

SUPER-HIGHWAY IS SHOWING PROGRESS

From Milwaukee to Michigan City Through Lake Co.; Much of Route Secured

A 200-foot right of way, from Milwaukee to Michigan City, through Lake county, which will be established for the purpose of enabling tourists to avert Chicago and Gary traffic has been worked upon all this year, and it was announced recently that approximately 68 per cent of the route has been dedicated.

The remainder of the road is expected to be cleaned up and prepared for paving before the season opens next year, although in several counties the exact route is still undetermined, pending state action on the matter.

The highway has its source in Milwaukee, and projects through Wisconsin, Illinois and Indiana, taking a round-about route past Chicago. In this manner, motorists will be able to bypass the heavy metropolitan traffic in Chicago, Indiana Harbor, East Chicago, and Gary.

Temporarily Outlined

The route, as it has been temporarily outlined, leaves Milwaukee and goes south through Racine and Kenosha counties into Lake county. It passes almost directly south through Lake county, going west of Libertyville and east of Mundelein.

It then enters Cook county and passes between Arlington Heights and Mount Prospect. Thence the route continues south through DuPage county, passing between Elmhurst and Villa park, between Hinsdale and Clarendon Hills.

At the south edge of DuPage county the road turns southeast, keeping out of Chicago, Hammond and Gary limits, paralleling the lake shore into Michigan City.

The right of way for the "super-highway" will be 200 feet in width, in order to accommodate the large amount of traffic which is expected to use it. Much of the pavement which is planned, including that in Wisconsin, is expected to consist of two 20-foot slabs, with a 20-foot open space between them, permitting two separate lanes of traffic.

Route in Racine

From Milwaukee to the Racine county line, a distance of about 11 miles, the right of way has been 100 per cent secured. Through Racine county, the right of way has been located, and work will be started soon on clearing it.

In Kenosha county, no steps have been made to locate the route, because of the indecision of Lake county authorities regarding the point at which the route will enter Wisconsin.

Made Good Headway

South of Mundelein about 85 per cent of the way has been chosen through Lake county and 85 per cent of the right of way in DuPage county has been dedicated. In Cook county, where the road jogs southeast around the end of the lake, about 25 per cent of the right of way has been dedicated.

Lake and Porter counties, Indiana, also have secured about 85 per cent of their right of way and LaPorte county has 80 per cent of its way clear.

The right of way includes portions

of U. S. Route 41, Illinois Nos. 68 and 54, a portion of the Lake county, Indiana road projects and part of U. S. 20 in Indiana. Consequently within the next eighteen months at least half of it will be paved, engineers agree.

170 AUTOS SOLD FOR EVERY MILE OF ROAD

There were approximately 170 new motor vehicles registered in 1928 for every mile of highway constructed on the Federal-Aid system of important interstate highways and 33 for every mile of road surfaced throughout the nation.

This statement was issued today by National Headquarters of the American Automobile association at Washington, D. C., which has petitioned Congress for an increase in annual appropriation for Federal-Aid from the present amount of \$75,000,000 to \$125,000,000.

The estimate of the national motoring body is based on an increase in motor vehicle registrations of 1,359,883 in 1928, with approximately 8,000 miles of highway built on the Federal-Aid system and 36,000 miles surfaced throughout the country.

"The fact that road-building agencies are unable to keep pace with the gain in motor vehicle registrations offers an unanswerable argument for speeding up the construction of highways," declared Thos. P. Henry, president of the national motoring body, "and deserves the immediate attention of the legislative branch of the government."

"While it is true that the government's participation in highway building through the medium of Federal-Aid has given a great impetus to the construction of roads, it is nevertheless also true that Uncle Sam has not borne a fair share of the cost.

Up to the present time, the Federal government has invested about fifty cents per year for every man, woman and child. In the meantime, the government collected millions of dollars in the form of an excise tax on motor vehicles which far overshadows the amount of money expended."

Federal Aid Small

The A. A. A. president asserted that in 1928 the nation's road building bill was \$1,500,000,000, of which the government contributed only \$75,000,000 despite the advantage occurring to federal agencies, aside from those to the public.

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