

### ILLINOIS LEADING IN CONCRETE ROADS

#### DOUBLE NEXT COMPETITOR

Pennsylvania Second; Others in Order of Mileage; Counties in This State Which Have Most

Concrete is the leading material in use in all of the states in the union in the construction of hard roads. It makes for permanency.

Illinois has 5,991.51 miles of hard roads, of which 4,838.58 were built by the present administration. Of this total 5,466.77 miles are concrete.

Double Nearest Competitor  
According to statistics just compiled by the American Association of State Highway Officials the mileage of concrete highways in the state of Illinois is equal to one-sixth of this type of roads in the United States.

Pennsylvania is created as the second state in the union in the building of concrete roads, with 2,200 miles of this type. Other states listed show the following mileage:

State	Miles
California	1,587
New York	1,458
Michigan	1,363
Wisconsin	1,353

With 5,466.77 miles of concrete highways credited to the state of Illinois, as compared to 2,220 in Pennsylvania, Illinois would be able to double the present mileage of her sister state without taking into consideration the mileage in Cook, Iroquois, Vermillion and Champaign counties, the four leading counties in the state in hard road mileage.

14 Counties Exceed Mileage  
Under the present mileage Illinois would be able from fourteen counties to more than duplicate the concrete highways of Pennsylvania, leaving the highways of the remaining eighty-eight counties out of the consideration. The fourteen counties having a combined mileage greater than the entire state of Pennsylvania are:

County	Miles
Cook	458.35
Iroquois	214.37
Vermillion	211.01
Champaign	201.62
Lake	152.57
Will	150.48
McLean	132.50
LaSalle	116.01
Sangamon	108.74
Kane	105.49
Madison	104.74
Dupage	103.75
Bureau	101.93
St. Clair	101.35

Total 2,262.81  
Cook, Iroquois, Vermillion, Champaign, Lake and Will counties have a combined hard road mileage equal to that of either the state of Michigan or Wisconsin, leaving out of the consideration ninety-six of the counties of this state.

It would be necessary to add to this total only the mileage of McLean county to equal the entire hard road mileage of either the state of California or New York.

RED CROSS WOMEN—Filler  
Red Cross women volunteers from all parts of Chicago and throughout Lake, Du Page, and Cook counties, have for the past two months enlisted their services in a myriad of ways to help swell the Mississippi valley floor relief fund.

Many have collected contributions at theaters. Others have promoted the sale of tickets to flood benefit shows. They gave receipts from card parties. They arranged theatricals, the proceeds from which went toward fulfilling the quota.

Now, the volunteers continue to meet at the Chicago Red Cross office at 816 S. Michigan avenue to sew and knit garments for the flood victims. Surgical dressings, handgrips, sweaters, pajamas, stockings, and layettes are cut, sewed, assembled, and forwarded to the Red Cross concentration camps in the disaster areas. Women interested in this work are welcome at the Red Cross workroom.

An average of forty babies are born each day in the flooded areas to parents who have not been able to provide clothing.

"Layettes and baby clothes form an important part of the sewing," Mrs. Grace Pettingill, volunteer director, explains, "because the work seems to be especially busy in time of disaster. As long as there is a need, sewing and knitting of wearing apparel for the stranded families will continue."

### BILL TO CREATE BIG FLOOD COMMISSION

A bill by Representative A. Otis Arnold, Quincy, creating the Illinois Valley Flood Control commission of five members and carrying an appropriation of \$10,000 to carry out the provisions of the act was reported out by the house committee on appropriations with favorable recommendation. The commission is to make a study of the causes of the recent floods and submit a report to the next session of the General Assembly. The director of agriculture, superintendent of waterways, one senator, one representative and one citizen living in the Illinois valley.

The people who sing about "Way down upon the Swanee Ribber," and "On the banks of the Wabash," will want to know how those rivers are behaving this year before deciding to settle there.

### URGES GROWING OF TIES FOR RAILROADS

Illinois Department of Conservation Advises Farmers to Plant Trees

"Grow crossties for the railroads of tomorrow," is the word being sent out to farmers and landowners throughout the state by the Illinois Department of Conservation. Illinois has 29,000 miles of railroad tracks, and an average of 3,000 ties are required for each mile.

Railroad ties all give way sooner or later to wear and decay, and must be replaced. Depletion of the supply of durable species such as white oak has forced the railroads to use such non-durable species as hackberry, soft maple and red gum, trees which grow abundantly in the bottomlands of Illinois. These are unsatisfactory in the natural state, but when given preservative treatment will last for fifteen years or longer.

Railroads estimate that 174 new ties each year are required to keep one mile of track in good repair. Allowing for a slight increase in mileage in the state, and somewhat greater mechanical wear due to heavier loads, it is estimated 6,000,000 ties annually will keep the Illinois railroads perpetually supplied.

In thirty years of experimentation, no satisfactory substitute has been found for the wooden crosstie. Railroads must therefore look to a continuous timber supply for their very existence. Illinois is at present producing one million ties per year, one-sixth of the actual demands of the state. With 1,500,000 acres of land which is now unproductive, and in need of reforestation, and 3,000,000 acres of woodland that could be made to produce much more than at present, through careful management, the landowners of Illinois have the opportunity to grow, at a profit to them-

selves and the state at large, a substantial amount of this huge timber order.

### COOLIDGE BELIEVES IN BUYING GOODS AT HOME

Thinks Best to Give Preference to Contracts Which Provide Such

The President has received a request from Congressman Connelly of Pennsylvania, to issue an executive order to all departments of the government to indicate a preference for domestic goods when they ask for bids for government supplies. As a general rule of law the heads of executive departments and bureaus are obliged to accept the lowest bids, and Representative Connelly has raised a point that is fundamental to conditions of trade. In the long run, it is pointed out, it pays to patronize those who help pay taxes, and help to maintain American traditions.

Exactly the same principle applies with regard to "buying goods at home," and the duty and commonsense of patronizing local merchants. A little agitation of this question from the top, as it applies to government purchases, may prove helpful to the country and possibly check the mad rush to the mail order houses and dealers in the large centers who draw away the business that belongs to the local merchants. Buying at home is one of the keys to the collective prosperity.

At last accounts the June brides were spending considerably more time with the dressmakers than with the cooking teachers.

If the June bridegroom is not visiting the bank very frequently now, he is likely to call on the pawnbroker before July 1.

### SIX HOURS IN SOFT BED BEATS 8 IN HARD

Scientific tests just completed at Colgate university prove that six hours in a soft comfortable bed are equivalent to eight hours in a hard uncomfortable bed.

A good deal of the time spent in sleeping is wasted, according to the Woman's Home Companion, which predicts that science will shortly, through investigation of sleep, effect a great saving in "the most valuable of all human possessions, which is time."

Studies have not been initiated to determine whether mankind sleeps longer than necessary, and these studies are said to indicate that sleep to a considerable extent is merely an inherited habit.

"A change in diet or other routine will often reduce the amount of sleep needed," says the magazine editor, "and certainly a part of the time we are sleeping we are not so much resting as throwing off poisons caused by eating the wrong food."

The Colgate experiments were made with brain workers and might not apply to those doing hard physical labor. Only normal conditions were observed, and such variable as the amount of fresh air in the rooms, irregular hours of retiring and diet, were not taken into account. Much experimenting, therefore, remains to be done.

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