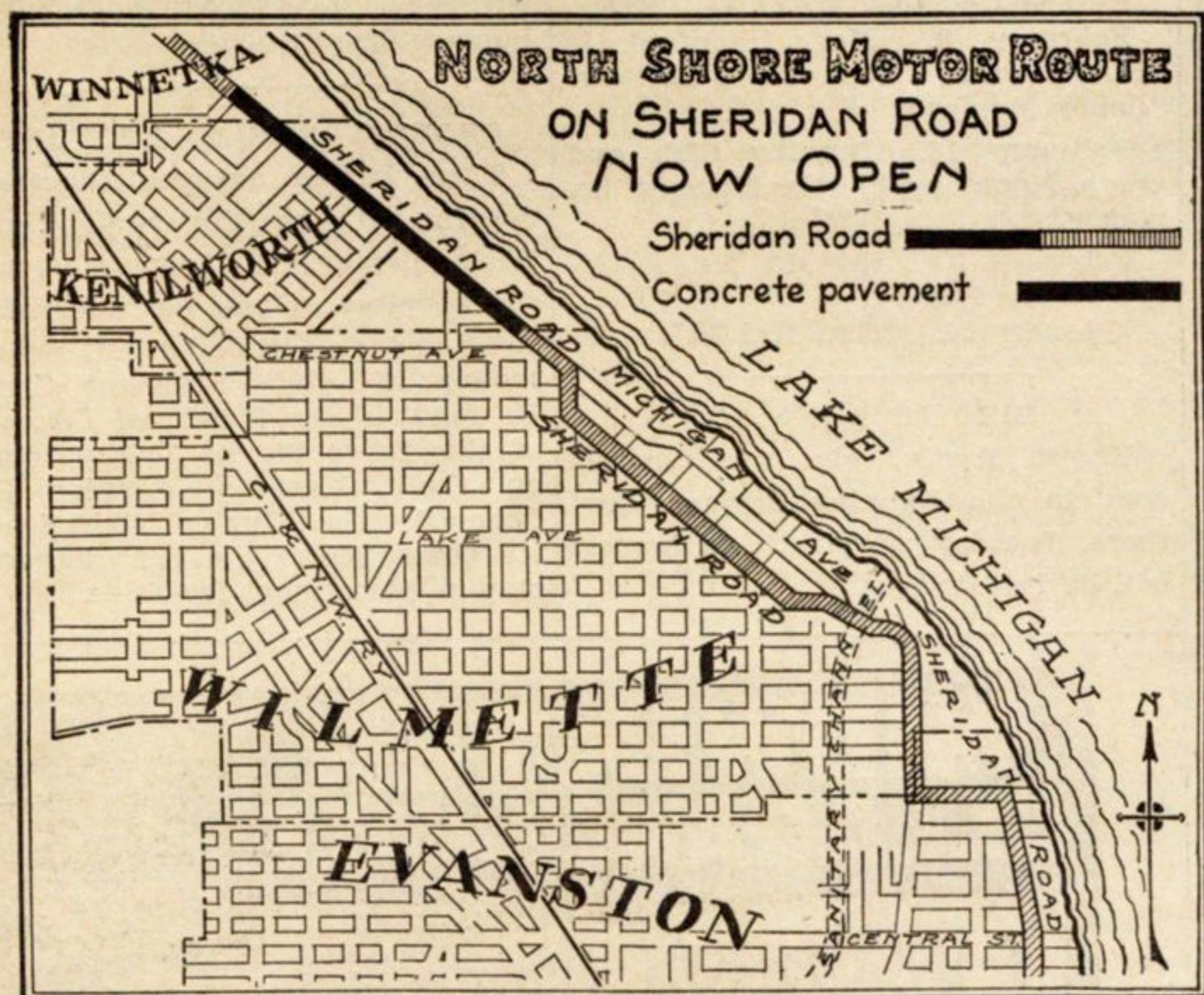


# Sheridan Road in Wilmette Now in Perfect Condition



Sheridan road now is open from the Chicago city limits all the way to Glencoe. It was necessary, a short time ago, to make a detour in Wilmette because that portion of the road was not yet open to traffic. This portion has now been completed, the first man to pass the barrier being Frank T. Scheidenhelm, treasurer of the Sheridan Road Improvement association and cashier of the Evanston State bank. Mr. Scheidenhelm has been active in bringing the road to its present condition.

Sheridan road, through Winnetka, was temporarily repaired last summer, but a new road is practically assured through this village, as the assessment roll which call for an improvement with concrete, similar to that in Kenilworth, is awaiting only the confirmation of the County Court. This will bring the improved road to

Hubbard hill, just north of Winnetka. Glencoe citizens will hold a preliminary meeting, next week, to draft resolutions calling upon the village board to prepare plans and specifications for the improvement of Sheridan road through that village.

Highland Park recently had a public hearing concerning the Sheridan road pavement, which includes that portion of Sheridan road from the south end of the present concrete pavement to the county line.

These improvements will be further steps in the linking of Chicago and Milwaukee, the aim of the Sheridan Road Improvement association, which, several months ago, held impressive ceremonies at the state line, at which Governor Phillips of Wisconsin and Congressman Foss of Illinois spoke heartily in favor of a permanently paved highway, giving uninterrupted passage from Chicago to Milwaukee.

## How An Engineer Would Utilize Old Macadam Roads

"Engineering and Contracting" of December 6 contains an editorial addressed to engineers, but so plain in meaning that any community fortunate enough to possess macadam roads may profit by giving consideration to the following paragraphs:

It has been several years since we warned engineers against the hasty abandonment of water-bound macadam, simply because automobiles were cutting up its surface. The time seems ripe to renew this warning.

At an almost nominal cost, old macadam roads can be scarified, leveled and rolled into perfect shape again. An old macadam road thus repaired makes an admirable base for any kind of wearing surface.

The city of Buffalo, for example, did this very thing extensively at one time, and carpeted miles of resurfaced macadam with asphalt pavements that were among the best in the city. There is nothing new in the scheme. Perhaps that is one reason why so many engineers seem to know little or nothing about it. Haven't some of us, as a matter of fact, gone a bit wild in our search for novel solutions of road building problems? May we not do well to pause in our rush for novelty long enough to inquire whether the older engineers are so far behind the times as the younger men like to believe?

Although macadam failed at the surface under automobile traffic, it did not fail at the bottom. In other words, macadam was abraded to pieces from the top down; it was not broken or displaced in mass. It was strong enough to distribute wheel loads over a soft subgrade, although it was not strong enough to withstand the surface action of motor wheels.

New Jersey and other eastern states have thousands of miles of macadam no longer suitable for road surfaces, but admirably fit to serve as the base for a durable pavement surface. Such a surface of bituminous macadam or asphalt can usually be laid for less than \$1 per sq. yd.—often considerably less.

According to the cost estimate given, an old macadam road 16 feet wide can be transformed into a mudless, dustless and durable road for \$9,000 a mile. In many cases new natural asphalt macadam surfaces have been laid on old macadam for \$6,000 a mile. Considering their durability, such tops would be cheap at \$10,000 a mile.

## Fire Prevention

The Actuarial Bureau of the National Board of Underwriters, after collating and analyzing the details of a very large percentage of all the 1915 fires of Illinois, has ascertained the causes of these fires, with their relative losses. The figures show that nearly one-fourth of all fires result from strictly preventable causes, or, in other words, are the result of carelessness. Of these preventable fires, by far the larger part results from three causes, viz: Defective flues, neglected matches and stoves and furnaces. In all of these cases of fire, totaling two and one-half million dollars, a preliminary inspection of conditions would have revealed the element of danger, which then could easily have been remedied.

More than one-third of all fires was from causes partly preventable, the losses amounting to over four million dollars. It is estimated that at least half of the loss occasioned by electricity, sparks from fires and spontaneous combustion, could be prevented by careful inspection.

The cause of more than one-third of the loss by fire is unknown, a large percentage of which was doubtless preventable. A summary of the whole situation shows that about three-fourths of all fires are the result of carelessness and should be prevented by reasonable precautions.

The total loss by fire in the state of Illinois, in the last year, was ten and one-half million dollars, nearly eight millions of which were reasonably preventable, and an awful price to pay for carelessness.

If the people would carefully inspect their flues, keep a watch over their stoves and furnaces, control their matches within metal boxes, keep all inflammable articles a safe distance from fires, have their electric wires examined and repaired occasionally, and quit smoking about anything inflammable, eight million dollars annually would be saved. Individual carelessness is the great fire hazard.

Complaints of bad roads from farmers who are trying to haul produce over rutty winter highways don't attract much attention, but wait until the pleasure automobiles find a little dust next summer.

When Billy Sunday preaches about the sins of New York, he must look out not to attract people to go there.

## HAS GIANT SHELL ON EXHIBITION

Wilmette Man Has European Relic of Destruction in His Store.

Whish—s—s—Boom—m—m—!  
Crash!!

No, do not become frightened—nothing awful has happened, but that is the way we might have begun our story if the large 12-inch shell, which is standing in the window of the Woodcock Construction company's office on Fourth street, near Linden avenue, Wilmette, should happen to explode with its usual force. Then, should there be anyone within range of this demon of death and destruction, there would also be a chorus of groans and cries from the wounded and dying—but, it hasn't exploded, and probably will not, either here or in Europe.

Through the courtesy of Captain Evers and Commodore King of the Illinois Naval Reserves, who live at 1020 Sheridan road, Wilmette, A. J. Woodcock secured this shell for the winter.

In an interview with Commodore King, some very interesting information regarding the shell was secured. It is a naval shell and, as it is mounted in Mr. Woodcock's office, weighs about 800 pounds, the "load" of powder having been removed. It is 12 inches in diameter and is 4 feet long, and the walls are from 1½ to 2 inches in thickness. The effective range of this shell is 14 or 15 miles. On the "nose" of the shell is a place for the mechanism which determines the time the shell to explode. That is, if it is desired to have the shell explode over a town or trench, one, two, three or more miles away, or if it is desired to have the shell explode when it strikes, the timing mechanism is so set.

At the rear of the shell there is a rim of copper which is 2 or 3 inches larger than the body of the shell. The force of the explosion behind the shell drives the soft copper into the riflings of the gun, giving the shell a rapidly whirling motion as it leaves the gun. This motion adds to the velocity and accuracy of the shell. It was made in this country.

When asked where the shell came from, Commodore King said that we might say that he has a large number of friends in the United States and Europe, and one of them, knowing that he has a hobby of collecting curios of this sort, sent this shell to him for a Christmas present. He also gave this interesting bit of history concerning this particular shell: that it was fired by the British into the German lines, but it failed to explode as it was "too proud to fight" in Europe. It was, therefore, sent to this country and into the safe keeping of the Commodore, who says it is the only one in captivity in Chicago.

Residents of New Trier should take advantage of this opportunity of seeing this interesting relic.

## SHOOTING DEER.

Dr. W. T. Hornaday, director of the New York Zoological park, says that deer are being killed off so fast that soon they will be seen only in parks. Eight thousand were killed in one Colorado county in one year. He regrets the disappearance of this beautiful animal.

Several of the eastern states allow only very short open deer seasons, keeping the number somewhat on a level. Farmers that see these omnivorous creatures nibbling the buds over a whole fruit orchard become hardened to the aesthetic value of the deer.

The American people like to see their wild life preserved. A successful shot at a deer is quite an offset to the exactions of the meat trust. There are several hunters to every deer nowadays. So far as possible they should be kept out of the hands of those who hunt to sell to the market. The farmer who suffers some loss to his crops, and townspeople in search of a little recreation in the woods, have the first claim on them.

Having paid \$25,000,000 for the Danish West Indies to protect the Panama Canal, it will now become necessary to pay \$25,000,000 more for something else to protect the Danish West Indies.

Congress may be indifferent to the danger of the railroads being tied up by the unions, but if the baseball strike comes off, it will surely have to act.

By the use of a powerful opera glass one can have the comforting assurance that the modern chorus girl does wear clothes.

Week of FEBRUARY 19 to 24

All Hands Around  
Everybody Pays  
Everybody.

# PAY-UP WEEK

Everybody is Paid

Week of FEBRUARY 19 to 24

Week of FEBRUARY 19 to 24

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Don't side-step—cough—sneeze and try to frame up an excuse. Before you meet her use

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