



This Week In Washington

by Ralph E. Church
Representative, 16th Congressional District

Washington, D.C., June 1.—When we speak of national defense we invariably think of men, battleships, cruisers, destroyers, submarines, airplanes, tanks, machine guns, and all manner of equipment used in modern warfare. It is important that we have a trained personnel, in service and in reserve, ready to make the supreme sacrifice if the occasion should arise when we must defend the country from aggression. It is important that we have on hand all necessary equipment and that this equipment be the most effective obtainable.

Men cannot be trained in a day, a week or a month. A battleship takes around 3 years to build. Tanks and guns cannot be manufactured overnight. To build a national defense takes more than mere appropriations of money by Congress. It takes industrial adjustment and coordination to the task. It takes time.

That we have been somewhat negligent in the last several years while Hitler was building his war machine is hardly to be denied. England and France were negligent and today are paying a heavy price. The Allies lost time which can never be recaptured. The United States has lost time, but Congress is now hastening to act before it is altogether too late.

National defense, however, involves more than the number of men under arms and in reserve. It involves more than the size and nature of the fleet and the air force. When we think of national defense, of being prepared, we must get in the habit of thinking of more than men and equipment. We must think of our ability to finance a war. We must think of the cost of producing and maintaining armed forces. More than that, we must think of the strain on an economic system to conduct a war over a period of time. And, more than that, we must think of the strain on an economic system when the war ends, when men are demobilized and return to their homes, when industrial production keyed to war production slows down and we find it necessary to adjust ourselves to normal conditions.

In this respect, we may well ask ourselves whether we are really prepared. Is not the present condition of our national budget an important factor in our national defense? Every patriotic American is willing to make whatever sacrifices prove necessary to raise the revenue to pay for the defense program. It was heartening to learn this week that the Congress will not adjourn without first enacting a tax bill to meet these increased costs. But it can hardly be said that this one tax bill will put our government finances in a state of adequate defense. Financial preparedness is just as important as military preparedness.

Our present national deficit approximates \$45 billion. We must add to this amount the loans and collateral obligations which constitute a part of our public debt obligation until repaid. And we must add to this the extraordinary defense program for which Congress is making

appropriations. We have been living in the future, spending money we have not had, and now we are confronted with financial unpreparedness.

In his radio address last week the President spoke of the money which had been spent for the army and navy during the last seven years. But the aggregate of the sums spent for defense is only 8 per cent of the accumulated deficit of those seven years. In other words 92 per cent of the additions to the public debt during the last seven years was due to excess spending for purposes other than national defense.

Even assuming we had the most efficient defense in men and equipment, it cannot be said that our defense is adequate, that it is impregnable, until we place our fiscal system on a sound basis. That involves not only the levying of new taxes to pay for new armaments. It also involves a reduction in expenditures for other purposes. It involves deliberate efforts for a balanced budget. Let it be remembered—financial preparedness is as important as military preparedness.

United Air Lines Establish Shuttle Service to Glenview

For the convenience of air travelers living on Chicago's North Shore and at points like Waukegan and Racine, United Air Lines is establishing its shuttle service from the Curtiss-Reynolds Airport at Glenview on a regular basis, it is announced by R. F. Ahrens, regional traffic manager for United in Chicago.

"Planes will leave the Curtiss-Reynolds Airport 30 minutes before departure of the Maine Line flight from the Chicago-Municipal Airport," said Ahrens. "This service is being put on a regular basis because of the great number of air travelers residing on the North Shore and to enable them to save an hour or more in time."

Because the airport at Glenview is unlighted the shuttle service from Curtiss-Reynolds to the Municipal Airport operates only during the daylight, Ahrens said. Ahrens also said similar shuttle service is being operated in connection with flights arriving in Chicago.

"A passenger coming from New York, for instance, simply steps out of his plane at the Municipal Airport, boards the waiting shuttle plane and flies immediately to Curtiss-Reynolds," said Ahrens.

Sea Scouts to Sail "Oliver H. Perry" Again This Year

Once again the Sea Scouts of the North Shore Area council will have the opportunity to sail on the "Oliver H. Perry." This is a privately owned "Wind-Jammer" which is being offered to Sea Scouts as an opportunity for practical experience on an old time sailing vessel.

There will be five cruises this year, each of which will last for two weeks. Cruises starting June 22nd and finishing up with the last cruise on August 17th. All Sea Scouts who are interested are to contact their Skipper regarding applications and other information.

This will be the second year this ship has been made available to the Sea Scouts and many have availed themselves of the opportunity last year. This ship has been completely gone over and additional equipment added such as a ship to shore communication, extra life boats and remodeling of the quarters to conform with the National Government Ship regulations.

There will be a captain and skeleton crew in charge of the ship at all times with the Sea Scouts and officers to complete the crew. The captain and skeleton crew have had many years of sailing on the Great Lakes and also experience in sailing with Sea Scouts.

Children's Day at First U. E. Church

The annual Children's Day service will be held next Sunday morning at the First United Evangelical church, Green Bay and Laurel Ave. The Sunday school and morning worship service will be combined and begin at 10 o'clock.

The program will be given by the Primary and Junior departments with songs by the young ladies classes and music by the orchestra.

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Ahem...

Sneak preview of the Highwood "We're in the Movies" film to be shown tonight and tomorrow... Ernie Santi in a corset puffing as he's laced by that card, Isabelle Acello... Esther Davis shaking Dr. N. C. Risjord's hand, with her high heels squeaking to beat the band in the wet grass... no corrections were made, 'tis said... which ought to stamp the production as "rare"...

Charlie Crovetti, a first-year bowler, copped the high individual series much-coveted medal at the Shoreline as the season ended... Jimmy Watson, on vacation leave, was notified of a civil service appointment and ditched his job for Uncle Sam... Lorraine Doretta, once of Highwood, is now a resident of Kenosha, Wis....

Ellen Larson, 1050 Oak St., has the most adorable retreat called the "Dead End"... a cabin back of her home, rugged with a fireplace and slap-happy with pennants and oomph drawings... and a victrola that strums Gounod...

Vincent Ghini, the energetic copper, has been trying to convince innocent wayfarers that he's been married two years to an out-of-town girl... Laura Cantagallo and Bereath Nelson both sang at the Junior prom at Highland Park high school... Marilyn Helton was seen with Gene Biagi... Shirley Bartlett with Jack Shelton, both of Highland Park... Anna Mae Davis-Dan Nanni and Billy Davis-Doris Nanni keeping it in the family... Theresa Pignatari with the usual Tony Vole...

Angelo Notogiaco will soon desert the ranks of bachelorhood... Barbara Sheridan has a red-haired caller these days... Cute child's saying as he sucks laboriously on an all-day Halloway sucker... "This is no all-day... it's a 10-day sucker"... And then on second

thought... "It must be a Halloway sucker."

Gas station sign... "Rain-check given with every wash"... Mrs. Theodore Minorini's lot is better than most of us wimmin folks... family delving into records reveals she's actually three years younger than she thought... blissful revelation...

Romano Portilia, son of the mayor, is far and away the best skater at the roller rink in Highwood... he has finesse, even when he takes a spill... Dominic Nardini has a crush... on Katherine Ariano, it looks like from this vantage point... Diana Bertacchini (Mrs.) has fingernails going on two inches... she greets them as an experiment for some lotion... and has become so attached to them, she hates to give them up... for a while she had little pictures painted on them...

Council Aid of Grace Church Elects

The Council Aid of Grace Methodist church met last Tuesday at the home of Mrs. Marshall Ledlie. New officers for the ensuing year were elected: President, Mrs. Arthur Schaal; vice president, Mrs. Walter Smith; secretary, Mrs. Ralph Davidson; treasurer, Mrs. Lester Fuller; and financial secretary, Mrs. Marshall Ledlie.

It was decided at this meeting to give a party for the 23 new members who have joined the church, on Tuesday, June 18th at the church parlors. Mrs. Ira Breakwell will be in charge of the arrangements.

On Monday, June 10, the Aid will hold a Bingo party in the church parlors. The committee in charge will be Mrs. Ira Breakwell, Mrs. Walter Smith and Mrs. Ray Suzzi for the prizes and Mrs. Mat. Maiman, Mrs. Marshall Ledlie and Mrs. With the variety of bingo prizes Frank Evans for the refreshments. There will also be the usual door prizes. There will also be a grand prize.

Mercury Exceeds 20 Miles Per Gallon In Economy Test

An average of 21.124 miles per gallon over 34,777 miles of tough going is the record established to date by the nation-wide Mercury economy runs, 10 of which have just been completed.

This is an unusual showing for a car with the Mercury's size and power, especially since most of the distance has been negotiated in the last two months under road and weather conditions much worse than the average motorist would encounter in ordinary driving.

The routes have covered 19 states included in the territory of 10 different branches. The cars have bucked deep snowdrifts, climbed steep mountain ranges, pulled through mud and sand, traveled main highways, up back roads and through city traffic. Weather conditions ranging from balmy spring days to howling blizzards have prevailed, yet these varying weather and road conditions have made very little difference in gasoline consumption.

In every case, mileage has been well in excess of 20 miles to the gallon; the best so far being 22.2 miles and the lowest 20.15 miles. This uniform performance under widely different conditions is made all the more remarkable by the fact that 10 different cars were used with 10 different drivers at the wheel, each operating his car in his own way. This indicates that the excellent gasoline mileage was due to the design of the car itself rather than expert handling by any individual.

When completed, these Mercury economy runs will have embraced every state in the Union. In the 19 states covered to date, 506 different towns and cities have been visited.

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Honor Matrons and Patrons at O.E.S.

Campbell Chapter observed Worthy Matrons and Patrons night last evening (Wednesday) in Masonic Temple. Charlotte Leaf and Gus Fredbeck, presiding officers of Waukegan chapter, served in the east.

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Something New in the World in Burial Tombs

A new everlasting and water-resisting burial tomb is now in use in NORTSHORE GARDEN OF MEMORIES, and will be in other cemeteries in the near future. It will not have concrete on the outside and asphalt on the inside, but will be of massive and reinforced concrete, heavily covered with a specially prepared and patented preparation of PURE ASPHALT. It is true that well-made concrete will last indefinitely when placed below the frost line in the ground, but all concrete is porous, and hence, water will penetrate it. It is a matter of simple elementary knowledge that all ground, except in deserts, is annually saturated with water at least for short periods of time. Good drainage will prevent water from staying in the ground above the drains for more than a few hours at a time, but many burial places are not drained at all, and water in contact with any porous substance, even for a short time, will penetrate that material.

The writer has been active in the cemetery business for more than 25 years, but never has he given assurance to any person that a plain concrete vault is water-resisting. It is well known that it will not exclude water. As both wooden and steel boxes have been barred from NORTSHORE GARDEN OF MEMORIES for several years, and from a few other cemeteries for a short time, because they are neither permanent nor waterproof in the ground, and as the fact that simple concrete vaults are not waterproof has become well known, a vault which is composed partially of concrete and partially of asphalt has been in use for two or three years. It is a scientific fact that specially prepared asphalt is not porous and, hence, is absolutely water-resisting when properly prepared and applied to concrete; and, also, is everlasting. This combination unites strength, perpetual durability, and water-resisting qualities. That is a verbal picture of the WESTERN WATERPROOF TOMB! A STEP IN ADVANCE.

However, a very thin lining of asphalt on the inner side of a concrete vault, fastened only by the use of ordinary kerosene oil is not considered a permanent fixture there. The president of the company which makes the only other burial vault composed of a combination of asphalt and concrete told the writer of this statement in his office that the only means he had of fastening the asphalt on the inside is by the use

of kerosene oil. Practical men who have had ripe experience in concrete work, also in various uses for asphalt and in many phases of waterproofing, assert that it has been proven that water which will surely penetrate the concrete wall will inevitably push against and separate the thin layer of asphalt from the inner side of the concrete walls of the vault. It is only reasonable that such a result should be experienced, as there is certainly nothing permanent in the adherence of such a lining to a concrete wall by the simple action of plain kerosene or any other kind of oil or greasy substance. Suppose a pore in the concrete wall of a grave is only one-hundredth the size of a common pin; then one hundred pores will let as much water pass as one pin-hole in a rubber sack, and one thousand pores will admit as much water as ten pin-holes. There are many times one thousand pores in the sides, ends, bottom and cover of a concrete grave vault and therefore, it will require only a short time for a concrete vault, lined with asphalt, to be filled with water after a sufficient volume of water accumulates between the concrete wall and the asphalt lining to cause a serious bulging (like a water blister on one's hand) and then to force a break in the asphalt lining. Then the vault is no longer waterproof. The concrete is good to furnish strength and durability and the asphalt is good to furnish absolute waterproofing if properly applied to the outside of the concrete vault.

After 3 years had been spent in studying and experimenting with a view to developing the most perfect waterproof burial tomb in the world, one of these tombs was sealed and put into one of the lakes of NORTSHORE GARDEN OF MEMORIES. Although the tomb for adults weighs nearly 2,000 pounds, this tomb would not sink as, of course, it was air tight. We sank the tomb by piling sand bags on the top of it. After being in the water more than two months we removed this tomb and opened it by methods known only to experts in the business. We found all the contents of the tomb to be as dry as when they were placed therein and the tomb placed in the water. We guarantee that no water will ever penetrate one of our tombs, although it sells for only \$100. This puts the family of limited means on a par with the rich man in furnishing a means of protecting the dead from the water and the living creatures in the ground for all time to come.



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