

FOUR miles out from the county seat, we come to our first project. What was once merely a cow-path, or pair of wagon tracks, is now a broad, well graded, well drained, graveled highway. Clarence Stubbs and his gang toiled many days on this road. Around the corner, on the same road, Albert Polston's trucks are putting the last of the gravel on the road; and on the sides, where less than three months ago were water-washed gullies, are now neat, trim, drainage ditches, with concrete "headers" every hundred feet to prevent erosion. Ed Cisco, road commissioner, did that job.

Farther along, just before reaching the concrete highway again, we pass through a two-way underpass, under a railroad that Clarence's men have changed from a one-way bottle neck pass.

On around to the gravel pit, where Albert's men are loading the trucks by hand, from "stock piles"; huge piles of gravel purchased through a \$60,000 bond issue, voted by the people of Clintonia township, and being supplied by them as a "Sponsor's Contribution" for this project.

This gravel, after being hoisted out of the pit by a dragline, is run through a crusher, which explains partly why these are among the best roads in Dewitt county.

From there we go into Kenney, a beautiful little town that is being provided with a street-surfacing project, to provide a durable all-weather "Main Street" pavement through the village, and connecting with "State Aid"

roads on each side of the town. The gravel base is in place, and as soon as it becomes "travel packed," a black top of paving material will be placed to make the improvement permanent. Downtown, new concrete sidewalks in the business section replace old worn-out rough remains of what once upon a time was the walkway of the business life of the town.

NOW over state aid highways through Waynesville, thence about five miles northwest to where Henry Fisher and his Waynesville township gang are grading and graveled roads by hand, constructing drainage ditches, and putting the roads in condition.

From there to Finger's pit, where two townships are getting their gravel from stock piles to place on their respective roads. This pit is in the edge of the county to the north, but is the nearest available pit for road gravel.

And on to "Vanhorn's Pit," where from more stock piles Wilson township men are loading trucks to gravel their roads. They never even paused while their picture was being snapped.

At Heyworth we zoomed straight east

WPA in Dewitt County

"There are at present 350 men employed on WPA projects in Dewitt county.

"There was originally set up on project proposals in this county \$474,506, of which there has been expended 1, \$212,815. Of this amount the majority has been expended for "farm-to-market" roads for various townships throughout the county. The WPA has been responsible for the building of more than 50 miles of gravel roads and has improved approximately 8½ miles of "farm-to-market" roads. The average cost is \$1,150 per mile."

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