

DOWNSTATE LINED UP IN GOOD ROAD PROGRAM

Newspapers Take Up Campaign for Better Highways—Need 40-Foot Highways

"Newspapers downstate have taken up the campaign for adequate roads," says Charles M. Hayes, of Winnetka, president of the Chicago Motor club, and chairman of the National Wider Roads committee of the American Automobile Association. "The voice of the people in the Peoria district, for instance, has become an insistent clamor for the needed forty-foot roads."

The Peoria Transcript of June 13 said that the action of the Peoria Association of Commerce and prominent good roads boosters in approving the widening proposal of the motor club

would serve notice on state officials and those politicians who have ambitions to attain state offices that wider roads are soon to be an issue in Illinois.

The Peoria Star says, 'Peoria has enthusiastically espoused the cause of the forty-foot roadway. It is now up to the merchants and business men of the community to see that a way is found to build it.'

Co-operation Is Necessary

"In McHenry county, the Harvard Herald says 'The fact that McHenry county is a near neighbor of Cook county and Chicago should actuate the citizenry of this county to cooperate in the road widening undertaking, which means so much to McHenry county. With motorists keen for wider highways, it will be easy to bring about favorable action in McHenry county.'

"In Ogle county the Rochelle News says, 'With a forty-foot roadway through Geneva, DeKalb, Rochelle,

Franklin Grove and perhaps through Sterling, and on to the Mississippi river and Clinton, Iowa, the city of Rochelle could achieve the qualities of a near suburb of Chicago.'

"The newspapers have gauged correctly the sentiment of the people downstate; when the time comes we shall have a mass of evidence to present to the legislature which will show that the people want wide roads—adequate roads at once."

"This business of running a state is a duty that falls upon you and me and every citizen," declares Mr. Hayes. "The governor, the highway department and the legislators are in our employ; they are our servants, as was stated the other day by Secretary of State, Louis L. Emmerson. There is nothing new in this thought; it is the very foundation of the Republican form of government, but we lose sight of it sometimes, and imagine that our servants are in reality our masters."

Is it any wonder then that sometimes our servants get our own topsy-turvy view, and begin to act, as if they had no accounting to make to anyone?

Roads Must Be Built

"Granting then, that this enterprise of running the state is our business, what shall we do? What would the directors of a railroad do if they found that single track lines could not handle the traffic? They would build double tracks. We must build the roads to take care of the maximum load. We must take care of our main trunk lines."

"We are the proprietors of the state enterprise, but we must work through our chosen representatives; we must let our candidates for governor and the members of the legislature know that we want wider highways now."

New Graham Built Coach Is Given O. K. After Tests

Advanced ideas in motor coach design are represented in the announcement of new models by Graham Brothers, the motor coach division of Dodge Brothers Corporation, featuring many improvements in appearance, comfort, seating arrangement, motive power and operating safety. Exhaustive road tests and engineering experiments have proven the coaches fitted for the most economical and dependable service.

The new models are designed as the street car coach seating 21 passengers, a parlor coach seating 16 passengers, and a club car coach seating 12 passengers. All units are powered with a heavy duty type of six cylinder engine with four speed transmission. Controlling this speed are four wheel hydraulic internal expanding brakes. A hand brake operates on the propeller shaft. Roominess and maximum vision are afforded in body construction.

In announcing the new motor coaches, company officials point out their adaptability to present traffic conditions demanding acceleration and speed matched by braking facilities equal to passenger car performance.

Most Motor Accidents Occur Within Cities

The automobile death-rate per 100,000 population in the United States, during the year ending July 31, was 21.8, and represents a slight increase over the automobile fatalities for the corresponding period ending July 31, 1927, which was 21.7 per 100,000, according to announcement of the American Motorists' Association in cooperation with The Automobile Club of Illinois.

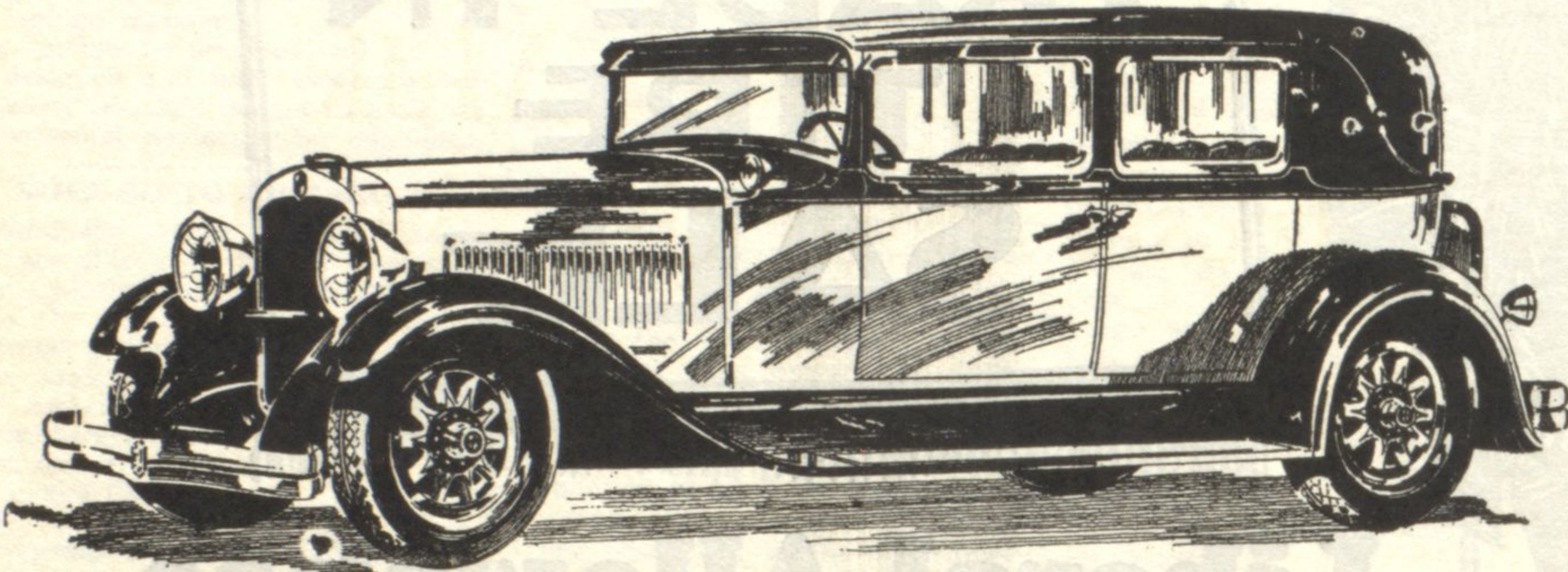
The percentage of deaths per 100,000 is based on figures compiled by the traffic departments of the 77 largest cities of the United States. During the year ending July 31, 1928, the total number killed by automobiles in these 77 cities aggregated 7,138, compared with 6,988 killed the previous year. Most of these deaths were the result of accidents which occurred within the corporate limits of the 77 cities, although some accidents, occurring outside of the city limits, were included.

BETWEEN 5 AND 6 ZERO HOUR

A survey reveals that of the average 64 persons killed each day by automobiles throughout the United States last year, that slightly more than 11 per cent are killed between 5 and 6 o'clock in the afternoon. This is attributed to the fact that motorists are usually more fatigued at that hour and in a greater hurry to get from their work to their homes.

If you must forget these little details, at least remember that too much oil will give your motor halitosis and cause your best friends to walk across the street when you drive up to them.

THE WORLD HAS A NEW AND FINER MOTOR CAR



It is a fact that the *Steering ease and Riding comfort* of the Nash "400" are so far superior to anything you have ever experienced that, once you drive the new Nash, you will never, we believe, be satisfied with any other car.

NASH "400"

Leads the World in Motor Car Value

OTHER IMPORTANT FEATURES—NO OTHER CAR HAS THEM ALL

| | | |
|---|---|---|
| Twin Ignition motor | Aluminum alloy pistons (Invar Struts) | Bijur centralized chassis lubrication |
| 12 Aircraft type spark plugs | 7-bearing crankshaft (hollow crank pins) | Electric clocks |
| High compression | Torsional vibration damper | Short turning radius |
| New double drop frame | Salon Bodies | Longer wheelbases |
| Houdaille and Lovejoy shock absorbers (Exclusive Nash mounting) | | Nash-Special Design front and rear bumpers |

SUBURBAN NASH SALES

Phone Winnetka 2707

547 Lincoln Avenue

WINNETKA