

WHAT LIFE WAS IN THE GOOD OLD DAYS

NOT ALL PRIMROSES THEN

Writer Digs Up Ancient Records That Show Hardships Endured by People of These Times

Quite frequently we hear the expression that life in the good old days was much better than it is today—that people had more personal liberty and an easier time of it. Yet this is not the fact. In the so-called good old days, getting back to the time of the colonies, the so-called blue laws were much more strict than today and there was less personal liberty. Writing, under the title, "Life in the Good Old Days," in the current issue of the National Republic William Turner tells something of this life. Among other things he says:

"In June, 1662, this interesting record of punishment for getting drunk was found: 'Ordered by the town that if any Indian shall be found drunk in this town he shall be forthwith apprehended by him or them that so finds him, and he shall either pay ten shillings or be whipt, the one half of the fine is for those that find him drunk and the other half is for the town.'

Pioneer Monopoly

"As early as 1680 the water power problem and the monopoly thereof was handled by the Town Meeting in this brief but effective fashion: 'Granted to Captain Fitch (two hundred acres of land for his encouragement to set up a saw mill, and to have the benefit of the streams and timber at the place, and no others to set up a sawmill upon the same streams to his damage.'

"Who would imagine that away back yonder in the year 1720—a dozen years before Washington was born—that people stole watermelons just as occasionally as done today? From the records of a justice of the peace we learn that an irate farmer named Samuel Fox, charged Lettes Minor and Hannah Minor with stealing 'about thirty watermelons which is contrary to law, and is to his damage, as he said, the sum of 20s. and prays for justice.' Evidently the farmer put up a poor case because the justice ruled, 'This court having examined the case, consider the evidence don't find matter of fact proved, do therefore acquit the defendants, and consider the plaintiffs pay the charge of presenter.'

Night Walking

"Strolling around late at night in the 'good old days,' it seems was taboo. A justice makes this curious note in his official record in 1720: 'Samuel Sabin complaineth against himself that the last Sabbath day at night he and John Olmbis, went on to Wewewas Hill to visit their relations, and were late home, did no harm, and he fears may be a transgression of the law, and if it be he is very sorry for it, and don't allow himself in unreasonable night walking.'

"In 1721 a fellow named Henry Holland appeared to be the 'rough-neck' of the town. He was haled before the justice charged with a tumultuous, violent, threatening manner' or saying that he would 'take the head of Jonatt Tracy off his shoulders.' Holland was also charged by the town constable with 'profane swearing.' He was found guilty, and for the first charge he was ordered to 'provide sufficient surety for his

and good behavior until the next court in New London, or be committed to jail. The punishment for the 'profane swearing' was 'a fine for his transgression of the laws of ten shillings, or to sit in the stocks two hours, and pay the charge of prosecution.'

"In the 'good old days' they didn't temporize with either sellers or buyers of strong drink. The old record of a case of drunkenness reads: 'Appenansuck being drunk was by the constable brought before me to be dealt with as the law directs. I do sentence said Appenansuck to pay a fine of ten shillings, or to be whipt ten lashes on the naked body, and to pay the cost of prosecution. Cost allowed is six shillings and six pence.'

TEXAS LEADS FEDERAL AID HIGHWAY GAINS

Texas leads the nation in highway construction, based on Federal-aid allotments, with a total of 5,967 miles of such roads constructed since the Federal-aid law was enacted in 1916. Minnesota is second with 3,846 miles; North Dakota third with 3,394 miles and Nebraska fourth with 3,334 miles, according to The Automobile Club of Illinois.

SAYS COWS PREFER MILKING MACHINE

Authority on Agricultural Matters Says They Do, Anyhow; No Denial

Do cows like milking machines? This question, which has occurred to many farmers and has been frequently argued around many farm hearthstones, is answered authoritatively by C. H. Eccles, a well-known agricultural teacher and dairying expert, in the current issue of Farm and Fireside. He finds that cows prefer the modern machine method of milking to the old-fashioned way.

The milking machine, it seems, is not a new invention. Professor Eccles saw two different types at the Iowa State Fair in 1895. Another machine, which used a 10 horse-power motor, he operated for a year on his experimental farm in 1910.

It is only in recent years, however, that the milking machine has reached its present thoroughly practical form, and today the use of mechanical milkers is more general than most people realize. In many localities more than half the farmers are using them, and throughout the country more than

one-third of the successful dairymen have them.

Some users have been dissatisfied and have quit using milkers. But Professor Eccles finds that there are so many satisfied users that he believes the failures are due to the user and not to the machine. Many farmers say that they would long ago have quit the dairying business if they had to go back to hand milking.

"This is the last time I'll get stewed," muttered Percy Piker, as the cannibal chef dropped him into the kettle.

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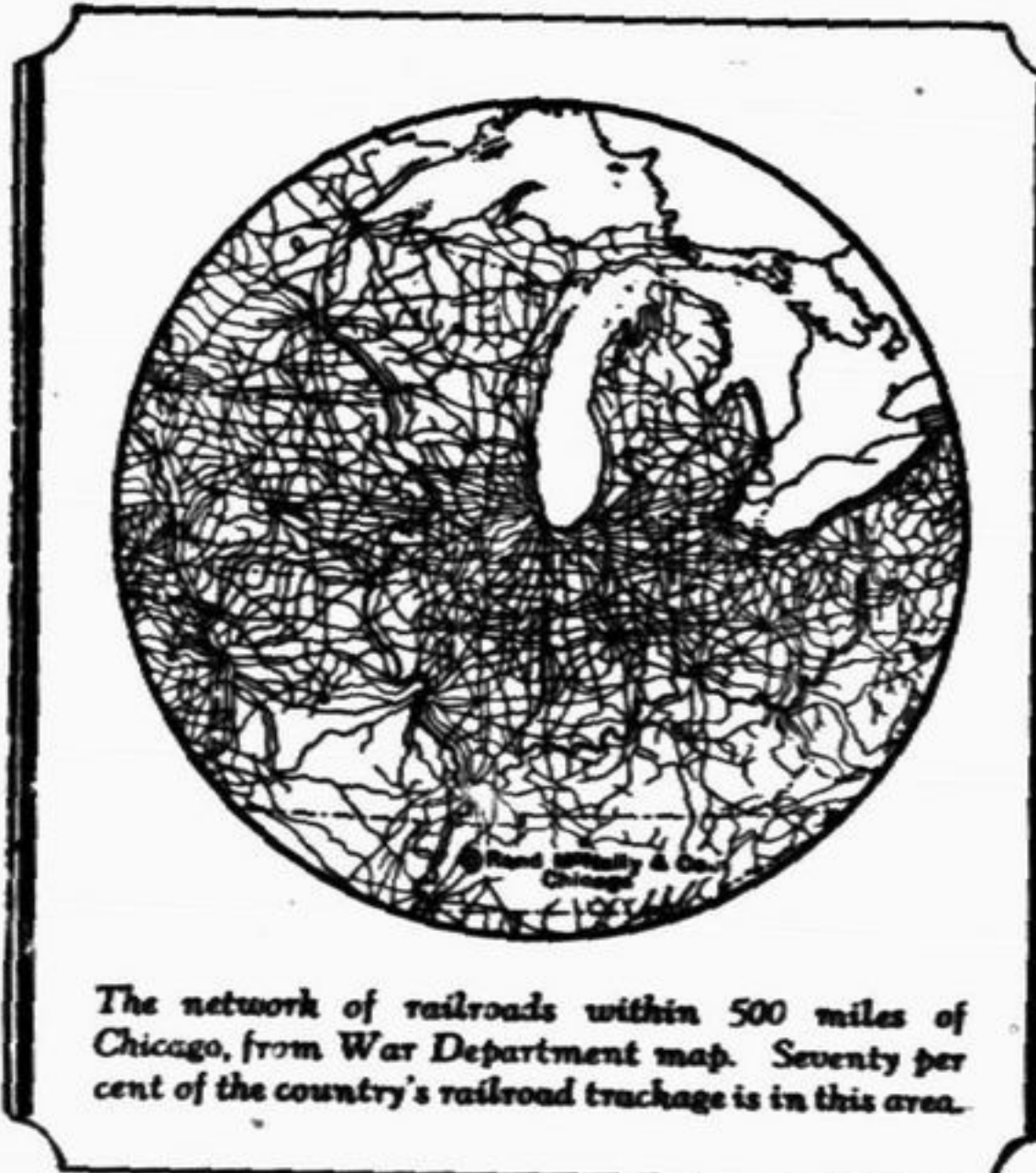
No. 7 of a Series on 'Metropolitan Chicago

—showing why Metropolitan Chicago has every possibility of becoming the world's foremost metropolitan center—in population as well as in trade importance—and that in a day relatively near. Leading authorities predict fifteen million population for Metropolitan Chicago within a lifetime.

WHY CHICAGO DID NOT PAY THE RAILROADS TO COME HERE

DID you know that, in the early days of railroading, many cities desiring railroad transportation found it necessary to help pay the cost of bringing in railroad facilities? It is a significant fact that Chicago paid practically nothing to attract the railroads! The railroad builders realized that Chicago formed the logical hub for rail transportation. They brought their tracks here voluntarily. The reasons are clear-cut and easily understood.

Chicago offered a strategic, central location... easy of access... free from mountain barriers. Chicago was recognized as a natural economic center, in the very heart of America's richest agricultural region—a region also abounding in valuable mineral resources. Chicago represented the ideal meeting place for rail and water.



The network of railroads within 500 miles of Chicago, from War Department map. Seventy per cent of the country's railroad trackage is in this area.

every 2 1/4 minutes. More than one-tenth of all the freight car loadings and unloadings of the United States take place in Metropolitan Chicago! Within a five hundred mile circle of this city is located 70 per cent of the country's railroad trackage.

In the handling of freight alone, over 80,000 people are employed in Metropolitan Chicago—more than the entire population of Rockford or East St. Louis.

These very things which attracted the railroads have played a vital part in Chicago's miraculous growth. And added to these nature-given advantages we now enjoy the good fortune of possessing rail facilities unequalled by any other city in the world!

Twenty-five railroad companies operate 37 railroad lines terminating in Metropolitan Chicago and interconnected here by belt line railroads. A passenger train enters and leaves Chicago every minute of the day and night, and a freight train

To anyone who has studied the facts, it is not surprising that Metropolitan Chicago has grown, in less than one hundred years, from a trading post to a metropolis of 4 1/2 million people. Railroads... location... agricultural and mineral resources—these are but a few of the reasons. To anyone who looks into the future, it is clear that Metropolitan Chicago may well become the world's foremost metropolitan center, in both population and trade importance.

Owing to the holiday period, when people are occupied with seasonal activities, this series on Metropolitan Chicago will be temporarily suspended after this week, and will be resumed during the week of January 7. The entire series, when completed, will be bound in booklet form. Address Public Service Company of Northern Illinois, 72 W. Adams St., Chicago; and a copy will be reserved for you. There will be no charge.

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