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### Sheriff Investigating Theft of Spruce Trees

Investigation of the theft of nine expensive and beautiful spruce trees from the 600 acre estate of R. H. Gore two miles south of Lake Zurich today was launched last week by Sheriff Lester T. Tiffany.

The discovery of the theft was made yesterday by Richard H. Woolsey, caretaker on the estate, who found that the trees had been sawed off close to the ground.

The theft probably was made shortly before Christmas, in the opinion of the sheriff, who believes that the vandals used the expensive spruces for Yule trees.

Deputy sheriffs were ordered to make a careful survey in the district for clues that would lead to the arrest of the vandals.

Lots of folks still burn midnight oil but the trouble is nowadays that most of them burn it in an eight cylinder engine instead of a lamp.

### DEATHS AT GRADE CROSSINGS FEWER

Protective Devices Lessening  
Number of Fatalities from  
This Cause

Deaths and accidents at grade crossings in Illinois are on the wane, thanks to use of protective devices installed by direction of the Illinois Commerce commission. This decrease, aided by these new and improved safety signals, has come, too, in the face of the rapid increase of vehicular traffic at such crossings within the last 5 years, it is pointed out in the report of the engineering section of the commission, which was made public today.

The gratifying report was particularly significant in view of the fact that an attack has just been launched on the jurisdiction over protection at such crossings, given the commission by the state supreme court, which jurisdiction now is questioned by the village of Altamont. Should the village succeed in wresting this crossing protection from the commission, protection at all crossings in each municipality would depend upon the ordinances of that municipality itself.

#### Fatalities Dwindle

Fatalities at interurban grade crossings, the report shows, dwindled from 53 in 1925 to 13 in 1929, while pedestrians killed at such crossings in 1929 numbers only 4 as compared to 10 in 1925.

Deaths among pedestrians at steam railroad crossings fell off likewise in the five year period, the report shows, being cut from 50 in 1925 to 41 in 1929. Fatal motor car accidents at such crossings increased from 203 in 1925 to 245 in 1929, an amazingly small gain in view of the greatly increased streams of traffic now pouring across such crossings.

Deaths at street railway crossings jumped from 59 in 1925 to 73 in 1929, with 97 per cent of such tragedies occurring in the city of Chicago.

Total deaths of motorists and pedestrians at all types of grade crossings in Illinois showed the surprisingly small gain of 34 in the five year period, the report shows. They crawled from 383 in 1925 to 417.

An even more favorable situation regarding crossing injuries is revealed in the report, which shows that such mishaps actually show a decrease from 2,460 in 1925 to 2,199 in 1929.

#### Special Protection

Approximately 1,000 grade crossings in Illinois have been provided with special protection, records of the commission show, since 1925 when the commission was given jurisdiction over protection at all crossings both within and without all municipalities. The lion's share of these installations were ordered by the commission during the past year, when 206 such crossings were ordered made more safe for the use of the public.

The automatic flashlight signal was installed at approximately 84 per cent of the crossings, for which protection was ordered. Other types widely used were wigwag signals, automatic gates and manual gates.

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