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BUILDINGS AT NAVAL STATION TO BE SOLD

SALE WILL START MAY 11
Forty Barracks and 110 Other Frame Structures Worth \$2,500,000 Will be Disposed of

The sale of unoccupied barracks, drill halls, mess halls, power plants, and miscellaneous equipment at the naval training station Great Lakes, comprising those camps known as Perry, Dewey and the 22nd regiment, which are located west of the C. & N. W. railway tracks and south of Downey road, has been authorized by Secretary of the Navy Edwin Denby, it has been announced.

The aggregate cost of the buildings and equipment, in these camps, which cover approximately 20 acres of ground, is estimated at not less than \$2,500,000.00.

It is announced that sealed proposals will be received by the senior member, board of sale, at the training station until ten o'clock a. m. May 11, 1921, at which time the bids will be publicly opened and read. It is understood that the terms of the sale are cash, and that a ten per cent cash deposit or certified check must accompany each bid. The time allowed for the removal of buildings and equipment is thirty days.

There are more than 150 buildings authorized for sale at this time, forty of which are barracks 172 feet long by 101 feet wide, with approximately ten thousand sq. ft. floor space, and 180,000 cubic foot capacity. These barracks were built in 1917, at a cost of \$24,665.65 each. Also three drill halls 500 feet long by 100 feet wide, original cost about \$100,000 each are to be sold.

These buildings are located on land formerly owned by Edward Masterson, C. A. Newcomb and George Herick. The Masterson and Newcomb tracts have been paid for by the government, but due to lack of funds in the appropriation for this purpose, the remaining former owners of land on the west side of the Chicago and North Western tracks, title to which vested in the United States, have not been paid, and their claims are still outstanding to be adjusted when congress provides money for this purpose.

A rider attached to the pending naval appropriation bill, if passed will provide necessary funds and will give the Secretary of navy authority for settlement of these claims and to make disposition of the land as he may deem most appropriate. This bill has already passed the house. At the present time the secretary of the navy is authorized to sell the buildings, but it without authority to sell the land.

INSURANCE FOR NORTH SHORE LINE EMPLOYEES

Company Pays Death Claim and Sick Benefit to Those Who Subscribe

That the North Shore railroad has inaugurated a new insurance plan for its employes, especially the section men and those on the maintenance of way, has just come to light with the death in Waukegan of Norman Walters, who is said to be the first man to collect under the new plan.

Under the plan that has been adopted the company withholds \$1 from the pay check of each laborer monthly. This is used for the payment of his insurance.

Then in case of death the company pays over to the beneficiary the sum of \$300 as a death claim. In case of illness the company pays \$15 a week to the employe who happens to be laid up.

Although the plan is comparatively a new one it is proving quite popular with the employes and it is expected to grow more popular as the employes learn to realize the benefits they are to receive.

REAL ESTATE TRANSFERS

John Griffith Jr. to Otto and Louise Wohlfahrt, W D \$10. Lot 5, Griffith's sub, Lake Forest.

Wm. Whyte and wife to R. R. Bradley, WD \$10. Part lots 1 and 2, Miller's sub of Lot 49, Lake Forest.

John Griffith and wife to C. N. Goodwin, WD, \$100. Part lot, 22, Lake Forest.

H. S. Smith and wife to C. W. Buckley, WD, \$100. N. 200 ft lot 304, Lake Forest.

Ellen Wernbury to Lorenzo and Frank Hartman, WD, \$3,000. Lots 12 and 13, Block 5, Lake Bluff.

George Antes and wife to J. P. Huhn WD, \$10. Lot 7, Blk. Truesdell's Add. to Deerfield.

John Cummings to Nellie Witten WD \$100. Ely 10 feet Wly. 63 ft. Lot 7, Cummings' subdivision Highland Park.

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START CAMPAIGN TO ERADICATE WEEDS

STATEMENT ISSUED TODAY
Department of Agriculture Warns Farmers and City Lot Owners to Destroy All Weeds

Springfield, Ill., April 28—A campaign for the eradication of weeds on the farm, on vacant lots in the city and along the highways has been begun by the State Department of Agriculture through its Division of Seed Inspection. In the statement issued today by the Department it is pointed out that unless farmers and city lot owners make greater efforts to destroy weeds more drastic laws will have to be enacted covering this subject.

The statement says: "Owners and occupants of property have a duty to perform in keeping all weeds from growing to maturity and thus prevent their spreading by producing seed. It is a duty they owe themselves and their neighbors because there is nothing which detracts from the beauty of any surroundings more than these unsightly, good for nothing weeds. People who allow their property to become over-run with weeds cannot be very much interested in the welfare of their neighbor who is striving to produce clean seed that will bring the top price and keep his place looking respectable. but they lower the value of the property on which they are allowed to grow.

"The absence of weeds in different communities throughout the state is very noticeable and is an indication that the people who live there are thrifty and are desirous of having clean surroundings in which to live and enjoy themselves.

"It may seem idle talk at this time to advocate the destruction of weeds so that greater yields of grain may be obtained per acre while prices for farm products are so low, but economical production must be kept in mind because no farmer cares to expend his time and money in the production of unprofitable crops. Weeds have no value, yet the production of them is an added expense to the farmer in many ways. The wear and tear on his machinery is increased thru weeds, some cause death of his live stock through poisoning, extra expense for twine in binding the grain where weeds are present, and extra labor and expense in cutting the weeds or cleaning the weed seeds from his grain after it has been threshed. The presence of weed seeds in grain has resulted in a loss, through dockage, amounting into millions of dollars.

MIXED VEGETABLES IN CARLOAD LOTS

Because a person likes oranges is no reason why he should be compelled to buy a carload lot or do without. There are many markets in small cities and towns which can not handle fruits and vegetables in carload lots; yet a carload shipment is always desirable from the standpoint of economy. First aid to these markets is supplied by the use of cars loaded with "mixed vegetables." In a single month 664 cars of this description went out from the Los Angeles (Calif.) district to deliver their varied contents to the consumers in small cities west of Denver. A representative of the Bureau of Markets, United States Department of Agriculture, checked off the contents of a "mixed-vegetable car" recently and found that it contained the following commodities: Oranges, lemons, peppers, casabas, lettuce, chili, turnips, onions, leek, chicory, beets, carrots, tomatoes, cucumbers, persimmons, pome-granates, and grapes—a total of 17 products in a single car.

THE MAN WITH THE SPADE

The poets have sung about the man with the hoe, but the man with the spade, the amateur gardener who essays about how to raise some beans or dahlias, has not received proper attention. He is perhaps quite worthy of the poet's emotional lines. The hoeman has swung his noble implement all his life at a calm and moderate pace. It is not a heavy tool, and he does not have to turn over any deep recesses of sod with it. His work is not overtaxing, and living on cheap and nutritious country food, he acquires fine physical condition.

The spademan is called from his usual pursuits in stores and factories, to spade up the stubborn and rooty soil of his back yard. Great gobs of feverish perspiration soon arise on his heated brow. After he thinks he has finished his toilsome job, his wife, clad in her cool spring-costume, calls from the shady porch that amount a half more space is needed. By the time he finishes he is worse used up than the hoeman after covering his broad acres.

Perhaps, though, if the spademan could walk to his work instead of using the trolleys or an automobile, he would not get so breathlessly exhausted after a little real effort.

What is wanted in government is fewer tall coated orators and more shirt sleeved business men.

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