

Circuit Court Clerk



L. J. Wilmot, Clerk of the Circuit Court of Lake County, was born July 16th, 1885 on the farm of his grandfather, Lyman Wilmot, one mile west of the Village of Deerfield, Illinois.

Mr. Wilmot attended the public grade school at Deerfield and moved with his parents to Waukegan in the fall of 1898 where he later entered the High School and graduated in June 1903.

On Dec. 25th, 1908, Mr. Wilmot was married to Laura Brockway, Mr. and Mrs. Wilmot are the parents of four children: a daughter, Mrs. Helen Meador, and three sons, Lyman, Marshall and Robert, all residing in Waukegan.

Mr. Wilmot has always taken a keen and active interest in all civic affairs of his community. He served as a member of the Public Library Board for many years and also served several years as a director of the Waukegan Chamber of Commerce. He was a director of the Waukegan Y. M. C. A. Board and chairman of the Boys' Work Committee of that organization at the time the present "Y" building was erected.

He is a member of the First Congregational Church of Waukegan, His Club and Lodge affiliations include the Rotary Club, Elks, Moose and Eagles.

Mrs. Beatrice Meyer and Miss Dona Belle Jensen served as hostesses for the Mothers Club on Tuesday, March 3rd.

Property Owners Face New Traffic Fight

(Continued from Page 1)

ity is also involved. Many of its citizens are beginning to ask, "Is the North Shore to go into the residential discard, as did the south side in Chicago, and more recently Sheridan road in Chicago, chiefly because of traffic invasions?"

The answer of the North Shore Property Owners association which was organized several years ago to preserve the residential character of the area, of many civic bodies, clubs and associations and of most of the town and city governments involved is "NO!"

Alarmed at the serious nature of the Sinnott bill which popped into the special session of the state legislature before scarcely anyone outside of its immediate sponsors realized its tremendous significance, the property owners association went into action to defeat the proposal, twenty-four hours after the existence of the bill became known.

Through the efforts of Representative Drennan J. Slater of Evanston, Attorney Howard F. Bishop, counsel for the association, and others, the bill, which had been advanced to the third reading, had not yet been called as this was being written and its opponents were hopeful that it could be kept off the call for the rest of the special session.

Mr. Slater and Mr. Bishop found that nearly all members of the lower house had learned something of the nature of the bill through publicity released in its favor by the trucking association but that scarcely any representative realized its serious consequences in regard to residential property owners.

While recognizing the service that motor truck lines perform and patronizing them liberally, the association feels that present conditions on the North Shore do not require the granting of certificates to companies to use streets through the residential areas. The new highways to the west of the towns and cities give ample roadway for through operation of trucks between Chicago and Waukegan.

Even if there was necessity for such common carrier service, the association believes that actual routing of trucks should be done only after a careful study by competent engineers and other experts and that as much traffic as possible should be diverted to the west of the communities instead of being allowed to pass through them. But the Sinnott bill, it is pointed out, would make it mandatory to issue common carrier certificates to companies now operating and over their existing routes, without the need of their appearing before the commission or any other body to establish the existence of such necessity or without any further proceedings of any kind.

If the bill becomes a law, some seventy-five trucking concerns are eligible to the certificates and the entire North Shore will be branded through the heart of its residential area, with permanent freight truck routes over which the local communities will have no jurisdiction.

"The danger and absurdity of this bill are apparent to anyone who gives it careful thought," said Mr. Bishop. "It is an attempt to create by an act of the legislature, something that has not yet been established in fact, that is—the existence of the convenience and necessity for such truck service. We cannot create convenience and necessity by law. We have maintained for years and have gathered extensive evidence to prove that there exists at present, no justification for the certification of routes through our residential areas."

Representative Slater pointed out that the bill not only would injure the property owners but would work hardships on many trucking companies as well. There are some 150,000 companies and individuals in the state of Illinois engaged in the motor freight truck business, said Mr. Slater. "Nearly ninety-five per cent of these are very small concerns, in fact, most of them merely 'one-man' or 'one-truck' outfits. To comply with the regulations as to equipment, insurance and other details that would be required by hundreds of these companies and yet many of them now are doing a legitimate and useful business. About ninety-eight per cent of the companies operating in the state have not more than ten trucks. In many instances, the bill would give a monopoly to certain large lines and at the same time, it would impose unjust requirements upon scores of small companies. Furthermore, enactment of the measure cannot be urged on the grounds that it is required by the taking over of the interstate lines by the Interstate Commerce Commission. The federal body is concerned only with these interstate shippers."

Attorney Bishop went to Washington to consult with the commission and other authorities there concerning the federal phase of the truck situation. He was expected to return by March 4 and to help continue the aggressive program the property owners association has laid down to oppose the invasion of certified motor freight routes through residential areas in the North Shore. The association recently embarked on an amplified campaign to arouse property owners to the dangers involved in the present truck situation. The towns and cities of Lake Bluff, Lake Forest, Highland Park and Evanston have been active in co-operating with the property owners through resolutions, telegrams to representatives and other expressions of opposition to the proposal to allow permanent freight truck lines over residential streets. Plans are being considered by the association to enlist the aid of other communities outside of the North Shore area as the matter is one that concerns residential property owners throughout the state.

Banker



Mr. J. M. Appel, president of the Highland Park State Bank, was born in Highland, Illinois, on May 22nd, 1864, and has lived in Illinois always. He received his education in the public schools.

In his early life, he engaged in the mercantile business at Pochantas, Illinois, where he served as postmaster under President Harrison. In 1897, he accepted a position with the State Auditor in the Banking and Building and Loan Department, which position he held continuously for fourteen years.

In 1910, he came to Chicago and engaged in the banking business. His presidency and active management of the Highland Park State Bank dates back about 20 years. In 1897, he was honored with the presidency of the Illinois Bankers Association. Mr. Appel resides with his wife and daughter at 444 Oakwood avenue. His son, Vallee O. Appel, is president of the Fulton Market and Cold Storage Company in Chicago. Mr. Appel is an enthusiastic Mason and Rotarian.

County Conference of Bible Classes to Be Held in Libertyville

A county-wide conference of adult Bible classes will be held at the Libertyville Methodist Episcopal church, Sunday afternoon, March 8th, beginning at 2:30 p.m., central standard time.

Rev. J. Russell Throckmorton, of Chicago, will deliver the afternoon address on "The Adult Class a Force for Righteousness." Mr. Throckmorton, who holds the position of Executive Secretary for the Commission on Men's Work, Methodist Episcopal church, travels extensively in the middle west, and is well known in Methodist circles. Part of the session will be given over to round table discussion of practical questions concerning adult class teaching and activities, and teachers and members of classes have been requested to be ready to present their vexing problems for discussion. The women's group will be led in discussion by Mrs. F. E. DeYoe, leader of the women's class in the North Chicago Presbyterian church, and Rev. Mr. Throckmorton will lead the men's group.

Mrs. J. G. Cook teacher of the Adult Bible class in the Half Day Congregational church, and superintendent of the Adult Division in the county organization, will preside at the meeting. Rev. Stockton M. Swaney, pastor of the Libertyville M. E. church, will lead the devotional period. This conference is held annually, in March, under the direction of the Lake County Council of Religious Education, and representatives and delegations are expected to attend from churches in various parts of the county.

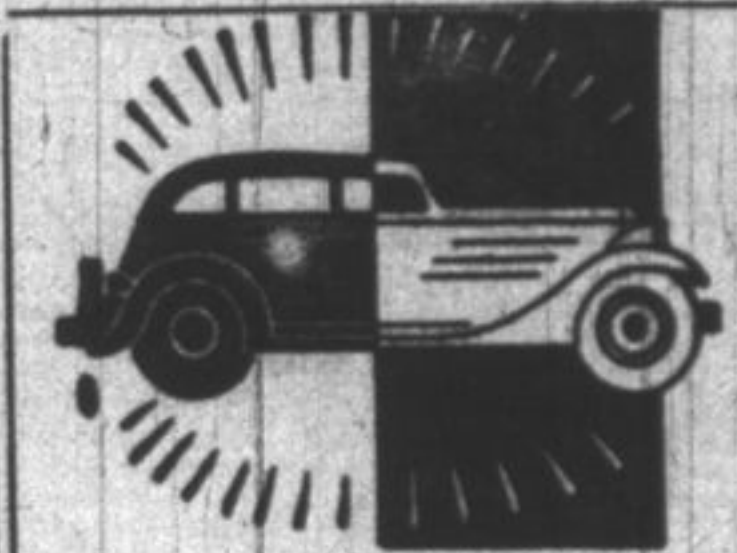
John Fay Harris, candidate for Republican Nomination for Congress, spoke at this morning of Americanism, and also addressed the Deerfield Rotary club on "Observations on Relief." Mr. Harris is Superintendent of the Lake County Veterans Relief Commission, and is well qualified to speak on this subject.

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"STATE SOVEREIGNTY - NATIONAL UNION" - Illinois state motto has been adopted by Wayland Brooks (above) Republican candidate for Governor, as his campaign slogan.

C. WAYLAND BROOKS

Republican Candidate for GOVERNOR OF ILLINOIS

Primary Election, Tuesday, April 14, 1936

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The New 1936 Ford V-8 5 W. Coupe, center poise ride. 112 in. wheelbase, 6 in. tires, safety glass throughout, bumpers, spare tire, metal tire cover is \$619 delivered tax paid. Purnell & Wilson, Inc.

Congratulations! to the Highland Park Press 25th ANNIVERSARY Hecketsweiler Studio PHOTOGRAPHERS 7 South St. Johns Ave. Phone H. P. 435

Purnell and Wilson Local Ford Dealers For Past 10 Years Purnell & Wilson, Inc., local Ford dealers, are celebrating their tenth anniversary this week at their show rooms at 101 N. St. Johns avenue, where they have been located since they started business in Highland Park. In these past ten years they have successfully handled the sales and service of the Ford car. This year they have added the latest in streamlining and comfort, the Lincoln-Zephyr V-12. Mr. J. R. Purnell, president of the firm, was this year elected president of the Ford Dealers association. The concern originally had only two stores, one at Highland Park and one DesPlaines, but has been enlarged, to include the dealerships at Winnetka and Arlington Heights, and a sub-dealer at Glencoe. A special invitation to come in and look over the large new and used car stock, is issued at this time to the general public. Ephraim—Lige got dis yere letter dat his gal writ him, boss; but he kain't hear what his gal done writ him.—Troy Times-Record.

Only \$615... and it asks no odds of any car at any price. Impressive victory in famous economy run officially confirms Pontiac's superior economy! THE annual Yosemite Valley Economy Run is the year's big test of economy claims—and here is what it revealed: Under American Automobile Association supervision, the 1936 Pontiac traveled 352 miles at an average of 23.9 miles per gallon (no oil added), defeating all entrants in its class. That settles the matter of Pontiac's thrift. Pound for pound, you can't do better. Buy a Pontiac to save. Buy it for dependability. Buy it for anything else you value most in a car. You won't be disappointed, for Pontiac asks no odds of any car at any price. SATISFY YOURSELF WITH SOMETHING BETTER—BUY A Pontiac OFFICIAL PRICE CLASS ECONOMY CHAMPION NORTH SHORE BUICK-PONTIAC CO., Inc. 108 South First Street Phone: H. P. 496

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