

Winnetka Weekly Talk

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Address all communications to the Winnetka Weekly Talk, Wilmette, Ill. Anonymous communications will be passed to the waste basket. The same applies to rejected manuscript unless return postage is enclosed. Articles for publication should reach this office by Tuesday afternoon to insure appearance in current issue.

Resolutions of condolence, cards of thanks, obituary poetry, notices of entertainments or other affairs where an admittance charge will be made or a collection taken, will be charged for at regular advertising rates.

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FRIDAY, MARCH 15, 1918

Not an Envious Record.

Messrs. J. Ogden Armour, Louis F. Swift, and Leander J. McCormick are reported as protesting against the creation of the military road in the immediate vicinity of their estates, because, forsooth, it would interfere with their privacy.

Every person who is farsighted and optimistic enough to see any good to come out of the war, looks forward to the leveling of those false lines which have here begun to mark class from class. One of the first to go, and one which can most readily be spared from our social order, is that which divides on the basis of wealth. The aristocracy of the future America when we shall have finished with the war "to make the world safe for democracy" will not be one of dollars and cents but one of achievement, honorable achievement for the country and the faithful discharge of the task which the war has placed in our trust.

Even now there can be scant respect for any citizen of the United States who raises his voice in protest at a work to facilitate our military effectiveness because it interferes with his privacy. After the war has ended and men are measured, as they will be, by the part that they played in bringing victory or in obstructing progress towards peace, the record of opposition to any work of national importance on selfish grounds, and grounds inimical to the ideals of democracy for which the war is being waged, will not be one of which to be proud.

Everybody's Burden.

The treasury of the United States has a great deal of money to raise and it cannot be raised by bankers alone, says Secretary McAdoo, and anybody with a sense of justice and appreciation of conditions will readily agree. The banks of this country cannot alone sustain the weight of the war. They must and

do give effective aid, but the actual support of the burden must come from the people, all the people, all the time.

The rich men of the country cannot do it alone. The business men cannot do it alone. The women of the country cannot do it alone. But all of us, the rich man, the poor man, the women and children, must lend our aid, disregarding partisanship, forgetting selfish interests, thinking only of the righteousness of our cause and the alternative of victory, which we have undertaken to do.

It is a great and a splendid work which we have undertaken to do. We have put our shoulder to the wheel to restore civilization to the world, and we cannot falter in giving to the task our whole united strength. Nothing else will accomplish the purpose of the war.

TRAIN WRECKS MACHINE; DRIVER ONLY BRUISED

Theodore Anderson, Chauffeur, Escapes Serious Injury when Fast Train Demolishes Car

Theodore Anderson, chauffeur for Frederick H. Scott, of Sheridan road, Hubbard Woods, is in the Evanston Hospital recovering from severe injuries received when he was thrown from a car he was driving, by a fast north bound Chicago and Northwestern train, at Gage crossing, Monday morning.

The car was struck squarely and a moment later, he was picked up fifty feet north of the crossing where he had been thrown into a ditch with one of the car doors.

He was rushed to the Evanston Hospital where physicians determined his injuries were confined to several scalp wounds and other minor bruises. It was not thought he had suffered internal injuries.

Anderson, according to the train crew, was thrown fifty feet when the pilot of the engine hit the roadster. He escaped serious injury, though the car was completely wrecked.

Anderson had been calling to a friend, walking near the crossing, it was said, and did not notice the approaching train.

DIM HEADLIGHT LAW WARNING IS ISSUED

With the advent of Spring and Summer motoring season, the automobile owners of Illinois, driving at night, will have to mind their p's and q's more closely than ever before. Otherwise they will be haled into court for violation of the state law, recently revised, which makes compulsory the dimming of headlights on passing vehicles when they are a distance of 250 feet or less away from one another.

"The police have been instructed to see this law is strictly observed," said C. W. Price, advertising manager of the Osgood Lens & Supply company of Chicago, "that the large number of accidents and the dangers of night driving of past years, due largely to glaring headlights, may be eliminated.

\$ MONEY IN OUR WANT ADS \$

MOTOR CAR DIVISION READY FOR FRANCE

Five motor car companies, constituting the first Motor Car Division of the United States Army, have completed training at Camp Joseph E. Johnston, Jacksonville, Fla., for service in France. Each man of each company is a soldier. At the front the duty of these men will be to drive the motor cars used by officers.

Late last year orders were received to train a motor car division at Camp Johnston. The men provided numbered several hundred, all fresh from civil life, and the majority of them total strangers to a motor car.

The officers assigned to the work of training the men laid out a course on the theory of the internal combustion engine and automobile principles, in particular. The men were thoroughly grounded in theory, and given a complete practical course in the highly important matter of repairs. They were familiarized with motor car parts, and received their final course of driving instructions with a fleet of twenty-seven cars.

FORD MACHINES LEAD IN STATE OF OREGON

An indication of Ford popularity is well shown in the State of Oregon. To November 1, 1917, the Oregon registration of motor cars showed a total of 42,298 cars, of which 14,620 were new cars purchased during 1917. Of this total, 17,125 were Ford pleasure cars and 1,254 Ford commercial cars, making the total registration of Ford cars 18,379.

Statistics show that there were registered in the state 5,021 new Ford pleasure cars and 250 new Ford commercial cars, making a total of 5,271 new Ford cars registered last year. Forty makes of cars are represented in the total state registration, and it is a noticeable fact that the Ford cars consist of slightly over 38 per cent of the total.

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What the Bell System Is Doing

TELEPHONE development has called for the distribution of many millions of dollars amongst the skilled workers of the country.

In the year 1916 the Bell Telephone System expended over sixty-one and one-half million dollars for equipment and construction—an amount seldom exceeded during any year of its existence.

During the same period approximately six million dollars additional compensation was paid to the employes of the System to cover the abnormal working conditions.

Transcontinental and wireless telephony are being developed, and offering increasing scope to the scientist and electrical man.

The vast army of workers of the country are asked to realize that telephone development to-day is limited only by the factors of raw material supply and production capacity.



CHICAGO TELEPHONE COMPANY

NORTH SHORE LINE

The fast and dependable service maintained from Winnetka to Waukegan, Kenosha, Racine and Milwaukee is of great value to towns and cities along the North Shore.

Hourly Service

Fast Trains

Limited trains leave Winnetka every hour from 7:28 A. M. to 10:28 P. M. Running time 1 hour and 44 minutes. Trains leave Milwaukee from 6:45 A. M. to 8:45 P. M. Fare \$1.40.

Theater Special

Those having business in Milwaukee which detains them to a late hour, will find the train leaving Milwaukee at 11:15 P. M. very convenient. This train reaches Winnetka at 12:59 A. M.

Parlor and Dining Cars

Comfortable parlor cars leave Winnetka at 9:28 A. M. and 2:28 P. M. and leave Milwaukee at 9:45 A. M. and 2:45 P. M. Seats 28c (including war tax).

Excellent dining car service at moderate prices on trains leaving Winnetka at 12:28 P. M. and 5:28 P. M. and on trains leaving Milwaukee at 11:45 A. M. and 5:45 P. M.

Express Trains

Express trains making one stop in each town leave Winnetka every half hour for Waukegan and Evanston.

Chicago North Shore & Milwaukee Railroad

Chicago Ticket Office:
135 S. Clark Street
Tel. Central 8280



Milwaukee Ticket Office:
187 Second Street
Tel. Grand 1136

C. E. BRIDGES

NORTH SHORE
DISTRIBUTOR FOR

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All owners north of Edgewater and south of Highland Park are entitled to service at

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