

MOHAMMED OPPOSED BY "BIG BUSINESS," TOO

IS INTERESTING HIGHLIGHT

Potter's History of Prophet Says He Met With Difficulty in Mecca; Gives the Details

That "big business men" of Mecca, away back in the six hundreds, exerted all their influence to stop the preaching by Mohammed of a creed which is now accepted by 230,000,000 people is charged by Dr. Charles Francis Potter, noted New York Pastor.

In Dr. Potter's life of the prophet, appearing in the Woman's Home Companion, he declares that early in his career Mohammed incurred the displeasure of the wealthy merchants of Mecca by branding the place as 'idolatrous and the customs which had grown up about it as superstitions. He further announced that Jerusalem henceforth should be the holy city.

"It was," says Dr. Potter, "as if a resident of an old New England town which depended for its income upon the summer tourists who came to see its historical sites, should persistently proclaim in public that all the favorite stories about the old heroes were myths and that all profitable history of the town was mere superstition."

Mecca's business was really hurt, says the author, and the group which in later days might have been a chamber of Commerce, rose against the revolutionary preacher. So strong was the pressure that Mohammed was obliged to smooth the affair over by endorsing three idols which he had attacked. But not long after, ashamed of having compromised with idolatry after having established the theory that Allah was the only God, he recanted in fury and said that Satan had whispered the temptation to recognize the graven images.

Again the wrath of the big business men burst forth and they attempted to influence the prophet through his wealthy relatives. Mohammed stood firm, however. He and his followers were obliged to flee and it was during the persecutions that followed he rose to military power which was to establish his religion permanently in the world.

CANADIAN WHEAT IS GROUND IN THE U. S.

IMPORTED FOR THAT END

No Wheat Brought Into Country For Use Here Since July, 1927; Refutes Tariff Tinkers' Claim

The United States Department of Commerce reports that no wheat has been imported for consumption since July 1, last year. That proves that the tariff of 42 cents a bushel protects the American wheat growers in their home milling markets. If it were not for the tariff, mills all along the border would depress the American market with threats to bring in Canadian wheat.

It is true, as free traders say, that the United States has a surplus of wheat and must sell it abroad at world prices. But there are years when we have no surplus of good milling wheat; and always there are deficient in first-class milling grades, and the inevitable tendency would be, when supplies ran low, for the millers to bring in Canadian grain, if it were not for the tariff, says the Seattle Spokesman Review.

But one consulting the reports of the Department of Commerce will discover that, since July 1, 5,665,000 bushels of Canadian grain were imported into the United States. It is necessary to note the distinction in the official reports. No wheat was imported for consumption in this country. The imported grain is for grinding in bonded mills for the export trade. The importing miller pays the tariff of 42 cents a bushel and is allowed, on proof of export, to draw back 99 per cent as a refund. But he can't take the rebate until he has given proof that he has mixed with the imported Canadian grain a liberal percentage of American-grown wheat.

That provision was put in the law for the benefit of American wheat growers and with the approval of their representatives in Washington. It was reasoned that the Canadian wheat would find foreign markets anyway, and it would be better, under these safeguards, to let some of it be ground in American mills and help to carry American-grown wheat abroad.

COAL CONSUMERS SHOULD INSIST ON CLEAN FUEL

"If the consumers of coal would insist on clean coal instead of the coal that they so often buy that is 'diluted' by dirt and shale, the smoke nuisance that not only menaces the general public health but makes life in a large city so disagreeable at certain times, would be practically eliminated," D. R. Mitchell, of the mining engineering department of the University of Illinois stated a few days ago.

"Dirty or high ash coal increases the production of smoke and results in the discharge of fine dust from chimney stacks which settles over the whole community. The question of the elimination of smoke and dust is one that is being given serious consideration throughout the country and certainly is of vital importance to everyone."

The rising generation does not usually rise in season for breakfast without a good deal of urging.

ILLINOIS IS SECOND IN BUILDING RECORD

Illinois placed second among the forty-eight states of the union in building construction, according to the national monthly building survey just completed by the S. W. Straus & Co.

Des Plaines, Oak Park and Rock Island showed substantial gains, both for last year as compared with 1926 and for December, 1927, compared with the same month of the preceding year. The yearly gains were: Des Plaines, 54 per cent; Oak Park, 45 per cent; and Rock Island, 85 per cent. The December gains were: Des Plaines, 121 per cent; Oak Park, 169 per cent, and Rock Island, 269 per cent.

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NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN that a public hearing will be held in the Council Chamber in the City Hall in the City of Highland Park, Illinois, on Wednesday, the 6th day of April, A. D. 1928, at eight o'clock p.m., which said public hearing will be conducted by the undersigned, the Zoning Commission for the City of Highland Park, designated and appointed by the Council of the City of Highland Park for that purpose, to consider amending an ordinance entitled:

"AN ORDINANCE to regulate and limit the height and bulk of buildings; to regulate and limit the intensity of the use of lot areas, and to regulate and determine the areas of open spaces within and surrounding such buildings; to classify, regulate and restrict the location of trades and industries and industrial, business, residential and other uses; to divide the entire City of Highland Park into districts for the purpose of this ordinance; to fix standards to which buildings or structures shall conform; to prohibit uses, buildings or structures incompatible with the character of such districts respectively; and to prevent additions to and alterations or remodeling of existing buildings or structures in such a way as to avoid the restrictions and limitations lawfully imposed hereunder, and to provide penalties for violation hereof" by striking out in its entirety Paragraph One Section Nine of said ordinance which now reads as follows:

"1. Buildings owned by public or semi-public organizations, or public service buildings, hotels, churches, hospitals, sanitariums, or schools may be erected to a height not exceeding sixty (60) feet, provided that if such building is located in any residence district it shall be set back from each property line at least one (1) foot for each foot of additional building height above the limit for the district, in addition to the other requirements of this ordinance.

At said public hearing an opportunity will be afforded to all persons interested in the change above mentioned to be heard in relation to said proposed amendment.

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Zoning Committee of the City of Highland Park. 2-4

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MANY CORPORATIONS SHOW INCOME LOSSES

The greedy, soulless, bloated corporation is not always a successful business man, says the Nation's Business. Figures recently issued by the Income Tax Unit show that up to August 31 of last year some 412,763 corporations had reported on their incomes—or losses—for 1926. Of these 248,892, or just about 60 per cent, reported net income. The other 40 per cent showed deficits.

That is not a change for the worse, for, of the corporations which reported on their 1925 business, 58.6 per cent only were successful, while in the bleak year of 1921 only 48 per cent of our corporations reported net incomes. In that year also the average net income of each prospering corporation was about \$25,000, while in 1926 it was \$37,000.

AIRPLANE PILOT SAVES FAMILY FROM BURNING

Arouses Them By Noise of His Motor

Flying low over a blazing cottage at Clearfield, Pa., Paul F. Collins, an airmail pilot for National Air Transport, is credited with saving the lives of six small children as well as their parents. The roar of the motor was the only fire alarm Collins had at his command but it aroused the sleeping family whose members jumped from the second story windows to save their lives. Several of the children were injured when they jumped.

The facts came belatedly to National Air Transport in a letter of gratitude from Horace W. Flegal, a merchant of Clearfield several days after the fire.

"It may interest you to know," Mr. Flegal wrote, "that the pilot who flew over Clearfield on Friday morning, February 10, at about 2 a. m. is responsible for saving the lives of six small children and their mother and father.

"At this time the pilot must have noticed the fire that destroyed their home and circled over the fire. By doing so, he awakened the family just in time for them to jump from the second floor and save their lives.

"It seems that no one noticed the fire let alone the family that lived in the house. The entire house was a mass of flames. Even at this time there had been no alarm.

"The facts stated are not generally known for the reason that the people in question are a poor Italian family, unable to speak English and in a destitute condition. Of course, several of the children were painfully hurt in their jump.

"Will you please make known these facts to the pilot and through us we express our thanks for his act."

Pilot Collins, a veteran flyer with National Air Transport, lives at 1340 West Clifton Boulevard, Cleveland, Ohio.

SAYS WOMEN'S CLUBS HAVE ACHIEVED MUCH

President of General Federation Declares They Have Done It Unaided

Mrs. John D. Sherman, President of the General Federation of Women's Clubs, discussing "What Do Women's Clubs Do?" in the March Scribner's Magazine, says:

"The American club-woman have attained their present position by their own efforts. As long as our women have the desire they now have for knowledge, self-improvement, and the best that can be had for their children, their homes, and their community, I think there is not the slightest chance of our women's clubs ceasing to be mediums through which women will seek the ends they wish. The women want certain definite things; they organize to get them. The organization is flexible—it can grow and change with the needs; it can throw its influence on this side or that—it has no party and is non-sectarian. So long as the women keep their ideals high and their aims pure, just so long will the women's clubs continue to flourish, and make their influence felt throughout the whole country. Compared with other fields of human endeavor, the club movement shows a minimum of failures and a long roll of successes."

Inventors Needed

What the country needs today is something for cooks to hold food together not called a tooth-pick.—Woman's Home Companion.

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Fisher Bodies
Chevrolet is the lowest priced car in the world offering bodies by Fisher—famous for their styling leadership, comfort, modern design and the safety of combined body and steel construction.

Adjustable Valve Tappets
The improved valve-in-head motor of the new Chevrolet has adjustable valve tappets—a feature which assures continued motor efficiency and quietness and prevents gradual loss of power and acceleration as the car is used.

Rugged One-Piece Rear Axle
The rear axle of the Chevrolet is a unit proved by millions of miles of use. The differential mechanism and side gears are securely mounted, while the housing is the one-piece type fitted with an inspection plate for convenient, instantaneous adjustment.

"Invar Strut" Pistons
Constant clearance alloy pistons, designed with "invar struts" in each, make the Chevrolet motor smoother, snappier and more powerful. The costly "invar struts" minimize expansion and contraction, permitting close fitting pistons to insure quietness and efficient operation.

Ball Bearing Steering Gear
The new Chevrolet handles with marvellous ease and surety—for the worm and gear steering mechanism is fitted with ball bearings throughout, even at the front axle knuckles.

Non-Locking Four-Wheel Brakes
with separate Emergency Brake
Chevrolet's four-wheel brakes were developed in cooperation with General Motors engineers. They are non-locking, have an area of 189 sq. in. and are separate from the emergency brake.

Genuine Duo Finishes
All Chevrolet models are finished in such a fashion of genuine Duo—the original, modern motor car finish which does not check, or crack and which maintains its lustrous new car beauty indefinitely.

Crankcase Breathing System
A ventilating system which clears the crankcase of vapors prior to condensation, minimizes oil dilution, and adds materially to the long life of the motor.

AC Oil Filter
The crankcase oil that is circulated by the self-priming pump is constantly forced through an AC oil filter which strains out dirt and foreign material, thereby increasing the life of all moving parts inside the motor.

AC Air Cleaner
An AC Air Cleaner is another motor safeguard which removes dust and grit from the air drawn into the carburetor—a modern feature which aids to car life and operating efficiency by reducing internal wear.

Semi-Elliptic Shock Absorber Springs
Comfort and safety over all roads is assured by Chevrolet's semi-elliptic shock absorber springs which are mounted to the frame. These are 90% as long as the whitens and are made of fine chrome vanadium steel.

Safety Gasoline Tank
All Chevrolet models have a safety gasoline tank in the rear and a vacuum fuel system which assures positive fuel flow supply even on the steepest hills. The tank is protected by a heavy steel cross member and is provided with a gasoline pump.

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