

NOTICE OF AWARDS CONTRACT

NOTICE is hereby given to all persons interested, that bids for the furnishing of all labor, tools and materials necessary for the paving of Sheridan Road from Cedar Avenue to the South Corporate Limits of the City of Highland Park, were opened on the 19th day of September, A. D. 1924, and the E. A. Meyer Construction Company being the lowest responsible bidder, the contract was awarded to the said E. A. Meyer Construction Company on the 23rd day of September, A. D. 1924.

Said bid for the work is as follows:

18,500 cubic yards of excavation for proposed paving, parkways, walks and combined curb and gutter including the preparation of the sub-grade, and removal of the surplus excavated material, the grading and smoothing of the parkways, measured in the cut, at Seventy-five cents (\$.75) per cubic yard\$13875.00

5,200 cubic yards of earth filling, in place at culverts and bridges, at Fifty Cents (\$.50) per cubic yard\$2600.00

25,200 square yards of paving consisting of a reinforced Portland Cement concrete pavement, twenty-four (24) feet in width, except at street returns and connections composed by volume of one (1) part Portland cement, two (2) parts sand and three (3) parts gravel or crushed stone, mixed with sufficient water, with asphaltic felt expansion joints three-eighths (3/8) inch thick, spaced thirty (30) feet apart and extending from top to bottom of pavement, reinforced with forty (40) pounds of effective steel fabric per one hundred (100) square feet of pavement, with corrugated eighteen (18) gauge painted metal strip seven and one-half (7 1/2) inches wide extending along the center line of the proposed pavement from end to end, with five eighths (5/8) inch round steel bars, spaced ten (10) feet, center to center, from end to end of said proposed pavement, each bar shall be five (5) feet in length; the thickness of the proposed pavement shall be eight (8) inches, including protection from weather, during with water, and cleaning surface of pavement after completion, laid complete at Two Dollars and Ninety-three Cents (\$2.93) per square yard \$73836.00

17,400 lineal feet of Portland Cement concrete combined curb and gutter, the body concrete composed by volume of one (1) part Portland Cement, two (2) parts sand and three (3) parts crushed stone or gravel, the exposed surface plastered with a one (1) inch layer of mortar composed by volume of one (1) part Portland Cement and two parts sand; all mortar and concrete shall be mixed with sufficient water; height of curb and gutter over all shall be thirteen (13) inches, width of curb, seven (7) inches width of gutters, seventeen (17) inches, thickness of gutter seven (7) inches, laid on a six (6) inch layer of crushed stone taken from the old pavement; said combined curb and gutter shall be cut into blocks six (6) feet in length, with three-eighths (3/8) inch open expansion joints extending from top to the bottom of said curb and gutter and spaced thirty (30) feet apart laid complete at Ninety Cents (\$.90) per lineal foot\$15660.00

8,050 lineal feet of four (4) inch internal diameter, vitrified, salt-glazed, hub and spigot tile pipe sewer, laid at an average depth of three (3) feet, including all trenching and the removal of the surplus excavated material, backfilling with crushed stone taken from old roadway, laid complete at Forty-five Cents (\$.45) per lineal foot\$3622.50

4,445 lineal feet of eight (8) inch internal diameter, vitrified, salt-glazed, hub and spigot tile sewer pipe laid at an average depth of five (5) feet six (6) inches, trenches backfilled with crushed stone taken from the old roadway, including all trenching and removal of the surplus excavated material, laid complete at Fifty-five Cents (\$.55) per lineal foot\$2444.75

2,150 lineal feet of ten (10) inch internal diameter, vitrified, salt-glazed, hub and spigot tile pipe sewer, laid at an average depth of four (4) feet, including all trenching and the removal of the surplus excavated material, backfilling with crushed stone taken from old roadway, laid complete at Seventy Cents (\$.70) per lineal foot\$1505.00

555 lineal feet of twelve (12) inch internal diameter vitrified, salt-glazed, hub and

spigot tile pipe sewer, laid, at an average depth of four (4) feet, including all trenching and the removal of the surplus excavated material, backfilling with crushed stone taken from old roadway, laid complete at Ninety Cents (\$.90) per lineal foot\$499.50

60 lineal feet of fifteen (15) inch internal diameter, vitrified, salt-glazed, hub and spigot tile pipe sewer, laid at an average depth of four (4) feet including all trenching and the removal of the surplus excavated material, backfilling with crushed stone taken from old roadway laid complete at One Dollar and Twenty-five Cents (\$1.25) per lineal foot\$75.00

32 catch basins, each constructed of brick masonry, brick laid with mortar, composed by volume of one (1) part Portland Cement and three (3) parts sand, mixed with sufficient water; inside diameter three and one-half (3 1/2) feet, inside depth seven (7) feet below the established grade where located side walls eight (8) inches thick, bottom six (6) inches thick, including all excavation and removal of all surplus excavated material, each furnished with an eight (8) inch inside diameter, vitrified, tile outlet pipe, and a four hundred (400) pound asphaltic coated cast iron inlet cover, constructed complete at Seventy Dollars and No. Cents (\$70.00) each\$2240.00

34 "manhole catchbasins" each constructed of brick masonry, laid with mortar, composed by volume of one (1) part Portland cement and three (3) parts sand, mixed with sufficient water; inside diameter three and one-half (3 1/2) feet, inside average depth seven (7) feet below the established grade where located, side walls eight (8) inches thick, bottom six (6) inches thick, including all excavation and vitrified tile pipe connections with inlet and outlet drains, each furnished with a four hundred (400) pound asphaltic coated cast iron inlet cover, including the removal of all surplus excavated material, complete at Seventy Dollars and No Cents (\$70.00) each\$2380.00

80 abandoned catch basins, old

covers removed to city yard, outlet plugged and catch basins backfilled with crushed stone from old roadway, at Two Dollars and No Cents (\$2.00) each\$160.00

4000 lineal feet of cast iron water pipe, to be lowered to an average depth where located, of five (5) feet, including all trenching, calking, and backfilling, at Fifty Cents (\$.50) per lineal foot\$2000.00

1 water meter vault, located at south end of the improvement, to be adjusted to finish line and grade and furnished with a four hundred (400) pound asphaltic coated cast iron manhole cover, at One Hundred Fifty Dollars and No Cents (\$150.00)\$150.00

3 present hydrants to be moved and adjusted to line and grade, including fifty (50) feet of new four (4) inch cast iron water pipe, with lead and oakum joints, including all trenching, backfilling and removal of surplus excavated materials, set complete in place, at Fifty Dollars and No Cents (\$50.00) each\$150.00

20 manhole covers to be adjusted to finished line and grade, at Two Dollars and No Cents (\$2.00) each\$40.00

210 concrete guard posts, each post containing six and five-tenths (6.5) cubic feet of concrete, composed by volume of one (1) part Portland cement, two (2) parts sand and three (3) parts gravel or crushed stone, mixed with sufficient water, with four (4) three-eighths (3/8) inch round steel bars six (6) feet in length, set complete in place, at Five Dollars and No Cents (\$5.00) each\$1050.00

2 storm-water inlets, each furnished with a four hundred (400) pound asphaltic coated cast iron inlet cover, set on a concrete base thirty (30) inches square and dred (40) pound asphaltic composed by volume of one (1) part Portland cement, two (2) parts sand and three (3) parts gravel or crushed stone, mixed with sufficient water, with thirty-two (32) feet of eight (8) inch inside diameter, vitrified tile pipe, connecting the inlets with present culvert about four hundred fifty (450) feet north of Lambert Tree Ave-

nue, set complete, at Seventy-Five Dollars and No Cents (\$75.00) each\$150.00

500 cubic yards excavation for culvert extensions, head and wing-walls, surplus earth spread, measured in the cut, at One Dollar and No Cents (\$1.00) per cubic yard\$500.00

300 square feet of sidewalk approaches adjusted by removing and building new walk, at Forty Cents (\$.40) per square foot\$120.00

1160 lineal feet of combined concrete walk and protection curbing at culverts and concrete arch bridge and approaches to same, laid on a six (6) inch layer of crushed stone taken from old pavement, width over all five (5) feet six (6) inches, total thickness of walk five (5) inches, total height to curb and walk nine (9) inches, width of curb twelve (12) inches, the body concrete composed by volume of one (1) part Portland Cement and two (2) parts sand and three (3) parts gravel or crushed stone, the exposed surface plastered with mortar, composed by volume of one (1) part Portland Cement and two (2) parts sand, to a depth of one (1) inch; all mortar and concrete mixed with sufficient water, laid complete at Two Dollars and Fifty Cents (\$2.50) per lineal foot\$2900.00

3 new cast iron asphaltic coated manhole covers, each weighing four hundred eighty (480) pounds, set in place at Fifteen Dollars and No Cents (\$15.00) each\$45.00

112 lineal feet of ornamental, wrought iron railing, at concrete arch bridge, four (4) feet high, see plate six, complete in place at Sixty Cents (\$.60) per lineal foot\$67.20

112 lineal feet of "cantilevered walk" at concrete arch bridge, containing eleven (11) cubic yards of concrete, 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, seven hundred thirty (730) pounds of reinforcing steel bars, and forty-three hundred (4300) pounds of structural steel, complete at Five Dollars and No Cents (\$5.00) per lineal foot\$560.00

290 cubic yards of Portland Cement Concrete, for head-walls, wing-walls extending

present culverts and wing-walls, composed by volume of one (1) part Portland Cement, three (3) parts sand and five (5) parts gravel or crushed stone, mixed with sufficient water, complete in place at Fifteen Dollars and No Cents (\$15.00) per cubic yard\$4350.00

170 cubic yards of reinforced Portland Cement concrete for wing-walls, extending present culverts and recapping wing-walls, using forty-five hundred (4500) pounds steel bars, concrete 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, complete in place at Twenty Dollars and No Cents (\$20.00) per cubic yard\$3400.00

TOTAL OF BID\$134379.85

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 per centum less than the price at which the same has been awarded.

FRANK L. CHENEY,
F. A. PRESTON,
LYLE GOURLAY,
Board of Local Improvements of the City of Highland Park.
Dated at Highland Park this 25th day of September, A. D. 1924.

COUNTY RAILWAY IS UNDER RECEIVERSHIP
Chicago, Palatine and Wauconda Road Has Indebtedness of \$150,000, Report

The Chicago, Palatine & Wauconda railroad, formerly known as the Palatine, Lake Zurich & Wauconda road, today was placed in receivership in the Circuit court at Waukegan, following application of Robert C. Kent of Wauconda, who has been acting as trustee of a trust deed, since 1919.

Justice Kent today applied for the appointment of a receiver, which was granted by the court. M. H. Detrick of Wauconda, was appointed receiver, as president of the railroad, and gave bond for \$5,000.

The alleged indebtedness approximates \$150,000. The financial affairs of this one engine railroad have been more or less stormy for several years and a number of exciting lawsuits have grown out of it as a result.

The motorists are said to love speed, but perhaps some are merely trying to get away from the cops.

DEERFIELD

THE COMING NORTH SHORE TOWN

TERMS: \$75 down and \$25 monthly; no interest. 10% discount for cash if paid within 90 days from date of contract.

\$750

Buys an Acre Lot within the City Limits

OTHERS UP TO \$1250.00

CHICAGO TITLE & TRUST COMPANY GUARANTEE POLICY FURNISHED EACH PURCHASER

J. S. Hovland's First Addition to Deerfield

LOCATED IN LAKE COUNTY, ON WILMOT ROAD AND COUNTY LINE

Just what you have been looking for. An opportunity to get in on the ground floor; low prices; easy terms, and no interest. Rich, black soil; land sloping toward the East. You can purchase one or more acres of land, grow up with the community, enjoy all the comforts of life doing it, and profit financially. This is the most unusual bargain heard of along the North Shore. The Chicago, Milwaukee & St. Paul Railway gives good Suburban Train Service. Scheduled Motor Bus Service connects Deerfield with Highland Park, where you can get the Chicago & North-Western Railroad, also the Chicago North Shore and Milwaukee Electric train, and towns along the North Shore are connected by Motor Bus Line, which runs often on Waukegan Road, a short distance from the property.

RESTRICTIONS — Thirty-foot building line and a home to cost not less than \$5,000, are wonderful safeguards to the future.

An ideal spot for a country home. Land is the safest of all investments and there is nothing that presents itself today that is better than one of these lots, as it is bound to increase in price with the growth of the community. Come out and see what I am offering you.

SUB-DIVISION OFFICE AT DEERFIELD, on Waukegan Road, just South of Deerfield Road, about 150 feet south of Deerfield Bank, open daily from 1 to 5 p. m., Sundays, 9 a. m. to 5 p. m.

133 WEST WASHINGTON ST. Room 804,
CHICAGO. Telephone FRANKlin 2247

HORACE D. BENT, Agent

EVANSTON OFFICE — CENTRAL and
BROADWAY. Telephone University 1242

OUR AUTO, at 540 Central Ave., Highland Park, will take you over, should you come that way. Office Hours, 1 to 5 p. m. Sunday 9 a. m. to 5 p. m.