

GAIN IN BUILDING SHOWN IN REPORTS

FOR THE MONTH OF MARCH

Total of \$222,160, Which Is Big Increase Over Same Period Last Year; List of New Improvements

Building improvements in Highland Park showed a notable gain during March, with promising outlook for an active summer in this line in the city. Things have been unusually quiet during the two first months of the year, but the third shows a gratifying increase, and it is believed that when the season gets well started that building activities will show marked strides.

Comparisons

The total for March, 1928, as noted above, was \$222,160, as compared with \$131,740 for March, 1927. The total for the period, May 1, 1927, to March 31, 1928, was \$2,056,475, as compared with \$2,273,500 for the period, May 1, 1926, to March 31, 1927.

The permits issued during March, 1928, are distributed in character and value represented as follows: Fourteen dwellings, valued at \$132,500; nine alterations, estimated at \$16,380; seventeen private garages, valued at \$18,280, and three store and apartment buildings estimated at \$55,000.

The list of permits, showing the name of the owner, the location of the improvement, the character of the improvement and the estimated cost, as shown in the permit, is given as follows:

List of Permits

- C. E. Thorney, Sumac road, dwelling, \$7,500.
- John D. Garrity, Deerfield road, retail store addition, \$390.
- Richard Turelli, Vine avenue, garage, \$200.
- L. W. Koch, Jr., Myoda place, dwelling, \$6,000.
- Fred Zahle, Vine avenue, garage, \$230.
- I. C. Rasmussen, South St. Johns avenue, garage, \$300.
- Benjamin W. Fay, Burton avenue, dwelling, \$12,000.
- Joseph R. Julin, Deere Park drive, dwelling, \$15,000.
- Leslie Delhaye, South St. Johns avenue, garage, \$400.
- A. Halloran, South St. Johns avenue, temporary real estate office, \$180.
- E. E. Farmer, Deerfield avenue, private garage and machine shed, \$14,000.
- James McConnell, North Second street, garage, \$150.
- H. Goldstine, South Linden avenue, addition, \$3,500.
- L. Rollery, Roger Williams avenue, store and apartments and two-car garage, \$15,000.
- William McClory, North Second street, garage, \$200.
- John Larson, North Green Bay road, addition, \$900.
- F. W. Burkhardt, Pleasant avenue, dwelling, \$6,500.
- J. A. Nash, Glenwood avenue, dwelling, \$13,000.
- H. R. Holmgren, South Linden avenue, dwelling, \$15,000.
- R. H. Piersol, Princeton avenue, dwelling, \$7,000.
- Amelia N. Forberg, Broadview avenue, dwelling, \$7,000.
- J. B. Nash, North Green Bay road, garage, \$300.
- Joseph Leuer, North First street, alterations, \$300.
- Louis Bettanin, Burton avenue, garage, \$100.
- P. D. Carey, South St. Johns avenue, garage, \$200.
- Daniel Sullivan, Driscoll street, addition, \$700.
- Leslie McPherson, North St. Johns avenue, tire sales and repair show, \$7,000.
- Louis Smolensky, Hickory street, dwelling, \$7,500.
- K. B. Wilson, Broadview avenue, garage, \$300.
- A. N. Brown, Pleasant avenue, garage, \$300.
- S. Biseth, Logan street, garage, \$90.
- G. M. Merfeld, Pleasant avenue, dwelling, \$7,500.
- Zimmer & Huber, South Sheridan road, dwelling, \$17,000.
- Fred Glender, Ridgewood drive, addition, \$900.
- Martha Baird, Grandview avenue, garage, \$200.
- Peter Grimson, Logan street, addition, \$600.
- R. E. Altman, Greenwood lane, dwelling, \$4,500.
- P. H. Witty, Roger Williams avenue, store and four-apartments, \$33,000.
- Thomas Creigh, Prospect avenue, garage, \$600.
- J. L. Floyd, Central avenue, garage, \$200.
- H. Goldstine, South Linden avenue, garage, \$420.

SEE DECREASE IN MILEAGE OF TIRES

CONDITIONS CAUSE BELIEF

Improved Driving Facilities and Greater Speed Now Possible Help to Wear Faster

Although automobile tires have undergone constant improvement in recent years, both as to fabric and structure, greatly changed driving conditions have decreased very much the average mileage obtained, according to Charles M. Hayes, president of the Chicago Motor Club.

This statement is based on the records of the emergency road service departments of more than 900 motor clubs throughout the United States and Canada. These records show that motorists who formerly obtained from 15,000 to 20,000 miles from tires, now secure only from 8,000 to 10,000.

The American Automobile Association cites this as an additional reason for guarding against rubber monopoly by foreign powers.

Changed Condition

As some of the outstanding features of the changed driving conditions that have lowered tire mileage, in many cases as much as one-half, Mr. Hayes names: High-powered engines that permit greater speed, increased traffic, necessitating more stops and starts, improved acceleration, tending toward tire abuse, more powerful brakes, which grind off treads, smaller diameter wheels, necessitating more frequent road contact for tires, improved roads, permitting higher average speeds.

Depends on Driver

But in spite of all this, the driver of every car in 1928 will largely determine his own tire costs. Greater mileage can be secured from the present day tire. Those who maintain recommended inflation pressures, who use judgment in starting and stopping, and who keep the wheels of the car in proper alignment will undoubtedly obtain satisfactory mileage.

It is estimated that the average speed on the open road is from ten to fifteen miles per hour higher than two years ago. At continued high speed, tire slippage is much greater, due to swerving and axle bounce resulting from road inequalities. Therefore it is important for tire users to realize that tire mileage is decreased as the speed is increased.

Steady increase in the number of cars registered has also had a telling effect and has resulted in greatly congested streets, with a greater number of starts and stops, as signals and traffic lights are obeyed.

Sudden Acceleration

Sudden acceleration from a halted or slow-moving position is another evil that greatly affects tire mileage, as it results in the sliding of wheels. A car driven at the rate of thirty-five miles per hour and stopped at every quarter mile will wear out half of the tire tread in a distance of one hundred miles.

High-powered brakes, such as the four-wheel brake and the vastly improved two-wheel brake, bring a car to a stop in such a manner that if the brakes are improperly applied a thin coating of rubber is left on the street. Add to this the fact that 90 per cent of all brakes are estimated to be in some degree faulty.

Demand for higher speed with greater safety, has brought about lower centers of gravity. This has

been accomplished by the use of smaller diameter wheels. It is simple logic that smaller wheels revolve more frequently and the tire tread is brought into contact with the pavement more than larger wheels. The small diameter wheels have more "action" as they make and break contact with the road.

Balloon Tire Factor

The advent of the balloon tire has made proper inflation an item of paramount importance. In the day of the high-pressure manufacturer for those failing to keep them at the proper pressure. Under-inflation or over-inflation of the modern tire has a telling effect in decreasing the mileage.

Temperatures also affect mileage. In the northern part of the United States, the tires give about sixty per cent more mileage than in the southern part of the country.

MRS. SEYMOUR GUEST OF RAVINIA CIVIC CLUB

President of Illinois Federation to Address Club April 11

The next meeting of the Woman's Civic club of Ravinia to be held at the Village House Wednesday, April 11 at 2:30 p. m. is to be one of the important and interesting events of the club year.

The President of the Illinois Federation of Women's clubs, Mrs. Walter Webster Seymour, is to be the honored guest of the club and the principle speaker of the afternoon. The subject of her address will be "Our Federation," which she knows so well.

Mrs. Seymour, whose personality is of the warmest, as well as most magnetic, always charms her audiences with her lucid manner of expression and the delightful poetic touch with which she often illustrates a point. At the same time she never forgets the practical side of her subject. She is noted as a speaker and had addressed thousands of club women all over the state of Illinois, not only during the past two years as President of the Illinois Federation with its membership of seventy thousand women, but when she served as just Vice-President of the Federation. She comes from the second District which she served as president at one time.

She has been responsible for several outstanding achievements during her administration of the past two years as President of the Illinois Federation of the Women's clubs. She originated the county conferences at which every county in the state has been represented and which have given fine inspiration and assistance to the club women of the state. The chairmen of the departments of work of the twenty-five congressional districts have addressed these conferences.

Mrs. Seymour's administration will see the completion of the State Endowment Fund of \$100,000, the interest of which helps to carry on the work of the Federation. Also the home equipment survey has been finished. The close of Mrs. Seymour's term will see an outstanding event, the Well Equipped Home Exposition to occupy the entire exhibition floor of the Stevens hotel during the convention of the Illinois Federation in May, from the 14 to the 18. Everything for the well equipped home will be exhibited for the benefit of the homemaker and for the home builder.

Mrs. Harry S. Gradle, the president of the Tenth Congressional District of the Federation, will also speak upon "Our District Federation." The presidents of other clubs of Highland Park will also be guests of honor.

AMERICAN OPERA CO. PRESENTS "PAGLIACCI"

"Sunset Trail, Martha and Faust" In Third Week of Chicago Season

For its third week in Chicago at the Studebaker Theatre the American Opera Company will present four operas, one of them a new work by the American composer, Charles Wakefield Cadman, "The Sunset Trail" which will have its Chicago premiere on this occasion.

"The Sunset Trail" will be paired with "Pagliacci" on Monday, Tuesday and Wednesday evenings. "Martha" will be given Thursday and Friday evenings and "Faust" will again appear on Saturday and Sunday nights and on the Saturday matinee.

According to its custom, "Pagliacci" is given with many innovations as to dramatic action and settings. The second act is given inside the tent and the ensemble is busy, as always in these productions, portraying the real actions of real peasants attending a traveling show.

The Cadman novelty was originally conceived as a cantata and appeared in that form in Rochester, New York and in Los Angeles. Revised as an opera it follows the habit of mind of the creator of "Shanewis" which the Metropolitan Opera produced and all its characters are American Indians. The story deals with a rebellion against confinement on a reservation and it abounds in melodies, for which this composer is famous.

The ever-popular "Martha" is given a particularly vivid staging by Director Vladimir Rosing and the young Americans have been trained to project their comedy with fully as much force as they have revealed in their delivery of their tragic "Faust" production.

As the English texts for which

this company is famous, "Pagliacci" is a version prepared from the texts of H. G. Chapman and F. E. Weatherly. The Cadman libretto is by Gilbert Moyle. The "Martha" text is a revision based on the translation of Nathalie Macfarren and the "Faust" text is by Robert A. Simon. The productions have been staged under the direction of Vladimir Rosing and Michia Ito. Frank St. Leger and Isaac Van Grove will conduct.



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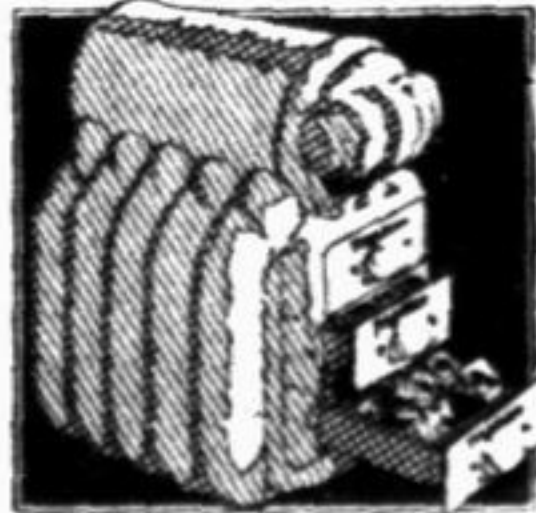
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