

### THE HIGHLAND PARK PRESS

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#### MURDER AT THE CROSSROADS

Pulse-stirring, blood-curdling melodrama provides interesting entertainment for an evening at the movies. Riots, mass slaughter, bloodshed, night bombings, hand-to-hand struggles in the ruins of demolished cities, torso murders, and mild machine gunnings on lonely roads make interesting reading in the daily papers. But when catastrophe comes to our own community, to lurk daily at the crossroads, it loses its aura of mystery and excitement, and becomes stark tragedy.

Some years ago the Chicago, Milwaukee & North Shore Railroad removed the watchman whose duty it was to warn motorists of the approach of trains to the Central Avenue crossing, and until recently the intersection has gone unprotected. This was done by application to the State authority in whose jurisdiction this matter lies. The score so far this year for the fatal accident before correcting this condition.

In direct contrast to the negligence of the North Shore Line are the bell signal, crossing gates, lights, and watchmen at the crossing of the Chicago & Northwestern tracks a few feet west.

In self-defense the community of Highland Park has had to detail one of its police force to watch the North Shore Line crossing. As part of his duties he directs traffic, a superfluous function at that point, and merely incidental to his real job of protecting the lives and property of citizens of Highland Park from a danger that should be eliminated by the railroad company. While on this duty he is necessarily removed from other tasks requiring attention.

It is unjust that the community pay the cost of a service that should be rendered by the company causing the danger to arise. The North Shore Line, which for some years past seems to have been run for the sole benefit of fat salaried receivers, should no longer be permitted to charge this service to the city. Citizens are entitled to demand a fairer adjustment, or else seek and use other means of transportation.

#### THE HORN TOOTER

Only a few days ago, the newspapers carried a story about a man who had made a 17,000-mile motor trip without once blowing his horn. This driver emphasized the point that he handled his car in such a way as to obviate the need of warning signals at any time. And in spite of the fact that all cars have horns as standard equipment today, his example is one which the average motorist could profitably study and heed.

Driving, under the traffic conditions which prevail in most places today, is a job which requires the undivided attention of the man or woman at the wheel. The modern car is built to respond quickly to the various controls; but the controls themselves still have to be operated by human agency, and it is just as vital as it ever was that the driver concentrate on driving. He can do this best if he maintains a calm state of mind. And it is hard to remain calm and cool when horns are screeching on all sides.

There can be no denial that the over-use of horns runs counter to the interests of safety. For one thing, it is a far-from-soothing influence. It tends to confuse and hurry traffic. It reflects the impatience of the horn-tooter, and communicates that impatience to others. Startled by the sound of a horn at close quarters, a motorist will frequently pull over too suddenly, endangering his own car and others. Or, if he reacts in the other of the two most common ways and gets angry, he will probably refuse to get over at all, and you have one of those private feuds which often lead to "cutting-around" and frequently end in mishaps.

Proper use of the horn would probably be more general, if every driver would remember that others on the streets naturally judge him by the way he drives, and especially by his horn technique, since that comes forcibly to their attention via the ear. The use of a warning signal when about to pass is legal and proper; but there is no reason why it should be an insistent, ear-splitting blast that says: "Out of my way! Here I come!" Neither is there justification for that other practice, prevalent in some sections, of leaning hard on the horn button when the lights change from red to green, to hasten the starting of the cars up in front.

The horn is a useful accessory, and one that should be kept in order. Whether or not it makes its full contribution to the safety and pleasure of driving depends upon the restraint and judgment with which it is used.

### Fritz Reiner to Conduct 6th Week at Ravinia Park

(Continued from Page 1)

known as a conductor of symphony and opera. It was as a conductor of opera that he appeared during the coronation ceremonies at Covent Garden in London this spring. With a particular taste for Wagner, it was as a Wagnerian director he triumphed in his production of "Parsifal," with world famed singers, pronounced the greatest ever heard in London. Other successes included Wagner's "Flying Dutchman" and "Tristan and Isolde," with Flagstad and Melchior.

Mr. Reiner will come to Ravinia directly from the Lewisohn stadium summer concerts in New York City, where he has been conducting a Little Wagner festival with distinguished soloists and the New York Philharmonic orchestra. The cycle began with "Das Rheingold" and the "Ring" cycle followed in compressed version weekly thereafter closing with "Gotterdammerung" on July 27th.

An Hungarian by birth (Budapest), Fritz Reiner studied law and music side by side, but the music muse proved more attractive, he started his conductorial career at the Budapest Opera Comique in 1910, moving in a short time to the Royal Opera of Dresden where he remained as the royal musical director for seven years, making guest appearances in opera and symphony in various countries.

In 1922 he was offered the permanent directorship of the Cincinnati Symphony orchestra. He remained the conductor of that orchestra for nine years, through the season, 1930-31, and was largely responsible for the high reputation of the Cincinnati orchestra throughout the country.

Of recent years, Mr. Reiner's activities have been numerous and varied. He has conducted the New York Philharmonic and the Philadelphia orchestras during their winter seasons and has been active as an opera conductor in Philadelphia. Summers have found him as this year on a festival tour.

His programs for the final week of the Ravinia Festival have been chosen with a fine taste for musical worth as well as musical pleasure, with the three B's — Bach, Brahms, and Beethoven represented, with a generous sprinkling of Wagner, Mozart, Sibelius, and one program, that of Friday, August 6, devoted to the two great Strausses — Richard and Johann. And with Sunday's program the afternoon of August 8th, ends the Ravinia Festival of 1937.

Fritz Reiner's complete programs follow:

- Fritz Reiner, Guest Conductor  
 Chicago Symphony Orchestra  
 Thursday, August 5, at 8:30
1. Toccata and Fugue in D minor — Bach-Leonard
  2. Symphony No. 2, in D major — Brahms
- INTERMISSION
3. "Facade," (new) — Walton (to be announced)
- Friday, August 6, at 8:30
1. Rondo—"Till Eulenspiegel's Merry Pranks," Op. 28 — Richard Strauss
  2. Tone Poem—"Thus Spake Zarathustra," Op. 30, — Richard Strauss
- INTERMISSION
3. Overture to "Die Flidermaus" — Johann Strauss
  4. Waltz—"From the Vienna Woods" — Johann Strauss
  5. Perpetuum Mobile, (new) — Johann Strauss
  6. Treasure Waltz, from "The Gypsy Baron" — Johann Strauss
- Saturday, August 7, at 8:30
1. Overture—"Carnaval Roman," Op. 9 — Berlioz
  2. Symphony No. 3 "Eroica," E flat major, Op. 55 — Beethoven
- INTERMISSION
3. From "Die Meistersinger von Nürnberg" — Wagner
  4. Prelude to Act III — Wagner
  5. Dance of the Apprentices — Wagner
  6. Forest Murmure, (Waldweben), from "Siegfried" — Wagner
  7. Overture to "Tannhauser" — Wagner
- Sunday, August 8, at 4:00
1. Prelude and Fugue in D major (new) — Bach, Respiqui
  2. Symphony, G minor (Kochel 183) — Mozart
- INTERMISSION
3. "The Swan of Tuonela" from Two Legends from the "Kalevala" — Sibelius
  4. March from "Karelia," (new) — Sibelius
  5. Three Dance — Dvorak
  6. Divertimento (new) — Leo Weiner
  7. Overture to "The Bartered Bride" — Smetana

### LOOKING BACKWARD

at progressive Highland Park through the files of The Press.

#### Twenty Years Ago

July 26, 1917  
 Lorenz Lung, owner of the Sanitary Barber shop in the Lencioni building has just equipped his shop with a new Moore electric hair cutting machine. . . . On and after August 1 George F. Rock, C. L. Gemmer, Johnson & Co., H. P. Jeppesen, Jesse Sobe, Paul Gieser and A. A. Gieser, local merchants, will charge five cents for delivery service on all orders under \$1. . . . Mr. and Mrs. J. H. Frakes announce the marriage of their daughter, Estelle, to Mr. Lemuel Potter Brown of De Witt, Ark. . . . Miss Cecil Rooney of De Pere, Wis., and Mr. Edward Brown of Highwood were married Tuesday at St. James church, Highwood. . . . Mr. and Mrs. James Farley of Oswego, N. Y., were guests of their niece, Mrs. Eugene Ender of Deerfield on Monday and Tuesday. . . . The Albert Olanders of Michigan avenue are announcing the birth of a son, Monday, July 23. . . . Mr. J. A. Blomdahl and daughter, Elsie, will return Friday from Rhinelander, Wis., where they visited Mr. Blomdahl's brother.

#### Ten Years Ago

July 28, 1927  
 Several Deerfield business men are creating a trust fund to provide Pietro Marchi with money to further his musical education abroad. . . . Miss Mary Lenore Miller, daughter of Mr. and Mrs. Richard Miller of Pleasant avenue, and Mr. Elmer Lambert of Lake Forest were married Thursday at St. Mary's church. . . . Miss Louise Burns, daughter of Mr. and Mrs. Robert Burns of County Line road, and Mr. Anton Ander-

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son were married Wednesday at the Presbyterian church. . . . Little Harry Canmann is host this afternoon to 18 little friends from De Forest school in celebration of his fifth birthday. . . . The Edwin Keefers of Burton avenue announce the birth of a daughter July 23. . . . Rev. and Mrs. Howard N. Kuist are visiting relatives here for ten days. . . . Mrs. Frank Black of Deerfield passed away Friday morning.

Confessions of a bandit chief who crowned himself king. A true story as exciting as any Arabian Nights' tale. In the AMERICAN WEEKLY, the magazine distributed with next SUNDAY'S HERALD AND EXAMINER.

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