

GOOD ROADS BENEFIT TO EVERY CITIZEN

IN CITY OR IN COUNTRY

Aids Farmer in Getting His Products to Market and Affords City People Cheaper Goods

"The old controversy as to who has the greater need for good roads, the city dweller or the man in the rural districts, should be laid away in lavender," says Charles M. Hayes, president of the Chicago Motor club, and chairman of the National Wider Roads committee of the American Automobile association, in a recent statement, in which he points out that adequate roads are now a universal need.

"The farmer needs the roads to transport his crops, get into town to transact business, receive his mail promptly and regularly, in order that the children can get to school, and that residents of the city can get out into his part of the country and buy what he has to sell. The great numbers of roadside stands, laden with honey, fresh eggs, vegetables, fruit and flowers; and the great number of private homes renting rooms to tourists, all attest the value of city visitors and cross country travelers to the country.

Bring Prosperity

"Roads have brought prosperity and happiness into districts that were completely isolated before the days of motor travel. Beauty spots, formerly inaccessible and therefore unknown, have become pleasant places of abode.

"Good roads are more than a means of pleasure to the city man. To be sure, hundreds of families drive into the country on holidays and vacations, just for the pleasure and recreation, but it is also true that hundreds of tons of merchandise are transported on trucks, thousands of salesmen are traveling from place to place in their own cars, and residents of all regions travel extensively in motor busses. Motor travel is on the increase with the advent of better roads and sturdier cars.

"No community can long survive without adequate roads; they are the arteries through which flow the lifeblood of social intercourse and commerce. Adequate roads in congested areas are not 20-foot roads; adequate roads are 40-foot roads."

TIRE CASINGS AND TUBES USED IN U. S.

AVERAGE PER CAPITA BIG

Each Motorist in Country Is Credited With Utilizing More Than Two and Half of Each Annually

Each motorist in the United States during 1927 used 2.62 automobile casings and 2.98 automobile tubes on his automobile, according to figures compiled by the American Motorists association, in a joint survey with The Automobile Club of Illinois, based upon tire and tube production figures furnished the Department of Commerce by the manufacturers.

The average wholesale cost of high pressure casings during last year was 9.99 each, compared with \$9.95 wholesale cost for balloon casings. The average wholesale cost of inner tubes was \$1.49 each in 1927 compared with \$1.53 each in 1925, the association's computations show.

Casings Produced

The manufacturers during last year produced 63,549,949 outer casings and of this number 60,738,791, or 2.62 casings per registered automobile, were used by the motorists of this country. A total of 69,072,967 inner tubes were sold in the United States during 1927—an average of 2.98 per registered vehicle, the association's figures show.

Comparing the motorists' 1927 tire bill with 1925, the figures show a reduction of 6 per cent in wholesale cost, despite an increase of nearly nine million automobiles in the country during the two year period.

This is explained, it is pointed out by St. Mayer, president of The Automobile Club of Illinois and vice president of the A. M. A., because of the wide fluctuation in crude rubber prices in 1925. During that year the price fluctuated from 40 cents per pound to \$1.21, which was passed on to the ultimate consumer. For 1927 the average crude rubber prices ranged from 33 to 42 cents per pound.

After all that has been said about it these past months, we wonder how many people really understand what the equalization fee is all about.

A Texan claims to have invented a telephone that will answer and tell you so when the person you are calling is out. Now for someone to invent a telephone that will answer and tell you so when the person you are calling is in!

Naturally, all the women stars are showing great anxiety to get into the new talking pictures.

KELLOGG TREATY NOT TO RESTRICT NAVY

MUST HAVE MORE SHIPS

Cruiser Building Program Is Essential If U. S. Is to Have Proper Defense, Says Britain

Representative Fred Britten, chairman of the House Naval committee, issues the warning that neither Europe nor the United States should be deluded into believing that the Kellogg-Briand treaty means curtailment of the American naval building program.

The warning is timely. Although the President has assured the country that the treaty could not affect this program, pacifists of every character and degree are contending that the treaty justifies this country's renouncing the building of any more cruisers, though England has completed or is now building fourteen 10,000-ton cruisers, all with a speed of over 29 knots, and Japan since 1919 has laid down six cruisers of this tonnage and capacity doing better than 31 knots.

Need Them All

Representative Britten points out that when all the modern cruisers just built or being built are launched, the United States will have 18 totaling 196,000 tons, against Japan's 33 cruisers totaling 206,000 tons, and Britain's 63 cruisers totaling 385,000 tons. And he correctly avers that for the United States to abandon its present construction program out of sentimental consideration for the peace pact would be national suicide.

And it would be just that. And just that is what well-meaning pacifists are urging! Individuals of this character and habit of thought are as potent actual enemies of this country as the rabid reds of Russia, or the communists or anarchists of any of the envying lands of Europe.

In Name of Peace

In the name of world peace every country on earth and a good part of the citizenship of this country is trying to take something additional away from the defensive establishment of the United States.

The nation is willing to stand by the interpretation given to the pact by the President and Secretary of State Kellogg but it is not willing and it never will be willing to see this nation rendered less secure because of the new treaty or any other. Europe and the American pacifists might just as well realize this fact at this time—for it is the fact, declares the Cincinnati Enquirer.

URGE LICENSE LAW FOR AUTO DRIVERS

WANTS ONE WITH "TEETH"

Motor Club Directors at Meeting in Chicago Favor Such Measure as Safety Factor in State

Automobile accidents in Illinois can be sharply reduced if a driver's license bill with teeth is enacted into law at the forthcoming session of the legislature, according to the members of the board of directors of the Chicago Motor club, who at a special meeting at the Palmer House, instructed the legislative department of the club to prepare such a bill for introduction at the next session of the general assembly in January.

In addition to the licensing phase of the bill, it was decided to present a rider to the bill protecting the public from judgment proof motorists. "Compulsory insurance," explained H. M. Brown, general manager of the club, "has had a sad experience in Massachusetts; the experiment in that state has proved, first, that insurance costs increase, and secondly, that accidents increase, under such a plan. The average increase in accidents of all kinds has been thirty-five per cent. As a safety measure 'compulsory insurance' is a dismal failure.

Is Desirable

"It is highly desirable, however, to protect the public from irresponsible drivers, and we propose as a companion bill to the driver's license bill, legislation providing for the revocation of a driver's license for failure to satisfy a judgment in an automobile accident case involving the question of personal injury or of property damage."

The driver's license bill proposed by the club is to contain no provision for the mental and physical examination of drivers such as proposed several years ago by Coroner Oscar Wolf. The club directors condemned that phase of a driver's license bill, pointing out that an examination to be adequate to disclose physical or mental infirmities should consume at least forty minutes. "An examination taking less time would be of little value," they asserted. "If we should start out on the first of the year to examine the drivers of the state, probably numbering five million, we should use the first half of the year in examinations. Should a man be deprived of the use of his car until the examiner got around to him? And, after

all the drivers in 1929 were examined, we should be forced to repeat the process in 1930, because mental or physical defects are likely to develop in the interstices between examinations."

Application for License

It was decided to provide an application for license, which would take the form of an affidavit with severe penalties for false returns. Physical or mental defects as well as comprehensive history of the applicant are to be set forth in the application. This precaution, it was believed, would oust a large portion of the unfit and undesirable.

The power of suspension and revocation of license is to be vested in the secretary of state and courts of record. Driving while intoxicated, running away after an accident, and a conviction of causing personal injury, because of careless driving, would be causes for the suspension of a license. A prison term and revocation of the license would be meted out to drivers using their cars after their license had been suspended.

The cost of conducting an adequate examination, it was said, would be at least five dollars. An examination cannot be devised, which would single out the most dangerous class of driver, the physically and mentally fit driver, who is deliberately reckless.

Speaking of "whispers" there's an old whispering standby that we haven't heard in this campaign. It is the one which credits one candidate or another with having said that "a dollar a day and a pot of beans is enough for any workingman."

It is said that when they feel the earth shaking people in Southern California desert their homes. It doesn't take an earthquake for that in this part of the country. A jazz orchestra will do it.

A Cincinnati employer says that blondes work harder than brunettes. Well, some of his most industrious helpers may really be brunettes without his knowing it!

NOTICE IS HEREBY GIVEN TO:

Mr. A. R. Davidson,
Miss Hattie Jackson,
Mr. V. Oleson,
Mr. R. B. Schreffler,
Mr. Walter S. Seabolt,
Mrs. Viola Williams,
and to all others that may be interested herein that there will be offered for sale at public auction to the highest and best bidder, at the warehouse rooms of the IREDALE FIREPROOF WAREHOUSES, 374-376 Central Avenue, Highland Park, Lake County, Illinois, beginning at 10 o'clock in the forenoon of the 4th day of January, 1928, to satisfy the Warehouseman's Lien now held by the undersigned, against:

Mr. A. R. DAVIDSON, Lot No. 1225, 508 Howard Avenue, Burlingame, California.

Covering the goods, chattels and merchandise, and all other effects and things which are now in storage, in separate or bulk lots, as follows:
3 crates pictures, 15 barrels, box spring, mattress, 2 wood bed ends and slides, etc.
Miss Hattie Jackson, Lot No. 1652, 124 E. 31st Street, Suite 10, Chicago, Illinois.

Covering the goods, chattels and merchandise, and all other effects and things which are now in storage, in separate or bulk lots, as follows:
Trunk and contents.
Mr. V. OLESON, Lot No. 1981, 522 Waukegan Avenue, Highwood, Illinois.

Covering the goods, chattels and merchandise, and all other effects and things which are now in storage, in separate or bulk lots, as follows:
3 cartons and 1 trunk.
Mr. R. B. SCHREFFLER, Lot No. 1748, 1325 Dunham Road, Grand Rapids, Michigan.

Covering the goods, chattels and merchandise, and all other effects and things which are now in storage, in separate or bulk lots, as follows:
Upright piano, davenport, ice box, gas stove, Victrola, vacuum cleaner, desk, serving table, hamp, radio, dresser, dressing table, rug, dining chairs, beds, mattresses, arm chairs, bookcase, wardrobe, library table, wicker table, barrels china and glassware, etc.
Mrs. Viola Williams, Lot No. 1322, 991 Bluff Street, Glenview, Illinois.

Covering the goods, chattels and merchandise, and all other effects and things which are now in storage, in separate or bulk lots, as follows:
Dresser, chairs, tables, beds, china cabinet, etc.
Right reserved to reject any and all bids.
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Sunday, Monday Dec. 14, 15
"A RACE FOR LIFE" starring RIN-TIN-TIN
Risky thrills on race track here.
Sunday—Pathe News - Fable - Newlywed Servant
Monday—Newlywed Servant.

Tuesday, Wednesday Dec. 14, 15
"ACROSS THE ATLANTIC" with MONTE BLUE
Also Comedy

Thursday, Friday Dec. 20, 21
"HUSBANDS FOR RENT" with HELENE COSTELLO
Comedy - Fable

ANCIENT CHINESE TOOK FIRE TO BED

SUFFERED NO INJURIES

Unique Receptacle for Coal or Charcoal Which They Used On Display at Field Museum

A way of taking a coal or charcoal fire right to bed with one on chilly nights, without endangering either oneself or the bedclothes, was devised by the ingenious Chinese hundreds of years ago. It was done by means of a cleverly contrived bed-warmer, which might be described as a rolling stove, an example of which is to be found in the Blackstone Chinese collections at Field Museum of Natural History. The device consists of a hollow sphere of brass, cut out in rosette-like designs to let air in and heat out. The sphere is composed of halves which fasten together. Utilizing the same principle upon which a ship's compass is suspended on gimbals so that in whatever direction the ship may pitch or roll the compass face always comes to normal level, a round brass bowl is suspended on two brass hoops inside the sphere, one within and perpendicular to the other. The outer hoop is riveted to two lugs, projecting from the inside of the lower hemisphere, and the inner loop moves on a pivot connecting it with the outer hoop. The bowl, in which is placed the burning coal

or charcoal, is encircled by the inner loop.

Never Upsets
After the halves of the sphere are fastened together, it may be rolled and kicked about at will, and the fire-laden bowl swings freely and independently of the sphere's motion, never turning upside down. According to Dr. Berthold Laufer, curator of anthropology, the Chinese styled the device "brazier-reclining-on-the-mattress" and "brazier-in-the-bedclothes." Its original invention goes back to a clever mechanic who lived in the first century of our era. It was used chiefly during the Ming period, 1368-1643.

Dr. Laufer points out that the suspension principle used, known to science as "Cardan's suspension" through erroneous attribution of its invention to Girolamo Cardano—scientific and philosophical dilettante who lived in Italy from 1501 to 1587, thus was actually known hundreds of years before him. Not only the ancient Chin-

ese used it, but it was known to the earlier Hellenic mechanics of the Alexandrian epoch, from whom the Chinese may have learned it. The principle is still used for the compass and other instruments aboard ship.

It's the Bunk

"What is hokum?" a foreign visitor wants to know. Well, hokum is hooey and baloney, and the inquirer may draw his own conclusions. — Anderson, Ind., Herald.

The fellow who said that women wouldn't take any interest in politics if given the right to vote has now lived long enough to see his mistake.

We used to be able to distinguish an actress by traces of the paint which was necessary for her acting; now you can always distinguish the flapper by the paint she needs in her flapping.

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An Idea straight from Santa

PERHAPS there's no greater authority on stockings than Santa Claus. He sees millions of them and knows the good quality hosiery that is hung up by boys and girls who get theirs at Pool & Piper's.

Santa has been telling this to lots of parents and aunts and big sisters, it seems, because so many of them give Pool & Piper hosiery each year as their gift, too.

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