# LEGAL ADVERTISING.

## APPOINTMENT OF ADMINISTRATOR.

Notice is hereby given that the undersigned has been appointed administrator of the estate of Frank L. Wilsey, late of Adams county, deceased. The estate is probably solvent.

JOHN FITZGERALD, Adm'r.

September 19, 1898. 28-3

France & Son, Attorneys.

## NOTICE OF FINAL SETTLEMENT OF ESTATE.

Notice is hereby given to the creditors, heirs and legatees of William Gross deceased, to appear in the Adams circuit court, held at Decatur, Indiana, on the 10th day of October, 1898, and show cause, if any, why the final settlement accounts with the estate of said decedent should not be approved; and said heirs are notified to then and there make proof of heirship, and receive their distributive shares.

F. M. SCHIRMEYER, Administrator.

Decatur, Indiana, September 16, 1898. 28-2

## NOTICE OF FINAL SETTLEMENT OF ESTATE.

Notice is hereby given to the creditors, heirs and legatees of John Crawford, deceased, to appear in the Adams circuit court, held at Decatur, Indiana, on the 19th day of October, 1898, and show cause, if any, why the final settlement accounts with the estate of said decedent should not be approved, and said heir are notified to then and there make proof of heirship, and receive their distributive shares. M. BURNS, Administrator.

Decatur, Ind., Sept. 26, 1898 29-2

J. T. Merryman, Attorney.

## NOTICE OF FINAL SETTLEMENT OF ESTATE.

Notice is hereby given to the creditors, heirs and legatees of John Brandyberry, deceased, to appear in the Adams circuit court, held at Decatur, Indiana, on the 20th day of October, 1898 and show cause, if any, why the final settlement accounts with the estate of said decedent should not be approved; and said heirs are notified to then and there make proof of heirship, and receive their distributive shares.

SIMEON T. BRANDYBERRY, Administrator.

Decatur, Indiana, Sept 27, 1898. 29-2

Schurger, Reed & Smity, Attorneys.

## NOTICE TO PROPERTY OWNERS.

To John Mason, Mrs. Sarah E. Ellsworth, Dave Gessinger, Fred Nichols, Mrs. Della Evans, William Archbold, Lem Fisher, William Welty, Shaffer Peterson, Ashbaucher Bros., City of Decatur, Titus Ernst, John Parr, Della (Glass) Crist, John Myers, Harvey Hart, Dallas Hower, James L. Gay, Ellen Touhey, Chester Buhler, Mrs Phillips, and Mrs. Allie Dent. You and each of you are hereby notified that on Monday the 17th day of October, 1898, at 7:30 o'clock p. m. at the common council room in the city of Decatur, Indiana, before the committee on streets and alleys of the common council of said city, a hearing will be had on the final estimate, as submitted by the city civil engineer to the common council on the 6th day of September, 1898, of the cost of construction of the Gay alley sewer in said city, and that at said time and place said committee will consider said final estimate report and hear any objections you or either of you may have thereto. All interested persons are notified to be present at said time and place. D. M. HOWER, City Clerk.

Sept. 26, 1898. 29-3

## NOTICE TO TEACHERS.

Notice is hereby given that there will be a public examination of teachers at the county superintendent's office in Decatur, Indiana, on the last Saturday of each month Manuscript made in other counties will not be received. Applicants must be seventeen years of age before they will be licensed. Besides the statutory branches and Science of Education, applicants will be required to answer a list based on selected literature—the selection made by the State Board of Education

For the six months beginning with May, the questions in the Science of Education will be based on "Plato, the Teacher," covering one of the Township Institute Outlines (1897-8) at each examination, as follows: May, the first Institute; June, the second; July, the third; August, based on the "Phædo;" September on "Protagoras;" and October, on "The Symposium."

For the same examinations the questions in Reading and Grammar will be drawn from that part of "The Language-Arts" bearing directly on these subjects Teachers' examination begins promptly at 8:30 a. m.

Yours very truly,

IRVIN BRANDYBERRY,
County Superintendent.

## NOTICE TO NON-RESIDENTS.

The state of Indiana, county of Adams, ss.

In the Adams circuit court, September term, 1898.

Andrew Moyer vs Julia Moyer. } No. 5,769. Complaint for divorce.

It appearing from affidavit filed in the above entitled cause, that Julia Moyer, the above named defendant, is a non-resident of the state of Indiana.

Notice is therefore hereby given the said Julia Moyer, that she be and appear before the Honorable Judge of the Adams circuit court on the 10th day of November, 1898, the same being the 58th juridical day of the November term of said court holden at the court house in the city of Decatur, commencing on Monday, the 5th day of September A. D. 1898, and plead by answer or demur to said complaint, or the same will be heard and determined in her absence.

Witness, my name, and the seal of said court hereto affixed this 14th day of September, 1898.

27-3 JOHN H. LENHART, CLERK
By E. BURT LENHART, Deputy.

E. G. Coverdale, Attorney for plaintiff.

## SHERIFF'S SALE.

The State of Indiana, Adams county ss:

In the Adams circuit court of Adams county, Indiana.

German Building Loan Fund and Saving Association vs. John L. Laisure, Sarah M. Laisure, David Fuhrman, } No. 2287.

By virtue of an order of sale to me directed by the clerk of the Adams Circuit Court, of said county and state, I have levied upon the real estate hereinafter mentioned and will expose for sale at public auction at the East door of the Court House in the city of Decatur, Adams county, Indiana, between the hours of 10 o'clock A. M. and 4 o'clock P. M. on

### Friday, October 21, 1898,

The rents and profits for a term not exceeding seven years, of the following described real estate, situated in Adams County, Indiana, to-wit:

Inlot numbers four hundred and eighty-four and four hundred and eighty-three, in Cook's addition to the town (now city) of Decatur, as the same is designated on the recorded plat of said addition, in Adams county, state of Indiana.

And on failure to realize therefrom the full amount of judgment, interest thereon and costs, I will at the same time and in the same manner aforesaid, offer for sale the fee simple of the above described premises.

Taken as the property of John L. Leisure, et al., to satisfy said decree, this 27th day of September, 1898.

PETER P. ASHBAUCHER, Sheriff.

29-3 By FRANCIS E. McLEAN, Deputy.

James T. Merryman, Attorney for Plaintiff.

## FREE GRAVEL AND TURNPIKE NOTICE.

John H Lenhart, East Washington Macadam Road, Exparte. } Report of Viewers.

Comes now Frank Hisey and James M. Archbold, viewers, and W. E. Fulk, engineer, heretofore appointed in the above entitled cause and file their report in these words, to-wit:

DESCRIPTION OF THE EAST WASHINGTON MACADAM ROAD.

Commencing on the township line at the southeast corner of section thirty five [35] twonshptwenty-seven [27] north, range fourteen [14] east, in Adams county, Indiana, running thence north to the northwest corner of the southwest quarter of the southwest quarter of section twelve [12], township and range above mentioned; thence angling in a northwesterly direction, viz: North twenty-six and one-half degrees west 425 feet; thence north 8½ degrees west 1408 feet; thence north 59 degrees west 3567 feet; thence north 42 degrees west 385 feet; thence north 42 degrees west 385 feet; said letter description embracing a part of the old road known as "The Decatur and Willshire Road", and terminating where said road intersects the south corporation line of the city of Decatur, and there to terminate. The same being 28,235 feet or 5.3-49 miles.

To the Honorable Board of County Commissioner, Adams county, Indiana.

We, the undersigned, viewers and engineer, appointed by your Honorable Board at the June term, 1898, and in pursurance to within order of said appointment, to proceed to lay out straighten and assess damages of an improvement as prayed for in said petition, would most respectfully submit the following report.

In pursurance of said order we met at the Auditor's office in the city of Decatur Adams county, Indiana, and after being duly sworn as prescribed by law, we proceeded to view, examine, lay out and straighten said road, as shown by that part of our report, which exhibit shows a discription of the route of the proposed improved road. [Said exhibit to be marked "A".]

Also a profile showing the grade of said road as established, and showing the cuts and fills, also the location of culverts and bridges, which profile is marked exhibit "B", the same being on file in the office of County Surveyor.

We further find that the construction of the contemplated improvement in accordance with the plans and specifications herein set forth would be of great public benefit and utility.

We further find no claims for damages of any kind whatever.

We further estimate the cost of the construction of the proposed improvement to be twenty-one thousand, eight hundred and seventy-three dollars and forty-eight cents [$21,873.48.]

The estimate is made on the following plans, to-wit: The grounds or right-of-way for the proposed improvement are to be forty [40] feet wide.

ROADWAY.

The roadway must be clear of all fences, trees, stumps, logs and all other rubbish of whatever nature it may be.

All stumps must be grubbed or blasted out, either in the drains or on the grade.

GRADE.

The grade as marked on the Engineer's profile is to be made as near as practiable and in no case is it to be changed, only by and with the consent of the engineer in charge of the improvement.

The grade is to be of the double-track system, and to be of a uniform width of twenty-eight [28] feet, on top from edge to edge, with a slope of two [2] inches from center to either side.

The sides shall have a uniform slope from surface at outer edge to the bottom of the side drains of eighteen [18] inches horizontal to one [1] foot vertical.

The ditches in all places are not to be less than one foot below the crown of the grade.

All side ditches to be made fully outside of the grade.

The bottom of all side drains shall be not less than one [1] foot in width.

Ditches constructed outside of roadway for carrying away water from side drains must be constructed with the same specifications as for side drains.

All drains to be constructed in a neat and workman-like manner, with sufficient fall and outlet, in order that they may carry all the water that may accumulate therein, and remove the same from the highway.

The bottom of said drains to be unconstructed and continuous.

The road-bed shall be made in a smooth and workman-like manner, and to be inspected and accepted by the superintending engineer of the road before any material is placed thereon.

Grade stakes set by the engineer and destroyed through the negligence of the contractor, will be set again at the contractor's expense.

The stone shall be placed upon the grade or road-bed to the width of twelve [12] feet, and in such a manner so that the stone will be placed on the right hand side of the grade, leaving three [3] feet of the grade between the edge of the stone and the edge of the right hand grade hip, and thirteen [13] feet on the left side of the sub-grade, the same to be used as the traveled earthen track. [The designation as to the right or left hand sides or hips shall mean the right hand side as traveling towards the city of Decatur, likewise the left hand side in opposite position while so traveling.

The crushed stone to be placed on the subgrade as heretofore designated, to the depth of twelve [12] inches in the center and eighth [8] inches at the outer edges.

The surface from side to side to form the arc of a circle.

All crushed stone to be taken from the Decatur quarries, to be of a clean and uniform nature. This shall mean the blue lime stone.

All material to be placed on the grade in a neat and workman-like manner.

TILING.

The tile indicated in said exhibit "B" to be of the size therein mentioned, and to be sound, first quality salt glazed vetrified sewer pipe, laid across the grade at right angles thereto and at such points as mentioned.

Said tile to be placed to the proper depth so as to convey the water from either side of the grade.

All culverts to be thirty [30] feet in length.

STONE MASONRY.

Abutments and wings for bridges, also the bulk-heads for the ends of the tile culverts, are to be constructed of lime stone equal in quality to the products of the Buena Vista or Markle quarries, none of which shall be less than six [6] inches in thickness, said stone to be laid up with good Buckeye Portland cement and sand mortar made in proportions of one [1] part good fresh cement, to two [2] parts clean sand.

Each layer or course to be of regular thickness and the work bound; every other course to extend entirely across except at point of junctions with the tile.

The ends of the tile on either side of the grade are to be laid in a stone wall of sufficient length as to extend eighteen ]18] inches on either side of tile.

Said walls to be two [2] feet thick and to commence below the freezing point on solid foundation and at least eighteen [18] inches below the bottom of the tile, and to be built up as high as the road bed or grade and to be covered with a coping that is at least six [6] inches thick and to extend three [3] inches over the wall except on the side next to the grade.

Said coping to be one solid stone.

All masonry shall be "pointed up", also all layers to break joints at least six [6] inches and to not exceed a three-quarter inch joint between the layers.

At points where abutments now exists and any necessary changes are to be made the same restrictions shall apply thereto in all cases.

CRUSHED STONE.

All stone must be well crushed, so that the courser particles shall pass through a one and one-half inch ring. And all screenings to be left in

When same is unloaded at the "dump" the contractor shall rake the extreme courser particles to the bottom.

All stone must be crushed so that all particles or products are the same as is usually produced by a Gate's Cyratory Crusher, and to be placed on the grade as heretofore mentioned.

At such points where the double tracks cross the bridges or stone arches already in or that may hereafter be put in, the two shall meet on either sid of the bridges or culverts and form a graceful compound curve, each resuming the proper position as heretofore mentioned, also that the approaches to them shall be stoned to the full width thereof and to extend either way to the distance of fifty [50] feet, gradually slooping to meet to the earthen track, while the macadam track will remain as mentioned.

ROLLING.

The sub-grade shall be thoroughly rolled or packed before placing on any metal or stone.

We recommend that the contractor shall scrape in the road at the time prior to the final acceptance and that the same be rolled thoroughly with a twelve ton steam roller.

BRIDGES.

Bridges shall be placed at the following points on the road:

At station 131 plus 80 feet, a 16 foot span, with 16 foot roadway.

At station 204 plus 90 feet, a 12 foot span, with a 16 foot roadway.

All bridges are to be of the steel type and of 125 pound carrying capacity per square foot.

All bridges to be floored with good sound white or bur oak plank two and one-half inches thick, same to be spiked down in the middle and to be fastened at the ends with a 3x5 inch timber, same to be bolted to the beams or joists.

All old bridges shall be refloored with the same restrictions as heretofore mentioned.

All bridges and culverts are subjected to the inspection of the Engineer and County Commissioners for approval.

CULVERTS.

Sewer pipe culvers are to be placed at the following points:

At station 15 plus 40 feet a 15 inch tile.
At station 33 plus 00 feet a 20 inch tile.
At station 39 plus 70 feet a 15 inch tile.
At station 63 plus 70 feet a 15 inch tile.
At station 89 plus 25 feet a 15 inch tile.
At station 105 plus 40 feet a 15 inch tile
At station 112 plus 85 feet a 12 inch tile.
At station 141 plus 10 feet a 12 inch tile.
At station 152 plus 10 feet a 12 inch tile.
At station 180 plus 50 feet a 15 inch tile.
At station 231 plus 60 feet a 24 inch tile.
At station 242 plus 40 feet a 20 inch tile,

SPECIALS.

From station 59 plus 40 feet to station 63 the contractor shall place in a retaining wall or support for the earth in order that the same will not be washed away.

Said support shall be at least four feet high and shall be canstructed by setting red cedar posts eight inches in diameter, four feet in the ground and backing them with good oak plank two inches thick and spiking same at the posts, no post to be farther than six [6] feet between them

All sill holes or wells that have been placed at any point along the route shall be taken up and replaced to the proper distance or on the outer edge of the right-of-way, at the same time placing all tile drains or wells in good condition.

STIPULATIONS.

The work as it progresses will be laid out by the superintending engineer and stakes set by him must be preserved.

The contractor shall scrape in the stone and level up the entire road before final acceptance by the Engineer and County Commissioner.

The contractor shall level down all banks, etc, caused by putting in bridges and culverts, or caused by any other agencies, he shall also provide a suitable driveway around them while performing such changes.

The material for the improvement at the various places shall be on site before the old mate ials are removed.

The Superintending Engineer and County Commissioners reserve the right to increase or diminish the labor, also the amount of materials used.

All such increase or reductions of materials used, to be estimated by the Superintending Engineer, for which the proper allowances will be made in the final settlement.

It is expressly understood that the Superintending Engineer shall have the right to make any necessary changes when needed, while said proposed improvement is under construction.

The Superintending Engineer and County Commissioners reserves the right to inspect the materials used and condemn same if necessary, and any materials so condemned shall be removed from the right-of-way, and not used at any time in the construction of the road,

GENERAL STIPULATIONS

It is especially understood that the contractors are not compelled to place in any tile culverts, bridges, grades, approaches, etc at any private lane, crossing, road, etc., or if any fence, post, or any similar matter that may be in the limits of the right-of-way of the proposed improvements and same is not removed by the party to whom they belong, after having sufficient notice, then the contractor shall remove the same.

This shall not apply to rubbish, logs, trees, etc., all such matter shall be consumed by fire, by the contractor.

All blue-prints, maps, profiles, etc. are on file in the County Surveyor's office,

PAYMENTS.

All payments for said improvements will be paid in cash at the Treasurer's office, in Adams county, Indiana, on estimates of the Engineer in charge, reserving twenty [20] per cent, of the estimate until the final acceptance of the road.

Estimates are not to be construed as an acceptance of that part of the work upon which they were made.

When the work is completed in full, notice shall be given the Engineer and County Commissioners who shall inspect the road within twenty [20] days after notice has been given, and if the work is satisfactory, will accept and pay for same in full.

ESTIMATES

This estimate is for the first section which includes that portion embraced in the first two miles as surveyed,

| | |
|---|---|
| Hauling per mile, 1956 yards at $1.00 | $1956 00 |
| Crushed stone, 1956 yards at 65 cents | 1271 40 |
| Grading, bridging, etc | 427 75 |
| Incidental expenses, etc | 133 35 |
| Estimated cost per mile | $3788 50 |
| Estimated cost for first section | 7577 00 |
| Extra for retaining wall | 100 00 |
| Total estimate for first section | $7677 00 |

This estimate is for the second section, which embraces that portion between the corporation line of the city of Decatur and the north end of the second section:

| | |
|---|---|
| Hauling per mile, 1956 yards at 50 cents | $ 978 00 |
| Crush stone, 1956 yards at 65c. | 1271 40 |
| Grading, bridging, etc. | 550 00 |
| Incidental expenses | 133 35 |
| Estimate cost per mile. | $2932 75 |
| Estimate cost of second section | 9821 78 |
| Total estimate for second section | $ 9821 78 |
| Total estimated cost of improvement | $17498 78 |
| Total estimated cost, including interest | 21873 48 |

FRANK HISEY,
JAMES M. ARCHBOLD, } Viewers.
W. E. FULK, Engineer.

Subscribed and sworn to this 2nd day of September, 1898.

NOAH MANGOLD, Auditor.
By D. LEWTON, Deputy.

NOTICE OF GRAVEL ROAD ELECTION:

Notice is hereby given that pursuant to an order of the Board of County Commissioners, of the county of Adams, State of Indiana, made and entered at their September, 1898, session, that there will be held an election at the regular voting places in Washington township, in Adams county, and state of Indiana, on

### Tuesday, November 8, 1898,

for the purpose of determining the question of the building of a macadamized road on and along the following route, to-wit:

Commencing on the township line at the southeast corner of section thirty-five (35) township twenty-seven (27) north, range fourteen (14) east, in Adams countp, Indiana, running thence north to the northwest corner of the southwest quarter of the southwest quarter of section twelve (12) township and range aboee mentioned; thence angling in a northwesterly direction, viz: North twenty-six and one half degrees west 425 feet; thence north 8½ degrees west 1,408 feet; thence north 59 degrees west 3,567 feet; thence north 42 degrees west 385 feet; thence north 42 degrees west 385 feet; said latter description embracing a part of the old road known as "The Decatur and Willshire Road", and terminating where said road intersects the south corporation line of the city of Decatur and there to terminate. The same being 28 235 feet or 5 3-49 miles.

In witness whereof I, Noah Mangold, Auditor of said county, have hereto set my hand and the seal of said court, this 28st day of September, 1898.

NOAH MANGOLD.
Auditor Adams Co.

SHERIFF'S PROCLAMATION.

I, P. P. Ashbaucher, sheriff of Adams county, state of Indiana, do hereby make proclamation to the voters of Washington township, of Adams county, to meet in their respective place of voting, as established by the Board of Commissioners of Adams county, on

### Tuesday, November 8, 1898,

to vote, Building of Road, "YES", or Building of Road, "No", of a pike road in and through said township, as described in the order and notice.

PETER P. ASHBAUCHER, Sheriff,
By FRANCIS E. McLAIN, Deputy.

Sept. 27, 1898. 29-4

## FREE GRAVEL AND TURNPIKE NOTICE.

F. M. Andrews, et al on the Washington Macadam Road and the Decatur and Monroe Macadam Road, Exparte. } Report of Viewers.

Comes now Wilson H. Shepherd and Henry Miller viewers, and W. E. Fulk, engineer, who were heretofore appointed in the above entitled cause and file their report in these words, to-wit:

DESCRIPTION OF THE WASHINGTON MACADAM (CRUSHED STONE) ROAD.

Commencing on the township line dividing the townships of Washington and Monroe, in Adams county, Indiana, at the southeast corner of section thirty-one (31,) township twenty-seven (27) north, range fourteen (14) east, thence running north on the public highway to the northwest corner of section twenty (20,) thence east to the northeast corner of said section twenty (20,) thence north to the northwest corner of the southwest quarter of section nine (9) thence east to the Angling highway, intersecting same at a point about fifty-two and one-half (52½) rods east of the northwest corner of the southwest quarter of section ten (10,) thence continuing on or along the line of said Angling road to where same intersects or crosses the Grand Rapids & Indiana railroad, and there to terminate.

The same being 37,245 feet or 7 054 miles.

DESCRIPTION OF THE DECATUR AND MONRROE MACADAM (CRUSHED STONE) ROAD, (ANNEXED BRANCH OF ABOVE DESCRIBED ROAD,)

Commencing at the township line heretofore mentioned at the southeast corner of section thirty-three (33,) township twenty-seven (27) north, range fourteen (14) east, thence running north to the intersection with the above mentioned Washington Macadam Road at the northwest corner of the southwest quarter of section ten (10,) thence continuing north to the northeast corner of section nine (9,) and there to terminate,

The same being 26,545 feet or 5 0265 miles

To the Honorable Board of Commissioners, Adams county, Indiana,

We, the undersigned viewers and engineer appointed by your honorable body, at the March term, 1898 and in pursuance to the within order of said appointment, to proceed to lay out, straighten and assess damages of an improvement as prayed for in the said petition, would most respectfully submit the following report:

In pursuance of said order we met at the Auditor's office in the city of Decatur, Adams county, Indiana, and after being fully sworn as prescribed by law, we proceeded to view, examine, lay out and straighten said road, as shown by that part of our report, which exhibit shows a description of the route of the proposed improved road. (Said exhibit be marked "A.")

Also a profile showing the grade of said road as established, and showing the "cuts" and "fills," also location of culverts and bridges, which profile is marked exhibit "B," there being a part of this report and on file in the office of county surveyor.

We further find that the construction of the contemplated improvement, in accordance with the plans and specifications herein set forth would be of great public benefit and utility.

We further find no claims for damages of any kind, whatever.

We further estimate the cost of the construction of the proposed improvement to be forty-five thousand, three hundred, fifty-four dollars and sixty cents ($45,354.60.)

The estimate is made on the following plans, to-wit:

The grounds or right of way for the proposed improvement are to be forty (40) feet wide,

ROADWAY.

The roadway must be clear of all fences, trees, stumps, logs and all other rubbish of whatever nature it may be.

All stumps must be grubbed or blasted out, either in the drains or on the grade.

GRADE.

The grade as marked on the engineer's profile is to be made as near as practicable, and in no case is it to be changed only by and with the consent of the engineer in charge of the improvement.

The grade is to be of the double track system, and to be of a uniform width of twenty-eight (28) feet, on top from edge to edge, with a slope of two (2) inches from centre to either side.

The sides shall have a uniform slope from surface at outer edge to the bottom of the side drains of eighteen (18) inches horizontal to one (1) foot vertical.

The ditches in all places are not to be less than one (1) foot below the crown of the grade.

All side ditches to be made fully outs de of the grade.

The bottom of all side drains shall be not less than one (1) foot in width.

Ditches constructed outside of roadway for carrying away water from side drains, must be constructed with the same specifications as for side drains.

All drains to be constructed in a neat and workmanlike manner, with sufficient fall and outlet, in order that they may carry all the water that may accumulate therein, and remove the same from the highway.

The bottom of said drains to be unobstructed and continuous.

The roadbed shall be made in a smooth and workmanlike manner, and to be inspected and accepted by the superintending engineer of the road before any material is placed thereon.

Grade stakes set by the engineer and destroyed through the negligence of the contractor, will be set again at the contractor's expense.

The stone shall be placed upon the grade or roadbed to the width of twelve (12) feet, and in such a manner so that the stone will be placed on the right hand side of the grade, leaving three (3) feet of the grade between the edge of the stone and the edge of the right hand grade hip, and thirteen (13) feet on the left side of the sub-grade, the same to be used as the traveled earthen track. (The designation as to right or left hand sides or hips shall mean the right hand side as traveling toward the city of Decatur, likewise the left hand side in opposite position while so traveling.)

The crushed stone to be placed on the subgrade as heretofore designated, to the depth of twelve (12) inches in the center and eight (8) inches at the outer edges.

The surface from side to side to form the arc of a circle.

All crushed stone shall be taken from the Decatur quarries, to be of a clean and uniform nature. This shall mean blue lime stone.

All material to be placed on the grade in a neat and workmanlike manner.

TILING.

The tile indicated in said "exhibit B" to be of the size therein mentioned and to be sound, first quality, salt glazed, vetrified sewer pipe, laid across the grade at right angles thereto, and at such points as mentioned.

Said tile to be placed to the proper depth so as to convey the water from either side of the grade.

All culverts to be thirty (30) feet in length.

LOCATION OF BRIDGES AND CULVERTS.

There shall be culverts at the following designated points on the Washington Macadam road:

At station No. 7 plus 30 feet a 12 inch tile.
At station No. 21 plus 00 feet a 12 inch tile.
At station No. 46 plus 00 feet a 12 inch tile.
At station No. 10 plus 15 feet a 20 inch tile.
At station No. 105 plus 30 feet a 12 inch tile.
At station No. 118 plus 20 feet a 15 inch tile.
At station No. 129 plus 30 feet a 12 inch tile.
At station No. 158 plus 25 feet a 12 inch tile.
At station No. 179 plus 00 feet a 20 inch tile.
At station No. 211 plus 45 feet a 20 inch tile.
At station No. 245 plus 50 feet a 15 inch tile.
At station No. 285 plus 60 feet a 15 inch tile.
At station No. 317 plus 50 feet a 15 inch tile.
At station No. 326 plus 50 feet a 24 inch tile.
At station No. 367 plus 10 feet a 18 inch tile.

Also at the following points on the Decatur and Monroe Macadam road:

At station No. 14 plus 30 feet a 24 inch tile,
At station No. 86 plus 50 feet a 18 inch tile,
At station No. 106 plus 95 feet a 18 inch tile.
At station No. 114 plus 10 feet a 18 inch tile.
At station No 131 plus 15 feet a 15 inch tile.
At station No. 169 plus 50 feet a 18 inch tile.
At station No. 175 plus 00 feet a 15 inch tile.
At station No. 195 plus 20 feet a 18 inch tile.
At station No. 209 plus 25 feet a 18 inch tile.
At station No. 240 plus 00 feet a 18 inch tile.
At station No. 265 plus 18 feet a 18 inch tile.

BRIDGES.

There shall be steel bridges erected at the following points on the "Washington Macadam Road," at station 227 plus 50 feet a — foot bridge and at station 302 plus 10 feet a 12 foot span.

Also on "the Decatur and Monroe Road" a 14 foot span at station 62 plus 15 feet, also at station 154 plus 40 feet a 14 foot span.

The above bridges to be of the steel type or class and of the capacity of 125 pounds per square foot. The same to be submitted to the engineer for inspection before approval.

All bridges to be floored with two and one-half (2½) inch sound, number one white or burr oak plank, the same to be spiked in the middle to a nailing tie, bolted to the "I" beam and at the ends they are to be fastened by placing a "channel iron," legs down and bolted, through to the under side of the beams.

The sides of the bridges shall be guarded with a substantial latticed girder well built and anchored. All bridges to have 16 foot roadways in the clear.

The steel bridges already erected shall be refloored by the contractor in the same manner as provided for in the new bridges.

The bridge at station 227 plus 50 feet shall be the property of the commissioners of Adams county, but shall be taken out by the contractor when erecting the new one.

All bridges and abutments that are below the surface of the grade shall be built up to the required height by the contractor.

ROLLING.

The sub-grade shall be thoroughly rolled before placing on any metal or stone.

Also that the stone shall be rolled at the time that it is placed on the sub-grade, also in the final preparations of the road it shall be well scraped in and at that time well rolled again.

We recommend that the contractor use a twelve (12) ton steam roller during the construction of the road, and that all parts be well rolled, to the satisfaction of the engineer in charge or the county commissioners.

STONE MASONRY.

Abutments and wings for bridges, also bulkheads for the ends of tile culverts, are to be constructed of lime stone equal in quality to the products of the Buena Vista or Markle quarries, none of which shall be less than six (6) inches in thickness, said stone to be laid up in good Buckeye Portland cement and sand mortar made in proportions of one (1) part good fresh cement, to two (2) parts sharp, clean sand.

Each layer or course to be of regular thickness and the work bound; every other course to extend entirely across except at point of junction with the tile.

The ends of the tile on either side of the grade, are to be laid in a stone wall of sufficient length as to extend eighteen (18) inches on either side of the tile.

Said walls to be two (2) feet thick and to commence below the freezing point on solid foundation and at least eighteen (18) inches below the bottom of the tile, and to be built up as high as the road bed or grade and be covered with a coping that is at least six (6) inches thick and to extend three (3) inches over the wall except on the side next to the grade.

Said coping to be one (1) solid stone.

All masonry shall be "pointed up," also all layers to break at least six (6) inch joints and to not exceed a three-quarter (¾) inch joint between the layers.

At points where abutments now exists and any necessary changes are to be made the same restrictions shall apply thereto in all cases.

CRUSHED METAL.

The stone placed on the grade must be well crushed and placed on the road bed or grade to the depth as mentioned, also to be screened and two and one-half (2½) inches of the screenings to be placed on the top of the coarser stone,

The total depth of the metal as placed thereon shall be as mentioned elsewhere in this report.

All stone must be so crushed so that all particles will pass through a two (2) inch ring, and of such quality as is usually produced by a Gates' Gyratory Crusher.

At such points where the double tracks cross the bridges or stone arches already in or that may hereafter be put in, the two tracks shall meet on either side of the bridges or culverts and form a graceful compound curve, each resuming the proper position as heretofore mentioned, also that the approaches to them shall be stoned to the full width thereof and to extend either way to the distance of fifty (50) feet, gradually slowing to meet the earthen track, while the macadam track will remain as mentioned,

At such points where the proposed road makes a right angle turn the contractor will be required to place in bowlders firmly set in the earth on the short side to prevent turning off too suddenly.

STIPULATIONS,

The work as it progresses will be laid out by the superintending engineer and stakes set by him must be preserved.

The contractor shall scrape in the stone and level up the entire road before final acceptance by the engineer and county commissioners.

The contractor shall level down all banks, etc, etc., caused by putting in bridges, culverts, or caused by any other agencies, he shall also provide a suitable driveway around them while performing such changes.

The materials for the improvement shall be placed at the various points before the old bridges, culverts, etc., etc., are removed.

The superintending engineer and county commissioners reserve the right to increase or diminish the labor, also amount of materials used.

All such increase or reductions of materials used to be estimated by the superintending engineer for which the proper allowances will be made in final settlement.

It is expressly understood that the superintending engineer shall have the right to make any needed changes when necessary, while said proposed improvement is under construction.

The superintending engineer and county commissioners reserve the right to inspect the materials used and to condemn same if necessary, and any materials so condemned shall be removed from the right of way and not used at any time in the construction of the road.

All plans, profiles, plats, blue-prints, etc., etc., are on file for inspection in the office of county surveyor.

PAYMENTS.

All payments for said improvement will be paid in cash at the office of the treasurer of Adams county, Indiana, on estimates of the engineer in charge, reserving twenty (20) per cent of the estimate until the final acceptance of the road.

Estimates are not to be construed as an acceptance of that part of the work upon which they were made.

When the work is completed in full, notice shall be given the engineer and county commissioners who shall inspect the road within twenty (20) days after notice has been given and if the work is satisfactory, will accept and pay for same in full.

The total length of the proposed improvements as located is 63,790 feet or 12.08 miles.

GENERAL STIPULATIONS.

All telephone companies owning, operating and maintaining any lines or poles on or along any part of the above proposed improvement shall remove them to the outer edge of the right of way, and to be not nearer than nineteen (19) feet from the center of the grade as laid out by the engineer.

All gas or oil lines or pipes owned and operated by any company shall be lowered or replaced in such a manner that they will not interfere with the construction of the proposed improvement.

It is expressly understood that the contractors are not compelled to place in any tile culverts, bridges, grades, approaches, etc., etc., at any private lane, crossing, road, etc., etc., or if any fence, post or any similar matter that may be within the limits of the right of way of the proposed improvements and same is not removed by the party to whom they belong, after having sufficient notice, then the contractor shall remove same.

This shall not apply to rubbish logs, grubs, trees, etc., etc. All such matter shall be consumed by fire by the contractors.

ESTIMATES.

The estimated cost of the first section which includes that portion of the road lying between the village of Monroe and the northwest corner of section twenty-two (22,) township and range heretofore mentioned:

| | |
|---|---|
| Hauling per mile, 1956 yards at 60c | $ 1,173 60 |
| Crushed stone per mile, 1956 yards at 65c | 1,271 40 |
| Grading, bridging, etc., etc., | 427 75 |
| Incidental expenses | 133 35 |
| Total per mile | $ 3,006 10 |
| Total for three miles | 9,018 30 |

Second section, or from northwest corner section twenty-two (22) to the northwest corner of section ten (10:)

| | |
|---|---|
| Hauling per mile, 1956 yards at 40c | $ 782 40 |
| Crushed stone per mile, 1956 yards at 65c | 1,271 40 |
| Grading, bridging, etc., etc., | 427 75 |
| Incidental expenses | 133 35 |
| Total | $ 2,614 90 |
| Total for 2.0265 miles | 5,299 09 |

The above estimate is for the Decatur and Monroe Macadam Road.

The following estimate is for the Washington Macadam Road.

First Section:

This includes that portion lying between the southeast corner of section thirty-one (31) north to the southwest corner of section twenty (20.)

| | |
|---|---|
| Hauling per mile, 1956 yards at $1 00 | $ 1,956 00 |
| Crushed stone per mile, 1956 yards at 65c. | 1,271 40 |
| Grading, bridging, etc., etc., | 427 75 |
| Incidental expenses | 133 35 |
| Total per mile | $ 3,788 50 |
| Total for two miles | 7,577 00 |

Second Section;

This includes that portion lying between the southwest corner of section twenty (20) to the northeast corner of section seventeen (17.)

| | |
|---|---|
| Hauling per mile, 1956 yards at 60c | $ 1,173 60 |
| Crushed stone per mile, 1956 yards at 65c | 1,271 40 |
| Grading, bridging, etc., etc., | 427 75 |
| Incidental expenses | 133 35 |
| Total | $ 3,006 10 |
| Total for three miles | 9 018 30 |

Third section:

This includes that portion lying between the northeast corner of section seventeen (17) and the intersection with the Grand Rapids & Indiana railroad.

| | |
|---|---|
| Hauling per mile, 1956 yards at 40c | $ 782 40 |
| Crushed stone per mile, 1956 yards at 65c | 1,271 40 |
| Grading, bridging, etc., etc., | 427 75 |
| Incidental expenses | 133 35 |
| Total | $ 2,614 90 |
| Total for 2,054 miles | 5,571 00 |
| Total estimate cost of the Decatur & Monroe Road | $14,317 39 |
| Total estimated cost of the Washington Road | 21,966 30 |
| Total estimate cost of improvement | $36,283 69 |
| Total estimated cost of the proposed improvement including interest | 45,354 60 |

WILSON H. SHEPHERD,
HENRY MILLER, } Viewers.
W. E. FULK, Engineer.

Subscribed and sworn to this 14th day of June, 1898.

NOAH MANGOLD,
Auditor Adams County.

NOTICE OF GRAVEL ROAD ELECTION.

Notice is hereby given that pursuant to an order of the board of county commissioners of the county of Adams, state of Indiana, made an entered at their September, 1898 session, that there will be held an election at the regular voting places in Washington township, in Adams county, and state of Indiana on

### Tuesday, November 8, 1898,

for the purpose of determining the question of the building of a macadamized road on and along the following route, to-wit:

Commencing on the township line dividing the townships of Washington and Monroe, in Adams county, Indiana, at the southeast corner of section thirty-one (31.) township twenty-seven (27) north, range fourteen (14) east, thence running north on the public highway to the northwest corner of section twenty (20,) thence east to the northeast corner of said section twenty (20,) thence north to the northwest corner of the southwest quarter of section nine (9,) thence east to the Angling highway, intersecting same at a point about fifty-two and one-half (52½) rods east of the northwest corner of the southwest quarter of section ten (10,) thence continuing on or along the line of said Angling road to where same intersects or crosses the Grand Rapids & Indiana railroad and there to terminate,

DESCRIPTION OF THE DECATUR AND MONROE MACADAM (CRUSHED STONE) ROAD. (ANNEXED BRANCH OF ABOVE DESCRIBED ROAD.)

Commencing at the township line heretofore mentioned at the southeast corner of section thirty-three (33,) township twenty-seven (27) north, range fourteen (14) east, thence running north to the intersection with the above mentioned Washington Macadam Road at the northwest corner of the southwest quarter of section ten (10,) thence continuing north to the northeast corner of section nine (9) and there to terminate.

The same being 26.545 feet or 5.0265 miles.

The same being 37,245 feet or 7.054 miles.

In witness whereof I. Noah Mangold, auditor of said county, have hereto set my hand and the seal of said court, this 28th day of September, 1898.

NOAH MANGOLD,
Auditor Adams County.

SHERIFF'S PROCLAMATION.

I, P. P. Ashbaucher, sheriff of Adams county, state of Indiana, do hereby make proclamation to the voters of Washington township, of Adams county, to meet in their respective place of voting, as established by the board of county commissioners of Adams county, on

### Tuesday, November, 8, 1898,

to vote, building of road "YES," or building of road "NO," of a pike road in and through said township, as described in the order and notice.

P. P. ASHBAUCHER,
Sheriff Adams County.
F. E. McLEAN, Deputy.

September 27, 1898.

### Was Despondent.

Milton, Ind., Sept. 27. — William Thomas, 38 years old, committed suicide at his home here yesterday by taking strycunine. Despondency over the death of his wife, which occurred six months ago, is believed to be the cause.

### Charged With Desertion.

Martinsville, Ind., Sept. 24.—Frank Turner, who has been posing here as a rough rider from Santiago, has been arrested as a deserter on an order from the colonel of the Second Tennessee regiment.

### Cavalryman Dead.

Valparaiso, Ind., Sept. 26.—Carl H. Specht of this city, who enlisted in Troop K, First Ill