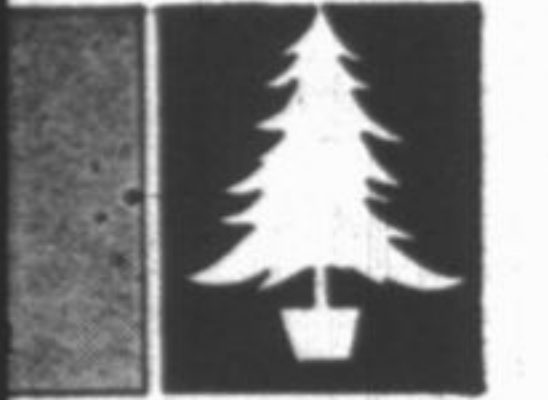


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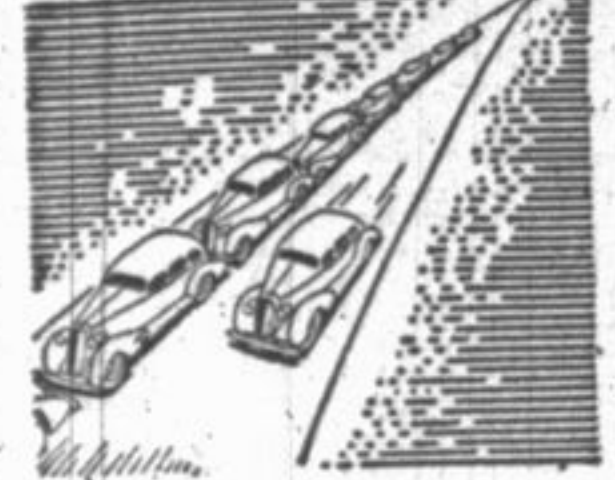
WE DRIVERS

A Series of Brief Discussions on Driving, De-
 cated to the Safety, Comfort and Pleasure
 of the Motoring Public. Prepared
 by General Motors

No. 1—CURVES AND TURNS

NO MATTER how expert we may be as drivers, we are all apt to fall into habits of driving that don't quite measure up to what we really know is right.

For instance, we all know that we ought to be careful about passing cars, especially when another car is approaching from the opposite direction.



And yet there possibly isn't one of us who hasn't, at one time or another, moved over in the road to pass a car, and then wondered if we would get around in time.

Now here's an interesting thing about that. When we try to pass a car that's going forty miles an hour, it's just the same as if we tried to pass a standing string of cars 126 feet long. In other words, it's like passing eight cars parked bumper-to-bumper in the road. If we try to pass one going sixty, it's like trying to pass a line of more than sixteen cars standing in the road, and sixteen cars in a row will reach half a block. This is probably a new idea to most of us. If we kept it in mind, we would never pass a car unless we were sure that there were no oncoming cars for a good long distance ahead.

But turning aside to pass is not the particular kind of turning that we are interested in discussing here. What we are now concerned with is taking curves and corners. From time to time in these discussions we will find that the same old laws of Nature will be involved. Fore- most among them will be the laws of momentum, and momentum plays the major part in going around curves. Because momentum not only wants to keep us going, but going in the same direction. When it is trying to make us go straight instead of curving our course, it operates under an assumed name, if you please. For then we call it "centrifugal force."

Now of course we all know what centrifugal force is. We feel it when we go around curves. Highways and railroads are banked at curves to offset centrifugal force. Aviators bank their planes at turns by tipping them with the controls. But even though we all know about centrifugal force, few of us realize how powerful it is, and how much greater it gets the faster we go.

A 3000-pound car making a turn of 500-foot radius, has to overcome a centrifugal force of only about 156 pounds at 20 miles an hour. But at 30 miles an hour, that force has grown to 360 pounds, and at 60 it is nine times as great as at 20... over fourteen hundred pounds trying its best to push us off the road! The only thing that keeps us on the road in the first place is the friction between our tires and the road. The minute the centrifugal force gets stronger than the force of that friction, off the road we go.

The trouble is that we often don't realize how fast we're going. On road trips, for instance, after we have driven at a certain speed for a long time, it seems a small matter to increase our speed a few miles an hour. Then after a while we may do the same thing again. In other words, we keep putting forward our basis of comparison till by-and-by we have lost our usual sense of how fast we are going. Then, the first thing we know, we are face-to-face with a turn or even half way around it and we feel Old Man Centrifugal Force trying to push us off the road.

So what do we do? We clamp down the brakes. It's the only thing we can do when we find we're going too fast. But just the same, approaching that corner too fast has kept us from taking it as we should have liked to. For if conditions permit, it is often desirable to increase speed as we go around a curve. As long as our rear wheels are not being retarded, but are actually pushing us around the curve, our steering is effective and our car is under control.

The long and short of it is that we can't take liberties with the laws of momentum and centrifugal force. Man's speed laws may not always be observed, but Nature's speed laws always are!

Miss Elizabeth Bredin and Miss Emada Griswold are making reservations for girls of D. S. H. S. who wish to attend a matinee performance of the Ballet Russe in Chicago on Wednesday, Nov. 27. The ballets danced will be "The Fantastic Toy Shop," "The Snow Maiden" and "Aurora's Wedding"

Miss Theresa Scavuzzo spent last week with her aunt Mrs. Nicholas Rosenball in Chicago.

Mrs. Arthur Pagel will be hostess at a Christmas party for the Evangelical Daughters on Wednesday, Dec. 11, to celebrate the first anniversary of the organization of this group of young married women of St. Paul's church.

Mr. and Mrs. Carl E. Olson of Greenwood avenue entertained twenty guests from Chicago on Sunday in honor of Mr. Olson's birthday anniversary.

Mrs. O. C. Reichert (Alma Kent) of Los Angeles, Calif., has been visiting her sister, Mrs. Peter Van de Velden of Osterman avenue.

Peter Van de Velden is recovering from a month's illness.

Mrs. Hans Bahr will entertain the Quid Nunc club on Tuesday evening at her home in Highland Park.

Mr. and Mrs. William Johnston spent Sunday at the William Brown home in Chicago Lawn.

Dr. W.F. Weir was called to Columbus, Ohio, on Wednesday, Nov. 20, to attend the funeral of his brother's wife.

Mrs. Edwin Johnson will be hostess to Dorcas Circle Three at a

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Y. W. C. A. Notes

Dressed as their favorite movie stars, members of the Friendship Club of the YWCA will stage a gay Hollywood party and fashion show on this Thursday evening. A cabaret dinner will be served at seven o'clock in the famous "Hollywood Coconut Grove." Doubles of Charlie Chaplin, Bing Crosby, Joan Crawford and Clark Gable have reserved their own table. First, second and third prizes will be given for the best impersonations. Alice Karvinen is chairman of this unusual evening which the girls who have Thursday "off" will enjoy.

Girls who are employed in Highland Park Homes who are not yet members of the club can drop in after supper to attend the fashion show without reservation. The fashion show will include velvets, silk and sport dresses, coats and wraps all modeled by Friendship club girls. Hats and accessories to harmonize will be featured in this showing of moderately priced wardrobe, directed by Grace Newmeyer Smith of Garnett's.

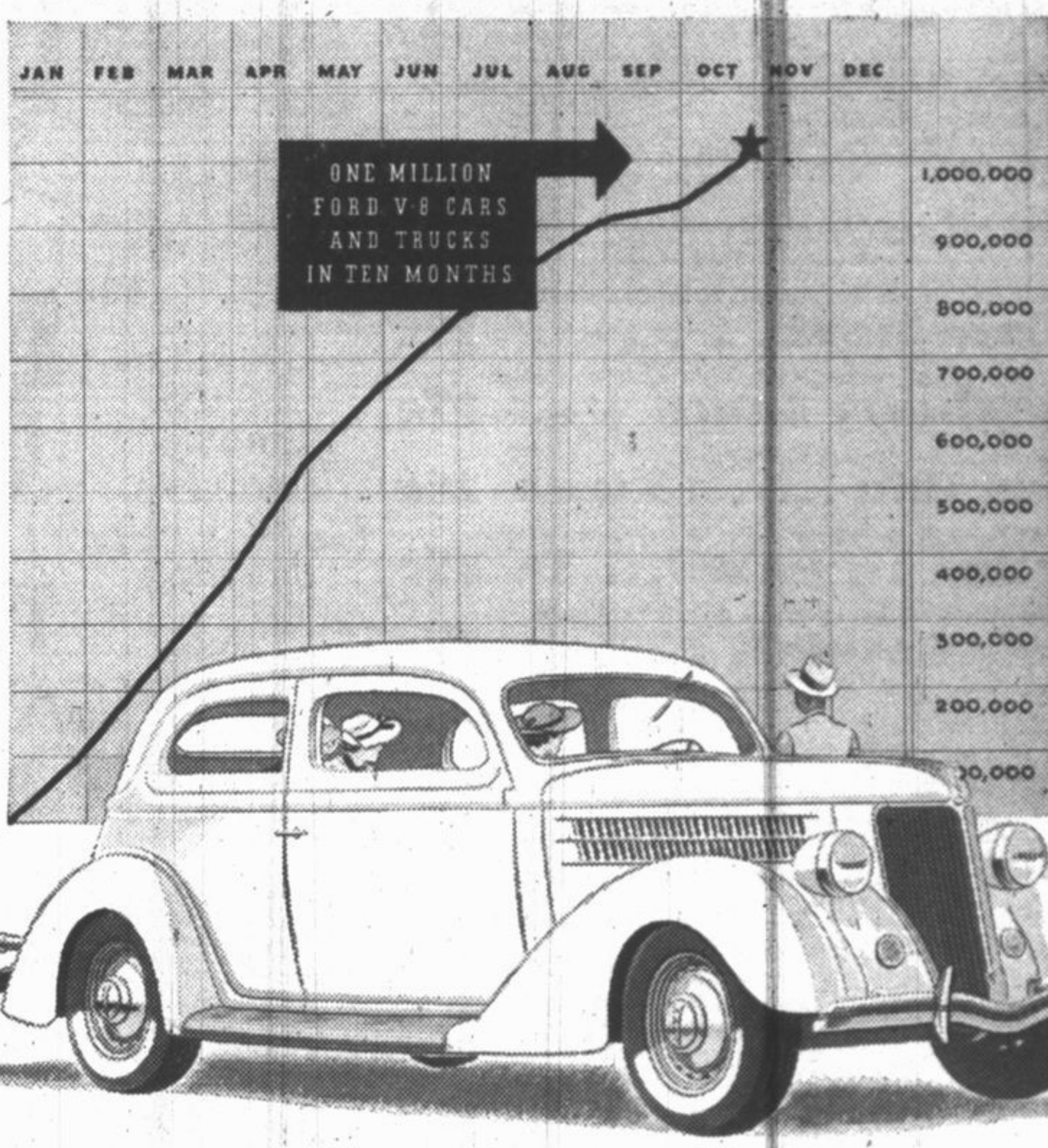
Every Highland Park girl who has "Thursdays off" is extended a standing invitation to join her fellow workers in their good times at the "Y," 374 Laurel avenue. Miss Marie Wheat is president of the Friendship club.

Boys and Girls "Get-Together"
 The first monthly "get together" of eighth grade boys and girls for supervised recreation under the direction of Ethel Skidmore Gartley and Calvin Gartley was voted a success by the fifty-two boys and girls who enjoyed last Saturday at the YWCA. Mrs. E. E. Leonard, the chairman of a group of mothers representing the various schools who are sponsoring this experiment in good times is already making plans for next month's meeting. A small number of young people will still be accepted for this group.

Entertain National Officers
 Miss Genevieve Lowry, secretary of the National Services Division of the YWCA, was guest of honor at a tea given by the Mothers' Club of the Highland Park YWCA Tuesday afternoon. Mrs. E. E. Paulsen, president, Mrs. Louis Schemmel, representative of the Mothers' Club on the local board, Mrs. H. V. Renner, former president of the club, and Mrs. John Sobey, vice-president, were hostesses. Representatives from the Lake Forest Y and from all other groups within the Highland Park Y were invited as this was an unusual opportunity to hear what the YWCA is doing in this country and around the world.

Miss Lowry told of the broader meaning of the new purpose which the association members are now signing: "To build a fellowship of women and girls devoted to the task of realizing in our common life the ideals of personal and social living to which we are committed by our faith as Christians; in the endeavor we seek to understand Jesus, to share his love for all people, and to grow in the knowledge and love of "God." The new membership plan permits three groups of members:

V-8 LEADERSHIP



ON OCTOBER 31 of last year, Henry Ford announced his intention to build a million Ford V-8s in 1935. We are pleased to report that this goal was reached in exactly ten months instead of a full year.

One million cars and trucks is an impressive total. But figures by themselves mean nothing. It is what they represent that counts. Selling a V-8 at a low price has brought a new kind of automobile within reach of the people. Producing it has provided steady work for hundreds of thousands of men in the Ford plants, in associated industries and on the farm.

These million Ford V-8 cars and trucks have helped to make things better all around. In the first ten months of 1935 the Ford Motor Company paid out in the United States alone, \$140,119,326.00 in wages and \$523,111,389.00 for materials.

FORD MOTOR COMPANY
 BUILDER OF FORD, LINCOLN AND LINCOLN-ZEPHYR MOTOR CARS
 THE NEW FORD V-8 FOR 1936 IS NOW ON DISPLAY. THE CAR THAT LED ALL OTHERS IN 1935 HAS BEEN MADE STILL BETTER FOR THE NEW YEAR

HOW ABOUT REAL ESTATE?

North Shore Real Estate is coming back fast. The distress parcels are being picked up, and will soon be exhausted.

Inquiries, almost unheard of for several years, are coming to us daily.

It is reported that in this community, twenty-four houses are under construction.

We have acquired through foreclosure, some choice residence lots, also some attractive homes, which we are offering at bargain prices.

Please call if interested.

Highland Park State Bank

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