

HARD ROAD BOND ISSUE ELECTION IS NOVEMBER 29

The map on page four shows DuPage County and part of the adjoining counties. The heavy dashed lines show the roads that are proposed to be built from the bond issue, which are called State Aid Roads. The heavy solid lines show the roads that are now built by the State.

For a number of years different organizations and citizens have continually appeared before the Board of Supervisors and urged them to build hard surfaced connecting roads in the County, but as there have been no funds for this purpose, it has been impossible for them to act.

At the last session of the Legislature, all State Aid Roads were turned over to the Counties for maintenance, which placed a big burden on the Counties, but in doing so it relieved the Townships of this expense. The County is now levying a tax of 25 cents on each \$100 valuation for maintenance and this barely meets the expense of patrolling these roads.

Cost of Construction.

If these roads are built according to the State Specifications then the State will refund to the County one-half of the cost of construction, and will pay one-half the cost of maintenance on macadam roads with tar or asphalt binder, and all the cost of maintenance on cement concrete roads.

It is very evident that if we construct these roads now, we can then use the refund we receive from the State, being one-half of the cost of construction, to either build more roads, or to help pay off the bonds. We will also have roads reaching into every part of the County and can use them while the present generation is living, as they will be built in the next three or four years.

It is proposed to issue bonds to the amount of \$1,350,000.00 and for this purpose spread a tax which will

not exceed 40 cents an each \$100 valuation, and in all probability will be from 30 to 35 cents as the bonds will only be issued as they are needed during construction. This will pay the entire cost, including interest.

How Cost Is Divided.

In paying this tax the farm lands will pay approximately one-fourth of the cost; Town lots one-third of the cost; personal property one-fifth of the cost; public utilities one-hundredth of the cost, and railroads one-fifth of the cost. On farm lands this means about 15 cents per acre per year which pays the entire cost, not taking into consideration the refund we receive from the State of one-half of entire cost.

Extent of Proposed Road Program.

The total mileage of the proposed system of County Bond Issue roads is one hundred miles. By referring to the accompanying map it will be seen that every city, village and community throughout the county will be connected up with each other and with the east and west concrete roads Lake Street, Roosevelt Road and Ogden Avenue now already built by the State, and the St. Charles and Joliet Bluff Road to be constructed hereafter. Every farm of the county will be at most three miles from a hard surfaced road and the greater majority will be at most a mile therefrom.

Roads Through Cities and Villages.

By resolution of the County Board passed some time ago, the extension of state aid roads through incorporated cities and villages will be paid for by the county to an amount equal to the cost of an 18 ft. road of the same construction as the joining state aid road outside of such city or village. This will allow the paving of state aid roads through cities and villages without financial embarrassment to these cities and villages, and will thereby make a truly connected system of hard surfaced type roads.

For example, if the respective cities wish to build the same kind of road inside as is built outside of the

municipality the entire cost will be paid for by the county. If on the other hand any city desires to build a different or more costly type of road and add curb and gutter to same, then the additional cost of roads must be paid for by the city.

Routes Through Cities and Villages.

The routes through the various cities and villages of the county are not shown on the map as these routes must be decided upon by the municipal authorities in conjunction with the county and state highway commission. However, it is understood that all things being equal the most direct route shall be chosen.

VOTERS MUST DECIDE.

Election To Be Held Nov. 29, 1922.
The road building program is the biggest public improvement project ever contemplated by DuPage County. Whether this improvement shall be carried out is a question to be decided by the voters of the county on November 29th, 1922.

It is needless to say that the value of land and city property is increased materially by the building of hard surface type of road or pavement which can be used at all seasons of the year. Any city which has constructed pavements within its limits is a witness to this fact. Furthermore, the location of DuPage County makes for a special value to hard surfaced roads that can be used at all seasons to reach the business district and

CHRISTIAN SCIENCE LECTURE

A lecture on Christian Science will be given by Mrs. Blanche K. Corby, C. S. B., of Los Angeles, Cal., in the Dicke Theatre, Sunday afternoon, November 19th, at half-past three.

Mrs. Corby is a member of the Board of Lecturship of the Mother Church, the First Church of Christ,

Scientist, in Boston, Mass.

The lecture is given under the auspices of First Church of Christ, Scientist, of Downers Grove and is free. You and your friends are cordially invited to attend.

The Winnebago club held a meeting at the home of Evelyn and Genevieve Wolf, Highland Avenue, last Thursday to sew for the poor. Quite a bit was accomplished after which dainty refreshments were served.

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