the nation has built on the free principle and great progress has been made. It would be nothing short of a calamity if the principle should be scrapped or if encroachments on it were permitted at this juncture."

### HERE'S CASE OF GOING EAST TO MAKE FORTUNE

Bright tales of fortunes made in the west are numerous enough to give Greeley's famous admonition the dignity of a proverb, says Nation's Business Magazine. Yet there is an essence of amazement in the fact that two ranch-trained westerners could come to a metropolis "broke," and in a few years make millions in real estate.

Three years ago their cattle ranch in South Dakota was operating at a loss of a million dollars. Deflation after the war let them down hard. Their bookkeeper, they said, "was using three bottles of red ink to one of blue." They decided to turn tenderfoot and make their play in Chicago. Now, they own four downtown buildings—the smallest, 16 stories in height, and the largest, 42 stories. Their ledger shows only a prosperous indigo several times that million "in the red." Another golden revision of this sort almost would give reason to suspect the existence of a western Greeley with a window to the east.

### BONDING POWER OF CITIES IN ILLINOIS

Bonding power of municipalities of the downstate section is two and one-half per cent on the value of taxable property.

The bill, passed by the house of representatives and signed by Governor Small becomes effective July 1. The new law, which was supported by the Illinois Agricultural association was necessary to meet a decision of the state supreme court which in effect, would have placed the entire downstate on a bonding power basis with Chicago, which is five per cent.

The Illinois Municipal League which favored a higher bonding power will urge an amendment at the next session of the legislature on the ground that they need more money with which to continue public improvements. The measure, although quite important to all municipalities, is very brief.



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## VOTE

THE

# ⊗ CITIZEN'S TICKET STRAIGHT

For Assistant Supervisor

(VOTE FOR TWO)

ARTHUR W. VERCOE

PAUL L. UDELL

For Assessor

MARTIN RINGDAHL

For Town Clerk

ALBERT LARSON

For Justice of the Peace

(TO FILL VACANCY)

HERMAN N. SCHWERY

## Election, Tuesday, April 3

YOUR SUPPORT APPRECIATED