

**COMPLETE ORIGINAL  
BOND ISSUE ROADS**

**UNDER \$60,000,000.00 ISSUE**

**Wandering Indian Trail of Early  
Days Transformed Into One  
of State's Concrete  
Highways**

Pouring of concrete is completed on State Route No. 39, the last of hard roads included under the \$60,000,000 bond issue. After the customary month's wait to give the concrete time to cure, the highway will be thrown open to traffic.

Highway No. 39 extends from Bloomington to Champaign-Urbana. It connects at Bloomington with Route No. 4, Chicago to East St. Louis; Route No. 9 Peoria to the Indiana state line; and Route No. 2, the longest hard road in the state, extending from the Wisconsin state line to Cairo. At Champaign-Urbana it connects with Route No. 10, Springfield to the Indiana state line, and Route No. 25, Kankakee to Fairfield.

**Last Given Consideration**  
When the map of the \$60,000,000 bond issue system was prepared Route No. 39 was not given consideration in the early draft, but under pressure from the territory which it will benefit, it was added in the eleventh hour. It is rather a curious coincidence, it is the last of the roads under the \$60,000,000 bond issue to be completed.

This delay is explained in part by the fact that Route No. 9, a parallel road extending from Bloomington to the Indiana state line, was given precedence, furnishing an outlet to Danville and Champaign-Urbana, although with a greater mileage. Precedence was given to Route No. 9 because one of the pioneer trails of the state, following closely an old Indian trail, which the first settlers also followed when they trekked to central Illinois from Ohio, Indiana and other of the eastern states in covered wagons more than one hundred years ago.

**Follow Old Stage Line**

The road from Danville to Bloomington and Peoria, via Champaign was the principal artery of travel in the days of the stage coach. The route followed an original Indian trail, noted for its sinuosity. As was the case with most Indian trails it was laid out along the path of least resistance and wound in and out, regardless of straight lines and apparently partial to curves and bends.

As the trail made by the Indians widened and became more heavily traveled with the coming of the palefaces, it retained its snakelike meanderings and even the later generations made no effort to straighten out the kinks.

When the surveyors of the state highway department went over the road to prepare plans for the concrete surfacing, they were puzzled over the engineering problems that developed and the necessity for eliminating so many curves in order to promote safety. They agreed that Route No. 39 was in a class by itself and resembled some of the goose paths which grew

and developed into the streets of Boston.  
A vast amount of heavy grading and filling became necessary, as well as the acquisition of much right-of-way necessary to straighten the bends. Even after the surveyors completed their task, they left many curves in the forty mile stretch between Bloomington and Urbana-Champaign.

Manager Bucky Harris of the Washington baseball team is the proud father of a new baby boy. This probably means that Bucky will have to get some of his sleep between innings.

**IOWA FARMERS ARE  
TIRED OF ORATORY**

**More of Them Attend Races  
Than Go to Hear Talks on  
Their Woes, Is Report**

Mere outsiders cannot be expected to know all that is in the heads and the purses of Iowa's farmers. But it is mighty hard to adjust reports of the record-breaking state fair crowds to any notion that the state's farm population is headed toward the poorhouse. During the ten days of the fair, the total attendance was 429,451—20,688 above the best previous record.

Those farm people were out for a good time. That they had the ready cash to satisfy their interest in the various concessions and exhibits is borne out by reports of their generous patronage. When an address on farm relief can attract only 500 persons, and horse races and a band concert on the same day can draw 15,000 at 50 cents each, there is considerable reason for believing that the farmers and their families are weary of hearing that they are hopelessly insolvent.

No, the solution of the problems that vex Iowa's agriculture is not in declamation. Nor is it so likely to be found in legislation as in business

organization. Good management can be as soundly commended to the benefit of agriculture as it can to the profit of industry. Consider the Iowa farm warehouse law, for instance. This legislation two years ago was acclaimed as agricultural salvation. It has made little progress at getting out of the statute books and into use because of its cumbersome finance provisions. Surely the methods now operative could be simplified to good purpose. But that, of course, is a question that will require something more matter-of-fact than oratory.—Merle Thorpe, in Nation's Business Magazine.

Indications point to a decidedly wet Congress with all the Mississippi flood to handle. — Indianapolis Star.

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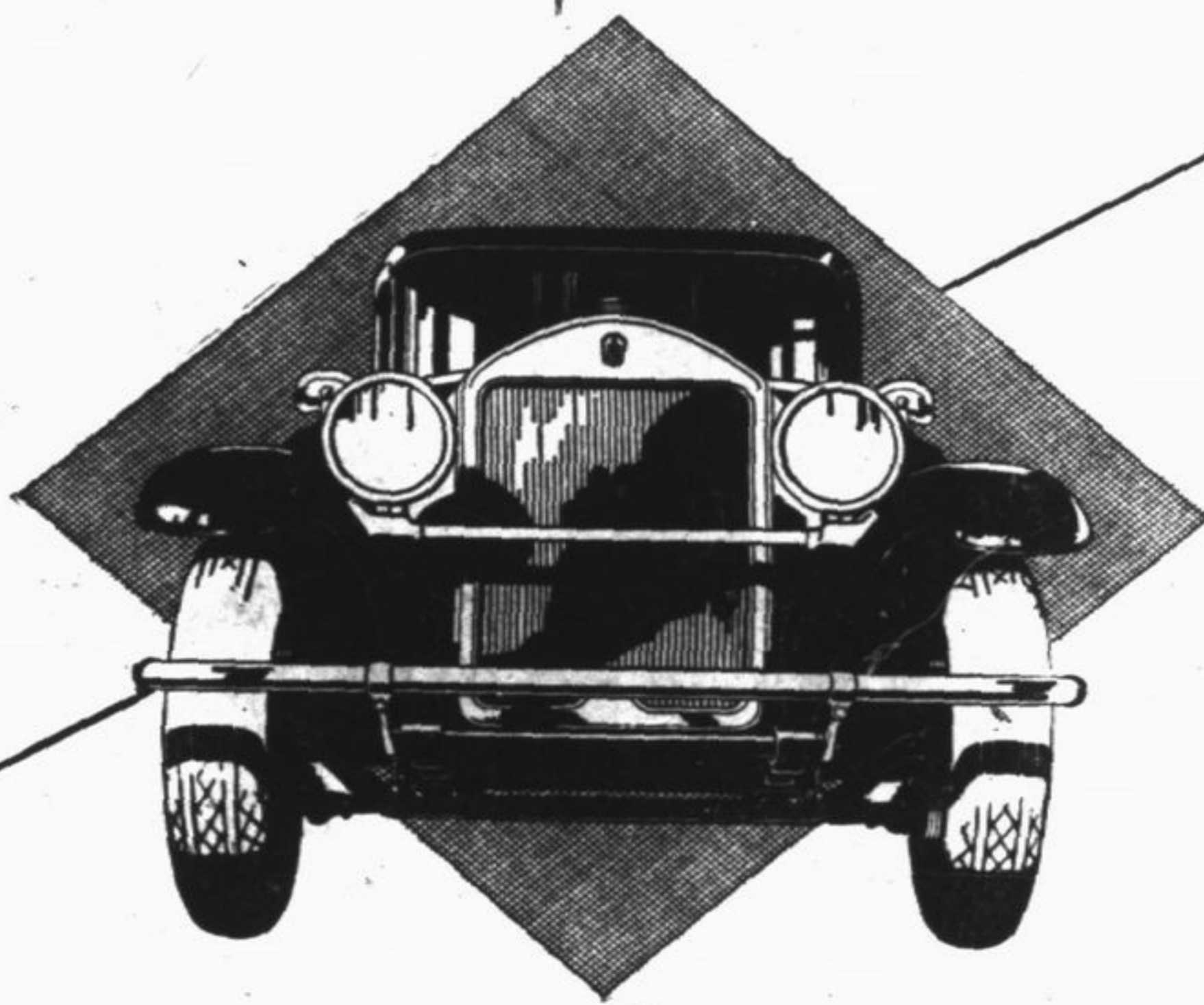
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