

by direct taxation. It is therefore necessary that such provision, to the extent of eleven cents on the One Hundred Dollars valuation be made in connection with this proposed bond issue. However, if other funds are available, the tax need not be levied. In this case, there will be other funds available and the board makes it plain that it is not its intention to levy a direct tax when it says in effect, in Section 10 of the Special Election Resolution, that Lake county's portion of the motor fuel tax money shall be used to pay the principal and interest on these bonds.

Section 10 of this Resolution reads as follows:

"Section 10: That it is the intention of this board that a portion of the taxes levied to pay said bonds be abated from time to time hereafter by appropriate resolution of this board when funds from the motor fuel tax fund are realized and made available for the payment of said bonds, principal and interest, and such abatements are to be made annually in amounts equivalent to the funds thus realized for the payment of said bonds or so much thereof as may be necessary for said purpose.

**Refund Resolution**

Before I proceed with a discussion of the proposed bond issue I feel that attention should be called to another resolution adopted by the board at the March session. This resolution is generally referred to as the Refund Resolution. Many people no doubt understand that if a county built pavement is made a part of the state bond issue system of highways, the county is entitled to receive from the state a refund of money equal to the total original cost of that paving project. Lake county has some highways which fall in this classification, the refund on which will substantially exceed \$500,000. Practically all of this refund money should be available within four years. This Refund Resolution enumerates, for the guidance of this and future boards, the roads which should form parts of the paved system of roads of this county and suggests that they be constructed with this refund money. The roads enumerated in this Refund Resolution are as follows:

**Refund Roads**

- 1—A road forming a connection between State Bond Route 59 and State Bond Route 19.
- 2—Rockland Road from Green Bay Road to Sheridan Road.
- 3—A route connecting Green Bay Road with Sheridan Road between the cities of Zion and Waukegan.
- 4—A road through Russell from Green Bay Road to State Bond Route 68.
- 5—An extension of Wadsworth Road westerly to State Bond Route 68.
- 6—Washington St. extended from Green Bay Road westerly to State Bond Route 69.
- 7—Buckley Road from Telegraph Road to State Bond Route 21.
- 8—Town Line Road from State Bond Route 176 in Mundelein.
- 9—A connection between Rand road and State Bond Route 22 west of Lake Zurich.
- 10—Big Hollow Road from Wilson Road to the McHenry County Line.
- 11—Wilson Road continued south-erly to a connection with State Bond Route 59-A.
- 12—A road connecting the Vil-

lage of Round Lake with State Bond Route 20.

In addition to the refund for high-ways originally built by Lake county and later incorporated in the State Bond Issue System, we are entitled to a refund of one-half the cost of all other pavements built by this county on its State Aid System. This is an obligation which the state has incurred and which it is morally bound to pay to the counties. Lake county's share of this class of refunds will exceed \$400,000 but we have no way of determining how soon these re-funds will be available.

The proposed bond issue and re-fund roads should be considered in conjunction with the existing pavements and the roads yet to be paved by the state. Only by such a consid-eration may a fair understanding be obtained of the appearance and prob-able efficiency of the system as a whole.

We have, then, first a proposed bond issued \$1,250,000 to provide for the construction of 37½ miles of pavements and second, a resolution proposing the construction of approx-imately 24 additional miles of pav-ements. To cover the cost of this lat-

ter 24 miles there will be available within four years at least \$500,000 from the refunds first mentioned and within an indeterminate period of time an additional \$400,000 from the second class of refunds above men-tioned. The first \$500,000 will pro-vide for the construction of at least 15 miles of the proposed 24 miles within four years and it is at least made on the other \$400,000 by that a possibility that payments will be time.

The complete letter signed by R. M. Lobdell, as county superintendent of highways.

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