

WOULD RELIEVE TRAFFIC JAMS

Motor Club Suggests One Way Streets

Congestion on Sheridan road and Lake Shore drive, Chicago, will be relieved temporarily if the suggestion made by Chicago Motor club and various organizations before the Lincoln park commissioners is adopted.

Their suggestion, which was offered as a solution of the traffic problems until Sheridan road can be widened from Byron street north to Foster avenue, contemplates the adoption of one-way streets between North avenue, Lakeside place and Sheridan road.

Northbound Route

All northbound traffic would be routed from North avenue along the main drive to the Diversey bathing beach and then to the east drive along the golf course, turning into the new northbound roadway at Belmont avenue.

Traffic would then proceed to Irving Park boulevard west in Irving Park to Clarendon avenue, north in Clarendon to Lakeside and then west to Sheridan.

Southbound traffic would keep on Sheridan road south of Lakeside place until it reaches Diversey boulevard, where it could take either west driveway through the park toward North avenue.

Two Roads Possible

On the main drive south, past the Grant monument, it is suggested that southbound traffic keep to the right where the road forks south of the monument, passing through the west fork to the east of the Lincoln monument. Here motorists have the choice of taking Dearborn street or returning to the main drive in the park.

The dangerous "snake road" at the south end of the park would then be made a one way drive for northbound traffic only—boosters of the plan asserted. The perilous crossing of two lines of traffic, one just north of North avenue in the main road, and the other at the juncture of the

two drives near Belmont avenue would be avoided.

The plan's chief advantage, it is stated, will be in relieving the jam at Diversey and Sheridan and at other juncture points along the drive. The commissioners have promised to consider the proposed rerouting.

FEDERAL AUTO TAX EXCEEDS EXPENSE

In an address before the Investment Bankers' association upon the subject of federal aid for public highways, Secretary Wallace of the Department of Agriculture states that the federal tax collected on automobiles, accessories and the use of passenger automobiles for hire greatly exceeded the expenditures of the federal government for federal aid to public highways.

The first tax of this character was imposed in 1917 as a war revenue measure. Since the war it has been modified. The present federal tax law imposes five per cent on the selling price of motor vehicles, tires and accessories, excepting motor trucks, which are taxed three per cent. This tax brought the government a revenue of \$140,000,000 for the fiscal year ending June 30, 1923, and during the same fiscal year the government expended on federal aid highways \$72,000,000. Since the tax was first imposed in 1917, the government has collected \$589,000,000 from sales of motor vehicles, but has expended only \$265,000,000 on public highway construction. These figures show that the owners and operators of motor vehicles on the public highways are paying in federal taxes more than double the entire federal expenditures to construct and maintain these highways.

Ask State Aid for Lake County Roads

Mayor Hastings of Highland Park was authorized at the regular session of the city council of that city last week to appoint a committee of the council to go to Springfield with a delegation of Highland Park business men and Lake Forest Kiwanis club members for the purpose of urging action by the State Department of Highways in the matter of early construction of Route 22, State Bond Issue road, from Barrington to Lake Forest, extending to Green Bay road north along the west line of the railroad from Highland Park to Lake Forest.

MANY DRIVERS ARE CARELESS

Railroad Company Makes Check at Crossings

During the summer months inspectors of the Pennsylvania railroad system checked 242,142 automobile drivers at selected highway crossings in each of the thirteen states through which the railroad operates to determine the extent and characters of carelessness displayed in driving motor cars over railroad tracks.

During June, July, August and September 242,142 cars were checked. Of this number 7,677 reckless drivers were noted, the percentage being 3.12.

From these figures it will be seen that on the average 97 per cent of the drivers displayed reasonable care in driving over the railroad tracks and that the other 3 per cent were careless or reckless. It therefore follows that the great bulk of accidents at highway crossings, as well as accidents on the streets and highways, may be charged to the carelessness of a very small minority of automobile drivers.

Various forms of carelessness were noted by the inspectors, some of which are described as follows:

Failing to look in either direction for train before crossing the tracks. Disregarding the stop signal of crossing watchmen.

Driving under crossing gate in front of trains while gates were being lowered.

Running on crossings before stopping, not having car under control. Stalling on tracks.

Stopping cars on crossings and turning around on tracks.

Paying no attention to the locomotive warning whistle.

Racing automobile across the tracks to beat trains.

Operating cars with defective brakes.

In Virginia where there is a law which requires automobiles to stop before crossing the railroad tracks the checks show that the law was disregarded in a great many instances.

In other states that require busses carrying passengers to stop before crossing the railroad tracks the law was also disregarded in a great many instances.

Excessive speed was the most common form of carelessness noted. In a number of instances the drivers made no attempt to reduce speed on approaching the crossings and occasionally cars were raced past other cars crossing tracks.

Keep Leather Dry When Oiling The Cone Clutch

Use caution when lubricating a cone clutch so as not to permit the oil to come in contact with the leather facing. This will produce a slipping clutch. The oil should be applied to the ball thrust bearing and the clutch yoke.

The leather should, however, be treated occasionally with neatfoot oil to keep the leather flexible.

If the clutch slips, from too much oil on the leather, it may be overcome by dusting fuller's earth over the surface.—Illinois Motorist.



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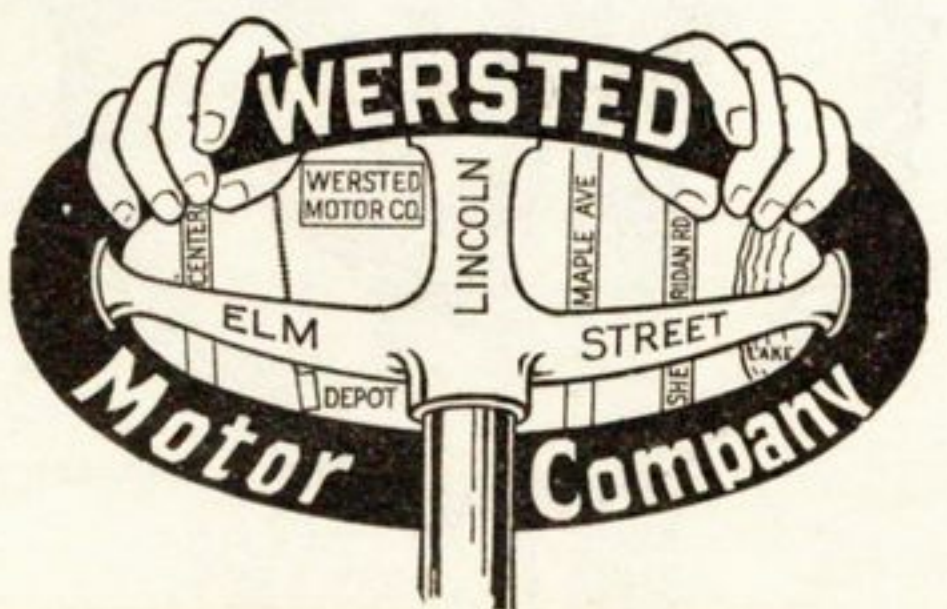
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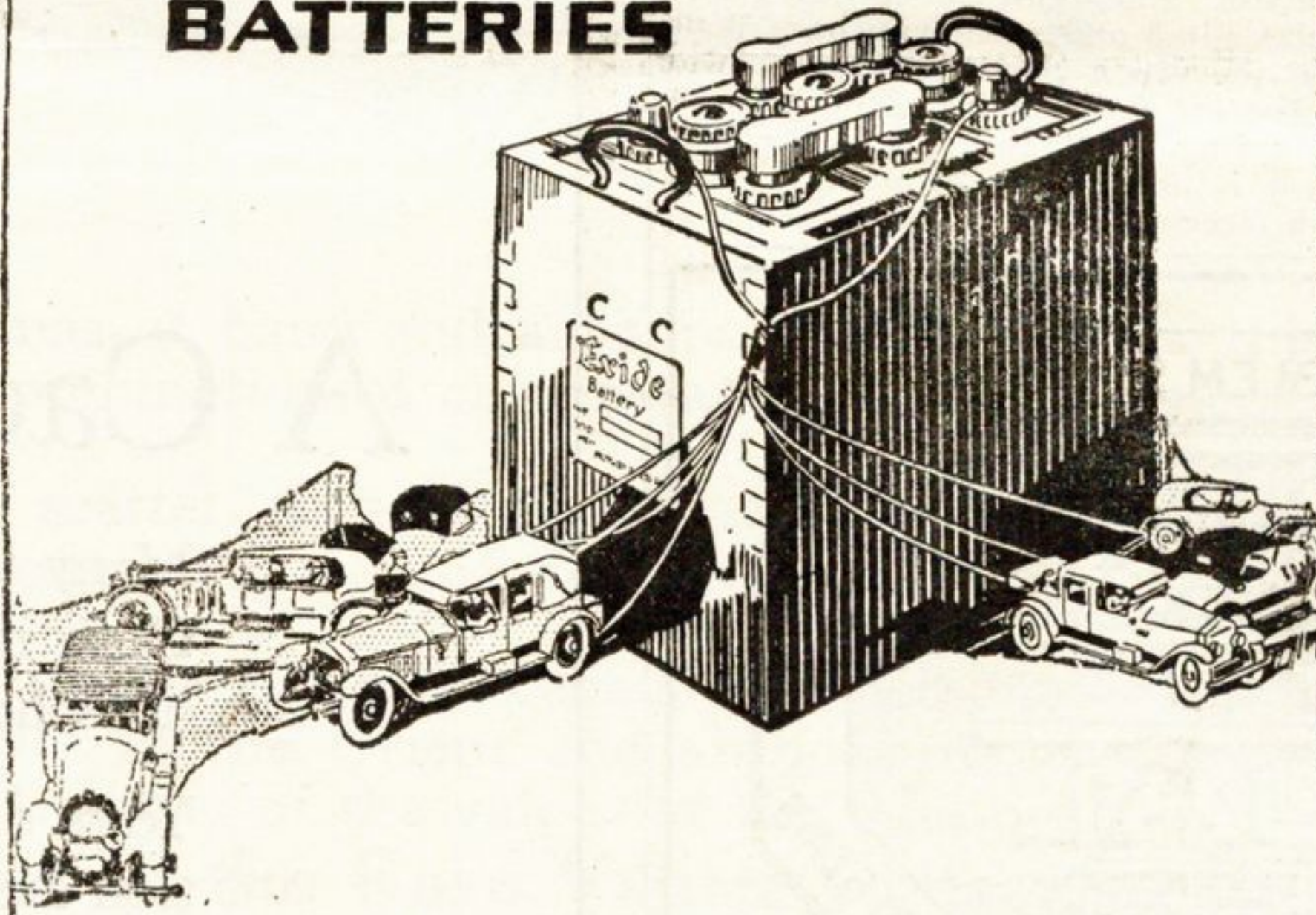
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