



Big men play the Decker Indoor Golf game. The above picture shows Jack Earl, world's tallest man, playing on a Decker Driving net at the Bonnie Dundee Golf school, 127 N. Dearborn street, Chicago.

Jack Earl is eight feet six inches tall and he weighs 325 lbs. and is only 22 years old. Many may recall seeing him at Ringling Brothers Show. He has never played golf out-of-doors and has just received his first set of clubs, which have been made espe-

cially for him. His driver is 56 inches long with a 20 oz. head. He played the Decker nine hole course in 49 strokes which is a very good score for the time he has been playing.

T. H. Decker, a well known and successful heating and plumbing contractor of our city is the inventor of this Indoor Golf game, of which "Chick" Evans in a letter to Mr. Decker says, "I am much interested in the improvements on your splen-

did indoor golf game. "I have always enjoyed playing it and it is the nearest reproduction of the outside game ever invented."

Qualifying rounds for a tournament are now being played at Bob MacDonalds Golf school in Chicago. Tournament play starts January 10, 1929. Many well-known golfers predict that Decker's game will revolutionize indoor golf and may be a close rival of bowling in the near future.

UNIMPROVED ROADS ARE LOSING GROUND

Unimproved roads, particularly in and near populous centers, are losing ground, records of highway accomplishments for 1928 reveal.

During 1928 the mileage of concrete rural roads, for instance, was increased by approximately 8,000 miles. This mileage includes the greatest highway achievement of all time, the building of about 1,300 miles of hard surfaced state roads by Illinois.

Although there are roughly 2,800,000 miles of rural roads in the United States, vast mileages are highways on which the travel is light and no treatment other than grading or graveling is necessary. However, the mileage of roads improved to the point

systems. Through the co-operation of low car operating costs and low maintenance costs is held by highway authorities to be no more than 80,000 miles.

Inasmuch as there is now more travel by automobile than by train, it is pointed out that the mileage of first class improved roads cannot be considered adequate until the good roads mileage is at least as lengthy as the mileage of steel rails. The total length of railroad tracks in the United States is approximately 250,000 miles.

Surveying highway activities of the last few years, slow but certain progress is indicated toward the elimination of bad roads on state highway of the federal government, which in terms of cash amounts to about \$75,000,000 yearly, states are enabled to

improve the most used roads thereby benefiting the greatest number of road users. County co-operation, also, has brought about the closing of gaps on through highways.

Economists point out that since the automobile is a mass production creation, states can only hope to provide adequate roadways through the production of roads on a large scale. Bond issues for highway purposes have enabled many states to "step-up" road construction to a place where somewhat of an even balance has been obtained. By building these roads for current needs, appreciable sums are saved directly to the public through reduced car expenses and indirectly through lowered road upkeep charges which ultimately are paid by the general citizenry.

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