

Tuesday • October 27, 2026
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FREE

Political campaigns were even more vicious in the past

Candidates' manhood, intelligence, and families were fair game

Tom Emery

Are you tired of relentless attack ads in which candidates rip opponents on health care, the economy, the deficit, taxes, terrorism, and family values?

Had it with political commercials that use grainy, slow-motion video with twisted expressions to make opponents look bad enough to scare small children? Sick of millions in special-interest dollars poured into campaigns while infrastructure, schools, and social programs suffer?

Fed up with hearing how the other guy is against children, seniors, teachers, schools, term limits, crime, Medicare, Medicaid, education, and the environment?

Unfortunately, it's not a new phenomenon. It was actually worse in decades past, as elections from years ago were filthy enough to make even today's campaign managers blush.

The media saturation of today was not the issue in the nineteenth century, a time before television and the Internet. In those days, candidates and their supporters used editorials, political cartoons, and pamphlets to pound their opponents into submission. Small-town newspapers were just as dirty as big-city tabloids, ripping candidates for anything and everything.

Even the earliest American Presidential campaigns were rough. In 1800, incumbent John Adams squared off against his Vice-President, Thomas Jefferson, who had the second-highest number of votes in the 1796 campaign. In that era, the runner-up in the Presidential election became Vice-President, a practice that was abolished with the Twelfth Amendment in 1804.

Though the two men were former friends, few Presidential races had such acrimony. Adams supporters claimed if Jefferson were elected, "murder, robbery, rape, adultery and incest will be openly taught and practiced" and voters should pick "God – and a religious President" over "Jefferson...and no God."

In turn, one of Jefferson's top backers published a pamphlet calling Adams "a hideous, hermaphroditical character, which has neither the force and firmness of a man, nor the gentleness or sensibility of a woman."

Jefferson prevailed, and a petulant Adams
continued on page 2



Locally-sourced steaks being prepared for the annual Republican fundraiser held at the Community Building last Thursday evening. The keynote speaker of the evening was Congressman Darin LaHood, whose seat is being challenged on November 3rd by Democrat Paul Nolley. In his address, LaHood touted his support for the Trump administration and, in particular, his support of the Big Beautiful Bill as the biggest tax cut in American history.

Left to Right: Dave Gallano, Scott Taylor, Bob Turner, Dave Morris, Sheriff Scott Yunk (photo by Bruce Jacobsen)



In a parody of the Republican steak fry, Boone County Democrats set up accross the street from the Community Building and served hot dogs. (photo by Bruce Jacobsen)



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Mike Carlyle
For
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Gregory Anderson, 64, Belvidere, October 16
Kay Bullard, 88, Poplar Grove, October 19
Juana Cabrera, 90, Belvedere, October 22
Imelda Estrada Mondragon, 80, Poplar Grove, Oct 20
James "Jim" Graves, 69, Belvidere, October 15
Elizabeth "Liz" Lopez, 65, Belvidere, October 15
Marilyn Mesch, 92, Marengo, October 7
Tina Slezak, 61, Belvidere, October 17



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real journalism for a real democracy

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David Grimm April 1938 - Dec. 2000
Richelle Kingsbury Aug. 1955 - June 2013

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Each week, the Journal seeks to present a variety of voices.
Letters. Every attempt will be made to print all letters received with the exception of those that are libelous or obscene. Letters should be signed and include an ID or phone number, so that we can contact the author prior to publication to verify authenticity.
Guest columns. Community leaders are encouraged to submit guest columns consistent with our editorial guidelines for possible inclusion in the Journal.
Opinions. The opinions expressed in the Journal are those of their authors and do not necessarily reflect the opinions of The Boone County Journal management or ownership.

The past

chose not to attend the inauguration. It would be years before the men would repair their friendship.

Although the nation enjoyed a brief time of political harmony dubbed the "Era of Good Feelings" in the late 1810s and early 1820s, that came to a crashing end with the bitter 1824 Presidential campaign, in which John Quincy Adams edged Andrew Jackson in a controversial ending decided in the House of Representatives. Jackson supporters screamed that a back-room, "corrupt bargain" was cut to get Adams in.

That rancor spilled over into the 1828 campaign, when Adams and Jackson faced off again in what may have been the dirtiest Presidential campaign ever. Adams supporters focused on Jackson's marriage, as he had famously not legally married his wife, Rachel, in 1791. That was because she had not officially divorced her first husband, a legal snafu that Jackson, an attorney, should have verified.

Though the divorce was later finalized and they properly married in 1794, the scandal followed Jackson around, and remained a key issue in 1828. Rachel died weeks after the election, and Jackson blamed opponents for her loss.

While the Adams people hammered away, "Old Hickory" responded in kind, claiming that Adams had provided women for the czar of Russia. Many historians dismiss Jackson's charges while citing the obvious evidence that Jackson had, in fact, lived in bigamy with Rachel.

In some cases, Presidential candidates have become directly involved in the mudslinging. Jackson was known to write to supportive editors, giving them tips on how to combat opposition attacks while giving them material for their own assaults.

Though he is the nation's most beloved President today, Abraham Lincoln was reviled by opponents, who ripped him as a "baboon," among the less-offensive insults. Many anti-Lincoln political cartoons were overtly racist, blasting his stance against slavery and portraying him as a dunce or imbecile, complete with silly hats and clothing resembling a court jester.

It was common of the era, as campaigns and cartoons lambasted candidates with offensive racial depictions and sometimes portrayed them as animals or monsters. The manhood of candidates was often questioned, and cartoonists drew men in dresses to further diminish their masculinity.

Political rallies of the past were equally rough-and-tumble, as drunkenness and fistfights among spectators were common.

An illegitimate child was the center of the 1884 Presidential campaign as Democrat Grover Cleveland, a former New York governor, had a son with a woman with a checkered past from his days back in Buffalo. Though

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the true parentage of the child was uncertain, Cleveland claimed responsibility, believing that he, a bachelor, had less to lose than married friends who had also been with the woman.

Republicans seized on the situation, chanting, "Ma, ma, where's my pa? Gone to the White House, ha, ha, ha!" Cleveland voters fired back at the Republican nominee, former Secretary of State James Blaine, with their own ditty, "Blaine, Blaine, James G. Blaine! Continental liar from the state of Maine!"

Cleveland later met and married Frances Folsom in the White House in 1886, a union that captured the imagination of the nation. The campaign scandal did not hurt his popularity, as Cleveland is one of only two men to win the popular vote in three or more elections (Franklin Delano Roosevelt is the other).

Congressional races in the era were just as bitter as Presidential runs. In southern Illinois in 1866, John A. Logan, a candidate for an at-large House seat, was targeted by the little Chester Picket Guard, which also trashed sitting Republican Gov. Richard Oglesby. Though both Logan and Oglesby were Civil War heroes, the Democratic Picket Guard teed off in style.

That paper hoped to protect the state, burdened by "such a dishonest, radical, lecherous, blasphemous and drunken, dirty, beastly thing as Dick Oglesby" from "that low, vulgar, dirty, and hypocritical Logan. Maggots would sicken on him."

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Stratton, Tracy clash over Trump, affordability in lone U.S. Senate forum

*Democrat vows to check president as
Republican defends his policies, casts
opponent as socialist*

Brenden Moore Capitol News Illinois

Democratic Lt. Gov. Juliana Stratton vowed to serve as a check on President Donald Trump while Republican Don Tracy largely defended the president's positions in their only face-to-face meeting in the race to succeed retiring Democratic U.S. Sen. Dick Durbin.

In the hour-long WTTW forum Tuesday evening, Stratton stuck to the unapologetically progressive message that helped her win the Democratic nomination against more moderate primary opponents earlier this year. And she repeatedly tied Tracy to Trump policies that she said have driven up the cost of living.

Tracy, on the other hand, labeled Stratton as a tax-and-spend liberal and accused her of being a Democratic socialist "even though she won't admit it." He presented himself as a pragmatic conservative and suggested that Stratton was too focused on Trump.

Stratton enters the final two weeks of the campaign as the heavy favorite, with a recent poll showing her ahead by double digits in a state where Republicans haven't won a statewide election since 2014. But Tracy, who has loaned his campaign \$3.5 million and is airing television ads, is betting that his message can resonate with Illinois voters.

A third candidate on the ballot, Whitfield Harrington of the American Center Party, did not meet the station's 15% polling threshold required to participate.

The Trump question

The candidates debated cost of living and affordability, tariffs and trade policy, immigration, health care costs, energy and climate, and how to balance representing the varying needs of the regionally diverse state.

But nearly every issue came back to Trump, the two-term Republican president who Illinois voters have rejected by double-digit margins in three consecutive elections.

Stratton, Gov. JB Pritzker's No. 2 since 2019, echoed the governor's pugnacious playbook for dealing with Trump, labeling the president a "wannabe dictator" and "the biggest threat to national security" while promising to hold him accountable.

"I will be a check on this president," Stratton said.

She also pledged not to confirm any of Trump's nominees.

Midway through the forum, Tracy seemed to tire of Stratton's invocations of Trump, saying he was "starting to wonder if my opponent is running against me or against the president."

"But I have to say, it's nice that you're able

to say the Trump name without using the F word," Tracy told Stratton, a reference to the viral digital ad Stratton's campaign released during the primary earlier this year.

He also argued Stratton would spend her first two years focused solely on impeaching Trump.

Stratton then chided Tracy for saying earlier this year that he'd "welcome" Trump's endorsement. Unlike GOP gubernatorial nominee Darren Bailey, Tracy hasn't been endorsed by Trump. But he told reporters at the Illinois State Fair in August that he "would certainly welcome the endorsement of the president of the United States."

Tracy countered that he would accept an endorsement, though he isn't actively seeking one.

Cost of living

The issue of affordability seeped into nearly every topic discussed.

According to AAA, the average price of unleaded gasoline in Illinois was \$4.65 per gallon as of October 20, nearly 50% higher than this time a year ago. And the Consumer Price Index rose 3.7% year-over-year, according to the Bureau of Labor Statistics.

Stratton blamed Trump for initiating the war in Iran and for enacting tariffs on friends and foes alike. She vowed not to vote for any bills that provide supplemental funding for the war effort and called for an end to tariffs.

"It has caused chaos," Stratton said. "It has caused a trade war with our allies, and that is not the kind of leadership we need. And it's why I'm going to hold this president accountable."

Tracy said the cost of living was "higher than it should be," but suggested that gas price hike was a "temporary spike." He said that he would consider the war and the economic pain it has caused "just" if it prevented Iran from developing a nuclear weapon.

On tariffs, Tracy repeated what he told Capitol News Illinois in July: "The jury's still out."

"I just like the fact that that the president recognizes that we've been subsidizing the world and we've been taken advantage of by the world with unfair trade practices out there, and so he's trying to use, I think, tariffs as a tool, not an objective, to reset world trade policy to make it a more level playing field," Tracy said.

Stratton rebutted that "the jury is not still out," noting the Supreme Court's ruling that Trump cannot unilaterally impose tariffs. She then said "refunds are owed" to Americans for tariffs paid over the past year.

Tracy, however,

broke with Trump's decision to waive new sanctions on Russia that would have imposed significant tariffs intended to stymie the nation's war effort in Ukraine. Calling Russian President Vladimir Putin a "thug," Tracy said he would have voted against it and an associated deal to supply Russian diesel to U.S. markets.

The Illinois Republican said inflation remains "too high" but that he would focus on addressing "root causes" to lower costs, such as reducing government spending. He also said affordability could be addressed by cutting taxes, hitting Stratton for various tax and fee hikes enacted under the Pritzker administration.

To put more money into people's pockets, Stratton reiterated her support for raising the federal minimum wage from \$7.25 to \$25 per hour, a middle-class tax break to be paid for by hiking taxes on income over \$1 million and establishing a Medicare for all healthcare system.

"This is an issue of priorities, and if (Trump) can find all of this money for everything else, and to drag us into an illegal war of choice, then we should be able to make sure that people are not choosing between cutting their medication in half or going to the doctor and being able to put food on the table," Stratton said. "That's a false choice."

Tracy said a hike in the wage floor would be "a death sentence to small businesses," though Stratton pointed out that the Pritzker administration incorporated feedback from the business community that resulted in the incremental hike of the state's minimum wage to \$15 an hour.

The Republican disagreed with Stratton on overhauling the nation's healthcare system. In fact, he believes it's "one of the best systems in the world," albeit "not perfect" and "too expensive."

"We cannot ditch a really good system that provides very good healthcare for 92% in a quest for this perfect healthcare system," Tracy said.

continued on page 4

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from page 3

“We need more market competition.”

Immigration

One of the key stances that helped Stratton solidify progressive support in the primary was her unequivocal call to abolish Immigration and Customs Enforcement, which came following the aggressive enforcement campaign known as Operation Midway Blitz.

She stood by that position Tuesday night, repeating her belief that the federal agency can’t be reformed. She called for comprehensive immigration reform that includes a pathway to citizenship for people living in the U.S. without legal permission, including immigrants who came to America as children, as well as more judges and caseworkers to unclog a process that often takes years.

“What I don’t want to see is the criminalization of our immigrant neighbors,” Stratton said. “I don’t want to see racial profiling of Black and brown people. I don’t want to see people killed by an agency that is paid for with our tax dollars. It is not OK.”

Tracy acknowledged that Midway Blitz was “ugly and chaotic” and that the administration “should have figured out a better way” to enforce immigration law in sanctuary cities like Chicago. But he blamed Illinois’ Democratic leaders and protestors for not cooperating, noting that former President Barack Obama deported more than 3 million immigrants without as much backlash.

“The worst of the worst didn’t have to be picked up in neighborhoods with armies of immigration advocates encouraged on by my opponent to obstruct immigration enforcement,” Tracy said.

Government data and analyses conducted by various news organizations, however, conflicted the “worst of the worst” narrative, showing that the vast majority of people arrested during Midway Blitz did not have a criminal record.

“Donald Trump went after tamale vendors and daycare workers — our neighbors,” Stratton said. “And so I’m always going to stand up and speak out when we are seeing people getting killed in the streets by a federal agency.”

Other topics

Stratton said she opposed Trump’s planned dismantling of the U.S. Department of Education. Tracy said he would “keep an open mind” on the topic but generally believes more education functions should be at the state and local level.

On agriculture, both expressed support for the

return of a five-year farm bill. The last one was enacted in 2018 and the most recent extension expired last month. The bill has traditionally included subsidies for farmers as well as funds for the Supplemental Nutrition Assistance Program. Tracy said Democrats were the reason it hasn’t gotten done, to which Stratton fired back that “Republicans are holding SNAP benefits hostage.”

“I will fight to make sure that we can get back to that bipartisan piece of legislation that will include all of the things that are already in it related to conservation and commodities, but also SNAP benefits,” Stratton said.

Tracy defended the more stringent work requirements for adults to qualify for food assistance, which were included in the One Big Beautiful Bill Act.

“There is dignity in work, and we need to get more able-bodied people into the workforce,” Tracy said. “It is better for them, and it is better for society. Whereas the other side seems to like welfare dependency, whether you need it or not.”

Capitol News Illinois is a nonprofit, nonpartisan news service that distributes state government coverage to hundreds of news outlets statewide. It is funded primarily by the Illinois Press Foundation and the Robert R. McCormick Foundation.

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For State Senator Thirty-Fifth Legislative District

Peter Janko

For Representative In The General Assembly Sixty-Ninth Representative District

Bill Foster

For Representative In Congress Eleventh Congressional District

Paid for by Boone County Democratic Central Committee

Illinois medical debt relief program surpasses \$1B goal in two years

Over \$1.4B in medical debt has been erased for nearly 700K Illinoisans across all counties

Bernarda Malevska Capitol News Illinois

The state has erased over \$1.4 billion in medical debt for almost 700,000 Illinoisans for pennies on the dollar, two years after launching a new relief program.

At its launch, the Illinois Medical Debt Relief Program aimed to eliminate \$1 billion in debt. The state has surpassed that goal by \$400 million, spending less than \$10 million in state dollars to achieve these results. That means that every state dollar invested in the program wiped out over \$100 in debt.

That was possible due to the state's partnership with Undue Medical Debt — a nonprofit that works with local governments and healthcare providers to purchase and eliminate qualifying medical debt owed by low-income residents.

"Medical debt is a leading cause of bankruptcy," Gov. JB Pritzker said in a news conference Thursday in Chicago. "It can ruin credit, limit financial opportunities, and cause years of uncertainty long after they leave the hospital. That is a symptom of a truly broken system."

Illinois residents whose household income is at or below 400% of the federal poverty level, or who have medical debt equal to 5% or more of their household income, are eligible.

Residents do not apply to this program — impacted households receive letters after their debts have been erased.

"Healthcare should be about getting people back on their feet, not just keeping them, well, down with years of financial struggle," Pritzker said.

The statewide initiative was modeled after Cook County's program that launched in 2022. Since then, the Cook County Medical Debt Relief Initiative has eliminated an additional \$1 billion in medical debt, covering 22% of eligible adults.

The American Rescue Plan Act funded the Cook County initiative to support recovery from the COVID-19 pandemic. These funds end this year, Toni Preckwinkle, president of the Cook County Board of Commissioners, said.

"At a time when the Trump administration is stepping back from its federal responsibility to working families, Cook County and the state of Illinois are standing firm in our belief that access to quality healthcare should not depend on your income or your ability to pay," Preckwinkle said.

Recently, President Donald Trump and the federal government have rolled out cuts to Medicaid, a program that provides free or low-cost coverage to people with limited income and resources.

The Illinois Department of Healthcare and Family Services

warned that two policy changes are expected by the beginning of 2027 and may reduce Illinoisans' eligibility: redeterminations every six months for Medicare eligibility instead of every year and a federal work requirement.

For Steph Willding, CEO of Community Health, a center offering free services for low-income, uninsured

and underinsured patients, access to healthcare should never be connected to their ability to pay.

"We know the value of taking away the barrier of cost for our patients, and as federal policy changes continue to threaten healthcare coverage for more and more Illinoisans, this program has never been more important," said Willding at a news conference.

The average debt relieved of the medical debt relief program per resident was over \$1,200, while the highest amount eliminated was over \$900,000.

The program relieved debt for residents in all 102 Illinois counties. In 40 counties, more than 5% of residents received debt relief. In 11 counties with populations over 100,000, the percentage was even higher, with Kankakee County at over 21.5%.

Although Cook County will fund this initiative from its own budget, Preckwinkle said they aren't willing to walk away from the program.

"The next phase of this work will put data from this initiative to use to understand who is being pushed into medical debt and why, and to design policies that address its root causes," Preckwinkle said.

Capitol News Illinois is a nonprofit, nonpartisan news service that distributes state government coverage to hundreds of news outlets statewide. It is funded primarily by the Illinois Press Foundation and the Robert R. McCormick Foundation.



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LEGAL NOTICES

Early Voting Hours

Early Voting for the November 3rd, 2026, General Election will begin on Thursday, September 24th, 2026 and end Monday, November 2nd, 2026. Early Voting for Boone County residents will be conducted at the Boone County Clerk’s Office, 1212 Logan Ave, Suite 103, Belvidere, IL 61008. The office is open Monday through Friday, 8:30AM to 5:00PM, except for holidays. The office will also be open on Saturday, October 31st, 2026 from 9:00AM to 12:00PM.

For more information about Early Voting please contact the Boone County Clerk’s Office at 815-544-3103

Amy E. Ohlsen
Boone County Clerk & Recorder
Published in The Boone County Journal Sept 22 to Oct 27

NOTICE
Docket No: 26-51

In re: Application of Steve Thomas for Approval of the Extension or Alteration to Poplar Grove Airport.

Please take notice that on or about November 5, 2026, the Division of Aeronautics intends to enter an Order pursuant to Section 60 of the Illinois Aeronautics Act (620 ILCS 5/60) approving the application of Steve Thomas for the Extension or Alteration to Poplar Grove Airport. The airport is located near Belvidere, in the South ½ of the Northwest ¼, in the Northeast ¼ of the Southwest ¼ and the Southeast ¼ of the Southwest ¼ of Section 11 also the Southeast ¼ of the Northeast ¼ of Section 2, all in township 44 North, Range 3 East of the Third Principal Meridian in Boone County, Illinois

This airport was originally approved and a Certificate of Approval issued to John A. Strom & Richard Thomas on October 10, 1972 in the name if Belvidere Airport. The airport was renamed to Poplar Grove Airport, still under the ownership of the Steve Thomas and the Village of Poplar Grove in 1996

Said extension or alteration will consist of reorientation of Runway 17/35 to 18/36, and shortening the width of the runway to 60 feet.

Said Order shall provide for the issuance of a Certificate of Approval for a Public-use Airport, after sufficient completion thereof, as proposed by the application to meet all minimum requirements of the Division for the operation of an Airport, and in accordance with a final inspection; and, shall further provided for the nullification of said Order if the Order is not acted upon and a Certificate issued within 18 months from the effective date.

Said Order shall further provide that the Order and Certificate of Approval issued pursuant thereto are not intended to and do not pre-empt, waive, suspend or modify any zoning requirements, building code requirements, or local ordinances adopted by any local governmental bodies having jurisdiction to control and impose land use restrictions.

All affected persons notified herein may, prior to the entry of said Order, file objections to (or comments on) the subject matter of said Order. After the entry of said Order such persons may enter written commends or request a hearing as to the validity or reasonableness of said Order within fifteen (15) days of the service date of the Order to: IDOT-Division of Aeronautics, Bureau of Aviation Safety, 1 Langhorne Bond Drive, Springfield, Illinois 62707-8415

Clayton Stambaugh, Deputy Director
Office of Intermodal Project Implementation, IDOT
DATED: October 14, 2026
TO BE SERVED: October 29, 2026
Published in The Boone County Journal October 27, 2026

IN THE CIRCUIT COURT OF THE 17th JUDICIAL CIRCUIT,
BOONE COUNTY, ILLINOIS
THE DEPARTMENT OF TRANSPORTATION OF THE STATE
OF ILLINOIS, for and on Behalf of the People of the State of
Illinois,Plaintiff,
Parcel # 20513013A, 20513013B, 20513013TE-A, 20513013TE-B
v. Case # 2026ED6
Deer Hills,LLC; Deer Hills Homeowner’s Association;
BMO Harris Bank, N.A. successor to Amcore Bank,
National Association; City of Belvidere, a Municipal
Corporation; Deer Hills Estates, Llc; Deer Hills
Residential, Inc.: Landmark Development , Inc.;
Unknown Owners and Non-Records Claimants, Defendants.
Job # R-92-005-13
PLAINTIFF DEMANDS TRIAL BY JURY

NOTICE OF PUBLICATION

The requisite affidavit for publication having been filed, notice is hereby given to you, Non-Record Claimants and Unknown Owners, defendants in the above entitled suit, that the above named plaintiff has filed its Complaint in said Court in the Law Division thereof, for condemnation pursuant to the eminent domain laws of the State of Illinois, of the lands and premises in the Complaint situated in Boone County, State of Illinois, to wit:

Owner Deer Hills, LLC
Route F.A.P. 517 (US Bus Rte 20)
County Boone County
Job No. R-92-005-13
Parcel No. 20513013
P.I.N. No. 05-20-200-013
Section L-R-1
Station 83+87.72
Station 110+97.78

LAND
20513013A

That part of the Northeast Quarter of Section 20, Township 44 North, Range 3 East of the Third Principal Meridian, Boone County, State of Illinois, with bearings and grid distances

referenced to the Illinois Stat PlaneCoordinate System, East Zone NAD 83 (2011 ADJ), with a combined factor of 0.9999985, described as follows:

Beginning at the Southwest corner of said Northeast Quarter; thence North 00 degrees 48 minuets 04 seconds East, on the west line of said Northeast Quarter, 66.89 feet, to the existing northerly right of way line of US Business Route 20 as described in the Dedication to the People of the State of Illinois recorded October 23, 1957 in Book 2, Page 170, as Document Number 115587 in the Recorder’s Office of Boone County; thence North 89degrees 43 minuets 48 seconds East, on said northerly right of way line, 11.03 feet; thenceNorth 67 degrees 43 minuets 57 seconds East, 107.85 feet; thence North 87 degrees 26 minuets 20 seconds East, 125.10 feet; thence North 89 degrees 43 minuets 46 seconds East, 125.00 feet; thence South 86 degrees 11 minuets 06 seconds East, 350.98 feet; thence North 89 degrees 43 minuets 46 seconds East, 150.00 feet; thence North 51 North 89 degrees 43 minuets 46 seconds East, 150.00 feet; thence North 51 degrees 04 minuets 11 seconds East, 32.02 feet; thence North 89 degrees 43 minuets 46 seconds East, 50.00 feet; thence South 59 degrees 18 minuets 24 seconds East, 29.15 feet; thence South 87 degrees 23 minuets 29 seconds East, 200.25 feet; thence North 89 degrees 43 minuets 46 seconds East, 300.00 feet; thence North 85 degrees 34 minuets 11 seconds Eats, 275.73 feet; thence North 89 degrees 43 minuets 46 seconds East, 176.79 feet to the existing northerly right of way line of US Business Route 20 as described the Warranty Deed recorded May 9, 1994, as Document Number 94-3815 in said Recorder’s Office; thence South 00 degrees 16 minuets 12 seconds East, on said existing right of way line and its southerly extension, 99.31 feet to the south line of said NortheastQuarter; thence South 89 degrees 38 minuets 27 seconds West on said south line, 1,914.07 feet to the Point of Beginning, containing 4.0933 acres, more or less, of which 2.8722 acres, more or less, has been previously used or dedicated for highway purposes (area based on ground distances).

20513013B

That part of the Northeast Quarter of section 20, Township 44 North, Range 3 East of the Third Principal Meridian, Boone County, State of Illinois, with bearings and grid distances referenced to the Illinois State Plane Coordinate System, East Zone NAD 83 (2011 ADJ), with the combined factor of 0.9999985, described as follows:

Commencing at a found mag spike at the southeast corner of said Northeast Quarter of Section 20 per Monument Record recorded May 18, 2010, as Document Number 2010R03363 in the Recorder’s Office of Boone County; thence North 00 degrees 53 minuets 15 seconds East, on the east line of said Northeast Quarter, 302.87 feet to the northeast corner of a tract of land described in the Warranty Deed recorded May 9, 1994 as Document Number 94-3815, and the Point of Beginning.

From said Point of Beginning; thence South 89 degrees 41 minuets 48 seconds West, on the north line of said tract of land, 60.01 feet feet to the northwest corner thereof, being also the existing westerly right of way line of Beaver Valley Road as described in said Warranty Deed; thence South 00 degrees 53 minuets 15 seconds West, on said westerly right of way line of Beaver Valley Road, 140.03 feet to the existing northerly right of way line of US Business Route 20 as described in said Warranty Deed; thence on said existing northerly right of way line, the following (2) courses and distances: 1) South 49 degrees 00 minuets 25 seconds West, 69.14 feet; 2) thence South 89 degrees 43 minuets 48 seconds West, 381.72 feet; thence North 00 degrees 16 minuets 14 seconds West,225.42 feet; thence North 89 degrees 39 minuets 00 seconds East, 464.79 feet to the existing westerly right of way line of Beaver Valley Road as occupied, being 33.00 feet west of a parallel with said east line of the Northeast Quarter of Section 20; thence South 89 degrees 06 minuets 45 seconds east, 33.00 feet to said east line of the NortheastQuarter of Section 20; thence South 00 degrees 53 minuets 15 seconds West, on said east line, 40.27 feet, to the Point of Beginning, containing 2.2862 acres, more or less, of which 0.0308 acre, more or less, has been previously used or dedicated for highway purposes (area based on ground distances).

Said parcels 20513013A & B contain a total of 6.3795 acres, more or less, of which 2.9030 acres, more or less, has been previously used or dedicated for highway purposes (area based on ground distances).

Owner Deer Hills, LLC
Route F.A.P. 517 (US Bus Rte 20)
County Boone County
Job No. R-92-005-13
Parcel No. 20513013TE
P.I.N. No. 05-20-200-013
Section L-R-1
Station 83+88.97
Station 93+25.00

EASEMENT
20513013TE-A

That part of the Northeast Quarter of Section 20, Township 44 North, Range 3 East of the Third Principal Meridian, Boone County, State of Illinois, with bearings and grid distances referenced to the Illinois State Plane Coordinate System, East Zone NAD 83 (2011 ADJ), with a combined factor of 0.9999985, described as follows:

Commencing at the southwest corner of said Northeast Quarter of Section 20; thence North 00 degrees 48 minuets 04 seconds East, on the west line of said Northeast Quarter, 66.89 feet to the existing northerly right of way line of US Business Route 20 as described in the Dedication to the People of the State of Illinois recorded October 23, 1957, in Book 2, page 170, as Document Number 115587 in the Recorder’s Office of Boone County, and the Point of Beginning.

From said Point of Beginning; thence continuing North 00 degrees 48 minuets 04 seconds East, on said west line, 41.10 feet; thence North 14 degrees 59 minuets 04 seconds East, 20.01 feet; thence North 89 degrees 43 minuets 46 seconds East, 30.00 feet; thence South 19 degrees 00 minuets 04 seconds East, 46.71 feet; thence South 67 degrees 43 minuets 57 seconds West, 43.14 feet to said northerly right of way line; thence South 89 degrees 43 minuets 48 seconds West, on said northerly right of way line, 11.03 feet, to the Point of Beginning, containing 0.0539 acre, more or less (area based on ground distances).

20513013TE-B

That part of the Northeast Quarter of Section 20, Township 44 North, Range 3 East of the Third Principal Meridian, Boone County, State of Illinois, with bearings and grid distances referenced to the Illinois State Plane Coordinate System, East Zone NAD 83 (2011 ADJ), with a combined factor of 0.9999985, described as follows:

Commencing at the southwest corner of said Northeast Quarter of Section 20; thence North 89 degrees 38 minuets 27 seconds East, on the south line of said Northeast Quarter, 887.45 feet to a perpendicular line; thence North 00 degrees 21 minuets 33 seconds West, on said perpendicular line, 105.90 feet to the Point of Beginning.

From said Point of Beginning; thence North 00 degrees 16 minuets 14 seconds West, 60.00 feet; thence North 89 degrees 43 minuets 46 seconds East, 50.00 feet; thence South 00 degrees 16 minuets 14 seconds East 60.00 feet; thence South 89 degrees 43 minuets 46 seconds West, 50.00 feet to the Point of Beginning, containing 0.0689 acre, more of less (area based on ground distances).

Said Parcels 20513013TE-A & B contain a total of 0.1228 acre, more or less (area based on ground distances).

PIN:05-20-200-013; that summons was duly noticed out of the said Court against you as provided by law and that said suit is now pending. The aid Complaint is for the ascertaining of the just compensation to be paid to the owner: Deer Hills, LLC; Deer Hills Homeowner’s Association; BMO Harris Bank, N.A., successor to Amcore Bank, National Association; City of Belvidere, a Municipal Corporation; Deer Hills Estates, LLC; Deer Hills Residential, Inc.; Landmark Development, Inc.; Unknown Owners and Non-Record Claimants, Generally, for the fee taking and temporary easement acquisitions to the above described real property sought to be acquired for the purposes of widening a public highway.

Now, therefore, unless you the said above named defendants, unknown owners and non-record claimants file your appearance in the said suit, in the office of the Clerk of the Circuit Court Boone County, Law Division, Boone County Courthouse, Boone, Illinois, on or beforeNovember 27, 2026, an order or default may be entered against you at any time after that day and judgement entered in accordance with the prayer of said Complaint.

Dated: Boone, Illinois
Clerk of the Circuit Court
Kwame Raoul, Attorney General, Vincent D. Minelli,
Special Assistant Attorney General Attorney for Plaintiff.
70 West Madison, Suite 4300, Chicago, IL 60602;
Attorney No.3122437
Published in the Boone County Journal 10/27, 11/03, 11/10

NOTICE ON PUBLIC HEARING FOR
BELVIDERE PARK DISTRICT

FISCAL YEAR 2027 BUDGET & ORDINANCE

THE BELVIDERE PARK DISTRICT will hold a public hearing on the 10th day of November 2026, at 4:45p.m. The hearing will be held at the Historic Baltic Mill, 920 West Lincoln, Belvidere, Illinois. The purpose of the hearing will be to receive public comments on the tentative operating budget and Ordinance No. 26-12-08A Annual Budget and Appropriation Ordinance for FY 2027. Action on the budget and ordinance will be taken on December 8, 2026, at the general board meeting. A copy of the operating budget and Ordinance No. 26-12-08A are available for viewing, beginning October 28, 2026, at the Administrative Office, located at 1006 West Lincoln Avenue, Belvidere, during regular business hours or at belviderepark.org.

Mary Marquardt
Board Secretary
Published in the Boone County Journal, October 27, 2026, edition

IN THE CIRCUIT COURT OF
THE SEVENTEENTH JUDICIAL CIRCUIT

BELVIDERE, BOONE COUNTY, ILLINOIS

FIRST MID BANK & TRUST, NATIONAL ASSOCIATION, Plaintiff,
vs. CASE NO. 26-FC-57
UNKNOWN HEIRS AND DEVISEES OF BETTY J WALLEY,
DECEASED, UNKNOWN CLAIMANTS AND LIENHOLDERS
AGAINST THE ESTATE OF BETTY J WALLEY, DECEASED,
UNKNOWN CLAIMANTS AND LIENHOLDERS AGAINST THE
UNKNOWN HEIRS AND DEVISEES OF BETTY J WALLEY,
DECEASED AND SHERRY ZACK, AS SPECIAL REPRESENTATIVE
OF BETTY J WALLEY, DECEASED, Defendants.
PROPERTY ADDRESS:
702 FREMONT ST
BELVIDERE, IL 61008

NOTICE BY PUBLICATION

NOTICE IS GIVEN YOU, Unknown Heirs and Devisees of Betty J Walley, deceased, Unknown Claimants and Lienholders Against the Estate of Betty J Walley, deceased and Unknown Claimants and Lienholders Against the Unknown Heirs and Devisees of Betty J Walley, deceased, Defendants, this case has been commenced in this Court against you and others, asking for foreclosure of the Mortgage held by the Plaintiff on the property located at 702 Fremont St, Belvidere, IL 61008, more particularly described as:
i. The names of all plaintiffs and the case number are identified above.
ii. The court in which said action was brought is identified above.
iii. The names of the title holders of record are: Heirs and Devisees of Betty J. Walley, deceased
iv.A legal description of the real estate sufficient to identify it with reasonable certainty is as follows:
A part of Lot Two (2) in Block Six (6) in Otis Caswell’s Addition to

Belvidere, as platted and recorded in the Recorder's Office of Boone County, Illinois, in Book S of Deeds, page 356, bounded and described as follows: Commencing at the Northwesterly corner of said Lot Two (2) and running thence South Five (5) rods; thence East Forty-five and Thirty-seven Hundredths (45.37) feet; thence North Five (5) rods; thence West Forty-five and Thirty-seven Hundredths (45.37) feet to the place of beginning; situated in the County of Boone and State of Illinois.

Permanent Index Number: 05-36-133-001

v. A common address or description of the location for the real estate is as follows:

702 Fremont St, Belvidere, IL 61008

vi. An identification of the mortgage sought to be foreclosed is as follows:

Names of the Mortgagors: Gary E Walley, husband and Betty J Walley, wife

Names of the Mortgagee: Blackhawk Bank

Date of the Mortgage: July 20, 2022

Date of the recording: July 25, 2022

County where recorded: Boone County

Recording document identification: Document No. 2022R04277

YOU MAY STILL BE ABLE TO SAVE YOUR HOME. DO NOT IGNORE THIS DOCUMENT. By order of the Chief Judge of the Seventeenth Judicial Circuit, this case is subject to the Residential Mortgage Foreclosure Mediation Program. You must follow the instructions issued by the Program to participate.

UNLESS YOU FILE your answer or otherwise file your appearance in this cause in the Office of the Clerk of this Court at the Boone County Courthouse, 601 North Main Street, #303, Belvidere, IL 61008-2644 on or before November 26, 2026, A JUDGMENT OR DECREE BY DEFAULT MAY BE TAKEN AGAINST YOU FOR RELIEF ASKED IN THE COMPLAINT FOR FORECLOSURE.

CLERK OF THE COURT

THIS IS AN ATTEMPT TO COLLECT A DEBT, AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Karen C. Mitch (#6291822)

HEAVNER, BEYERS & MIHLAR, LLC

Attorneys at Law

601 East William Street

Decatur, IL 62523

Email: Non-CookPleadings@hsbattys.com

Telephone: (217) 422-1719

Facsimile: (217) 422-1754

6088-970491

Published in the Boone County Journal 10/27, 11/03, 11/10

ASSUMED NAMES

CHANGE IN CERTIFICATE OF OWNERSHIP OF BUSINESS PUBLICATION NOTICE

Public Notice is hereby given that on OCTOBER 13, A.D. 2026, a certificate was filed in the Office of the County Clerk of Boone County, Illinois, concerning the business known as THE INDIGO ROOM, located at 110 LOVSEE ROAD, ROSCOE, IL 61073, which certificate sets forth the following changes in the operation thereof: BUSINESS IS DISSOLVED PER OWNER MICHELE HANSEL.

Dated this 13 day of OCTOBER, A.D. 2026

Amy E. Ohlsen, Boone County Clerk

Published in Boone County Journal 10/20, 10/27, 11/03/26 - P

Bill aims to study how self-driving vehicles can be integrated into Illinois transit

The pilot program would help determine the future of autonomous vehicles in Illinois.

Bernarda Malevska Capitol News Illinois

Legislation to test autonomous vehicles in Illinois may come up again in the November veto session, though the lead sponsor of a pilot bill says there's still a lot of work to do.

Autonomous vehicles, or AVs, are motor vehicles that have an automated driving system. Currently, AVs aren't available for purchase, but robotaxis operate in places across the country, including San Francisco, Arizona, and Austin, Texas.

Driverless AVs are not yet authorized in Illinois. But state Rep. Kam Buckner, D-Chicago, has called for a formal framework, through House Bill 4663, to test and deploy self-driving cars in the state. The bill thus far has been stalled in the General Assembly.

Buckner has also urged the newly founded

Northern Illinois Transit Authority, or NITA, to study how autonomous vehicles could work alongside the existing public transport network, if they're made legal.

Buckner's bill would create the Autonomous Vehicle Pilot Project Act, which would restrict testing to counties with over a million residents, as well as Sangamon County and the Metro East region of Madison, St. Clair and Monroe counties.

But this legislation will not authorize AVs on the streets immediately, Buckner said.

"What we're asking for is a very controlled program with a certain number of cars on the road," said Buckner. "We can actually take that data and figure out what's the best way to implement the policy."

Buckner also said the legislation aims to determine Illinois' specific needs through research and proper implementation.

"I don't want Illinois to take everybody else's word for it. I want Illinois to actually do the work, to look through the processes and get the political processes in place, and to walk away and say what we did when no other state did, which is study this intensely, intentionally, and figure out what the way forward was," Buckner said.

Jim Merrell, advocacy director with the Active Transportation Alliance in Chicago, said Illinois should allow local governments to pass regulations on AVs beyond what's in state law. This differs from House Bill 4663, which he said preempts local authority in some ways, meaning state laws override local ones.

"We think that's something that's going to be really important for a city like Chicago to be able to regulate how and where autonomous vehicles are allowed to operate to make sure that they're not interfering with other infrastructure or transit usage like bus stops or bike lanes," Merrell said.

The Active Transportation Alliance pointed to another stalled piece of legislation in the General Assembly — House Bill 4789 — that would establish the Automated Driving Systems Development Act, which would introduce stronger implementation measures and create a review committee within the Illinois Department of Transportation.

The potential impacts

One issue AVs can solve in Illinois is the first-and last-mile problem, especially in neighborhoods where the last station of public transport is far from passengers' homes, Buckner said.

"People who live on that side of the South Side, which is where I grew up, don't have direct access to the transit hubs, right, and so we're looking to change that," Buckner said.

Merrell said there are more efficient ways to solve this problem, like expanding transit service, improving bus reliability, and creating bike lanes.

"Inside the city, you still would run into that space efficiency issue, while there are plenty of other alternatives that are much more efficient and sustainable that are already working," Merrell said.

Although public transport is still the goal, it takes time to build, Buckner said. For instance, the Red Line Extension project, which would ex-

tend the CTA line to 130th Street in South Chicago, won't be completed until 2030.

"In the meantime, we got to have ways for folks to get from their communities, specifically communities of color that are disconnected to these systems," Buckner said.

But autonomous vehicles at high-congestion points may worsen traffic, said Dany Robles, senior legislative director at the Illinois Environmental Council.

"It really comes down to, how are they integrated into more congested areas so that we're not continuing to exacerbate those congestions and pollution from other vehicles around them," said Robles.

For the Illinois Environmental Council, the approach to analyzing AVs includes several angles, Robles said.

"A lot of AVs are electric vehicles — they're pulling resources from renewable energy, but then there's a lot of emerging concerns too surrounding the loss of jobs in the vehicle space or in the shared driver space," Robles said.

This is the reason why some labor unions have opposed the Autonomous Vehicle Pilot Project Act. Among them is Service Employees International Union Local 1, which serves five Midwestern states.

Bailey Koch-Farwana, a union spokesperson, said that according to their economic analysis, every AV that hits the road replaces four human drivers. This is because AVs can operate 24/7 and do not need breaks.

But there are ways to balance this outcome, Koch-Farwana said.

"There's a just transition that could happen, you know, for every driver that leaves the app, like the Uber or Lyft app, then a (driverless car) can enter the road," Koch-Farwana said. "Right now, there's nothing in that legislation that regulates that or even cares about the working people behind it."

Buckner responded to criticism that AVs will take jobs away from rideshare drivers by saying that everyone needs to be part of the conversation as researchers explore how to implement these

continued on page 8

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Self driving cars

from page 7

vehicles efficiently in the future.

On the other hand, Koch-Farwana said labor unions and rideshare drivers, who have been unionized since August, still haven't been invited to the table.

What are the next steps?

Buckner, in his letter to NITA, pointed to the Bay Area as a potential model for integrating AVs into public transit.

The San Francisco Bay Area has a program that incentivizes autonomous vehicles to solve the first- and last-mile problem. Passengers who use Waymo, a company owned by Google that operates robotaxis, and go on to public transport within two hours get a \$2.85 credit for future Waymo trips, according to Streetsblog San Francisco.

Buckner also said the state does not have to follow this exact example of regional planning.

"I am not going into this with my mind made up about what I want. The only thing I want is data," said Buckner. "I want people to be able to utilize them (AVs) and see if they make sense for them. And I want data for it to come back and then make an informed decision."

For research on potential AV implementation to begin, House Bill 4663 needs to clear the House Rules Committee, be assigned to a substantive standing committee, like the Transportation or Executive Committee, pass the full House, and repeat the process in the Senate.

When asked whether the push could occur during the November veto session, Buckner said he is respecting the legislative process.

"I hope so, but I've also said that I am not interested in rushing this. We're still having conversations and still negotiating," Buckner said. "And when it's ready to go, we're going to go full speed."

Capitol News Illinois is a nonprofit, nonpartisan news service that distributes state government coverage to hundreds of news outlets statewide. It is funded primarily by the Illinois Press Foundation and the Robert R. McCormick Foundation.

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