

LOOP TRAFFIC IS HALTED FOR BREW RETURN

Hilarity Runs High When Chicago Celebrates Foamy Beverage.

CHICAGO, April 7.—Chicago's loop responded today to "prost" and drinking songs of yesteryear as bartenders flecked the foam from legal beer for customers who welcomed it with the greatest celebration seen here in years.

Thousands of persons thronged through the downtown section, firing blank cartridges, shrieking sirens and blowing whistles as a greeting to the first legal beer in thirteen years.

Veteran State street merchants said the hilarity surpassed all New Year's eve celebrations of the past decade.

From fashionable hosteries in the heart of the Loop to dining and dancing cales on the north side, Chicago pleasure resorts made the new beer the hub around which the varied programs of merry-making spun.

Cafe Bars Are Packed

A few minutes after 12, the first beer arrived at downtown cafes. Instantly the bars were packed. Table space had been filled hours before, and a momentary clancie at the bar was at a premium.

Thunderous shouts went up as loaded beer trucks sped past. Sirens and automobile horns kept up a steady racket. Blank cartridges from pistols and shotguns added to the din. Whistles, bells and similar noise contrivances contributed their share of the noise.

Traffic was at a virtual standstill on brightly lighted State street as midnight arrived.

Persons who were fortunate enough to obtain the first bottles paraded through crowds drinking either direct from the bottle or from mugs.

Drink Thousands of Bottles

In the hours after midnight, it was estimated that thousands of bottles of beer gurgled down the throats of "new beer's eve" celebrators. A few places sold beer at 5 and 10 cents a glass, while in night clubs and exclusive resorts the price ran as high as 35 cents.

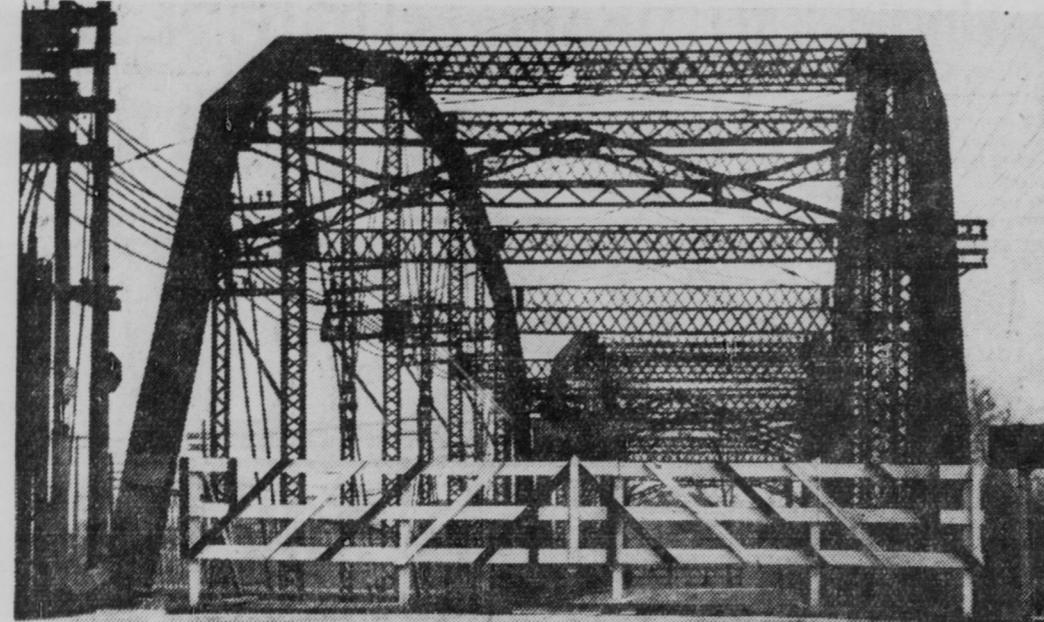
All day Thursday in the cool depths of brewery store rooms thousands of cases of beer and barrel upon barrel had been under refrigeration.

As the hands of brewmasters' clocks swung slowly toward midnight, the beer was trundled onto loading platforms and aboard trucks.

At the zero hour, some cases were rushed to airports for plane flights to distant points, including Washington.

WANT TO BUY A 1933 model automobile at a great discount? See Classification 50 on the Want Ad Page.

Bridge Kept Closed to Allow Use of Fund for Street Work



Closed West Tenth street bridge over White river, which requires new piling, stringers, and floor.

Greater Part of Public Is Benefited by Choice, Say City Officials.

Policy based on "the greatest good to the greatest number" is guiding the board of works in delaying repairs to permit reopening of the West Tenth street bridge over White river, city officials asserted today.

The board takes the stand that resurfacing, widening and other improvement of several streets in the city, sources of numerous complaints, is more important than repairing the bridge, in that the streets serve a larger proportion of the population.

The board lacks funds sufficient for both street work and repairing the bridge, it was stated. The bridge repair would cost approximately 40,000.

Survey of the span revealed pilings beneath the center pier had rotted and that there is need of new stringers and new flooring.

Money sufficient for the repair project is on hand, but to use it would deplete the board's funds to a point where street work considered more essential could not be done.

Proposed street improvements, including resurfacing and widening, includes the following:

New York street, from Highland avenue to East street, final link in establishing a street forty-five feet in width; West Michigan street, from P. & E. tracks to Tibbs avenue, including removal of car tracks, street, and sidewalk; a tracks route; South Meridian street, from the Bluff road to McQuain street; Russell avenue, from South Meridian to Pennsylvania, Forty-ninth street from Monon railroad to Keystone avenue, Central avenue Thirty-fourth to Thirty-eighth, Fifteenth street from Yandies to Nickle Plate railroad, Pratt street from Tenth to F. Wayne, Morris street from the Belt railroad to Belmont avenue, East street from

to South street to Raymond, Michigan street from Blake to White river boulevard, and Kentucky avenue from White river to Harding street.

nearly \$35,000; Russell avenue \$7,000 and Illinois street, \$11,000, a total of \$53,000, which will be taken from the street resurfacing and widening fund, in which there is now \$47,817.66. A deficit of \$5,182.34 would result.

Additional proposed improvements are resurfacing of Union street from Madison to McCarty, and from Palmer to Adler at an estimated cost of \$18,000; Adler street, from Union to South Meridian, \$2,000; Thirty-eighth street, from Orchard avenue to Rurai, resurfaced, \$15,000; Ritter avenue, from Washington street to Brookville road, resurfaced, \$16,000; Central avenue from Thirty-fourth to Thirty-eighth, over which a fight is being waged before the board of works to prevent removal of wood blocks and replacement with concrete or asphalt, which probably will be approved.

Total cost of improvements in this group is estimated at \$94,000 and will be paid from the city's share of state gasoline tax.

These streets are only a small proportion of thoroughfares in the city which board members realize are in need of resurfacing and widening, including the following:

Illinois from Thirty-eighth, St. Clair street from Massachusetts avenue to New York, Thirteenth street from Meridian to Franklin, Ohio street from East to State, Highland avenue from Washington to New York, Nineteenth street from Central avenue to McRidian, Pine street from Market to Massachusetts avenue, Highland avenue from Eighteenth street to Twenty-first, Fourteenth street from Meridian to Pennsylvania, Forty-ninth street from Monon railroad to Keystone avenue, Central avenue Thirty-fourth to Thirty-eighth, Fifteenth street from Yandies to Nickle Plate railroad, Pratt street from Tenth to F. Wayne, Morris street from the Belt railroad to Belmont avenue, East street from

to South street to Raymond, Michigan street from Blake to White river boulevard, and Kentucky avenue from White river to Harding street.

Modern Projects Bring Growth to Cities.

By United Press

HAIFA, Palestine, April 7.—A new phoenix is rising in the Near East.

Jerusalem, Jaffa with Tel Aviv, and Haifa, all have shown recent increases in population, and the boundaries of the cities are pushing out farther and farther.

Jerusalem is the center of institutions, while Jaffa and Haifa are the centers of trade and industry. Haifa is the most favored and is fitting itself to be an international port.

Find Speakeasies Closed

At 3 a. m., gulls along upper Broadway had received a modest supply, but most of the clientele had gone home.

At 4 a. m., Don Dickerman, proprietor of five of the city's spectacular night clubs—in successive years—drank a Stein of near beer, and toasted "Myself—the biggest sucker the town ever produced." Four of his clubs have been closed by the police for the last two years.

Thousands of the would-be beer drinkers, disappointed at the early morning lack of fluid sustenance, decided to go to speakeasies. They found six of the best known speakeasies in the Forty-second street sector closed.

One crowd followed a near-beer truck from a soft-drink bar to another as it made its deliveries, under the impression that it was distributing real beer.

Miss Kimberlin is a member of Alpha Phi sorority. Theta Sigma Phi, journalistic sorority. She is a member of Delta Delta Delta sorority and Stone is a member of Commons Club.

ROOSEVELT APPROVES FIRST CUT IN TARIFF

Takes Action to Lower Barriers on Agricultural Tools.

By Scripps-Howard Newspaper Alliance

WASHINGTON, April 7.—The administration's tariff reduction of firearms apparently is under way.

President Roosevelt just has approved a reduction in the tariff on certain agricultural hand tools, which President Hoover refused to approve.

The United States tariff commission announced that the President has issued a proclamation decreasing duties on hay forks and four-tined manure forks from 8 cents each and 45 per cent ad valorem to 4 cents each and 22½ per cent ad valorem, and on other agricultural forks, hoes and rakes from 30 per cent ad valorem to 15 per cent ad valorem. The change becomes effective May 3.

The commission submitted a report to Mr. Hoover on this subject in November of 1932 but he returned it without his approval asking further review because of recent changes in international trade as a result of currency depreciation in certain countries.

The commission made the new survey and found that no modification of its recommendation for reduction was necessary.

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