



Visitors to New York think that its inhabitants live a gay life, if not a wild one. They are wrong. The gayety and wildness is mostly staged for out-of-town visitors, three hundred thousand of them in town every day. The average bedtime of the real New Yorker is nearer 9 o'clock than midnight. When New Yorkers go to the theater they buy cheap seats in the balcony; out-of-town folks pay the exorbitant prices in the pit. Very few New Yorkers would know where to find a night club or how to get into a speakeasy. They live in New York because they can make more money there, but only by working harder than they did in the small towns they came from. To get ahead they have to live regular lives. They bring their small-town habits with them and fill more than two thousand churches every Sunday.

WATER

The droughts in the Northwest and the Northeast in 1929 have made communities of every size turn serious attention to the problem of water supply. As population increases and people crowd into towns, the problem becomes more serious from year to year, even in rainy seasons. New York city looks ahead to the time when it must draw its water from Lake Ontario, three hundred miles away. Philadelphia already has to go into New York state for water. Inland cities, on fresh-water lakes and rivers, are more fortunate, but the pollution of streams by sewage is increasing.

Eventually sewage will be disposed of everywhere in reduction plants and sooner or later science will find a way to purify sea-water for drinking purposes and so make a water famine in seacoast towns impossible.

SPECIALISTS

I know a farmer who is perhaps the greatest authority on potatoes in the world. He grows nothing else; raises them in Maine in Summer and in Florida in Winter. He is getting rich. I know another farmer who has abandoned every other crop to raise gladioli. He is getting rich. One man in Maine specializes in pheasants and makes several thousand a year on 50 acres. I know half a dozen farms where nothing is raised but silver foxes. They make money. Some years ago I met a woman in Ohio who was earning a very good income raising skunks for their fur. I know another man who grows only violets.

I have never known a specialist who made money if he gave any attention to anything but his specialty. I have never known one to fail if he had the essential requirements of industry, common sense, salesmanship and sufficient capital to carry on until his specialty made good.

DIVERS

Automobiles kill more people in America than any other single source

of accidents, far more than are killed by railroads. The cause of accidents is usually inexpert driving. We have interpreted individual liberty to mean the right of anyone to drive a car whether he is competent or not.

Massachusetts has stiffened its tests for drivers, so that now it is impossible in Bay State to get a license to drive a car unless one really knows how to drive. And that means a lot more than merely how to shift gears and apply the brakes; it means appreciation of the fact that there are other cars on the road as well as pedestrians.

Some day nobody will be allowed to drive a car in any state who has not some sense of responsibility to others.

ANTIQUES

Almost any old piece of furniture, china, glass or junk, if it is battered enough, can be sold somewhere as an "antique." I attended several country auctions in New England last summer and saw absurd prices paid for trash to which most folks would not give house-room. Yet among them there was always a piece or two which was a real bargain. I bid on a Sheraton table, which might have been 50 years old or a hundred and fifty, but which was of value to me because it would fit my dining room, was beautiful in design and sturdy in construction, and a modern table equally good would cost more than \$200. I stopped bidding at \$175 and the table went to a dealer who bid \$5 more.

Just before Christmas, rummaging through the antique furniture department of a New York store in search of a good mirror at a bargain, I saw this identical table. I asked the price. "Nineteen hundred dollars," said the saleswoman.

As time goes on, old furniture takes on increased value, provided it is well designed, well built and in good condition. The things that our grandmothers threw away are treasures today. Tomorrow much of the

junk that we discard may be priceless.

Bantam Car to Be Made in U. S. This Year; Said to Be Very Economical

The great interest exhibited in the statement that the new bantam Austin would be in production in the United States in April or May of 1930 is reflected not only by general inquiries, but by queries from thousands of motorists who now maintain the largest and most expensive cars made in the United States, according to officials of the American Austin Car company. Travelled Americans who have seen the bantam Austin perform on the leading race courses of Europe, millionaires attracted by the novelty of "selective transportation" made possible by the possession of an Austin by each member of the family, debutantes and college youths, are among those who want to be on the list of first purchasers of the new bantam Austin. It is interesting to note, however, in connection with its "novelty" that the Austin comes to America with an eight years' record of success throughout the world.

Not only will the new bantam Austin supply the demand for a really smart motor car within the limits of a budget dictated by thrift, it is declared, but because of its size, weight and ease of operation, it will bring a new transportation unit to the solution of some of our urgent traffic and parking problems.

The bantam Austin will weigh approximately 1,000 pounds. It will run 40 miles or better on a gallon of gasoline. It will require a change of oil only every 1,000 miles, and it will give double the usual tire mileage. The complete operating cost will be about one-third the cost of running the average small car on the market today.

Smartness, without loss of comfort or utility, will be the keynote of the bantam Austin's design, the manufacturers declare. It will place upon the American highways a new, much-needed unit of transportation that will meet with the approval of the most sophisticated motorist.

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