

ILLINOIS AHEAD IN GOOD ROADS

Top California with Miles of Paved Highways

California will have to quit talking about her leadership in good roads and stick to her climate, for our own state of Illinois, has taken the palm away from her, with more miles of paved highways than can be found within the borders of California.

Good roads have made possible the interest that is shown in this and similar shows—good roads and a general prosperity, which is the result of them, I may say, as far as the farmers are concerned. Illinois has literally been pulled out of the mud and placed upon a firm foundation of concrete in the last few years.

Best for the Farmer

City people can scarcely realize the immense benefits that the farmer enjoys when he is able to bring heavy loads of produce into town with an automobile in an hour that might have taken him all day with a team of horses in the mud. Better markets naturally follow and better prices. And with the better profits that he is making he puts some money into a car for himself and family. It is no accident that almost every farmer in Illinois today has a car, and most of them good ones. Good roads are directly responsible.

You and I can remember when a really good road, which is a commonplace today in every rural section of Illinois, could be found only in the best sections of the large cities. Yet people are so awake now to the necessity of good roads for good business that 50,000 miles of new highway have been built in the United States within a year or so. It is in answer to the demand from that part of the population that used to know a road as the evolution of a cow path into a buggy track.

All Important Arteries

The lines of the transcontinental railroads are paralleled by the transcontinental highways, just as carefully engineered and graded, and state roads often surpass them in construction excellence. Take Illinois, for instance. Here we have main arteries carrying automobile traffic that rib the state from one end to the other—smooth concrete strips, unvarying and perfect for hundreds of miles.

You may travel over concrete from Chicago to Peoria, Chicago to Wisconsin points, Chicago to Springfield, and Chicago to St. Louis—all the year round. What does this mean? That you may start out in your closed car any day in the year and reach almost every point in the state with the same certainty and time schedule that you would if you were traveling by railroad train. That is another clue, incidentally, to the huge popularity of the closed car. Farmers are buying more of them than they ever have before. Business men find them dependable, rain or shine, winter or summer—good roads have made them practical everywhere.—A. C. Barker, in the Chicago Tribune of October 12, 1924.



SIX

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SAFE AUTO DRIVER IS DESCRIBED BY COUNCIL

With the increasing problems of traffic and the dangers which are placed upon highways by the failure to observe due care, both by some pedestrians and motorists, the National Safety Council has outlined the qualifications for safe automobile driving.

"The individual must be of good moral character," declares the council statement, "possessed of all his senses, understand his responsibility, have consideration for the rights of others and be able to act promptly. He should know that the car is in such condition that no accident will result from defective equipment. He should refuse to operate a car which has defective brakes for his own and others' safety; he should know by actual application of the brakes that they function properly, so that, should the occasion arise to use them he can depend upon them to stop his car.

"He should examine the car before starting to see that it is in good operating condition. He should know that the headlights are properly focused, tires properly inflated and the spare tire ready for service.

"He should be sure to use skid chains when it starts to rain or snow, or when desirable for safety under other conditions, and should never speed or drive in a reckless manner. He should be careful to-day—to-morrow may be too late to avoid an accident, for accidents do not happen; they are caused.

"At blind corners, where buildings or trees obstruct the view, he should reduce his speed, sound the horn and keep the car under perfect control. He should drive slowly and carefully when approaching children at play.

"He should co-operate with the traffic officers to the fullest extent, for it is their intention to help. All traffic rules of the state, cities and boroughs through which the car is operated should be observed."

Less Rules Better For Motoring Public—Expert

Too many prohibitions are the chief cause of our traffic difficulties, in the opinion of C. C. Hanch, second vice-president of the National Automobile Chamber of Commerce, speaking before the Kiwanis club at Indianapolis.

"Our cities are placing the chief burden of traffic on our already over-worked police force, instead of making studies of transportation needs, and planning traffic routings and improvements on the basis of these studies.

"Every large city needs a traffic commission, which will study its railroad, electric and motor vehicle facilities and map out plans of operation, the basis of maximum efficiency and service.

"The opening up of a few streets in many cities and the economic routing of commercial vehicle traffic will be helpful both to shipper and public.

"Speed is a relative matter, depending upon the time of day, the place

and the conditions of road and weather. What we need most is not the clamping down of an arbitrary speed law, but the quick and safe dispatching of traffic at rates of speed suitable to the conditions.

"We need more parking, not 'no parking.' Facilities at cost should be provided for the all-day parker, and every one should be permitted to leave his machine at a given place long enough to attend to reasonable errands. Constructive rather than repressive programs should be the goal."

QUICK TEST FOR TIRES

A test for the durability of automo-

bile tires which may be completed inside of four days, yet makes it possible to predict the comparative service which may be expected from different kinds of tires, has been devised by the Bureau of Standards in co-operation with the rubber manufacturers. It is embodied in Federal specification No. 3A, which has been adopted within the last month by the Federal Specifications Board.

The principal feature of the test is the running of the tire under standard conditions against the rim of a wheel provided with bumps. After a specified period the tire is examined for signs of failure.

STUDENTS LIKE USED CAR

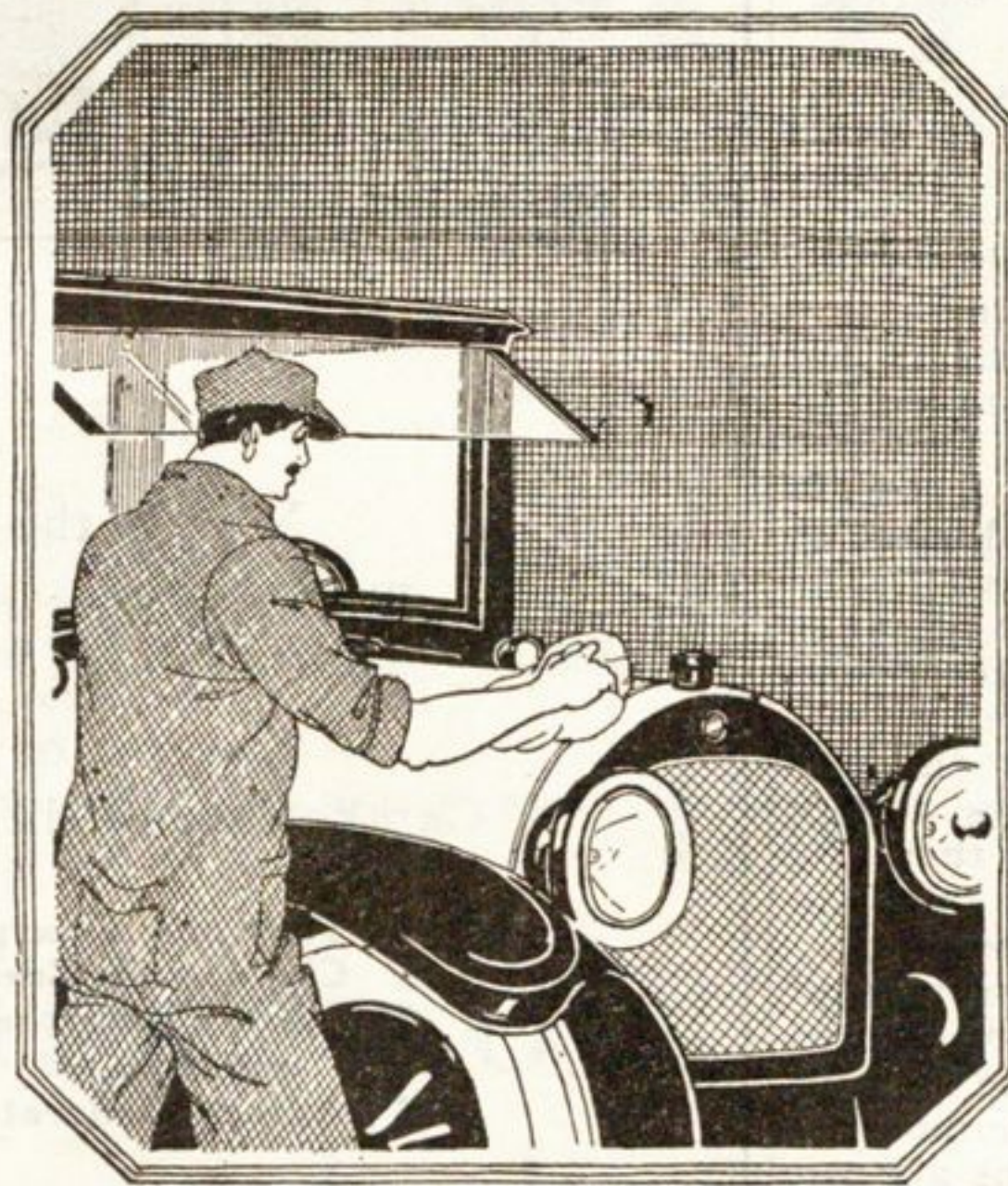
According to a large second-hand car dealer in an Eastern city, college students form the best group of prospects in the country as buyers of used automobiles.

HINDERED LONDON TRAFFIC

Among London's greatest traffic problems are the costermongers and peddlers who obstruct the narrow streets and ignore the pleading toots of automobile horns.

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