

Still things are not as bad in France as they might be. The French don't have to select their cabinet members by primary.

Wall Street was said to have been upset the other day by the news from Paris. We are glad to know that somebody takes Paris seriously.

Your Family
dry

for \$1.25 and 5 cents per wash returned damp, ready

\$1.80 and 10 cents per lb. for

cents per lb. for all flatwork bearing apparel, soft shirts, real economy. The quality of our service is courteous and

LAUNDRY
Bay Road
ELL AS LAUNDERERS
PARK, ILL.
178-179

ATURDAY EVENINGS

Sons

rch—Evanston

ON SHOP

and
the
uits

ers—They
This Price

Clothing than
it is only natural
ies and advan-
ary merit of our
r Fall. You will
elsewhere. One
\$85.

45.50

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 reinforced concrete pavement in Lincolnwood Road, St. Johns Avenue, Marion Court, Pierce Road, Braeside Road, Lakeside Place, Brownville Road, Ravine Manor Road, Carol Court, Delta Road, Dell Lane and Pleasant Court, all in the City of Highland Park, County of Lake and State of Illinois, were opened on the 17th day of September, A. D. 1926, and I. D. Lain, being the lowest responsible bidder, the contract was awarded to said I. D. Lain on the 20th day of September, A. D. 1926.

Said bid for the work is as follows:

No. 1—18,000 cubic yards of excavation for roadways, integral curbs, and combined curb and gutter, including clearing, grubbing of brush and trees six (6) inches in diameter or less grading, preparing the subgrade to receive the concrete pavement, integral curbs and gutter (old sidewalks where removed shall be classed as excavation); after the roadways and parkways are brought to the subgrade, the remainder of all the excavated material shall be used for filling over proposed culverts in ravines in Brownville Road, Lincolnwood Road, St. John's Avenue, and over tile pipe drains in Dell Lane and Lincolnwood Road to the extent necessary to bring the fill up to established subgrade; the surplus excavated roadway and curb material shall be removed from the site of the improvement; all excavation measured in the cut; including all grading, tamping and flushing, at Eighty-five Cents (85c) per cubic yard \$ 15,300.00

No. 2—4,500 cubic yards of excavation for parkways, including clearing, grubbing of brush and trees, six (6) inches in diameter or less, hand raking and removing of all surplus excavated material, measured in the cut at Eighty-five Cents (85c) per cubic yard 3,825.00

No. 3—991 cubic yards of excavation for culverts and retaining walls including all shoring, pumping, drains, back-filling, grading and smoothing, and removal of surplus materials, measured in the cut at One Dollar and Seventy-five Cents (\$1.75) per cubic yard 1,734.25

No. 4—32,000 square yards of Portland cement concrete pavement (the square yard measured from back to back of curbs, except in Lincolnwood Road, where it is measured between roadway edges of the combined curb and gutter) eight (8) inches thick. Said pavement shall be composed by volume of one (1) part Portland cement two (2) parts sand, and three and one-half (3½) parts gravel or crushed stone, mixed with sufficient water to make a quaking mass. Said pavement shall be reinforced with forty-two (42) pounds effective steel wire fabric to each one hundred (100) square feet of pavement; three-eighths (¾) inch asphaltic felt transverse expansion joints shall be constructed normal to the center line of the pavement, and spaced thirty (30) feet apart, extending from the bottom of the pavement to one-half (½) inch above the top of said pavement, and from face to face of integral curbs, and to roadway edges of combined curb and gutter. Said expansion joints shall be provided with three-quarter (¾) inch smooth, round steel bars, two (2) feet long, spaced two (2) feet apart, imbedded in the concrete and extending sixteen (16) inches into the concrete on one side of the joint, and the remaining shorter portion of said steel bars, before imbedded in the concrete on the other side of the joint, shall be coated with cup grease and inserted in a one (1) inch diameter wrought iron or tin pipe ten (10) inches long, one (1) end of which shall be closed with a cork in such a manner as to keep the concrete out and provide an open space at least one (1) inch in length in which the bar may slide. A longitudinal

trapezoidal or V-shaped joint shall be constructed along the center line of and from end of said pavement by the installation of a sixteen (16) gauge metal (iron) plate seven and one-half (7½) inches wide after being pressed into shape, except in St. John's Avenue, from Lincolnwood Road south to Pierce Road, where there shall be constructed three (3) longitudinal trapezoidal joints dividing the pavement from face to face of curbs in four (4) equal parts, and from Pierce Road to County Line Road in said St. John's Avenue, where there shall be constructed two (2) longitudinal trapezoidal joints dividing the pavement from face to face of curbs in three (3) equal parts. The face of the concrete pavement on one side of the joint shall be painted with bituminous cement before the concrete pavement on the other side is laid. Said longitudinal joints shall be provided with five-eighths (⅝) inch round deformed steel bars four (4) feet in length; the center of said bars shall be spaced five (5) feet apart and four and one-quarter (4¼) inches below the surface of said concrete pavement; said bars shall extend two (2) feet into the concrete on each side of said longitudinal joint; the metal plate shall be omitted in said St. John's Avenue from said Lincolnwood Road south to said County Line Road; including curing by the use of two and one-half (2½) pounds calcium chloride per square yard of concrete, protecting, and cleaning the pavement; laid complete at Two Dollars and Sixty-five Cents (\$2.65) per square yard 84,800.00

No. 5—18,800 lineal feet of Portland cement concrete curb built integral with the concrete pavement, and on top of said pavement. The width of the curb three (3) inches below the top of said curb shall be six (6) inches, the height of said curb above the surface of the pavement, shall be six (6) inches, and the exposed edges shall be rounded. The back of said curb shall be flush with the back edge of the pavement. The concrete for the body portion of said curb shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3½) parts of gravel or crushed stone. The mortar for the exposed surface to a depth of one-half (½) inch, shall be composed by volume of one (1) part Portland cement and two (2) parts sand. Both mortar and concrete shall be mixed with sufficient water to make a quaking mass. There shall be constructed three-eighths (¾) inch open joints through the entire width of said curb, extending from the top of said curb to the bottom of the pavement, spaced thirty (30) feet apart and continuous with the transverse joints in the pavement; constructed complete at Thirty Cents (30c) per lineal foot 5,640.00

No. 6—1,680 lineal feet of Portland cement concrete curb built integral with the concrete pavement, and on top of said pavement; the width of said curb three (3) inches below the top of said curb shall be eight (8) inches. The height of said curb above the surface of the concrete pavement shall be six (6) inches, and the exposed edges shall be rounded. The back of said curbs shall be flush with the back edge of the pavement. The concrete for the body portion of said curb shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3½) parts gravel or crushed stone. The mortar for the exposed surface to a depth of one-half (½) inch shall be composed by volume of one (1) part Portland cement and two (2) parts sand. Both mortar and concrete shall be mixed with sufficient water to make a quaking mass. There shall be constructed three-eighths (¾) inch open joints through the entire width of said curb, extending from the top of said curb to the bottom of the pavement, spaced thirty (30) feet apart and continuous with the transverse joints in the pavement; constructed complete at Forty-five Cents (45c) per lineal foot 756.00

inch open joints through the entire width of said curb, and extending from the top of said curb to the bottom of the pavement, spaced thirty (30) feet apart and continuous with the transverse joints in the pavement; constructed complete at Forty-five Cents (45c) per lineal foot 756.00

No. 7—4,350 lineal feet of Portland cement concrete combined curb and gutter in Lincolnwood Road. The body portion of said combined curb and gutter shall be composed by volume of one (1) part Portland cement, two (2) parts sand, and three and one-half (3½) parts gravel or crushed stone. The exposed surface to a depth of one (1) inch shall be of mortar composed by volume of one (1) part Portland cement and two (2) parts sand. Both mortar and concrete shall be mixed with sufficient water to make a quaking mass. The overall height of curb and gutter shall be fourteen (14) inches, measured at the back of said curbs. The width of said curb three (3) inches below the top of said curb shall be six (6) inches. The total width of said combined

(Continued on page 6)

For Quick Results Try a Press Want Ad

You Are Invited to Come to Our Store to Listen to the

Fight by Radio

The fight will be enjoyed tonight by all who have good radios. Do not miss the big sporting events this fall. All the Big Football Games.

Get Your Radio From Us Now

Sporting Goods for All the Seasons

BICYCLES SKOOTERS ROLLER SKATES
TRUNKS TRAVELING BAGS

Hunter's Radio and Sport Shop

386 Central Avenue

Phone Highland Park 28

GARNETT'S

"STORE NEWS"



Presenting the

New Autumn Modes

Style Right and Price Right Fashions

Lovely, colorful, enticing! Fashions to set the heart athrill. Modes of great interest to feminekind. Now as the Fall season opens we present many exclusive creations for your selection.

One and Two Piece Jersey Frocks \$16.95

The jersey of which these dresses are made is of the non-sag quality. Good-looking frocks, the sort of which you'll enjoy wearing for sports or street.

Other Jersey Frocks Priced at \$11.75

Fur Trimmed New Coats

\$29.75 - \$49.75

Stunning coats that typify the very smartest of new Fall modes. Fashioned of the finest coatings in the season's loveliest and newest shades.

Other New Fall Coats Priced up to \$65.00

Smart Autumn Hats Remarkable Values \$4.95

Exquisite

Rayon

Undies

Here's an interesting collection of lovely Chemises, Slips, Step-ins, and Bloomers. The quality and prices make it advisable to choose plentifully for immediate and future requirements.

Step-Ins Special 1.00

These step-ins are specially priced and can be chosen in several desirable colors. Made of serviceable material with lace edging.

Rayon Slips 3.50

Non-stretch straps, elastic seams, double panel, best quality rayon — these are some of the features that mark this "slip" as out of the usual.

Carter's Bloomers 1.95

Another garment of Carter quality that meets with the approval of the most discriminating.

Envelope Chemises 1.95

These rayon chemises made with lace pocket filled with rayon kerchief in contrasting color make an irresistible appeal.

Rayon Slips 2.95

Made of best quality rayon with double panel. Choice of white, flesh, orchid and peach.

Rayon Bloomers 1.29

This is a most remarkable value. Well made, full cut bloomers of an excellent quality rayon, \$1.29.

Carter's Vests 1.00

The quality of Carter's garments is well known. This number has been recently improved and presents an extraordinary value at \$1.



DEMPSEY-TUNNEY FIGHT RETURNS

—Phone 2000—