

### HENRY J. BURT DIES

**Internationally Famous Structural Engineer and Former North Shore Resident Stricken in Wheaton Home**

Henry Jackson Burt, nationally prominent consulting engineer and former resident of Wilmette, died at his home in Wheaton early Saturday morning, July 28, after an illness of a year. His death was due to cerebral hemorrhage and paralysis. The Wheaton Masonic lodge conducted services Monday afternoon, August 30, at the family home, 416 Ellis avenue. Burial was at Wheaton.

Mr. Burt was born February 6, 1873, at Urbana. He was graduated from the University of Illinois in 1896 with the degree of Bachelor of Science and awarded the degree of civil engineer in 1914. During the time he attended school he was engaged in mapping and modeling a relief map of Illinois for the Columbian Exposition. For several years he was a designer of structural steel, then a professor of civil engineering at Iowa State college. About this time, in 1901, occurred his marriage to Edith Fleming of Champaign.

#### Noted Bridge Builder

For ten years he served as contracting manager for the American Bridge company of New York at Salt Lake City and Denver, having charge of the designing, estimating and supervision of erection.

In 1911 he became chief structural engineer for Holabird and Roche, architects. His work included all designs for buildings erected by this firm, among which are the Palmer house, Stevens hotel, Morrison hotel, University of Illinois stadium, Soldiers' Field stadium, and University of Chicago stadium.

#### Engineer and Author

As consulting engineer he had charge of the Tribune Tower, foundations of the Cleveland library, design of the Penobscot building in Detroit, Chicago Methodist temple, the Baha'i temple, Wilmette, and appraisal of the Parliament buildings in Winnipeg. He served as director of the Celotex company for several years. He had charge of their manufacturing plant at New Orleans, and preparation of technical data on ventilation and development work on the problems of heat insulation.

Mr. Burt was the author of a book on steel construction which is widely used as a text and reference book for engineers, and as chairman of the committee on the state structural engineer license law, he paved his way to election as president of the Western Society of Engineers in 1917.

#### Veteran of World War

During the World war he served as a major in charge of the Construction division of the United States army at Washington, D. C. He was later promoted to the rank of lieutenant colonel which position he held at the time of his death.

Mr. Burt moved to Wheaton with his family from Wilmette in 1923. He was a member of the Wheaton Sanitary district board until his illness prevented the continuance of his duties. He was also chairman of the board of the Presbyterian church.

Mr. Burt has been president of the University of Illinois Alumnae association, and a member of the American Society of Civil Engineers, the Chicago Engineers club, the University club, the Illini club, the American society for promotion of Engineering education, American Society of Heating-Ventilating Engineers, American Society for Testing Materials, Tau Beta Pi, and honorary member of Sigma Pi fraternity.

### Illinois Share of Federal Money for Roads, \$3,135,225

A total of \$73,125,000 will be available to the United States and Hawaii from the Federal Government for road building during each of the years 1929, 1930 and 1931, according to Charles M. Hayes of Winnetka, president of the Chicago Motor club. These figures Mr. Hayes states are based on a report of the American Road Builders' association. This means a total of \$219,375,000 contributed by the Government for highways, and the States must spend a minimum of \$198,049,992 on Federal-aid roads during the three years in order to take advantage of their Federal appropriation.

A compilation shows that the annual contribution of the Federal Government constitutes less than 7 per cent of the cost of road construction and maintenance each year in the United States; that it is less than five-hundredths of one cent for each mile traveled by motor vehicles during 1928.

With the exception of thirteen States in which more than 5 per cent of all land is non-taxable, the States must finance at least 50 per cent of Federal-aid road costs. In no case will the Government contribute in excess of \$15,000 a mile.

The federal apportionment for Illinois is \$3,135,225, with a minimum state share of an equal amount.

Illinois ranks second of the states in the manufacture of candy.

### Committee to Campaign Against Sunday Movies

Opposition to operation of motion picture theaters in Wilmette on Sunday, a question to be settled at a special election Tuesday, September 25, was said to be centralized in what is termed a committee of one hundred representing various churches in the village. This committee, appointed about a week ago, is said to be formulating a campaign having as its purpose the defeat of the Sunday Motion Picture proposition.

Mr. and Mrs. Vernon L. Loucks, who are occupying Mrs. V. K. Spicer's home on Essex road, Kenilworth, are building a new home on the corner of Leicester road and Kenilworth avenue. They are preparing the lot for excavation and the home will be started soon.

Miss Ruth Johnston of 321 Melrose avenue, Kenilworth, has gone to Camp Newakwa at South Haven, Mich. to spend two weeks. Camp Newakwa is the Camp Fire camp which many of the north shore girls are attending this summer.

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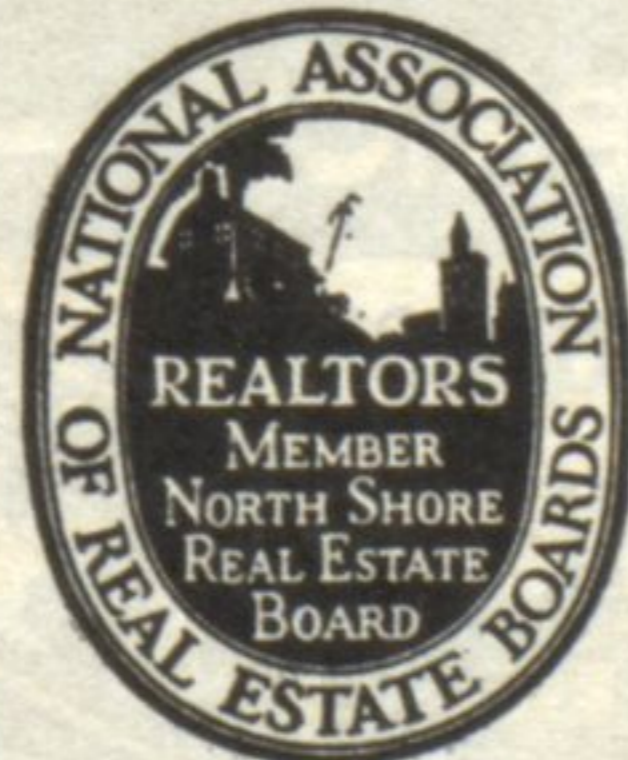
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Construction:  Brick  Stucco  Frame  
Lot size ..... x ..... Bedrooms ..... Sleeping Porch   
Baths ..... Tile ..... Living Room ..... x .....  
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All of the lots purchased to date have been acquired by parties who have resided in Winnetka for from two to five years.

Each plot purchased to date has been acquired for the purpose of building a home,—

A tribute to its beauty, location and reasonableness in price.

Overlooking the beautiful Skokie Valley.

Convenient to schools and transportation—yet far away from the noise, dust, dirt of traffic.

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Beautiful new home already started and two or three others contemplated yet this Fall.

A neighborhood you will be proud to live in.

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Information cheerfully given without obligation.

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