

**Good Idea, Anyway**  
The other day Sam Tyler absentmindedly asked the clerk in Smith's store for a two-pants pair of overalls.—Farm & Fireside.

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**INSTRUCTIONS FOR USING MAGIC CIRCLE.** Cut out circle, lay on sheet of plain paper with carbon paper between, fasten to table with pin through center spot. Mark short perpendicular line on plain paper close to bottom edge of circle as starting point. Turn circle around until No. 1 is at starting point, then trace over line marked No. 1 inside the circle. Turn circle around to No. 2 at starting line No. 2 inside circle and so on.

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**SURVEY OF MARKERS ON HIGHWAY, PLAN**

**State Finds Too Many of Them are Confusing; May Eliminate Some**

Director Cleveland of the state department of public works and buildings has ordered a survey of highway markers and of billboards on roads in the metropolitan area. His main object is to remove advertisements on the rights of way that confuse drivers.

The survey will also discover that many of the official markers are unnecessary and are a nuisance to motorists. It will also show that there is a need for directional signs labeling important intersections.

There has been a growing practice in the Chicago region for real estate men, barbecue purveyors, and roadhouse proprietors to erect signs on the highways carrying in large letters the word "STOP." In smaller letters will be the invitation to purchase a lot in the swampy hollow subdivision or to buy a sandwich at Sadie's place.

**A Nuisance to Drivers**  
A fast driver, on the lookout for warning notices, will stamp his brake pedal when his eyes catch the big letters, "S-T-O-P." This was the result intended by the designer of the trick sign, and there is a slight possibility that the ruse is good merchandizing strategy. But this tampering with the free movement of traffic is a nuisance to motorists, if not a public hazard.

A variation of this practical joke on the public was found a few weeks ago in the southwestern section of Cook county. A motorist going 45 miles an hour on one of the lightly traveled pavements in that vicinity saw a red flag waving from one of the state highway department's "cross road" markers.

**A Subdivider's Sign**  
Thinking the flag was a warning of a serious danger, such as a cave-in and a broken bridge, the motorist skidded his tires to slow down to 10 or 15 miles an hour. Then he discovered that the red flag was part of the decorations used by a subdivider at the intersection of the gravel road with the concrete highway.

As for the multiplicity of official warning signs on the highways, experts contend that the great number of these markers reduces the efficacy of each. On the through routes, where a fast movement of traffic is essential for the highway to handle the large volume of automobiles, the dirt shoulders beside the pavement are cluttered with signs reading "cross road," "club entrance," "cemetery entrance," etc.

**Signs of Little Importance**  
Many of these cross roads are little used dirt trails. Even where they are gravel roads serving a local traffic the motor clubs argue that the automobile entering the main highway should come to a full stop and wait for a safe opening, but that the through traffic should not be annoyed with notices of these cross roads.

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