

AS ILLINOIS LOOKED JANUARY 1, 1921



AS ILLINOIS LOOKED JANUARY 15, 1928



NEW CONDENSER IS DEvised FOR 'PHONE

MAY BE USED IN RADIO

Description of Latest Device Made in Laboratories of Bell System; Powerful in Effect

An electrical condenser having a capacity many times greater than any ever obtained before in the same space, has been made by engineers of the Bell Telephone Laboratories and is now being installed in telephone central offices.

The new condenser adds another member to the group, already including air and paper condensers familiar to the radio amateur. Air condensers have a very small capacity, but it is sufficient for tuning the radio receiver. Paper condensers often have a capacity, stated technically, of about one microfarad, and this is usually enough, when used with other apparatus, to adapt socket power so as to eliminate B-batteries.

In telephone central offices somewhat the same thing must be done, but the requirements are far more severe. Here a capacity of four or five thousand microfarads is needed, else special electrical generators must be used. By permitting the use of standard commercial generators the

new condensers bring about important reductions in costs to offset increasing expenses in other directions. The new condenser consists of two sets of aluminum salts, one set of plates being coated with an insulating film. Its size is about the same as an ordinary storage battery, and the electrical capacity for 24-volt service has the enormous value of about 1,000 microfarads. Thus four or five units are sufficient for a central office with standard commercial generating equipment.

It Never Comes

One sure way not to get along is to say: "I'll show a little more life just as soon as the boss gives me a raise."—American Magazine.

ROSEHILL MAUSOLEUM

Here For All Time

DISQUIETING regrets are impossible when fitting honor is provided revered family name and remains within Rosehill Mausoleum. Carved into gleaming white marble here a name stands forth for all future generations of man to see.

Such everlasting protection within Rosehill Mausoleum is assured through two large trust funds and a perpetual state charter. They guarantee this beautiful white marble, granite and bronze building standing forever, just as now, uninjured, unviolated, unchanged. Nowhere else can this superb privilege be duplicated.

Time hurries by. To delay providing a suitable family resting place risks losing just the choice space here you would prefer. Without obligating yourself in the least, you may inspect Rosehill Mausoleum now and enjoy a trip through this beautiful Spring bedecked park. Why not let us arrange that trip for you this week? Phone, or fill out and mail the coupon below.

ROSEHILL CEMETERY COMPANY

Main Entrance and Office 5800 Ravenswood Avenue—LONGbeach 5940 City Office: 1617 First National Bank Building—RANDolph 5340

What shall I do to be forever known And make the age come to my own? —Coveley

Form for requesting a trip to inspect Rosehill Mausoleum, including fields for Name and Address.



LOT OF MOTORIST IS HAPPIER NOW

PAST YEAR WAS BETTER

Speed Traps Fewer, Banditry Is Less, Corruption Not So Widespread; Attitude of Officials

"A careful observer of motoring conditions during the past year could not have failed to note that the lot of the motorist was far happier than in any previous year in the history of motordom," says Charles M. Hayes, president of the Chicago Motor Club. "Speed traps did not flourish so freely. Banditry, insolence and corruption, according to the signs, are beginning to vanish from our highways."

Improved Attitude There is a noticeable disposition on the part of arresting officers throughout the country to regard their trusts more highly, according to Mr. Hayes. He states, "There is less of a desire on the part of police officers to ride for revenue only; they are beginning to realize that they are peace officers and trusted with the responsibility of preserving the peace and reducing accidents. With this attitude prevalent, one found fewer speed cops hiding behind bushes waiting to pounce upon the occasional offender, and a greater number of officers riding in uniform in full view of everyone on the highway. Needless to say, traffic conditions have been improved by this changed attitude and, of course, motorists have traveled with the full enjoyment of their constitutional rights."

Reason Apparent "One of the apparent reasons for this improved condition on the highways," continues Mr. Hayes, "was the decision of the Supreme Court of the United States, in which the judicial qualifications of a public officer were passed upon, and it was held that where officers acting in a judicial or quasi-judicial capacity depended upon a conviction as the only medium of obtaining revenue, they were disqualified because of their interest in the controversy." The Court in its opinion said: "It certainly violates the fourteenth amendment and deprives the defendant in a criminal case of due process of law to subject his liberty or property to the judgment of the court, the judge of which has a direct personal, substantial, pecuniary interest in reaching a conclusion against him in his case."

Crooked Justice Rare "To find a magistrate who might extort an illegal fee in this county is a rarity today, according to the reports of our legal department. In other counties throughout northern Illinois and northern Indiana a gratifying change has developed. This change has been the result of a well-directed campaign on the part of village boards and other public officials to hire a better grade of men to ride motorcycles, and to select as police chiefs men of good character.

by using tolls to retire bonds after which the bridges can be turned to free use. Public officials can nowadays borrow money as easily and at as low a rate of interest as private interests and can operate a toll bridge for a limited period of time as economically as can private owners. "Considering these facts, and in order that a drive may be made to establish the free principle on our highways once and for all, it is up to congress and the state governments to consider the situation from every angle and to ascertain whether or not the time has come when public agencies can undertake the building of needed bridges—toll or otherwise—on the highways of the country."



Troop 32 growing—We had a fine meeting last week under the leadership of Scoutmaster Ruebens, and Assistant Scoutmaster Schuffler—we drilled and studied tests and received a new scout into the troop — Alex Howard, scribe.

New troop at Elm Place school—Another Highland Park scout troop now being formed at the Elm Place school will meet under the leadership of Scoutmaster Hawkins and assistant Scoutmaster Leach.

Ravinia 35—Troop Committeeman Canman and Jerome attended our meeting last week—we had a good attendance—David Canman, scribe.

Lake Forest 45—Troop Committeeman Casselberry attended our meeting last week—we had four boy visitors and two adults—we are working on drilling and signalling for the Lake Bluff, Lake Forest, Libertyville Rally which will be held at Lake Bluff on April 20—we have added Edwin Blier to the membership of our troop—Jan McPherson, scribe.

Deerfield 52—We had 21 scouts at our last meeting and enjoyed a talk by Mr. Getty—Lewis Stryker, scribe.

Highland Park 32 grows in March—The big feature of our March program was in recruiting new scouts—we now have an approximate attendance of 30 at our weekly meetings. 14 scouts recently took a trip to

Fort Sheridan. Eight scouts joined our troop this month and three advanced in rank—Ernest West, Senior Patrol Leader.

Wilmette eight strong on hikes—Our big feature for March was our hike to the cabin in the woods. Six scouts advanced in rank during the month—Mr. Herberholz, scribe.

Coming Events Wilmette Board of Review, Wednesday April 11.

Wilmette Inter-Troop Rally, Saturday, April 14.

Kenilworth Court of Award, Tuesday, April 24.

Glencoe Court of Award, Tuesday, April 17.

Highland Park Board of Review 4 p. m., Tuesday, April 3.

Highland Park Highwood Scoutcraft Field Day, Saturday, April 26.

Highland Park Troop 31's Invitational Meet, Wednesday, April 11.

Lake Forest inter - Troop hike, Saturday, April 28.

Lake Forest-Lake Bluff-Libertyville Rally, Friday, April 20.

Libertyville-Charter Presentation, Friday, March 30.

Deerfield-Northbrook-Glenview Inter-troop Scoutcraft Rally, Friday, April 13.

Deerfield - Northbrook - Glenview Troop Committeemen's Conference Thursday, April 1.

TOLL BRIDGES ARE MENACE SAYS HAYES

TOO MANY ON HIGHWAYS

Private Enterprises Interfere With Rights of Motorists In Many Sections, He Declares

"The highways of the nation are being commercialized by an ever-increasing number of privately owned toll bridges, and the success of some of these private interests in capitalizing highway bridges for profit has stimulated hope on the part of those who would extend the commercialization of the highways themselves by applying the toll principle to privately owned trunk lines on heavily populated areas."

This statement was made by Chas. M. Hayes, president of the Chicago Motor club, coupled with the suggestion that congress and the various units of state governments owe it to the public to do everything possible to prevent private interests from exploiting strategic points on the main highways through the toll bridge institution.

Exorbitant Tribute

"While it is unquestionably true," says Mr. Hayes, "that many toll bridges have given and are giving a needed public service at a fair cost, it is equally true that scores of them levy an exorbitant tribute on the rate of granting charters, the number of toll bridges in the United States will double in a few years."

The figures adduced by the Chicago Motor club relative to the influx of toll bridges are based on surveys made by the bureau of public roads. According to these figures, 233 toll bridges were in operation at the beginning of this year, of which 191 are privately owned. At present 29 new toll bridges are under construction and 163 are proposed. Of the

163 proposed, 100 will be constructed and operated on a toll basis by private interests. During the last session of congress and to date, the national legislature has granted franchises for 67 bridges of the latter type. The statement continues:

Earn Big Dividends "In many instances privately owned bridges earn returns as high as 300 per cent per annum on the capital invested. These are extreme cases, of course. It is nothing unusual, on the other hand, to find toll bridges earning all the way from 40 to 150 per cent. There is one toll bridge Nebraska which yielded an income of 150 per cent on its cost annually from 1923 to 1925. There is a bridge in Maryland which was built at a cost of \$87,000 twenty years ago. In 1926 it had a net operating income of \$41,000 or 47 per cent of the original cost, while a dividend of \$32,000 was declared, this amounting to 32 per cent on the \$100,000 of common stock outstanding."

Opposed to Franchises

"The Chicago Motor club is opposed to the granting of toll bridge franchises to private interests, except in instances where it is clearly proven that units of government cannot raise the money or are unwilling to raise to construct these bridges in co-operation with the federal government, even if units of government have to operate such a bridge on a toll basis for a period of time.

"The general belief is that this operation will be more economical to the motoring public than private operation. We are heartily in favor of the recapture clause which Congress now places in the bills for privately operated toll bridges. Everything possible should be done to assure that the bonds issued in connection with these ventures should bear a reasonable relationship to the cost. This is a matter which deserves the careful scrutiny of securities commissions in the states at all times.

Clearly Demonstrated

It has been clearly demonstrated that states and counties can finance toll bridges without increasing taxes

DR. JOHN L. TAYLOR

Republican Candidate

—for—

Re-Election

for the office of

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3000 cases investigated without a single case ordered re-opened by the courts. Hundreds of autopsies held without extra charge to taxpayers. During Dr. Taylor's term, the Lake County Coroner's Office has been mentioned by the National Association of Coroners as one of the most efficient in the state.

Lake County will be assured honest, efficient, and economical service by retaining Dr. Taylor in the office of Coroner