

"KEEP SHUFFLIN'" TO OPEN IN CHICAGO

Initial Performance at Erlanger Theatre Nov. 11; Sixty Members in Cast

Artistic and melodious, with plenty of good comedy, a pretty chorus of dusky beauties, lavish costuming and attractive settings, "Keep Shufflin'", the latest successful offering of those unrivalled colored comedians, Miller & Lyles, will make its initial appearance at the Erlanger Theatre commencing Sunday November 11 for two weeks only.

"Keep Shufflin'" originally produced last season at the Erlanger Theatre, New York, where it had a long and prosperous engagement, is now being shown for the first time outside the city with the original company intact, which numbers nearly sixty people.

Miller and Lyles themselves are authors of the book, and they have originated some of the funniest situations and episodes for which they are famous, while the jazzy and poppy musical score has been composed by Jimmy Johnson, who will conduct his own colored orchestra for the performance, a feature which goes far in making it the liveliest of all Miller & Lyles productions.

Surrounding the stars is a company of well known colored talent, including Byron Jones and Lew Keene, two unrivalled dancers of agility and speed; Evelyn Keys, Blanche Calloway, Hilda Perlino and Anna Freeman, all steppers and singers of un-wanted charm.

No colored production would be complete without its male quartet, and this "Keep Shufflin'" does not lack; the Harmony Trio, of female voices rendering spirituals in true negro spirit.

The production in two acts and some ten scenes has been designed by Cleon Throckmorton, designer of productions for the Theatre Guild, is particularly attractive and one of the most elaborate ever seen with a colored organization.

Among the musical hits, with which the entertainment abounds, may be mentioned "Give me the Sunshine," "My old Banjo," "Brothers" and "Deep Blue Sea," all particularly tuneful in the true negro manner.

There will be only a Saturday matinee during this engagement.

no accounting to make to anyone?" "Granting that, that this enterprise of running the state is our business, what shall we do? What would the directors of a railroad do if they found that single track lines could not handle the traffic? They would build double tracks. We must build the roads to take care of the maximum load. We must take care of our main trunk lines.

TO DEMONSTRATE FIRST AID FOR BOY SCOUTS

North Shore Line Team Will Give Exhibition at Lincoln School Nov. 9

The Chicago, Northshore and Milwaukee Railroad First Aid Team will give an expert demonstration of all first aid work at the Lincoln school at 8:00 p. m., Friday Nov. 9. Scout Troop No. 33 has arranged for this exhibition for the benefit of scout training and cordially invites all other Northshore troops to attend and also the parents of scouts and any other interested citizens.

BAD BOOZE BLINDS HIM; RELIEF GIVEN

Frank Spencer, a Chicago man who said he was a tramp, suddenly went blind while he was eating dinner in a Waukegan restaurant last week. Local optometrist, however, happened to be in the restaurant at the same time and took the man to his office where the quick treatment restored the man's sight. The practitioner stated that the cause of the temporary blindness, which might have been permanent without quick treatment, was caused by bad alcohol.

Spencer decided it was a lucky day for him as he was being given his dinner by the restaurant owner his sight restored by the optometrist all free because of the circumstances. He has taken the pledge.

COAL PRODUCTION IN STATE IS LOW

REPORT FOR 1927 SHOWS

Output Less in That Year Than for Many Previous; Shipping Mines Produce Biggest Tonnage

Annual report of Director A. D. Lewis, of the state Department of Mines and Minerals, shows the production of coal from Illinois mines for 1927 was the lowest in a period of twenty-four years. The total output for the year is given as 46,494,700 tons. Reduced production is blamed to a shutting down of the mines for a period of practically six months.

Report of the Department of Mines and Minerals is based on the production of 241 shipping mines of the state, together with 665 mines supplying only local trade, or a total of 906 mines in the state producing coal to a greater or less degree.

44,926,433 Tons Shipped
The 241 shipping mines produced 44,926,433 tons of coal during the working period, which entered into the open markets. The 665 local mines are credited with a production of 2,023,267 tons, which was used in the neighborhood in which it was mined. The average number of days worked by the miners employed in the shipping mines was 112, and in the local mines 121.

"Not since 1904 has the coal production of the state been as low as is the year covered by the report," Director Lewis says. "This reduction is due solely to the general suspension of mines for six months. A comparison of this report with that of 1926 shows that in the first three and the last three months of 1926 more than one and a quarter tons were mined than during the same period of 1927.

"A few mines were operated during the general suspension, but their combined production was only 2,718,305 tons, while in 1926 the output for the same months was 3,885,756.

Rescue Work Advances
"While perhaps it is too early to

place a permanent estimate on the value of training in mine rescue methods and first aid to the injured in reducing the number of accidents, it is with pleasure we note that the number of tons mined to one killed and injured was increased over 1926 four and one-half and forty-eight per cent respectively.

"We are glad to report that the operators of thirteen of our largest mines have now in their employ none but those who have received training in first aid work, and a number of other operators have signified their intention of making their mines one hundred per cent in this work."

ROUTE NO. 173 IS TO GO THROUGH ANTIOCH

County Highway Superintendent R. M. Lobdell states that reports that Route 173, the Zion to Rockford road, will not go through Antioch, are erroneous. The route is to take a course leading past the Antioch high school.

The county highway superintendent says that arrangements have now been completed, so that work can start on the grading of Route 59 at Willis Corners on Monday. This route is being graded between Volo and Ingle side and is to be paved next year.

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STATE NEWSPAPERS DISCUSS WIDE ROADS

SOME QUOTATION GIVEN

Motor Club Collects Opinions of Several Journals Upon Campaign for Wider Highways

"Newspapers downstate have taken up the campaign for adequate roads," says Charles M. Hayes, president of the Chicago Motor club, and chairman of the National Wider Roads committee of the American Automobile association. "The voice of the people in the Peoria district, for instance, has become an insistent clamor for the needed forty-foot roads."

"The Peoria Transcript of June 13 said that the action of the Peoria association of Commerce and prominent good roads boosters in approving the widening proposal of the motor club would serve notice on state officials and those politicians who have ambitions to attain state offices that wider roads are soon to be an issue in Illinois." The Peoria Star says, "Peoria has enthusiastically espoused the cause of the forty-foot roadway. It is now up to the merchants and business men of the community to see that a way is found to build it."

Harvard Herald
"In McHenry county, the Harvard Herald says, 'The fact that McHenry county is a near neighbor of Cook county and Chicago should actuate the citizenry of this county to cooperate in the road widening undertaking, which means so much to McHenry county. With motorists here for wider highways, it will be easy to bring about favorable action in McHenry county.'

"In Ogle county the Rochelle News says, 'With a forty-foot roadway through Geneva, DeKalb, Rochelle, Franklin Grove and perhaps through Sterling, and on to the Mississippi river and Clinton, Iowa, the city of Rochelle could achieve the qualities of a near suburb of Chicago.'

"The newspapers have gauged correctly the sentiment of the people downstate; when the time comes we shall have a mass of evidence to present to the legislature which will show that the people want wide roads—adequate roads at once."

Emerson's Idea
"This business of running a state is a duty that falls upon you and me and every citizen," declares Mr. Hayes. "The governor, the highway department and the legislators are in our employ; they are our servants, as was stated the other day by Secretary of State, Louis L. Emerson. There is nothing new in this thought; it is the very foundation of the Republican form of government, but we lose sight of it sometimes, and imagine that our servants are in reality our masters. Is it any wonder then that sometimes our servants get our pure lumpy-turvy view, and begin to act, as if they had

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