

NEW NASH MODELS ON DISPLAY HERE

Twin-Ignition, High Compression Engines and Other New Features; At Nash Sales

Twin-ignition, high compression engines, and custom finished, salon type bodies led an imposing list of advancements new to the American automobile industry when the Nash Motor company formally introduced its exclusive "400" series of cars to the motoring public.

This impressive presentation of sixteen entirely new models, engineered to a degree of operating efficiency and riding comfort never before attained in the same price class, is the answer of C. W. Nash to a universal demand for luxurious motor transportation at moderate cost.

All models are equipped with full hydraulic shock absorbers, front and rear—Houdaille on the Advanced Six and Lovejoy on the Special and Standard Six. Bijur centralized lubricating system, on the Advanced Six models, sends automatically metered oil changes to 21 chassis points at the depression of a convenient foot pedal. The Highland Park Nash Sales have six of the new "400" series models on display in their show rooms.

All of the new models embody engineering accomplishments of unusual interest to both the industry and the public. The most striking performance feature, however, lies in the twin-ignition, high compression motor finally developed by Nash engineers after months of intensive experimenting and exhaustive tests. This motor unites for the first time in the history of automotive engineering multiple ignition, high compression, the valve-in-head engine principle, the seven-bearing crankshaft improved with hollow crank pins, and aluminum alloy pistons which employ embedded Invar-struts to guarantee the closest possible fit.

Briefly, these engineering accomplishments and their relationship to one another, may be explained as follows: Twin-ignition is perfected at last by the use of twelve new "air-craft" metric type spark plugs instead of the customary six, one throwing its measured flashes of white heat into each cylinder head and one flashing into the cylinder proper. Their combined operations give each of the six cylinders 360 flashes per second at top speed with a resulting thoroughness in combustion, smoothness in motor operation and maximum economy in the fuel consumed. The high compression pressures are brought about by the new symmetrically shaped combustion chambers which have been reduced in size to give each charge of gas its greatest possible explosive power. The perfected, valve-in-head construction, of vital importance in fine motor car design, permits complete machining of the combustion chamber so that there is an absolute uniformity of explosion in all six cylinders. The seven-bearing crankshaft, which has been improved with the introduction of hollow crank pins, operates under a greatly reduced centrifugal load and at increased speed, while the new Bohmalite aluminum pistons also lighten the load, reduce operating temperatures and permit increased speed and power. All of these advancements in the Advanced and Special Six groups combine in the new Nash "400" motor design to bring about unequalled engine performance.

In the Standard Six models there is a new type motor which combines the advantages of high turbulence, high compression, aluminum alloy pistons with the same Invar-struts, and the seven-bearing crankshaft and torsional vibration damper, with the L-head principle of construction to make a motor design especially favorable to quality manufacturing in the field of lower-priced cars. High turbulence contributes directly to greater motor efficiency and economy, due to the intense agitation of vaporized gases it sets up in the manifold and combustion chambers. The torsional vibration damper eliminated all vibration from the power stream.

The new Advanced Six models are capable of smooth speed from 75 to 80 miles an hour. The Special Six easily reaches 70 to 75 miles an hour and the Standard Six models have a speed "ceiling" of 65 to 70. Of even greater interest than this safe speed range is the quality of performance delivered by the new motors. As the get-away, top or intermediate speeds, in second gear or high, the performance is smooth and quiet and powerful beyond any comparison in this field. The pick-up is alert and sure and the acceleration even and luxurious to the last degree.

Pure riding comfort in the new "400" series parallels their quality of performance in their motors. Each chassis of the three series has a new type double-drop frame, stronger, more rigidly trussed with tubular members and supported with deeper side members. These frames serve to bring the over-all height of the cars to the lowest modern vogue and also lower the center of gravity in the cars to achieve even greater road balance. At the same time the new treatment allows more headroom in all of the bodies.

Houdaille double-action hydraulic shock absorbers in an exclusive Nash "onboard" mounting on both front and rear springs of the Advanced Six models and Lovejoy hydraulic shock absorbers in the same improved mounting on the Special and Standard Six models, bring the new "400" Nash

cars to supreme heights of riding comfort. Special alloy steel springs are individually tailored to the actual weight and type of each car. In this development Nash chassis engineers worked out their achievements step by step with Seaman body engineers and perfectly coordinated body and chassis. As a result Nash has been able to create a new and finer find of body design and mounting. At no single point is there a degree of body overhang. The new salon bodies are more roomy as well as stronger and more comfortable; and their lines have touched the ideal in artistry and beauty.

Another notable development of the "400" series is unprecedented steering ease brought about by the new Nash "hair-breath" steering control. The cars park and turn with a celerity hitherto unequalled. Their turning radius has been reduced twenty-five per cent.

The new radiators, with their artistic new Nash name shield and graceful speed-lined radiator caps, are higher and narrower to conform with the body design and provide greater cooling capacity for the high compression motor. Radiator shell, bumpers, lamps and all other exterior work are chrome-plated over nickel—another example of Nash extra-quality processes. They are thus proof against all tarnish and corrosion. The new fenders are of one-piece salon design to harmonize with the body style and at the same time add strength and symmetry, and all models are fully equipped at the factory. The list price of each includes complete equipment. There are no "extras" to buy except one spare tire.

This unexcelled equipment, engineered to the cars by special Nash processes, includes: automatic windshield wipers with concealed mechanism; a non-glare, rear-view mirror, and a new combination backing light, stop light and tail light. All models have a motor heat indicator on the improved and handsome instrument board, and are equipped with a coincidental ignition-transmission lock which automatically cuts off the ignition and locks the transmission in neutral when the key is turned. A spare tire lock and cover are on all models and disc wheels are optional equipment at no extra cost.

COMMENCEMENT AT ST. JAMES SCHOOL

'Midst the Spiritual, Intellectual and Artistic commingling of a brilliant address by Reverend Father F. J. Wagner, conferring of diplomas by Reverend Father F. J. Holly, pastor; musical strains; and the flower-adorned altar at the entrance to which was a floral arch through which the graduates passed, annual commencement exercises for St. James parochial school, Highland, were conducted on Sunday evening, June 17, at eight o'clock, in the church.

In memory—alas, only in memory—will they attend once more, the classes at St. James where their thoughts were inspired to soar to intellectual things: beautiful and true,—which doth all farce and materialism subdue.—Lily M. Gallagher.

RATHBONE TO SPEAK OVER RADIO JUNE 25

Henry R. Rathbone, congressman-at-large for Illinois, is to make a series of radio talks from station WCFL, Chicago, beginning June 25 at 6:30 p. m. standard time. These talks will be given regularly on every Monday evening at the same hour and will continue indefinitely probably throughout the summer. They will take not to exceed ten minutes and will deal with matters of the greatest public interest.

The graduation orations are very impressive, but some need to be made compressive by boiling them down.

There are plenty of strong men among the graduates, up to the time when the farmer wants to get his hay in.

Public Forum Column

Today's Youth

Many are the elders who decry the condition of apparent carelessness existing today among the younger generation as an indication of impending decadence. They offer as explanation that they, in their youth, were never as the youth of today. Let us analyze the situation, and ascertain insofar as is possible the true status of affairs.

We must, first of all, acknowledge that the late war has altered condition in general. No doubt the prominent part played by youth in the war occasions, to a certain extent, prevailing conditions.

Another thing: No doubt the statement of the older folks is true; for they were reared according to conventional custom as a rule of life. Everything of human origin was slower, and more conducive to gentility than at the present time.

If humanity, in general, had been progressing spiritually and intellectually as it has been mechanically and commercially, an entirely divergent state of affairs would now exist. The trend toward extreme commercialism existing today was inaugurated by preceding generations — increasing and developing more and more until the world is infested with its intensity. So, the youth of today — this refers to righteous, virtuous youth—are evidencing the re-action of the unbalanced condition created by the one-sided aims of their predecessors.

Today's youth may well be proud of Lindbergh and Tunney; two examples of sterling character. It is feasible to note, at this time, that—though Lindbergh striven in behalf of the progress of aviation — by his modesty and integrity, he stresses the predominant importance of the good, ethereal things; and, while Tunney strives in behalf of the progress of pugilism,—by his intelligence and integrity, he stresses the predominant importance of the good ethereal things.

Education, it is clear to be seen, is accomplishing success in its endeavors toward effecting a condition of characteristic balance in humanity.

He who in his efforts and endeavors upbuilds the town is worthy of the town's esteem; and, in a fuller sense, he who works for the upbuilding of the world,—for the town makes the city, the city makes the state, the state makes the country, and the country makes the world.

But, over and above all materialistic progress, is the predominant power of good and right.

And, unless we recognize and acknowledge this predominance, earth remains a very dark night!

Lily M. Gallagher.

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SALT HERRING, 6 for 25c

VEAL

SHORT LEG MILK-FED VEAL, (6 to 8 lb), the pound 29c
RUMP MILK-FED VEAL, (5 to 7 lb) the pound 29c
BREAST MILK-FED VEAL (with pocket for roast or cut up for stew) the pound 12½c
SHOULDER ROAST MILK-FED VEAL (5 lb cuts) the pound 15c
Rib Veal Chops, lb 29c
Loin Veal Chops, lb 35c
Boneless Roll'd Veal Roast, lb 35c
Boneless Veal Stew, lb 35c

PORK

PORK LOIN ROAST, the pound 23½c
RIB PORK ROAST, the pound 21½c
FRESH LITTLE PIG HAMS, the pound 15c
Pork Chops, large cuts, lb 19c
Pork Chops, center Cuts, lb 29c
Fresh Spare Ribs, lb 15c
Fresh Pork Liver, 2 lb for 25c
MILLER & HART HAMS, whole, the pound 22½c
ARMOUR'S STAR HAMS, whole, the pound 22½c
SWIFT'S PREMIUM HAMS, whole, the pound 24½c
California Hams, lb 17½c
Bacon Squares, lb 17½c
MILLER & HART BACON, 3 lb, sliced for \$1.00
HOME MADE PORK SAUSAGE MEAT, the pound 18c

FOWLS

FANCY SPRING DUCKS, fresh dressed, the pound 29½c
FANCY STEWING HENS, fresh dressed, the pound 32c
FANCY ROASTING CHICKENS, strictly fine, the pound 39½c
FANCY BROILERS, fresh dressed, the pound 49c

BEEF

BEST RIB ROAST BEEF, (6th-7thrib) the pound 29c
PRIME RIBS BEEF ROAST, the pound 39c
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PORTER HOUSE STEAK, the pound 49c
SIRLOIN ROAST, the pound 29c
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BEST POT ROAST, the pound 24½c
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OLD MONK, BLUE RIBBON, WRIGHT'S MAYONNAISE,
8 ounce jar 23c; pint jar 43c; quart jar 80c
Frankfurters, lb 23c
Pork Sausage, small links, lb 23c
Fresh Plate Beef, lb 15c
Lamb Breast, lb 10c
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HERKIMER COUNTY WHITE AMERICAN CHEESE, the pound 49c
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