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These New Electric Parking Garages are a real delight for busy shoppers ... say women everywhere

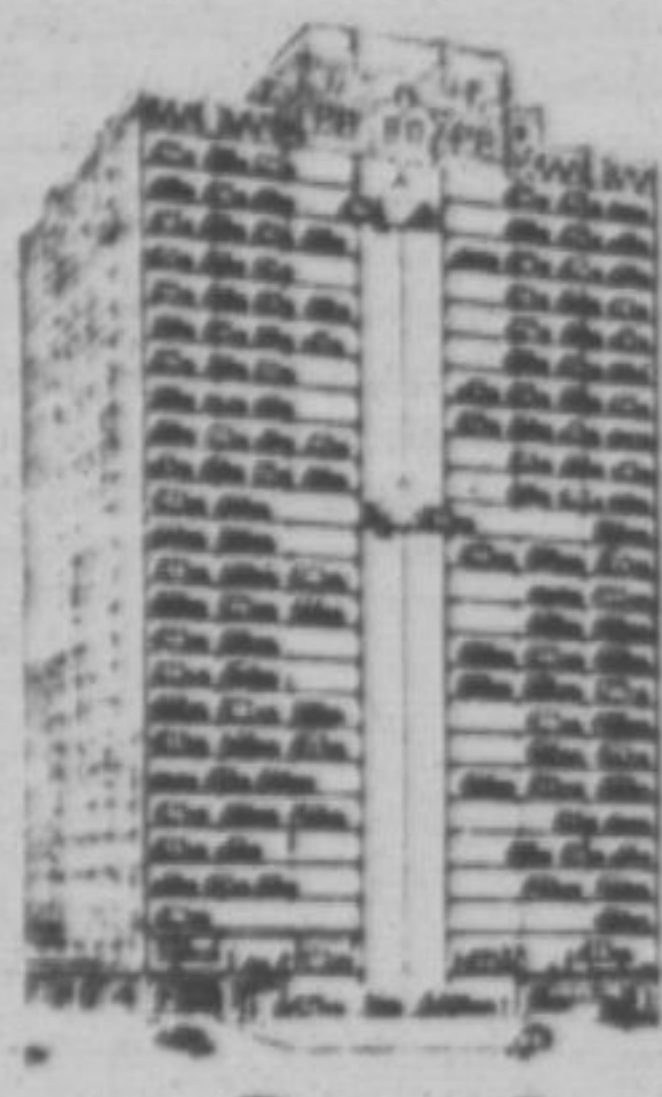
Located at 30 Quincy Street and at Harrison and Wabash, they end the parking problem for Loop and South of the Loop shoppers.

You merely drive in a wide entrance, lock your car and leave it. Electricity parks it for you, untouched by human hands. No greasy mechanic sits in the driver's seat.

The famous State Street stores and smart Boulevard shops are close at hand. You shop—and have your packages delivered to the garage, where an attendant signs for them and places them in your car when you are ready to leave.

Electricity returns your car quickly to you. You drive out a broad exit without confusion or delay.

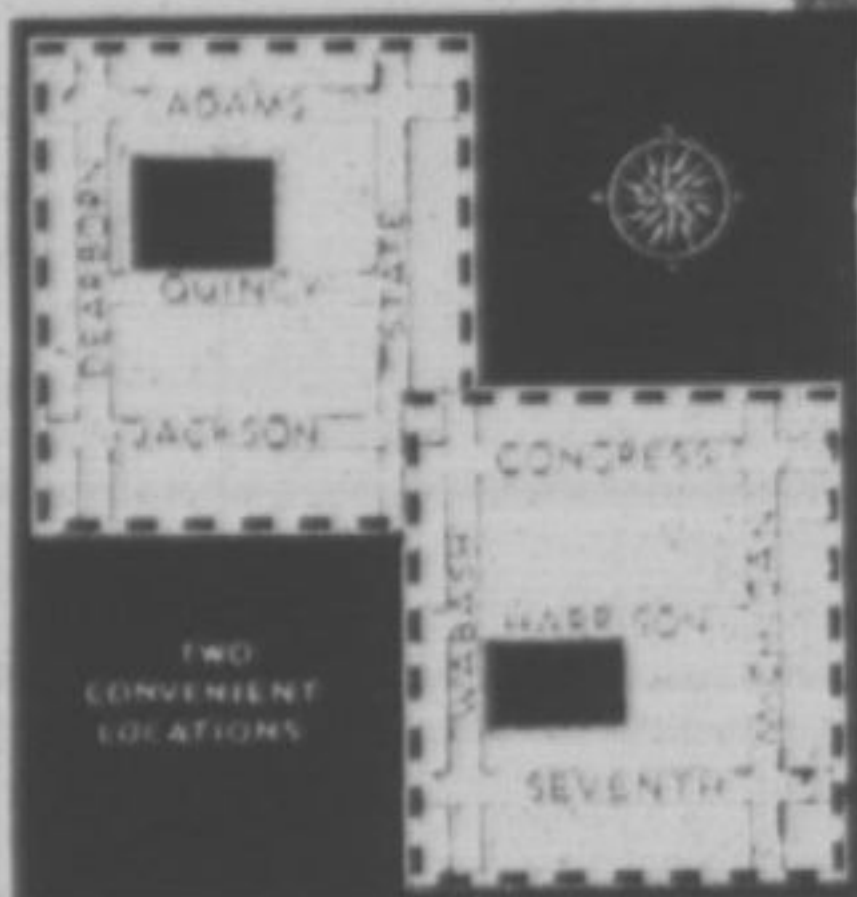
An atmosphere like that of a fine hotel, with rest rooms, writing rooms, telephones and check rooms, are additional features.



The Quincy Parking Garage. A new \$1,000,000 building, as spotless and attractive as a fine hotel.



At each garage a special parcel service receives your packages, signs for them, and places them in your car when you leave.



See how close these two unusual Garages are to the important stores and shops.

Quincy Parking Garage
30 Quincy Street
Webster 3600

Harrison Parking Garage
East Side of Wabash at Harrison

UNITS OF
NATIONAL PARKING GARAGES, INC.

URGES COMPLETION OF TWO DIRIGIBLES

Admiral Moffett Believes Work on U. S. Airships Should Be Continued

Come what may of questioning and criticism following the crash of Britain's pride, the R-101, the American navy hopes to carry on with its program of two monster airlines, writes Oscar Leiding, Associated Press aviation editor.

The Akron, first of the proposed mistresses of the air, is well beyond the one-third stage of construction but there is a loop-hole in the contract that could doom the second, the ZRS-5.

Contract for the two ships was awarded in 1928, but opportunity to cancel the second is allowed after the first has been tested in service, some time after the end of the present fiscal year.

It is on the performance of the Akron, rather than on the failure of other dirigibles, that the navy hopes judgment will be based to enable it to complete its program.

To Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics and a stern advocate of lighter-than-air development, Britain's disaster is a lesson to America to build its two ships.

British Have One Left

"The crash was an extremely sad event," he said, "but England should feel fortunate in having another ship, the R-100. Lighter-than-air development is destined to go on and the vast ground facilities that have been provided will not lie idle for several years because disaster overtook one craft.

"It would take two years or more, if England had no other ship, to build another ship that could make use of the hangars and other facilities, including trained talent. In the meantime, progress would be impossible. The United States, knowing that lesson, should carry to completion its program of two ships."

America's dirigibles became a part of the navy's five-year aeronautical program in 1926, congress authorizing two crafts of 6,500,000 cubic-foot capacity, the world's largest.

Since then there has been some talk in congress of holding up the contract on the second ship until well after the first has been tried, on the basis of trial runs and of economy.

Navy proponents of lighter-than-air development, however, meet the economy argument with the statement that the first dirigible will cost \$5,500,000, because on it most of the experimentation will be done, while the second will cost \$2,500,000.

U. S. Ships Have Helium

The extent of the R-101 disaster has been generally blamed on the use of hydrogen as the lifting gas, whereas the American ships will be filled with helium, an inert, non-inflammable, non-explosive element.

THE DINETTE

suggests dainty food dishes for luncheon, delicious dinners, sandwiches in an enticing variety.

Mrs. Shugrue's

Waukegan Road and Deerfield Road
Deerfield, Illinois

Meeting Names Its Department Heads

The executive board of the Lake County W.C.T.U. met at the Lake Bluff Orphanage last week and Mrs. C. P. Tibbetts, county president, presided.

Appointments were made as follows to carry the county department work:

Child welfare—Mrs. Orpha Harding, Mundelein.

Christian citizenship—Mrs. Ernest Garrett, Zion.

Evangelistic—Mrs. Alfred Sefton, Waukegan.

Flower Mission and Relief—Miss Elsie Chase, Gurnee.

Loyal Temperance Legion—Mrs. Elmer Metcalf, Waukegan.

Medal contest—Miss Mabel Griggs, Waukegan.

Mothers' meetings—White Ribbon Recruits—Mrs. Mark B. Lake, Gurnee.

Parliamentary usage—Mrs. Scott Durand, Lake Bluff.

Publicity—R. E. Thomas, Waukegan.

Social morality—Mrs. Orpha Harding, Mundelein.

Soldiers and Sailors—Mrs. W. L. Farmer, Waukegan.

Scientific Temperance Instruction—Mrs. C. J. Herschberger.

Sunday school—Miss Hazel Gregg, Waukegan.

Temperance and missions—Mrs. C. P. Tibbetts, Lake Forest.

Young people's branch—Mrs. Lester E. Swank, Waukegan.

Bible in public schools—Mrs. Alfred Petersen, Waukegan.

Non-alcoholic fruit products—Mrs. William Gourley, Lake Forest.

Other departments will be filled later.

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