

Real Estate Transfers

W. H. McKillip & wf to H. H. Wilson & wf. WD \$25. Lot 2 McKillip Woodbine subn Deerfield.
 R. F. Kuhns & wf to F. C. Fulton. QCD \$10. Lot 28, pt lot 29, Chgo T & T. Cas. resubn. Highland Park.
 F. C. Fulton to R. F. Kuhns, & wf. QCD \$10. Lot 28, blk 72, Highland Park.
 C. T. & T. Co. to P. E. Newey & wf. D. \$10. Lot 6, Sunset Woods subn, Deerfield.
 J. H. Butz & wf to F. B. Hitchcock. WD \$10. Lots 6 and 7, blk 59, Orgt plat of H Park.
 M. Carlock to T. J. Zabel & wf. WD \$10. Lot 12 blk 6 First addn to Ravinia Highlands.
 J. Griffith & wf to W. L. Smith & wf. WD \$10. Lot 5 Washington Circle subn, Lake Forest.
 J. M. Krueger & wf to J. A. Seyl & wf. WD \$10. Lot 12 McDaniels subn, Sec 26, Deerfield.
 J. M. Krueger & wf to J. A. Seyl & wf. WD \$10. Lot 12 McDaniels subn, Sec 26 Deerfield.
 Peoples Tr. & Svcs Bk to W. N. Frye & wf. D \$10. Lot 59, Hiels Lake Forest Ravine Park.
 A. Niblack & wf to Onwentsia Hunt club. WD. \$10. NW qr of SE qr Sec 32, Newport.
 F. J. Zipoy & wf to J. Delhays & wf. WD. Lot 11, blk 76, Hawkins addn to H Park.
 T. Limber to P. E. Dexter. WD \$10. Lot 2, Northmoor Terrace subn, Deerfield.
 F. B. Moore to E. F. Shaw. D \$2650. Lot 5, blk 40. North addn to Lake Bluff.
 L. Davis & husb et al to F. Selgel. GCD \$1. Lots 61 and 62, Rose Terrace subn, Shilids.
 C. T. & T. Co. to A. Rutledge & wf. D \$10. Lot 13, blk 2, Branigar Bros. Sunset Terrace subn, Deerfield.
 R. C. Canterbury & wf to D. K. Chadborne & wf. WD. \$10. Lot 7, Kimballs subn, Deerfield.
 P. R. McDonald & wf to V. L. Easton. QCD 1 NE yr Sec 32, Deerfield.
 E. T. Harlan & wf to H. Kastrup & wf. WD \$10. Lot 1 blk 37 N addn to Lake Bluff.
 C. H. Joy & wf to C. H. Joy QCD \$10. Lot 9, blk 3, Port Clinton, Deerfield.
 C. H. Schweppe & wf to W. L. Smith & wf. WD \$10. Lot 5, Washington Circle subn, Lake Forest.
 C. E. Erickson & wf to M. M. Rumsey. WD \$10. Lot 12, Forest Park, Lake Forest.
 J. Wending to S. Crimo & wf. WD. \$10,500. Lot 21, blk 4, Highland Park.
 E. L. Clavey & wf to M. DeWolfe & husb. WD \$10. Lot 26, blk 2, Claveys subn, Evergreen place, Deerfield.
 E. L. Vinyard & wf to E. H. Berning & wf. WD \$2400. Lot 45, O. B. Von Linds subn, Deerfield.

ALL MOTORISTS ARE PEDESTRIANS ALSO

SHOULD BE NO CONFLICT

Viewpoint Different When Driving or Walking, So That Understanding Should Be Mutual, Belief

There should be no general conflict between pedestrians and motorists, because all of us are pedestrians at times, and most of us are motorists at times. Each must respect the other's rights. The reckless or inconsiderate motorist and the "dare-you-to-hit-me" pedestrian both are a menace to others as well as themselves, says Charles M. Hayes, president of the Chicago Motor club.

Pedestrians have rights on the streets; so have automobiles and other vehicles. Because some pedestrians use the streets carelessly and incautiously, there is no excuse for the drivers of motor vehicles not taking every precaution to avoid injuring pedestrians.

The law is usually on the side of the pedestrian, and properly so, for he is usually the chief sufferer.

Must Be Careful
 Automobile drivers must be especially careful to avoid injuring pedestrians who cross the street in the middle of the block. Many accidents happen at regular crossings. If pedestrians do not or will not pay any attention to your signals, remember that some people are deaf, while others are mentally deficient, and that hundreds of people are using the streets whose age, youth, infirmities, or physical defects would throw all the accidents upon the motorist.

Brakes should be tested every day. Keeping them in prime condition is essential to safe driving,—safe for everyone.

One of the greatest dangers on the streets is the hazard due to defective and unequal brakes. Four wheel brakes now in vogue have a tendency to give a sense of "false security" to many drivers.

Make regular systematic brake inspection a habit, is the advice contained in a bulletin from the Accident Prevention department of the Chicago Motor club.

The young people are learning to tie all kinds of knots, but they need to consider carefully before they tie the matrimonial one.

It might be a good idea to decide elections by snapping up a cent, as then the best man would get in at least half the time.

MEAT DIET GETS O. K. FROM NOTED EXPLORER

Explorer Steffanson's recent re-ensuring test in New York of meat as a sole diet will strike a responsive chord in many a healthy American great if the evidence of the department of commerce tells a true story.

There is five percent more meat eaten than at this time last year, according to Secretary Hoover, and eight percent more than even in December of the holiday feasts.

What the man who raises cattle and hogs thinks of Steffanson's experiment has not been said, but here again the latest department of commerce reports provide the fact that meat prices to the farmer reached an index of 98 as compared with 95 a year ago.

Exports of American meats are an item of interest in this connection, and Hoover might well add a Steffgood will expedition to his staff working to serve our foreign trade in meats. Abroad a cordial feeling would be found on the subject of eating American meats, if the department's survey is a guide.

Nearly twice as much American-made meats were eaten abroad in the four years from 1921 to 1925—the period under Secretary Hoover's energetic leadership, as in 1910 to 1914. Moreover, in 1927 alone, more American cows and hogs went to market in tins and refrigerators across the seas than during the entire four-year period before the war. This export made the formidable total of nearly two billion pounds, including fats and lards. And the value in millions of dollars was 20 per cent greater.

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MOONSHINE-CRAZED DRIVER IS MENACE

Usually Little Done About Him, Says Motor Club Head in Discussing Type

What is done about the moonshine-crazed speed fiend who menaces our public highways, cutting in and out of the traffic like a spool of serpentine, driving with utter disregard for law-abiding motorists, and often leav-

ing a trail of wreckage, if not death in his wake? You are quite right. Nothing usually is done.

This is but a few of the many questions being asked in a special bulletin recently issued by the Automobile Club of Illinois, whose president, Si Mayer, is seeking to have legislation enacted that will safeguard the interests of the innocent well-being motorist as well as the pedestrian.

Many week-end accidents are the result of drunken driving, the work-

of ginned-up morons who regard the taking of a human life as the end of a perfect day. Drastic legislation aimed to curb this offender and protect the lives of other motorists should be passed without delay, and the laws should be so stringent that neither political influence nor social prestige can sidetrack justice. Competency tests such as obtain in other states would help greatly to abate this menace, declares Mr. Mayer.



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