

## War Orphans of France Dying From Malnutrition and Shock

The children of France have not yet emerged from the shadow of the war. With peace assured, and a happier future opening before them, it becomes increasingly evident that the child life of France has suffered a shock from which it is difficult to rally; while the birth rate has dropped to 8 to each 1,000 population.

The Fatherless Children of France, an American organization co-operating with a similar one in Paris of which Marshal Joffre is the head, reports that of the children receiving American aid to the extent of 10 cents a day under its plan of securing American godmothers for the little French war waifs, its records show an average of 700 children's deaths per month since the armistice.

The help of the American godmothers came too late to save these undernourished nerve-shocked little ones.

Mrs. Walter S. Brewster of Chicago, vice-chairman of the Fatherless Children of France, has been appointed chairman of a campaign to secure American aid for the 60,000 little war orphans whose names were on the lists of the organization as "unadopted" before the signing of the armistice. Ten cents will care for a child for an entire day; \$3 for a month; while for \$36.50 a year the donor may select a child from the lists at the organization's headquarters and be placed in correspondence with it. To adopt a child or make a donation write for information to Mrs. Walter S. Brewster, Room 634, 410 South Michigan avenue, Chicago.

## Milburn Electrics Becoming Popular

The Milburn Light Electric car is making rapid progress in sales along the north shore. This low-hung, graceful car is now seen quietly speeding along most every street whereas, a year ago, it was little known in this vicinity, although they are especially popular in certain districts in Chicago. It is fast becoming popular with doctors.

George Morris, north shore representative reports the following recent sales:

E. E. Hamin, Evanston; Mrs. W. C. Hartray, Evanston; W. T. Kester, Evanston; Mrs. George S. Bridge, Evanston; Dr. Emma T. Dafer, Evanston; Julian Armstrong, Evanston; J. N. Welter; Mrs. P. R. Embree, Evanston; Oscar Townsend, Wilmette; Charles G. Macklin, Kenilworth; Mrs. Albert M. Briggs, Kenilworth; Frederick Willis, Kenilworth; Mrs. de Witte Krebs, Rogers Park; J. B. Hall, Edgewater Beach hotel; Dr. Henry T. Boerlin, Chicago; B. M. Schaffner, Chicago; Mrs. F. M. De Beers, Glencoe; Mrs. Clarence T. MacNeille, Glencoe; Henry T. Smith, Glencoe; Mrs. Harry L. Swartz, Glencoe; Dr. Kathryn M. Lomas, Evanston; Dr. E. J. Ford, Evanston; Dr. Fred E. Corliss, Chicago; Mrs. M. Yorgor, Evanston; David Tilt, Evanston; W. G. Burt, Evanston; Mrs. H. F. Albers, Chicago.

This is the third Milburn Electric Mr. Burt has owned and the second to be purchased by Dr. Corliss.

## TELLS FACTS ABOUT STEPHENS' ENGINE

Manager of the General Motors company of Illinois, located at Evanston, set forth the following facts relative to the superiority of the Stephens Salient Six perfected overhead-valve engine:

"The Stephens Salient Six perfected overhead-valve engine is the result of a combination of ideas—those of the Stephens engineering department in collaboration with the ideas of expert consulting engineers. The best features of the best automobile engines have been adopted with such added improvements in design and construction as are necessary to produce an engine with a scientifically correct gas handling system.

The superiority of overhead-valves is unquestioned when high power in ratio to engine size is concerned. The Salient Six engine embodies this perfect design, yet more perfected by Stephens engineers, with a superior gas handling system that burns all the gasoline. The result is an engine of wonderful power, speed, idling ability, acceleration and economy.

Piece by piece the Stephens engine represents the most advanced achievements in gasoline engine design. The result is noticeable in the location of the intake and exhaust manifolds. The intake is within the cylinder head and surrounded by heat, while the exhaust is designed so that the burned gases from the two center cylinders create a "hot spot" opposite the intake manifold. This is responsible for the engine's ability to handle extremely low grade fuel. The valves are extra large, one-half the size of the cylinder bore, thus insuring a full charge of gas and complete clean-out of burned gases, which is necessary for maximum power development.

Bearings are all extra large and bronze-back babbitt lined. Lubrication is full force feed with the correct amount of oil driven to the bearings at all engine speeds.

## C. H. BRIGGS OPENS NEWEST AUTO AGENCY

C. H. Briggs, until this week sales manager for R. D. Cunningham's Ford agency, has started in the automobile business for himself.

He is opening up an automobile salesroom in the corner store room of the Gables building at Sherman avenue and Grove street. He will sell both the Columbia Six and the Maxwell automobiles.

Briggs has been in the selling end of the automobile business for some eight years, and in that time has

not wait until the third or fourth inning to buckle down and play real ball while in the field. Several comments have also been made regarding the withholding of Raap, one of the heaviest batters of the team, from the lineup. Raap is not only a good pitcher but could play any infield position with ease if given the chance.

## DIES IN ROCHESTER, MINN., BURIAL HERE ON WEDNESDAY

Funeral services for Alexander Nelson, who died Monday, July 21, at Rochester, Minnesota, were held from the family residence, Ninth street and Chestnut avenue, Wednesday, at 2:30 o'clock. Burial was at Rosehill. Mr. Nelson, who was well known in

the Village, is survived by the widow, three children, Jeanette, Howard and Harriett, two sisters, Mrs. Anna Rameyn and Mrs. Marie Fouslske, and a brother, Nels G. Anderson.

## SLIP COVERS

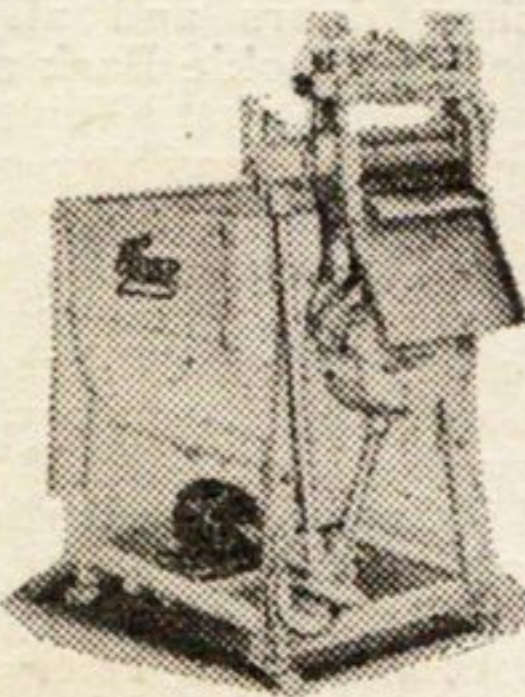
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sold almost every kind of a car made. His connection with the Cunningham agency has made him especially well known to the automobilists of the north shore.

In introducing the Columbia Six to the north shore public, Briggs declares that it is made up of absolutely the best units of the market today. He gives most prominent mention of the Continental Red Seal six cylinder motor.

The Columbia Six has been on the market for three years, but has never before been sold on the north shore.

The Columbia Six is made in a five passenger touring car, a four passenger sport model, a cabriolet and a sedan. Briggs will have the sport model and the touring car on display at his showrooms and he has announced that he can make immediate deliveries on all his cars, including the Maxwell.

## C. & N. W. CLAIM CLERKS WILL ATTEMPT TO BREAK WILMETTE WINNING STREAK

With five straight victories to their credit Wilmette will battle the strong team from the Chicago and North-western railroad Sunday afternoon at the local diamond at Lake avenue, one block west of Ridge avenue.

The Chicago team, composed of clerks from the freight claim department has a recognized strong nine and no doubt Wilmette will have to exert itself to win again.

The locals are pleasing the large crowds attending the Sunday games but in several respects have drawn forth criticism. The first opening for comment is that Wilmette should

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