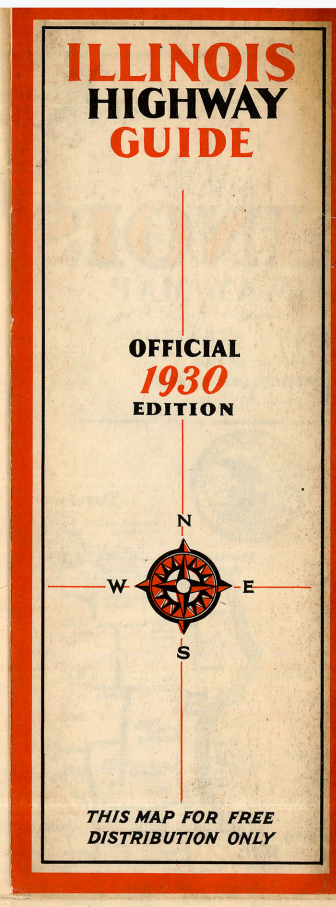
Year	Automobile Licenses Issued Since 1911	Automobile Fees Received Since 1911
1911	38,269	$105,344.28
1912	68,012	375,716.22
1913	94,646	507,134.77
1914	131,140	703,403.70
1915	180,832	924,905.74
1916	248,429	1,242,509.85
1917	340,292	1,587,772.69
1918	389,761	2,762,567.53
1919	478,438	3,262,176.57
1920	568,759	5,893,586.02
1921	663,348	6,776,781.17
1922	781,974	7,861,211.21
1923	973,803	9,630,367.77
1924	1,132,641	11,513,957.05
1925	1,267,734	12,936,882.13
1926	1,375,191	14,047,207.86
1927	1,443,579	14,839,593.29
1928	1,504,359	15,521,529.88
1929	1,615,088	17,087,209.11



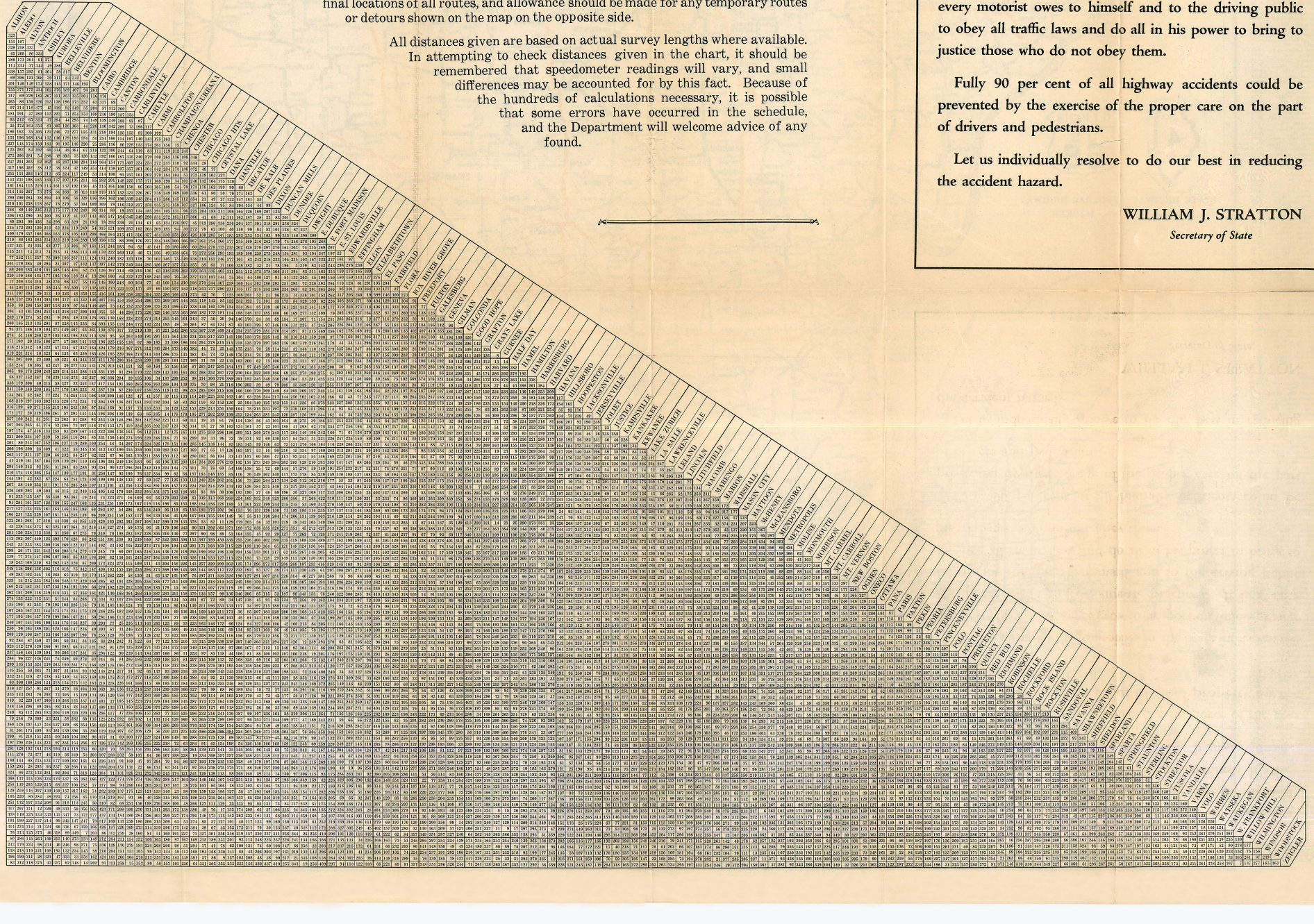
ILLINOIS HIGHWAY DISTANCE SCHEDULE

Distance between any two towns listed in the chart below may be found by tracing down the vertical column of the first in alphabetical order to the intersection with the horizontal column of the second, where the figure represents the highway mileage over marked State highways by the shortest route or combination of routes.

EXAMPLE: To find the distance between Chicago and East St. Louis, follow down the vertical column under Chicago (first in alphabetical order) to the horizontal column opposite East St. Louis. The mileage shown at the intersection of the two columns is 302, the distance between the two cities by the shortest route.

The points listed are chosen for their strategic locations on the State highway system, rather than because of size or importance of the places. Distances are computed over final locations of all routes, and allowance should be made for any temporary routes or detours shown on the map on the opposite side.

All distances given are based on actual survey lengths where available. In attempting to check distances given in the chart, it should be remembered that speedometer readings will vary, and small differences may be accounted for by this fact. Because of the hundreds of calculations necessary, it is possible that some errors have occurred in the schedule, and the Department will welcome advice of any found.



To Motorists of Illinois:

The great majority of automobile drivers are law-abiding citizens who operate their cars with proper care for the safety of themselves and others. Only a small minority by their recklessness and boorishness render the highways unsafe.

These should be made to feel the full force of the laws enacted for the protection of life and property on the public roads.

As the number of automobiles in the State increases, the number of accidents must grow in proportion unless greater efforts are made to curb unsafe practices. It is a duty every motorist owes to himself and to the driving public to obey all traffic laws and do all in his power to bring to justice those who do not obey them.

Fully 90 per cent of all highway accidents could be prevented by the exercise of the proper care on the part of drivers and pedestrians.

Let us individually resolve to do our best in reducing the accident hazard.

WILLIAM J. STRATTON
Secretary of State