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ART AND THE MACHINE—by Sheldon Cheney.

What is modern design in skyscrapers and automobiles, factory machines and homes and furniture and kitchen equipment? Are they standards of good taste that apply in the selection of mass produced articles for use or surroundings? We hear everywhere of the new streamline automobiles and the new horizontality in architecture. Where did these originate? What have they to do with the new design? The author sets out to answer these questions. He discusses the emergence of a modern style in the countless machine-made articles of daily life, and shows that the purely functional interest of designers of refrigerators, trains, gas stoves, ink-wells, bridges, bottles, electric fans, kitchen utensils, automobiles, glassware, has developed into and merged with an equal interest in the appearance of these things—into modern design.

FROM FOREST TO FURNITURE—by Malcolm H. Sherwood.

In this book the reader will travel around the world visiting those regions that supply the various woods which are used in our homes and in our furniture. Illustrated with specially selected photographs, including interesting pictures of logging and transportation conditions, the book tells the story of each particular wood, from the beginning of the journey in the American Middle West, home of our favorite walnut, through Europe, Africa, South America, and the Orient, to its conclusion among the redwoods of California. In a special section at the end of the book, the author gives little known physical facts and anecdotes of woods and trees, describes the manufacture of veneer and plywood, explains their use, and illustrates, with many personal experiences certain ideas concerning them.

MY INDIA—by Lillian Luker Ashby.

This book is as different from other books about India as "Kim" is different from "Mother India," and for much the same reason. Lillian Ashby has been there; her father was born there; her grandfather was an indigo planter in the back country. Hindustani was her first tongue. Hindustani were her first playmates. Her early life was Hindustani. It was not until she married a young police inspector that she came in contact with the India that most Anglo-Indians know. And then she saw it with eyes that understood as completely as a New Yorker understands the subway or a Bostonian the Transcript.

THIS LIFE I'VE LOVED—by Isobel Field.

Although much of Isobel Field's autobiography is concerned with her step-father, Robert Louis Stephenson, the reader realizes when he lays the book down, that it is the woman's own unique story and the revelation of her vigorous, delightful personality that have held him throughout.

WHY BE TIRED?—by Daniel Josselyn.

The author is a specialist in reviving fagged "office athletes." By a little sane advice on diet, on exercise, on sex, he has done wonders in restoring the energy of tired business men and women who have come to him in distress. Now, in a little book packed with the experience he has gathered, Josselyn states in simple and direct fashion the fundamentals of keeping fit for

the sedentary worker. His message is that you don't need to be tired. The proof of this particular pudding, as he shows, is in eating for energy, exercising for energy, and regulating your personal habits to keep yourself constantly at the peak of your energy.

THE ROMANCE OF THE CALENDAR—by P. W. Wilson.

Astronomers and mathematicians, have contributed to our knowledge of the many calendars by which man has measured time. But this is the first book of the calendar as a whole. The author discloses the origins of the calendar from times of remote antiquity and among peoples of every race, and relates with a wealth of fascinating lore, the fluctuations and conflicts that have marked its course. He tells of the battle that raged between the sun and the moon as an authority over the calendar, ending in the triumph of the solar year over the lunar month. He recalls how men have reformed the calendar at many periods—how Mohammed ordained a calendar for Islam and Omar Khayyam rearranged the Persian year; how Julius Caesar created the Julian Calendar which held sway until Pope Gregory promulgated the Gregorian Calendar in 1577, accepted for three centuries by the Western World. The Jewish calendar of the French Revolution, the measure of time in Mexico, China, and India (where 14 calendars are at present in force) are all recounted. The measure of the days is also explored—their grouping into weeks, and their division into hours by means of sun-dial, hour-glasses and clocks.

Social Security Is Available For Those Who Have Reached 65

Instructions have been received at the Social Security Unit of the Chicago Post Office to the effect that applications for Social Security Account Numbers may now be accepted from individuals who previously attained the age of 65.

Prior to the receipt of these new instructions, many applications were received from employees over the age of 65, which it was necessary to return as unacceptable for the reason that such employees are ineligible for the benefits under the Act. Under the new instructions, any such person desiring to apply for account number, on a voluntary basis, may do so. Such an application should be completed cor-

rectly in all respects, with particular care in giving exact information as to date of birth and age at time of completing the application. This will enable all employed persons to have account numbers, including those of the age of 65 or more, and will undoubtedly assist in a uniform recording of account numbers in personal records.

The particular attention of all concerned is especially invited to the fact that registration of a person who is ineligible for the benefits under the Social Security Act by reason of having attained the age of 65 before January 1, 1937, is strictly voluntary on the part of the employee. These employees, as well as all other employees who have not previously filed applications, may obtain the necessary blanks at the Main Post Office or at any Postal Station. The completed applications should be returned to the Post Office by delivery or by mail in a sealed envelope, addressed, "Postmaster, Local."

Those employees who desire to return their applications in person may present them at Room 409, Main Post Office, Van Buren St., Chicago, and account number cards will be prepared at this office while they wait. Employees desiring assistance in the correct preparation of their applications may also call at this Information Office, the staff there being composed of clerks having command of several different foreign languages.

ERNEST J. KRUGEN, Postmaster.

DO PAVED ROADS PAY?

by C. C. Wiley
Associate Professor of Highway Engineering, University of Illinois.
NO. 2

No one would deny that it would be a profitable transaction if a return of \$45 could be obtained from an expenditure of \$25.

The Illinois Division of Highways in its 1932 report of traffic on the state highways estimated that between August 1931 and August 1932 a total of 3,500,000,000 vehicle-miles of travel had taken place on the 7530 miles of paved highways available at that time. Careful studies have shown that travel on pavement costs about two cents per mile less

than on ordinary earth roads. Thus practically \$70,000,000 were saved to the motorists by the paved roads that year.

The report further states that the number of motor vehicles registered in 1931 was 1,812,770. Thus the saving of \$70,000,000 amounted to an average of practically \$43.70 for each vehicle registered. At the same time the average amount of license fee and gas tax that made up the state road funds collected from each registered vehicle was only \$23.44. Thus the average return in lowered operating costs was, in round numbers, \$20 more than the average sum paid by each vehicle to provide the paved roads.

The reason that the individual motorist does not realize that he receives this profit from the roads is because he very rarely keeps complete records. If any record at all is kept it merely includes the

sums paid out and takes no cognizance of what would have been paid out under other conditions.

With more than 10,000 miles of paved road now available and with traffic on the increase the present saving probably exceeds \$100,000,000 a year. This is more than the total annual expenditure for all roads in the state. With the individual gas tax and license fees showing but little average increase the average saving to each vehicle is considerably greater than that indicated in the report.

Thus the paved roads of Illinois have shown themselves to be a "financial investment" of the highest type. But what is perhaps even more important they have, in addition, given to the people of the state all the safety, comfort, convenience, and satisfaction of a highway system reaching all parts of the state

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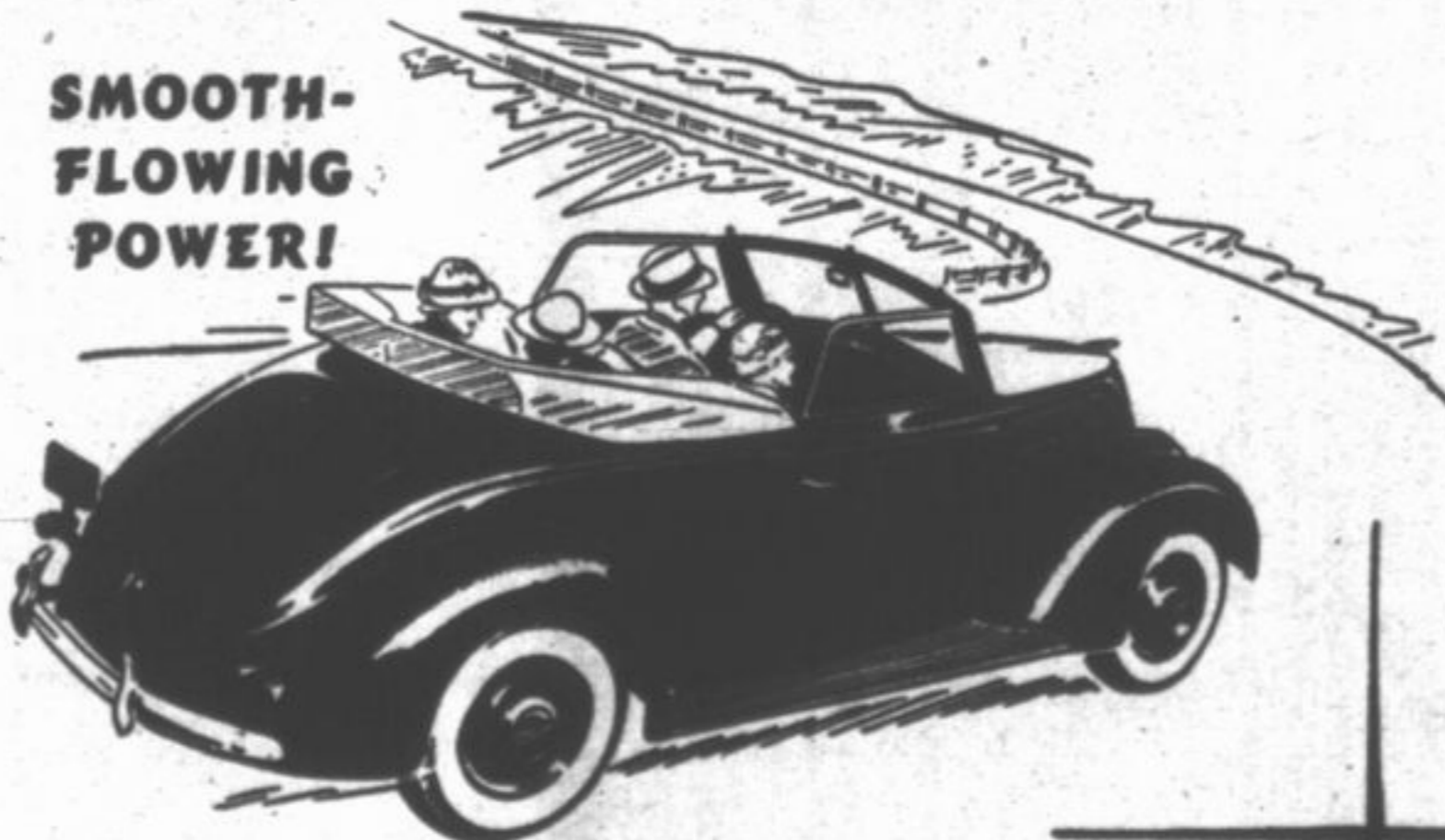
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