

### November Survey of New Building

Neither the business slump nor the seasonal falling off had any great effect on the amount of the permits for building issued in November in the Chicago suburban region. Sixty-four communities reported a total of \$2,958,546 to the Greenebaum Investment Company, which makes a monthly survey of the area. This compares with \$3,239,932 for October, 1937, and \$3,006,949 for November of last year, a total which was greatly enlarged by the inclusion of a \$750,000 addition to the diesel engine plant at McCook. As almost no industrial construction is found in the latest reports to offset this extraordinary item, it is apparent that suburban building in general is well ahead of last year.

This fact is borne out by a comparison of the month by month figures of 1937 with those of 1936. Even if December shows a heavy falling off, as of course it may, the total amount of suburban building this year should exceed that of last year by over \$8,000,000. The figures follow:

|           | 1937         | 1936       |
|-----------|--------------|------------|
| January   | \$ 1,525,770 | \$ 797,681 |
| February  | 1,889,062    | 513,290    |
| March     | 2,002,904    | 793,231    |
| April     | 2,392,994    | 2,391,391  |
| May       | 3,266,452    | 2,397,138  |
| June      | 4,426,729    | 3,380,962  |
| July      | 4,192,379    | 2,915,115  |
| August    | 2,463,834    | 2,425,641  |
| September | 3,239,932    | 2,301,638  |
| October   | 2,958,546    | 3,006,949  |
| November  | 2,958,546    | 3,006,949  |

Totals \$33,734,106 \$24,974,774

It may be noted that suburban building this far this year exceeds last year's total by \$8,759,000, or more than 35 per cent. Another interesting comparison is that of suburban building with new building in the city of Chicago where the total for the eleven months is \$27,920,268. The Chicago suburban region exceeds this by \$5,813,838. In November the suburbs had almost twice as much building as the city, the suburban figure being as already noted, \$2,958,546 and the city, \$1,566,160.

Allowance must be made for the fact that two towns made their first reports to the Greenebaum survey in November and in doing so turned in their figures for the preceding months as well as November. These were Arlington Heights, of which Paul C. Taege is the building commissioner, and Lansing, reported by Henry Boender, city clerk. The Arlington Heights total for the months prior to November is \$108,640 and that of Lansing, \$135,995. Thus the November survey includes \$244,635

which actually was spread over the ten preceding months. This comprises eleven homes for \$86,440 in Arlington Heights and forty-four for \$135,995 in Lansing. The inclusion of unreported building disturbs month by month comparisons but is essential to a complete picture of suburban building for the year.

Leaving all hangers from other months out of consideration, permits were issued in November for 152 homes to cost \$1,379,214 — a very substantial advance over October when the figures were 135 homes to cost \$1,123,716. The outstanding home reports came from Arlington Heights, where permits for nine homes were issued to cost \$79,250; Aurora, seven, \$30,845; Elgin, ten, \$40,560; Evanston, twelve, \$279,800; Gary, ten, \$49,845; Hammond, nine, \$55,800; Highland Park, six, \$48,570; Kenilworth one, \$25,000; La Grange Park three, \$38,000; Lake Forest three, \$38,600; Lansing eight, \$27,050; Markham five, \$28,100; Northfield two, \$36,000; Oak Park five, \$74,425; Palos Heights four, \$26,500; River Forest five, \$89,350; Waukegan five, \$38,525; Wheaton twelve, \$90,740; and Wilmette three, \$45,300. Alterations and repairs to homes amounted to \$199,613, a falling off in work of this kind.

A few buildings of an exceptional

Paul C. Taege of Arlington Heights mentions a new field house and swimming pool to cost \$153,000, now under construction by the park district. E. M. Goodman, building commissioner of Evanston, reports a new postoffice to cost \$550,000, located at Davis and Oak streets. Mount Prospect is to have an addition to a public school to cost \$37,500, says William Busse, Jr., president of the Mount Prospect State Bank, who reports for this community. Naperville is putting up a city water tower to cost \$51,000, writes R. F. High, building commissioner. E. W. Hann of Oak Park reports an addition to the Emerson public school to cost \$113,000. P. W. Hazelton, village clerk of River Forest, issued an \$85,000 permit for a building to contain a group of small stores, and G. L. Opper, village manager of Riverside, also issued a permit for a store to cost \$20,000.

"With twenty more suburban homes started in November than in October and an increase of 23 per cent in the total investment," said Edgar N. Greenebaum, president of the company which makes the survey, "the decline in home building appears to have been stopped, at least temporarily."

### 6 Point Improvement Plan Is Proposed for North Shore

A comprehensive plan, intended to restore and preserve the residential and country-life character of Chicago's north shore area, has been submitted to the North Shore Property Owners Association by Edward H. Bennett of Lake Forest, a director of the organization and head of the firm of Bennett, Parsons and Frost, widely known architects and city planners.

The plan embraces six specific proposals. They are:

1. Elimination of all grade crossings of rail and road, preferably by the lowering of the tracks.
2. Electrification of all railroads within the area.
3. Marked reduction of automobile speeds.
4. Elimination of all horn-blowing except in cases of proved emergency.
5. Development of order in the appearance of main highways by setting back all structures or signs from 75 to 100 feet.
6. Rigid enforcement of all laws and inauguration of a campaign of enlightenment on the subject of the duties of a citizen to the community.

after a period of extended research into the specific needs of the area. It applies to the territory extending from Chicago's north city limits to Waukegan and west from the lake for several miles. The property owners' organization and other civic bodies have been working for years to protect the residential character of this area from impairment due to permanent motor freight truck routes on home streets, unwise zoning and other forms of exploitation that citizens feel would mar the North Shore as a place in which to have a home. The plan it is believed, will give further momentum to efforts now being put forth to solve the grade crossing problem in the area. In the last twenty-two years, seventy men, women and children have been killed at grade crossings in Wilmette, Kenilworth, Winnetka, and Glenco, according to a recent survey.

"It is true that purely country conditions can perhaps hardly exist in an area so close to a city of 3,000,000 persons but the evils that have arisen from lack of intelligent outlook to the future are all out of proportion to what might be termed the needs of these North Shore communities," said Mr. Bennett.

"The whole North Shore was country not many years ago. Today, by comparison, it is in some aspects worse in its conditions than the city. This may seem as a strange statement but it must be remembered that the very openness of the country lends itself to annoyances not felt so keenly in the city. The evils of which I speak are shared by the whole North Shore.

"They are the result largely of the exaggeration of transportation through and to some extent local. Rail and road problems should be dealt with as a whole on the North Shore. If I rightly understand it, most of these offenses against civilized beings arise out of 1. Lack of grade separation; 2. Continuation of steam operation; 3. Excessive speed based on illusory self interest.

"To the first must be attributed delays to general traffic and danger to vehicles and pedestrians. To the lack of grade separation and steam operation however, must be attributed in addition, the horrors of discordant sounds.

"Electrification would eliminate the steam noises of puffing and exhaust steam and would reduce the roar by reason of lighter equipment. Grade separation eliminates the whistling and if accomplished by the lowering of the tracks instead of elevation, quiets and almost eliminates the growl and roar of the trains."

Railroad trains are not the only sources of harmful noise, Mr. Bennett points out. Automobiles running at high speed and the blowing of horns contribute much to the din while excessive speeds are transforming "seemingly smiling highways of travel into veritable alleys of death."

"This is partly because of grade crossings and bad intersections, but probably chiefly for the factor of excessive speeds of both trucks and passenger automobiles," he said. "Speed and recklessness, encouraged on the road, carry over into other activities. This speed should be curbed most rigorously in the residential areas, on the highways as well as on the local streets.

"If anything is to be accomplished of real value, speed should be adjusted to travel of intrinsic safety without the use of the horn. Thirty miles at most, and much slower at intersections, and no horns at all. The idea should be the creation of highways capable of smooth, uninterrupted travel at moderate speed and not the creation of speedways.

"Looked at broadly, transportation has become excessive without seeming need. What if we cannot carry the burden of upkeep of our huge highway system in the future and from the economic point of view? (The federal government was called in to help pave Chicago streets this last year.) Should we not, as a policy, propose a revision of the unnecessary shipment, transshipment and return shipment and propose some economy of movement

as a whole. The proposal of the Regional Plan Commission to add another 160 odd miles of highway in the Chicago region is worth reconsidering,—why not instead, add to our forest preserves, creating somewhere to go on wheels?

"An ideal for the North Shore would be incomplete if no program affecting the question of subdivisions were included. The territory to which I have been referring is mostly all, if not all within fairly well populated townships and it was thought, in Lake Forest for instance, there would be no difficulty under the village zoning act to zone property in areas larger than approximately one-half acre. Within these townships, there is a great deal of open country where the danger constantly exists of sporadic subdivision development.

"In 1935, the General Assembly passed a rural zoning enabling act. A board has been appointed for Lake county to prepare a rural zoning ordinance by townships, Kane, DuPage and Will counties having also appointed zoning boards. Cook county should follow suit.

"Such regulations as may be passed should be designed to maintain the rural character of the country side, by restricting the subdivision of land and maintaining the big

inside village roads may be otherwise beautiful due to individual residential front development. On the highways, a comprehensive scheme is necessary and even more substantial planting should be done than is now the practice to obscure the unrelated and unsightly structures erected for many purposes, including bill boards where no ordinance controls. Quite vital however, when the ownership of frontage is not public, is the setback of such construction. From 75 to 100 feet should be the practice.

"Another consideration in these suburban areas is that of substantial shoulders for pedestrians and equestrians. This essential is too often neglected, the road being flanked on either side by a ditch. The macadam or gravel road is fast disappearing, even when travel is light, replaced by concrete which is far less suitable to country conditions.

"Where is this mechanized world leading us? Acceleration is the watchword in all activities and that, we may have little power of controlling. It must perhaps work itself through to what may be termed a bitter end. In transportation however, a breathing space in residential zones should be provided and no effort should be spared to bring about this truly civilized condition on the North Shore, and for that matter, the entire residential area of Chicago."

Mr. Bennett and his firm prepared city plans for Lake Forest, Highland Park, Winnetka and other communities. His comprehensive plan for the North Shore has not yet received action from the property owners' association, Marion T. Martin, of Lake Forest, the president, announced, but will be presented for the consideration of the organization early in the coming year when the association enters its sixth year of activities in behalf of the residential character of the area.

Captain and Mrs. C. B. Hutchinson of Fort Sheridan will spend the holidays with Major and Mrs. Hutchinson at Fort Knox, Ky.

### Girl Scout News

Mrs. William Dunham, leader of the Ridge School Troop, announces the names of the troop committee and Girl Scouts: Mrs. Charles Hatcher Jr., Mrs. MacFadden, and Mrs. A. L. Griffith, Jayne Brown, Dorothy Bonn, Virginia Bruce, Betty Danner, Joanne Hatcher, Lorna Johnson, Shirley Krumbach, Mary Jane Macfadden, Anne Griffith, Mary Lou Butterfield, Joan Wal-lach, Grace Brown.

Elm Place Troop 27 has been divided and with the addition of new girls, a new troop has been organized.

Miss Jane McWhinney, leader, and Mrs. Everett Bellei, assistant, and the members of Troop 7 are Betty Bench, Evelyn Burgess, Suzanne Heath, Nancy Henning, Peggy Sues, Marjorie Eiver, Fern Bench and Suzanne Newman. These girls are dressing dolls for the Highland Park Social Service.

Mrs. John K. Davenport is the leader of the new troop which meets on Friday afternoons. The girls in this troop are Patsy Roach, scribe; Nancy Kugel, treasurer; Carol Laegler, Barbara Johns, Grace Williams,

Mary Alice Larson, Thirza Ann Davenport, Laurel Jean Sobey, Bessie Tuma, Lydia Smith, Carmelita Burgess, Roseann Gerhardt.

The Ravinia troop went to the Salem farm and in spite of the extremely cold weather, they enjoyed the trip and are eager to visit the farm next spring.

These girls in Troop 25, Ravinia school have passed their signalling tests: Joan Holt, Barbara Morris, Elaine Wood, Patricia Goodreds, Frances Abbey Mason, Lorraine Foster, Dotty Mae Jones, Irene Sheridan, Ruth Thompson, Clare Rosenfeld, and Betty Ann Wible.

The Christmas project of this troop is the making of favors for the Christmas party which the Lincoln School troop is giving for the Waukegan Detention Home. Each year the Ravinia Garden

club sends Christmas packages to the Chicago Fruit and Flower Guild which in turn distributes these packages to the hospitals and institutions for shut-ins in Chicago.

Through the cooperation of Mrs. Edward Harrington, the Braeside Troop No. 3 are sending hand-made Chintz bed-bags which children in hospitals will hang on their beds to hold their little treasures. These bed-bags will be wrapped in gayly colored paper and will contain Christmas candies.

Ravinia Troop No. 32 are sending toys and clothes to a physically handicapped little nine year old girl. This is their Christmas project.

Ravinia Troop No. 24 have "adopted" a family of a deserted mother and children. With the assistance of her mother, Mrs. Dudley Crafts Watson, Mrs. George Lake Jr., leader of the troop, has already provided warm clothing for this family.

Just a suggestion for "What to get a Girl Scout for Christmas?" J. B. Garnett Co. have the Official girl-scout uniforms and equipment for sale in their window and there will be a display of jewelry with the Girl Scout Insignia. Watch for

Captain and Mrs. H. S. Jernigan of Fort Sheridan are leaving the end of the week for Louisville, Ky., for the holidays.

Phyllis Durbahn from Lindenwood College, Barbara Gallup, Jane Epstein from Rockford, Pattie Jane Shelton from Ooe and Betty Clavey from Stevens are returning home this week for the holidays.

Miss Caroline Sims of Frankfort, Indiana, will be the house guest of Dr. and Mrs. Hoffman over the holidays.

Byron Jr. and Judith Howes will be coming home from Principia this week end to spend their Christmas vacation with their parents, Mr. and Mrs. Byron Howes of Hazel avenue.

**Roger Balke**  
Instructor in Piano and Musical Theory  
and  
**Annemarie Wirz-Balke**  
Instructor in Piano and Pedagogy of Music  
40 Deere Park Drive, South - Tel. Highland-Park 1044

FINE CLEANING OF  
FORMAL WEAR  
IS ESSENTIAL TO A WELL-GROOMED  
APPEARANCE.  
**Ermine Cleaners, Inc.**  
OTTO F. FISHER, Pres.  
Waukegan and Webster Avenues Highwood, Illinois  
All Phones — Highland Park 3710

You needn't bring guarantors to make a  
**LOAN**  
at Household Finance  
Quick action! • Courteous service  
"Doctor of Family Finances"  
**HOUSEHOLD FINANCE**  
Corporation  
205 Waukegan State Bank Building, Second Floor  
210 Washington Street, Waukegan  
Telephone: Ontario 7110  
LOCALLY MANAGED OFFICES IN PRINCIPAL CITIES  
HEAR EDGAR A. GUEST Tuesdays, NBC.

A Few Xmas Gift  
Specials

BIG SELECTION OF CHILDREN'S, LADIES AND MEN'S WOOL MUFFLERS, boxed ..... 59c to 98c

GIRLS AND BOYS WOOL SKATING SOX (size 9 to 11). Assorted colors. Pair ..... 55c

LADIES BROCADED SATIN SLIPS, adjustable straps. Size 34 to 44. Special ..... \$1.19

Ladies PURE SILK CHIFFON SHEER HOSE (size 8 1/2 to 10 1/2). All shades. Special. Boxed ..... pair 79c

MEN'S WHITE BROADCLOTH SHIRTS. Plain and fancy patterns. Special ..... \$1.00 - \$1.45

Pre-Holiday Sale on All  
**BOYS SWEATERS**  
Size 30 to 38  
15 to 20% off

A new selection of BOY'S WASH SUITS (size 1 to 9) ..... \$1 to \$1.95

Unusual Savings on all Ladies', Men's and Children's SLIPPERS.

A small deposit will hold merchandise until Christmas. Store will be open evenings until Christmas.

**Highland Park Dry Goods**  
28 North First St. Phone Highland Park 1088

We Solve Your  
**GIFT PROBLEM!**

For  
**ELECTRICAL GIFTS**  
See  
**HUBER ELECTRIC CO.**  
Phone 150

Hoover Cleaners  
G. E. Refrigerators  
Kadette Radios  
Waffle Irons  
Silex Coffee Makers  
Percolators - Toasters  
Lamps  
Christmas Light Sets  
(for indoor and outdoors)

