

THE BARRINGTON REVIEW

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LEST WE FORGET OUR PROGRESS

For those Americans who may too easily be led to believe the much-bally-hooded idea that the United States is a socially backward nation, that little has been done to raise the standard of living of the great mass of the people, and that some radical change in the present system is essential, we recommend a short article in the March issue of "The Atlantic Monthly." It is a plain analysis by Gerard Swope of living standards in eight European countries which he visited recently, compared with living standards in the United States.

Mr. Swope used as a yardstick this very simple and practical question: "How long must an American work to earn the necessities and comforts of life and how long must the European worker toil to acquire the same benefits?"

And here is what he found in his answers:
A European works from 4.6 to 7.3 hours to earn enough money to purchase a basket of five staple foods. An American works 1.7 hours.

It takes from 8.5 to 24 months of work in European countries to earn money enough to buy an automobile. In America it takes only 4.5 months.

It requires from 2.4 to 6.3 months of work in Europe to buy an electric refrigerator, and only one month of work in the United States.

In European nations 1.2 to 3.4 hours of labor are required to earn the price of an incandescent lamp. In the United States it takes but .2 of an hour. And to buy a kilowatt-hour of electric energy for the lamp in Europe it requires from 12 to 43 minutes of work. In the United States the money to buy such energy is earned in only 3.6 minutes of work.

THE AMERICAN SYSTEM

By a very large majority the people of Seattle have rejected a candidate for mayor backed by the C.I.O. and elected instead a more conservative candidate who had pledged himself to "re-establish the city's reputation as a law-abiding community, to restore its financial credit, to suppress intimidation, violence and labor racketeering and to use the power of the mayor's office to restore industrial peace and prosperity."

The result of this election, held in a city of nearly a half million people, long beset by labor difficulties, has a significance which goes far beyond that of the usual municipal election.

As was the case last year in Detroit, it casts doubt on the success of efforts to use the political organization of labor, not as part of a general fusion movement in the interest of good local government, but as a separate party instrument intended to advance the interests of a single economic group. In so doing it throws light on the present state of public opinion in a community which has served in recent years as a favorite proving ground for political experimentation.

After Detroit and Seattle, there is even more reason than there was before to believe that the old traditions of a political democracy in which men vote as citizens will continue to prevail over the ideology which would substitute for these traditions a new rivalry of "class" antagonisms.

DEATH BEGINS AT FORTY

In an insurance company booklet just issued, "Death Begins at Forty," it is pointed out that underlying reasons for America's horrifying automobile accident record in 1937 were "too much speed and too little courtesy."

According to the booklet, statistics show that if one has an accident while driving under forty miles an hour there is only one chance in 44 that somebody will be killed, but if the accident comes while one is traveling faster than forty, there is one chance in nineteen that somebody will be killed. Forty thousand three-hundred persons met death in traffic accidents last year. Nearly 40 per cent of these fatalities were directly traceable to speed, and 97 per cent of the drivers involved in fatal accidents had had one or more years of driving experience—in other words, they should have known better.

The driver guilty of speed and discourtesy on the highway is a potential murderer—and should be treated as such upon apprehension. Common discourtesy is usually simply a mark of ignorance, but when applied to the fast driver it is a mark of maniacal disregard of human life. No amount of "wire-pulling" should allow such a person to escape punishment.

WILL CONGRESS MAKE GOOD?

A house committee has prepared a series of proposals designed to eliminate some of the more glaring inequalities in taxation. All credit is due this committee for hard work and sincerity—but expert opinion seems to hold that a vast amount of labor has produced only a very small mouse.

For example, the existing undistributed profits tax is one of the most indefensible levies ever conceived. Economists, journalists, business men, treasury experts and others credit it with having been a major influence in bringing on the collapse in business, in that it heavily penalizes concerns that want to build and expand and create surpluses out of profits. Yet the house committee has not advocated that this law be repealed, but only that it be modified to a relatively small extent. Such failure to correct injustice can't be expected to cause penalized investors and industries to spend money for purposes that create jobs, opportunities and new wealth.

WHAT'S GOING ON WASHINGTON

(Courtesy The United States News)

The plight of the railroads has reached a point where legislation to aid them appears probable at this session of congress.

Unless something is done, and quickly, administration officials fear the situation may aggravate further the already pressing depression problem. A million men work for the railroads, hundreds of millions of dollars are invested in their securities by insurance companies and individuals, and the economic health of the country as a whole is dependent in part on railroad health.

President Roosevelt sought to diagnose the case twice with members of the interstate commerce commission and with representatives of the railroads and of railroad labor and of the investing public. As a result, Highways Bureau in the offices of three members of the commission—Chairman Walter M. W. Siplaw, Joseph B. Eastman and Charles D. Mahaffie.

Their assignment is to make to Mr. Roosevelt by March 24 "complete, definite and factual recommendations for immediate action by congress." No hearings are being held; the facts of widespread insolvency, with more threatened, are too well known.

"The trouble is that there is more transportation capacity than traffic," said Mr. Siplaw. All three men keep sealed lips about possible ways out. Being responsible to the president, they intend to report to him alone. Nevertheless, it is possible to indicate the trend of thought.

Increased government power to enforce railroad consolidations, perhaps into a few major systems, is under consideration. One conferee at the white house said this might make possible economies up to \$250,000,000 a year. It would mean sacrifice by many communities, investors and employees, however, so opposition to legislation along that line would be inevitable.

A new division may be organized in the interstate commerce commission to administer railroad reorganizations and negotiate agreements for a scaling down of bonded indebtedness. Illustrative of the need of action is the direction is the estimate that \$1,500,000,000 of first lien railroad bonds are in default.

The conference disclosed sentiment for amendment of the bankruptcy act to simplify financial reorganizations by restricting the power of minority interests to make debt adjustments difficult. Holders of about one-third of the securities in any one category now can prevent financial reorganization, according to Chairman Jesse H. Jones of the reconstruction finance corporation.

The president expressed concern about the men who would lose jobs by reason of reorganizations and consolidations. He received an estimate that about 70 cents of every dollar saved would be at the expense of labor. Clearly, he argued, the government would have to take care of the men displaced until they could find other work. To get new railroad jobs as a result of subsequent expansion and plant improvement programs.

Franklin D. Roosevelt, like five other presidents, is seeking to simplify the organization of government. Differences between the executive and legislative branches evoked previous plans. Reorganization appears closer now than at any time since President William Howard Taft in 1910 initiated study of the program.

Senate arguments over whether the president should be given the desired powers tell but part of the story. Although seldom mentioned, the tension caused by the supreme court enlargement bill last year is felt again. The Hot of division on that issue were somewhat the same as at present; but democratic leaders express no fear that the result will be similar. There is a reason.

The president's request for broad reorganization powers went to congress shortly before the supreme court message. Once the controversy over the latter developed, the reorganization program received slight attention, even though objections to it resembled those against the court bill.

The administration first wanted to create two new departments, to consolidate all independent agencies in the regular departments, to place the civil service under a single administrator, and to enlarge the white house staff—all in the name of efficiency, "streamlining."

The principal dispute was over placing quasi-judicial agencies like the interstate commerce commission under cabinet members. Some of them by law are responsible to congress, not to the executive. The administration gave way

on that, where it had been unyielding to the end on the court bill. And the opposition lost its main talking point.

As the legislation stands, the president until July 1, 1934, can re-shuffle the bureau or so government agencies, transfer bureau from one department to another, etc., but not touch the quasi-judicial agencies. His orders would not require approval by congress and would become effective 60 days after he notified congress. He could abolish bureaus, but not their functions. In other words, if the bureaus were abolished another would have to take over its work.

A department of public welfare would be set up to take over administration of relief and the like. The name of the department of the interior would not be changed to department of conservation, as had been recommended. The senate voted 50 to 38 in favor of replacing the three-member civil service commission with a single administrator. It removed the budget bureau from treasury jurisdiction, making it independent.

Gunpowder

Gunpowder, used in the Middle Ages was made as now, except that the processes were not so refined, and the product cruder and weaker. Gunpowder is a mixture composed of potassium nitrate, sulphur and charcoal. The origin of it is involved in considerable uncertainty, but it is believed to have been discovered in the ancient East. So far as Europe is concerned, Roger Bacon, the Thirteenth century alchemist and philosopher, is sometimes spoken of as its inventor. At any rate he set down the formula in his fashion in 1270: "Mix together sulphur with lura pop cum ubre and sulphur, and you will make thunder and lightning, if you know the mode of mixing." The four seemingly meaningless words in the middle are simply a transposition of the letters of carbonum pulvere, or charcoal.

Termites Mistaken for Ant

The termite is a blind, slow moving insect less than a quarter of an inch long, often mistaken for a species of ant. It originated in the tropics, but it is fairly common in the northern hemisphere. Scientists assert that it is a socialized insect with a triple caste system consisting of rulers, which govern and continue to propagate the species; workers, which bore into the wood and provide food for the termite community; an soldiers, who guard the rest, chiefly against ants, their natural enemy. The insects sometimes eat away entire floors of buildings, leaving only a paperlike shell that will collapse at the touch. They chew away frames of pictures, undermine roofs—even bore through tin.

Medicinal Plants From Brazil
Most of the plants used in medicine exist and are collected in Brazil.

Church News

ST. PAUL EVANGELICAL
9:30 a. m., Bible school. Worship service for young and old.
10:35 a. m., Morning worship in German.

Wednesday, Mar. 30, 7:45 p. m., Mid-week Lenten service. Speaker: Rev. R. J. Kalwitz of Arlington Heights. The officers and teachers of the Sunday school as well as pupils will be special guests at this service.

REV. H. E. KOENIG, Pastor.

ST. MATTHEW EV. LUTHERAN
Cooldge Avenue and Hill Street
9:30 a. m., Graded Sunday school and Adult Bible class.
10:30 a. m., Morning worship. Fourth Sunday in Lent. Text: John 12, 37-38. Theme: "Christ's Vision of the Cross."

Wednesday, Mar. 30, 8 p. m., Lenten service; subject of sermon, "The Goats of Atonement as Types of Christ."
REV. A. T. KRETZMANN, Pastor.

METHODIST EPISCOPAL
9:30 a. m., Sunday school. Victor Rieke, superintendent. Classes in all departments.
10:45 a. m., Morning service.
7:00 p. m., Young people's hour.
REV. H. L. EAGLE, Pastor.

FIRST CHURCH OF CHRIST, SCIENTIST

Main and Wool Streets
Sunday school, 9:30 a. m.
Sunday, 10:45 a. m.
Subject: "Reality."
Golden Text: Psalms 125:1. They that trust in the Lord shall be as mount Zion, which cannot

be removed, but abideth for ever. Wednesday evening testimony meeting, 8 p. m.
The reading room, 114 E. Station street, Lipofsky building, is open to the public from 2 to 6 p. m. each week day and from 7 to 9 p. m. on Monday and Saturday.

FIRST BAPTIST
9:30 a. m. Bible school.
10:35 a. m. Morning worship.
6:00 p. m., Vesper service.

The pastor will bring the message in the morning hour with the church choir under the direction of Mrs. Montgomery to lead in congregational singing. For our vesper service, Dr. A. M. McDonald, superintendent of the Chicago Baptist association, will be our guest speaker. The Altir society serves the luncheon preceding the service.

REV. C. R. DRUSSEL, Pastor.

SALEM EVANGELICAL CHURCH
Lincoln St. and Plum Grove Ave.
Palatine, Illinois
9:45 a. m., Sunday school. Topic—"Correcting Wrong Ideas of Religion." Graded lessons for children.

10:45 a. m., Morning worship. The pastor's subject for this service will be "Fishing."

7:45 p. m., Bible lecture, illustrated with slides furnished by the American Bible Society, on the

subject "The Old Book Finding New Friends." The pastor will give the lecture.
Thursday, Mar. 24, 7:45 p. m., Praise and prayer service.
REV. DONALD LANDWER

SALEM EVANGELICAL
9:30 a. m. Church school.
10:30 a. m., Divine worship.
6:30 p. m., Meeting of the Intermediates with the pastor.
6:30 p. m., League meetings for the juniors and young people.
7:30 p. m., Evening worship service. The last in a series of four sermons on Christian Stewardship, Sermon, "Learning How to Give."

Meets every Saturday morning in Sunday school room of First Baptist church, Grove and Lincoln avenues.
W. A. STAUFFER, Minister.

SEVENTH DAY ADVENTIST
Meets every Saturday morning in Sunday school room of First Baptist church, Grove and Lincoln avenues.
9:45 a. m., Sabbath school.
11:00 a. m., Morning worship.
Wednesday, 8 p. m., Mid-Week prayer meeting.
Dorcas society meets every other Wednesday at 10:00 a. m.

O. J. DAHL, Minister

ST. PETER EPISCOPAL CHURCH SUNDAY SCHOOL
Off County Line Road, West
Every Sunday morning at 9:30 under the direction of the Rev. Albert E. Taylor of St. James

church, Dundee, a church school is held in the Country Day school and is open to children of Episcopal families and all those not having affiliation with other churches.

ST. JAMES
Dundee, Illinois
8:00 a. m., Holy Communion.
9:30 a. m., Church school.
Morning worship, 10:45 a. m.
8:00 p. m., Evensong.
REV. A. E. TAYLOR, Rector

ST. ANNE
Franklin and Elm streets
Sunday Masses at 8 a. m. and 10 a. m.
Daily Mass at 8 a. m.
Devotion in Honor of Sacred Heart, first Friday of each month.
Communion, 6:30 a. m. Mass at 8 a. m.
Confessions, Saturday, 4 to 5 p. m. and 7:30 to 9 p. m.
REV. P. J. HAYES, Pastor.

FIRST CONGREGATIONAL
Dundee, Illinois
Church school: Primary department, 9:30 a. m. Junior and senior departments, 9:45 a. m.
11:00 a. m., Choral Eucharist and sermon.
Community young people's society, 6:30 p. m. Question box—Questions asked by young people. Religious, moral, social—answered by the pastor.

REV. W. H. HILL, Pastor.

PROFESSIONAL and BUSINESS Directory

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