

North Western Planning to Run Motor Buses on North Shore Is Report

Operation of motor busses between Chicago, Milwaukee and Minneapolis through Waukegan, in competition with similar lines is planned by the Chicago and North Western railroad in co-operation with the Union Pacific railroad.

This was indicated with the filing of an application in Milwaukee for a certificate to operate through Wisconsin last week. A similar application is to be filed this week with the Illinois Commerce commission.

It is understood that the line will operate over Waukegan road and Green Bay road through this county.

The North Shore Line as owners of the Metropolitan Motor Coach system and the Blue Line busses now operate over this route. The North Shore line is also planning operation

of busses between Chicago and Milwaukee over Sheridan road.

The North Western and Union Pacific railroads have owned and operated the Interstate Transit lines from Chicago to the West Coast and Omaha to the Twin Cities. Three weeks ago the line purchased another in Iowa.

The line between Chicago, Milwaukee and the Twin Cities will be an expansion of the Interstate Transit Lines.

Wisconsin 4-Cent Gas Tax Law in Effect in April, Report Predicts

Beginning approximately April 1, Wisconsin will have a 4-cent gasoline tax, one cent higher than that of Illinois. Filling stations on the Illinois side of the state line are expecting to do a record business, as Wisconsin drivers will go across the line

to fill their tanks and Illinois drivers will buy gas before going on into Wisconsin.

Final legislative approval was given the bill at Madison yesterday. The move is a part of the LaFollette program. The bill provides for the construction of ninety railroad grade crossing eliminations this year to furnish employment. The usual program

has been speeded up by three times.

Twenty-seven hundred miles of federal trunk highways will also be constructed during the next five years, if the provisions of the bill are to be carried out. This will give Wisconsin a complete network of through roads.

Bond issue obligations for county highways amounting to \$3,000,000 will be taken over by the state along with highway maintenance.

The most prominent man of the month is the weather man. He didn't hold a conference, he merely broke the drought.

OPEN BIDS ON ROAD WORK IN THE COUNTY

Sections of Green Bay and Belvidere; Brick Specified; Cost Is High

Property owners and others interested are objecting strenuously to the plan of the state highway division to resurface portions of Belvidere and Green Bay roads with brick, according to reports in Waukegan newspapers.

The specifications limited the material to be used for resurfacing of Green Bay road, between Rockland road and Waukegan, and Belvidere road from Grayslake to Volo, to bituminous brick, the report says. Chief objection comes from residents in the neighborhood of the Belvidere improvement, it is said, and a number of telegrams were sent to Springfield last week protesting at the high cost and also objecting to the width to which it proposed to build the sections improved, on the ground that the widening of these roads but two feet will not lessen the traffic jam.

Bids on these two jobs were opened last week in Springfield. The total mileage is 13.6 according to a report from the capital to the Waukegan Times, and the lowest bids for the two jobs totaled \$311,559. It was made by the McCarthy Improvement Co. of Moline, which made a bid of \$156,164 on the Belvidere job and \$155,396 on the Green Bay section.

No Alternatives Allowed
The state specifications did not call for alternative bids but limited the work to bituminous filled brick, the report says, but in spite of this James Cape and sons of Racine, Wis., submitted a bid for the work on Belvidere road. The Cape figure was \$79,502 for concrete or half thea cost of brick work.

Belvidere road is to be widened from 16 to 20 feet and Green Bay road from 18 to 20 feet.

While the Cape bid cannot be accepted on Belvidere road because the specifications excluded all types of paving except bituminous brick, it is felt by some conversant with the policies of the administration that the McCarthy bid will be rejected due to the high cost of brick paving.

If this interpretation of the administration's policy is correct there is a chance that the improvements will be knocked out entirely and abandoned or new bids called for allowing alternative types of surfacing.

ANNOUNCEMENT

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