Estate Board Opens New Year

on January 6th Evanston-North Shore Real Board will open the new t its board rooms, Monday at 8 p.m. with another treat members and guests, Stewart hews, program chairman adind suggests that all realtors dy for 1936 by getting a new tools from Benjamin F. Bills. Ill discuss, in his interesting inted way, "Selling Principplied to the Marketing of

ruest speaker is a member of cago Real Estate Board and known in both real estate nancial circles as a banker. and author. As chairman boards of the Bills Securities ations, the Bills Realty Inc. ne Bills Management and ge Corporation, he has had d and remarkable success in d of real property and its int lines.

member of the faculty of vestern University School of rce and as president of Busalk Plans, Inc., he has given rable study to the relationbusiness and sales problems apply in his chosen field. author of many articles on romotion and is particularly for his two works, "Prinof Persuasion," and "Imu Talk Plans."

am A. Sadler, president of rd, expresses the opinion the year is going to be one of gest in the history of north real estateand the Evanston-Shore Real Estate Board. board during the past year,"

s Mr. Sadler, "has made an e record for service to its rs, to the owners of real y and to the communities it and we plan even greater for the coming year."

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WE DRIVERS

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BEGIN STOPPING

No. 7—SLIPPERY WEATHER

TCE AND SNOW always bring problems for drivers. These problems are the result of less friction. And that is interesting, because usually we are trying to reduce friction all we can. We use ball and roller bearings to overcome friction. We smooth and polish parts to reduce friction. We put oil in our cars to avoid friction. But we

can't get along without friction, just the same. For, after all, we couldn't start a car, we couldn't stop a car, we couldn't turn a corner, if it weren't for friction. The friction between the road and our rubber tires is what gives us traction

Most of the time we have plenty of traction. But in certain climates every year, Winter comes blowing and blustering down from the North, and the first thing we know he has spread ice and snow over our roads, and our whole traction condition is changed. But automobiles are pretty well prepared these

days to meet any conditions. All we have to do is to adjust ourselves to these changed circumstances. For instance, many skillful drivers start their cars in high gear on very slippery, icy streets. Ordinarily this would be a bad thing to do. But when our tires have to start us going on slippery ice or

snow, starting in second or "high" is harmless and it does help to avoid spinning wheels, side slipping and difficulty in getting under way. If you haven't tried this after stopping at intersections, you may be surprised to find out how much more quickly you get started again. Only remember to engage the clutch very slowly.

This business of starting in slippery weather can be quite a problem. But stopping is even more so. However, most good drivers agree on one method that they find quite satisfactory. First of all they begin to slow their cars down at quite a distance from where they want to stop. They press the brake lightly at first and release it almost at once. Then they press again and release quickly. By a series of brief, moderate brake actions, instead of one continuous pressure, they

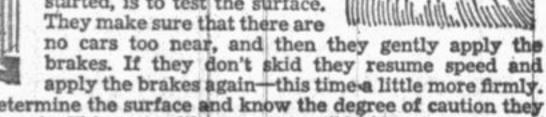
gradually reduce speed and can usually stop without skidding." Many of the Best drivers always make it a point

not to disengage the clutch as soon as they apply their brakes, but to wait until the car has almost stopped. While this, is their general practice, they say it is especially important on slippery roads, as they claim it reduces the chances of skidding. But if we use this method there is one thing we must look out for. We have to remember that on a slippery surface it is very easy to stall our engine by using our brakes when the clutch is still engaged. Outside of starting and stopping, most winter skid-

ding is at turns and curves. Many good drivers tell us that they treat every slippery curve or turn as though it were going to be a stop. In other words, they approach curves using the very same system of short, moderate brake actions. The result is that when they reach the curve they are going so slowly that they can actually give the engine a little gas and put

some power in the wheels. With power turning the wheels, we are not so likely to skid. After all, the main thing to do about driving in slippery weather is just what we do about walking in slippery weather. We are all pretty careful about that. The first thing most of us do when we go out on a slippery morning is to put out one foot cautiously and get the feel of the surface

to see how careful we have to be. The best drivers we know do practically the same thing with their cars. The first thing they do after they get started, is to test the surface.



In this way they determine the surface and know the degree of caution they oust exercise to be safe. This seems like a very sensible idea.

Y. W. C. A. Notes

Mrs. Avis Schulman will review "It Can't Happen Here" at the Pi Delta meeting of business and professional girls at the Y.W.C.A. on Thursday, Jan. 9. She is the guest speaker for the Book Night program when every girl will impersonate a literary character or title of a Dame Winter's velvet, - silken

work Quilt" which is, introduced to

members in this original poem by Alice Marks, program chairman-"All together, lend a hand, And we shall make a patch work

And it shall be as fine and grand as any house Jack ever built; Now take the autumn browns and

And stitch them down most care-

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These lovely strips from mother's the programs.

That bring to us a smile or sigh; Oh patchwork quilt of memories-As you grow beautiful, complete, May we, by sharing, strive to please And make each other's life more sweet."

"Foreign Patches on Our Quit" will be the subject of Miss Margaret Osborn's talk at the Pi Delta meeting on the fourth Thursday in January when she telfs of her journeys abroad. Following Miss Osborn's lows: talk, Mrs. Corliss Anderson will describe the Young Women's Chris- year. tian Association centers in many lands showing how members of the Highland Park "Y" are part of a world-wide movement.

February plans include an international dinner with the various courses served progressively in the girls homes, and a public card party whose proceeds make the annual club gift to the "Y." The two March meetings feature the Nationwide Business Girls' banquet which is celebrated by Highland Park girls local lwith Lake Forest and Waukegan; and "Local Patches on Our Quilt," a talk on community responsibilities by Mrs. Marc Law of the League of Women Voters.

The club's sixth birthday dinner will be given at the Edgewater Beach hotel in April, followed by election and initiation. May plans include an international supper and a program at Hull House, and picnic at Northwestern university with a visit to the Deering library June is left open for suggestions but a treasure hunt will probably be

The officers of the Pi Delta club Emily Marks, president; Stephanic Febel, vice-president; Genevieve Smith, secretary, and Marion Lef fert, treasurer, invite every business and professional girl interested in these programs to attend their meetings. Every second and fourth Thursday this group meets at the "Y" and usually cook supper before

school teachers, bank and telephone tion with these examinations. And sister's brocade, brother's tie, employees, secretaries in lawyer's Full information may be obtained post office in Highland Park. All shapes and shapes of hand-me- and insurance offices, nurses, government employees, photographer and Boy Scout assistant, are among the variety of business and professional fields represented in Pi Delta.

Civil Service Exams

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