

PREDICTS WATERWAY COMPLETED BY 1930

LOCKPORT TO ILLINOIS

Governor Small Sees Promise of Early Finishing of This Part of Work Because of Recent Agreement

Construction of the deep waterway from the sanitary canal at Lockport to the Illinois river at Utica, giving the Great Lakes adequate water transportation connections with the Gulf of Mexico, via the Illinois and Mississippi rivers, will be completed before 1930.

This is the prediction of Governor Len Small, with the reaching of an agreement by the state with the Public Service company of Northern Illinois, whereby possession is secured of necessary right-of-way south of Joliet and near the junction of the Desplaines and Kankakee rivers. It is accepted, as well, as the promise that Illinois is prepared to push forward this important project with the same activity which has been manifested by the administration in the construction of the hard road system in the state.

Much Construction Completed Already a large amount of construction work on this project has been completed. Near Marseilles is finished and ready for operation one of the great locks which will be a part of this system. A second lock, connecting with the Sanitary District of Chicago, is rapidly nearing completion. Adjoining Starved Rock important work has been under way for a considerable period. It is now possible to push work looking toward the construction of another of the series of locks at Dresden Heights, on the site recently secured from the Public Service Company of Northern Illinois.

Construction of a deep waterway, connecting the Great Lakes with the Illinois river, dredging the latter to permit the passage of large freight boats, was recommended by the first governor of Illinois and has been endorsed by practically every chief executive of the state in the 109 years of statehood. All of the real progress which has been made in the carrying forward of this project has been under the administrations of Governor Small.

Preliminary Work Complete Much of the preliminary work has been completed by the Division of Waterways. Exhaustive tests have been made. It is agreed an immense tonnage of freight awaits the completion of the project. This, experts of the Division of Waterways say, will be moved much below present freight rates as charged by the steam roads of the state. At the same time it will make possible the loading of vessels and barges at points on the Great Lakes or along the waterway for shipment to all parts of the world, and for the greater part without transfer. It will reduce costs of transportation many millions annually, all of which savings will come to the section served by the waterway, making Illinois a still greater manufacturing center, and opening to the farming sections of the state the world's markets at less cost.

MOTORISTS MUST PAY ATTENTION TO LIGHTS

Condition of Headlights Is of As Much Importance as Any Other Factor

"Motorists must pay the same attention to the condition of automobile headlights that is given to the gasoline tank and the oil in the crank case, if the glaring headlight evil is not to add considerably to the list of highway casualties during the night-driving season, now at its height in all parts of the country," says Charles M. Hayes, president of the Chicago Motor club. Mr. Hayes also points out that the full co-operation of every motor car owner is imperative if this serious evil is to be abated.

Agencies of all kinds are giving their utmost attention to the solution of the headlight problem, but in the final analysis the issue is up to the 22,000,000 car owners of the nation, according to Mr. Hayes. Every car owner should have a regular time for inspecting the lighting equipment, according to Mr. Hayes. This period will vary, of course, with the kind, condition and quality of the equipment on the car. Even the best of equipment will get out of adjustment if the car is driven at high speeds over rough roads or streets. "This being true," declares Mr. Hayes, "it follows that many headlights almost constantly are in need of attention."

STATE GETS BIDS FOR MORE HARD ROAD WORK

Tenders for Contracts for 82 Miles are in Hands of Department

Bids on eighty-two miles of additional state highway are in the hands of the Division of Highways. Contracts will be awarded for this construction as soon as experts of the division have figured the lowest responsible bidder.

Included in the contracts being figured in fourteen miles of highway in DuPage county, which will be double the average width, and is designed to relieve a part of the traffic coming out of Cook county, under the super-highways planned surrounding Chicago. Apparently to W. A. Black Co., of Chicago is low bidder, asking \$387,793.63 for one section of 7.48 miles, and \$362,157.09 for a section of 6.8 miles, the two bids totalling a little less than three-quarters of a million.

Counties to receive a portion of this highway letting are: Adams, Cook, DuPage, Fulton, Marshall, Mason, Montgomery, Peoria, LaSalle, Saline and Whiteside.

Bids were also received on a number of grading and bridge contracts. FAITH NEEDED One of the needs of our time is to have the simple faith of our fathers poured into a twentieth-century mold. We need the old-fashioned religion—but dressed in a free and flowing robe and not in the strait-jacket in which the bigots would encase it. We need more people who can say "Our Father Who Art In Heaven," and really believe it.—Merle Crowell, in the American Magazine.

More than one hundred different kinds of butterflies have been found in Illinois, as shown by the natural history survey lists.

JOB WITH BATH MAY BE NEXT IN DEMAND

IN FACTORIES OF U. S.

Increase in Cleanliness and Use of Soap and Water is Marked in Industrial Plants, Report

Plain soap and water are oiling the wheels of industry more extensively today than ever before, it would appear from reports on industrial and social agencies with the co-operation of government departments.

The purpose and direction of this work are described in a memorandum by Roscoe C. Edlund, general director of Cleanliness Institute, recently organized to study the various problems relating to the cleanliness movement in the United States.

"Dirty factories are unsafe for the worker and for those with whom he comes in contact," said Mr. Edlund, "and may affect the safety of the man who uses its product. A greasy skin, an accidental contact, and infection may result which leads to sickness even death. All this can be avoided in many cases by simple cleanliness.

"It is encouraging to find, in the course of our investigation, that state inspectors and departments of industrial hygiene are being supplemented and in some cases anticipated by employers who set even higher standards than are required by law.

Many Improvements "Hot and cold running water, bowls and troughs for hand washing, soap and individual towels, and even baths are coming to be part of standard factory equipment. In some of the most progressive plants, time for baths is allowed on company time, so that the workers are sure to clean up before they go home.

"Medical authorities have found that thorough scrubbing of the hands with soap and water is a definite measure of safety, washing away dirt that may harbor harmful bacteria. It is not for any fanciful idea of turning a day's work into a pink tea, but because cleanliness pays in health, safety, and comfort that more employers are installing sanitary equipment and insisting on its regular and frequent use."

Plants as well as workers are feeling the effects of this movement. Dark corners are being painted white. Waste matter is cleaned out of nooks where it may collect germs or cause fire hazards. Employers are becoming sensitive to the opinion of visitors and eager to have them leave with a favorable impression. This applies not only to a soap or candy factory but to places where such non-edible commodities as automobile accessories are made. In a clean, well-lighted factory, employers are finding that factor work is done efficiently.

Now that "a room with bath" has become the slogan of the traveler, perhaps the worker will call for a "job with bath."

INTERESTING FACTS ABOUT THIS STATE

Illinois has 515 coal mines which produced in 1926 a total of 69,366,923 tons of coal valued at \$148,804,000. Springfield, Illinois, has the first airplane landing field named for Colonel Charles A. Lindbergh.

The first Pullman sleeping car was constructed in the Chicago & Alton Railroad company's shops at Bloomington, Illinois, and made its first trip from Bloomington to Chicago in 1859. The Illinois Traction System was the first electric railway to supply sleeping car service.

Illinois has 397 plants manufacturing women's clothing. Their 1926 output was valued at \$59,000,000. Illinois ranks third in this industry.

Illinois has 284 electric generating stations—4 1/2 per cent of the stations in the United States—which produce 8 per cent of the electricity generated in the country.

There are 69,284 members and 639 posts of the American Legion in Illinois.

During 1926 Illinois produced 7,760,000 barrels of crude oil which were valued at \$17,200,000.

SAYS JOB BEST CURE FOR UNHAPPY WOMEN

"Economic independence is the best cure for an unhappy marriage," says Mrs. Julia Waldrip Ker, lawyer and police judge of Olympic, Wash., in discussing the marriage question in September American Magazine. "I believe there would be fewer unhappy women today and fewer child delinquents if every woman who has made an unfortunate marriage had the consciousness of her ability to make her own way.

"Too many wives are so terrified at the prospect of an unpaid grocery bill that they endure cruelty for years, rearing their children in an atmosphere of bitterness and hatred. It's easier for women to break away from unhappy homes these days. There is another even more important result of the increased economic independence of women; that is, girls no longer have to get married because there is no other bread-and-butter job open to them. I believe that this condition is gradually making for wiser and happier marriages."

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