

"Scottwiches" Sold At N. U. To Raise Funds For Memorial

A piece of ham between two slices of bread is no longer a sandwich at Northwestern university. Beginning February 23, it's a "Scottwich."

Coeds have revived, with variations, a fund-raising device introduced by their mothers twenty-eight years ago. Northwestern's first "Sandwich Day" was held in 1911, sponsored by a group of coeds seeking funds for a woman's building. The present crop of undergraduates will sell their "Scottwiches" as part of a campaign to raise money for Scott hall, new student social center and community auditorium.

Scott hall is to be erected as a tribute to President Walter Dill Scott, who will retire next fall. The Woman's Building association of the University Guild recently gave \$200,000 for the structure. Their gift was the accumulated profit from a long series of sandwich days and similar money-raising events.

The honorary societies for undergraduates will have baskets of "Scottwiches" on sale around the campus every day. Donated by campus organizations and sold at ten cents each, they are expected to swell the student social hall fund.

The campus will be picketed by six Wildcats — coeds in costume — urging students to buy a Scottwich and give them a new home. Members of the faculty and staff will eat their share of the 5,000 Scottwiches at a special luncheon in Old Willard hall.

Mrs. Arthur E. Swanson, chairman of the Woman's Building association, Mrs. W. T. Hall, treasurer of the group, and other members of the original "Sandwich Day" committee, have agreed to attend tomorrow's festivities in an advisory capacity.

Mrs. James Alton James, first president of the Woman's Building association, has been asked to sell doughnuts at the weekly luncheon. In the days of the first sandwich sales, her doughnuts attracted such widespread favorable comment that she produced more than a thousand of them for the benefit of the fund.

Ann Birk Kuper To Read "Abe Lincoln In Illinois" Mar. 6

Robert E. Sherwood's widely discussed play, "Abe Lincoln in Illinois," will be read by Ann Birk Kuper for the Sisterhood of the North Shore Congregation Israel on Monday, March 6, at 2:15 P. M. in the lounge of the temple. This outstanding success is now appearing before capacity audiences in New York. It stars Raymond Massey.

Not only is the play noteworthy for its characterization, but for its honesty and dignity. The picture it presents is eloquent because of its basic material, as well as its theatrical vividness.

Mrs. Kuper has added depth to her interpretation of the play thru her careful study of it, and of the source material from which it sprang. Carl Sandburg's Lincoln had a profound influence on Mr. Sherwood, and Mrs. Kuper refers to this frequently as well as to some actual acquaintances of Lincoln's for her "feel" of the part.

Preceding the reading, William E. Diaz will address the group on the

Lima Conference. He was to have spoken in January, and when the meeting was postponed, the Sisterhood felt the subject was too important to be omitted; so it is being offered at this time.

Mr. Diaz will talk at 1:45 and members are asked to bring a box lunch, and meet the speaker around the luncheon table. Guests are welcome for this session as well as to the reading, for which there is a small admission charge. Tea will be served.

N. S. Council Is One of Ranking Councils Of Nation

The National Council Boy Scouts of America will have a scientific instrument for measuring the progress of local councils. There are 584 Boy Scout Councils in the United States. Parents and friends of Scouting in the North Shore Area Council will be interested in the record made by this Council. The figures of December 31, 1938, have just been released.

The Scout Density Index of the North Shore Area Council is 99. This means that there are only six Councils, or 1%, that have more Scouts per population than this Council. The troop index is 88. This means that 12% of the Councils have more troops per population than this one. The net dropped Scouts index is 99. The interpretation is that only 1% of the councils of the country did a better job in 1938 of holding and re-registering their Scouts than the North Shore Area Council. The recruiting index is 98. The interpretation is that only 2%, or 11 councils, were more efficient in recruiting or enrolling Scouts during the year than the North Shore Area council. The tenderfoot index is 73; the first class index is 84; the pack and troop density is 89; and the cub and scout density is 90.

The North Shore Area Council is one of the ranking councils of the nation. Readers of this article interested in identifying themselves with a progressive and forward-looking organization are requested to get in touch with any Scout Leader or the council office by telephoning Highland Park 829.

ticles. First and foremost are the various foot ailments that afflict practically 65 percent of the walking population today.

Corns and Calluses

Corns and calluses are the most common of foot ailments and are caused primarily by two factors. The first cause is the incorrect shoe producing rubbing or friction against the top of the toes which in turn become red, inflamed and very sensitive. If this condition continues, then a thickened area results which presses down upon the sensitive nerves in the skin forming the core of the corn. This is followed by a callous area of dry skin over the core which forces the core down into the soft tissues of the toe causing pain and discomfort both upon walking and resting.

Calluses are also caused by the bone structure in the feet being in an incorrect position, or which is more commonly known as Broken Arches. When the arches are down, the downward pressure forces the toes up against the shoes with the result that again you have irritation against the toes producing a corn. The downward pressure of the bones in the feet and the addition of your weight forms a callous on the ball of the foot. It can be easily seen that pressure and irritation produce painful conditions.

Cutting your own corns and calluses or using corn and callous pads will not remove the ailments, and will sometimes cause infection. It is always best to remember to remove the cause and you will remove the painful condition.

DR. G. A. SPECTOR.

Motor Trucks Not Restricted In New Illinois Truck Act

Motor trucks now assigned to restricted routes on the North Shore will be allowed to run on practically every street within 20 miles of Chicago, if the new Illinois Truck Act now pending before the General Assembly, becomes a law as written.

This objection to the proposed measure was pointed out today (Thursday) by Attorney Edwin A. Robson, prosecutor for the Village of Wilmette, who is studying the proposed act with a view to having it amended for the greater protection of the North Shore and other areas in the state.

The provision which would allow this free movement of trucks is that included in the so-called metropolitan zoning section of the bill, Mr. Robson said. Under this section, the Department of Public Works and Buildings would have no jurisdiction as to the routing of trucks serving a community of 500,000 population and a radius twenty miles beyond. Should the pending bill be passed, such truck companies as were given certificates to operate would not need to consult the department or any other body as to routes, but could use any and all streets save those specifically set aside as boulevards.

Attorney Robson pointed out that

this provision would be particularly harmful to the near North Shore as Evanston, Wilmette, Kenilworth and part of Winnetka would be included within the twenty mile limit set up by the bill. The North Shore Property Owners Association, as well as some of the North Shore towns and cities, have spent several years and considerable money in having the Illinois Commerce Commission allocate a specific route for the Willett and other trucking concerns which applied for certificates of convenience and necessity. The Willett and other common carriers are now operating on specific routes but on a permit basis so far as the North Shore is concerned. The trucks of these companies, large and small, would be able to operate anywhere within the twenty mile radius should the present bill be passed. The benefits gained from previous restrictions of truck operations would be, to a large measure, lost, Mr. Robson pointed out.

An amendment will be prepared in an effort to change this provision, the attorney announced, and will be introduced with others which, it is believed, will improve the bill. The North Shore towns and cities, together with the Property Owners Association, have united in an effort to obtain modification of the pending bill. One greatly desired change is that local municipalities be given an opportunity to have a voice in the selection of truck routes before instead of after certificates for such routes are granted. The justification for this, Mr. Robson pointed out, arises from the fact that often lengthy litigation ensues over routings, and if the route were granted before the objection could be heard, property owners and citizens in general might suffer the results of that unwise traffic for one or two years or even before the new route could be selected. During this time pavements might suffer damage, human lives would be endangered, and the community in general would suffer the effects of unwise routing.

Proposed amendments to the pending bill will be ready for discussion before the legislative committee within a short time, Mr. Robson said. The new Truck Act was introduced in the House and the Senate January 30. At present, it is before the committee on roads and highways transportation. Its most radical provision is that jurisdiction over all motor trucks shall be taken from the Illinois Commerce Commission and placed in the hands of the Department of Public Works and Buildings.

Tax Deductions to Be Made by Motorists from Income Tax

The motorist takes it on the chin from the tax-gatherer all during the year but when income tax time rolls around there are a few opportunities for him to save on his annual payment to Uncle Sam.

Joseph H. Braun, general counsel for the Chicago Motor club, today outlined items which Illinois and Indiana motorists may deduct when figuring the income tax payment.

Deductions which may be made by all motorists whether their automobiles are used for business or pleasure include sums paid during the calendar year for registration fees, city vehicle taxes, personal property taxes and the amount of the drivers' license fee.

Other deductions allowed all motorists include the total amount paid for gasoline tax, interest and finance charges on money borrowed for the purchase of an automobile, the cost of uncompensated losses sustained by damage to the automobile and for damages for injuries to persons or destructions of property where these damages were not caused by the wilful act or negligence of the taxpayer seeking the deduction.

In addition to these deductions, two other items may be deducted by motorists who use their cars wholly or partly for business purposes. One includes all operating and maintenance expense including depreciation usually figured at 25 per cent of the original purchase price on cars used only partly for business. Automobile insurance premiums, either the total amount or a prorata share for cars used for both purposes, may also be deducted.

Mr. Braun explained that no fixed "measuring stick" has been established by the government to determine the relative amount of time the car is used for each purpose, he said. When the car is used exclusively for business, the owner may also deduct the loss sustained when it is traded in for a new car.

This loss is figured by adding the selling price to the depreciation sustained at the rate of 25 per cent of the cost for each year of use and subtracting this figure from the original cost of the car.

Need for Changes in Zoning Provisions on North Shore Seen

The need for modification of the zoning provisions in Chicago's eleven North Shore communities as well as in other sections of Chicagoland, was stressed by Robert Kingery, general manager of the Chicago Regional Planning Association, at the annual meeting of the North Shore Property Owners Association in the University Club of Chicago Wednesday.

To illustrate his contention, Mr. Kingery pointed out that the city of Evanston at present is zoned for the residential use of 400,000 persons whereas the estimated population for 1960 will probably not exceed 150,000. The village of Wilmette has residential zoning for 75,000 persons but its population will probably not exceed 31,000 twenty years from now. Altogether the eleven communities from Evanston to Waukegan inclusive, have residential zoning for 1,250,000 inhabitants although careful estimates indicate that the total population of these centers will be slightly in excess of 300,000 in 1960.

Throughout the Chicago region, the average area now utilized for industrial purposes is four acres per thousand population, Mr. Kingery said. For business purposes, the average is one and one-half acres per thousand inhabitants, and for residential living, sixty-six acres for each one thousand persons. An objective is being sought for the entire region for parks, playgrounds and school grounds is ten acres for each one thousand persons. Out of the entire 114 communities in the region, thirty-five already have attained this objective and twenty-eight now have between five and ten acres per thousand inhabitants.

The Regional Planning Association, Mr. Kingery said, is cooperating in every way possible with property owners' groups and others towards the best available solution of the entire region's traffic and other problems. In order to remove the Route 42 markers from Sheridan road which is one of the present objectives of the North Shore Property Owners Association, a change in the present state law by a state wide referendum will be necessary, he said.

Election of officers for the coming year and action on other matters pending before the Property Owners Association were postponed in order to receive the reports of the Association's executive committee. These reports were delayed by illness of members of the committee.

Become Streamlined

With its new trains' running to streamlines and color the Chicago & North Western railway steps out this year with a new time table in harmony with its trains. The cover of the current issue features famous North Western trains and the San Francisco World's Fair in a blaze of reds, greens, yellows, blue and black, said to be an innovation in time folder printing.

YOUR FOOT HEALTH

Beginning this week a series of articles pertaining to "Foot Health" by Dr. G. A. Spector, who has recently opened an office in Highland Park, will appear in the HIGHLAND PARK PRESS weekly.

Because of numerous inquiries regarding foot ailments and proper fitting shoes, Dr. Spector will explain the causes for certain conditions and will answer questions concerning your particular foot problems. Dr. Spector will not make diagnosis or prescribe for individual diseases.

In the last ten years there has been a marked increase in foot ills as a public malady among both adults and children.

The main and primary cause for this marked increase of foot ailments is the incorrect and improper fitting shoes. Much can be said about the proper shoe, but, in brief, if the shoe allows for normal functioning of the foot, then that is the correct shoe.

The history and types of shoes will be discussed in subsequent ar-

Takes Hen House Case From Jury

The jury in the suit of Henry Grossman nor a mandamus writ instructing Sidney Morris, building inspector of Highland Park, to issue a permit for the construction of a new chicken house in the Highland Park city limits was discharged and the case was taken over by Judge William L. Pierce for further evidence.

Grossman, a poultry farmer, claimed that his chicken raising



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