

SEEK FUNDS FOR WELFARE STATION

North Shore Women Formally Dedicate Infant Welfare Station at Gross Point

WELL EQUIPPED STATION

Visitors Pronounce Work Success; Ready For Contributions

New Trier Township is the smallest in the county except one. Yet her high school is one of the best in the state, her grammar schools are second to none, her churches and parochial schools seldom record a failure; now she has just established her third Infant Welfare station. Two are supported in Chicago by New Trier subscriptions; the youngest was opened on Wednesday at Gross Point and is to be financed by New Trier funds. It is hoped that the subscriptions will be volunteered and that contributions will be made by existing organizations without solicitation.

Never since modern philanthropy and social service began to work along these lines, was an Infant Welfare station established with less pomp and circumstance, or at less expense. Never did the most improvident parents make less preparation for supporting their infant. The Bureau of Social Service said Gross Point needed a station, that it ought to be opened on September 18, and that they would supply a nurse for three months. The way was prepared somewhat by the weighing and measuring of babies conducted during the summer under the auspices of the Council of National Defense. A small committee, headed by Mrs. Hope Thompson of Wilmette, got to work on the matter and found a fine spirit of co-operation in Gross Point. More than one excellent room was offered, of which Albert Zeutschel's seemed the most available for the time being. On Tuesday morning, three of the committee, two district nurses and Mrs. Zeutschel got busy with brushes, mops, soaps, disinfectants, and a hose; they scrubbed and scoured and polished all day, leaving the place to dry over night. On Wednesday morning the same indefatigables, with two more to help, pitched in again, put up mosquito netting, drove out the flies, hung posters and curtains, put flowers in the windows, arranged the furniture, and by 1 o'clock were ready for visitors.

A miracle had been wrought—order and beauty had been brought out of chaos; and nobody dead but the flies! Visitors came between 1 and 2, and pronounced the station among the most attractive and best-equipped they had seen. Between 2 and 4 o'clock 12 infants were received and were given the best advice available in the absence of the physician. People with influenza being barred from the station, the doctor could not come, as he was suffering from it.

Much of our present equipment is borrowed. We should like gifts of some good tables and chairs, of rugs and money. We are happy to acknowledge gifts of comforters and small blankets (new), a stove, a rug, the room itself, liberal discounts from the merchants, paper toweling, and much hard work.

Subscriptions and gifts may be sent to Mrs. Hope Thompson, chairman, Wilmette, or to Mrs. V. C. Sanborn, Kenilworth.

Infant Welfare
A station was opened at Gross Point in the building owned by Albert Zeutschel on Ridge avenue, just south of Lake avenue. All New Trier mothers are invited to bring their children, under six years old, on Wednesday afternoons from 2 to 4 o'clock. They should bring their Government weighing and measuring cards for each child. Cards will be furnished for children not yet weighed. Consultation and service free.

The station opened Wednesday, September 18, at 2 o'clock P. M. Guests welcome from 1 until 2 o'clock.

Physician, M. C. Hecht, M. D. Nurse, Mrs. Heinemann, R. N. Chairman, Mrs. Hope Thompson, Wilmette, Ill.

BONDS, BAYONETS, BERLIN

Racine believes itself to be the first city in the country to prepare for the erection of a monument to the memory of its men who died in service in the present war. The shaft will be paid for by public subscription.

BONDS, BAYONETS, BERLIN

PERSHING HONORS AMERICA'S FIRST AIR BATTLERS

Paris, France, September 6, 1918.

The Commander in Chief of our armies in France has sent the following letter to the Chief of the Air Service commending the first pursuit group.

"The Commander in Chief has learned with great satisfaction of the work of the first pursuit group of the air service, and desires to commend it especially for its praiseworthy record.

The handicaps under which this initial pursuit unit of the American Expeditionary forces has been organized and began the discharge of its duty are well known and recognized. With fine spirit and determination it has overcome obstacles and already achieved an enviable record. Its commander and personnel are congratulated for their effective and daring work."

Other reports of Red Cross committees will be published early in October, and will give the work done for the two months of August and September.

Original List of Men in First Pursuit Group

- Major Huffer.
- Major Raoul Lufbery (killed).
- Captain Norman Hall.
- Captain Petersen.
- Captain Kenneth Marr.
- Lieutenant Douglas Campbell, (wounded and now in U. S.).
- Lieutenant Meisener.
- Lieutenant "Eddie" Rickenbacher.
- Lieutenant Reid Chambers, (first Flight Commander).
- Lieutenant John Wentworth, (recently transferred to another squadron of which Lieutenant George Fish of Chicago is in command).
- Lieutenant Alan Winslow, (missing).
- Lieutenant Green, (2nd Flight Commander).

Lieutenant Gude.
Lieutenant Leemis, (transferred to third group).

Lieutenant Thorne Clarkson Taylor, (Flight Commander of First Pursuit Group).

Lieutenant Davis.
Lieutenant Cunningham.
Lieutenant Chapman, (killed).

In this list which actually comprises the First Pursuit Group of the American Aerial Service are the names of three Chicago men: Lieut. Thorne Clarkson Taylor, son of Judge Thomas Taylor of Hubbard Woods. Lieut. Alan Winslow, son of Mr. W. H. Winslow.

Lieut. John Wentworth, son of Mr. Mose Wentworth.
It may be noted that of the original eighteen, but five are left in this squadron which commenced its combat work over the lines in April 1918.

Lieutenant Thorne Clarkson Taylor, was named in cable dispatches from France this week as having brought down another boche plane. Lieutenant Taylor recently was made flight commander of the first pursuit group of the American aerial forces.

He is now flying a Spad, No. 13. Lieutenant Taylor is 24 years old and has been in France a year.

BONDS, BAYONETS, BERLIN

AUTOS ARE GOING UP; NOW IS TIME TO BUY

By C. E. Bridges
When our present limited supply of new automobiles is exhausted, we will practically be out of business, except for buying and selling used cars. We believe that if all the new cars that we have in stock were used until the middle of next summer, they could be readily sold at that time for 20 to 30 per cent more than we ask for them now, as there will be no new cars for sale next summer.

There will be practically no automobiles manufactured except for government use until the end of the war, and then it will take a year to get the production started and at least another year to get back to normal basis of production, and even then the prices will be 25 to 50 per cent higher on account of the shortage of steel and high price of labor.

There is more money in this country than ever before, which means cheaper money.

Our advice is to buy a reputable car and get the use of it for a year and then sell it at a profit.

BONDS, BAYONETS, BERLIN

"Reverend" attached to the cognomen of preachers tends to prejudice wet and dry voters. Therefore, when the ministers of Illinois begin their drive against liquor this month, they will be known as plain "min-

BONDS, BAYONETS, BERLIN

100 AUTOS SOLD BY BRIDGES THIS YEAR WAS 50 CARS SHORT

By C. E. Bridges

We wish to sincerely thank the north shore residents who have liberally patronized us the past season.

We have sold over 100 automobiles this season, which is the best year we have had, and we could have delivered at least 50 more cars had it been possible to secure them.

The following have been fortunate enough to secure new cars in the past few days:

Perkowitz & Brother, Evanston, Buick little 6 touring car and Buick delivery car.

E. G. Fellenius, Dodge Brothers delivery car.

H. M. Anning, Winnetka, Buick 6 roadster.

Dr. C. A. Sweeney, Evanston, Buick 6 roadster.

S. A. Wheelock, Wilmette, Franklin touring car.

C. W. Allen, Evanston, Franklin sedan.

R. R. Hawxhurst, Evanston, Dodge Brothers sedan.

BONDS, BAYONETS, BERLIN

"WORK OR FIGHT" WILL HAVE REAL MEANING NOW

When the new Selective Service law goes into effect, occupational exemptions are going to be harder to get than heretofore, because the "Work or fight" order is going to stick. According to a statement by Secretary of War Baker, telegraphed to the Publicity Department of the State Council of Defense, to get exempted from military service because he is in an indispensable industry one must continue in such work. As soon as he gives up such a job, except as a striker in a labor dispute, he becomes liable to military service.

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THE attention of Telephone subscribers is invited to the following order of the Postmaster General:


"Order No. 1931: August 28, 1918.
"Owing to the necessity for conserving labor and material and to eliminate a cost which is now borne by the permanent user of the telephone, a readiness to serve or installation charge will be made on and after September 1, 1918, for all new installations, also a charge for all changes in location of telephones.

Installation charges to be as follows:
Where the rate is \$2 a month or less.....\$ 5
Where the rate is more than \$2, but not exceeding \$4 a month.....10
Where the rate is more than \$4 a month.....15
The moving charge to the subscriber will be the actual cost of labor and material necessary for making the change.

"In accordance with Bulletin No. 2, issued by me August 1, 1918, stating that 'until further notice the telegraph and telephone companies shall continue operation in the ordinary course of business through regular channels,' in all cases where rate adjustments are pending or immediately necessary, they should be taken up by the company involved through the usual channels and action obtained wherever possible. In all cases, however, where rates are changed such changes should be submitted to me for approval before being placed in effect."

A. S. BURLERSON,
Postmaster General.

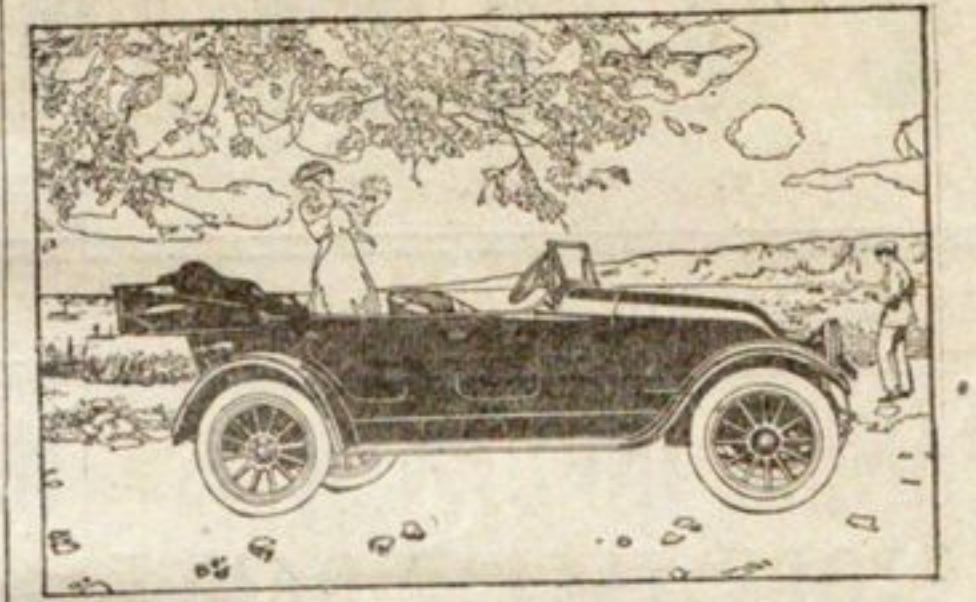
CHICAGO TELEPHONE COMPANY



SUNDAY SAVING OF GASOLINE

Public opinion proved all potent in seeing that the request of the United States Fuel Administration, that pleasure driving of automobiles be discontinued on Sundays, was generally heeded.

In several cities the boys made life miserable for motorists who failed in their duty. In some instances, where automobilists ignored the request and displayed flags on their machines, these emblems were removed, with the contention that anyone who so failed in their patriotic duty had no right to display the flag.



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