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TALKS OF ROADS  
IN LAKE COUNTY

DESCRIBES ACHIEVEMENTS

Supervisor In Address to Waukegan Kiwanis Club Outlines Progress of Highway Construction

Supervisor George Bairstow of Waukegan talked "Hard Roads" to the Kiwanis club of that city recently and told much of the work done in Lake county and of what is planned in the future. He explained the difference between the three divisions of road work in the county. In substance he said:

The system of highways of the state of Illinois at present consists of three divisions: Federal Aid roads, State Bond Issue roads and State Aid roads.

Federal Aid Roads

Federal aid roads in the state of Illinois are a part of a system of highways which have been laid out by the Federal Bureau of Roads and are but units of a nation-wide system; several of these national highways traverse the state of Illinois; the cost of constructing federal aid roads is borne jointly by the federal government and the state. We have one federal aid road in Lake county which is Sheridan road, running from Chicago to the Wisconsin state line.

State Bond Issue Roads

The roads known as State Bond Issue roads comprise the state highway system of roads which traverse the state from one end to the other; they have been built from funds created through the state bond issue of 1918 and further construction will be carried on through the bond issue of 1924. The state bond issue roads as provided for in the Bond Issue of 1918 and paved or under contract within Lake county are:

Belvidere road (Route No. 20). Milwaukee avenue from Cook county line up through Antioch. Route 21.

Sheridan road (Route No. 42). Telegraph road to Rockland road. Green Bay road to Washington street (Route No. 42-A).

Lake Zurich to Highland Park (Route No. 22).

Roads to be constructed and included in State Bond Issue of 1924; known as the \$100,000,000.00 bond issue:

Antioch through Fox Lake, Volo, Lake Zurich to County line.

Wisconsin State Line to Grand avenue, down Telegraph road to Rockland road.

Lake Forest west through Diamond Lake to Volo.

Mundelein West through Wauconda to County line.

Wauconda South to Barrington. Libertyville North to Grand avenue. Half Day Southwest to County line. Deerfield South to County line.

Ingleside Northwest to County line. Zion City west through Antioch to County line.

Total of approximately 90 miles.

State Aid Roads

State Aid roads consist of roads built jointly by the state and county; the routes are laid out through a joint agreement between the public, township commissioners, county board of supervisors, and the state highway department. State Aid roads are a system of inter-county roads, some of which have been absorbed into State Bond Issue roads. There are approximately 205 miles of State Aid roads in Lake county, of which approximately 122 miles are paved. Of these 75 miles have been built by the Highway Dept. of Lake county. The cost of State Aid road is borne jointly by the state and county. To date \$2,108,088.92 has been expended by Lake county on State Aid roads built and under contract. The money for this was raised through bond issue of 1917 of \$500,000.00 and in 1921 of \$1,000,000.00 and also to date the state has refunded \$608,008.92. Refunds still due from the state amount to approximately \$450,000.00. The 75 miles of road as built by the county have been at average cost of \$28,000.00 per mile. The present work under contract: Completion of Grand avenue into Fox Lake, 2 miles.

Completion of Rockland into Libertyville, one-fourth mile.

When these short strips are completed, the roads as provided for in the bond issues of 1917 and 1921 will be finished.

Bridges Also

Besides building 75 miles of pavement, 8 fairly large bridges on State Aid routes, and between 400 and 500 culverts, and about three-quarters of a million cubic yards of earth excavation completed.

Besides State Aid roads the county has built and has under contract a number of bridges and culverts located in various sections of the county, the cost of which is borne jointly by the county and townships. A number of bridges have just recently been completed or are in the process of completion, such as old Elm Creek bridge, in Shields township. Porter bridge in Cuba township, and Darrell bridge in Wauconda township. Kriebel bridge in Antioch township. Nippersink bridge in Grant township, etc.

The county through its maintenance department has maintained some 880 miles of state aid roads which are not as yet paved; all state aidroads which are paved and have been accepted by the State Highway department are maintained by the state, and all cost is borne by them.

MADDEN FURNISHES  
TAX INFORMATION

Says Man Who Thinks He Escapes Tax Is the Man Who Pays In Long Run

Representative Martin B. Madden, chairman of the House Appropriations committee, in an article in Nation's Business Magazine, has some pertinent things to say about the taxpayers who write their representatives in congress to cut taxes and then telegraph them to increase a "certain" appropriation. Here are some pungent epigrams from his article:

"While the business man is heart and soul for saving and tax reduction, apparently he is at the same time quite ready to urge appropriations for a purpose that may have a special appeal to him or his community."

"Congress cannot rely for information fully upon sources that would seem to be unquestionable. It is human nature that a man who is engaged in a certain line of work exaggerates its relative importance."

"The nation has no pocketbook; it draws from the pocket of the people."

"Let the chief of some minor bureau come before us with estimates; the moment he finds that we are cutting down what he thinks necessary, telegrams go out to organizations and individuals over the entire country, and the next morning we will have a thousand telegrams urging us to grant this particular appropriation as it is 'vital to the welfare of our government.'"

"While the national government is reducing its expenses, the city, the county and state governments are increasing theirs, so that the taxpayers are probably not paying less. The difficulty lies mainly with the people themselves; they continue to insist on government activities which ought not to be assumed; and they demand appropriations which ought not to be made."

"The people themselves should keep a watchful eye over their government officials; they should insist on proper economy; they should demand that no government activity be engaged in which is unnecessary."

"In the long run the man who thinks he escapes the tax is the man who pays it."

PINK BATHROOMS FOR  
RICH IS SUGGESTION

Tile and Mantle Trade Urging Colors In This Important Part of House

Application of the proposal that a man's bathroom take color from his fortune would seem to require water colors, though oils are also symbolic of riches, says the Nation's Business. In making the suggestion to the Tile and Mantle Contractors' Association, Roy Jordan of New York said that a plain white bathroom is only for the \$10,000 home; that a \$20,000 home should have bathrooms in blue or pink tint; and that a \$40,000 home should have purple, green, or yellow tiles in its baths, and so on.

And what would Mr. Jordan prescribe for the baths of millionaires? Nothing less than rainbows would do for the golden showers of the rich and powerful of the earth. And what's to prevent income tax publicity issuing from a man's bathroom? Once the color was known, his wealth might easily become a matter of clamorous public interest—a sort of hue and cry affair. To color a nation's bathrooms with a distinctive symbolism of well-being is a useful service, but it is high time that bathroom singing be made to stand for something. Somewhere there must be an American boy on the way to saying, "Let me but write a nation's bathroom songs, and I care not who may make its laws."

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