inches long and three (3) feet six (6) inches high, the width at the top is twelve (12) inches and the width at the base is nine (9) inches. The concrete for the body portion of the sidewalk shall be one (1) part Portland cement, two (2) parts sand and four (4) parts gravel or crushed stone, except the exposed surface to a depth of one-half (½) inch which shall be composed by volume of one (1) part Portland cement and two (2) parts of sand; both mortar and concrete mixed with sufficient water. All other concrete 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, except the exposed surface of the integral curb to a depth of one-half (½) inch, which shall be composed by volume of one (1) part Portland cement and two (2) parts sand, mixed with sufficient water.

The quantities of concrete in as follows:

(a) The 84 piles contain *sixty-six and seventy-eight hundredths (66.78)* cubic yards of concrete, reinforced with 29,400 pounds of five-eighths (⅝) inch round, deformed steel bars.

(b) the concrete slab with integral curb contains one hundred five and five-tenths (106.5) cubic yards of concrete, reinforced with 27,000 pounds of three-quarter (¾) inch round deformed steel bars.

(c) The concrete slabs under Parkways contain sixty-six and eight-tenths (66.8) cubic yards *of concrete reinforced with seventeen thousand* (17,000) pounds of three-quarter (¾) inch round deformed steel bars.

(d) The concrete slabs under the sidewalks contain thirty and seven-tenths (30.7) cubic yards of concrete reinforced with nine thousand (9000) pounds of three-quarter (¾) inch round deformed steel bars.

(e) The concrete girders contains twenty-five (25) cubic yards of concrete reinforced with thirty-one hundred (3100) pounds of seven-eighths (⅞) inch *round deformed steel* bars.

(i) Tile in place—512.00 lineal feet at $2.00 per lineal ft. 1,024.00
crete.

(g) The pile cappings contain eighty (80) cubic yards of concrete reinforced with thirteen thousand seven hundred (13,700) pounds of five eighths (⅝) inch round deformed steel bars.
Including all excavating, pile driving, all labor and materials, backfilling, flushing the backfill and removal of all surplus excavated materials, every item complete in place.

(a) 84 concrete piles complete in place at $50 each ..... $ 4,200.00
(b) Concrete slab with integral curb—105.5 cubic yards at $20.00 per cubic yard 2,110.00
(c) Concrete slab under Parkways—66.8 cubic yards at $20.00 per cubic yard.... 1,336.00
(d) Concrete slab under walks—30.7 cubic yards at $20.00 per cubic yard..... 614.00
(e) Concrete Girders—25.00 cubic yards at $20.00 per cubic yard 500.00
(f) Sidewalk—640.00 square feet at 30c per square foot 192.00
(g) Concrete Pile Kappings—80.00 cubic yards at $20.00 per cubic yard 1,600.00
(h) Handrails—133.00 lineal *feet at $12.00 per lineal ft.* 1,596.00
(i) Tile in place—512.00 lineal feet at $2.00 per lineal ft. 1,025.00

Total estimated cost of the Bridge proper ..... $ 13,172.00

Item No. 35—800 square yards of reinforced concrete pavement-approaches eight (8) inches thick; the square yards measured between the edges of the combined curb and gutter nearest the pavement. Said concrete 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; said pavement shall be reinforced* with forty-two (42) pounds of effective steel wire fabric to each one hundred (100) square feet of pavement placed two (2) inches below the top of the pavement; three-eighths (⅜) inch asphaltic feet transverse expansion joints shall be constructed normal to the center line of the pavement and spaced twenty-seven (27) feet apart extending from the bottom of said pavement to one-half (½) inch above the top of said pavement *and from the pavement* edge to pavement edge, said joints shall be provided with three-quarters (¾) inch smooth round steel reinforcing bars, two (2) feet long, spaced two (2) feet apart, *the bar on each side of the* center line of said pavement shall be spaced one (1) foot from said center line. The bars shall be imbedded in the concrete four (4) inches below the top of said pavement, and extending (16) inches into the concrete on one side of the joints, and the remaining shorter portion *of said bars, before imbedded in* the concrete on the other side of said joints, shall be coated with cup grease, and inserted in an one (1) inch internal diameter *metal pipe, ten (10) inches long, one end of* which shall be closed 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.
There shall be constructed one (1) longitudinal V-shaped joint along *the center line of said pavement-approach* on both sides of the bridge and one additional V-shaped longitudinal joint fifteen (15) feet six (6) inches *north of and parallel with said center line of said* pavement in the east approach by the installation of a sixteen (16) gauge metal (iron) plate, seven and one-half (7½) inches wide after being pressed into shape, said V-shaped joints shall be staked securely in place and shall be provided with five-eighths (⅝) inch round, deformed steel *reinforcing* bars four (4) feet in length and spaced five (5) feet apart, and placed four and one-quarter (4¼) inches below the top of said pavement, *said bars shall extend two (2) feet into the concrete* on each side of said joints. Joints between said concrete pavement and the combined curb and gutter shall be provided with three-quarter (¾) inch round, deformed steel reinforcing bars, each two (2) feet long and spaced five (5) feet apart, said bars shall be imbedded in the concrete four (4) inches below the top of the pavement and shall extend one (1) foot into the pavement and one (1) foot into the combined *curbs and gutter; said joints shall, before* the combined curb and gutter is constructed, be painted with asphaltic cement. In addition to the above mentioned reinforcing the one hundred thirty-five (135) *square* yards nearest the bridge to the west and the one hundred twenty-five (125) square yards nearest said bridge to the east shall be reinforced with twenty-three hundred sixty (2360) pounds of one-half (½) inch square, deformed steel bars, placed two (2) inches above the bottom of *the pavement, including all curing by* using two (2) pounds of calcium chloride spread evenly over each square yard of pavement, protecting and cleaning said pavement, laid complete at
$3.10 per square yard ..... $ 2,480.00

Item No. 36—304 lineal feet of combined curb and gutter. *The concrete shall be* composed by volume of one (1) part Portland cement, two (2) parts sand and three and one-half (3½) parts gravel and crushed stone, except that 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; the height of said combined curb and gutter, as measured at the back of said curb shall be *fourteen (14) inches; the width of said* combined curb and gutter, as measured at the bottom, shall be eighteen (18) inches; the height of the curb above the gutter line shall be *six* (6) inches, the width of said curb three (3) inches below the top shall be six (6) inches, the face line of said curb extended to the bottom *line of said* combined curb and gutter, shall form an angle with said bottom line of seventy-five (75) degree, acute toward the back of the curb. *The exposed edges shall be rounded after lines* having the following radii: at the upper back edge the radius shall be one-half (½) inch, at the upper front edge and at the gutter *line* the *radii* shall be three (3) inches. There shall be constructed continuous with the transverse expansion joints in the pavement three-eighths (⅜) inch asphaltic felt expansion joints in the gutter extending from the edge nearest said pavement to the face of curb and from the bottom *of said combined curb and gutter to one-half (½)* inch above the top of said gutter, and a three-eighths (⅜) inch open joint extending from the top of the curb to the bottom of said *combined curb and gutter* and through the entire width of said curb, constructed complete at
$1.00 per lineal foot ..... $ 304.00

Item No. 37—1 reinforced concrete outlet culvert, the internal dimensions shall be as follows: at the connection with the fifty-two (52) inch reinforced concrete pipe, the width shall be fifty-two (52) inches by fifty-two (52) inches, at a plane ten (10) feet east of said connection, the width shall *be eight (8) feet* and the height shall be three (3) feet, said dimensions shall be continued from said plane in such a manner that the top slab shall be four (4) *feet on the north side* and thirteen (13) feet on the south side of said slab, and the bottom slab shall be twenty-four (24) feet on the north side and thirty-three (33) feet six (6) inches on the south side of said slab. The north wall shall be three (3) feet high from above mentioned plane for a distance of seven (7) feet three (3) inches and shall from this point taper down to nothing at a distance of twenty-four (24) feet from aforesaid plane. The south wall shall be three (3) *feet high from aforesaid plane* for a distance of fifteen (15) feet and nine (9) inches and shall from this point taper down to nothing at a distance of thirty-three (33) feet and six (6) inches from aforesaid plane; the thickness of the top and bottom slabs and walls is ten (10) inches; said outlet culvert shall be placed on top of a footing one (1) foot six (6) inches thick, the length of said footing is thirty-two (32) feet six (6) inches on the *north side and forty-two (42) feet six (6) inches* on the south side. The footing at the connection of said outlet culvert and said fifty-two (52) inch concrete pipe shall be nine (9) feet eight (8) *inches long* and one (1) foot six (6) inches thick; the footing at the stream shall be nineteen (19) feet long and two (2) feet thick, the height of all aforesaid footing shall be two (2) feet eight (8) inches, including all labor and materials. Said outlet culvert contains twenty-nine (29) cubic *yards of concrete reinforced* with thirteen hundred (1300) pounds of one-half (½) inch square deformed steel bars. The footings contain sixteen (16) cubic yards of plain concrete:
29 Cubic Yards at $25.00 per cubic yard—complete in place ..... $ 725.00
16 Cubic Yards at $15.00 per cubic yard—complete in place 240.00

Total amount ..... $ 965.00

Item No. 38—69 lineal feet of fifty-two (52) inch internal diameter reinforced concrete pipe; the concrete shall be 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, reinforced with two (2) lines of triangular *reinforcing wire mesh, having an elastic limit* of 55,000 pounds per square inch, said wire mesh to be placed concentric in the pipes one (1) inch from the inside and outside *surface of said* pipe. Joints shall be constructed of mortar composed by volume of one (1) part Portland cement and two (2) parts sand and mixed with sufficient water. The walls shall be five and one-half (5½) inches thick. The average depth is seven and five-tenths (7.5) feet below the *surface of the ground; including all trenching, shoring, bracing, pump*ing, backfilling, flushing the backfill and connection to concrete outlet culvert, constructed complete at
$10.00 per lineal foot ..... $ 690.00

Item No. 39—220 square yards of stone or broken concrete Rip-Rap, average thickness nine (9) inches placed under the bridge including all excavation, complete in place at
$3.00 *per square yard* ..... $ 660.00

Item No. 40—1320 square yards of bituminous binder macadam pavement for pavement connections in Ridge Road, Deerfield Road and McCraren Road, said pavement shall be eleven and one-half (11½) inches thick bonded with four (4) gallons of Tarvia or its equal, per square yard of pavement and top dressed with one-half (½) inch layer of one quarter (¼) inch gravel including all excavation and removal of all surplus excavated materials and including the necessary header boards, complete at
$3.00 *per square yard* ..... $ 3,990.00

Item No. 41—273 trees to be cut down, stumps and roots grubbed out to a depth *of one (1) foot below the surface of the subgrade* and hole filled with sand, said sand to be flushed and tamped, including the removal of trees, stumps and roots from the site of the *improvement.*
$12.00 each ..... $ 3,276.00

Item No. 42—9,350 square feet of concrete sidewalks-approaches built on a layer of cinders or sand six (6) inches thick, the width of said approaches shall be five (5) feet except at the existing sidewalks where they shall be widened so as to meet said sidewalks at right angles, the body portion of said approaches shall be four (4) inches thick, and the concrete 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 to a depth of one-half (½) 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, including all excavating, grading and removal of all surplus excavated materials, constructed complete at
$0.30 per square foot ..... $ 2,805.00

Item No. 43—89,816 square yards of parkways to be hand-raked and smoothed, at 7c per square yard ..... $ 6,287.12

Item No. 44—171 Valve Vault and Manhole Covers to be adjusted at
$10.00 each ..... $ 1,710.00

Item No. 45—2 concrete Headwalls constructed at each end of the herein described twenty-four (24) inch inside diameter concrete pipe. Each wall shall be five and one-half (5½) feet high, five (5) feet long; the width of the top shall be one and one-quarter (1¼) feet. The width at the bottom shall be two and one-half (2½) feet; the bottom shall be two (2) feet below the flowline of said *concrete pipe. Each Head*wall shall be provided with an opening for said twenty-four (24) inch pipe; the concrete shall be composed by volume of one (1) part Portland cement and two (2) parts sand and four (4) parts gravel or crushed stone except that the exposed surfaces after backfilling is done 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; *including all excavating*, providing an opening in each headwall for said twenty-four (24) inch concrete pipe, connection with said concrete pipe, all backfilling, flushing and compacting said backfill and removal of all surplus excavated materials, including existing tile pipe culvert; each headwall contains one and seven tenths (1.7) cubic yards of concrete; total for the two (2) walls three and four tenths (3.4) cubic yards. Constructed complete at
$25.00 per cubic yard ..... $ 85.00
Engineering Services ..... $ 35,000.56

$616,937.73

All lawful expenses attending the proceedings for making said improvement, including the court costs and the making, levying and collection of the assessment for said improvement, not in excess of six (6%) per centum of the cost of said improvement ..... $ 36,962.27

TOTAL ESTIMATED COST OF SAID PROPOSED
Improvement $653,000.00

Respectfully submitted,

BENJAMIN F. LEWIS,
Mayor of the City of Highland Park,
Lake County, Illinois.
WINDES & MARSH,
By FRANK A. WINDES,
Engineers specially employed by the City of Highland Park, Lake County, Illinois.

Dated this 4th day of June A. D. 1928.

I, Benjamin F. Lewis, Mayor of the City of Highland Park, and we Windes and Marsh, Engineers specially employed by said City of Highland Park, do each severally certify that in our opinion the above estimate does not exceed the probable cost of the proposed improvement, and the lawful costs attending the same.
Dated this 4th day of June A. D. 1928.

BENJAMIN F. LEWIS,
Mayor of the City of Highland Park,
Lake County, Illinois.
WINDES & MARSH,
By FRANK A. WINDES,
Engineers specially employed by the City of Highland Park, Lake County, Illinois.

I, V. C. MUSSER, City Clerk, do hereby certify that the foregoing is a true and correct copy of an *ordinance submitted* to the Council at its meeting held on Monday, June 25th, 1928 and was thereupon referred to the Council as a Committee of the whole, which recommended its passage.
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City of Highland Park, this 25th day of June, A. D. 1928.
(SEAL)

V. C. MUSSER,
City Clerk.

Press Want Ads Bring Results

TALE OF THE SKIRT SHORTER OR LONGER

DEPENDS ON INDIVIDUAL

Almost Any Length Seems to Be in Fashion at Times, According to Opinion of One Style Writer

To be or not to be—shorter! That is the question attacking every well brought up skirt today. No longer can a skirt be sure of itself, nor for that matter unsure. No longer can a lady be confident of her skirt's propriety, but neither can she be chagrined by any of its actions.

Short skirts, one hears, are on the wane. Uneven hemlines, dips in back that climb up to something close to knee length in front may be found under any good dinner table side by side perfectly even hems ranging almost anywhere from knee cap to mid-calf—if one must be accurately descriptive.

Age No Criterion

Age is no criterion. Long skirts are often scorned by the middle aged because they have a tendency to make a woman looke exactly that—middle aged. Short skirts are not the necessary pet of the young—because long skirts are things they have never had *before, if* they are very young, and because change, ceaseless change, is the spirit of the fashion game.

One thing is certain. No one is afraid. One's skirt may be exactly the opposite in length and behavior of that of an adjacent lady. One may not be at all sure which is the smarter but one is never afraid of being far wrong since the *wrong may be right* and the right wrong. Just one of those paradoxes, you know.

The days when ladies were really fearful about such things seems a long way off to our 1928 eyes. Our grandmothers fussing nervously with a skirt which did not entirely cover tiny, modish feet seems as remote as our great grandmother in hoops.

Ancient History

How positivey antideluvian seems the story of Mademoiselle d'Aubigne mortified to tears at the Abbe' Scarron's dinner because beauty and wit were not enough to lengthen a skirt obviously shorter than those of the other women present. She was only sixteen, and destined to an important part in the history of France, but skirts were skirts and her's was wrong. It was a matter to bring the hears of agony.

A few things skirt-like are fairly certain. Skirts of those charming woolen weaves, sheer, sometimes *almost as sheer as georgette* with the inter-weaving of fine rayon threads, are nevertheless usually of even contours, and *usually quite covering* the kness. But with weaves of satin and taffeta or the softer rayons anything *may be done as to lengths*. Perhaps some one will offer a prize for the statistician who can ascertain the majority length *which is ruling*. It would also be interesting to know how many women of today have a hard and fast seasonal rule obligating themselves to one and only one skirt length.

Question and Answers

Q—What city in Illinois, *outside of* Chicago, has the largest number and variety of manufacturing industries?
—P. K. G., Joliet.

A—Rockford, with 230 establishments, an average of 14,045 wage earners and an annual payroll of $19,115,000 stood first in this respect, according to bureau of statistics figures compiled for the year 1925. Peoria stood second in number of establishments but third in number of employes and fourth in payroll. East St. Louis was second in payroll and second in number of employes. Moline was third in payroll though seventh in number of plants.

Q—Can you give me figures on the net debts, per capita, of some of our Illinois cities?
—B. W. J., Quincy.

A—Government figures as of 1926 give net debts, per capita, of some of the larger Illinois cities as follows: Aurora, $27.00; Cicero, $20.74; Danville, $25.65; Decatur, $43.99; East St. Louis, $31.85; Evanston, $61.95; Elgin, $31.89; Joliet, $40.01; Moline, $10.34; Peoria, $11.82; Quincy, $8.64; Rock Island, $8.38; Rockford, $31.50; Springfield, $29.12.

Q—Where wa sthe first railroad bridge built across the Mississippi and what year was it built?
—C. J. J., Chicago Heights.

A—The first railroad bridge across the Mississippi river was built in 1856. It connected Rock Island, Ill., and Davenport, Iowa.

Q—Where was the first military post in Illinois built and by whom?
—S. H. K., Carie.

A—Fort Creve Coeur, French for broken heart, was the first military stronghold built by white men in what *is now Illinois*. It was built by La Salle in 1680. Two years later Fort St. Louis was built on what is now called Starved Rock. Fort Chartres, near Prairie du Rocher, below St. Louis, was built by the French starting 1720. This was the most costly military post ever built in the Mississippi Valley and all but put the French government into bankruptcy. It never saw action.

Q—How long is the tunnel through the Ozark Hills in southern Illinois Central railroad?
—P. G. K., Kankakee.

A—The newly completed Ozark tunnel, with the cuts for approaching the tunnel proper, is 15,185 feet long or more than a mile. One cut, 4,200 feet long, is 85 feet deep. The other, 4,000 feet long, is 73 feet deep. This is the longest tunnel anywhere in the Central West. It is in Pope county on the new Illinois Central short line, *connecting the main line of the system* in Illinois with its Kentucky properties. This cut-off, 166 miles long, crosses the Ohio river at Metropolis.

Q—I have heard that some Illinois man originated Memorial day. If so, who was he and where did he live?
—W. J. M., Evanston.

A—Gen. John A. Logan is credited wth having originated Memorial day. Gen. Logan spent his early years in Murphysboro, Ill., and his father was a close friend of Abraham Lincoln.

FORD SAYS IMPROPER FOOD HALTS PROGRESS

Has Solved the Problem as Far As His Individual Needs Are Concerned

Improper food has done more to retard the progress of mankind than *any other one agency*, says Henry Ford in an interview made public today.

Quoted by The American Magazine the industrial genius declared that he has determined to his own satisfaction what agrees with his system and what doesn't agree he doesn't eat.

"He lives normally," says the magazine. "He has found what is best for him by careful experiment on himself. Already, through experience, *the race* knows what is good for its stomach and what is bad for it. Ford has taken this list and worked it *down to his individual* requirements, very much as he tests fuels for motors in his laboratory. He doesn't *think that other men* should accept his list, but that each man should work out his own."

Ford, the magazine reveals, is one of the increasing number of American business men who frequently miss lunch.

"He eats when he is hungry. He may sit down with a group of executives in the laboratory restaurant at Dearborn, or he may forget all about lunch."