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THURSDAY, JULY 9, 1936

Mrs. Robert Herbst and children left yesterday morning for Canada where Dr. Herbst will spend several weeks. Dr. Herbst will join his family the latter part of this week. Mrs. George Pfister, who suffered three fractures in a fall several weeks ago is still confined to the Highland Park hospital. During the past week, Mr. and Mrs. William Carolan and Mr. and Mrs. John Carolan of Harrisburg, Ill., visited Mrs. Pfister. Mrs. Carolan (who is the former Florence Pfister) is remaining here to be near her mother for a few weeks. As soon as Mrs. Pfister is able to be moved she will go to the home of her son, Clarence Pfister, in Lake Forest.

Mrs. Ida Cornelia Miller Leavenworth, mother of Mrs. Frederick P. Boynton of this city, passed away Saturday at her home in Pennsylvania. Funeral services were held Monday in Wilkes Barre.

Numerous parties are being planned this summer for the new commandant of Fort Sheridan, Maj. Gen. Charles F. Kilbourne, and Mrs. Kilbourne at the Fort. As soon as they are established in their new quarters they will have numerous visitors, among them being their daughter, Mrs. Maxwell Tracy, whose husband, Captain Tracy, is stationed at Fortress Monroe, Va. She will arrive next month.

Captain and Mrs. Hamilton Ellis entertain at tea for their next door neighbors, the Kilbournes, last Sunday and today (Thursday) Brig. Gen. and Mrs. Dana Merrill are giving a reception for the new commandant and his wife.

Mrs. Raymond Flinn of E. Park avenue is visiting her mother Mrs. Palmer and sister Mrs. Lewis in Seattle, Wash., during the month of July.

Mr. and Mrs. Milton St. Peter and Miss Beryl Hollands spent the weekend at Sullivan, Ill., visiting Mr. and Mrs. Reginald Hollands.

Mrs. Arthur Grant McPherson announces the engagement and approaching marriage of her granddaughter Barbara McPherson to Chas. Leonard Sanders, son of Mr. and Mrs. Clarence David Sanders of Centerville, Miss.

Mrs. Thomas Creigh and daughter Virginia and son Fritz left Monday for their summer home at Battle Lake, Minn.

Nancy Zippy, daughter of Mr. and Mrs. Frank Zippy underwent an appendectomy Sunday at the Highland Park hospital.

Mrs. N. S. Mayo and her daughter Mrs. E. W. Freytag entertained at tea Tuesday at Mrs. Freytag's home on S. Sheridan road.

Mr. and Mrs. E. B. Low and daughter Elizabeth and son Billy of Laurel avenue have left on a motor trip through the west to California for three weeks.

Mrs. Roger Casamajor and son Paul visited the George W. Childs' over the week-end while en route from the East to their home in Pasadena, California.

Fred Hefferson of Flemington, N. J. has arrived in Highland Park to visit his relatives the Vernon McMahon and Joseph Delhayes after motoring through Maine and Nova Scotia on his trip here.

Mrs. Gallup and daughter Barbara of Central avenue spent the week-end with relatives in Lake Geneva. Barbara intends to stay there for three weeks.

Among those to take out marriage licenses recently in Waukegan are: Hiram M. Bryant and Judith Weiler of Highland Park; Elmer C. Johnson, Highwood and Ina M. Lampe of Owen, Wis.; Paul E. Tower, Fort Sheridan and Anna E. Medarich, Winnetka.

Mr. and Mrs. Chris. G. Duffy of Alhambra, Calif. are visiting their parents Mr. and Mrs. L. N. Berube for the summer.

John D. Austin of DeTamble avenue is visiting his brother and wife Mr. and Mrs. James Austin of Detroit, Mich. this week. Miss Eleanor Austin, who has been in Detroit the past two weeks returned Friday.

Mr. and Mrs. Donald S. Boynton of Hawthorne lane are spending the summer at their country home at Balleys Harbor, Wis.

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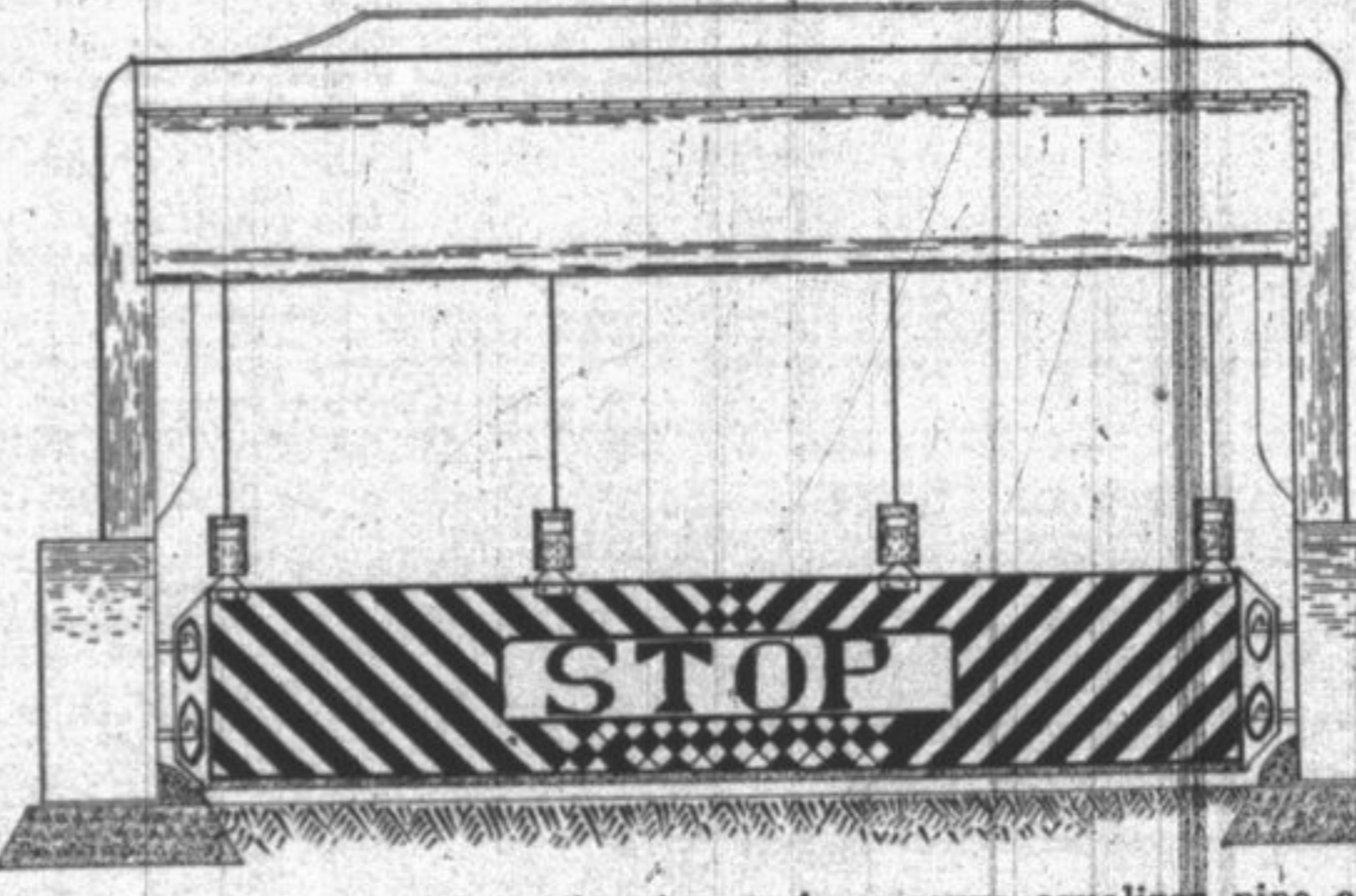
SILVER DOLLAR BRADY RENTS PENTHOUSE FOR PRIZE HORSE



Silver Dollar Brady, wealthy cowboy from Dallas, has the world's first "penthouse corral" high above Chicago on the 17th floor of Hotel Sherman. Brady and his horse are shown here "at home" looking out over the city's attractive skyline.

"More Silver Dollars in circulation will bring back better business conditions a whole lot faster." That's the idea of Silver Dollar Brady, who arrived in Chicago today, with the intention of getting more Silver Dollars in circulation. Brady, big, six-foot wealthy rancher from the West, walked into the Hotel Sherman today, his prize horse trailing behind. First, he registered with the horse at his heels. . . then he went into the coffee shop and both man and beast had a bite to eat. He had wired for reservations for himself and horse and was given a penthouse high above the street on the 17th floor, with a special corral, hay, oats and all, for his horse. "The trouble with paper dollars is, you don't feel 'em in your pocket," Brady said. "Now, it's different with Silver Dollars. You know you got 'em. They seem to mean a whole lot more. But because they're heavy, you spend 'em a lot quicker." Brady said he was going to urge Chicago merchants to pay their employees in Silver Dollars. "Then you just watch business boom," he said. Brady, who is an Ambassador of Good Will for the Texas Centennial Exposition at Dallas, wears a valuable belt made of old and rare Silver Dollars.

New Type Barrier Designed To Reduce Railroad Accidents



Patents on a new type of barrier to replace the wooden gates and other devices now in use, have been issued to Edward F. Stuenkel, of Highland Park and Elmer C. Krage, of Elmhurst. It is believed that the installation of these barriers will prove to be an effective method of reducing the many accidents now unavoidable at railroad crossings. In view of these and countless other accidents, which daily are taking their toll of human lives, and of the danger of an entire train being derailed, and the passengers and the crew being killed, outside of the heavy monetary damage resulting, the inventors have designed a barrier, to effectively protect the railroads against such unwanted slaughter, and the public against their own negligence and fatal circumstances.

The general features of this gate are such that, a barrier, made out of suitable resilient materials, and raised and lowered in a vertical fashion, is made operative at the approach of a train. When this barrier reaches the end of its downward travel, it is automatically locked in place against lateral deflection to the inside. Should a vehicle be unable to stop when the barrier is down and locked, the car will be brought to a stop by the barrier in a maximum distance of eight or ten feet, depending upon the width of the highway that the barrier is to serve. The hooks, which lock the barrier, are coupled to a heavy steele cable, which in turn is fastened to a heavy compression spring, and thence to a drawbar. This drawbar carries the piston rods, to which is attached the piston heads. These pistons are moved in on the impact of a vehicle against the barrier, giving a cushioning effect, and at the same time placing a heavy drag on the further compression of the pistons.

Another feature is that if a vehicle is approaching the crossing, and the barrier is being lowered, the driver may fail to heed the signal lamps or the audible alarm, and will hit the barrier in a position in which it is free to swing and slide over the vehicle, without damage to either. The bottom edge of this barrier is provided with a heavy felt cushion. In the event that a driver of a

vehicle is caught between the two barriers, it is only necessary for him, to either move his vehicle forward or to back up, as either barrier will allow such a vehicle to pass underneath from the inside.

A suitable hood is provided to protect the barrier in the normal raised position from the elements. Means are provided to prevent excessive sway during a heavy wind, while the barrier is being lowered. Sleet and snow will not affect the operation of the gate.

In the applications for letters patent, only the essentials of a protective barricade were considered. All needless movements were eliminated. The twenty claims that were filed were allowed in full, thereby covering the device in its entirety, with the exception of several minor improvements.

Aside from the basic reason for the design of this gate, which is the protection of human lives, be they the motoring public or the train crew, or the passengers in their charge, is the economy of such a gate over the installation of grade separations with their high initial cost, detriment to adjacent property, the inability to secure the needed amount of soil for the fill of the approaches, the drainage problem, and lastly but not least, is the everpresent danger any incline presents to a driver while ice covers the pavement.

The maintenance costs of the gate and a grade separation are not to be compared, particularly if the interest on the capital investment is considered. The interest on an average grade separation in three years, will nearly pay for this gate. In the event of a change of roads or of the railroad, it is an easy matter to move the gate. This is not true of the grade separation, as it is a very permanent installation, and can only be moved at prohibitive costs.

A gate of this type offers protection to the public and the railroad against being demolished under the wheels of a locomotive, whereas such gates as are in use today only serve as a warning of an approaching train. If a motorist fails to stop, or cannot stop due to an excessive speed or slippery pavements, and hits these gates, the wood will splinter and usually the car windows are broken, cutting the driver and the occupants so that they are blinded with blood, thereby greatly reducing their chance of clearing the crossing before the approach of the train.

Redeemer Lutheran Church West Central at McGovern W. F. Suhr, Pastor

Thursday: 7 p.m. Beach party of the Fellowship club at the private beach of Mr. Robert Patton, 624 Crescent court.

Friday: 8 p.m. Meeting of the congregation at the church.

Sunday: 9:30 a.m. Sunday school. 10:30 a.m. Main service.

Deerfield Presbyterian Church Dr. W. F. Weir, Minister

Sunday: 9:45 a.m. Church school. 10:45 a.m. Public worship. Sermon by Dr. Robert L. Sawyer of Presbyterian college. Guest soloist, George Bray.

Saturday: 9:30 a.m. Bake Sale at A. & P. store.

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Beauty Aids Great Lakes Expo



TWO PRETTY CLEVELAND GIRLS on the job opening day, Saturday, of Great Lakes Exposition in that city. Visitors in quest of information will find it easy to take from Dorothy Gilroy and Grace Emph who preside over the information booth at the exhibit of the United States Steel Corporation. The corporation's exhibit, which is the largest steel exhibit in the iron and steel section, occupies 6,000 square feet of space and vividly portrays the myriad uses of steel in construction, railroad and water transportation, automotive and aviation fields, agriculture, oil, mining and manufacture.

Waukegan All-Stars to Meet Duffy's

Of special interest to local sports fans is the announcement that with the meeting of the Waukegan All Stars and the Duffy & Duffy Cleaners team, at Sunset Park, on Thursday, June 9, at 9 p.m., night indoor baseball will be inaugurated in Highland Park.

First Church of Christ, Scientist, Highland Park, Illinois, 381 Hazel avenue, is a branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass.

The Sunday morning service is held at 11 o'clock, and the Wednesday evening meeting, which includes testimonies of Christian Science healing, is at 8 o'clock.

Sunday school is open to pupils up to the age of 20 years, and is held Sunday morning at 9:30.

Subject for next Sunday's Lesson, sermon "Sacrament."

A free public reading room is maintained by this church at 43 N. Sheridan road, which is open daily from 9 o'clock in the morning to 6 in the evening, except on Saturday when it is open from 9 a.m. to 9 p.m. On Sunday the reading room is open from 2:30 to 5:30. Here the Bible and all authorized Christian Science literature may be read, borrowed, or purchased. All are cordially invited to attend the services and make use of the reading room.

CHRISTIAN SCIENCE CHURCHES

"GOD" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, July 5.

The Golden Text was, "Thou shalt have no other gods before me" (Exodus 20:3).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Praise ye the Lord. Praise God in his sanctuary: praise him in the firmament of his power. Praise him for his mighty acts: praise him according to his excellent greatness. Let everything that hath breath praise the Lord." (Psalms 150: 1, 2, 6).

The Lesson-Sermon also included the following passages from the Christian Science Textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "Question.—What is God? Answer.—God is incorporeal, divine, supreme, infinite Mind, Spirit, Soul, Principle, Life, Truth, Love.

Question.—Are these terms synonymous? Answer.—They are. They refer to one absolute God. They are also intended to express the nature, essence, and wholeness of Deity" (p. 165).

Read The Want Ads

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