

Freight Trucks

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to use, in and through the North Shore communities and will enter a supplemental order, it announced. The North Shore Property Owners association and other organizations, bent on protecting the residential character of the North Shore, hope to win a final victory by preventing the certification of any residential streets through the North Shore communities, representatives declared. Although permanent freight truck routes have been certified through scores of other towns and cities in Chicago and, no residential street on the North Shore has yet been so assigned and property owners are uniting to keep the area free from truck routes, permanently, if possible.

Additional evidence will be offered to the Commerce Commission by the Property Owners association to support its position against freight truck routes being granted through the already well served towns and cities of the North Shore, Marion T. Martin, of Lake Forest, president of the association said.

"We are not fighting motor trucks as such and many of our members are among the most consistent users of trucks," Mr. Martin pointed out. But we believe the permanent branding of residential streets on the North Shore as motor freight truck routes is unnecessary and would seriously impair the value and desirability of many pieces of residential property. The highways to the west of the North Shore towns and cities are suited to this truck traffic. That is where it belongs.

The North Shore Property Owners association and other improvement and civic bodies and communities, have been waging a fight against certification of residential streets for several years. The property owners were first aroused by petitions to operate freight trucks in Sheridan road. Study of the problem soon convinced leaders of the association, a wide majority of the members and officials of towns and cities that motor freight truck routes should be established around, rather than through the communities, if necessary at all, in order further to preserve the residential character of the area.

The Commerce Commission in the Hasting Express company order, summarized the evidence presented against certifying residential streets as freight routes, by the various bodies opposing the petition. With the North Shore Property Owners association, several common carriers, the cities of Evanston, Highland Park, Lake Forest, and Waukegan and the towns of Glenview, Highwood, Wilmette and Winnetka as well as several other improvement associations, joined in the fight against the routes.

The evidence offered, the commission stated, was principally to show that many of the streets of the municipalities referred to are of narrow width, with steep grades and reverse curves that traffic in many of said highways, especially those in the business districts, is

ready congested; that said communities are highly residential in character; that there are many schools, colleges and universities located in said communities in immediate proximity to the main thoroughfares and that it is necessary for the children and students attending such schools and educational institutions, as well as other members of the general public utilizing the numerous bathing beach facilities situated along the shore of Lake Michigan north of the city of Chicago, to cross said streets; that the operation of motor trucks not only causes greater congestion but they are more dangerous than other types of motor vehicles; that because of the noise and vibration incident to the operation of motor trucks, the value of adjoining property is affected; that most of the streets and highways in the residential portions of said communities were designed to carry and accommodate horse drawn traffic or light motor vehicles, and that the operation of motor trucks of the type owned by the petitioner would be detrimental to and result in rapid disintegration of such pavements, the cost of repairing and maintaining which must be borne by the several municipalities to which the petitioner does not contribute anything in the way of taxes.

The commission explained that the temporary order, assigned the trucks to Waukegan road, instead of to the original routes asked for through the towns and cities, was entered "without prejudice to the rights of any of the interested parties." Following is the temporary route as established for the Hastings Express company trucks:

Chicago—15th St. to Halsted St., to Lincoln Ave., to Touhy Ave., to

Niles—State Bond Issue Route (42A) (Waukegan Rd.)
Morton Grove—(42A).
Golf—(42A).
Glenview—(42A).
Northbrook—(42A).
Deerfield—(42A).
Bannockburn—(42A).
Everett—(42A) to

Waukegan—Belvidere St. to Genesee St., to
North Chicago—Sheridan Rd. (State Bond Issue Route 42)
Great Lakes—(Route 42) to
Lake Bluff—State Bond Issue Route (179) to State Bond Issue Route (42A) to

Chicago—Jefferson St.
Attorney Howard F. Bishop, represented the North Shore Property Owners' association before the Commerce Commission. Nearly 300 residential property owners are members of the association which embraces the territory from Evanston to Lake Bluff and including these two communities.

Some time ago, the Commerce Commission likewise assigned trucks of the Willett company to a temporary route outside the towns and villages of the North Shore instead of in residential streets through the municipalities, as had been asked in the company's petition. Property owners are hoping to have a permanent order against trucks being operated through the towns and cities of the North Shore, in this case, as well as in others now before the commission or pending.

At the conclusion of the members meeting the board of directors held the annual election of officers with the following result: R. P. Sherer, president; J. B. Garnett, vice president; Frank J. Ronan, vice president; Mrs. E. J. Grundy, secretary-treasurer.

A letter from George R. Jones, who had been president for many years, asking that his name be not considered for re-election, was read.

Rev. E. Bruso Heads Religious Council

District One of the Lake County Council of Religious Education met Sunday afternoon at St. Paul's church in Deerfield and elected the following officers:

President, Rev. Earl J. Bruso of Deerfield; vice president, H. D. Faxon of Highland Park; secretary and treasurer, Virginia Easton of Deerfield; children's division superintendent, Phyllis Dexter of Highland Park; young people's superintendent, Harry Skidmore of Highland Park. Mrs. F. C. Norenberg of Highland Park is adult division superintendent. Dr. Frank McKibben of Northwestern university delivered the address of the day.

Ice Carnival At Ravinia Rink Friday

The committee in charge of the skating pond at Ravinia school will sponsor an ice carnival, Friday evening, Jan. 29, weather permitting. There will be no admission charge.

Plans for this interesting event are being perfected by the committee assisted by Howard Copp. A program of interest and fun for the children has been arranged. Candy, cocoa and hot dogs will be sold in the warming house.

In case of inclement weather the carnival will be postponed to Friday, Feb. 5.

Pneumonia Takes Mrs. M. J. Brush

Mrs. Margaret J. Brush, mother of Mr. Albert D. Brush of Dale avenue, passed away Sunday at St. Francis hospital, Evanston, following an illness of pneumonia. Mrs. Brush had been living with her daughter, Mrs. Howard Weldon, in Niles Center.

Funeral services were held Tuesday afternoon at two o'clock from her daughter's home in Niles Center with burial in Memorial Park cemetery.



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R. P. Sherer Heads Community Service
The annual meeting of the members of the Community Service of Highland Park was held at the Public Library, January 18th. The following were elected members of the board for a term of two years: Philip E. Cole, Augustus G. de Clerq, W. B. Ewer; E. J. Fuck, Mrs. S. L. Reinhardt, Arthur H. Swanson, R. P. Sherer, Cloud Wampler, Raymond W. Flinn, Earl W. Gsell, Milton J. Hardacre, Frank K. Ronan, Clarence Witt, Clark G. Wright, and Mrs. T. R. Wyles. The older members of the board are, Miss Adele Everett, J. B. Garnett, Miss Ethel Goddard, Mrs. E. J. Grundy, Edwin L. Gilroy, Harry Kelley, C. C. Hatcher, Jr., Albert Larson, Mrs. Thomas Marks, Mrs. E. T. R. Murfey, Mrs. F. C. Norenberg, Mrs. O. L. Olesen, Robert H. Price, A. T. Sihler, and John L. Udell.

Dining Room Interiors Show **EXTRA** OLD STOVE WORTH CASH IN NEW 4-STAR ELECTRIC RANGE PLAN Your old stove is worth from \$10 to \$15, depending upon the cost of the new electric range you select. This is just one of the important considerations in the new 4-Star Electric Range plan now offered. Use your old stove as part payment for a modern electric range. Investigate the terms of this liberal plan and get full details at your PUBLIC SERVICE STORE.

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