

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 construction of a re-inforced concrete pavement in St. Johns avenue from Laurel avenue to Sheridan road, were opened on the 9th day of January, A. D. 1925, and the Arcole Construction Company, being the lowest responsible bidder, the contract was awarded to the said Arcole Construction Company on the 16th day of January, A. D. 1925.

Said bid for the work is as follows: 1425 cubic yards of excavation, measured in original position, in the grading of the roadway and parkways, including the grading of the roadway and subgrade to receive the concrete pavement and integral curbs, the grading of the parkways, and removal of all surplus excavated roadway and parkway materials, complete, at One Dollar Eighty Cents (\$1.80) per cubic yard \$2,565.00

5650 square yards, as measured from back to back of the integral curbs, of Portland cement concrete pavement, ten (10) inches thick, with integral curbs six (6) inches above surface of the pavement, average thickness of curbs six (6) inches, height of curb and pavement sixteen (16) inches. The pavement and body portion of the curb shall be composed of one (1) part Portland cement, two (2) parts sand, and three and one-half (3 1/2) parts gravel or crushed stone. The exposed surface of the curb to a depth of one (1) inch shall be composed of one (1) part Portland cement and two (2) parts sand; mortar and concrete shall be mixed with sufficient water. The pavement shall be reinforced with forty (40) pounds of steel wire fabric to each one hundred (100) square feet of pavement; three-eighths (3/8) inch asphaltic felt or fibre filler transverse expansion joints shall be spaced thirty (30) feet apart, extending from top to bottom of the pavement. Open joints shall be constructed through the curbs as extensions of the expansion joints in the pavement. Each transverse expansion joint shall be provided with three-quarter (3/4) inch smooth round steel bars, two (2) feet in length, spaced two (2) feet apart, center to center; one end of each bar shall be provided with a wrought iron cap ten (10) inches long. A longitudinal trapezoidal shaped joint shall be constructed along the center line of the pavement, from end to end. Joints shall be re-inforced with one-half (1/2) inch round deformed steel bars, spaced five (5) feet apart center to center, each bar four (4) feet long, and extending two (2) feet into the concrete on each side of said longitudinal joint. The upper edges of said joint shall be rounded. Including curing, protecting, and cleaning, laid complete at Three Dollars Sixty-Five Cents (\$3.65) per square yard \$20,622.50

100 square yards of macadam pavement, adjusted at street intersections, by the construction of new two (2) course bituminous bound macadam pavement, each course five (5) inches thick, with bituminous wearing surface two (2) inches thick. Including all excavation, preparation of the subgrade, rolling, and removal of all surplus excavated materials, complete in place at Two Dollars Fifty Cents (\$2.50) per square yard \$250.00

10 abandoned catchbasins filled with old macadam and outlet sealed with a brick masonry bulkhead, at Two Dollars (\$2.00) each \$20.00

7 new combined manhole catchbasins, average depth of concrete nine and one-half (9 1/2) feet, constructed of Portland cement 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, inside diameter four (4) feet, side-walls and bottom eight (8) inches thick, with four hundred (400) pound cast iron inlet covers, including all excavation, filling around manhole catchbasins with sand, and removal of all surplus excavated material, constructed complete at Ninety-Five Dollars (\$95.00) each \$665.00

9 new catchbasins, average depth of concrete seven (7) feet, constructed of Portland cement 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, inside diameter four (4) feet, side-walls and bottom eight (8) inches thick, with four hundred (400) pound cast iron inlet covers, including all excavation, filling around catchbasins with sand, and removal of all surplus excavated material, constructed complete at Ninety-Five Dollars (\$95.00) each \$855.00

222 lineal feet of eight (8) inch inside diameter vitrified, salt-glazed, hub and spigot tile pipe drain, laid with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water, at an average depth of four (4) feet, including all trenching, backfilling the trench from the bottom of the trench to the surface of the subgrade with bank sand, and removal of all surplus excavated material, complete at One Dollar Forty-Five Cents (\$1.45) per lineal foot \$321.90

513 lineal feet of ten (10) inch inside diameter, vitrified, salt-glazed, hub and spigot, tile pipe drain, laid with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water, at an average depth of six (6) feet, including all trenching, backfilling the trenches from the bottom of the trench to one (1) foot below the surface of the subgrade, with old macadam, the remainder of the trench to be filled with sand, and removal of all surplus excavated material, laid complete at One Dollar Twenty Cents (\$.20) per lineal foot \$106.60

525 square feet of present sidewalk approaches to be adjusted to line and grade, at Twenty Cents (\$.20) per square foot \$105.00

200 square feet of new concrete sidewalk approaches, concrete composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3 1/2) parts gravel or crushed stone, mixed with sufficient water, except that the top one-half (1/2) inch shall be composed by volume of two (2) parts Portland cement and three (3) parts sand, mixed with sufficient water, average thickness of concrete four and one-half (4 1/2) inches, to be laid to line and grade, on a layer of cinders six (6) inches thick, including all excavation and removal of all surplus excavated material, at Thirty Cents (\$.30) per square foot \$60.00

128 lineal feet of twenty-four (24) inch inside diameter double strength vitrified, salt-glazed, hub and spigot tile pipe for storm water outlet, laid with joints of mortar composed by volume of one (1) part Portland cement, two (2) parts sand, mixed with sufficient water, at an average depth of seven (7) feet, including all trenching, backfilling the trench from the bottom of the trench to the surface of the subgrade, with sand, connection to present eighteen (18) inch drain pipe, and removal of all surplus excavated material, complete at Three Dollars Ten Cents (\$3.10) per lineal foot \$896.80

32 lineal feet of twenty-four (24) inch inside diameter double strength vitrified, salt-glazed, hub and spigot tile pipe, laid with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water, at an average depth of seven (7) feet, including all trenching, backfilling the trench from the bottom of the trench to the surface of the subgrade, with sand, connection to present eighteen (18) inch drain pipe, and removal of all surplus excavated material, complete at Three Dollars Sixty Cents (\$3.60) per lineal foot \$115.20

2 cubic yards of concrete for one (1) headwall seven (7) feet high, six (6) feet long, top twelve (12) inches in width, bottom eighteen (18) inches in width constructed with an opening for a twenty-four (24) inch inside diameter tile pipe, 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, including all excavation and removal of all surplus excavated material; bottom of headwall shall be three (3) feet below established flow line of storm sewer, constructed complete at Twenty Dollars (\$20.00) per cubic yard \$40.00

832 lineal feet of eight (8) inch inside diameter vitrified, salt-glazed, hub and spigot tile pipe drain, laid with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand mixed with sufficient water, at an average depth of six (6) feet, including all trenching, backfilling the trenches from the bottom to one (1) foot below the surface of the subgrade, with old macadam, the remainder of the trench to be filled with sand, and removal of all surplus excavated material, complete at One Dollar Ten Cents (\$1.10) per lineal foot \$915.20

222 lineal feet of eight (8) inch inside diameter vitrified, salt-glazed, hub and spigot tile pipe drain, laid with joints of mortar composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water, at an average depth of four (4) feet, including all trenching, backfilling the trench from the bottom of the trench to the surface of the subgrade with bank sand, and removal of all surplus excavated material, complete at One Dollar Forty-Five Cents (\$1.45) per lineal foot \$321.90

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525 square feet of present sidewalk approaches to be adjusted to line and grade, at Twenty Cents (\$.20) per square foot \$105.00

200 square feet of new concrete sidewalk approaches, concrete composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3 1/2) parts gravel or crushed stone, mixed with sufficient water, except that the top one-half (1/2) inch shall be composed by volume of two (2) parts Portland cement and three (3) parts sand, mixed with sufficient water, average thickness of concrete four and one-half (4 1/2) inches, to be laid to line and grade, on a layer of cinders six (6) inches thick, including all excavation and removal of all surplus excavated material, at Thirty Cents (\$.30) per square foot \$60.00

TOTAL OF BID \$27,932.20

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, JOSEPH B. CARD, LYLE GOURLEY, Board of Local Improvements of the City of Highland Park, Illinois.

Dated at Highland Park, Illinois, this 22nd day of January, A. D. 1925.

STATE OF ILLINOIS, COUNTY OF LAKE, SS. IN THE CIRCUIT COURT OF LAKE COUNTY TO THE MARCH TERM A. D. 1925. HILDING BERGDAHL vs. Unknown heirs at law or devisees of Sarah H. Bestwick, deceased, N. C. Petterson, Unknown heirs at law or devisees of N. C. Petterson, deceased, Unknown owner or holder of the note of John E. Petterson, dated Aug. 14, 1894, for \$1500.00 and secured by a mortgage to N. C. Petterson of even date, recorded in Book 99 of Mortgages, on page 497, Unknown owner or owners of the land described in the bill of complaint.

IN CHANCERY NO. 14874. The requisite affidavit having been filed in the office of the Clerk of said Court. Notice is therefore hereby given to the said above named and unknown defendants that the above named complainant heretofore filed his bill of complaint in said court on the Chancery side thereof, and that a summons thereupon issued out of said Court against the above named defendants, returnable on the first day of the term of the Circuit Court of Lake County, to be held at the Court House in Waukegan, in said Lake County, on the first Monday of March A. D. 1925, as is by law required and which suit is still pending.

L. J. WILMOT, Clerk. Waukegan, Illinois, 21st day of January A. D. 1925. ERNEST S. GAIL, Complainant's Solicitor Highland Park, Illinois. 47-50

MILLIONS LISTEN TO CHICAGO RADIO WITHIN 250 MILE RADIUS

According to Report of Recent Survey Number 4,500,000; Also Indicates Trend Of Programs

Chicago radio stations have 4,500,020 regular listeners within a radius of 257 miles of the city, a survey just completed by the Sears-Roebuck agricultural foundation broadcasting station WLS shows, it was announced today. The survey included personal interviews with over two thousand persons in 32 cities within this radius and mail questionnaires answered by four thousand others in 90 places.

35 Per Cent Fans. Of the estimated fourteen million people living within 250 miles of Chicago, approximately 33 per cent own radios or hear Chicago stations on neighbors' sets, the survey revealed. All but six per cent of the persons approached in the survey reported hearing Chicago stations at some time and fully 82 per cent had heard WLS. Some hear Chicago at their place of business, others on roomers' equipment, while still others hear programs at clubs, farm bureau meetings, business houses, high schools, churches, hotel lobbies, news stands, candy kitchens, garages and radio dealers' showrooms. Creameries, grain elevators and livestock marketing organizations were also discovered to be making use of radio market reports regularly, many posting the markets on bulletin boards for the information of those interested.

What They Like. The survey further revealed the trend in programs desired by radio listeners. Instrumental music is most popular, and is followed closely by vocal music, with a decided preference for male voices. Farm and home programs also rank high, while radio plays, readings and speeches are favored in the order named. Of the special WLS features, lullaby time, noonday and Saturday night programs were commented on in the order given.

URGES REVIVAL OF PROVED PRACTICES

President of Motor Club Wants Drivers to Revert to Fundamentals

Reviving a number of time-honored reforms will be a prominent feature of local motoring improvement during the winter season, according to Charles H. Hayes, president of the Chicago Motor club. Despite the progressiveness usually displayed by the automobilist, Mr. Hayes declares a large number of fundamentals have been lost during the past year, and thousands of car owners have literally got to begin all over again if they expect to bring their motoring strictly down to date. Local experience in this connection is said to dovetail with that of the American automobile association's national headquarters in Washington, D. C., where it is reported that the percentage of owners who neglect fundamentals is as great as it was ten or fifteen years ago. Accordingly the local A. A. A. affiliation will revive former campaigns against the nuisance of smoking motors, against the waste of fuel that accompanies unprotected engines in winter and against the danger of failing to make provisions for driving over ice and snow-covered streets. "The number of owners who were caught with frozen radiators in the first cold snap of the winter season," says Mr. Hayes, "is exactly what used to be expected in the days before motorists had sufficient experience. Every responsible owner should be equipped with winter devices, yet this year the percentage of owners taking such matter into consideration has been low. It means low efficiency for both car and driver, with expense and perhaps accidents as the inevitable result."

ROADS PASSABLE BUT COVERED WITH SNOW

Such is Report of Motor Club For Week in Illinois; Hard Driving

"Most dirt roads in Illinois passable" says the latest bulletin issued by the Chicago Motor club. All roads are still covered with snow and ice, and some deeply rutted. Care should be taken to drive slowly, as cars are liable to jump the ruts and skid into the ditch.

"Ill-3—Detour lifted between Hillsdale and Carbon-Cliff and the route is open to traffic. The sections of this route between Alton and Jacksonville, being cindered by the Alton Automobile club, are passable while frozen. This route scheduled to be open by January 15 except 3000 feet between Carrollton and White Hall, which is passable but will not be covered this winter. "Ill-18—Detour between Mendota and Princeton lifted and route open to traffic. "Ill-39—From Urbana to Bloomington bad. Detour west from Champaign to Bondville then north 3 miles and take county road to Mahomet."

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