

The Highland Park Press

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A BUSINESS BAROMETER

The general upheaval in production as well as in prices of wheat, corn and other farm products will not only help the farmer directly, but will add to the general prosperity of the country. All lines of business will be stimulated. Perhaps the greatest asset will be the increased economic morale that all of us need in these times of economic uncertainty. Agriculture probably is a more accurate barometer of business conditions than steel. We could come nearer living without nails than without food.

SOLVE RADIO PROBLEM

The baffling question as to who is to pay for radio broadcasting is being solved in Staten Island, N. Y., where for the last 18 months an engineering staff has been developing the "wired radio" inventions of Major General George O. Squier.

Apparatus has already been perfected by which two different radio programs can be transmitted over the lighting wires from the Staten Island generating station, and within a short time equipment for transmitting three programs will be completed. Tentative plans for Wired Radio, Inc., a North American Co., subsidiary which is doing the development work call for the eventual establishment of a nation-wide "wired radio" service. This service will consist of three continuous programs from studios in New York, and a Pacific coast city which will be sent over trunk wires to central generating stations in all parts of the country.

From the central stations these national programs, supplemented by local programs, will be transmitted to subscribers via the lighting lines. Each subscriber will be provided, at a monthly rental of \$2, with a small tuning device that is plugged into any convenient lamp socket. Because a large percentage of the monthly rental receipts can be devoted to paying for talent, the expectations are that wired radio programs will be of an exceptionally high quality.

BACKBONE OF PROGRESS

Certain types of politicians and college professors speak of business both large and small in a sort of apologetic manner.

Napoleon Bonaparte was a sort of progressive and advocated advanced ideas but spoke contemptuously of the English people as "a nation of shop-keepers."

Socialists, communists, European doctrinaires and Carl Marx theorists scattered all over our country and big cities express contempt for big business and business men.

Tillers of the soil, skilled mechanics and common laborers are all-important elements in a great nation of 110,000,000 people, but business men, organizers, managers, distributors, financiers, manufacturers are just as indispensable.

Without the business man the hand worker would supply his own needs only, and would live from hand to mouth in a very primitive form of civilization—one man bartering his work for another's.

Without security and stability there would be no big business or little business, no banking or transportation systems—no progress and no civilization.

In a leading editorial, "Liberty" calls all business one gigantic system of co-operation, national and international exchange and uniting of the world's energy and wealth to serve humanity.

The contempt of the radicals and doctrinaires for the business man is born of ignorance, no matter of what school of thought or political party.

NOTICE OF AWARDED CONTRACT

Notice is hereby given to all persons interested that bids for the furnishing of all labor, tools and materials necessary for the local improvement of the roadways in Sunset Road, Clifton Avenue, Elmwood Drive, Yale Lane, Harvard Court, and Princeton Avenue by paving with reinforced concrete and otherwise improving, were opened on the 15th day of August, A. D. 1924, and the Chicago Heights Coal Company being the lowest responsible bidder, the contract was awarded to the said Chicago Heights Coal Company on the 22nd day of August, A. D. 1924.

Said bid for the work is as follows: 26,125 square yards (measured from back to back of the integral curbs) of one course reinforced concrete pavement with integral curbs. The pavement shall be twenty-one (21) feet in width measured from back to back of the integral curbs, shall be eight (8) inches in thickness throughout the entire width of the pavement between curb faces. Said integral curbs shall extend five (5) inches above the top surface of the adjoining pavement, shall have an average thickness of six (6) inches, and the height of the integral curb shall be thirteen (13) inches. The concrete for the pavement and for the body of the curbs shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three (3) parts gravel or crushed stone. The exposed surface of the curbs to a thickness of one-half (1/2) inch shall be composed by volume of one (1) part Portland cement and two (2) parts sand; all of said pavement shall be reinforced with forty (40) pounds of steel wire fabric to each one hundred (100) square feet of pavement. Expansion joints shall be placed thirty (30) feet apart, and normal to the center line of the pavement, shall extend through the entire width of the pavement, except that the joints through the entire width of the integral curbs, from the bottom of the pavement to the top of the curb shall be left clear and open. Said expansion joints shall be provided with eight (8) pieces of three-quarter (3/4) inch round steel bars, two (2) feet long, placed cross the joints and extending sixteen (16) inches into the concrete on one side of

joint, and the other end into the concrete on the other side of the joint, and the latter shorter end shall be oiled, and shall be provided with a wrought iron cap ten (10) inches in length. There shall be, also, a longitudinal joint constructed along the center line of the pavement, which shall be trapezoidal in shape and the face of the concrete on one side of the joint shall be painted with bituminous cement before the concrete is laid on the other side of the joint. Said joint shall be provided with a five-eighths (5/8) inch square deformed reinforcing bar, five (5) feet in length, placed across said joint, and imbedded in the concrete, spaced five (5) feet center to center for the entire length of said joint. All of said pavement and integral curbs shall be covered with a layer of earth two (2) inches in depth and be kept wet for a period of ten (10) days, after which time the dirt shall be removed and pavement finished, including protection, constructed complete at Three Dollars and Eleven Cents (\$3.11) per square yard. \$1248.75

875 square yards (measured from back to back of the integral curbs) of one course reinforced concrete pavement with integral curbs. The pavement shall be twenty-five (25) feet in width measured from back to back of the integral curbs, shall be eight (8) inches in thickness throughout the entire width of the pavement between curb faces. Said integral curbs shall extend five (5) inches above the top surface of the adjoining pavement, shall have an average thickness of six (6) inches, and the height of the integral curb shall be thirteen (13) inches. The concrete for the pavement and for the body of the curbs shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three (3) parts gravel or crushed stone. The exposed surface of the curbs to a thickness of one-half (1/2) inch shall be composed by volume of one (1) part Portland cement and two (2) parts sand; all of said pavement shall be reinforced with forty (40) pounds of steel wire fabric to each one hundred (100) square feet of pavement. Expansion joints shall be placed thirty (30) feet apart, and normal to the center line of the pavement, shall extend through the entire width of the pavement, except that the joints through the entire width of the integral curbs, from the bottom of the pavement to the top of the curb shall be left clear and open. Said expansion joints shall be provided with eight (8) pieces of three-quarter (3/4) inch round steel bars, two (2) feet long, placed cross the joints and extending sixteen (16) inches into the concrete on one side of

with asphaltic felt shall be placed thirty (30) feet apart and normal to the center line of the pavement, shall extend through the entire width and depth of the pavement, except that the joints through the entire width of the integral curbs, from the bottom of the pavement to the top of the curb shall be left clear and open. Said expansion joints shall be provided with eight (8) pieces of three-quarter (3/4) inch round steel bars, two (2) feet long, placed cross the joints and extending sixteen (16) inches into the concrete on one side of the joint, and the other end into the concrete on the other side of the joint, and the latter shorter end shall be oiled, and shall be provided with a wrought iron cap ten (10) inches in length. There shall be, also, a longitudinal joint constructed along the center line of the pavement which shall be trapezoidal in shape, and the face of the concrete on one side of the joint shall be painted with bituminous cement before the concrete is laid on the other side of the joint. Said joint shall be provided with a five-eighths (5/8) inch square deformed reinforcing bar, five (5) feet in length, placed across said joint, and imbedded in the concrete, spaced five (5) feet center to center for the entire length of said joint. All of said pavement and integral curbs shall be covered with a layer of earth two (2) inches in depth and be kept wet for a period of ten (10) days, after which time the dirt shall be removed and pavement finished, including protection, constructed complete at Three Dollars and Eleven Cents (\$3.11) per square yard. \$2721.25

200 square yards of macadam pavement. The pavement shall be twelve (12) inches thick, including the bituminous coat of two (2) inches thickness; the ten (10) inch base shall be water-bound macadam laid in two (2) courses, thoroughly finished and rolled with a not less than ten (10) inch roller until firm, including placing stone and topcoat and rolling constructed complete at Three Dollars and No Cents (\$3.00) per square yard. \$600.00

18,000 cubic yards of grading of roadway and parkways, measured in the cut, including the grading, rolling, and preparation of the subgrade to receive the pavement, and the integral curbs grading the curbs, ways, and the removal of all surplus excavated materials from the grading of the roadways and parkways at Eighty-Five Cents (\$0.85) per cubic yard. \$15300.00

32,000 square yards of parkways to be levelled and hand-raked, at Five Cents (\$0.05) per square yard. \$1600.00

31 manholes constructed of brick masonry, brick laid with full joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass, inside diameter three (3) feet, side walls eight (8) inches thick, bottom six (6) inches thick, average depth to flow line of sewer where located five and five-tenths (5.5) feet average height overall of masonry work five (5) feet, with four hundred eighty (480) pound asphaltic coated cast iron manhole cover and perforated lid, with three-quarter (3/4) inch wrought iron ladder rounds, including all excavation, backfilling and removal of surplus excavated materials, constructed complete at Eighty Dollars and No Cents (\$80.00) each. \$2480.00

8 manholes constructed of brick masonry, brick laid with full joints of mortar composed by volume of one (1) part Portland cement, and two (2) parts sand, mixed with sufficient water to make a quaking mass, inside diameter three (3) feet, side walls eight (8) inches thick, bottom six (6) inches thick, average depth of flow line of sewer where located six (6) feet, average height overall of masonry work five and five-tenths (5.5) feet and four hundred forty (440) pound asphaltic coated cast iron manhole cover and perforated lid, with three-quarter (3/4) inch wrought iron ladder rounds, including all excavation, backfilling and removal of surplus excavated materials, constructed complete at Eighty-Five Dollars and No Cents (\$85.00) each. \$680.00

1 special drop sump manhole, constructed by volume of one (1) part Portland cement, two (2) parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient water to make a quaking mass, inside diameter four (4) feet, side walls eight (8) inches thick, bottom four (4) feet thick, the bottom of the lowest sewer where located, depth to flow line of lowest sewer where located eleven (11) feet, height over all concrete work fifteen (15) feet with four hundred forty (440) pound asphaltic cov-

er and perforated lid, with three-quarter (3/4) inch wrought iron ladder rounds, including connection to present sewer, all excavation, backfilling, and removal of surplus excavated materials, constructed complete at Two Hundred Dollars and No Cents (\$200.00) \$200.00

58 catch-basins, constructed of brick masonry, brick laid with full joints of mortar, composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass, inside diameter four (4) feet, side walls eight (8) inches thick, bottom six (6) inches thick, average depth of digging eight and five-tenths (8.5) feet, each furnished with two (2) feet of eight (8) inch vitrified, salt-glazed, tile pipe for connection to storm water sewer, with four hundred (400) pound asphaltic coated cast iron inlet cover set in place, including all excavation, backfilling and removal of surplus excavated materials, constructed complete at Eighty-Five Dollars and No Cents (\$85.00) \$4980.00

18 manhole catch-basins, constructed of brick masonry, bricks laid with full joints of mortar, composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass, inside diameter four (4) feet, side walls eight (8) inches thick, bottom six (6) inches thick, average depth of digging eight and five-tenths (8.5) feet, average height over all of masonry work six and five-tenths (6.5) feet, each furnished with a four hundred (400) pound asphaltic coated cast iron inlet cover set in place, including all excavation, backfilling, and removal of surplus excavated materials, constructed complete at Ninety Dollars and No Cents (\$90.00) each. \$1620.00

63 manhole or valve vault covers to be adjusted to the finished grade of the proposed pavement or parkway by cutting down and rebuilding or building up the brick masonry work, resetting and pointing up the covers, adjusted complete at Five Dollars and No Cents (\$5.00) each. \$315.00

The following drains shall be vitrified, salt-glazed, hub and spigot tile pipe drains, of the inside diameter as indicated by the size herein stated, all pipe over twelve (12) inches in diameter to be double strength, including all trenching, backfilling the trench with a core wall of cinders four (4) inches thick, extending from the top of the pipe to the surface of the ground, the remainder of the trench backfilled with earth (the pipe shall be covered before backfilling the trench, with cinders to a depth of six (6) inches), and removal of surplus excavated materials, constructed complete at One Dollar and Fifty Cents (\$1.50) per lineal foot. \$170.00

300 lineal feet of eight (8) inch tile pipe drain laid at an average depth of four and five-tenths (4.5) feet, laid complete at per lineal foot One Dollar and Ten Cents (\$1.10) \$330.00

4200 lineal feet of ten (10) inch tile pipe drain laid at an average depth of five and five-tenths (5.5) feet, laid complete at One Dollar and Thirty-Seven Cents (\$1.37) per lineal foot. \$574.00

1495 lineal feet of twelve (12) inch tile pipe drain, laid at an average depth of five (5) feet, laid complete at One Dollar and Fifty Cents (\$1.50) per lineal foot. \$2242.50

810 lineal feet of eight (8) inch tile pipe drain, laid at an average depth of five and five-tenths (5.5) feet, laid complete at One Dollar and Eighty-Five Cents (\$1.85) per lineal foot. \$1498.50

550 lineal feet of eighteen (18) inch tile pipe drain, laid at an average depth of six and five-tenths (6.5) feet, laid complete at Two Dollars and Fifteen Cents (\$2.15) per lineal foot. \$1182.50

860 lineal feet of twenty (20) inch tile pipe drain, laid at an average depth of seven and five-tenths (7.5) feet, laid complete at Three Dollars and Twenty-Five Cents (\$3.25) per lineal foot. \$1170.00

The following drains or culverts shall be vitrified, salt-glazed, hub and spigot, tile pipe drains, or culverts, of the inside diameter as herein stated, all pipe over twelve (12) inches in diameter to be double strength, joints of Portland cement mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass, including junctions for catch-basin connections, all trenching, backfilling the trench over and around the pipe, from the bottom of

the trench to the surface of the subgrade for the pavement where located, with sand bank, and removal of all surplus excavated materials. \$1720.00

1075 lineal feet of eight (8) inch tile pipe drain, laid at an average depth of four and five-tenths (4.5) feet, laid complete at One Dollar and Sixty Cents (\$1.60) per lineal foot. \$1720.00

330 lineal feet of ten (10) inch tile pipe drain, laid at an average depth of five and five-tenths (5.5) feet, laid complete at One Dollar and Eighty-Five Cents (\$1.85) per lineal foot. \$610.50

90 lineal feet of fifteen (15) inch tile pipe drain, laid at an average depth of five and five-tenths (5.5) feet, laid complete at Two Dollars and Seventy-Five Cents (\$2.75) per lineal foot. \$247.50

50 lineal feet of eighteen (18) inch tile pipe drain, laid at an average depth of six and five-tenths (6.5) feet, laid complete at Three Dollars and Thirty Cents (\$3.30) per lineal foot. \$165.00

70 lineal feet of twenty-four (24) inch culverts laid at an average depth of four (4) feet, with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand mixed with sufficient water to make a quaking mass, including excavation and backfilling around and over the pipe from the bottom of the trench to the surface of the subgrade for the pavement, with bank sand, and removal of surplus excavated material, laid complete at Three Dollars and Sixty Cents (\$3.60) per lineal foot. \$252.00

The following drains or culverts shall be vitrified, salt-glazed, hub and spigot tile pipe drains or culverts, of the inside diameter as herein stated; all pipe over twelve (12) inches in diameter to be double strength, including all trenching, backfilling the trench with earth, and removal of surplus excavated materials, constructed complete at Three Dollars and Sixty Cents (\$3.60) per lineal foot. \$71.25

590 lineal feet of ten (10) inch tile pipe drain, laid at an average depth of five and five-tenths (5.5) feet, laid complete at One Dollar and Twenty Cents (\$1.20) per lineal foot. \$708.00

1607 lineal feet of twelve (12) inch tile pipe drain, laid at an average depth of five (5) feet, laid complete at One Dollar and Forty-Five Cents (\$1.45) per lineal foot. \$2330.15

341 lineal feet of fifteen (15) inch tile pipe drain, laid at an average depth of five and five-tenths (5.5) feet, laid complete at One Dollar and Eighty Cents (\$1.80) per lineal foot. \$613.80

30 lineal feet of twenty-four (24) inch culvert, laid at an average depth of four (4) feet, with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water to make a quaking mass, including excavation, backfilling the trench with earth, and removal of surplus excavated material, laid complete at Three Dollars and Twenty-Five Cents (\$3.25) per lineal foot. \$97.50

1390 lineal feet of thirty-six (36) inch internal diameter vitrified, salt-glazed clay two-ring or interlocking segment block equal to the "AMCO" segment block, average depth to flow line of sewer six (6) feet, including all excavation, backfilling the trench with earth, and removal of all surplus excavated material, constructed complete at Ten Dollars and No Cents (\$10.00), per lineal foot. \$1490.00

1650 lineal feet of sidewalk approaches constructed five (5) feet wide, laid on a foundation of cinders six (6) inches thick; the body concrete four (4) inches thick shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and five (5) parts gravel or crushed stone; the exposed surface one-half (1/2) inch thick shall be composed by volume of two (2) parts Portland cement and three (3) parts sand, and mixed with sufficient water to make a quaking mass, including all excavation, grading, and removal of all surplus excavated material, constructed complete at One Dollar and Fifty Cents (\$1.50) per lineal foot. \$2475.00

Timber protection for outlet of storm sewer, including six (6) oak piles at least twenty-five (25) feet long with twelve (12) pieces butt, twenty (20) pieces three (3) inch by twelve (12) inch long leaf yellow pine for sheet piling sixteen (16) feet long, five (5) six (6) inch by ten (10) inch oak saddles or riders seven (7) feet long, four (4) six (6) inch by eight (8) inch long leaf yellow pine wales nine (9) feet long, two (2) six (6) inch by eight (8) inch long leaf yellow pine wales seven (7) feet long, four (4) four (4) inch by eight (8) eight (8)

inch long leaf yellow pine wales nine (9) feet long, two (2) four (4) inch by eight (8) inch long leaf yellow pine wales seven (7) feet long, fifteen (15) one (1) inch by four (4) inch long leaf yellow pine battens ten (10) feet long, all in place and bolted together with three-quarter (3/4) inch bolts and cut washers; also including one (1) piece of thirty-six (36) inch cast iron pipe twelve (12) feet long, weighing approximately four hundred (400) pounds per lineal foot, in place, including all excavating, backfill, and removal of surplus excavated material, constructed complete at One Thousand Dollars and No Cents (\$1,000.00) \$1,000.00

10 cubic yards of concrete for four (4) endwalls for culverts composed by volume of one (1) part Portland cement, two (2) parts sand, and four (4) parts gravel or crushed stone, mixed with sufficient water to make a quaking mass, average height seven (7) feet, high, eight (8) feet wide, bottom eighteen (18) inches wide, all exposed corners beveled one (1) inch, constructed complete at Twenty-Five Dollars and No Cents (\$25.00) per cubic yard. \$250.00

1 connection to present storm sewer, consisting of breaking out and removing the present thirty-six (36) inch vitrified tile sewer pipe through the hereinbefore proposed manhole at Sunset Road and Central Avenue, complete at Five Dollars and No Cents (\$5.00) \$5.00

TOTAL OF BID \$150,683.39

The owners of a majority of the frontage of the lots and land upon said streets, wherein said work is to be done, may, within ten days of the date hereof, elect to take said work and enter into a written contract to do said work at ten percent less than the price at which the same has been awarded.

SAMUEL M. HASTINGS, FRANK J. CHENEY, JOSEPH B. CARD, LYLE GOURLEY,

Board of Local Improvements of the City of Highland Park. Dated at Highland Park this 28th day of August, A. D. 1924. 26

REAL ESTATE TRANSFERS

W. G. Turner and wife to W. C. Lindsay. WD \$10. Stamp \$2. Pt of lot 26, Sec. 25, Deerfield.

W. C. Lindsay and wife to C. C. Woodmansee and wife. WD \$10. Stamp \$2. Part of lot 26, Sec. 25, Deerfield.

E. J. Woodman and wife to R. M. Calkins and wife. WD \$1. Stamp \$2. Pt of Sec. 33, Deerfield.

E. Wrenn and wife to S. T. Rebling and E. Rebling. Jt tens. N 82 ft of lot 13, block 2, G. L. Wrenn's addn to H. P. WD \$3100. Stamp \$3.50.

A. Apfel and wife to A. V. Parsh. Lot 7, and part of lot 12, H. Park. WD \$420. Stamp 50c.

Sarah S. Clavy and husband to Lillian M. Schepp. Part of Sec. 28, Deerfield. WD \$10.

W. H. Murphy et al to H. Schebel. Deed \$200. St. \$50. Lots 43 and 44, Blk 26, Sec. 5, Shields.

W. B. Smith and wife to Santi Brothers. Lots 21, 22 and 23, Highwood Grove. WD \$10.

L. E. Long and wife to Edith M. Beverly Vercoe. Part of Sec. 28, Deerfield. WD \$7,000. Stamp \$7.

Eleanor Zeiss to C. G. Bliss and wife. Part of Sec. 18, Deerfield. WD \$10. Stamp \$7.50.

Frieda Kuntzman and husband to L. R. Hanawalt and Laura B. Hanawalt. Jt tens. Part of lot 9, Blacks subdn. of lot 7, lots 8 and 9, block 77, H. Park. WD \$1.

G. Antes and wife to Josephine J. Jewett. Part of lot 4, block 2, Orgl. Town of Deerfield. WD \$10. Stamp \$6.50.

J. B. Patterson and wife to C. Weinstein and Isadore Gusan. Jt tens. WD \$10. Stamp \$6. Lot 37, Ravinia Woods.

T. I. Livingston et al to Lillian J. Youngberg. WD \$10. Stamp \$50. Lot 3, H. Pk.

D. F. Kelly and wife to A. S. Stern and Agnes W. Stern. Jt tens. WD \$10. Stamp \$60. Lot 10, J. M. Clark's resubdn H. Pk.

L. H. McCormick to D. M. Pope. Part of Sec. 4, Deerfield. WD \$10.

Katherine Mortson Carr and hus. to A. G. Mills. Part of lot 171, Sec. 33, Shields. WD \$10. Stamp \$60.

E. A. Dato and wife to Chicago T. & T. Co., Tr. Part of the SW quarter of Sec. 15, also part of the SW quarter of Sec. 16, Deerfield. Deed \$10.

Dorothy K. Boies to A. D. Farwell. Part of the SW quarter of Sec. 32, Shields. WD \$10. Stamp \$11.50.

H. K. Boies to A. D. Farwell. Part of the SW quarter of Sec. 32, Shields. WD \$10. Stamp \$11.

A. C. Greene to Union Bank of Chicago, Tr. Part of the SW quarter of Sec. 14, Deerfield; also part of the SW quarter of Sec. 15, Deerfield. Deed \$10.

A. C. Greene to Union Bank of Chicago, Tr. Part of the SW quarter of Sec. 15, Deerfield. Deed \$100.

W. H. Murphy et al to W. Panaseak. Deed \$300. Stamp 50c. Pt of lot 37, all of lot 38, blk 5, Sec. 5, Shields.

B. G. Longgren and wife to C. W. Hedrick and wife. WD \$10. Stamp \$1. Pt of lot 29, Highwood.

C. H. Kallstedt and wife to Martha S. Werno. W. D. \$10.00. St. \$50. Lot 12, Blk 7, Ravinia Highlands.