

BARRINGTON REVIEW

VOLUME 22, NUMBER 42

BOARD OF SUPERVISORS FOR ROAD BOND ISSUE

**Estimate Issue of \$500,000 to
Build Permanent Highways**

Verdict Will Go, K. More

The Lake county board of supervisors has voted a resolution to build a bond issue of \$500,000 to build permanent highways. It is the most progressive step taken by the supervisors of the county in many years, and when people are asked if they are in favor of the bonds they will not be a man or woman or child that will not agree with this statement.

For many years the supervisors have been struggling over the road problems, and the people have been growing under the burden of heavy taxation in order to keep the roads temporarily repaired and to keep them passable. During the last ten years several million dollars have been spent on the roads of the county. Today there is not \$3 million in the county treasury, and the money used on the highways of the county is gone.

Many roads a great portion of which are dirt, gravel or macadam, are now passable, and at best we will have only a fair dirt, gravel or macadam road.

Under the change the policy will be to keep the roads passable by year, and with the constant increase of traffic the bonds will grow either in an increased cost of maintenance or higher cost of bonds. There is no way to get out of this arrangement if the bonds will come under the present system.

Bring about a change will be necessary, and the people will have to persist and vote the bonds. As soon as this is done we can begin to look forward to better road conditions and a reduction in the cost of maintaining the roads. And by the time the state bond issue road are built, in addition to the county bond issue, and state refund bonds, there will be a permanent system of permanent highways through the county, and when the difference that have been added and deducted in state and county bonds are taken out, we shall be able to boast of a permanent system of roads reduced to none, with the cost of maintenance reduced to none, and the cost of bonds the most antiquated will be forced to peer the window of the bonding movement.

Some fear that bonding is a measure of taxation and are objecting to the measure. The history of bonding is just the opposite, and more than that it is a means of more accurate distribution of the bonds, and the measure of the money by which permanent work instead of temporary work is done. We bond for our communities, whether it is for a school, a bridge, or the spic-and-span schools we have today.

The supervisors have got Tuesday, October 30th, as the day for the people of the Lake County to decide whether the county should have permanent roads in living in the past. It is the day when the people are to decide whether they will continue to have temporary roads, or whether they will have permanent roads only to be done over the next year, whether the county is to receive federal and state allotments of \$250,000 which will be used to build permanent roads, or whether we are to build many additional miles of permanent road at a cost of but \$600,000 and interest, and have the roads built overnight for BUILDED FOR THE FUTURE AS WELL AS THE PRESENT.

Bonding for good roads is by no means a new system. In practically every state in the Union, the people are considering the same problem. Many states throughout this country are already in the permanent road era, and are ENJOYING the roads. Others will pave early next year. Some few are still content to wade through the mud in the spring, and to travel on the snow in the summer, but they are beginning to realize that they must act or pay the price. There are few counties, however, with the exception of the county, that are not getting ready to have some portion of their highways in addition to those included in the state and federal systems.

In this case, however, there has been concluded a deal. We want to keep this place and we believe that on the thirty-first of October every county in the state will be congratulating us for having the best roads in the state.

The county bond issue provides for mileage not included in the state road issue system, which can now be built to greater advantages than any other time.

No one can stand in the way of such improvements, economy, progress and development and still act in their interest.

MORE FINE STALLIONS PURCHASED
Crawford Farm Becomes Active
For Fall and Winter Shows
Blooded Canines Will Be Featured
During Some Winter Meets

Five people in this community realize the class of animals needed at Vickery, Kenosha, three miles north of Barrington. There are nowdays not only champion dogs, the champion horses, the champion pigeons which are sources of beauty and rarity.

The dogs are somewhat appreciated.

It is well known, but the class of the horses is not so well known. The horses on the completion of the new barn, or shipped from the Sodus, New York, stock farm, Atlanta, Georgia, and the horses will not be brought to the attention of the people.

Big and powerful Belgian stallions, drivers of heavy teams, are being called for the winter shows given many a human. These drivers add their fair-bred horses to the stock in many a stallion.

All the dogs and horses are being brought for entrance at fall and winter shows.

It is the opinion of the people upon the rates, "If valuers only appraised in," order that caravans be built will be more than the difference in the rates, as the valuers are really

weighed and politely given information by experts. Walter Heinen, manager of the Crawford Farm, has authority on dogs in many countries, is in Winnipeg, Canada, this week, where he is judge at a dog show. On

the way back to Barrington, he will meet Boston, where Mr. Heinen will need to be present at the Littlefield's

Macpherson club, famous horses of

High School, and the Littlefield's

Macpherson club, and will be at Barrington on June 16th.

The horses number sixteen at present, fourteen head from the Lafayette

Crawford Farm, Indiana, and twenty

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Vote Yes

For County Good Roads Bonds Issue

at the election

Tuesday, Oct. 30, '17

¶ Failure to **Vote Yes** means the forfeiture of Federal and State appropriations of \$325,000.

¶ Failure to **Vote Yes** will militate against the early improvement of Belvidere road.

¶ Failure to **Vote Yes** means a delay of years in the improvement of Lake County highways and precludes any opportunity to build that portion known as Rand road through Ela and Wauconda and a delay of years on Fox Lake road through the townships of Warren, Lake Villa and Grant.

¶ Failure to **Vote Yes** means continued taxation greater than the cost of the County bond issue.

¶ Failure to **Vote Yes** will deny the government as represented at Fort Sheridan and Great Lakes the protection which they have requested of Lake County in the matter of improved highways and which in the minds of all, they should have.

¶ Failure to **Vote Yes** is a vote against the best interests of all—the farm, rural community, town, city, state and nation.

¶ Failure to **Vote Yes** will please the real Road Hogs who prefer to wallow in the mud at a greater cost than the method provided by the bond issue.

¶ The opposition is against the improvement of Belvidere road within any reasonable time and would prevent Ela, Wauconda, Warren, Lake Villa and Grant from securing any permanent road improvement for years and maybe for all time.

¶ Men and women of Lake county, **Vote Yes**, and you vote for economy, progress and the development of Lake county.

¶ If you vote no you vote against all the above improvements, forfeit \$325,000 and approximately 60 miles of improved highways made possible under the proposed Lake county bond system. The opposition has not offered you anything constructive in its stead. They would have you continue to spend hundreds of thousands of dollars in maintaining chuck holes in the same roads year in and year out.

THEREFORE

Vote Yes

For Nation, State and County

Lake County Good Roads Central Committee