

OLD SOUTH MEETING HOUSE OPEN TO ALL

Free for Use of "Soap Box" Orators and Others; Is New Ruling, Report

The venerable Old South Meeting House, whose rafters have resounded to ringing denunciations against the occupation of British troops during the Revolutionary war, and words of bitterness against the hated tax on tea, will be open to all speakers on all subjects, according to United Press dispatch from Boston.

Built in 1729—just 200 years ago—Old South Meeting House was used by the British as a riding school during the siege of Boston. It was restored and used for church services until 1872. In 1876 over \$400,000 was raised and the historic structure was kept from destruction.

Many Lectures

Since that time lectures on historic and religious subjects have been held there.

Now, as result of a vote of the Old South association, "unpopular causes" will be permitted to present their arguments, in much the same fashion as in Hyde Park, London.

Mrs. Katherine Loring attempted to have the use of the hall restricted to speakers on religious, charitable and educational matters, but her resolution was defeated by a vote of 29 to 12.

Courtney Crocker offered the resolution allowing for "unrestricted use of the hall," which was accepted by the association.

For Free Speech

President A. Lawrence Lowell of Harvard university, while expressing himself in favor of free speech, said that he did not care to see the Old South Meeting House advertised as "a meeting place for all cranks on all subjects for all citizens under all circumstances."

The refusal of the association to allow the holding of the protest meeting on the banning of Eugene O'Neill's "Strange Interlude" in Bos-

ton by Mayor Malcolm E. Nichols led to a split in the membership, it was understood.

Crocker, in presenting the resolution, cited the fact that in Hyde Park, London, speakers on any and all subjects are allowed to speak without restriction.

He said that the danger of radical speech came in the suppression of it.

Aviator Saved from Accident by Effort of American Legion

Thanks of an aviator, hopelessly lost in the low hanging fog and who was able to safely land his mail and two passengers, on a landing field that had been marked by the American Legion, paid the post in a manner that words cannot tell for undertaking this civic activity.

The story is told by Edward J. Norman, Jr., commander of Post No. 155, the American Legion, Dalton, Mass. He said:

"The post, in addition to stressing membership, took an active interest in obtaining an aviation field and properly marking the town. We had our reward. A heavy fog hung over the east and the mail plane from Newark to Montreal was lost after leaving New York. The pilot with his mail and two passengers flew far from the course and finally came over here in the treacherous hills with very few safe landing fields, within a radius of many miles.

"He circled the country above the fog not knowing where he was. In thanking the post, the pilot later said, he noticed the landing field with the white circle that had been placed there by the legion. He knew that the plane and passengers were saved. He landed on the only field marked in Berkshire county, the work having been done by the legion post."

The legion is this year carrying on nationally again the program of legion posts supporting commercial and military aviation and the marking of fields.

Plan to Bridge Ocean with Seadromes Seems Nearing Realization

The ambitious plan to bridge the oceans with man-made islands, which was first proposed after the Lindbergh flight, is nearing reality.

With the success of the first model built by Edward R. Armstrong, consulting engineer of the DuPont corporation, who obtained a leave of absence to construct a seadrome over his own plans, work will be pushed rapidly on the first "island," which will be anchored about half way between New York and Bermuda, 375 miles out, says The American Magazine.

The seadrome, which will be known as the Langley, will not be a mere alighting place. It will contain a hotel, machine shops and fuel storage tanks. It is estimated that more than forty persons will be required to man the island. It will afford a landing platform 1,100 feet long and will have a breadth of 340 feet in the center

and 180 feet at the ends. The whole structure will be 250 feet high and will protrude 80 feet above the water. It will be moored in 12,000 feet of water by a special anchorage system devised by Armstrong and, while it may change direction with the wind, it will have no side to side motion owing to the 32 "legs" which constitute the ballast system. The island will weigh 28,000 tons and will cost about \$1,750,000.

Armstrong and his associates have gone into the construction of seadromes on a purely commercial basis and will operate the islands in connection with their own line of amphibian planes. The Bermuda service is expected to cut the time of travel between Hamilton and New York from 47 hours sailing time to 6 hours 30 minutes flying time, allowing for a half-hour stopover at the Langley. It is estimated that the round trip fare will be \$150 at first.

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