

TRAFFIC DEMANDS WIDER ROADWAYS

NEW JERSEY TAKES LEAD

Improvements in Important Thoroughfares Completed; Pro- jected Around Cities East and West

Although most roads, because of the narrowness, compel motorists to drive in tandem fashion only, noteworthy strides are being made in highway building whereby cars may travel two, three or four abreast.

New Jersey Builds
Outstanding among the current achievements is that of New Jersey. That state is building an express highway from the mouth of New York City's Holland vehicular tunnel at Jersey City to Trenton, sixty miles away. From Jersey City to Elizabeth, a distance of 15 miles, the roadway is five traffic lanes wide, and from there on to Trenton the width is 30 feet. This latter stretch includes perhaps the longest straight piece of roadway in the United States as it runs for 32 miles on a curve. This New Jersey superhighway is protected from cross-traffic throughout its entire length by means of elevated road intersections and stop-lights.

New Yorkers are now speeding over a 32-mile long superhighway on Long Island. The Conduit Boulevard, also known as the Sunrise highway, provides speedy access over its 40-foot width to 11 towns.

Double Valuation
In Westchester county, at the north of metropolitan New York, numerous wide highways have been constructed which along with other improvements have in six years doubled the valuation of Westchester county property, according to the last report of that county's park commission.

Sections of the Boston Post road and the Albany Post road have been widened to take care of three and four lanes of traffic. During 1928, ten and a half miles of the Hutchinson Riber parkway were completed, thereby giving a twelve and a half mile roadway, permitting of the easy flow of four lanes of vehicles, as a relief artery for the Boston Post road.

Mid-West Progresses
All main highways in the vicinity of Chicago are to be at least 40 feet

in width. Three of these superhighways are now in service, Waukegan road, Roosevelt boulevard and North avenue. This latter road has been widened to 40 feet for 17 miles.

Milwaukee also has a good start on a similar system of wide thoroughfares with a portion of the Blue Mound road built to a width of 60 feet and another stretch consisting of two 40-foot strips of pavement.

Forty-Four-Foot Thoroughfares
The world's first superhighway consisting of two parallel strips of concrete each 44 feet wide, has been in service several years. Other like roadways are being built or are planned for early construction. The Grand River road, composed of two parallel strips of concrete 40 feet wide, is nine miles long, as is the Eight Mile road.

Cahuenga Pass road, connecting Los Angeles with Hollywood, is at present 72 feet wide. It is now contemplated to build a parallel strip of concrete 80 feet in width so that the tremendous traffic burden thrown on this outlet from the San Fernando Valley will be distributed over 17 traffic lanes. An overhead road separation is planned where Cahuenga Pass road intersects with the Mulholland highway.

Here and there throughout the country many other lesser bits of highways have been widened, particularly to take care of heavy traffic at city doorways. For instance, at Houston is a three-mile Chattanooga the Cherokee trail has been broadened to 36 feet.

ARCHITECTS PLAN 1933 CENTENNIAL

Several New Kinds of Engineers, Including Illuminating and Acoustics, Appear

From the earliest days of civilization it has been customary to employ architects, artists and artisans in planning and constructing buildings. The architectural commission for the Chicago Centennial celebration is going a big step farther.

Illuminating and acoustics engineers, and eminent physicians will also be consulted and their ideas embraced in the construction of the buildings for the coming World's fair in 1933.

Illumination and acoustics explain themselves. The province of the physician will have to do with colors; the influence, the reaction of various colors upon the minds of men and women.

Recalling the 1893 World's Fair, the "White City" became the worldwide synonym for beauty and excel-

lence. Its influence upon the architecture of the United States for the next quarter century was pronounced. Now by combining the experiments of eminent scientists and the daring ideas of master minds, the architectural commission for the Centennial is preparing to make good the prediction of Harvey Wiley Corbett, chairman: "A renaissance more definite than that of the Fifteenth Century."

LAKE FOREST COLLEGE AWARDS MARK TROPHY

Peter B. Mayer, of Forest Park First to Receive "Most Val- uable Player" Cup

Peter B. Mayer, of Forest Park, Ill., is the first recipient of the Clayton Mark trophy to be given annually to the player of most value to the Lake Forest college football team. The award was made last week at the annual football dinner of Lake Forest alumni in the Union League club, Chicago, in the presence of 400 alumni, friends, and guests.

Mayer played in every quarter of Lake Forest's seven games in the season just ended, and was a consistent performer at center. He also won his letter at the pivot job a year ago and is a star in baseball. Last spring he was the ace of Coach F. L. Brown's pitching staff. At the end of the 1928 football season he was selected for various Illinois Intercollegiate Athletic Conference events.

The dinner at which this award was made was addressed by Dr. Herman N. Bundesen, coroner of Cook county, and included Rear Admiral Thomas T. Craven, of Great Lakes Naval Training station, and President H. M. Moore of the college in the numerous attendance.

LECTURE TOURS AT FIELD MUSEUM MON.

Next week's guide lecture tours at Field Museum of Natural History will begin with two general tours of anthropological, botanical, geological and zoological exhibits at 11 a. m. to 4:30 p. m. as usual. Wednesday subjects of tours at 11 a. m. and 3 p. m. respectively will be "Toys of Many Lands" and "The Reindeer and Its Relatives"; Thursday, two general tours, and Friday, "Jewels" and "Fruits and Flowers." The tours, conducted by staff lecturers, are free. Parties assemble inside the north entrance.

Making of friends, says a philosopher in the Woman's Home Companion, half the time does not mean going in to meet and correct ourselves.

PAVEMENT COSTS ARE DETERMINED

TABULATION PER MILE

Figures Compiled Over Period of Years by Various State Highway Departments; Concrete Economical

With the thought in mind of determining economical paving methods many state highway departments have been keeping exact cost records for the last several years. Maintenance records enable highway authorities to eliminate expensive types of pavements.

The State Board of Public Roads of Rhode Island has kept close account of the maintenance costs for the last seven years. During this time it cost the state \$77.08 per mile per year to keep up portland cement concrete; bituminous macadam thru the same period averaged \$185.85 per mile per year, bituminous concrete built of coarse aggregate cost \$721.25 and bituminous concrete built of graded aggregate \$132.

Pavement upkeep for the three major types of highways in New York state during a ten-year period from 1916 to 1925 was as follows: Bituminous macadam, \$956 average per mile.

Waterbound macadam, \$864 average per mile.
First class concrete, \$227 average per mile.

During this same period gravel roads cost on an average \$914 per mile to maintain. These figures, compiled by David Noonon, deputy commissioner of highways, include cost of maintaining roadsides as well as pavement surfaces.

Illinois, which has more miles of concrete pavement than any other state in the Union, reports the following average cost for maintaining roads for the years 1922 to 1926 inclusive: Average upkeep costs on concrete per mile \$80.24; brick \$117.99; bituminous macadam \$179.52; water-bound macadam, \$393.87.

The maintenance costs reported by the Illinois division of highways are for the wearing surface only and do not include the upkeep of the roadsides.

Figures compiled by the Minnesota highway commission show the yearly cost of maintaining state trunk highway No. 1, formerly a gravel road was twice that of state

highway No. 3, a concrete highway. Both are heavy traffic roads. Depreciation, interest on investment and upkeep of investment and upkeep of the concrete highway No. 3 amounted to \$1,678 per mile per year while on the gravel road the annual cost per mile was \$3,101.

15,000 GALLONS OF ALKY IS CAPTURED

Deputies Seize Big Load on Highway Near Lake Bluff; Two Drivers Held

Failure of a cartage company to observe weight laws last Thursday night led to the discovery of a 1,500 gallon load of alcohol that was being sent to Milwaukee.

The truck, property of the Eagle Cartage company, 832 Teutonia avenue, Milwaukee, was so weighted down that Jack Daley and Lyle Litweiler of the state highway force, halted it and order it to the side of the road for weighing.

As they were at their task two of the county motorcycle police, William Kelly and Harry Quandt, investigated the contents of the load. They discovered the alcohol and reported the fact to Sheriff Lawrence Doolittle and Capt. George Heckinger, of the county highway police.

The drivers, Ernest Keener and Kenneth, both of Chicago, were taken to the county jail and held in default of \$5,000 bonds. Fines of \$1,000 as the nearness of the holidays has forced the liquid to up \$10 a gallon.

They declared that the actual cost of the cargo must have been \$8,000. The retail value was placed at \$15,000 as the nearness of the holidays has forced the liquid up to \$10 a gallon.

The arrest was made on Green Bay road near Lake Bluff at mid-night.

The two county and two state men were covering the same territory. Daley and Litweiler noticed that the truck was overweight. As they are requested to search no cars by the state department Kelly and Quandt took advantage of the situation and looked over the load.

The truck was held pending the payment of the fines.

This happened to be the first night that the motor cops worked under the new ruling of the board of supervisors that allows the retention of the force out of the earnings of the sheriff. The fines do not go toward the earning of the sheriff but to the states attorneys fund.

On the rear of the truck was painted:

"Excuse our dust."

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