

LAKE CO. NINTH IN U. S. IN PAVEMENT COOK CO. LEADS IN STATE

Supervisors Move to Push Building of New Bond Issue Highways; Several to Be Started Soon

Lake county stands ninth in the entire county in mileage of paved roads and second in Illinois, according to Roy Salzman, field engineer for the Portland Cement association. The Illinois Lake county stands second to Cook, a county much larger in area and with far greater funds to draw from in the way of taxes. Still, it leads the other counties in the state, although several are larger in population and many are greater in area.

The fact that Lake county, which is small compared to many, stands ninth in the United States is an achievement in itself.

The \$730,000 bond issue, recently passed, moved it up to this position in ranks.

Push Bond Issue Roads
The last legal obstacle to spending the \$730,000 bond issue for county roadways was cleared away last week when the board of supervisors empowered the road and bridge committee to ask for bids and sign contracts on all roads under the bond issue.

Bids had been asked already for Green Bay road and the Wadsworth road, but there were a number of others still pending.

R. M. Lobdell, county superintendent of highways, stated that he would like to pave two other strips besides Greenbay and Wadsworth road this summer and fall if possible.

Improvement Near Deerfield
There is a piece between route 20 and route 21, running through Grayslake and a strip running out of Deerfield west nearly to the township line that he would like to complete before cold weather hits. Both are small jobs and could be cleared to one side if legal obstacles were cleared aside.

The Grayslake strip is to be widened as the greater part of it bears traffic of that village. The village is to stand a share, it is understood. Consequently the regular paving job and the widening will have to be let as one piece of work and done at the same time. When the village is ready the county will be also, Lobdell declared.

In Deerfield that situation is also apparent and then the grades are lacking as there is to be a cut made under a viaduct. The state demands 14 feet clearance as a rule, but a special dispensation will be asked in this case.

Other Roads on List
Other roads to be covered under the \$730,000 issue that will be started the first thing in the spring are:

Millburn road, which runs from Grand avenue, through Millburn, connecting with the Zion-Antioch route. This is a long strip.

Milwaukee avenue, route 21, to Belvidere road.

Round Lake-Long Lake road, running from the present end of concrete in Round Lake to Graham's corners near Long Lake.

And the Ivanhoe road, running from Ivanhoe to Grayslake.

A eleven-year-old boy went to New York City alone to take in the sights. If he gets back home safely he is entitled to almost as much credit as Commander Byrd.

A New York man plans to unite all the Slavs in Europe into one great state of 200,000,000 and become its emperor. What a fine Florida real estate he would have made!

Congress is worrying about giving the farmer relief but when it finally adjourns everybody will feel relieved.

European nations have now about got to the state of mind where they are willing to blame us for having started the World war in order to get rich.

Now we know what makes Charlie Chaplain walk that way. He is suffering with Charlestownitis.

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CROWN PRINCE HAS INTEREST IN ARTS

Pays Two Visits to Institute in Chicago and Expresses His Appreciation

The Crown Prince Gustaf Adolf of Sweden on his first formal visit to the Art Institute in the forenoon of June 24th, expressed a wish to return later in the day and give a little more time to the study of the collection, particularly those of Oriental art. An arrangement was therefore made by which the Prince was to return at 5 o'clock and complete his inspection. Promptly at the appointed hour the sirens of the Chicago motorcycle police escorts sounded on Michigan avenue and the Prince's party drew up in front of the Art Institute. He was met by Charles Fabens Kelley, curator of Oriental Art, and escorted to the Oriental galleries in McKinlock court. He proved himself an intelligent observer, as he is well-known as an archaeologist and a discriminating collector of objects of art. He viewed the rare and valuable Chinese stela, the great stone shaft, which has recently been installed in the galleries, and which the Art Institute has secured and expressed admiration for the quality and extent of the collection of Cambodian sculpture. He requested photographs of several of the objects which particularly interested him, and these will be sent to him in Sweden. After spending some time in the Oriental galleries he requested to be shown again through the collection of paintings on the second floor and the party made a tour through the galleries, viewing particularly the modern French paintings. The Prince remarked on the paintings as he went along, revealing to the interested listeners, that he is a thorough student of the fine arts. Altogether the party spent nearly two hours in the museum.

The low price of corn on the farm doesn't seem to have affected the price of corn on the cob in the city markets.

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BURNING SHIPS OF WARTIME BUILDING

Press dispatches the other day carried the story of the destruction on Henderson's Bay, near Tacoma, Wash., of thirteen ships which cost the people of the United States \$4,250,000. These were war-time ships intended to carry supplies to the American troops overseas, but which never left their home ports for the reason that the war ended before they could be put into use. The boats had been purchased from the government by a private concern and were burned to salvage the scrap in them.

No matter what one may think about our shipping policy during the World war, it must be admitted that if the United States had possessed an adequate merchant marine of its own at the outbreak of the conflict, the expenditure of billions upon experiments and hurried shipbuilding when the crisis came, would not have been necessary.

The real fault, therefore, of the shipping fiasco of war time, lies in the neglect of the people of the United States through their representatives in the government; in failing to see that there was a real merchant marine on the high seas, flying the American flag.

And we are now again confronted with the question of what we are going to do about keeping the Stars and Stripes on the ocean. It is generally admitted that government direction, or some sort of federal aid will be necessary to maintain an adequate

merchant marine.

The reasons for it are both patriotic and economic. We need the marine because it will protect us from foreign shipping monopolies which could just as easily gouge us as the rubber monopoly did.

And then we need the marine for national defense. Without it we will be as helpless if we are suddenly plunged in another war as we were in the last, and the shipping fiasco may be repeated. Money spent in advance, therefore, on a merchant marine will be economically and wisely invested.

These occasional million dollar bonfires of war time ships ought to impress upon the American people the advisability of having at all times an adequate merchant marine.

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Age just under thirty; college trained; thoroughly competent. Earning capacity \$300-\$500 monthly.
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SENATOR UNDERWOOD NOW IN RETIREMENT

With the retirement of Senator Oscar W. Underwood from public life, the senate will lose another member whose name has been before the public for almost a generation. The Alabama senator has purchased a beautiful estate on the Potomac river in

Virginia not far from Washington, and doubtless will become a citizen of the Old Dominion.

Senator Underwood's national services began in 1895 when he went to Washington to serve the House of Representatives. In the year 1915 he was selected to represent his native state in the senate and he has been there ever since. He is not now a candidate for re-election.

Senator Underwood's public career has been a long and honorable one. He has served under six Presidents,

McKinley, Roosevelt, Taft, Wilson, Harding and Coolidge. A stalwart Democrat he has always stood for sound representative government, and has been in opposition to the radical elements both in and out of the Democratic party. The country and his party can ill afford to lose Senator Underwood, but as he retires from public life, the people, regardless of politics, will wish him well.

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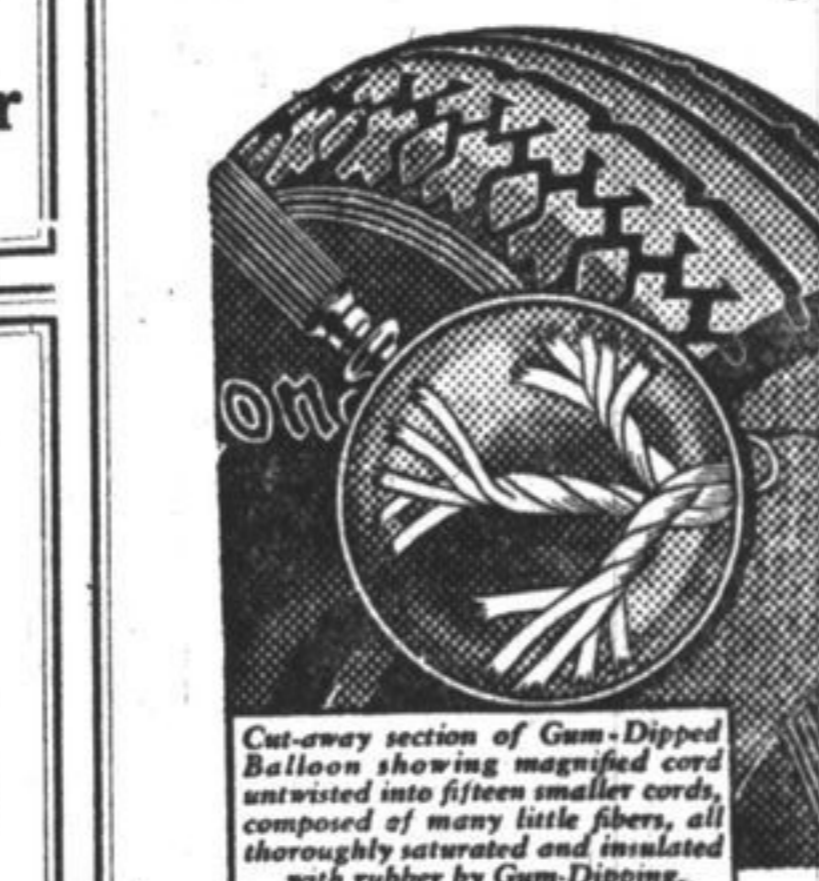
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32x4	" "	17.25	31 x 5.25 "	19.05
32x4 1/2	" "	23.35	32 x 6.00 "	22.95
33x5	" "	29.50	33 x 6.00 "	24.10

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