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**Highway Speed Increased
in State of New Jersey**

New Jersey has increased the speed limit from thirty to forty miles per hour in open country. The new uniform traffic act passed by the State Legislature also permits municipalities to fix a maximum speed limit of twenty miles an hour, but only when a street is controlled by synchronized, progressive, or some similar signal system.

It also eliminates the necessity of slowing to fifteen miles an hour in approaching a grade crossing, reduces to ten miles an hour the speed limit in passing through school zones and maintains a speed maximum of fifteen miles an hour in rounding curves.

Chrysler is to build and market the new line of Fargo commercial cars and trucks, according to announcement, and will soon announce two lines of vehicles bearing that name.

**NARROW HIGHWAYS NOW
BIG MENACE TO HEALTH**

**Air Polluted by Monoxide, Which
Causes Big Increase in Heart
Disease, Says Dr. Bundesen**

The narrow 20 foot highways in our congested areas are a distinct health menace, according to Herman N. Bundesen, Director of Health, Sanitary District of Chicago, in a letter to Charles M. Hayes of Winnetka, president of the Chicago Motor club.

"More than two million people in this country," says Dr. Bundesen, "are hampered in their efforts to earn a livelihood by heart disease. Poisoning from carbon monoxide gas is one of the reasons for the alarming increase in this disease. Many persons believe that carbon monoxide is harmful only indoors; as a matter of fact, however, as early as 1923 Henderson and Haggard of Yale University designated city streets among the localities where the deadly poison might be found, not indeed in quantities to cause death, but in sufficient quantities to impair health, and in some instances to be the proximate cause of death.

Highway Air Polluted

"The pollution of city streets has spread to the country highways, and on Saturdays and Sundays when our radial highways are crowded to the point of suffocation, it is certain that the air will contain a greater percentage of carbon monoxide than will be found on most city streets. The danger zone has moved from the city to the country.

"We used to place our congested area within the confines of Cook county but year by year that line has been pushed farther out. The main roads for one hundred miles and farther from Chicago are suffering from congestion. Although congestion achieves its most intolerable condition on Saturdays and Sundays, nevertheless week days now are not free from traffic tangles.

With this condition existing today, what will it be five or ten years hence? Motorists who use the highways of Illinois say that throughout the touring season highways that formerly were deserted in mid-week now carry an endless procession of cars, and that this condition exists one hundred and one hundred and fifty miles from Chicago. A motorist told me recently that he struck congestion one hundred and twenty miles from Chicago on the Lincoln highway and that this congestion did not decrease until he drove into Cook county. Here the forty-foot pavement on Roosevelt road thinned the traffic to a point where travel was comfortable.

"From these facts it is easy to formulate a theory concerning the health hazards encountered by the motorists who take their families out on Saturdays and Sundays. The narrow twenty-foot highways in our congested areas are a distinct health menace. The plan of the Chicago Motor club for widening seven radial highways to forty feet from the outer line of Cook county into the state for a minimum distance of one hundred miles should meet the approval of public-spirited citizens everywhere.

KANSAS LEADS ON HIGHWAY

Chicago—The state of Kansas leads all others for the density of automobiles per mile on its highways according to the results of a survey just completed by The Automobile Club of Illinois in cooperation with the American Motorists Association. The figures show that the five leading states, from a standpoint of automobiles registered per mile are: Kansas with 159.2; Oklahoma, 158.2; Rhode Island, 130.6; Nebraska, 97.1; and New Jersey, 86.8.



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