A century ago, agriculture defined Boone County. That season has arrived again. That season is the second harvest when soybeans and corn are on the mind of farmers who ply their trade across Boone County. So much is reliant on a bountiful harvest with the economic benefits spreading over towns and villages and into Belvidere. However, in this harvest season of 2016, the need for the bountiful harvest is a bit less critical than was the case 50 years ago and certainly more so than a century ago.

Lo those many years ago agriculture held a more prominent spot in the Boone County economy than to provide a luscious panorama to seduce immigrants from Morton Grove to move their family. No, agriculture 50 years ago was a viable and a reliable economic engine that provided strength and sustenance to the Boone County economy. Local banks were reliant on the farmers to pay their debts when the harvest was finished. Dairies that once populated the countryside prospered as cows were fed and milk was obtained and various other products were consumed by those who lived in the towns.

A century ago, agriculture defined Boone County. A century ago there was little else than agriculture to move the economy of the county. Arguably, many other businesses in Belvidere and the county were present and prospered solely because of the success and prosperity of the farmers in the county. In those days there were many more farmers than is the case today.

Individual family farms dotted the terrain from the upper reaches of Manchester Township to the boundary with DeKalb County at Flora Township. In between farms speckled the landscape with 60-acre tracts, 80-acre farms and some that spanned above 100-acres. But, as the decades lapsed and the culture passed through change, just as elsewhere in the economy where consolidation occurred, so did consolidation also occur in agriculture. Smalls tracts became larger parcels and 60-acres that had provided a reasonable living were expanded to 120-acres and more that was needed for the farm family to emerge into the mythical middle-class.

The photograph shown here had a local farmer harvesting corn perhaps sometime in early November. Corn was harvested more than 60-years ago by running a machine through the fields that would remove the ear from the stalk and then elevate the ear into a wagon. Ear corn was most often stored on farms where there would be found a corncrib. Those buildings today are depreciable assets that tax accountants worry about more than anybody else.

In years past not all farmers held corn in a corncrib though many did. Those farmers who had a livestock enterprise along with the grain they raised would often use the corn for their livestock. However as the years lapsed, fewer farmers needed the corn to feed their cattle, hogs and sheep and that change led to the demise of corncribs. Those who would use the corn for feed would hire a corn-sheller to the farm to shell the corn from the cob so the kernels would be better used to fatten the cattle and hogs. Those who did not need the corn for feed would also shell the corn from the cob and store the corn to sell on the open market.

As the farmer shown here would harvest corn for that day, by the evening he might decide to go into town, or if the photograph was shot on a Saturday, by that night the farmer and his family would head to Belvidere. Dinner out might have been a meal at the Elks Club or the Moose Hall or maybe at the old Huddle Restaurant. As was often the case, a neighbor might also dine out with his family. One farmer would meet another or maybe two and soon the conversation might circulate around their expected crop yield.

Now that was where the conversation would get interesting. There is an old axiom about stories being told by fishermen when they are asked about their catch for the day. These stories can often stretch ones believability. The first fish and the last fish all get a little longer as the day matures. Such is often the case with farmers when speaking of their anticipated corn yield. With each passing day, one wagon becomes a wagon and a half and then by the fourth day, it was two wagons and the yield had merely grown in scope.

There are fish tales but there are also corn tales that are often told in rural areas across the nation. The conversations and stories vary little from the flatland fields of Kansas and Nebraska to the rich black soil that is found in Illinois, Indiana and Iowa. Farmers around Bloomington will spin a similar tall tale of their crops as what could be heard by those at a diner on US Route 41 north of Evansville, Indiana. The fun is in the telling of the tale and witnessing the facial expression of the listeners. However, those who are experienced in the trade understand the game that is being played. These rites are all in good nature and the participants know when their leg is being pulled, to site an old cliché.

The autumn harvest, though, is serious business as the wealth and the opportunity of the family for the following year has always relied on the harvest. Those who rely on a regular paycheck and live in town to purchase what is produced off the land do not have the same basis to understand how important the months of October, November are to local farmers. The year comes down to hard work exerted during the autumn and without success and a big crop, the family larder will be shallower come February or March.

The Journal wants to recognize and thank the Boone County Historical Society for allowing use of this photograph.

Calculating the Yield
By James Middleton

Charting The Road Ahead
By James Middleton

There are times when more questions rest on the mind than there are answers. Such is the case in Boone County government as County representatives continue their trek to create a new budget for Fiscal Year 2017. The County Board finance committee met last week to hear more budget requests from more departments and more entities that rely on county government support.

Bob Ryder the supervisor of the Veterans Assistance Commission of Boone County (VAC) presented his budget and financial request to the committee. Mr. Ryder reported...
To the Electors of the State of Illinois:

The Illinois Constitution establishes a structure for government and laws. There are three ways to initiate change to the Illinois Constitution: (1) a constitutional convention may propose changes to any part; (2) the General Assembly may propose changes to any part; or (3) a petition initiative may propose amendments limited to structural and procedural subjects contained in the Legislative Article. The people of Illinois must approve any changes to the Constitution before they become effective. The purpose of this document is to inform you of proposed changes to the Illinois Constitution and provide you with a brief explanation and a summary of the arguments in favor of and in opposition to the proposed amendment.

Proposed changes in the existing constitutional amendment are indicated by underscoring all new matter and by crossing with a line all matter which is to be deleted.

PROPOSED AMENDMENT TO ADD SECTION 11 TO ARTICLE IX OF THE ILLINOIS CONSTITUTION

ARTICLE IX – REVENUE

SECTION II. TRANSPORTATION FUNDS

(a) No moneys, including bond proceeds, derived from taxes, fees, excises, or license taxes relating to registration, title, or operation or use of vehicles, or related to the use of highways, roads, streets, bridges, mass transit, interstate passenger rail, ports, airports, or to fuels used for propelling vehicles, or derived from taxes, fees, excises, or license taxes relating to any other transportation infrastructure or transportation operation, shall be expended for purposes other than as provided in subsections (b) and (c).

(b) Transportation funds may be expended for the following: the costs of administering laws related to vehicles and transportation, including statutory refunds and adjustments provided in these laws, payment of obligations such as bonds, costs of construction, reconstruction, maintenance, repair, and betterment of highways, roads, streets, bridges, mass transit, interstate passenger rail, ports, airports, or other forms of transportation; and other statutory highway purposes. Transportation funds may also be expended for the State or local share of highway funds to match federal aid highway funds, and expenses of grade separation of highways and railroad crossings, including protection of at-grade highways and railroad crossings, and, with respect to local governments, other transportation purposes as authorized by law.

(c) The costs of administering laws related to vehicles and transportation shall be limited to direct program expenses related to the following: the enforcement of traffic, railroad, and motor carrier laws, the safety of highways, roads, streets, bridges, mass transit, interstate passenger rail, ports, or airports; and the construction, reconstruction, improvement, repair, maintenance, operation, and administration of highways, under any section of law or any purpose related or incident to, including grade separation of highways and railroad crossings. The limitations in the costs of administering laws related to vehicles and transportation under this subsection (c) shall also include direct program expenses related to workers’ compensation claims for death or injury of employees of the State’s transportation agency; the acquisition of land and the erection of buildings for highway purposes, including the acquisition of highway rights-of-way for use in the investigation to determine the reasonable anticipated future highway needs; and the making of surveys, plans, specifications, and estimates for the construction and maintenance of right-of-ways and highways under this subsection (c) for the purpose of providing access to military and naval reservations, defense-industries, defense-industry sites, and sources of raw materials, including the replacement of existing highways and highway connections that shift from general use or military and naval reservations, defense-industries, defense-industry sites, or the purchase of rights-of-way.

(d) None of the revenues described in subsection (a) of this Section shall, by transfer, offset, or otherwise, be diverted to any purpose other than those described in subsections (b) and (c) of this Section.

(e) If the General Assembly appropriates funds for a mode of transportation not described in this Section, the General Assembly must provide for a dedicated source of funding.

(f) Federal funds may be spent for any purpose authorized by federal law.

EXPLANATION

The proposed amendment adds a new Section to the Revenue Article of the Illinois Constitution that provides revenue generated from transportation related taxes and fees (referred to as “transportation funds”) shall be used exclusively for transportation related purposes. Transportation related taxes and fees include motor fuel taxes, vehicle registration fees, and other taxes and user fees dedicated to public highways, roads, streets, bridges, mass transit (buses and rail), ports, or airports.

Under the proposed amendment, transportation funds may be used by the State or local governments only for the following purposes: (1) costs related to administering transportation and vehicle laws, including public safety purposes and the payment of obligations such as bonds; (2) the State or local share necessary to secure federal funds or for local government transportation purposes as authorized by law; (3) the construction, reconstruction, improvement, repair, maintenance, and operation of highways, mass transit, and railroad crossings; (4) expenses related to workers’ compensation claims for death or injury of transportation agency employees; and (5) to purchase land for building highways or bridges for use for highway purposes.

This new Section is a limitation on the power of the General Assembly or a unit of local government to use, divert, or transfer transportation funds for a purpose other than transportation. It does not, and is not intended to, impact or change the way in which the State and local governments use sales taxes, including the sales and excise tax on motor fuel, or alter home rule powers granted under this Constitution. It does not seek to change the way in which the State funds programs administered by the Illinois State Secretary of State’s Department of Transportation, and operations by the Illinois State Police directly dedicated to the safety of roads, or entities or programs funded by units of local government. Further, the Section does not impact the expenditure of federal funds, which may be spent for any purpose authorized by federal law.

FORM OF BALLOT

Proposed Amendment to the 1970 Illinois Constitution

Explanation of Amendment

The proposed amendment adds a new Section to the Revenue Article of the Illinois Constitution. The proposed amendment provides that no moneys derived from taxes, fees, excises, or license taxes, relating to registration, title, operation, or use of vehicles or public highways, roads, streets, bridges, mass transit, interstate passenger rail, ports, or airports, or motor fuels, including bond proceeds, shall be expended for other than costs of administrating laws related to vehicles and transportation, costs for construction, reconstruction, maintenance, repair, and betterment of public highways, roads, streets, bridges, mass transit, interstate passenger rail, ports, airports, or other forms of transportation; and other statutory highway purposes, including the State’s or local share to match federal transportation funds. You are asked to vote to decide whether the proposed amendment should be added to the Illinois Constitution.
Jessica Muellner

Patching a Budget Pothole

Everyone must confront moments when hard decisions must be made. Many confront those moments when faced with the choice of when to buy or when to sell. Other moments arise when decisions of the future of a family or one’s employment occupies dinner discussion.

National governments reach similar moments when allies express need for aid or comfort from an attacker. If economic strife threatens the fiber of the nation, decisions must be made to staunch the hemorrhaging of financial asset or suffer deeper consequences.

Many municipal governments are today trying to navigate dire economic straits. Often those conditions arose after previous governments had sought to provide more services for the populace than what can be afforded today. It is those expanded services that have become a far larger burden than what was originally imagined. The acts of men can often result in unintended consequences that must still be managed. Such is the case now in Boone County government.

A drama is being played out today even few taxpayers have the interest to attend. The drama has County representatives striving to calculate how to provide even a modicum of the county services that many believe are mandated. Often state and federal governments mandate compliance with measures and readily able to burden unfunded mandates on municipal governments.

There are many reasons why any entity falls into hard economic times. The facts that led to the problem define how the predicament evolved and how redemption may be realized. But, unless the decision makers in government focus on the causes and seek to find operable answers, the path will continue to proceed similar to how water spirals around the drain pipe when the plug is removed.

Boone County representatives strive with sharpened blades to shear the remaining shards of meat from what were barren bones of revenue last year. The revenue stream is less fluid than last year. The many tales of tales of depleted revenues are legion in Boone County. One entity vested with the authority and with abundant public funding to expand the commercial economic base of the county have failed to perform and still they have the audacity to beg for more. County representatives have also failed to evaluate the depleted economic condition with accuracy and in response offer contrite winks of an eye.

When the national economic recession lapped the shores of Boone County, three automobile dealerships were forced to close their doors. Sales tax revenue still does not match the levels in 2006 and 2007. For a time, the State of Illinois was in such a depleted fiscal condition they denied the county mandated compensation for the state’s attorney, public defender and probation officer salaries along with motor fuel tax. Those terms of those depleted revenues were agreed to and those lost salaries. The state has yet to make up for those losses and, given the current blend of career politician’s with sweetheart districts, nothing will change.

Last week in a special meeting of the Boone County Board finance committee, estimates of revenue and expenditures predicted in Fiscal Year 2017 could mean that the county will show a better than $2.3 million deficit. That deficit could arise in a budget estimating revenue at more than $14.8 million and expenditures raising to more than $17.1 million. That potential deficit amounts to a stunning percentage of revenue.

Most people, when confronted with an emergency, want to point a finger at one source and to condemn that source to perdition for causing their pain. However, here, County representatives are bereft of enough fingers to point at all of the causes. Some of those causes are due to their own decisions and short-sightedness. One such decision that will earn this newspaper vocal condemnation was the absurd choice made by voters to erect a Taj Mahal Puppy Palace to house, on average, about five dogs each month. The cost to the county is self-insured and responsible for county employee healthcare costs. Family members can today remain on insurance policies until age 26 with the ability to birth an untold number of children with another untold number of physical maladies and the burden on the county is massive. Yet, the federal government seems pleased to continue in perpetuity to provide insurance policies until age 26 with the ability to birth an untold number of children with another untold number of physical maladies.

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Boone County is traversing an arid desert of diminishing revenue and escalating healthcare costs. Family members can today remain on insurance policies until age 26 with the ability to birth an untold number of children with another untold number of physical maladies and the burden on the county is massive. Yet, the federal government seems pleased to continue in perpetuity to provide insurance policies until age 26 with the ability to birth an untold number of children with another untold number of physical maladies.

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I would like to take this opportunity to thank the Belvidere Township Board members for appointing me Belvidere Township Supervisor, after the tragic and unexpected passing of my friend, Patrick Murphy.

Pat will be sorely missed, but I hope, with the help of the wonderful staff, board members and friends, I will be able to continue all the programs and operations of the Township for the remainder of the term. After speaking with family, friends and members of the community, I have decided to run for a full term as Belvidere Township Supervisor in the Spring.

I hope for your continued support and wish you, everyone, for their kind words. Respectfully,

Bill Robertson

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WILLIAM’S PLATFORM IS:
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• BUDGETARY SPENDING CONTROL OF “YOUR” TAX DOLLARS
• PRESERVE THE AGRICULTURAL COMMUNITY
• PUBLIC SAFETY

Paid for by Citizens for William Randall III
that the VAC anticipates funding from their county levy to total at or near $273,800 with identical expenses.

or more from local donations. Revenue in 2017 is expected to total at or near $258,800. They also expect to raise $15,000 from the VAC’s anticipated funding from their county levy to advance construction of the animal control shelter project now underway.

The committee chairman, Mr. Johnson introduced the question, “We have a change order and it is a concrete issue at the building due to the EPA (Environmental Protection Agency) and weather conditions and concrete that has not dried sufficiently.” He explained that the floor is specified to have an epoxy substance applied to the surface. But, with the amount of moisture still held within the concrete that has not dried, the floor cannot be finished, according to the specifications. Mr. Johnson added, “We could put down a tile or ceramic tile” in place of the specified epoxy coating. The concern over this matter is that a change to a surface difference could add from $8,000 to $9,000 in extra costs to the project that is at or near the specified budget with more work needing to be finished.

Considerable debate followed as committee members tried to navigate the question before them to find answers. The answers regarding the potential cost of the change order and the prospect that such a change could occur is expected to be resolved in the County Board roads and capital improvements committee meeting scheduled for Tuesday, October 4.

Some committee members sought an answer regarding how long it would take for the moisture within the concrete to escape. Others wondered if dehumidifiers or fans could improve the evaporation. But, those measures were not seriously considered. There did appear to be satisfaction offered by those at Rockford Structures who are managing the project that installing a tile floor would not be affected by the remaining moisture in the concrete.

Boone County administrator Ken Terrinoni said, “The architect and the general contractor are looking at all options but we need a list of those options in order to decide.” Mr. Terrinoni clarified, “No one is ready to ask for $8,500 to do the job.”

County representative Brad Stark (District 2) also sought to clarify and move to a decision by saying, “In the worst case, this could cost us from $8,000 to $9,000. The building is already out of budget and has been since the start.”

County representative Cathy Ward (District 2) asked if the project was at a standstill with the flooring problem. Mr. Terrinoni replied, “Yes.”

With that the discussion faded into other areas of financial concerns for the current and future budget for the county. The committee member’s resolved that perhaps a decision on the flooring could be reached at the Tuesday roads and capital improvements committee meeting but little could occur until then.

Boone County Council on Aging who operate the Keen-Age Center on the west side of Belvidere. Joe Foreman, the executive director of the Keen-Age Center, told committee members, “We need $212,750 and that is the same amount that the VA anticipates funding from their county levy to obtained the state funding that was in arrears.

Illinois General Assembly this summer, the Keen-Age Center is served in some way,” Mr. Foreman added.

He added that the Center has 17 full-time staff and about 50 total workers. “Everyone who enters the Center is served in some way,” Mr. Foreman added.

As the evening progressed, a more important matter came to the attention of the committee and it was unusual that the matter would arise there. The more appropriate site for the discussion would have been in the roads and capital improvements committee meeting there. However, the question would have been in the roads and capital improvements committee meeting, unusual.

Mr. Foeman added, “We don’t know about the second half of 2017.”

But did Foreman say, “We were $220,000 in deficit but now we are fully paid,” Mr. Foreman said.

particularly difficult as the State of Illinois delayed making their funding payments to the Center. He spoke of the delicate balance that he and his colleagues at the VAC must tread when evaluating veterans aid are helped in other ways. Mr. Ryder answered thataid are helped in other ways. Mr. Ryder answered that

the VAC has a good reputation among local and regional veterans.

Mr. Foreman added, “We don’t know about the second half of 2017.”

However, this stop-gap appropriation ends in 2016 and, Mr. Foreman added, “We don’t know about the second half of 2017.”

Mr. Foreman said.

Mr. Ryder said.

He spoke of the delicate balance that he and his colleagues at the VAC must tread when evaluating veterans who come to them for support. “We have regulations for those who we can and cannot help and we must turn some down and send them elsewhere for help,” Mr. Ryder said.

County representative Karl Johnson (District 2) suggested that those the VAC could not help with financial aid are helped in other ways. Mr. Ryder answered that those the VAC could not help with financial aid are helped in other ways.

1) asked if the VAC had reserve funds. Mr. Ryder said

2) that the VAC could not help with financial aid are helped in other ways. Mr. Ryder answered that

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Sunday, October 9th • 7 AM ‘til 11:30 AM

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More Budgets Debated
By James Maddiston

Bellevide Township has begun the budget season for Boone County government and the financial document for the Fiscal Year 2017 promises to be more difficult to shape than any in previous years. Township Supervisor Pat Limited, the current chairman of the Finance Committee, met with the Board of Trustees to hear the debates and to see the process of finding a balance. The primary question asks if a balance can be found.

Bellevide Township’s Finance Committee and legislative committee took up the circuit and county clerk and judiciary proposed budgets. Each department presented a budget request that was little changed from the current year.

The Boone County circuit clerk Mary Steurer presented her budget request to the Boone County administrator Ken Terronni, said, “We will hear from some tonight who will present their small budgets that results in a lot of output.”

Mr. Jakeway said, “You have to establish what a jury fee would inform potential jurors of when summoned to serve. This is budget season for Boone County government and as a prelude, Boone County administrator, Ken Terronni, presented a budget request that was little changed from the Fiscal Year 2017 promises to be more difficult to shape than any in previous years. Township Supervisor Pat Limited, the current chairman of the Finance Committee, met with the Board of Trustees to hear the debates and to see the process of finding a balance. The primary question asks if a balance can be found.

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IN THE CIRCUIT COURT OF THE SEVENTH JUDICIAL CIRCUIT BOONE COUNTY, ILLINOIS

NOTICE OF SALE PUBLIC NOTICE IS HEREBY GIVEN that pursuant to a Judgment of Foreclosure and Sale and pursuant to the Notice of Sale filed in cause No. 15-10489, Case Number: 15 CH 143 TJSC#: 36-10039 

NOTE: Pursuant to the Fair Debt Collection Practices Act, you are advised that Plaintiff’s attorney is deemed to be a debt collector attempting to collect a debt and any information obtained will be used for that purpose.

Published in The Boone County Journal 9-23-30, 10-7-2016

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The Boone County Journal 9-10, 16-17, 2016

The circuit court of the seventeenth judicial circuit of the state of Illinois, in and for Boone County, Illinois, at the time and place named in the certificate of sale that will entitle the purchaser to a deed to the real estate.

No fee shall be paid by the mortgagee acquiring the residential real estate pursuant to its credit bid at the sale or by any mortgagee, other than a mortgagee within the meaning of 765 ILCS 605/1, to the taxing authority in whose name the real estate is assessed or at which the mortgagee will pay the assessments required by the Tax Code. No fee shall be paid by the mortgagee acquiring the residential real estate pursuant to its credit bid at the sale or by any mortgagee, other than a mortgagee within the meaning of 765 ILCS 605/1, to the taxing authority in whose name the real estate is assessed or at which the mortgagee will pay the assessments required by the Tax Code.

The property will NOT be open for inspection and plaintiff makes no representation as to quality or quantity of title and without recourse to plaintiff in an “AS IS” condition. The sale is free and clear of any encumbrances or burdens on the real estate except as set forth below, the following described real estate:

In the Circuit Court of the Seventeenth Judicial Circuit Bothe County, Illinois PNC Bank, N.A., as Trustee on behalf of McCNARTAGE PLANNING, LLC, ROBERT A. WAGNER, JR., ROBERT ALLEN WAGNER, ANNA WAGNER, ELIZABETH WAGNER, RIVERBEND NORTH, and DAVID R. Geiss, et al. Defendant

IN THE CIRCUIT COURT OF THE 17TH JUDICIAL CIRCUIT COUNTY OF BOONE, ILLINOIS

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