

U. OF I. FOOTBALL, BASEBALL CARDS

5 BIG 10 FOOTBALL GAMES

Army, Michigan, Northwestern, Chicago, on State University's Schedule; Play Northwestern Here

Champaign, Ill., Dec. 20.—The football after all is only one of many intercollegiate sport activities is shown by the University of Illinois schedules for 1929 which will list nearly 100 contests for varsity teams and this total will be augmented by reserve team engagements.

Illinois' indoor relay carnival, March 16, will be the climax in indoor track. The wrestlers, Big Ten gym and fencing meet will be held at Illinois.

The golf and tennis schedules have not been arranged. The baseball card include games with two Japanese teams, Meiji university and Osaka Mainichi, both of which Illinois met on the coast to Japan last summer and the team will be anxious to return the hospitality of their eastern hosts. Mississippi A. and M. will also be included on the home game list.

The baseball team will make its southern trip during the Easter vacation as usual but the schedule is not completed.

Ohio State and Notre Dame in baseball and Michigan in track will be attractions for the annual interscholastic meet, May 17 and 18.

Illinois' Big Ten football, schedule, which was arranged on a four-year basis two years ago, lists the same opponents as this year except that Iowa replaces Indiana. Army comes to the Illinois stadium Nov. 9.

The schedules are as follows:

- Baseball**
 Mar. 29—Apr. 6—Southern trip.
 Apr. 10—Bradley at Illinois.
 Apr. 13—Iowa at Iowa City.
 Apr. 17—Butler at Illinois.
 Apr. 20—Northwestern at Illinois.
 Apr. 24—Northwestern at Evanston.
 Apr. 27—Ohio State at Columbus.
 Apr. 29—Iowa at Illinois.
 May 4—Wisconsin at Illinois.
 May 8—Purdue at Lafayette.
 May 11—Michigan at Ann Arbor.
 May 13—Wisconsin at Madison.
 May 17—Notre Dame at Illinois.
 May 21—Purdue at Illinois.
 May 25—Michigan at Illinois.

Football
 Oct. 5—Kansas at Illinois.
 Oct. 12—Bradley at Illinois.
 Oct. 19—Iowa at Iowa City.
 Oct. 26—Michigan at Illinois.
 Nov. 2—Northwestern at Evanston.
 Nov. 9—Army at Illinois.
 Nov. 16—Chicago at Illinois.
 Nov. 23—Ohio State at Columbus.

GAS TAX FEES REMAIN UNIFORM

AVERAGE TAX 2 CENTS

Forty-five States and the District of Columbia Have Adopted Gasoline Tax; 3 Cents Most Popular

With two upward revisions of the automobile gas tax during 1928 as compared with 22 changes made during 1927, state practice regarding this means of building better highways has been quite definitely established. Louisiana raised the gas tax during 1928 from 2 to 4 cents a gallon while New Hampshire increased the rate from 3 to 4 cents.

All but three states, Illinois, Massachusetts and New York, have a gas tax varying with each individual state from 2 to 5 cents a gallon. Ten states, Connecticut, Kansas, Minnesota, Missouri, Nebraska, New Jersey, North Dakota, Rhode Island, Washington, Wisconsin, and District of Columbia collect 2 cents a gallon. Wyoming has a tax rate of two and a half cents.

Three-Cent Tax Popular
 Fourteen states have fixed the gas tax rate at 3 cents a gallon. They are: California; Colorado, Delaware, Indiana, Iowa, Michigan, Montana, Ohio, Oklahoma, Oregon, Pennsylvania, Tennessee, Texas and Vermont. Utah's tax is three and one-half cents a gallon. A 4 cent tax has found favor in 13 states, namely Alabama, Arizona, Georgia, Idaho, Louisiana, Maine, Maryland, Mississippi, Nevada, New Hampshire, North Carolina, South Dakota and West Virginia, while a rate of four and one-half cents is charged in Virginia.

Arkansas, Florida, Kentucky, New Mexico and South Carolina tax at the rate of 5 cents a gallon.

3.2 Cents Average Tax
 The average tax in the 45 states and District of Columbia that have adopted this means of increasing their revenues amounts to 3.2 cents a gal-

LIBRARY OF THE
 lon. The average tax for 1927 was 3.18 cents. In 1928 it was 2.56 cents per gallon. In 1928
 More than \$258,000,000 was raised by gas taxes for good roads during 1927. Of this amount, \$182,000,000 was spent on state highways; \$55,400,000 went to local roads; \$10,000,000 was apportioned to state and county bond pavements and the remainder went for miscellaneous projects allied to road building.

Each motorist during 1927 used an average of 550.9 gallons of gasoline and traveled an average of 7,437 miles, according to the American Motorists association. These averages are based on a total gasoline consumption in the United States of 11,563,490,000 gallons, and increase of 12.4 per cent over 1926. Mileage traveled is based on an average of 13.5 miles per gallon. So during 1927 cars and trucks traveled 1,561,071,150,000 miles or 42,741,875 miles per day.

Adopted in 1919
 Since the adoption of the gas tax in 1919 by Oregon it has had widespread application and popularity. From total receipts of \$553,987 in 1919 the revenue has increased to more than 250 million dollars a year. It is interesting to note that the states adopting the system early levied comparatively small taxes as compared with the present practice.

In the early days of the tax it was thought such a system would curtail the use of the automobile. Such has not been the case for with the tax making better road building possible travel has increased tremendously.

DANGER TO PUBLIC IN NARROW ROADS

FORTY-FOOT BEST WIDTH

Chicago Motor Club Makes Survey of Existing Highways; Check Habits of Many Auto Drivers

In its campaign for the widening of heavily traveled highways to forty feet, the Chicago Motor club has found that many of the existing highways are not only inadequate but dangerous. The campaign disclosed that 20-foot road width, which has been proved inadequate for modern traffic, did not even exist on many roads, and that sixteen and 18-foot roads were common.

A recent report of the United States Bureau of roads corroborated these findings. It declared that automobiles and trucks are driven by instinct, with respect to the clearance between the right wheels and the edge of the road, and that roads, other than radial highways, less than 20 feet in width are dangerous.

Survey by Engineers
 The bureau based its report on a survey made by engineers. They observed, unknown to the drivers, the paths made by automobiles on straight and level roads, ranging from 14 to 24 feet wide. They found that the vehicles maintained a distance of from 1 1/2 to 4 feet from the edge of the pavement. In rounding curves on the inside the tendency was to swing to the center of the road. Trucks, in general, were found to stay closer to the edge under all conditions than passenger cars.

While the 18-foot width was found sufficiently wide for a reasonable amount of passenger vehicle traffic, it was deemed too narrow for trucks to safely pass each other. The report declared that drivers of both classes of vehicles prefer not to approach closer than 1 1/2 feet from the edge of the road, and will sacrifice clearance between their own and passing vehicles as a result of this instinct.

Other Bad Features
 Bad shoulders and abutments close to the edge of a road usually cause drivers to maintain a wide clearance from the edge, thus reducing materially the effective width of that highway. In one case a bridge support, close to the edge of a 24-foot road, was responsible for the effective width being but 20 feet.

Smooth, white shoulders seemed to generally lure traffic to the edge; center lines exert a marked separatory influence, the report concluded.

CRYSTAL COLLECTION ENRICHED BY GIFTS

William J. Chalmers Donates Additions to Exhibits at Field Museum

Notable additions have been made to the Chalmers crystal collection at Field Museum of Natural History, through new gifts received from William J. Chalmers, a trustee of the museum who for years has devoted much effort to the building up of this collection. It was announced today by Stephen C. Simms, director of the museum.

The collection, believed to be the most complete in the United States and one of the best in the world, now numbers more than 500 specimens.

Among the new pieces just added to the exhibit are many crystals of unusual brilliance and extremely attractive coloration. Specimens from Africa, Asia, Europe and America are included. Several kinds used extensively in jewelry, including amethyst, chrysoprase, aventurine and malachite are represented. An especially rare piece is a specimen of native iron—that is, iron which has not been oxidized like that occurring in ores. Such iron is usually found only in meteorites reaching the earth, and scarcely ever is found in the earth itself, according to Dr. O. C. Farrington, curator of geology.

INTERESTING FACTS ABOUT THIS STATE

Chicago sends and receives more telegrams than any other city in the world.

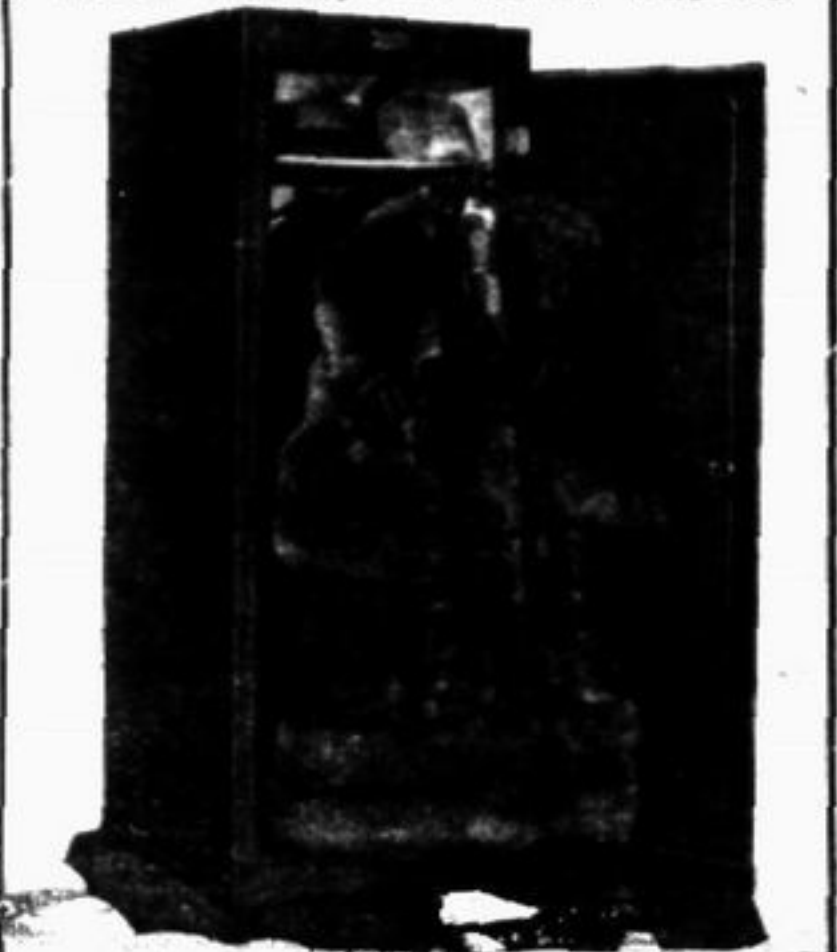
For the fourth consecutive year, Illinois again leads the states of the union in the construction of hard surfaced roads. About 1,300 miles of paving were laid during 1928. This compares with 1,229 miles in 1924, the previous record.

A company that is the world's largest producer of common brick has its headquarters in Chicago.

Illinois' 1919 crop of winter wheat, totaling 239,200,000 bushels, was the most valuable and the largest ever produced in the state.

There are 1,470,740 residential lighting customers of electric light and power companies in Illinois. Approximately half of these, living in Chicago, are served by one company, the Commonwealth Edison Co.

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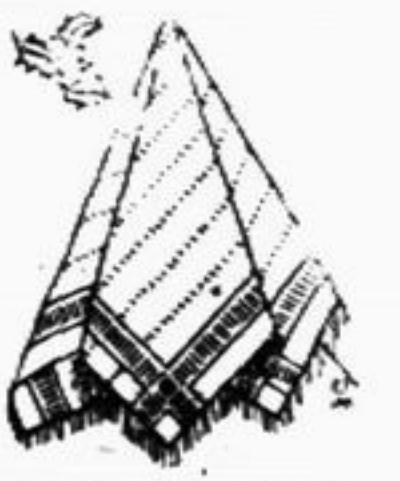
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