

10,000 Miles Of Roads May Be Improved With Federal Aid

With the practical completion of nearly 10,000 miles of State Bond Issue paved highways and 5,000 miles more of State Aid roads paved by the counties, Illinois is planning through its Division of Highways to add another 10,000 miles of all-weather improved roads in the rural districts. Always a leader in the good roads movement of the country, this new program will increase the importance of Illinois as the pivotal touring state in the Middle West, says the Illinois Automobile Club.

Surveys of the roads of this and neighboring states, made by various interested agencies, has convinced highway engineers that the time has come when major attention must be given to developing rural roads if Illinois is to maintain its primacy in the good roads field. Many main state routes, paved with concrete, are in need of still further improvement—widening where traffic warrants, straightening and banking of curves, better shoulders, divided traffic lanes, longer sight distances—chiefly in the interest of safety, though some also need complete reconstruction. But all of this, it is believed, can be carried on independently of, yet simultaneously with, secondary road work.

Over 70,000 miles of Illinois roads come under the classification of "rural" and are not included in either the State Bond Issue or State Aid systems. A large part of this rural mileage forms the only roads by which farmers can reach paved routes, giving access to markets and cities. Most of these roads are dirt, almost impossible in bad weather. For several years there has been increasing pressure on legislators, as well as on the Division of Highways, to improve these roads for the benefit of the rural population of the state. Much consideration has been given to this subject from time to time, but, until the Bond Issue routes neared completion, little could be done about the situation.

Now it is planned to set up a comprehensive system with a balanced program, covering all parts of the state and extending over a period of years which, when completed, will afford material traffic relief throughout the agricultural sections of the state.

The new program, as proposed by the Division of Highways, is contained in a series of bills recently introduced in the Legislature.

They provide for a Federal Secondary Road System (entirely separate from State Bond Issue, State Aid and Federal Aid roads) consisting of farm-to-market, mine-to-market and rural free delivery roads, public school bus routes, other rural roads of community value which connect with important roads or which lead to rail or water shipping points or local settlements, and roads which connect with important roads or which lead to rail or water shipping points or local settlements, and roads through municipalities when such roads are necessary for continuity of service. When and as these secondary roads are improved, their upkeep is to be turned over to the county in which they are located. Provision is made for counties to use a portion of their allotment of the gasoline tax to meet this maintenance charge, while the State may use both the Road Fund (registration fee revenue) and a portion of its share of the gasoline tax for the construction of these roads.

The type of improvement to be put into the roads comprising this Federal Secondary System is yet to be announced by the State Highway officials.

This Federal Secondary road system is made possible by a new Federal law which sets up a new type of Federal Aid on state highways. Under this law, to be administered through the U. S. Bureau of Public Roads, the Government has appropriated \$25,000,000, to be allocated to those states which enact Federal Secondary System legislation and make appropriations to match the Federal allotment. Illinois' allotment is slightly over \$71,000,000, an amount that this state must match if it is to get the benefit of this Federal help. The total Illinois would have each year for developing this Secondary System would, therefore, be slightly over \$2,000,000.

With these meager funds, it will require many years to complete the proposed 10,000 miles of rural roads. The start is modest and progress will be slow, but it is a beginning toward a long-needed improvement. Later on, when other state road-building funds are released through completion of pre-existing systems, PRESS-5

and present diversion of the gasoline tax has ended, additional revenue may be available to press this rural work to a quicker conclusion.

The 10,000 miles of rural roads to be included in this Secondary System is based on a provision in the Federal law requiring a system of approximately 10 per cent of the gross road mileage in the state. The

entire road program must be fully worked out and the necessary enabling legislation enacted before any money can be obtained from the government.

Seek \$30,000,000 For Educational Work In Illinois Schools

Illinois is able to establish a state school fund of \$30,000,000, the amount now sought by the State School Board association, the American Legion, Parent and Teachers association, Illinois State Federation of Labor, and the Illinois Education association, says the April Illinois Teacher, going today to the 43,000 members of the Illinois Education association.

As an evidence of the lack of effort to support schools by the Illinois state government, the "Teacher" points out that Illinois ranks 45th in percent of income for education, 38th in effort to support education, 40th in percent of income devoted to state-local taxes, 36th in average pupil grant from state treasury to schools, 48th in percent of wealth going for state and local taxes, 33rd in percent of farm value going for state and local taxes and 37th in percent of state and local revenues going for education.

As evidence of high economic ability, it is pointed out that Illinois

ranks 19th in average per capita bank deposits, 7th in percent of homes owning radios, 4th in per capita amount spent on amusements, 9th in per capita amount spent on shows—theatres, 4th in per capita amount spent on beauty parlors, 9th in average net income per return for federal income tax, 11th in average wages paid in manufacturing, 7th in average per capita income, and 8th in general ability to support children.

The state fund for public schools is now \$13,057,000, or an average of \$11.19 per pupil in average daily attendance. The corresponding average for all states is \$26.122.

Scouts To Edit Jamboree Daily

Many Boy Scouts aspiring to be newspaper reporters, editors, cartoonists or news photographers in the future will have real experiences this summer when they publish a daily morning newspaper, the "Jamboree Journal," for their National Jamboree here from June 30 to July 9.

Plans have been announced for the publication of a sixteen-page illustrated tabloid newspaper with a circulation estimated at 50,000 copies: It will be edited and illustrated by Boy Scouts and their leaders who are members of the Boy Scout

Press Clubs and printed on the presses of one of the daily Washington newspapers. All have had some experience in journalism either through the publication of Scout newspapers or working for scholastic publications or community newspapers.

While the Jamboree opens June 30 there will be hundreds of troops at the 350-acre camp a day or two before then. The "Jamboree Journal" will make its first appearance on the morning of June 29. That and ten subsequent issues will be a permanent record for the 25,000 Boy Scouts coming from every state and from twenty-four foreign lands.

Before sunrise a circulation staff of older Scouts will speed the editions to the twenty sectional camps each housing 1,200 Scouts and

leaders. This group will also see to it that each morning thousands of copies are mailed to subscribers and placed on sale in local hotels as thousands of visitors are expected to see the largest Scout activity ever held in the western hemisphere.

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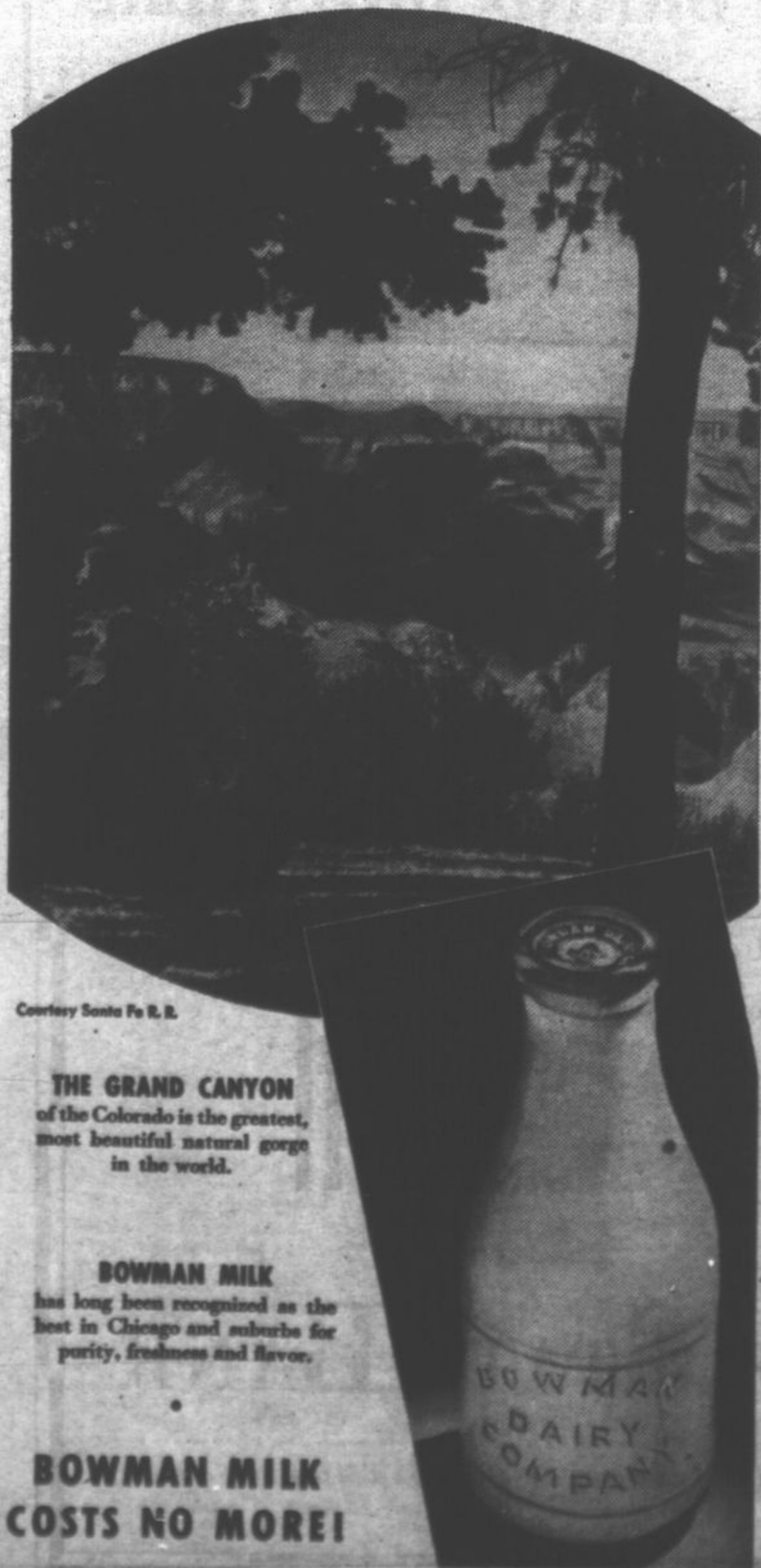
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