

over a concrete highway for about ten miles, turned south into Dewitt county again, and shortly came to where Wilson township was placing its gravel in a "windrow" along one side of the road, to be bladed across a few inches at a time, and become "travel packed" by use.

A FEW miles west, and we were into Wapella township again, and shortly came to where Charley Holland and "Gang 3" were cleaning out drainage ditches, and throwing the dirt up onto the shoulders, and hand-grading them in preparation for a re-graveling of the road.

Six miles east of Clinton, we found Cash Broadwell and his Nixon township gang loading gravel into a truck from a "creek-side" bank. Is hand loading slow? For the last two months these five men (six in the short afternoons) have been keeping the tires on five trucks hot getting gravel onto Nixon township roads. Even the foremen and truckers helped load these trucks.

Now over a "State Aid" road to "Darby's" pit, where thirty trucks could line up side by side and be loaded at the same time, if necessary.

Around on the other side of the bank, Joe Dawson's men have opened a new pit, and are loading trucks with finer gravel to put the village of Dewitt streets in good condition. Joe was one of the originators of the "windrow" style of road graveling, and he and his gang may well be proud of their "streets" when the job is finished.

FARMER City has just finished its water main project, and now the men are grading and graveling streets that are in need of it. The water pressure had become so low that something had to be done about it, but now, thanks to WPA, the joints have all been recaulked, a tremendous amount of waste has been eliminated, and the "pressure" is back to normal.

Santa Anna Township Project No. 1196 is our next objective, and in five minutes more we are there, where Tom Wence and Dick Fuller are directing the work. This job is a "double." Men are loading trucks with "fill" from underneath and to each side of a Salt Creek bridge, thereby providing a wider channel for high water, the material is trucked up onto the grade, raising it several feet, to keep the road above high water.

When the grade is finished, then it will be graveled and put in first class condition.

Deland, Illinois, ten miles south of Farmer City, and in Piatt county, is visited next, and there, Project No. 1708, a sewer job, is almost finished, and awaiting more tile, the gang, Fred Leistman, foreman, Lynn Williams, timekeeper, are hauling clay, and filling in an unsightly hole left in the business district by a disastrous fire. The filled-in lot will be used as a public parking place, when completed.

Cisco is our next and last stop. Harry Lyons and his men have built hundreds of feet of new sidewalks in both the business and residential sections of Cisco, graded streets and parkings and made a marked improvement in the appearance of the town. A new project, an addition to the high school, is scheduled for approval in this new year's WPA work program. And maybe a town hall.

This tour of the projects in Dewitt county has revealed some of the more obvious benefits of the WPA program. The less obvious benefits—restored self-respect, pride in ability to work, the proud air of economic sufficiency are equally as important.

And the improvements are permanent.