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Albert H. Barnes. R. 1400, Michigan Blvd. Building. Branch 2. John M. O'Connor. Thomas Taylor, Jr. Clarence N. Goodwin. R. 1400, Michigan Blvd. Building. Judge of Probate Court— Henry Horner. Judge of County Court— Thomas F. Feully. Judge of Juvenile Court— Merritt W. Pinckney. Judges of Superior Court— Albert C. Barnes. Theodore Brentano. Joseph Sabath. Wm. Fenimore Cooper. William E. Dever. Joseph H. Fitch. Charles M. Foell. Henry Guerin. Jacob H. Hopkins. Martin M. Gridley. Marcus A. Kavanagh. Charles A. McDonald. M. L. McKinley. William H. McSurely. John M. O'Connor. Hugo Pam. Denis E. Sullivan. John J. Sullivan. Joseph E. David. Oscar Hebel. Extra Judges— 10th floor, County Building. Judges of the Circuit Court— Victor P. Arnold. Robert E. Crowe. Jesse Baldwin. George F. Barrett. David M. Brothers. Jesse Holdom. Frank Johnston, Jr. George Kersten. David F. Matchett. John P. McGoorty. Merritt W. Pinckney. Kieckham Scanlan. Frederick A. Shilt. Thomas Taylor, Jr. Charles M. Thomson. Oscar M. Torrison. Richard S. Tutthill. Charles M. Walker. Thomas G. Wildes. Jury Commission— Joseph H. Barnett. Otto Poppel. Chas. W. Selawerth. Chas. L. Caswell, Chief Clerk. R. 824, 8th floor, County Building. Chicago Law Institute and Library— 10th floor, County Building. William Holden, Librarian. County Supt. of Highways— George A. Quinlan. R. 325, 3rd floor, County Building. President of Sanitary District— Chas. H. Sengel. Trustee of Sanitary District— William J. Healy. Patrick J. Carr. Wallace G. Clark. Harry R. Littler. Chas. H. Sengel. George W. Paulin. W. O. Nance. James H. Lawley. M. A. Mueller. John McMillan, Clerk. 909 S. Michigan Ave. (Karpen Building). Telephone Wabash 1320. Cook County Building— Occupies block, Randolph, Washington, Clark and La Salle Sts. John Czekals, Custodian. Criminal Court Building— Cor. Michigan and Dearborn Ave. Jacob Pomerantz, Custodian. Cook County Jail— Criminal Court Building, Dearborn Ave., between Michigan and Illinois St. William T. Davies, Jailor. County Surveyor— Harry Emerson. R. 426, 4th floor, County Building. County Architect— Eric E. Hall. 139 N. Clark St. Marx Beer Tunnel and Restaurant, at the corner of Dearborn and Madison streets, is well worth your patronage. It is one of the fine old style restaurants where everything is good and plenty of it. The cooking could not be better. Just sample it. The management, under the guiding hand of Fred H. Marx, has won encomiums for this fine eating house in the heart of the city. Viviano Brothers make the best macaroni in the market. Their big factory at 2148 to 2168 Canalport avenue is one of the largest in the country and is noted for its cleanliness, thoroughness and attractiveness throughout, and for the great product it turns out. Judge Charles A. McDonald is making a splendid record on the Superior Court bench. He is a conscientious and fair-minded judge. Sidney Adler, the well known lawyer, is in the front rank of boomers or his native city—Chicago. Fred W. Upham would make a splendid United States Senator if he would consent to make the race for that position. Corsiglia Brothers' fine restaurant, at the southwest corner of Orleans and Illinois streets, is a great favorite with hundreds of the big business men and manufacturers in the vicinity. Corsiglia Brothers have long held a great name for their unrivaled Italian cooking. Their Spaghetti and Ravioli have won well deserved reputations on account of their excellence. Judge John Steik of the Municipal Court is one of the most popular jurists on the bench. He is fearless, able and honest. Dixon C. Williams, the well known manufacturer, deserves well at the hands of the Democratic party. He is a born leader.

AUTO NEWS

GIVE ATTENTION TO AUTO LIGHTS

Owners Overlook Essential Part by Thinking Wiring Too Complicated to Master.

LEARN TO READ HYDROMETER

Prevent Short Circuits by Watching Insulation and Patching Worn Places With Tape—Carry Duplicate Set of Bulbs.

Most car owners believe the lighting system on a car is too complicated to be mastered. But it is not at all difficult to learn how to take care of it. The battery, the lights, the ammeter, the fuses and the wires can readily be understood and should be inspected occasionally. Every motorist should know how to read a hydrometer and test the battery. The celluloid hydrometer is better than the one made of glass, because it is not so easily broken.

A reading of from 1275 to 1300 indicates that the battery is in good condition and is being properly charged by the generator. If the reading is down to 1200 it indicates that the lights or the starter are being used too much. Keep the battery terminals tight and cover them with cup grease to prevent corrosion by the battery acid. Short circuits can be prevented by watching the wire insulation and covering worn places with tape. Watch Ammeter Closely.

The ammeter should be watched closely, for it indicates whether the battery is charging when the engine is running. The very best type of ammeter is that which shows the rate at which the charging or discharging takes place.

When the car is running at normal speed—say 20 miles an hour—with all lights on, the ammeter should show charge. If it does not, the battery will soon be discharged. Always see that the ammeter doesn't register discharge when the lights and ignition are turned off. This would be caused by a short circuit between the ammeter and the switch. Occasionally an ammeter needle becomes bent, giving an incorrect reading. This may be determined by shutting off the lights and disconnecting the wire from the ammeter to the switch. If any variation is noted it must be allowed for when making a reading.

Arrangement of Lamps. It is always a good plan to carry a duplicate set of lamp bulbs for the car. Note the voltage of the tail light and the instrument light. If these are marked 3V instead of 6V it means that they are wired in series—that is, the current must pass through one and then through the other before it grounds. This is done to notify you whether the tail light is burning. If one of these lights goes out the other also goes out. These lamps must not be put in sockets marked for 6V lamps, such as the side lights, as they would burn out in a few seconds. On the other hand, a 6V lamp would not be

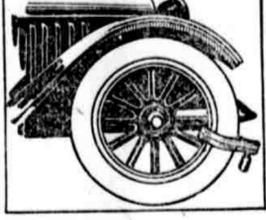
harmful but it would give very little light. Always keep an extra supply of fuses on hand. Learn the location of the fuse for each set of lamps. This is easily determined by turning on all the lights and pulling out the fuses one at a time. When a fuse burns out, find the short circuit before replacing it, otherwise you will burn out fuses just as fast as you put them in.

ANNOYANCES OF DOOR STRAP

Trouble May Be Prevented by Fastening Small Coil Spring to the Center of Strap. The straps that are installed on the doors of cars to keep the former from opening too far often cause annoyance by getting in the crack of the door when it is being closed. By fastening a small coil spring to the center of the strap, the other end of the spring being attached where the strap is fastened to the body, this trouble will be obviated.

CLAMP THWARTS AUTO THIEF

Steel Device Padlocked Around Tire and Rim of Front Wheel Makes Steering Difficult. For an automobile lock a Chicagoan submits a steel clamp to be padlocked around tire and rim on one of your



front wheels. A long projection strikes the road as the wheel is turned, causing a violent bump and making steering practically impossible by throwing the front wheels to one side as the car is driven.

CARING FOR VACUUM TANKS

Fuel Feed System Should Be Cleaned Every Three Months—Take Inner Chamber Out. The tank of the vacuum fuel feed system should be cleaned out at least once in three months. The operation is not hard to carry out. The top of the tank should be removed and the inner vacuum chamber be taken out. This enables the operator to reach the lower chamber, from which all dirt should be removed.

Waterproof Top. Difficulty is sometimes encountered with leakage through the moulder top. If the top is thoroughly rubbed with boiled linseed oil it will be made practically waterproof.

Remove Dust From Motor. A painter's brush that is thick and soft will be found better than waste for removing dust from the motor.

FIELDS PROVIDED FOR MOTORTRUCK ROUTES

(Prepared by the United States Department of Agriculture.) Regions devoted to truck farming or dairying provide rich fields for motortruck operation. However, consideration should be given to the nature of the products to be hauled, as low-priced, bulky staples may not stand the transportation charges necessary to maintain a route. For illustration, it is unlikely that hay can be transported by motortruck for long distances except under unusual conditions with respect to price. Perishables may stand the motortruck tariff if the transportation service to market is speedier than the customary means of transportation. Such commodities as cream, milk and eggs which are high in price as compared to bulk, may bear a reasonably high transportation charge if more satisfactory facilities are offered. Seek Profitable Load. The back haul or return trip, which often is made without a load, constitutes an extravagant practice which truckmen should strive to avoid. Attention should be concentrated on the problem of arranging for freight so

that there will be a profitable load on all trucks whenever they are operated. Keen competition is another factor in motortruck service. Some operators have found it possible to compete successfully with rail service and yet to charge rates rather higher than were charged by the customary carriers. Such conditions, however, are only possible where the service is developed on a most extensive scale. Freight and express schedules in some districts have been unsatisfactory to shippers recently, and by offering a more prompt and speedy service truck owners have developed a very satisfactory business that ordinarily would be handled by rail. Good Roads Essential. Good roads are a prerequisite to successful motortruck operation. Very few operators appreciate the increased expense which results from travel over poor roads. The unfortunate operator who tries to maintain his services over highways which are virtually impassable and unsatisfactory has found that his daily operation costs far exceed the average normal expenses and seriously affect his profits.



Hauling a Large Load of Grapes—This Truck With Open-Top Stake Body and Loose Canvas Cover Is Not the Best Type for Hauling Perishable Products.

STATE OFFICIALS

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CITY OFFICIALS

Mayor, WILLIAM HALE THOMPSON. Treasurer, CLAYTON F. SMITH, City Clerk. JAMES T. IGOE. Comptroller, EUGENE R. PIKE. Corporation Counsel, SAMUEL A. ETTLESON. Commissioner of Public Works, FRANK I. BENNETT. Commissioner of Health, JOHN DILL ROBERTSON, M. D. General Superintendent of Police, JOHN J. GARRITY.

COUNTY OFFICIALS

State's Attorney, MACLAY HOYNE. County Treasurer, HARRY R. GIBBONS. Recorder of Deeds, JOSEPH F. HAAS. Sheriff, CHARLES W. PETERS. County Judge, THOMAS F. SCULLY. County Clerk, ROBERT M. SWITZER. Probate Judge, HENRY HORNER. Probate Clerk, JOHN F. DEVINE. Criminal Court Clerk, WILLIAM R. PARKER. Superior Court Clerk, JOHN KJELLANDER. Circuit Court Clerk, AUGUST MILLER. Coroner, PETER M. HOFFMAN. President County Board, PETER REINBERG. Board of Review, P. A. NASH. EDWARD R. LITZINGER. Board of Assessors, WILLIAM H. WEBER, ADAM WOLF, GEORGE K. SCHMIDT, CHARLES KRUTCKOFF, MICHAEL K. SHERIDAN.

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