

TWO FINE BRIDGES ON SHERIDAN ROAD

Continued from page 1

The roadway to eliminate the two sharp turns just north of the north bridge, and this the city is planning to do, the plan most favored being to continue the road north along the lake bluff with a wide curve west near the Fort Sheridan boundary.

The South Bridge

The south bridge is 201 feet in length and 49 feet high at the highest point. The footings are sunk 15 feet below ground level. It is of three spans of the deck-girder reinforced concrete type. The spans are each 67 feet in length, and the roadway is 36 feet wide. On each side there is in addition a sidewalk, and a concrete balustrade, or hand rail, will extend beyond the sidewalk. This rail will be of the heavy type seen in many of the state highway bridges.

The amount of material utilized in construction of these bridges is notable. In the south bridge a total of 1,180 cubic yards of Grade A concrete is being used; 21,290 pounds of reinforcing steel, 1,860 pounds of structural steel and 9,065 pounds of rockers and plates.

Interesting Feature

These "rockers" are interesting features of the job, as it is through their use that provision is made for expansion and contraction, thereby largely eliminating danger of cracking and breaking or buckling of the concrete. The heavy steel rockers are used only at one end of the massive concrete girders which are fixed at the other end and immovable. But where they rest on the rocker motion is possible sufficient to take care of expansion in warm weather and contraction in cold. The girder end rests on the rocker at the point of contact a steel plate is included in the girder. The rocker rests also on another heavy steel plate. When expansion occurs the rocker, which is slightly curved on both upper and lower ends "rocks" outward sufficient to take up the expansion, and when contraction occurs the process is reversed.

Tremendous Tonnage Capacity

There are 804 square yards of wearing surface in the concrete roadway of the bridge, and this top coating of concrete is four inches thick and can be renewed when in process of time it may wear down or crack. It rests on the tremendously thick and heavy superstructure or bed of the roadway, which is supported by the huge concrete girders, seven of them extending longitudinally, and these rest on the stout concrete piers, all of the concrete work being heavily reinforced with steel. This bridge cannot be loaded heavily enough with automobiles and pedestrians to even approach a test of its carrying power, as not a sufficient number of vehicles and people could be crowded upon it or come anywhere near its capacity for tonnage bearing.

Conduits have been installed as the work progresses for the carrying of electric lights, which will be provided by the city as needed, and in every way the new bridge promises to be a splendid example of engineering skill and careful, scientific construction. A force of about 15 men has been steadily at work on the job since it was started.

John Oliver O.K.'s It

John Oliver, president of the North Shore Sanitary district, resides on Sheridan road just south of the south bridge and has been an interested watcher of every step in its progress. "It is one of the finest pieces of work in the state, I believe," Mr. Oliver said Tuesday in speaking of the splendid structure. "I have watched it from the beginning and in the hands of these able engineers and construction workers the job has been carefully and efficiently done in every respect, in my opinion. It will be without doubt one of the finest bridges in this section when completed."

City to Build Approaches

The contract price of the bridge, without cement which is furnished by the state, is \$33,274.15, which is paid by the state. The cost of filling the approaches will be borne by the city. It is planned next spring when the bridge is ready to construct temporary approaches until such time as the road is to be widened and repaved, which, undoubtedly will not be long thereafter, it is believed, and on which it is expected that state aid will be available up to a certain width of roadway.

The North Bridge

The north bridge is now well started. The contract for it was awarded to Ray Mann of Rockford, a well known construction concern with many fine jobs on its record. Work was begun about Sept. 1, and the understanding is that it will be about nine months under construction, as it is a much larger bridge, with a total length of 283 feet comprising five spans and is 58 1/2 feet at the highest point from the bed of the ravine. Bert Stinson is the foreman in charge for the company.

Is Larger

The three middle spans of this structure will be each 67 feet in length, and the two end spans 41 feet. It will utilize 1,470 cubic yards of Class A concrete, 566 square feet of Portland cement concrete, four inches thick, for the wearing surface, or roadway; 153 cubic feet of Class X concrete, which is a stronger mix, for the footings; 51 8-10 cubic yards of Class X concrete for the rails; 308,

990 pounds of reinforcing steel, 13,180 pounds of rockers and plates and 3,720 pounds of structural steel. The contract price on this bridge is \$52,650.70, without cement, which is furnished by the state.

This also promises to be one of the largest and best constructed bridges on state routes in this part of the state and will be a notable improvement. The work is being done carefully and efficiently under competent scientific and practical supervision, and the finished job will be a credit to all concerned, it is confidently believed.

THEY BELIEVE WHAT THEY WANT TO, MAYBE

Movie Actresses Quoted as of Opinion That Candy Not Slimness Bar

In collecting the opinions of stage and screen beauties about the dietetic values of candy, the National Confectioners' association shows a keen knowledge of feminine psychology. On questions involving personal appearance the average woman accords the judgment of professional beauties as readily as, perhaps more readily than, she listens to her physician. And her confidence is not misplaced because no class of women pay more careful attention to health than those who earn their living on the stage or under the klieg lights.

From the point of view of candy lovers the result of the association's inquiry is eminently satisfactory. Out of twenty-one actresses, all slim and pretty, who answered the questionnaire, twenty declared that they eat a lot of candy and did not consider it fattening. Eighteen of the twenty-one went so far as to say that they keep candy on their dressing room table all the time.

Several of the young women, according to the report published by the association, defend their fondness for candy by explaining that it satisfies a natural craving for carbohydrates, or energy-producing foods, especially after a hard day's work, and that instead of inducing unwellness and obesity it has the opposite effect because eating a few pieces of candy rouses the temptation to indulge in heavy desserts.

After reading such statements and seeing upon the lissom silhouettes of their authors the average housewife is apt to sigh with relief and conclude that confectionery and the match-like figure which fashion dictates are by no means incompatible.

HAIRCUT MUST BRING OUT INDIVIDUALITY

Experts Declare That Bobbed Hair Has Entered New Era; Notes

Bobbed hair has entered a new era. It has passed the period of set rules and is now become a matter of individuality. The new rule is that the haircut must bring out the individuality of the wearer and under this rubric scores of styles are flourishing.

Also, declare Helen Rawson Cades, beauty expert for the Woman's Home Companion, longer styles are favored by nearly all women aside from Parisiennes, who still prefer the shorter, although varied modes of haircutting. "A few years ago when we began considering our hair in a serious way," says Miss Cades, "it was a grave question whether we should bob or whether we shouldn't. Once convinced that bobbing was the thing to do, we bobbed in spite of age, opposition, personal disabilities and terrible barbers."

"Our attitude is now more flexible and more progressive. If experience has told us that we look a fright with our hair cut, we are thankfully growing it out and tucking it under. If we are convinced that our head line should remain flat, we are continuing to patronize Pierre, who wields the shears. And if we are younger and our faces are interestingly right for it, we are unconcernedly straddling the question with hair that is neither short nor long. Everywhere we see young things with their hair tucked back of their ears and curling up on their necks behind. It's quaint, becoming and a delightful change from the harsh, cropped neckline."

Modern barbers for women, adds Miss Cades, have learned that hair-dressing styles can hardly be the same for any two women, and, with a marcel iron or fingers, they can change the whole appearance of the face.

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READY-MADE CITY MODERN FEATURE

SEVERAL INSTANCES SEEN

Magazine Writer Points to Gary, Pullman, Homestead as Examples; Most Towns Grow Up

Most cities have just grown up. Today's traffic, skyscrapers, apartments, are forcing these cities to remake themselves. High land values and permanent improvements sometimes stand in the way. How would the city differ if it were planned in advance?

The answer to this query, according to Nation's Business Magazine, is to be found in communities made to order, in selected areas where land is cheap, where taxes will be low, where elbow room is spacious, where provisions can be made for industry, for business, and for homes, where recreation can be made for recreation and other things that go to make a community desirable in which to live.

Typical Instances

Pullman in Illinois, Homestead in Pennsylvania, and South Omaha in Nebraska, were typical towns that gave illuminating substance to the idea of tailor-made towns. These pioneer experiments in building towns to fit the needs of an industry and its workers provided inviting object lessons in housing specialized groups. Big business began to cast its eyes toward the country when seeking sites for large-scale production. It found many persuasive arguments to open location in rural areas, and, where its diving rod marked potential prosperity, have risen thriving towns, out of a preconceived pattern and made to measure.

Gary, Example

Perhaps the most conspicuous example of the community synthesis is Gary, Indiana. Twenty-five years ago the site of this town that steel built was a "deserting solitude." Proximity to the ore of the north and to the southern coal fields determined its location on the lake shore. Hardly had this infant prodigy got used to its name when the United States Steel Corporation began a new development on the edge of Birmingham, Fairfield, Alabama, first christened "Gary," is the evidence of that enterprise. Near Duluth another steel town was put together to function as a producing center and as a civic organization.

Many other made-to-order communities have since come into existence.

STATE HAS FEWER CATTLE THIS YEAR

JOINT SURVEY INDICATES

Not So Many on Feed As a Year Ago, According to Report As of Aug. 1; Market Weight Less

Completion of a joint state and federal survey shows there were ten per cent fewer cattle on feed in the state of Illinois on August 1 than one year ago. The reduction is little different than that shown in other of the state in the corn belt where a survey has been made.

The shortage of old corn on Illinois farms, combined with the high market price and the scarcity of feeders, largely accounts for the curtailment in the number of feeders at this time.

In the survey of the states of the corn belt the general shortage of feeders is given at six per cent as compared with one year ago. Kansas shows a larger number of feeders on hand at present than one year ago, while Missouri and South Dakota stand at par. Illinois shows a drop of ten per cent; Ohio and Indiana, fifteen per cent; Iowa, eight per cent, with Nebraska showing a five per cent decrease.

The survey further indicates that the average weight of fat cattle to be marketed during the coming four months will run below that of the same period last year. Nearly seventy-five per cent of the cattle on feed will average under 1,100 pounds in market; about twenty-five per cent under 900 pounds, and only six per cent will average over 1,300 pounds.

REFUTES IMPUTATION THAT U. S. IS SHYLOCK

Charges that Uncle Sam is a Shylock, dollar chasing and wholly materialistic, can easily be refuted by figures made public in the current issue of the Woman's Home Companion. Among them are:

The number of books available for free reading in the libraries has increased fifty per cent in the past decade. Over the 200,000,000 books printed in the United States each year, more than 12,000,000 are on philosophy, 3,000,000 on science and 12,000,000 on the fine arts, poetry and the drama. The country is paying 1,000,000 school teachers to educate its 25,000,000 children.

Two hundred colleges have endowments aggregating \$1,000,000,000 and there are at least 400 colleges besides these.

Money benefactions of \$50,000 or more last year added up to more than \$200,000,000, to say nothing of the hundreds of thousands of smaller gifts and charities.

SAVES GIRLS LIVES BY RIBBON NOVELTIES

Mrs. Eugenia Bierce, of Detroit, Mich., has a record of having saved the lives of 300 young women, not from a single disaster, but from despair at hard luck.

Her scrap-book, filled with photographs and letters from the girls her ribbon novelties save, came to light for the first time a few days ago when a writer for the American Mag-

azine investigated Mrs. Bierce's personal work.

"It began during the war when I found I could not roll good Red Cross bandages," she said. "A friend asked me why I did not make more of the little ribbons bows and flowers, suitable for fine lingerie or baby clothes, that I had been making on a small scale, sell them and turn the money over to the Red Cross. I did so, and found them profitable. I made twelve hundred dollars for the Red Cross the first year.

"My first attempt to make them personally helpful was when I noticed the girl who was washing my hair. She had been married six months before and there was a baby coming. She was on the verge of suicide. I taught her to make the novelties and she is now in a good position and the baby is a healthy youngster."



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Saturday, Oct. 27 Matinee 2:30 p.m. "ONE ROUND HOGAN" starring MONTE BLUE

Sun., Mon., Oct. 28-29 Mat. Sun. 2:30 p.m. "DETECTIVES" featuring KARL DANE - GEORGE K. ARTHUR

Tue., Wed., Oct. 30-31 "KING VIDOR'S 'THE CROWD'" with ELEANOR BOARDMAN - JAMES MURRAY

Thursday, Nov. 1 "ORVILLE CALDWELL and NATALIE KINGSTON in 'THE HARVESTERS'" Gene Stratton-Porter's great story

Friday, Nov. 2 "RIN-TIN-TIN in 'A DOG OF THE REGIMENT'" also Comedies, Novelties, and News Events

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Sunday, Oct. 28 "THE COWBOY KID" with REX BELL and MARY JANE TEMPLE Comedy - News - Table

Mon., Tues., Oct. 29-30 "JOHN GILBERT in 'FOUR WALLS'" A picture that has every man with a problem that every human being faces also Comedy

Wed., Oct. 31 Thurs., Nov. 1 "CORINNE GRIFFITH - LOUISE DRESSER LOWELL SHERMAN in 'THE GARDEN OF EDEN'" with a gorgeous scenery in natural color Comedy

Friday, Nov. 2 "CHARLES MORTON SALLY PHIPPS - FARRELL MAC DONALD 'NONE BUT THE BRAVE'" Novelty and Comedy

Saturday, Nov. 3 "THE GIRL FROM CHICAGO" with MYRNA LOY - CONRAD NAGEL also Comedies, Novelties, and News Events

Again!! America's Speed Trophy

goes to the NORTH SHORE LINE



For the second consecutive year the North Shore Line retains official recognition as the fastest electrically-operated interurban railroad in North America! The Speed Trophy shown above was again awarded to the North Shore Line at the 47th Annual Convention of the American Electric Railway Association on September 27th, in Cleveland, Ohio.

Speed With Safety! Official records of the North Shore Line show that its average speed for the year, between the Chicago Loop and the heart of Milwaukee, exclusive of stops was 53.9 miles per hour, and 41.8 miles per hour including 14 regular schedule stops. Such famous all-steel limited trains as the Badger, the Northland, the Eastern, the Cream City, the Milwaukee, and the Prairie State, figured compositely in the winning of this exceptional honor. The North Shore Line prides itself particularly on the fact that at no time in the establishing of this record has safety and comfort of passengers been subordinated to speed. "Speed with Safety" is the railroad's motto and always will be.

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