

BARRINGTON REVIEW

ESTABLISHED 1885

M. T. LAMBEY, Editor and Publisher
LESLIE B. PADDOCK, Managing Editor
Editorial, Business, Thursday afternoon, Barrington, Ill.
Editor, Literary, and a week's editor, Barrington, Ill.

All copy for advertisements must be received before Tuesday noon to insure publication in that week.

Cards of thanks, resolutions of commendation and other documents of this nature may be paid for and placed in the post office to be forwarded to the Barrington post office.

Advertising rates made known upon application.

All communications should be addressed to the

BARRINGTON REVIEW

TELEPHONE NO. 1 BARRINGTON, ILL

AN UNUSUAL PLAN

The recent selection of a site for an industrial city in a thinly settled community, a several miles from any existing town, is an unusual proceeding. It is one that strikingly indicates the trend of manufacturing plants away from congested centers and toward the rural districts.

Such a site has been chosen in a South ern state by two large manufacturing corporations, on account of its nearness to supplies of timber and cotton necessary to the manufacture of rayon products.

A famous Eastern planning firm has been employed to lay out the new industrial city on the most modern lines. The site covers 50 square miles, of which 80 per cent is to be devoted to homes, 10 per cent to industrial plants and 10 per cent to recreational facilities. The area now being developed is designed to ultimately accommodate a population of 100,000, with expenditures of \$100,000,000, of which \$10,000,000 have already been invested.

Generous space for all activities will be provided, including model homes with ample grounds and gardens, parks, playgrounds, swimming pools, etc., etc.

This development illustrates the fact that industrial leaders are coming to look upon the natural advantage of a locality with respect to raw materials as the most important factor in determining a location for large scale operations. Such an advantage accounts for the steady and rapid expansion of the textile industry in the South.

AUTO PRODUCTION

Production of automobiles and trucks in the United States has increased in the last twenty years, but that of 1922, due principally to the curtailment at the Ford plant in preparation for the new model.

Even with the reduction the United States produced last year 81.6 per cent of the world's output, followed by England with 5.5 per cent, France with 4.5, Canada with 4.3 and all other countries combined only 4 per cent.

Automobiles ranked third among all United States exports, the greatest number going to any single country being taken by Australia. Cotton and petroleum were the only products exceeding automobiles in exportation. The \$55 per vehicle were imported during the year.

Kansas and California have one car for each three persons, having the highest percentage according to population. Alabama and Georgia have the lowest, with one car for each two persons. The total number of motor vehicles in use in the United States at the end of 1922 was 23,217,315 and the industry ranked first in the total value of its output, with meat packing second, steel third, petroleum fourth and printing and publishing fifth.

The number of motor vehicles in use to day is not nearly as great as that of only ten years ago. And we thought we had some automobiles in 1912.

TRAINING A DAUGHTER

Among the replies received in response to a request for a brief plan for training a daughter, a magazine received the following from a successful mother:

"Teach your daughter to value a man, not her wealth or looks or family, but by his character and the work he has done."

Discourage her in looking upon men as suitors until she is at least 18.

Give her an education and keep her employed part of the time during vacation.

Make her home pleasant, so that she will not want to leave it for an inferior one.

Encourage her to go to church, Sunday school, club meetings and other places where the right kind of people may be met, urging her to be particularly careful in choosing her girl associates.

These are all excellent suggestions, even though they do not always secure the desired results, and the mother who follows them will have more about all that it is possible to do for her daughter.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

REAL SPORTSMANSHIP

In these days of intense rivalry among competitors in athletic contests, which often leads to charges of unfairness and causes bitter feuds among teams and their supporters, the sportsmanlike conduct of several teams in the recent national high school basketball tournament is deserving of special notice. The team from Barrington, Illinois, was won by the Ashland, Ky., team, which played throughout the entire tournament without having a single personal foul charged against them, a record for real sportsmanship perhaps never equalled in such a series of hard-fought games.

The basketball team from the little-known little-known school at Creek-Creek, Oklahoma, defeated the able fives from Bristol, Conn., and impressed were the Bristol players with the clean game of their victorious opponents that they presented each Creek-Creek member with a watch inscribed with congratulatory good wishes.

The basketball team from the University of Illinois, which is the home of the Illinois Normal School, will be "The Meaning of Progress." This in Postscript Sunday and should be properly observed to honor and help celebrate the birthday of the Christian Church.

E. C. E., 6:45 p. m. All four of the C. E. societies will be in the auditorium. You will find any one of them full of interest and profit.

Unusual musical service, 7:30 p. m. This service will be given by the M. B. B. B. of the Illinois High School music by high school organizations. A great service is to be expected.

Bible study, 8 p. m. In

SALEM EVANGELICAL

Sunday, May 27, 1923, 10 a. m. The theme of the meeting will be "The Meaning of Progress."

This in Postscript Sunday and should be properly observed to honor and help celebrate the birthday of the Christian Church.

E. C. E., 6:45 p. m. All the C. E. societies will be in the auditorium. You will find any one of them full of interest and profit.

Unusual musical service, 7:30 p. m. This service will be given by the M. B. B. B. of the Illinois High School music by high school organizations. A great service is to be expected.

Bible study, 8 p. m. In

SALEM EVANGELICAL

Sunday, May 27, 1923, 10 a. m. The theme of the church meeting will be "The Meaning of Progress."

This in Postscript Sunday and should be properly observed to honor and help celebrate the birthday of the Christian Church.

E. C. E., 6:45 p. m. All the C. E. societies will be in the auditorium. You will find any one of them full of interest and profit.

Unusual musical service, 7:30 p. m. This service will be given by the M. B. B. B. of the Illinois High School music by high school organizations. A great service is to be expected.

Bible study, 8 p. m. In

SALEM EVANGELICAL

Sunday, May 27, 1923, 10 a. m. The theme of the church meeting will be "The Meaning of Progress."

This in Postscript Sunday and should be properly observed to honor and help celebrate the birthday of the Christian Church.

E. C. E., 6:45 p. m. All the C. E. societies will be in the auditorium. You will find any one of them full of interest and profit.

Unusual musical service, 7:30 p. m. This service will be given by the M. B. B. B. of the Illinois High School music by high school organizations. A great service is to be expected.

Bible study, 8 p. m. In

SALEM EVANGELICAL

Sunday, May 27, 1923, 10 a. m. The theme of the church meeting will be "The Meaning of Progress."

This in Postscript Sunday and should be properly observed to honor and help celebrate the birthday of the Christian Church.

E. C. E., 6:45 p. m. All the C. E. societies will be in the auditorium. You will find any one of them full of interest and profit.

Unusual musical service, 7:30 p. m. This service will be given by the M. B. B. B. of the Illinois High School music by high school organizations. A great service is to be expected.

Bible study, 8 p. m. In

JUNKING THE BUNK

Following the now popular debunking sport, a recent writer disputes some of ideas in the following fashion:

Cancer is not hereditary.

Sulphur and molasses are not good for children in the spring, or at any other time. Linseed poultices depend for their value entirely upon their heat; the linseed has no effect.

Mild winters do not necessarily fill the graveyard, but are more healthful than severe ones.

Gas stoves are not unhealthful, neither do they dry the atmosphere unduly.

People do not avoid daylight and cats do not want any better at night than other animals.

Ostriches do not bury their heads in the sand and a beaver does not use his tail as a shovel.

Alligators do not attack man, but crocodiles do.

It may be added that horsehair in a rain barrel do not turn into snakes.

NOBLE WORK FINISHED

Exactly one year after the Armistice, Barrington has given its tremendous task of aiding flood sufferers along the Mississippi and its tributaries, its work in the flooded area was closed a few days ago.

This relief effort now successfully completed is to have been the greatest ever undertaken by the Red Cross.

At one time more than 600,000 refugees were housed in the Mississippi valley, and the total amount of money expended under its direction amounted to \$17,000,000, of which approximately \$5,600,000 was expended in Louisiana, \$8,400,000 in Mississippi, \$4,000,000 in Arkansas and the remainder in Missouri, Kentucky, Illinois, Indiana, and Oklahoma.

Briefly furnished included food, clothing, household goods, farm implements, live stock, feed and medical assistance. More than 1,650,000 acres of land were replanted with seed supplied through the Red Cross.

This once again, has given this splendid organization demonstrated its humanity, its efficiency and its integrity.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records overnight.

AIR RECORD BREAKING

So rapidly are new air records being made that it is difficult to keep pace with them. Before a magazine article recounting some wonderful feat has gotten into print a still more wonderful one is told in the newspapers.

The few months of 1923 have already passed when Haldeman and Stinson bring back to America the record of endurance, with a distance of 1,000 miles in 82½ hours. While this was going on, Major de Bernardi of Italy was smashing the speed record, in four flights over a 10-kilometer course at an average speed of 318½ miles an hour. Hinkler flew from London to Australia alone in a light plane of low horsepower in 15 hours, covering 3,000 miles without a mishap, setting a new record.

The great feat of Koehl, von Huenfeld and Fitzmaurice, two Germans and an Irishman, has caused the world to respond with their fame as the first to make the westward trans-Atlantic flight in an airplane. Some of the men who have accomplished this flight are still in the air.

But Lindbergh holds a record that is still unique in two respects. He is the only person to fly across the Atlantic and alone the only one to cross it in an airplane who picked his exact destination in advance and landed there without a stop. Someone may happen to be flying solo across the ocean and has stood for a year—and that is a long time in these days of new records

