

# Winnetka Weekly Talk

by  
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SATURDAY, JANUARY 10, 1925

*Depress the Tracks.  
Give the Business Men Fair Play.  
Build a New Village Hall.  
Enforce the Traffic Laws.  
Build the Truck Road.*

## AIR PLANE EXPRESS

Daily air service between London and Paris and between other large European cities is an established institution. Business men and tourists avail themselves of this service, the former for its speed and the latter largely for its novelty. The business man with interests in widely separated centers thinks no more of taking the plane from Brussels to Basle than of going by fast train.

Why is there no passenger plane service between Chicago and New York, Chicago and Milwaukee, Chicago and north shore towns? An express plane carrying a dozen passengers can easily cover twenty miles in less than fifteen minutes and longer distances in proportionately less time. And even allowing for taking off and landing, a large plane can make three hundred miles in three hours.

Planes are now so well built and so well operated that the margin of safety is comfortably wide. Air accidents do occur, but trains running under block signals and on terra firma and under other carefully worked out safety devices now and then go wrong and cause loss of life. When a plane crashes to the ground the report of the accident is unusually readable news. As a result it gets space on the first page. In fact traveling by plane is as safe as any other mode of fast traveling.

Having flown once we prefer to keep on the earth, but we know that we are exceptions. Plane service would be well-patronized.

## FLIRTING WITH DEATH

Of all the modes of flirting with death we know of none so dangerous as that practised by boys, of hitching on sleds behind autos. Human beings have invented several ingenious ways of committing suicide, but this one of hitching on sleds behind autos is one of the most effective.

Even a person of weak imagination can easily imagine what would happen to a boy on a sled attached to the rear of an auto, traveling at twenty or twenty-five miles an hour. Suppose the car is on a boulevard or a busy thoroughfare and turns a corner at ordinary speed. What will happen to the sled behind? It will be swung over onto the other side of the street directly into the path of another car. The driver of this car, not expecting this to happen, cannot turn aside in time, and a serious accident occurs.

If the boy is thrown off the sled he will almost certainly be run over. It's as if a bundle were suddenly thrown into a street on which many cars are traveling. Its sudden appearance is unexpected, drivers are taken off their guard, and the bundle is sure to be run over.

It may be that the boy is hitching without the knowledge of the driver. Not realizing that he is pulling a sled with a small boy on it, the driver may step on the gas; the boy may try to loosen his rope, but it catches somewhere. Imagine the rest.

The responsibility for this suicidal practice must be laid on parents. They are the ones that must stop it.

## DAILY READING

Read the first two chapters of the New Testament on Monday, January 5. Read the next two on the next day. Keep this up and by May 15 you will have read the entire New Testament.

It is likely that every member of the Sunday School and congregation of the Wilmette Baptist church will adopt this daily reading plan. It would be well if every dweller on the North Shore—men, women, and children—would do likewise.

Many of us have read portions of the New Testament at various times. Few have read it as one would read a novel. At Sunday school and church we have heard it read in fragments. But there are not many who have read it continuously.

As a result we do not know the New Testament as a unit. We do not know even one gospel or one group of letters as a unit. We have missed the effect which a reading of the book of Revelation or of the life of Christ according to Mark might give. How many can tell the biography of Jesus?

Read the New Testament in five months.

## TRIAL BY JURY

A Wilmette driver was arrested for speeding. His lawyer requested a jury trial. Before the jury the lawyer advanced the argument that his client was using due precaution. The jury acquitted the driver.

This method of trying a person charged with speeding is unusual, if not entirely novel. The usual mode is to prove simply and solely that the person arrested exceeded the speed limit. This done, he is fined a fixed amount. This way is simple and rigid. But jury trial introduces a flexibility into the procedure that appeals to us as reasonable.

In this present case the jury took account of traffic conditions, possible injury to pedestrians, damage to private property. Why shouldn't conditions be taken into account? Why shouldn't every case be decided on its merits? Appeal to some fixed rule often works an injustice.

We shall probably, in the near future, hear of other speeders requesting jury trial.

## REASONS

There's something funny, not to say frivolous, in the recent action of the "The Port of Missing Men," the caravel now sitting on the bottom of Wilmette Harbor. According to the report of the president of the Buccaneers' Club the ship is "perfectly sound." We are therefore forced to conclude that the boat sank on purpose.

This curious incident reminds us of other striking instances of the purposeful action of inanimate things. Isn't it true that the coffee always boils over when nobody is looking? Doesn't the coldest day always come when you're just about out of coal? Who ever heard of a collar-button rolling anywhere except under the bureau?

If one may justly give reasons for a human being doing things why not give reasons for the actions of inanimate things? Perhaps the tree knocks your hat off because it doesn't like your looks. The button comes off at a most inopportune time not merely because it happened to be loose at that moment, but because it was becoming bored by the ordinary run of events and wanted to play a cute little joke.

We're quite certain that the Buccaneers' boat sat on the bottom of the harbor to celebrate Christmas.

Are you one of those envious suburbanites who think that village officials are continuously happy in their exalted positions? It's sad but true that *None think the great unhappy but the great.*

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**CHICAGO**



**The TRAINS must RUN**

**THAT** is the silent code of the lineman. When sleet storms pile tons of ice upon the overhead wires of the North Shore Line, the lineman is out at the height of the storm, fighting the weather and keeping the power lines open.

It is heroism and devotion to duty of the highest type for a lineman to climb poles, change insulators and strengthen sagging wires in a snowstorm. In desperate emergencies of weather, linemen will stick to their jobs for forty-eight hours continuously, if need be. The trains must run.

At every season of the year there are linemen on duty available at any hour of the day or night, making sure that the power reaches trains on every section of the road from Chicago to Milwaukee. The maintenance of the trolley wire, the high voltage lines, and the telephone system depends on these men. They are highly skilled workers with full technical training.

The lineman is an important unit in the field army that is on guard along every mile of the North Shore Line, assuring fast and faultless service. From the rank and file of the road comes the inspiration to serve that has made the North Shore Line a remarkable factor in North Shore transportation.

**Chicago North Shore and Milwaukee Railroad Company**

**Winnetka Passenger Station**

Elm Street Telephone Winnetka 963

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