

Winnetka Weekly Talk

ISSUED SATURDAY OF EACH WEEK

by

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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 at regular advertising rates.

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SATURDAY, JUNE 9, 1923

JUDGE WINDES

Judge Windes, a familiar figure in Winnetka, and judge for 31 years, died at the age of 75. A simple chronicle of his life is genuinely interesting. Read it, ponder it.

1848, born in Alabama.

1864, aged 16, joined Forrest's Cavalry in the Confederate Army.

1870, aged 22, admitted to the bar in Tennessee.

1872, aged 34, came to Chicago. Drove "bob-tail" horse cars sixteen hours a day in addition to working as Church Janitor.

1875, aged 37, admitted to Illinois bar.

1880, aged 42, master of chancery of Circuit Court.

1882, aged 54, appointed Circuit Judge, an office which occupied the major portion of his activities up to the time of his death.

1918, aged 70, Judge and Mrs. Windes celebrated their golden wedding.

Here is a normal life, a career that a young man at the threshold may study and thereby form a clear idea of what a good life is, a full and active one.

Many is the time we have seen the Judge walking westward from his home on Cherry street to the morning train.

We have seen him in Winnetka for the last time. But the blessing of his majestic presence will be felt for many years.

SCHOOL EXHIBITS

In the old, old days only one group of visitors came to the district school with any regularity—the school trustees. And that visit was a perfunctory affair and made the occasion formal and fearful. It is doubtful whether any middle-aged people now living can recall many school exhibitions.

But now-a-days every school has very frequent expositions of its pupils' abilities in concerts, plays, contests of various kinds, and exhibits of its various departments. No longer do the boys and girls hide their lights under a bushel. It's the fault of the citizens if they know little about their own grammar schools and high schools.

The recent "Open House" at New Trier was a revelation to many parents and friends. First there was a concert by a splendid band made up of high school youths. Then there followed, in the auditorium, songs and readings by other pupils. After these came numbers by the New Trier orchestras. And as a final eye-opener, refreshments served by student members of the Domestic Economy department. The visitors must have been thoroughly convinced of the practical value of a high school education when they went from the scene of foregoing activities and inspected clothing, millinery, canned products and meals made by high school girls; the products of the Art department and of the manual training department.

And when there is added to this showing at the high school exhibitions at various grammar schools, we realize that we are living in an age when schools are certainly doing things.

Not so much need as there used to be for strong-armed dentists. Still we're pleased to know that Dr. Thorsen of Winnetka is an athlete.

"THE TRUTH ABOUT BLAYDS"

In a play recently given by the North Shore Theater Guild, the principal character is Oliver Blayds, as great a poet, we are led to believe, as Browning and Tennyson. At the advanced age of ninety, only a short time before his death, he confesses that what has been thought to be his own poetry is really the work of a friend of his, who died in early life leaving his manuscript in Blayds hand for publication. But Blayds, betraying the trust, has published the poems as his own.

Shall Blayds' confession be published or shall it be regarded as incredible, the product of an hallucination? Of course, the latter alternative is more acceptable to his family, and the confession is not published. But those who knew Blayds best believed the confession; indeed the family as a whole seemed to know that they were concealing the truth in the interests of their own future peace and happiness.

We suggest that if the scene were laid in America instead of in England that it would have been best to publish the confession. Tell it to the world.

The family would have suffered greatly.

But the falsification would have been ended and the poet recognized. And in a country where the people make the great decisions, the problem would have been finally solved. When the facts became known, the family would be completely exonerated and probably some provision made for putting them on their feet again.

The best cure for the evil doer is his complete repentance.

THE JUNE TICKET

We bought one this morning. 'Twas a robin's egg blue. Ours was number 1280. We put our name on the back so that if lost and found, the honest finder might return it and claim a reward. Our purchase of it marks the close of the coldest May on record. We kept up the furnace fire until we faced at short range the prospect of being obliged to buy more coal. Then we advised the family to warm up outdoors. Such chilly mornings! Any morning we expected to see the water frozen in the bird bath. The tulips are blooming bravely against a fancy background of flowering almond. The fair maids of France are peering out their foliage like little golden suns. If you look closely you will see the swelling of the iris buds. But what is so raw as a morning in May!

"GENTLE READERS"

We trust that you enjoy our paper. We are working hard to make each edition better than its predecessor. We modestly believe that there are few, if any, suburban weeklies better than ours. If there are any we haven't seen them, and we've been looking.

Do you take pleasure in reading our stories, editorials, and advertisements? We like to believe that you do, because we're human and like appreciation.

By the way, friend subscriber, you know of course, that our advertisers really make possible the publication of this paper. You and we depend on them. We're sure that they would be made happier if you'd tell them what you think of their ads. It would do us good, too.

MINIATURES

Facts about speeders in Judge Mickey's Court last week. Twelve of them. Total of fines \$155. Average speed, 36½ miles per hour. Will they do it again? Not until they forget.

Why wasn't there a Congregational Church, when we were young, to cut down summer services to one hour?

Circuses and confidence men! They still co-operate as the Wilmette police know.

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Providing Equipment

When crops are good; business brisk, and everyone employed, statements are often made that there is a shortage of railroad cars and locomotives. A most natural question just now is, What action is the Chicago & North Western Railway System taking to meet the present situation? I will answer by concisely setting forth facts below to show just what has been done to provide cars and locomotives for the service of its patrons.

EQUIPMENT PURCHASED during the seven years 1916-1922 inclusive, consisted of 398 locomotives, 190 passenger cars, 14,352 freight cars, at an aggregate cost of	\$ 45,636,039
EQUIPMENT IN SERVICE on December 31, 1922, consisted of 2,434 locomotives, 2,439 passenger cars, and 78,773 freight cars.	
NEW EQUIPMENT purchased for delivery in 1923, consists of 150 locomotives, 250 passenger cars, and 7,951 freight cars, at an aggregate cost of	\$ 24,000,000
COST OF REPAIRING EQUIPMENT during the past seven years aggregated	\$182,995,684

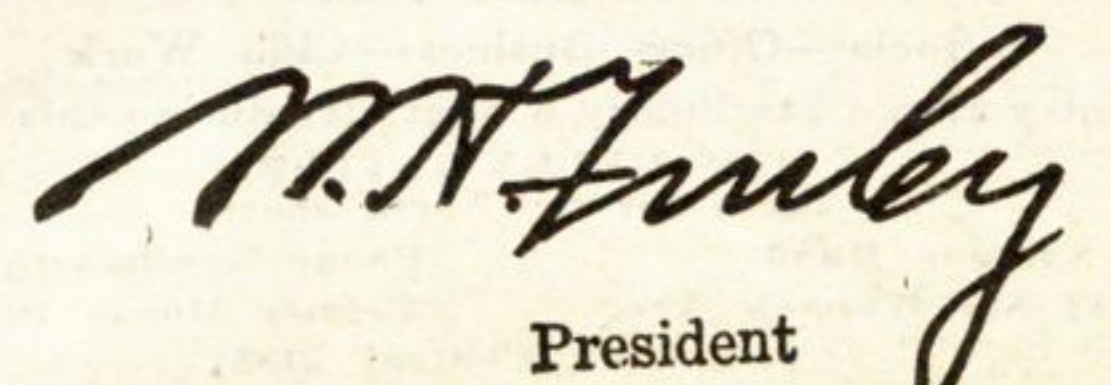
This expenditure of almost \$10,000,000 per year for new equipment and \$26,000,000 per year for upkeep emphasizes the earnest and continuous effort to meet the public requirements.

Purchases for the year 1923 are larger than usual. In 1922 there was moved 2,448,000 carloads of freight, of which 1,704,000 were loaded on its lines, an average of 31 carloads for each car—a real achievement. It required 448,871,816 car miles to deliver this at destination and required 223,030,650 miles of empty haul to move cars from points of unloading to points of loading.

At best there will be times when the demand for freight cars will exceed the immediate supply, and at such times we must ask the forbearance of our patrons, who are assured that every possible effort will be made to meet their requirements. A reasonable shortage of equipment at the peak of traffic is not easily overcome, and is no occasion for alarm; and within bounds, indicates a healthy condition of business.

Everyone using freight cars who loads and unloads them promptly increases the available supply of cars and best secures his own interests and those of others. Experience shows that over one-half of the time taken for handling freight is used for loading and unloading, and if this be done promptly there is more than sufficient equipment to handle the traffic of the country.

To the extent of our financial ability and with faith in the future, we have made these expenditures for new cars and locomotives and for the repairing and maintaining of our equipment in service. Our faith in the American people, and our duty to our patrons compel this action. The splendid co-operation of our shippers in prompt loading and unloading of cars, coupled with the effective service of our employees will enable us to make full use of our increased facilities in our effort to move satisfactorily all traffic offered us.



President