

North Shore Motor News

Driver License to Cost 25 Cents Annually, Report

Twenty-five cents a year—that's the license fee under the proposed Drivers' License Law for Illinois! This astoundingly low figure sets at rest once and for all any claim that the drivers' license law is "just another tax" on the already overburdened taxpayers.

The fee is set forth in the final draft of the proposed new law which is to come before the next session of the legislature, and which has just been completed by DeWitt Billman, secretary of the legislative reference bureau at Springfield. The draft was made at the request of half a dozen organizations interested in the passage of the law which is being sponsored by Secretary of State William J. Stratton.

How different is the proposed Illinois fee from the license costs in states which have the law now. Delaware, New Jersey, Rhode Island, Connecticut and Washington, D. C., charge \$3 for the license. Pennsylvania, Massachusetts, New Hampshire and Maryland charge \$2. Vermont charges \$2.50, while New York assesses the applicants the sum of \$1 per year. Under the plan for the Illinois law, the applicant will pay the sum of 75 cents for a three-year license, thus saving him the necessity of annual renewals.

The age limit at which members can drive is the same as in the present state code, 15 years. It has been deemed inadvisable to change the existing age limit as it has long been a moot point in Illinois. However, every person under 18 years of age who seeks a license must have his application signed by his parents, guardian, or, having none, his employer. Under the state's civil code those signing the application, of course, are liable for the minor's actions.

The proposed bill has also been shortened considerably because much of the law contained in the Hoover code has already been written into the Illinois statutes.

Under the provisions of the bill the administration of the measure is placed with the secretary of state, who already licenses automobiles and exercises the same quasi-judicial powers contained in the measure in a half a dozen other acts in which doctors, barbers and others are given the right to operate in Illinois.

The proposed law also provides

that all drivers of automobiles at the time of the enactment of the law may obtain licenses on application without examination. Future drivers, however, will have to take an examination to prove that they are capable of driving. They must know how to interpret signs and signals, must have a general knowledge of state highway laws and must prove, by demonstration, that they know how to handle an automobile.

The law also provides that licenses may be suspended for a short period or revoked for a year for violation of the state motor vehicle code. Hearings are provided on all such suspensions or revocations and the motorist may appeal to the courts if dissatisfied with such action.

Concrete Construction Maintains an Increase

Concrete highway construction in the United States will reach a new all-time peak this year, according to the predictions of William M. Kinney, general manager of the Portland Cement association. Mr. Kinney made the statement before some 250 executives of cement manufacturing companies gathered in Chicago for the twenty-eighth annual meeting of the Portland Cement association.

For the first ten months of 1930, Mr. Kinney said, concrete highway yardage showed a 15 percent increase over the same period for the former banner year of 1928. At the same time it surpassed the total for the first ten months of last year with a 16 percent increase. This, he said, is indicative that a new high mark in the construction of concrete highways will be reached in 1930.

Need \$110,000,000 to Finish Road Program

To complete the state bond issue hard road system will require about \$110,000,000 from three to four years' work—and the continuation of the present income in the funds for road construction. This was outlined to Governor Louis L. Emmerson by Director H. H. Cleaveland, of the state department of public works and buildings, following a survey of the season's accomplishments and expenditures, and careful calculations of the sources of revenues for roads—motor licenses and the gasoline taxes.

19-Year Old Truck Is Given Birthday Party

Charles Millar and Son company, Utica, N. Y., held a birthday party the other day for a motor truck. The truck, a Packard three-ton machine, had completed nineteen years of uninterrupted daily service and was about to start on its twentieth year.

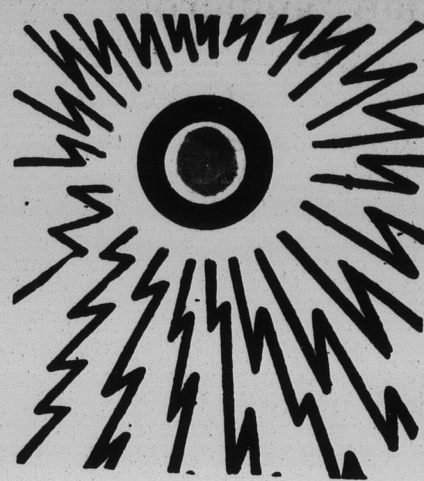
The old truck was purchased and put into service in 1911. Back in those days when most trucking was done by horses the purchase of what then was considered such a big truck was of such importance that Utica papers printed a story about it.

Charles Millar, president of the company which owns the truck, said that there had been few days in all of the 19 years that the truck has not been in regular service. "It is in excellent condition today," he said, "giving daily service without interruption."

It has been nearly ten years since Packard discontinued the manufacture of trucks so that every one now seen on the road is a veteran of nearly ten years or more.

STARTING REMEDY

Hard starting is frequently due to the spark plug gap being too wide. It is advisable especially at this time to re-set the gap according to recommendations in the car owner's instruction manual. With the plugs in proper shape starting is made easier and battery strength is conserved.



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