

NARROW ROADS ARE MENACE TO HEALTH

BECAUSE OF MONOXIDE

Vitiates Air When Motor Vehicles Are Crowded Together on Highways Near All Large Cities

The narrow 20 foot highways in our congested areas are a distinct health menace, according to Herman N. Bundesen, Director of Health, Sanitary District of Chicago, in a letter to Charles M. Hays, president of the Chicago Motor club.

"More than two million people in this country," says the Doctor, "are hampered in their efforts to earn a livelihood by heart disease. Poisoning from carbon monoxide gas is one of the reasons for the alarming increase in this disease. Many persons believe that carbon monoxide is harmful only indoors; as a matter of fact, however, as early as 1923 Henderson and Haggard of Yale university designated city streets among the localities where the deadly poison might be found, not indeed in quantities to cause death, but in sufficient quantities to impair health, and in some instances to be the proximate cause of death.

Spreads to County Roads
"The pollution of city streets has spread to the country highways, and on Saturdays and Sundays when our radial highways are crowded to the point of suffocation, it is certain that the air will contain a greater percentage of carbon monoxide than will be found on most city streets. The danger zone has moved from the city to the country.

"We used to place our congested area within the confines of Cook county but year by year that line has been pushed farther out. The main roads from one hundred miles and farther from Chicago are suffering from congestion. Although congestion achieves its most intolerable condition on Saturdays and Sundays, nevertheless week days now are not free from traffic tangles.

What of Future?
"With this condition existing today, what will it be five or ten years hence? Motorists who use the highways of Illinois say that throughout the touring season highways that formerly were deserted in mid-week now carry an endless procession of cars, and

that this condition exists one hundred and one hundred and fifty miles from Chicago. A motorist told me recently that he struck congestion one hundred and twenty miles from Chicago on the Lincoln highway and that this congestion did not decrease until he drove into Cook county. Here the forty-foot pavement on Roosevelt road thinned the traffic to a point where travel was comfortable.

"From these facts it is easy to formulate a theory concerning the health hazards encountered by the motorists who take their families out on Saturdays and Sundays. The narrow twenty-foot highways in our congested areas are a distinct health menace. The plan of the Chicago Motor club for widening seven radial highways to forty feet from the outer line of Cook county into the state for a minimum distance of one hundred miles should meet with the approval of public-spirited citizens everywhere.

Economic Feature
"The economic feature of the program has been well covered by others more able than I to discuss such features; speaking entirely from the standpoint of the physician and the health officer, I favor this program and will do my bit in seeing that the plan is brought to fruition. We must free our highways from the menace of carbon monoxide poisoning."

FIVE BRIDGES OVER MISSISSIPPI RIVER

ILLINOIS-MISSOURI LINKS

Fifth Seen to Be Completed and Three Already Are Open; to Relieve Congestion of Traffic

Within a few months the fifth bridge to be constructed across the Mississippi river, connecting Illinois and Missouri, will be completed and open for traffic. All of the five structures have been projected during the past two years, and result from the development of the state highway system of Illinois under Governor Len Small.

Previous to the construction of hard roads across Illinois, touching the Mississippi river, there was no bridge across that river between St. Louis, Mo., and Memphis, Tenn., devoted to vehicular traffic and it was

necessary to depend entirely on ferries.

Three Bridges Open
Three of the bridges across the Mississippi river are now open for traffic, those at Alton, Louisiana, Mo., and Cape Girardeau, Mo.

The crossing at Louisiana, Mo., is known as the Champ Clark Bridge, in honor of the distinguished Missourian. Construction work is now under way and early this fall it is expected a concrete highway will be completed which will provide connections from State Highway No. 36, a short distance west of Pittsfield. Improved highways are already completed on the Missouri side of the river, and this route materially shortens the distance between Chicago and Kansas City.

Dedication of the bridge at Cape Girardeau occurred early during the present month and already a heavy traffic is reported as crossing the river at this point.

At Alton an average of approximately 2,000 automobiles are paying a daily toll to cross. At Louisiana the bridge has carried 1,800 vehicles in a single day, but the normal traffic stage cannot be ascertained until the completion of the hard road link on the Illinois side of the river.

Two additional bridges, at Cairo

and Mitchell, are nearing completion and will be open for traffic before the first of the new year.

Relieve Traffic Congestion
Construction of the bridges over the Mississippi are materially relieving traffic congestion. At the same time they are bringing thousands of additional tourists across Illinois.

Up to a few months ago practically all autoists were compelled to pass through St. Louis, unless ferrying the river at other points. This resulted in a serious congestion in traffic and involved a serious loss of time, and often long detours to reach the bridge.

PREDOMINATING SHAPES IN WOMAN'S HATS SEEN

Helmet, Poke and Cloche Are Favored This Winter, Says Expert

Predominating shapes in hats for women are the helmet poke and cloche, according to the latest advices to Woman's Home Companion from Paris.

The cloche is about one-quarter of an inch lower in the crown and just a trifle broader than before, giving it a slightly different and newer appearance. Poke bonnets are much

modified altho one Parisian milliner has made some that tie under the chin.

Helmets are still much in evidence but they are a trifle less severe. Turbans, berets and hats with beret crowns are also smart, the latter two being the only chic exceptions to snugly fitting crowns. All hats continue to hug the nape of the neck.

Fall millinery fabrics are supple and well adapted to the more complicated manipulation of the new mode. Velvet, quantities of both plain and novelty felts, hatter's plush and soft velours tell the fabric story. Black, black and beige, warm wood browns, red, deep green and bright blues are the color leaders for autumn.

Contrast is the password in fall millinery, either in color, fabric or both. The use of longer haired, smoothly brushed, hatter's plush as trimming is used as a facing, for insets, incrustations and bands. Two color and two tone velour hats are smart as well as those that have all-over patterns stamped in, pasted on or printed. Set-in geometric designs in two colors trim sports felt hat crowns, while more formal hats have more appropriate trimmings such as matching or contrasting feathers applied to the brims.

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