

CLEVELAND ADOPTS FOOD CARD SYSTEM

Adoption of a card system to control distribution of sugar, flour, flour substitutes and other cereals to grocers and retail stores was announced in Cleveland, O. The order will go into effect today. The action followed revelations of the serious situation here, particularly as to sugar.

M'ADOO PUTS TABOO ON HOME BUILDING

Secretary McAadoo this week extended his plan for conserving capital and labor to include the prospective home builder. He strongly advised that materials, valuable labor and credit be not utilized for home building.

Classified Ads

FOR SALE

FOR SALE—USED SEWING MACHINES taken in trade on our new Singer, White \$5.00, Domestic \$6.00, Singer \$14.00; White Rotary, latest style \$17.00; Wilcox and Gibbs, \$35.00. Other bargains. Patterson Bros., 1522 Sherman avenue, Evanston. 12-123-tfc

FOR SALE—USED PIANOS: EMERSON, \$130.00; HINZER, \$90.00; WHEELLOCK, \$120.00; STRUMTZ, \$85.00. Other bargains. Sale on new pianos this month. Patterson Bros., 1522 Sherman avenue, Evanston. 12-123-tfc

FOR SALE—PRAIRIE STATE INCUBATOR, 150-egg size, with gas heater, \$18.00; two Cyphers brooders, \$10.00 each, and several portable chicken houses, cheap. Also laying Buff Rock pullets. Phone Glencoe 87. G1-2tc

FOR RENT

FOR RENT—3-ROOM FLAT, 2ND floor, 989 Ash street, Winnetka, with stove heat. Apply 723 Monroe street, Evanston. Tel. Evanston 3203-R. T47-1tp

FOR RENT—5-ROOM COZY FLAT, hot water heated, bath, electric lights, fire place; one block from Indian Hill Golf Club. Fred Corvins, 752 Sunset road near Ridge. T47-tfc

SITUATIONS WANTED

LET MISS CARLSTEN DO YOUR dressmaking and alterations. Phone Winnetka 911 before 8 a. m. T29-tfc

MISCELLANEOUS

RAZOR BLADES—ALL KINDS OF razor blades sharpened while you wait. Satisfaction guaranteed. Chandlers, 630 Davis-st., Evanston. 6-123-tfc

Hawthorn Lane with Poplar Street, MYRTLE Street, Fairview Avenue, and Woodland Avenue; ELDER LANE from the present pavement in Wilson Street to the southwesterly line extended of Sheridan Road, except the pavements herein proposed to be constructed at the intersections of said Elder Lane with Poplar Street, Myrtle Street and Woodland Avenue; SUNSET ROAD from the pavement herein proposed to be constructed in Poplar Street and from the present pavement in Wilson Street to the west line of the Remy Park Subdivision, except the pavement herein proposed to be constructed at the intersection of said Sunset Road with Myrtle Street; also SUNSET ROAD in said Remy Park Subdivision from the west line of said subdivision easterly and northeasterly along curved lines to a point north of and opposite the east end of the curved line bounding the northwesterly portion of the public park in said subdivision lying west of Woodland Avenue, thence east in a straight line parallel to the center line of said subdivision and said straight line extended bounding the south side of said subdivision to a point north of and opposite the west end of the curved line bounding the easterly portion of the public park in said subdivision lying east of Essex Road, thence easterly, southerly and westerly parallel with the said curved line bounding the easterly end of said last mentioned public park to a point south of and opposite the west end of the curved boundary line, thence west in a straight line parallel with the straight line and said straight line extended bounding the south side of the several public parks in said subdivision to a point south of and opposite the east end of the curved line bounding the southwesterly portion of the said public park lying west of Woodland Avenue, thence northwesterly and westerly along curved lines to and connecting with the pavement herein proposed to be constructed in said Sunset Road at the west line of said Remy Park Subdivision, except the pavements herein proposed to be constructed at the intersections of said Sunset Road with Woodland Avenue, and except the pavements herein proposed to be constructed at the intersections of said Sunset Road with Essex Road; HILL ROAD from the present pavement in Wilson Street to the present pavement at the west line of the Chicago, North Shore and Milwaukee Railroad to the west line of the southeast quarter of section twenty-one (21), township forty-two (42) north, range thirteen (13) east; also WINNETKA AVENUE from the said west line of the southeast quarter of section twenty-one (21) and from the west line of the northeast quarter of section twenty-eight (28), township and range aforesaid, to the east line and the east line extended of the west half of the said northeast quarter of section twenty-eight (28) aforesaid; also that part of WINNETKA AVENUE within the Village of Winnetka from the northeasterly line extended from the northwest of the right of way of the Chicago, North Shore and Milwaukee Railroad to the west line of the southeast quarter of section twenty-one (21), township forty-two (42) north, range thirteen (13) east; also WINNETKA AVENUE from the said west line of the southeast quarter of section twenty-one (21) and from the west line of the northeast quarter of section twenty-eight (28), township and range aforesaid, to the east line and the east line extended of the west half of the said northeast quarter of section twenty-eight (28) aforesaid; also that part of WINNETKA AVENUE within the Village of Winnetka from the east line extended of said west half of the northeast quarter of section twenty-eight (28) aforesaid to the southwesterly line extended from the northwest of the right of way of the Chicago, North Shore and Milwaukee Railroad to the pavement herein proposed to be constructed in Winnetka Avenue and connecting with the present pavement in said Bertling Lane fifty-eight (58) feet north of and parallel with the north line extended of said Winnetka Avenue; also the street returns of Winnetka Avenue at Wilson Street, Warwick Avenue, Abbottsford Road, and that portion of the south street return of said Winnetka Avenue at Essex Road within the Village of Winnetka, as far back as the street line of Winnetka Avenue, extended, by adjusting present manhole covers, adjusting present manhole covers, adjusting present catch basin covers, adjusting present electric light poles, resetting present electric light poles, furnishing and setting new cast iron manhole covers and cast iron catch basin covers, constructing brick masonry valve vaults, constructing new concrete sidewalk approaches, constructing vitrified, salt glazed tile road drains and connections, constructing brick masonry manholes with cast iron covers, constructing brick masonry catch basins with cast iron covers, constructing cast iron sewer inlets each on a concrete base, refilling tile road drain trenches under proposed pavements with sand, refilling all other tile road drain trenches in said proposed improvement with equal parts cinders and earth, excavating, grading and preparing the subgrade to receive the proposed pavement, grading and leveling the parkways, grubbing, removing all surplus excavated materials and paving with a one (1) course reinforced Portland cement concrete pavement with integral curbs, with asphaltic felt filled joints, including a two (2) inch earth covering upon said pavement, the wetting and cleaning of the said concrete wearing surface of said proposed pavement, including all labor and material and engineering and supervision during the construction of the said proposed improvement.

posed pavement shall be laid east of and adjoining the center line of Woodland Avenue. The width of the roadway to be covered with the proposed concrete pavement, including integral curbs, in Essex Road shall be nineteen (19) feet except from the proposed pavement in Winnetka Avenue to the south line of Remy Park Subdivision where the proposed pavement, including integral curbs, shall be twenty-seven (27) feet six (6) inches in width, nine (9) feet six (6) inches of which said proposed pavement shall be laid east of and adjoining the center line of Essex Road and the remaining eighteen (18) feet of said proposed pavement shall be laid west of and adjoining the center line of Essex Road. The width of the roadway to be covered with the proposed concrete pavement, including integral curbs, in Poplar Street shall be twenty-four (24) feet. The roadway at curb corners shall be widened along curved lines; the radius of the curb corner at the northeast corner of Woodland Avenue and Winnetka Avenue shall be ten (10) feet; the radius of the curb corner at the northwest corner of Essex Road and Winnetka Avenue shall be ten (10) feet; the radius of the curb corner at the southwest corner of Essex Road and Elder Lane shall be sixty (60) feet; the radius of the curb corner at the southwest corner of Hawthorn Lane and Fairview Avenue shall be twelve (12) feet; the radius of the curb corner at the northeast corner of Wilson Street and Winnetka Avenue shall be sixty (60) feet; the radii of the curb corners at Bertling Lane and Winnetka Avenue shall be thirty (30) feet; the radius of the easterly curb of the roadway herein proposed to be constructed at the west end of the most westerly public park in said subdivision shall be thirty-seven (37) feet six (6) inches; the radius of the westerly curb of the roadway herein proposed to be constructed at the east end of the most easterly public park in the Remy Park Subdivision shall be thirty-seven (37) feet six (6) inches; the radius of the most easterly curb at the east end of the pavement herein proposed to be constructed at the east end of Sunset Road in the Remy Park Subdivision shall be fifty-six (56) feet six (6) inches; the radii of all other curb corners shall be twenty-five (25) feet. The roadways of all street returns to be covered with the concrete pavement shall be of the same width as the present pavements with the width of all other roadways, including integral curbs, herein proposed to be constructed shall be nineteen (19) feet; all in the Village of Winnetka, County of Cook and State of Illinois, together with an estimate of the cost of said improvement and we hereby recommend the passage of said ordinance and the making of said improvement contemplated therein. Respectfully submitted, WM. D. MCKENZIE, WM. HELLER, M. H. MILLER, SAMUEL A. GREILEY.

to a point south of and opposite the east end of the curved line bounding the southwesterly portion of the said public park lying west of Woodland Avenue, thence northwesterly and westerly along curved lines to and connecting with the pavement herein proposed to be constructed in said Sunset Road at the west line of said Remy Park Subdivision, except the pavements herein proposed to be constructed at the intersections of said Sunset Road with Woodland Avenue, and except the pavements herein proposed to be constructed at the intersections of said Sunset Road with Essex Road; HILL ROAD from the present pavement in Wilson Street to the present pavement at the west line of Trier Center Neighborhood Subdivision; that portion of WINNETKA AVENUE within the Village of Winnetka from the northeasterly line extended from the northwest of the right of way of the Chicago, North Shore and Milwaukee Railroad to the west line of the southeast quarter of section twenty-one (21), township forty-two (42) north, range thirteen (13) east; also WINNETKA AVENUE from the said west line of the southeast quarter of section twenty-one (21) and from the west line of the northeast quarter of section twenty-eight (28), township and range aforesaid, to the east line and the east line extended of the west half of the said northeast quarter of section twenty-eight (28) aforesaid; also that part of WINNETKA AVENUE within the Village of Winnetka from the east line extended of said west half of the northeast quarter of section twenty-eight (28) aforesaid to the southwesterly line extended from the northwest of Sheridan Road; BERTLING LANE from the pavement herein proposed to be constructed in Winnetka Avenue and connecting with the present pavement in said Bertling Lane fifty-eight (58) feet north of and parallel with the north line extended of said Winnetka Avenue; also the street returns of Winnetka Avenue at Wilson Street, Warwick Avenue, Abbottsford Road, and that portion of the south street return of said Winnetka Avenue at Essex Road within the Village of Winnetka, as far back as the street line of Winnetka Avenue, extended, by adjusting present manhole covers, adjusting present concrete sidewalk approaches, resetting present electric light poles, furnishing and setting new cast iron manhole covers and cast iron catch basin covers, constructing brick masonry valve vaults, constructing new concrete sidewalk approaches, constructing vitrified salt glazed tile road drains and connections, constructing brick masonry manholes with cast iron covers, constructing brick masonry catch basins with cast iron covers, constructing cast iron sewer inlets each on a concrete base, refilling tile road drain trenches under proposed pavements with sand, refilling all other tile road drain trenches in said proposed improvement with equal parts cinders and earth, excavating, grading and preparing the subgrade to receive the proposed pavement, grading and leveling the parkways, grubbing, removing all surplus excavated materials and paving with a one (1) course reinforced Portland cement concrete pavement with integral curbs, with asphaltic felt filled joints, including a two (2) inch earth covering upon said pavement, the wetting and cleaning of the said concrete wearing surface of said proposed pavement, including all labor and material and engineering and supervision during the construction of the said proposed improvement. The width of the roadway to be covered with the proposed concrete pavement, including the integral curb in that part of Winnetka Avenue within the Village of Winnetka from the northeasterly line extended from the northwest of the right of way of the Chicago, North Shore and Milwaukee Railroad to the west line of the southeast quarter of section twenty-one (21), township forty-two (42) north, range thirteen (13) east, shall be fourteen (14) feet. The width of the roadway to be covered with the proposed concrete pavement, including the integral curbs in that part of Winnetka Avenue from the west line of said southeast quarter of section twenty-one (21) and from the west line of the northeast quarter of section twenty-eight (28) in the township and range aforesaid, to the east line and the east line extended of the west half of the northeast quarter of section twenty-eight (28) feet, except between the proposed pavement in Woodland Avenue and the proposed pavement in Essex Road where the proposed pavement, including integral curbs, shall be thirty-nine (39) feet in width, fourteen (14) feet of which said proposed pavement shall be laid south of and adjoining the center line of Winnetka Avenue and the remaining twenty-five (25) feet of said proposed pavement shall be laid north of and adjoining the center line of Winnetka Avenue. The width of the roadway to be covered with the proposed concrete pavement, including integral curbs, in Woodland Avenue shall be nineteen (19) feet, except from the proposed pavement in Winnetka Avenue to the south line of Remy Park Subdivision where the proposed pavement, including integral curbs, shall be twenty-seven (27) feet six (6) inches in width, nine (9) feet six (6) inches of which said proposed pavement shall be laid west of and adjoining the center line of Woodland Avenue and the remaining eighteen (18) feet of said proposed pavement shall be laid east of and adjoining the center line of Woodland Avenue. The width of the roadway to be covered with the proposed concrete pavement, including integral curbs, in Poplar Street shall be twenty-four (24) feet. The roadway at curb corners shall be widened along curved lines; the radius of the curb corner at the northeast corner of Woodland Avenue and Winnetka Avenue shall be ten (10) feet; the radius of the curb corner at the northwest corner of Essex Road and Winnetka Avenue shall be ten (10) feet; the radius of the curb corner at the southwest corner of Essex Road and Elder Lane shall be sixty (60) feet; the radius of the curb corner at the southwest corner of Hawthorn Lane and Fairview Avenue shall be twelve (12) feet; the radius of the curb corner at the northeast corner of Wilson Street and Winnetka Avenue shall be sixty (60) feet; the radii of the curb corners at Bertling Lane and Winnetka Avenue shall be thirty (30) feet; the radius of the easterly curb of the roadway herein

in proposed to be constructed at the west end of the most westerly public park in the Remy Park Subdivision shall be thirty-seven (37) feet six (6) inches; the radius of the westerly curb of the roadway herein proposed to be constructed at the east end of the most easterly public park in the Remy Park Subdivision shall be thirty-seven (37) feet six (6) inches; the radii of the most easterly curb at the east end of the pavement herein proposed to be constructed at the east end of Sunset Road in the Remy Park Subdivision shall be fifty-six (56) feet six (6) inches; the radii of the reverse curves where the two branches of the reverse curves herein proposed to be constructed in Sunset Road in Remy Park Subdivision merge into the single pavement herein proposed to be constructed at the west line of said Remy Park Subdivision shall be fifty-six (56) feet six (6) inches; the radii of all other curb corners shall be twenty-five (25) feet. The roadways of all street returns to be covered with the concrete pavement shall be of the same width as the present pavements which connect with said street returns, and the width of all other roadways, including integral curbs, herein proposed to be constructed shall be nineteen (19) feet; all in the Village of Winnetka, County of Cook and State of Illinois. I herewith submit an estimate of the cost of such improvement, including labor, material and all other expenses attending the same, as provided by law, viz:

17,400 square yards (measured from back to back of integral curbs) of one (1) course reinforced Portland cement concrete pavement, with integral curbs. The pavement shall be twelve (12) inches thick at the center and six (6) inches thick at the face of the integral curbs; the concrete for the pavement and the body of the integral curbs shall be composed of one (1) part of Portland cement, two (2) parts sand and three (3) parts crushed limestone; the exposed surface of the integral curbs to a thickness of one (1) inch shall be composed by volume of one (1) part of Portland cement and two (2) parts torpedo sand; at Two Dollars thirty cents (\$2.30) per square yard	\$ 40,020.00
6,520 square yards (measured from back to back of integral curbs) of one (1) course reinforced Portland cement concrete pavement, with integral curbs. The pavement shall be eleven (11) inches thick at the center and six (6) inches thick at the face of the integral curbs; the concrete for the pavement and the body of the integral curbs shall be composed by volume of one (1) part of Portland cement, two (2) parts sand and three (3) parts crushed limestone; the exposed surface of the integral curbs to a thickness of one (1) inch shall be composed by volume of one (1) part of Portland cement and two (2) parts torpedo sand; at Two Dollars twenty-five cents (\$2.25) per square yard	\$ 14,670.00
2,340 square yards (measured from the back of the integral curb to the edge adjoining the center line of Winnetka Avenue) of one (1) course reinforced Portland cement concrete pavement, with integral curb along the northern edge of said proposed pavement. The pavement shall be twelve (12) inches thick along the edge adjoining the center line of Winnetka Avenue and six (6) inches thick at the face of the integral curb; the concrete for the pavement and the body of the integral curb shall be composed by volume of one (1) part of Portland cement, two (2) parts sand and three (3) parts crushed limestone; the exposed surface of the integral curb to a thickness of one (1) inch shall be composed by volume of one (1) part of Portland cement and two (2) parts torpedo sand; at Two Dollars twenty-seven cents (\$2.27) per square yard	\$ 5,311.50
32,600 square yards (measured from back to back of integral curbs) of one (1) course reinforced Portland cement concrete pavement, with integral curbs. The pavement shall be ten (10) inches thick at the center and six (6) inches thick at the face of the integral curbs; the concrete for the pavement and the body of the integral curbs shall be composed by volume of one (1) part of Portland cement, two (2) parts sand and three (3) parts crushed limestone; the exposed surface of the integral curbs to a thickness of one (1) inch shall be composed by volume of one (1) part of Portland cement and two (2) parts torpedo sand; at Two Dollars twenty cents (\$2.20) per square yard	\$ 71,720.00

LEGAL NOTICES

VILLAGE OF WINNETKA.

Record of a regular meeting of the Council of the Village of Winnetka, Cook County, Illinois, held in the Council Chamber of the Village Hall in the Village of Winnetka, Cook County, Illinois, at eight o'clock P. M., Tuesday, February fifth, A. D. 1918.

The meeting was duly called to order by President McKenzie. The Clerk then called the roll which showed the following trustees to be present: President McKenzie, Trustees Greeley, Heller, Miller and Wheatley. Absent, Trustees Wood and Durham.

The minutes of the previous meeting were read and on motion by Trustee Miller seconded by Trustee Wheatley and carried, all voting aye, were approved as read.

The petition of certain residents in the South East portion of the Village was presented, accepted and ordered placed on file.

There was then received from the Board of Local Improvements of the Village of Winnetka, a recommendation, estimate and draft of ordinance, as follows:

RECOMMENDATION OF THE BOARD OF LOCAL IMPROVEMENTS.

To the President and Board of Trustees of the Village of Winnetka, Cook County, Illinois, in Council Assembled:

We herewith submit an ordinance for a local improvement to be made in the Village of Winnetka, County of Cook and State of Illinois, as follows, to-wit:

That the WALNUT STREET from the present pavement in Willow Street to the pavement herein proposed to be constructed in Hawthorn Lane; POPLAR STREET from the present pavement in Oak Street to the present pavement in Cherry Street; also POPLAR STREET from the present pavement in Cherry Street to the present pavement in Ash Street; also POPLAR STREET from the present pavement in Ash Street to the present pavement in Willow Street; also POPLAR STREET from the present pavement in Willow Street to the present pavement in Willow Street; MYRTLE STREET from the present pavement in Willow Street to the pavement herein proposed to be constructed in Hill Road; FAIRVIEW AVENUE from the present pavement in Ash Street to the present pavement in Willow Street; also FAIRVIEW AVENUE from the present pavement in Willow Street to the pavement herein proposed to be constructed in Elder Lane; WOODLAND AVENUE from the present pavement herein proposed to be constructed in Winnetka Avenue; CRESCENT AVENUE from the pavement herein proposed to be constructed in Hawthorn Lane to the pavement herein proposed to be constructed in Elder Lane; ESSEX ROAD from the pavement herein proposed to be constructed in Elder Lane to the pavement herein proposed to be constructed in Winnetka Avenue; FIR STREET from the present pavement in Willow Street to the pavement herein proposed to be constructed in Fairview Avenue, except the pavements herein proposed to be constructed at the intersections of said Fir Street with Walnut Street, Poplar Street and Myrtle Street; HAWTHORN LANE from the present pavement in Wilson Street to the southwesterly line extended of Sheridan Road, except the pavements herein proposed to be constructed at the intersections of said