

Food Boys Leave Giant's Training Camp in Florida

Reported Al Bertucci, Sylvan and Zeke Campagni left yesterday for the New York Giants' camp in Florida, where they were called by Bill Terrell manager.

They are all members of the Red Indians and are well along the north shore. On an team Campagni played at Bertucci field, and Triani at...

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N. S. Property Owners Continue Fight Against Through Truck Routes

Permission to run freight trucks on a common carrier basis through residential areas along the north shore temporarily was denied the Willett Company in an order issued from Springfield by the Illinois Commerce Commission last Thursday.

At the same time, the commission granted the North Shore Property Owners Association its petition to reopen the case and present additional testimony to show why the Willett company should not be granted a certificate of convenience and necessity to operate motor freight trucks through north shore towns and cities.

The decision, Howard F. Bishop, attorney for the association, pointed out, is another victory for the property owners who have been active for more than five years in opposing attempts to have residential streets permanently designated as motor freight truck routes. Originally, the Willett company sought permission to run freight trucks on Sheridan road. The association, aided by other north shore organizations and by town and city officials, vigorously opposed this request and constantly sought to have all motor freight truck traffic under commerce commission certificates, routed over highways to the west of



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the towns instead of through them. For the time being, this objective has been realized as the commission ordered that the trucks, so far as the north shore is concerned, shall be permitted to operate only along Waukegan road through Morton Grove, Golf, Glenview, Northbrook, Deerfield, Bannockburn and Everett to Waukegan.

Certificates of convenience and necessity were also issued to the Hastings Express company and to the Keeshin Motor Express Company, Inc., to operate over various routes in the Chicago territory, but the commission reserved the right to select or change, at any time, the routes through the suburbs.

The ruling is of extreme importance and interest to the north shore and to all Chicagoland. Property valued at millions of dollars is affected by motor freight truck traffic in this area. The question has been deliberated on for more than five years and this is the first ruling ever made by the Illinois Commerce Commission on a major petition for motor truck operation in the state of Illinois. Many certificates have been granted for motor bus operation, to haul passengers, but up to the present time, the commission has not ruled on the motor freight truck question over any state route issued by the commission affect nearly 150 suburbs in the Chicago territory.

Appreciation of the commission's attitude in taking thoroughly into consideration the property owners' point of view, was expressed by Mr. Bishop. "We are grateful to the commission for granting our petition for a rehearing in the case," the lawyer said. "The commission-ers have taken care throughout the lengthy hearings on this petition to balance all the facts and to give thorough recognition to the rights of the property owners."

Mr. Bishop announced that his association already has started work preparing evidence to present at the reopening of the case. A date for the hearings has not yet been set.

The fundamental issue, so far as the property owners are concerned, Mr. Bishop explained, is protection of residential property values and the preservation of the residential character of the north shore. Motor trucks, he made clear, are widely used in this area and

will always be used by what the property owners chiefly oppose is the permanent designation of residential streets as through motor freight truck lines.

"Such branding of streets for freight truck purposes is inherently hazardous to residential property values," Mr. Bishop said. "We believe and have prepared evidence to support our belief that such a course of action is not necessary, that it would further jeopardize safety, would seriously damage the payments that have not been built for such heavy traffic, and paid for by private assessment, were never intended for freight truck usage. Existing freight service is adequate in this area."

During the conduct of the case and the gathering of evidence thus far, the north shore has been united as probably never before on any one specific question. On one occasion mayors and presidents of all the cities and towns from Evanston to Lake Bluff, inclusive, met with the members of the property owners' association and agreed unanimously to oppose use of residential streets for motor freight trucks on a common carrier basis. Prominent north shore property owners testified before the commission. Resolutions were presented from towns and cities and from various civic organizations on the north shore.

CALAVOS

California's rare salad delicacy

Without doubt the present upsurge of interest in the nutritional values of what we eat, will in the far future be regarded as the beginning of the era of increased human capabilities. Not only nutritionists and physicians, but the nation's menu planners in many lucky homes are advocating the gospel of efficiency and longer life by proper food.

Typical of this movement toward health from natural sources is the present flood of calavos to our markets with their generous and unusual supply of five of the six vitamins now recognized; with their wealth of minerals and their ability to add in piling up an alkaline reserve.

Calavos also harbor an almost unheard of amount of oil for a fruit, an average of twenty per cent, also a quantity and quality of protein, the tissue repairer of our bodies, which nature has stubbornly refused heretofore to grant to the fruit family.

However, human nature being what it is, calavos have no doubt reached their present peak of popularity because of their extremely easy-to-take eating qualities, which do not in the least rob them of their good-for-what-ails you characteristics.

Here's an example of those easy-to-take qualities in Calavo Gelatin Custard.

CALAVO GELATIN CUSTARD

1 package lemon flavored prepared gelatin
1 cup hot water
3 tablespoons lemon juice plus cold water to make 1 cup
1/2 cup whipping cream
1 cup Royal Anne cherries, pitted
1 cup cubed pineapple
1 cup diced calavo (equivalent to medium calavo)

Whipped cream for garnish
Maraschino cherries (may be omitted).

Dissolve gelatin in hot water, add lemon juice and cold water and cool until gelatin is almost set. Prepare calavo by cutting in halves lengthwise and removing seed and peeling. Fold whipped cream into gelatin with fruits, and chill until firm. Serve in chilled, stemmed glasses, either plain or with a topping of whipped cream to which drained, chopped maraschino cherries have been added to color.

Serves 10 to 12.

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ALSO... EFFECTIVE January 15, the Illinois Bell Telephone Company offers reduced rates on person-to-person calls every night after 7 p.m. and all day Sunday. They apply, in general, on long distance calls on which the day station-to-station rate is more than 35 cents. The discount on most person-to-person calls is the same in money as on station-to-station calls between the same places.

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Rock Island to Cincinnati, Ohio	1.65	.95	.70	2.05	1.35	.70
Kankakee to Milwaukee, Wis.	.75	.45	.30	1.05	.75	.30
Decatur to Detroit, Mich.	1.70	1.00	.70	2.15	1.45	.70
Cairo to New Orleans, La.	2.05	1.15	.90	2.55	1.65	.90
Quincy to Palm Beach, Fla.	4.00	2.25	1.75	5.00	3.25	1.75
Danville, to Omaha, Nebr.	1.80	1.05	.75	2.25	1.50	.75
Peoria to Indianapolis, Ind.	1.00	.60	.40	1.35	.95	.40
Springfield to Waukegan, Ill.	1.00	.60	.40	1.35	.95	.40
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