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**MORE CITIES ZONED
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366 Municipalities, Including 26 Million People, Have Zoning Laws

More than 26 million people were living in zoned municipalities at the close of the first six months of 1925, according to a report just issued by the Division of Building and Housing of the United States Department of Commerce. The report, which will be of especial interest to real estate boards who have been or are now actively engaged in aiding their municipalities in the wise framing of zoning ordinances, shows that in the last four years the principle of zoning cities so as to define districts for various uses, residential, commercial or industrial, has come so generally into adoption that the number of people living in zoned communities has in that period increased more than 130 per cent.

In the past four years the number of municipalities which have zoning ordinances has increased more than seven times. The number is now 366. Of the 33 largest cities in the country 27 now have zoning ordinances. Three cities of more than 100,000 population, Denver, Colorado, Hartford, Conn., and New Bedford,

Massachusetts, have adopted zoning ordinances within the last six months. Altogether, 46 cities adopted zoning ordinances during the period from January to July, 1925.

Five states hitherto without enabling acts for zoning have enacted zoning legislation during the first half of 1925. They are: Maine, New Hampshire, Utah, Idaho and Arizona.

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HULL OF PEORIA SPEAKS

But, Says Congressman, Natural Deep Waterway to Gulf of Mexico Is More Important

Congressman Wm. E. Hull, of Peoria, speaking at the opening of the Jacksonville Chautauqua recently told his audience that the time is soon to arrive when the state of Illinois can raise its banner with the words inscribed thereon:

"Illinois excels in good roads over all states and all countries."

"But," added the speaker, "the prosperity of Illinois and in fact the entire mid-west is not alone linked with good roads." This state, he warned, is now called upon to fight for its greatest natural resource, the Illinois river, and what this stream means as a waterway carrying the products of the mid-west manufacturer and farmer to both American and foreign markets.

A natural deep waterway between Lake Michigan and the Gulf of Mexico—of which the Illinois river is a vital part—will do more to promote prosperity than any other development, said Congressman Hull. Deprive us of the right to use this waterway for shipping and mid-west manufacturers and farmers will find themselves hopelessly barred from markets which they are entitled to and upon which they depend for expansion and continued prosperity. Such a waterway simply means an equalization of freight rates from the Atlantic to the Pacific Coast, he added. Due to high railroad freight charges today eastern manufacturers are able to sell their goods cheaper, via the Atlantic, Panama Canal and the Pacific than middle-west manufacturers can sell over the shorter land haul. If this situation is not to continue, he warned, something must be done to beat grasping Canadian water power interests who are ready to spend millions and employ the most powerful legal talent to still further reduce the flow of water from Lake Michigan now coursing down the Illinois river.

Fight In Congress

Ten thousand cubic feet of water now flow every second from this lake into the Illinois, Congressman Hull explained. The Canadians would reduce this flow to an extent where the river would become a comparative creek—utterly useless for transportation purposes. A fight is going on in congress in which a foreign neighbor reaches his hand deep into the central west to steal water which has been endowed upon us by God and nature, continued the congressman. It is a fight to deprive us of our prosperity so that Canadian water-power interests may thrive and prosper at our expense.

The speaker sketched briefly the possibilities of economical water transportation via Lake Michigan, the Illinois and Mississippi rivers to the gulf as against the existing heavy railroad freight rates. Water transport of coal alone will save one dollar per ton from the Franklin county mines to Chicago, he said. He pictured barges in endless numbers coming up-river from the south bringing products cheaply from the contiguous river territories notably lumber and logs; millions of tons of iron are floating down-stream from the Great Lakes for great industries growing up along the river valley; wheat and agricultural produce carried down this teeming river for trans-shipment abroad at great saving for the farmer. Mills, furnaces and factories will spring into being and industries will thrive if this deep waterway becomes possible, said Congressman Hull.

Foreign Interference

All this is an idle dream, he warned, if foreign water power interests are allowed to legislate water out of the Illinois river. Let them win and our inland manufacturers and farmers are doomed to competition which they may never overcome. Beat them and force them to give us what is ours by birthright and prosperity remains in our hands.

Congressman Hull prefaced his speech with an explanation of good road evolution in the state in which he has been an important factor. His observation and active participation in road building from the days of the old dirt road to the present system of hardroads has gained him membership on a committee of seven appointed by President Coolidge to represent the United States at a Good Road Congress at Buenos Aires October 3 to 13. Members of this committee are all road experts of the United States and are assigned to give South Americans the benefit of American road building experience and tell them of the advantages that accrue therefrom.

National development and prosperity are linked up with good roads, the congressman told his Jacksonville audience and the great hard road systems now criss crossing the United States are as important to the country as were the railroads a half century ago.

Claimed the students should at least earn enough money this summer to buy their own ice cream soda.

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