

INDOOR LEAGUE IS PLAYING GOOD BALL
Recent Results Given; Final Round of Season Is Under Way

Indoor League games continue to attract wide interest locally. The P. O. and Anspach Bros. split a double-header, both scores being 2-1. The Mailmen lost the first game on a dropped fly and failure to run bases. Gerkin pitched both games for the Mailmen. Kuh and Anspach did the pitching for Anspach Bros. Friday Fell Clothiers trimmed the Notion Stores, 12-4. Martin and O'Brien starred for the Fells.

Monday, the Fells Clothiers beat the P. O. men 3-0 in a fast game. Fell Clothiers had a big seventh inning when they scored all their runs.

Tuesday, the H. P. Hardwares kept their league lead by beating Anspach 8-4. Sheahan pitched his usual strong game.

Friday night the North Ends and Notion Stores played the last game in the third round. If they win their team will be tied with Fell Clothiers for second place.

	W	L	Pct.
H. P. Hardwares	13	2	.866
Fell Clothiers	10	4	.666
North Ends	9	7	.600
Anspach Bros.	8	7	.520
H. P. Notion Stores	3	11	.200
Post Office	2	13	.133

HAS LOCAL AGENCY FOR CHRYSLER CAR

J. E. Deibler, experienced in the automobile sales and service bureau, has taken the local agency for the Chrysler car and will immediately erect a building on First street, between the Pearl theatre and Larson Bros. garage, which will be adequately equipped with showroom and service department. Mr. Deibler has temporary quarters with W. E. Becker on North St. Johns avenue. He has been in the automobile business in Chicago for 23 years and is well versed in all branches of the business, and can promise patrons excellent service.

STATE CANNOT HELP CITY BUILD BRIDGES

(Continued from page 1)
be used to defray expenses of enlarging and remodeling the incinerator, adding new machinery to the water-works, both urgently needed, and for other necessary corporate purposes.

It is argued by a number of persons opposing the bond issue that Highland Park should get state aid on these bridges, as Glencoe has done, but the state highways department points out in a telegram to the mayor that in Lake county this cannot be done under the law. It appears that because of its large population Cook county towns have an advantage in this respect. The telegrams of the mayor to the State Division of Highways and the reply of Chief Engineer Sheets are given herewith:

Mayor's Telegram
Following is Mayor Hastings' wire to State Highway Engineer Sheets:
Aug. 5, 1926

To J. T. Sheets,
Chief Highway Engineer,
Street and No. State Highway Dept.,
Place—Springfield, Ill.,
Can the City of Highland Park obtain State aid for the construction of two bridges in Sheridan road?
SAMUEL M. HASTINGS, Mayor,
City of Highland Park.

State Engineer's Reply
And here is the State Highway Engineer Sheets' reply, showing the futility of hoping that state aid can be obtained:

Springfield, Ill.,
232P Aug. 5, 1926
Hon. Samuel M. Hastings, Mayor:
Highland Park, Ill.
State board bond issue law prohibits state assisting in construction bridges and roads in cities having population greater than twenty-five hundred in Lake county. Therefore state cannot assist on bridges in Highland Park.
FRANK T. SHEETS.

Is Only Way Feasible
It may further be stated here that several times in recent years the mayor and commissioners have been in touch with the state highway officials with a view to securing state aid in this matter, but always without success, and State Engineer Sheets' telegram is the final word in the matter. Hence, as the city has no money in its treasury for bridge building, a bond issue is the only possible alternative. It is pointed out by city officials that several city administrations in the past have endeavored to solve this problem without a bond issue, as the city was at that time not in condition financially to float such an issue, and it is regarded as especially fortunate now that the city's financial state is such that the necessary bond issue can easily be made without impairing the city's credit in any way.

The report made to the city council by Engineer Fyfe on the condition of the two bridges on North Sheridan road is given below. He finds the one bridge wholly unsafe and the other, though possible of repairs, scarcely worth the expense. The reports follow:

Engineers' Reports
Bridge in Sheridan road, between Maple avenue and Moraine road:
This bridge was found to be in a dangerous condition on Sunday Aug. 1, 1926.

Water from the roadway and banks had cut deep trenches along

side of several of the foundations. A number of the footings were in a hazardous condition and in one case the foundation was entire washed out from under the supporting post, the post being suspended and held in place by a few spikes only.

Several of the main support posts are badly rotted at the base. A number have been spliced or blocked up. The diagonal bracing is held by spikes only, some are loose and the entire framing is in uncertain condition.

In order to make this bridge safe for temporary ordinary traffic, it would be necessary to have a complete over-hauling with new foundations, etc.

It is my opinion that this bridge should remain closed to traffic.

The Other Bridge
Bridge in Sheridan road between Moraine road and Broadway:

This bridge is similar in construction to the bridge between Maple avenue and Moraine road.

The floor, framing, posts, etc., have been strengthened from time to time.

The present deck is in good condition with the exception of the north panel.

Several new posts have been installed which are in good condition.

Where the cross beams have been damaged by fire, new planks have been bolted to the sides of the charred timbers.

In some cases, short lengths of posts have been set on top of the old post, extending to and carrying the cross beams. Some of the short pieces are not plumb, and not properly held in position.

In some instances the posts have rotted near the base. One of the diagonal braces is rotted and detached from the post.

In other cases the old posts have been cut off a few feet above the foundations, the new post resting on the stub projecting above the pier.

At these places and where the base of the posts are spotted the bridge should be jacked up, the defective part of posts cut off and removed, the piers built up to the new level and the post allowed to set on the pier, so that the water will drain away from the base of the post.

All of the diagonal bracing and framing should be gone over to guard against further displacement.

The bank and bearing soil near the bottom of the ravine has been washed away from one of the new piers for the new post, and the outer edge of the bottom of the footing exposed. This should be taken care of by additional concrete under and adjoining the present footing.

Precautions should be taken to divert all water from the streets or banks to the ravine at either side of the bridge.

Frequent inspection should be made, especially during and after a heavy rain.

With the foregoing recommendations carried out I consider the bridge safe for ordinary regulated traffic.

Respectfully submitted,
JAMES L. FYFE

Engineer Fyfe also inspected the North Linden avenue bridge and his report on it indicates that by proper repairs it can be put in good shape for light traffic under proper regulation. At present it is unsafe and has been ordered closed until repairs can be made as recommended. This bridge is not included in the bond issue plan for improvements.

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