

SLOW DRIVERS CALLED MENACE ON STATE ROADS

Illinois Highway Chief Issues Warning.

BY WALTER WILLIAMS. (Chief, Illinois State Highway Police.) A few years ago speed was characterized as the greatest highway evil. Officers employed to enforce traffic regulations were constantly on the lookout for individuals who sped up hill and down dale at 45 miles an hour or more.

Today the picture is changed. High compression motors, improved headlights, better brakes, and new highway design have made higher speeds practicable, and traffic volumes necessitate them if highways are not to become hopelessly overcrowded.

The situation, in fact, is so altered that the slow driver, even tho he might feel himself a pillar of conservatism in a world crazed with speed, is actually a highway menace.

Catalogs Nuisances.

Three types of "slow pokes" with which the police have to deal are those whose machines will not operate over 25 miles per hour or who are physically incapable of driving faster, operators of large trucks which cannot pull loads at reasonable speeds on grades, and those pliggish fellows who drive all over the highway.

The happy-go-lucky driver with two gallons of gas in his tank and two hours to spend leisurely upon the highways has as much right on the pavement as any one—but only until his actions become a handicap to other drivers. He is infringing upon the rights of fellow motorists and violating the law if he requires others to poke along for miles.

Warning to Slow Drivers. A glance in the rear vision mirror will tell the motorist whether or not he is hogging the road.

Slow drivers will not be taken into custody for first offenses, at present, but should they persist in this violation, which is fully covered by the Illinois uniform motor vehicle code, they will be arrested and prosecuted.

COOK COUNTY'S SUPERHIGHWAY AIMS OUTLINED

Smith, Board Chief, Tells Plans.

BY CLAYTON F. SMITH. (President, Cook County Board.) Cook county is rapidly completing its preliminary studies for the construction of a superhighway from the loop northwesterly to approximately the city limits. The result of these studies will be announced before March 1, 1940, as required by the law enacted by the state legislature at its last session permitting the county to undertake superhighway construction.

It is the intention of the county to begin the purchase of the needed right-of-way as soon as the route has been determined. While this is being done the detailed plans will be prepared so that construction contracts can be readily awarded.

Part of Extensive Program. The selection of the northwest superhighway by the county was based upon its being a part of a comprehensive system of such highways for Chicago.

Such a system should consist of a group of highways radiating from the loop in at least five directions, as follows: The north outer drive should be extended to the city limits, the northwest highway should be built, a highway should be constructed from the loop westerly, one should be developed from the loop southwestward, and there should be an extension of the south outer drive to the Indiana state line. That work will cost approximately 100 million dollars.

Cooperative Effort Required. Because of the diverse benefits to be received from the construction of such a system of highways, and because its cost exceeds the available funds of any one municipal agency, the cooperative efforts of the state, city, park district, county, and possibly the United States government must be obtained.

The construction of these superhighways will materially reduce the time required by residents of Chicago to get to the shops and offices in the loop area. In some cases there will be a reduction of more than 50 per cent in the time spent in traveling to and from the loop.

Would Speed Traffic. With the ultimate completion of the system, each route being coordinated with the others, thru city traffic can be moved quickly and safely.

The highways should be constructed as continuous grade separations—all cross traffic passing over or under with no left turns possible. The opposing directions of traffic should be physically separated so as to make the roads as safe as possible. Their construction should effect a marked reduction in the number of traffic accidents and fatalities in the city of Chicago.

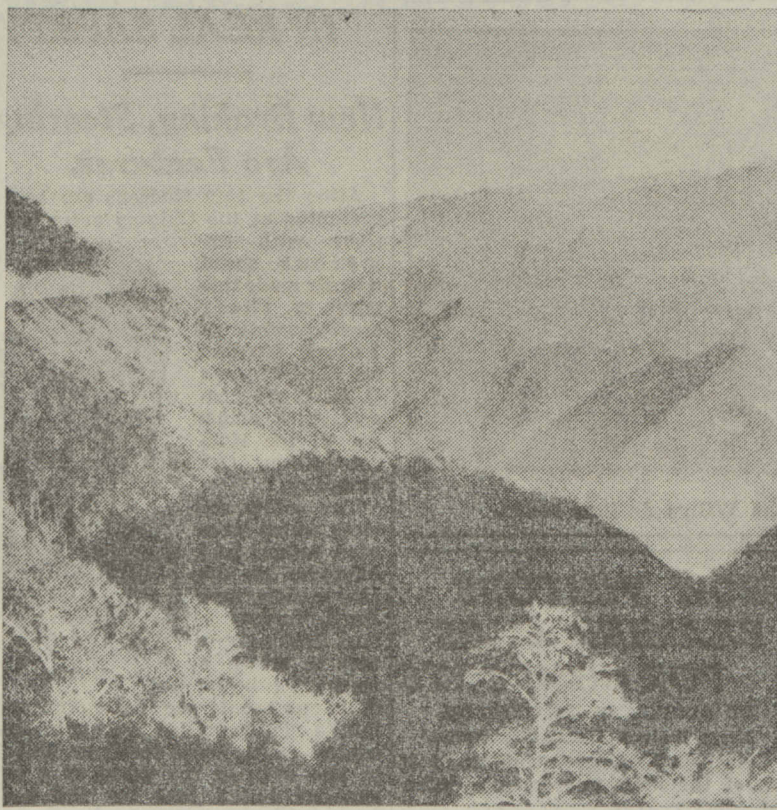
Lighted Glove Compartment Features New Chevrolet

As an extra convenience, the Chevrolet special de luxe series has a lighted glove compartment. A concealed lamp automatically turns on when the compartment door is opened, if the headlamp or parking lights are on.

Chevrolet's Instrument Panels Are Easy to Read

It's easy to read the instrument panels on the new Chevrolets. Figures are clear cut and plain. A new edge-lighting system makes the dials as easy to read at night as during the day without, however, causing glare.

Dude Wranglers Beckon Tourists



This corral scene is in New Mexico, which shares the Rocky mountain vacation patronage with Arizona at this time of the year.

MICHIGAN OPENS COMFORT MAIN MULTIPLE LANE KEYNOTE IN CARS SHORE HIGHWAY FOR 1940 SEASON

Between Benton Harbor and New Buffalo. Work of Engineers Goes on Apace.

BY G. DONALD KENNEDY. (Deputy Michigan State Highway Commissioner.)

The Michigan state highway department again this year increased its facilities for the thousands of motorists from the Chicago area who so often are our guests.

This year we completed 29 miles of multiple lane highway between New Buffalo and Benton Harbor. This is an outstanding improvement for those who enjoy the shore drive along Lake Michigan. At South Haven, plans are being laid to construct a by-pass east of the city which will eliminate use of the congested streets of that busy community.

Million Dollar Improvement. Further north on U. S. 31, the motorist drives over a million dollar improvement at Douglas and Saugatuck and on to the city of Holland. It is no longer necessary to use the old winding road thru those two villages.

Between Muskegon and Ludington, we have launched a campaign to straighten U. S. 31 and replace the old 16 foot pavement built in 1922-'24. This was the early construction that opened northern Michigan to tourists from Chicago, St. Louis, and southwestern sections. Much of it now is obsolete or inadequate.

During 1939, a hard surfaced road was completed thru the so-called cherry peninsula, between Traverse City and Old Mission. At Petoskey, U. S. 31 and U. S. 131 are being relocated to provide a modern entrance to the city.

Other Extensive Projects. From the multiple lane highway between New Buffalo and Benton Harbor radiate roads undergoing extensive improvements, including U. S. 112, M-60, and U. S. 12.

The state highway department concentrated its upper peninsula construction on U. S. 2 and U. S. 41. Projects now are under way which will provide a hard surface road between Ironwood and Manistique. Contractors are grading 26 miles of road along the shores of Lake Michigan in preparation for 1940 paving.

Under the present administration approximately \$2,500,000 will have been expended by the end of next year on the Manistique-St. Ignace section. Reconstruction is going forward on U. S. 41, most of it being carried on during 1939 in the scenic areas of Lake Michigan and Keweenaw bay.

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Newcomer to Cadillac Line



Here is the Cadillac Sixty-Two—a newcomer to its line. It bears a strong style resemblance to the Sixty Special.

YOUR NEW CADILLAC WILL RUN BETTER... LAST LONGER WITH QUAKER STATE MOTOR OIL

Lighted Glove Compartment Features New Chevrolet

Chevrolet's Instrument Panels Are Easy to Read

TOUR OF MEXICO IN YOUR OWN CAR IS INEXPENSIVE

Then, Too, You Don't Have to Fear Torpedoes.

BY GUY MURCHIE.

If you want to spend your winter vacation in a country as foreign as China, without paying more than \$200, without taking more than two or three weeks, and without risking being sunk by a torpedo at sea—consider Mexico.

Thousands of Americans this year are planning to drive southward in their own cars rather than hazard an unpleasant encounter on the Atlantic. According to Bert Vanderward, head of the touring bureau of the Chicago Motor club, about 20 per cent more people will be traveling to Mexico this year than last. He bases his estimate on the increase in applications for information and hotel reservations.

Excellent Highway Facilities. If you are considering joining the throng, you may be interested to know that there is an excellent highway from Laredo, Tex., to Mexico City. It is 700 miles long and has plenty of gas stations and a number of good hotels along its way.

When you drive across the Rio Grande bridge and enter Nuevo Laredo on the Mexican side of the border, you feel as if a thousand years had disappeared in the twinkling of an eye. A burro saunters sleepily out of a cobblestone side street under a load of reddish earthenware pots. All around are men in wide sombreros, women in shawls, black eyed, dusky, dusky children playing in the dirt, brown pigs rooting around the doorsteps.

As you leave town and drive southward toward Mexico City on a wide, gray, paved road, you can settle back and breathe in the desert air and watch the passing gray, green vastness of mesquite, sage, and cactus that is northern Mexico.

A Night in Monterrey. At dusk after the first afternoon of driving you will likely reach the industrial city of Monterrey, spend the night, and continue southward in the morning between ranges of high mountains. All day you'll pass groups of colorful peons along the roadside with their burros and horses. You may take a side trip a few miles into the foothills and cattle country to see something of hacienda, or ranch life.

The mountains you must climb to reach the central Mexican plateau are something to stagger the imagination—but you will conquer them and presently enter Mexico City, which is utterly different in its modernity and urban beauty from any part of the country.

There are excellent highways extending southward and in other directions from Mexico City. Especially interesting is the one going to Acapulco on the Pacific ocean, 300 miles away, where you may bask all day under a tropical beach that is almost hot to touch.

BUYER CAN PICK INTERIOR COLOR OF A CADILLAC

Cadillac says that this year's innovation of custom interior colors is one of the miracles of modern automobile assembly which is based upon the split second timing of the arrival of a certain part at a certain time.

Forty-one distinct interior parts and fittings are involved in the custom coloring of a four-door touring sedan. If the car offers gray upholstery, each of the 41 parts carries a gray cast. Similarly, when the basic upholstery scheme is tan or brown, the 41 parts have a blending hue.

Starting with the instrument panel, a number of knobs and controls must harmonize with the color selection. The steering wheel, column and supports vary from gray to beige with the upholstery scheme. The same is true for all other parts and fittings. The result of all this attention to detail has been to revitalize car interiors.

New Clutch Relay Makes Lincoln-Zephyr Smoother

Smoother engagement of the clutch in the Lincoln-Zephyr for 1940 is provided by a new clutch pedal relay link. This prevents engine movement from affecting action of the clutch pedal.

Again—Cadillac Gets the Spotlight

FIVE NEW CADILLACS TWO NEW LASALLES

Also On Display At Your Cadillac-Lasalle Dealer's

VOICE OF THE TRAFFIC

WITHOUT TOUR GUIDANCE. Oak Park, Ill., Nov. 1.—Motor clubs and newspapers, not excepting THE TRIBUNE, are overlooking an opportunity to perform a worthy public service. Why can't some one come to the rescue of the millions of automobile tourists who are on the highways daily, searching blindly for points of interest and for reliable eating and sleeping places?

Lacking in guidance, the average tourist pulls into a town for a meal or night stop with his fingers crossed. It's a gamble whether the food will be edible or the bed clean.

In his day on the road, the average tourist is just as blind. He navigates the highways ignorantly unappreciative of the countryside thru which he is passing.

I'm aware that there are too many miles of highway in America for a newspaper or a motor club to explore all of them. But there are a few, like the routes to Florida or California or to gulf resorts, where Chicago traffic is concentrated, that would warrant investigation.

EXCELLENT HIGHWAY FACILITIES. Chicago, Oct. 31.—Every time I pay 3 cents tax on a gallon of gasoline, my interest becomes greater in what Chicago and Cook county are going to do with their superhighway fund of 60 million dollars to be financed with gas tax collections. Too much emphasis cannot be placed on the source of the construction money. The engineers and designers should not forget who is paying them.

There are only two things that motorists want in return for their 60 million dollars, greater convenience and safety for the operation of their automobiles. To obtain a maximum mileage from the available fund, they want a location and a design of the lowest cost consistent with these two objectives. If real estate is damaged by the construction, let the owners be compensated. If extra cost is added to the construction solely for the benefit of abutting real estate, let the real estate pay for this extra cost, thru special assessments.

INDIANA SPEED TRAPS. South Bend, Ind., Oct. 31.—As a regular reader, I'm aware that you have done much to suppress speed traps in Cook county. Why doesn't your powerful newspaper do more toward suppressing the constables infesting northern Indiana roads? We buy your paper too.

NO PASSING ZONES. Chicago, Nov. 1.—After touring about the country this fall, it seems that every state in America is ahead of Illinois in one important safety equipment for the rural highways. Illinois fails to mark the pavement where it is dangerous to pass an overtaken vehicle, where the view

ahead is foreshortened by a crest. We have some signs reading "No passing on hills or curves" but they are usually a mile or two from any hill or curve. We don't give drivers any warning of a dip in the pavement ahead that might be concealing an oncoming car. This omission, I'm sure, is responsible for a lot of accidents during the passing maneuver.

BENEFICENT POLITICS. Chicago, Oct. 31.—Road building in Illinois, from the Len Small scandals to the Henry Horner scandals, has been contaminated with malignant politics. Len Small won elections by obligating the state to build hundreds of miles of concrete to meet political and not traffic requirements. Horner, to an extent that has not been fully publicized, has been playing the same game.

It is time that an enlightened electorate uses its ballot to rid road building of rotten politics. The public would be aroused if the facts were properly presented during the gubernatorial campaign next year. You yourself in a charitable series of articles last winter showed that we were headed for an increase in the gas tax and an increase in the death toll due to the Horner policy of building more mileage for political benefits, neglecting the obsolete and integrating main routes.

If the Voice of Traffic will make itself heard at the polls, Illinois can moderate its highway system. And the political party that will listen to this voice will gain considerable votes.

APPRECIATE FOUR TRADE. Peoria, Ill., Oct. 29.—The business men of the Illinois river valley appreciate your recommending fall tours thru our communities.

HORN BLOWING. Evanston, Ill., Nov. 1.—Please renew your campaign against unnecessary horn blowing. Make the police act. The lout who drives to the curb and blows his horn to signal a friend in a house deserves more than the contempt he receives from those who witness his ill manners. He also deserves an arrest ticket for disturbing the peace.

ABUSE OF MECHANICAL WONDER. Chicago, Oct. 31.—With the coming of improved auto models each year the motor car becomes more of a marvel of man's ingenuity than ever. The auto is now one of man's major achievements. The only drawback it has are those who abuse it by destroying life with it instead of properly appreciating the power they hold at a press of a button. There is nothing wrong with the auto, but the drivers who override and overrun the road seemingly do not possess

the type of mind which marvels at the wonder of the age—the auto. PHILOSOPHER.

SHOULD MOTORISTS PAY MORE? Chicago, Nov. 2.—Having been an autoist for 12 years and a pedestrian for about 40 years, I will say that a big per cent of the autoists are road hogs. Try walking for a change and you will find that three-fourths of the drivers will not give a pedestrian a show at the street or corners when turning with the lights.

And as for autoists building the roads, I believe the taxpayers or property owners paid for the good roads and are still taxed today for the same thing. I can remember seeing \$72 for widening and repaving 22d street from Archer avenue east altho I live close to a mile from there and may not walk or ride on that street the rest of my life. The trucks and autos use it every day.

If taxes were put in the proper place the autoists would pay more taxes than they have been paying. G. C. Z.

"DEAD END KIDS." Chicago, Nov. 1.—We have more traffic on the west side than on any other side of the city; yet certain organizations talk of building a Congress street going to settle all problems on the west side.

To begin with there is no such thing as Congress street as a traffic artery. Secondly, these organizations in their mad scramble to get a slum removal bill passed have influenced the thinking of city officials to the extent where all other ideas are subordinated. For example, what has become of the one-way street plan? That could have been built with a small outlay of money. Yet the Congress street advocates killed it.

What's the matter with Augusta boulevard? Why couldn't this street be developed to provide a connection with the northwest superhighway when built?

I live in Austin, and my neighbors are so tired of the inactivity of the west side aldermen that we refer to them as the "dead end kids." J. W. SLAUSON.

WINTER IS COMING. Chicago, Nov. 1.—Chicago is lagging far behind other cities in snow removal. The city ought to spread sand and salt. These spreaders can be attached to trucks.

The council ought to get up a list of streets on which snow removal should be carried out—on such streets, for example, as Madison street, Milwaukee avenue, Stony Island avenue, and Broadway on the north side. Next there ought to be a list of thru arteries of travel prepared, where the sanding process should be carried out.

Now is the time to think of snow removal. D. V. HAVILAND.

PONTIAC OFFERS 17 BODY MODELS IN 4 NEW LINE

Torpedo Eight Comes Two Styles.

Pontiac's display at the Chicago show includes models from its new line of cars, according to D. U. Bathrick, general sales manager of Pontiac division. There are a body model from which choice. As in last six years Pontiac has tained the sil streak as identifying mark. In its low priced field the Six has stepped up size, its wheelbase now being 117 inches and the overall length being increased by 3 1/2 inches. The is roomier in practically all dimensions. Floors are 4 inches lower, making the cars easier to step in. Windshields are 1 1/2 inches wider 1 inch deeper.

120 Inch Wheelbase. The DeLuxe Six, which is priced just above the Special, has been styled. Its wheelbase is 120 inches. Although many of last year's features have been retained, there are numerous changes in appearance, interior styling and in the body, chassis and engine.

Next in line is the DeLuxe Eight, which also is mounted on a 120 inch wheelbase. A newcomer is the sport coupé. Four touring sedan models are also included in the line. The Torpedo Eight has a 122 inch wheelbase and an overall length of 207 1/2 inches. In the sedan, the front seat is 60 inches wide, while the rear seat is 49 1/2 inches wide.

Headlamps in all models are fully embedded and half concealed. The front fenders, new fender piling lights are mounted on the ends of the lamps. Sealed beam lights standard equipment.

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