Winnetka Weekly Talk ISSUED FRIDAY OF EACH WEEK

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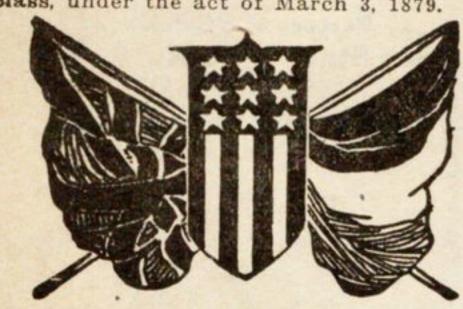
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FRIDAY, MARCH 1, 1918

Calling a Spade a Spade.

Whether it be virtue or vice, the most common American characteristic is the habit of calling a spade the manufacturing and industrial by its own name. The resort to camouflage has not been an American subterfuge, not even since we a high price to pay for coal even in have become possessed of that very these days of unexampled values, and useful word to express what we used we have nothing but experience to to call, much less gentilely, "four flushing."

Our politicians, to be sure, have been given to a little disposition to paint the lily of the perfections of been borne to no purpose, for we their party, a disposition which really shall then provide against the recurhas profited them little, for everybody knew exactly what they were year. up to and what they were trying to hide. But that has been a class and not a national trait.

It is only recently that we have begun to have things seriously called something which they were not. We had our season of heatless days, which were in reality only workless days in their intent. We have had numerous examples of the transfer to the war of responsibility for conditions which are only remotely connected with it. Doubled, or even trebled, prices are excused because of the war. Inferior quality, substitution, adulteration, endeavor to step backwards in reform movements, whatever needs an excuse, finds one today in war and war conditions.

There will come a time, and it is to be hoped that it will come soon, brought national prohibition to the when the American people will no longer maintain their "tranquility" in the face of imposition upon their pended upon to secure the necessary credulity, when responsibility for conditions will be placed where it belongs, not consigned to that indefinite quarter, the war.

What Have We Learned From the Heatless Days?

fuel situation have been met, but the been undertaken by the Federal question is no more nearly settled Council of Churches that a series of than it was before we entered upon advertisements has been prepared the regime of heatless days, with all and is being provided to temperance the loss of time and money which organizations or individuals who may that program involved.

the fuel situation will be shown by education in the facts concerning the the application which we make of the liquor problems of America. things which we have learned by the The spread of prohibition territory experience of the winter in the seems to indicate that the existence season which will open in about a of the saloon will be co-incident with month from this time. If we have the existence of public ignorance as discovered the faults in our program to the results of the habitual use of of last summer and have worked out liquor by the individual and the a plan to avoid the same mistakes in effects upon the nation whose people the year which is about to open, we are addicted to it. have begun to conquer the fuel prob- The adoption of the means of lem If we are going to let the same spreading information which every situation develop next winter by fol- business firm employs, the display

have learned by our experience with which contain alcohol with a realizathe coal shortage is the need to dis- tion of the fact that the way into the tribute fuel during the months when minds of the people is the same in railroad traffic is least interfered with one matter as in another. If people by weather conditions, when there is will learn to use a certain brand of time to provide a surplus to make it advertising campaign, they will learn return postage is enclosed. Articles sibilities of blizzards and impaired a material whose evil effects are kept

Before the next coal year opens early in April, we must develop plans to effect equitable distribution of coal, means to prevent hoarding, a system of continuous production emergency condition to be met on short order. We must effect a plan as the large metropolitan coal corporations, are able to accumulate a surplus stock with which to meet emergency conditions which result from impairment of traffic by storm a nation which is at war. or floods.

famine with heavy loss, both of time and money. As we pointed out in plants \$289.35 a ton for the coal which was saved by the eight heatless days, show for it, for we have not been able to create even a small surplus of fuel. But if we put that experience to use, the loss will not have rence of the condition in another

The question is, will we?

They Are Seven.

The seventh state has been added to the roll of those which have ratified the federal prohibition amendment, a considerable showing since the eighth of January when Mississippi endorsed the reform.

The advocates of a Dry America are not resting after their strenuous campaign to secure the federal amendment. They are not thinking of the years in which ratifications may be secured, but are bending their efforts to bring into the prohibition column every state at as early a date as possible.

It is this policy of keeping constantly "on the job" which has point of a federal amendment. It is this same policy which can be denumbers of states to ratify it to make it a law of the land, and that before the expiration of the time limit set in the resolution passed by Congress.

A Venture in Advertising.

It is an interesting feature of the The immediate necessities of the campaign for prohibition which has wish to contribute to the success of Whether or not we have conquered the cause by helping to extend public

lowing this year the tactics of last, advertisement, suggests the going we are exactly where we were before, about the spreading of information The outstanding lesson for us to about alcohol and the beverages least demand upon it, when there is baking powder through an extensive passed to the waste basket. The same safe to enter the winter, with its pos- in the same way to avoid the use of constantly before them.

> One of the advertisements furnished by the Federal Council of Churches makes the appeal to the public to "Strengthen America." It points out that the strong points of which will make the transportation a nation at war are Food, Labor, of coal a constant factor, not an Life, and shows that liquor wastes all these. It is a convincing message, it will appear in many places, by which distributing centers, such will be seen by many thousands of eyes, will bring home in a way through which people are accustomed to receive impressions, the evil which the use of alcoholic beverages is to

> The advertising campaign of the We have emerged from the fuel Federal Council of Churches offers an opportunity for the advocates of prohibition to meet the liquor manuour editorial of last week, it has cost facturer and dealer on his own ground. The saloon man advertises his wares generously. An equal campaign of informative advertising to offset it, offers a more effective defensive weapon than has yet been devised against it.

Lighthouse Service.

Several employees of the United States Lighthouse Service have received letters of commendation from Secretary of Commerce Redfield for courageous acts performed under conditions which were more than ordinarily hazardous on account of the severe weather of the present winter season. Skillful seamanship was required, lives and property were preserved.

Protects Soldiers.

Secretary Lane has recommended a bill for the future protection of men engaged in the present war who prior to entering the service had initiated claims on public lands.

Veterinary Corps.

Men who are capable of handling horses are still wanted for the Veterinary Corps. They must be physically fit and not of selectiveservice age.

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HE GONVENIENT NURTH SHARE

The all-steel Limited 8:24 A. M. North Shore train affords Winnetka residents the most convenient morning train to

MILWAUKEE

It takes you to the heart of the city, arriving at 10:15 A. M. No taxi or street car necessary. Fare \$1.40, Including War Tax.

Limited service hourly to Milwaukee from 7:28 A. M. to 10:28 P. M. Running time one hour fifty-seven minutes. Parlor Cars 9:28 A. M. and 2:28 P. M. Dining Cars 12:28 P. M. and 5:28 P. M.

