

War Emergency Union Activities

WAR PERSONALS

Ensign Samuel S. Otis, who has been on overseas duty on the U. S. S. Hannibal with a contingent of submarine chasers, has been released from service, and is now at home, being like all the enlisted men in the Navy, on the inactive service list, subject to call.

Captain Charles Matz, who has been overseas attached to the 1st Army Corps Headquarters in France, has received his honorable discharge, and arrived in New York.

Captain Harold W. Snell of Co. K, 310th Inf., has arrived in the United States, and received his honorable discharge. He was wounded in November.

Corporal Werner Ebner, of Batt. D, 6th Field Artillery, is with the Army of Occupation near Coblenz. He writes he is very well, and sends his "best regards to the people of dear old Winnetka."

Second Lieutenant Clarence W. Happ, who has been a Flying Instructor at Bolling Field, Washington, has been honorably discharged from service. He has entered the Emergency Fleet corporation and is

going on board ship as business representative for the corporation. He was in Winnetka for a short furlough last week.

David Hart has finished his course at Princeton officers' material school, and has been recommended for commission. He has been granted his release from service.

Not Sanctioned

The War Emergency Union desires to state that it is not responsible for the printed service list sent throughout the Village. This was a commercial enterprise and was done against the wishes of the Union. The list is both inaccurate and incomplete. The War Emergency Union regrets that anything so precious to the ideals of Winnetka should be thus commercialized and desires to disclaim any responsibility in the matter.

Another Patriotic Meeting Planned

One week from Sunday (March 2), it is planned to have another Patriotic meeting in Community House with some of Winnetka's men who have returned from overseas, as speakers. Further announcement will be made later. Watch for it.

DR. FORD BUYS HIS NINTH FORD AUTO

Dr. Ernest Ford, 2009 Harrison street, Evanston, well known north shore physician, bought his ninth Ford car from R. D. Cunningham. It is a Ford sedan, equipped with a new type Heinze starter.

Dr. Ford told Cunningham that he used practically every standard make of car of \$2,000 or less, and that for his business, the Ford gives better satisfaction than any other car made. His knowledge of other makes of cars, he said, enables him to appreciate the reliability of the "ever-ready" Ford.

It is now his practice to buy a new Ford every year.

PSYCHOPATHIC TESTS FOR NAVY RECRUITS

There is a new plan for recruits at the Great Lakes. They are to be sent through the psychiatric unit at Camp Decatur before they are assigned to a company or before they are given a uniform. There are many reasons for the change. In the old system those mentally deranged were not discovered until they had drawn full equipment and the cost of the clothes issued to them was a loss to the navy. Another advantage is that it gives the medical officers a better chance to observe "border cases" more carefully. Such cases are men with minds of a twelve-year-old child who can do work on the station, but are not able for sea duty. The unit handles about 100 cases a day now, as a large number of recruits are coming into the station to train for merchant marine duty.

Philippine Horses

The horses in the Philippine islands are ponies containing a mixture of the blood of ponies and small horses from northern Coma, French Indo-China and Mexico, with a considerable admixture of Arab blood. There are about 215,000 horses in the islands.

To assume that a boy is a rascal is to help make him one; to expect the best from him is a fine way to get it.

Boys feel "the large excitement of the coming years"; adventure tugs at their heart strings; they need instruction rather than obstruction.

Bell System



A cigar in the mouth and an averted face don't help in a telephone conversation.

The vast majority of telephone calls are made for business reasons and conversations should be carried on in a business like way.

When speaking over the telephone speak directly into the transmitter with the lips close to, but not touching it. Speak distinctly, slowly and quietly.

CHICAGO TELEPHONE COMPANY

Township Highway Commissioner's Report

It is perhaps not generally known that Illinois last year reduced the number of Highway Commissioners in each Township from three to one. Unquestionably this step was taken to create a more workable unit of government than could prevail in most cases under the old plan.

To be of the greatest benefit to the people any branch of government must be responsive and responsible to those who stand the burden of expense.

It is far easier to hold one official responsible than two or three.

On the other hand work placed in the hands of one man may be carried out with greater dispatch and facility than when action cannot be taken without consultation with one or both of the other commissioners.

Accepting full responsibility for the expenditures of moneys disbursed on his order and for the fulfillment of the duties prescribed for him by statute, the present Commissioner felt that it would be business-like to invite a group of men, one or more from each Village in the Township, who would meet with him from time to time and who would give him the benefit of their experience and judgment in matters of policy, and who would be informed in all vital matters pertaining to the work of the Highway Commissioner.

These men were accordingly asked to serve as an advisory board, and generously consented:

Mr. Shelby M. Singleton, lawyer, representing Wilmette.

Mr. J. H. Schaefer, banker, representing Gross Point.

Mr. George W. Maher, architect, representing Kenilworth.

Mr. William G. Hibbard, Drainage and Road expert, representing Winnetka.

Mr. Fred A. Sager, Engineer and former Highway Commissioner, representing Glencoe.

Mr. Sherman M. Booth, lawyer, representing Glencoe.

Mr. Jens Jensen, architect, of Ravinia and Chicago.

At the first meeting of the Advisory board, a general plan for the coming two years was formed that the work of the Highway Commissioner might be done to best advantage.

The duties of the Highway Commissioner are what his title would indicate,—the care of the roads in the Township. In order that the expense of the maintenance of the roads, the digging and cleaning of ditches might be accurately estimated, two things were done:

A budget was prepared.

An investigation as to the existence and locations of the roads was decided upon.

While good work may possibly be done without a budget the very putting together of such an instrument is conducive to proper balance in expenditures for the different activities outlined therein and without doubt, because of the care necessary in its preparation, it is not only a distinct factor in the actual saving of money but operates in such a way to enable one to include more work in his program than he otherwise could. It eliminates guesswork.

A case in point I refer to here to make the foregoing a little clearer: At the beginning of the term of the present Commissioner, an implement known as a grader, used to shape and turnpike new roads, (a machine costing around three hundred dollars and employing two teams and drivers,

and a third man to operate at a cost of fifteen dollars per day for the two teams), was being used to put the Township roads in shape after rains.

An implement known as a road drag (costing less than thirty dollars and which is operated by one team and driver and which has supplanted the grader), entails an expense of but seven dollars and a half per day and covers twice the territory and in a manner advocated by the National and many if not all State Highway departments.

Had the Commissioner not known at budget time that such a saving could and should be effected and had simply changed the implement used in shaping up the road, he would not have known until too late in the season to start new work, what extra money he would have.

This much emphasis is given to the budget, for while much talked of one seldom sees one in operation, and while the very fact that a budget is made usually spells a saving, it is also true that the adherence to a budget brings constant inspiration for economies when the actual work is entered into.

In order to intelligently lay out the plans for the care of the roads, it was of course necessary to know what roads existed, and their boundaries. The utter lack of recorded information on these subjects imposed an immediate burden which necessitated a budget because of its fundamental and basic character.

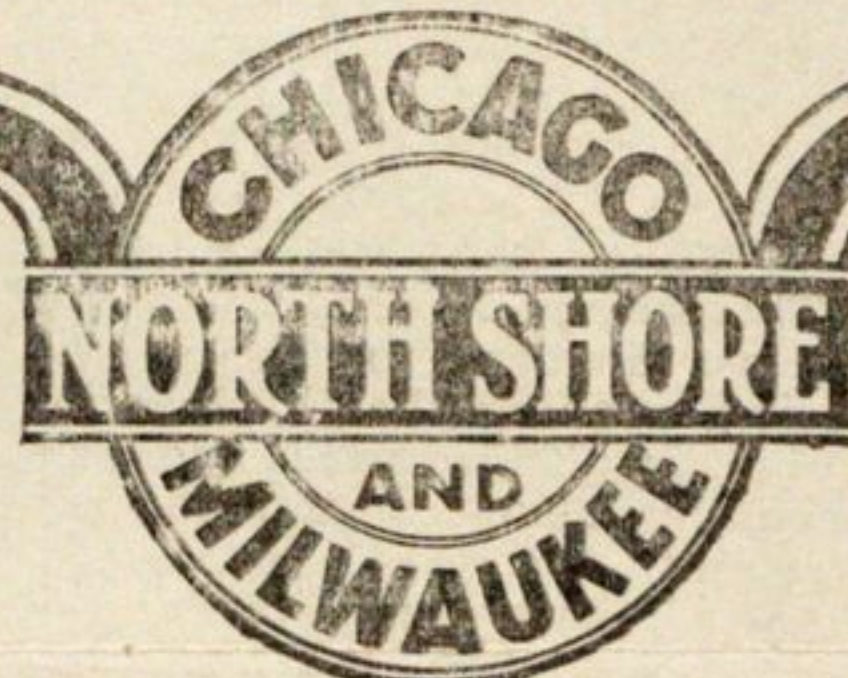
Drainage is a prime essential of road construction. To properly prepare for road building, ditches must be dug on certain lines and levels, provisions being made for a graded or constructed roadway of adequate width, substantial shoulders, ditches, and space for parkways and sidewalks when found necessary. It is easily seen that without a platted and recorded road of a certain length and width it would be folly to try to lay out a correct plan for the development of the highway.

The obviously necessary thing was done. Each traveled road in the Township south of and including Willow road, Winnetka, which is the northernmost road in the Township outside the villages until Skokie road outside of Glencoe is reached, was surveyed and platted, and dedicatory plats were made for signature. These plats call for highways from lot line to lot line sixty-six feet in width which would then determine the policy to be followed in all township road construction. This work called for an expenditure of money which compelled a change in the budget as hereinbefore mentioned.

BIG SCREEN STARS CROWD PROGRAMS AT HOYBURN

William S. Hart, leading exponent of western types, features the bill at the Hoyburn theater, Evanston, Friday of this week. He appears in "Branding Broadway." There will be also a Burton Holmes Travelogue film and a Christie Comedy. Saturday's headliner will be Charles Ray in "The Girl Dodger." Other attractions on the bill include Universal Screen News and a Harold Lloyd comedy.

Next week's stellar attractions will be Marguerite Clark in "Mrs. Wiggs of the Cabbage Patch," showing on Monday and Tuesday, Vivian Martin in "Mirandy Smiles" and Houdini in "The Master Mystery" on Wednesday, and Dorothy Gish in "Boots" on Thursday.



Time Saving Service

For the convenience of its patrons the North Shore line maintains splendid service between Chicago and Milwaukee. Fast, speedy, modernly equipped limited trains run hourly between Winnetka and Waukegan, Kenosha, Racine and Milwaukee, while local and express trains for intermediate points are operated at frequent intervals. Use the North Shore line. Get the utmost in time-saving and convenience.

Northbound limited trains leave Winnetka at 6:29 a. m. and every hour thereafter until 11:29 p. m. On Saturday afternoons, Sundays and Holidays every 30 minutes. The running time from Winnetka to Kenosha is 57 minutes—to Racine 1 hour 11 minutes—to Milwaukee 1 hour 56 minutes.

<p>PARLOR CARS—Leave Winnetka at 9:29 a. m. and 2:29 p. m. Leave Milwaukee at 9:45 a. m. and 2:45 p. m.</p>	<p>DINING CARS—Leave Winnetka at 12:29 p. m. and 5:29 p. m. Leave Milwaukee at 11:45 a. m. and 5:45 p. m.</p>
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Express Service

Express trains making one stop in each town between Evanston and Waukegan, leave Winnetka every thirty minutes.

For further information apply to the nearest Ticket Office of the

NORTH SHORE LINE

<p>Chicago Office: 66 W. Adams Street Phone Central 8280</p>	<p>Milwaukee Office: 187 Second Street, Phone Grand 1136</p>
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