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**See Big Saving for
State in Transfer of
Insane to Other States**

A saving of Illinois state funds totaling \$1,203,000 in 10 years will result from the transfer, during the past year, of 401 patients from state hospitals for the mentally afflicted to institutions in the states of which they are legal residents.

This computation, considered as conservative by officials of the state department of public welfare, is based on the average annual cost of caring for mental cases—\$300, for 10 years, the estimated average time the patients spend in Illinois state hospitals, multiplied by the number removed during the year—401.

Mrs. May L. Silvis, assistant director of public welfare, and S. D. McBenney, the deportation agent, who are directly in charge of the deportation activities of the department, have been active in working out inter-state relations leading to a nation-wide interchange so that each state shall care for its own citizens.

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**Motor Club Points Out
Best Route to South**

With two routes available to the thousands of car owners now planning to tour from the Chicago area to New Orleans and vicinity, the touring bureau of the Chicago Motor club has issued a statement setting forth the advantages of each.

"One route is by way of Louisville and Nashville; we regard this as the preferred route," the bureau stated. "The other is via Memphis."

"The distance from Chicago to New Orleans via Louisville and Nashville is 1,112 miles. This route is paved, with the exception of approximately 116 miles of gravel. The Memphis route is only 1,000 miles in length, but it includes approximately 316 miles of gravel in the state of Mississippi that is 'good today and bad tomorrow.'

"In spite of the fact that the Louisville-Nashville route is 112 miles longer, we recommend it because faster time can be made notwithstanding the additional mileage. It is to be hoped that Mississippi eventually will improve the route south of Memphis. When this takes place, that will be the preferred route, but not until."

**More Than Million Head
of Cattle in State Now
Free of Tuberculosis**

Illinois now has more than one million head of cattle in the 62 counties that have been accredited as free from tuberculosis. This announcement was made here this week by Stuart E. Pierson, director of the state department of agriculture, from a report of progress in livestock disease eradication he obtained from D. W. Robison, superintendent of animal industry division.

The report reveals that the addition of Washington and Jackson counties to the list of accredited areas, since Dec. 1, brings the number of dairy and breeding cattle in accredited counties up to 1,062,482 head. This is more than half of the entire dairy and breeding cattle population of the state, estimated at 2,100,000 by the joint federal-state bureau of agriculture statistics.

**Sheriff Discards Old
Guns and Buys Modern**

Ancient rifles, that were made in Switzerland and have been a part of the equipment of the sheriff's office for many years, have been ordered scrapped by Sheriff Lester Tiffany who is replacing the weapons with the modern sawed-off shotgun that is used by peace officers and hoodlums alike.

Charles Thayer, head janitor at the county building, moved the guns and incidently it was Thayer who purchased the Swiss rifles 25 years ago in Chicago for \$5 apiece. At that time he bought several Springfield rifles as well for \$2.65 each.

The new gun case is to be kept in the sheriff's office instead of in the turnkey's room where the old case was installed.

"It was just a chance to modernize the equipment and put the force on a footing to compete with hoodlums," Tiffany declared.

**PAY 26 MILLIONS
FOR LABOR ON ROADS**

**Amount Expended by State of
Illinois During Current
Year for This Work**

Salaries totaling \$26,000,000 were expended by the State of Illinois during the current year for labor engaged in the construction of roads and buildings, a check by the State Department of Public Welfare and the Division of Supervising Architect of the State Department of Purchases and Construction, revealed in a report issued at Springfield. Approximately 30,000 men were employed in state construction, the records showed. An additional 6,000 men were employed by counties in road projects of their own, under state supervision.

In Highways Division

In the Division of Highways alone, there were 25,968 men employed directly and indirectly, as follows:

Engineering and administration	704
Paving	18,050
Grading	1,650
Bridges	2,150
Cement production	1,495
Aggregates production	448
Steel production	668
Railroad hauling	803

Prolong Season

Because of the unemployment situation this year, resulting from the world-wide business depression, the state this year has prolonged the construction, especially in regard to highway building, over a much longer period than usual. As a result many of the 26,000 men employed directly and indirectly in highway construction will be working until the end of the year. This was due to the fact that the highway department awarded a large number of contracts during the last two months.

Architecture and Engineering

In the division of architecture and engineering about 3,500 men were employed directly and indirectly.

Statisticians have figured that these men engaged directly on the state's building projects worked about 370,000 days, or almost 14,000 months. These figures represent average employment as some of the labor was not employed steadily throughout the construction season.

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