

JANUARY 25, 1931.

IMPROVED ROADS ENTICE CHICAGO MOTORISTS

STATE TO SPEND \$47,000,000 ON ROADS IN 1931

Grade Separations for Cook County.

BY LOUIS L. EMMERSON. (Governor of Illinois.) During the year 1931 the highway department of Illinois plans to spend approximately \$47,000,000 for new highways, bridges and grade separations. If all this money were to go into standard bond issue pavement, 13 or 20 feet wide, it would construct 1,500 miles of new highways for our state bond issue system. In keeping with this administration's policy, the 1931 highway construction will be distributed fairly and equitably throughout the state, without the least regard to political expediency. Approximately \$30,500,000 will be expended in executing contracts for new construction. About \$12,468,000 worth of road work for 1931 already is under contract, and, in the southern portion of the state during the milder weather, construction is proceeding. Grade Separations. Of the amount to be expended for new contracts, approximately \$18,200,000 will be used for roads in the state at large. More than \$2,330,000 of this sum will go into grade separations that are vital to the safe flow of traffic outside of the metropolitan area. In Chicago's metropolitan area the state will spend about \$12,300,000 to complete the two years construction program outlined by the citizens' committee which was appointed by me to



GOV. EMMERSON.

AT THE AUTO SHOW

WE STARTED ARGUING WHEN WE LEFT FOR YOUR AUTO SHOW AND KEPT IT UP TILL THE CONDUCTOR PUT US OFF THE STREET-CAR AT 22ND STREET. WILLIAM INSISTING THAT WE OUGHT TO HAVE A CLOSED CAR AND ME HOLDING OUT FOR AN OPEN ONE.

WE ONLY HAVE A CLOSED MODEL ON THE FLOOR, MADAM. PERHAPS IF YOU TRY IT—

IT AIN'T ANY USE, HONEYBUNCH. I'M AFRAID WE'LL HAVE TO GET A BIGGER CAR.

OH NO WE WON'T WILLIE MULLINS—NOT WITH MY MONEY.

I TOLD YOU WILLIAM WANTED A CLOSED CAR AND I WANTED AN OPEN ONE SO THIS'LL SUIT US JUST DANDY. ALL I GOTTA SAY IS IT'S A GOOD THING FOR HIM THAT MY FAMILY'S GOT SOME BRAINS.

ONLY BY MARRIAGE PET. ONLY BY MARRIAGE.

Cermak Scores Chicago for Its Lack of Co-operation

BY ANTON J. CERMAK. (President County Board.) The year 1931 should witness the completion of many city thoroughfares and their connection with roads outside the city leading to main trunk arteries amounting to one-eighth, one-quarter or one-half mile and that the paving of this small section would open up a new artery of travel for the automobilist. The revenues from the gas tax received by the county from the state



ANTON J. CERMAK.

CHICAGOANS TO BUY 1,800,000 AUTOS IN NEXT TWENTY YEARS

Financiers working on the consolidation of Chicago's elevated and surface lines made a careful study of the automobile as a competitive passenger carrier. They estimated that 1,807,459 motor cars will be sold in Cook county from 1931 to 1950, and that the number of automobiles operating in Chicago in 1950 will be over 50 per cent greater than in 1930. If the average cost of these cars is taken at \$700, the automobile dealers of Cook county will do a business of more than one and a quarter billion dollars in these two decades.

Elevated Auto Highways Needed to Relieve Traffic

BY EUGENE S. TAYLOR. (Manager, Chicago Plan Commission.) The first section of New York's elevated superhighway is finished and in operation. It has proved even more beneficial in the facilitation of traffic than was expected. Detroit is ready to let a contract for the construction of its elevated 50 mile long superhighway above the tracks of the Grand Trunk railroad between Detroit and Pontiac. Chicago, where the elevated grade separation superhighway idea is really originated, has twice attempted to improve its traffic conditions by proposals to build express highways



EUGENE S. TAYLOR.

AUTOMOBILE TAXES HAVE INCREASED 200 PER CENT IN 10 YEARS

The annual increase in taxes paid by motor vehicle owners since 1920 is indicated in the following:

Year	Vehicles Registered	Total Taxes
1920	2,231,941	\$ 316,720,000
1921	2,484,715	341,300,000
1922	2,530,438	354,901,000
1923	2,592,177	471,548,000
1924	2,693,373	551,400,000
1925	2,934,347	697,000,000
1926	3,001,393	712,000,000
1927	3,133,243	700,000,000
1928	3,403,124	798,000,000
1929	3,591,443	920,470,000
1930	3,695,000	1,010,000,000

The figures are those of the National Automobile Chamber of Commerce.

GOOD HIGHWAYS ENHANCE VALUE OF YOUR AUTO

1931 Program Is an Ambitious One.

BY HAL FOUST. The Chicago owned automobile, whether one of the 1931 models or an old faithful, spending its last few miles of usefulness, is a better investment today than ever before due to street and highway improvements which, although still lacking many developments, have materially enhanced the value in utility and in pleasure of car ownership. The automobile buyer is investing in transportation for business or recreation or, most generally, for both business and pleasure. To get the most from his investment, he needs not only a good car but also pavements for convenient, safe, expeditious, and comfortable driving. Public Opinion Builds Roads. Motor car manufacturers, in keen competition with each other, produce good cars. The pavements are built by governmental agencies as they are led or driven by public opinion. Public opinion demanding improved traffic facilities has been gaining force each year, especially since motorists have become a potent portion of the electoral body. Material results were obtained in 1930 and another extensive paving program is in prospect for 1931. THE TRIBUNE, as an agency of public opinion, has championed the cause of wide hard roads since 1900, not with spasmodic editorial campaigns but with constant pounding through its columns on the immediate and future needs of traffic. Fresh in the minds of readers are stories of 1930 such as the fight for widening the radial highways as opposed to spending

THREE GREAT NEW LINES OF MARMON CARS

THE MARMON SIXTEEN

A car of ultra distinction and most advanced performance. 200-horsepower, all-aluminum engine. Wheelbase, 145 inches. Complete range of custom body styles. Prices under \$5000 at factory.

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THE NEW MARMON 88

Amazing all-around performance and handling ease. 125 horsepower at your finger tips. Wheelbases, 130 and 136 inches. Prices beginning at \$2275

THE NEW MARMON 70

True Marmon craftsmanship in a new eight at a surprisingly low price. 84 horsepower, Marmon-built engine. The year's greatest value at a factory list of \$950

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