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EAST PARK BOARD'S EXTENSIVE HOLDINGS

MANY ACRES DEDICATED

Area of Parks Largest Section of City; Description of the Various Tracts and Equipment

Few of the citizens of Highland Park realize the extent of the holdings of the Highland Park East Park district, or the area or the number of its parks. This district consists of the greater part of the city of Highland Park and contains ten square miles.

The Sunset Valley golf course consists of 128 acres and is the largest unit. Twenty-two thousand registered for play on this course during 1927.

Sunset Wood
Next in importance is Sunset Wood of approximately 35 acres. There is no more beautifully wooded tract in the district. It was a most fortunate purchase, for had it not been secured when it was, it would have been subdivided into lots, sold and lost for park purposes. When we consider the location being only one block from the city hall, it is impossible to estimate the value of this park to the people of the district.

In Sunset Wood there is provided a ball field, skating rink where six thousand availed themselves of the opportunity to skate last winter. This rink had an area of two acres and has been improved so that next winter it will be better than ever. A system of flood-lights provides perfect illumination. A tennis court has been constructed in the park, providing another means of further enjoyment for the people of the district. A wading pool located in the park is a most popular place with the kiddies during the hot days of the summer.

The dance platform of concrete, 60 by 80 feet, is now operated by the Park board and not let out as a concession. Here dances are held each Thursday night, closing at 11:30 p. m. Young people find a great pleasure in these dances where a good orchestra provides the music. The latest sport added to the park is archery. The playground directors plan and supervise the playground activities of the parks.

Bathing Beaches
The bathing beach at Central avenue is equipped with showers and lockers and a refreshment stand in connection with the office. Two men take care of the beach, one man being a life guard.

At Ravinia, a bathing beach is provided with ordinary bath houses. A life guard is in charge.

The following is a list of other property or parks either owned or controlled by the Park board.

Other Properties Listed
Boerner property; being Lot 102 South Highland addition to Highland Park bounded by Bronson avenue and Roger Williams avenue.

Lake Park; property lying in ravine and facing lake, north of Roger Williams avenue.

Memorial Park; between Prospect and Laurel avenues.

Central Park; lake front north of Central avenue.

Deerfield Park; located west of Green Bay road and south of Deerfield avenue, containing eight acres.

Wren's Point; junction of Oakwood and Green Bay road.

Idlewild Park; located on St. Johns avenue between Beech street and Cedar avenue.

Station Park; located at Ravinia station.

Lincoln Park; located at Glencoe avenue and Lincoln avenue.

The strip of land between the railroad tracks and Central and Elm street is also cared for by the Park board.

North Park; Lot 361 Krenn and Dato's subdivision.

HARVESTING ECONOMIES TO SAVE LARGE AMOUNT

Nationwide saving of \$100,000,000 on the harvest cost of wheat in the United States is a possibility if revolutionary harvesting economies are put into practice, Thomas D. Campbell, the world's biggest wheat farmer declares.

As principal owner of the Campbell Farming Corporation, operating 95,000 acres of land in Montana, Campbell last fall completed harvest of 47,000 acres of wheat and flax. Vast equipment on his farm can disk and seed 2,000 acres a day, plow 1,000 acres or thresh about 25,000 bushels.

"I think our revolutionary economy in the cost of harvesting is comparable to invention of the reaper," says Campbell in the Farm and Fireside. "It had reduced our harvest expense from \$3.50 to \$2.50 an acre. The method will work on any farm. By it we do away with the expense of twine and great labor and cost of shocking. Three eight foot binders and a 16-foot combine would be about the right unit on any farm, for elimination of the extra labor and costs I have mentioned. The saving, if practiced throughout the United States, would represent an imposing economy."

By his present position in the agricultural world Campbell has realized a boyhood ambition, held when he was living on his father's farm in North Dakota, to be the owner of the biggest single wheat farm.

"The government still allots 160 acre homesteads in this section to men who have no chance to make more



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OLD FERRIES ARE HAVING NEW USES

OVER RIVERS IN MAINE

Motor Travel Revives Need of Ancient Method of Crossing Streams Where No Bridges

Motor travel in Maine has given a new lease of life to the old time ferry—crude ferryboats, scow ferries operated on a cable and pulley by river current, or my motor boats lashed alongside all are doing a brisk business, says a bulletin issued by the touring bureau of the Chicago Motor club.

Although the last steam-propelled double-ended ferry boats on the rivers of Maine will pass this summer with completion of the great new Kennebec bridge, a number of more ancient craft still are doing stout service.

Demand for Ferries

The bulletin points out that the growth of the good roads system and the increase in the number of automobiles have made these craft increasingly necessary, as there is demand for them at those points where the traffic hardly warrants the building of bridges.

On the Penobscot river, between Bucksport and Prospect, a little scow type ferry with only a two-car capacity, has been pushed back and forth across a wide expanse of tide water a good many thousand times by a little twenty-foot motor boat fastened alongside and propelled by a four-horse power engine.

Homely Type

A few miles further up the river at Winterport, is another homely ferry of similar type. Both are liberally patronized because they save a 30 or 40 mile drive, necessary if the motorist were to drive around by way of the nearest bridge at Bangor.

Several picturesque ferries are found on the Androscoggin. At Rumford Center, the ferryman has taken the engine and transmission out of an old "River" and installed it on one side of the scow so that a chain drive turns a small paddle wheel. The overhead cable is retained at this point. There are many other early type and picturesque ferries, all filling a need, and adding to the piquancy of touring.

INATTENTION FACTOR IN AUTO FATALITIES

Inattention was the predominating factor in the killing of 4,584 persons during 1927, according to figures released recently. The second greatest factor was children crossing or playing in the streets in violation of traffic rules.

"Jay-walking" on the part of adults was responsible for the loss of 3,069 lives. The total number of persons killed in 1927 is estimated at 26,618, and the number of injured at 798,700.

When Right Is Wrong

A freakish story in a New York paper tells about a man whose heart is on the wrong side. His heart's in the right place, as it were.—Farm and Fireside.

INCOME TAX CUT IN TRADING IN OLD CARS

NEW DECISION EXPLAINS

Allowed on Cars Used for Business Purposes, But Not on Those for Pleasure Only; Details

A motorist trading in a used car or truck used in the course of his business, when purchasing new equipment, is entitled to a deduction from his income tax, under the terms of a ruling just made by the Internal Revenue Bureau and announced by the legal department of the American Motorists' association in co-operation with the Automobile club of Illinois.

The decision is regarded of importance by the association, not only because it will affect the purchase of future cars and trucks, but because it is retroactive. Under the Revenue Act of 1921, the treasury department has always heretofore held that no loss is recognized from the trading in of trucks and passenger cars used for business purposes on new trucks and passenger cars to be used for like purposes.

Not on Pleasure Cars

Under the new ruling the department now holds that where the motorist sustains a loss in connection with the trade in that he may properly deduct the loss from his annual income tax. The decision has no application to trade-ins where the passenger car is used purely for pleasure.

The amount which may be deducted from the annual tax is the difference between what was allowed on the old car and what the actual depreciated value was. As an example: If the dealer allowed but \$1,000 on a trade-in and the old car was actually worth \$1,500, the amount which might be deducted would be \$500. The decision of the bureau was based on a case where the motorist claims a deduction on one car of \$890.61, on a second of \$239.37 and on a third of \$336.09, or a total of \$1,466.07 which the bureau now holds was a proper deduction for the motorist to make inasmuch as the cars were used in the course of his business.

May Be Adjusted

"In cases where motorists have traded in old cars and trucks in the purchase of new cars and trucks, used in the course of their business, they may now apply to the treasury department for an adjustment of their tax, inasmuch as the ruling not only affects deals in the future, but also, deals that have been made in the past," it is pointed out by St. Mayer, president of the Automobile club of Illinois and vice-president of the association. "To obtain the refund, it will be necessary for the motorist to show that his traded in car or truck was worth more than the dealer allowed him in the transaction, and also that it was used in the course of his business. For future transactions, and in the computation of his annual income tax, the decision is also an important one for the motorist to have in mind."

Tiger Better Housemate

Keep a tiger in the house and you may succeed in living with it, but try keeping hatred in the heart and no power on earth can prevent catastrophe.—The American Magazine.

than \$1.50 a day on them," he declares. "The minimum farm here should be 2,000 acres. In the corn belt no farm should have fewer than 640 acres."

NAME NEW BRIDGES FOR NOTED PIONEERS

LEWIS-CLARK MEMORIALS

One Is Across Mississippi at Alton, Other Over Missouri At Ft. Bellefontaine; Brief History

The two new bridges, one across the Mississippi river at Alton, Ill., and the other across the Missouri river at Ft. Bellefontaine, Mo., have been named the Lewis and Clark Bridges in honor of Captain Meriwether Lewis and Captain William Clark, who started their famous expedition to the great Northwest territory near the site of the Missouri river bridge in 1804.

These new bridges will be opened for traffic on August 1st, and will provide a new, short and less congested route for motorists entering or leaving St. Louis from points north and east and south and southwest.

Shorter Route

The William Clark bridge over the Mississippi river at Alton will make it possible for tourists traveling from Chicago and points east to cross the river at Alton, drive over state highway No. 94 to St. Charles, Mo., a distance of 26 miles, thus avoiding the congested districts of St. Louis, and over 100 railroad crossings and saving from two to three hours in driving time.

The Meriwether Lewis bridge over the Missouri river will eliminate the necessity of motorists following the congested, dangerous route now used through Granite City, Venice, Madison and East St. Louis wherein one must cross 42 grade crossings, many of which have from one to five railroad crossings, and the distance of 30 miles. The new bridges will also shorten the distance between St. Louis and Alton by 7 miles.

The new bridges are of historical significance since they commemorate the starting point of the expedition of William Clark and Meriwether Lewis. One hundred and twenty years ago when Lewis and Clark, commissioned by President Thomas Jefferson to explore the Northwest, crossed the Mississippi river at the conflux of this great stream and the Missouri river, no ordinary means of travel could be resorted to. The party, 45 in all, included soldiers, hunters, boatmen, workmen, an interpreter and a negro servant of Clark's encountered hardships such as today would not be hazarded by the heartiest.

The party, history relates, had one boat 55 feet long, with 22 oars and a big square sail, and in this vessel the turbulent waters of the Missouri river were braved and the party successfully started its way to the great Northwest territory.

Today, at the point where these pioneers crossed the Mississippi river and started on their journey up the Missouri, motorists can also cross it but in a different manner.

The Lewis and Clark bridges were built at a cost of approximately two and a half million. The company which erected these bridges has also built an 18-foot concrete roadway between the two bridges and the length of the whole project is practically seven miles.

REMOVING TRAFFIC FILM FROM AUTOS

CHILDREN CAN DO IT NOW

By Using Right Kind of Treatment; Suggestions for Keeping Exterior of Car in Good Condition

The traffic film which gathers on the car when it is in service, consists microscopically of from 20 to 50 different kinds of infinitesimally tiny bits of this, that and the other, most of them of a nature not likely to do the car finish any particular good.

It is necessary to keep your car as free from the film as possible. Children can keep daddy's car glistening. It is not a good plan to keep washing the car. H. Ledyard Towle, the best authority in the country on the subject, says that the film, being full of minute particles of grit, acts as a gentle abrasive for your car's finish and if carefully wiped away rather improves than damages it. Wipe it off with a soft cloth. Mud, on the other hand, should be washed off as soon as possible. Mud allowed to dry and cake is bad for the finish.

Wiping Helps

It is surprising in what good condition an automobile can be kept under ordinary circumstances by a mere wiping. The grease around the wheels should be washed away with some naphtha soap and the top and body can be washed from time to time with water and any good soap. This is for lacquer finishes. If your fenders happen to be varnished be careful of soap on them except to remove oil or grease that will not come off any other way. In washing your car, plenty of water, a soft cloth and finally the chamois skin are the best. When the top becomes discolored from action of the sun and dust, it can be refinished with a coat or two of good top dressing, it being a good plan to use one that is known to agree with the basic finish of your car.

Treating Nickel Trimmings

As much nickelware around a car is ruined by overpolishing as by not polishing enough. Some nickel polishes that work fast and give a lovely shine are quite destructive and even abrasive. When you polish your nickel, do it lightly. In most cases a gentle rubbing with a slightly oily cloth will give polish enough and the oil film will protect the nickel from the action of rain and traffic film. After washing your car be sure to wipe everything off perfectly dry, particularly the nickel parts. Water is your great enemy of nickel. Door handles and the interior fixtures are better without water. Most of them are usually silver plated.

Modern Finish

There is one thing about the best modern finish—it is permanent. It not only takes less time to apply than the old varnishes but, when it is on, it has become an integral part of the surface of the metal. No chemical change takes place. It is there, and there to stay with no fading and no cracking. But it is, of course, a finish of itself, not a kind of varnish.

The Spirit of Hope

The spirit of Child Health Day is hope.—Woman's Home Companion.

Accommodating Conscience

The feminine conscience is seen by at least one modern woman hater, writing in The American Magazine, as a very accommodating monitor.

HOOVER'S ATTITUDE SHOWS HIS WISDOM

INDEBTED TO HIS COUNTRY

Appreciates Conditions Which Make It Possible for Poor Boy to Reach Heights in This Land

In a message to Secretary Hoover after he had been nominated for President by the Republican National Convention at Kansas City, Senator George H. Moses, as permanent chairman of the convention, said: "It is not so much that we give you this nomination as that you have earned the right to it. Your training, your character, and above all your character make you the leader for which the party has looked in order that there may be no halting in the progress of the United States under the policies which are warmly approved by the people and to which you have contributed so much."

Hoover's Reply

In reply to which Secretary Hoover said: "You convey too great a compliment when you say that I have earned the right to the presidential nomination. No man can establish such an obligation upon any part of the American people. My country owes me no debt. It gave me, as it gives every boy and girl, a chance. It gave me schooling, independence of action, opportunity for service and honor. In no other land could a boy from a country village, without inheritance or influential friends, look forward with unbounded hope. My whole life has taught me what America means. I am indebted to my country beyond any human power to repay."

Words of Wisdom

Here are words of wisdom, says Frank P. Litschert, in the National Republic, words which ought to be considered carefully by every serious American, especially those of the younger generation which is just now entering the arena of active life. We have had of late too much criticism of our country. Men have questioned its motives and the motives of its government and its ideals at home and abroad. We have heard America referred to in words of irony as "the land of the free," with the implication that liberty has departed from our shores and is now reposing in the Old World alone. Then innate falsity of such assertions immediately comes to light when we read carefully the words quoted above from the Secretary of Commerce. In what other land, indeed, but America, can the boys from the country village, without inheritance or influential friends, look forward with unbounded hope? Yet they are looking forward today and many of them will succeed. For instead of rank and influence, so necessary in the Old World, they have that unbounded American optimism which springs from the knowledge that in this country of ours every man gets a square deal and the opportunity to carve out his future according to his own ability and the individual efforts which he may put forth.

Owes None of Us

Our country owes none of us a debt. In giving us the influence of American traditions, adequate schooling and an equal chance, as Mr. Hoover well infers, it has placed us all under eternal obligation. Neither the world nor America owes us a living. But we owe to our own country an affectionate loyalty in return for the opportunities which have been afforded us.