...Legal Advertising...

NOTICE OF FINAL SETTLEMENT OF ESTATE.

Notice is hereby given to the creditors, heirs and legatees of Magdalena Lobsiger, deceased, to appear in the Adams circuit court, held at Decatur, Indiana, on the 5th day of March 1901, 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.

FRANKLIN W. MOSURE, Adm'r.

Decatur, Ind. Feb. 11, 1901.

49-2 Harruff & Lenhart, Atty's.

APPLICATION FOR LIQUOR LICENSE.

To the citzens of the Second Ward in the city of Decatur, Indiana, and to the citizens of the said city, of Decatur, Adams county, Indiana.

Notice is hereby given that I, Cornelius Rademacker, a male inhabitant of the said city, county and state, over the age of twenty-one years, a person not in the habit of becoming intoxicated, will make application to the board of commissioners at their next regular session in March, 1901, for a license to sell spirituous, vinous and Malt liquors in less quantities than a quart at a time, to be drank where sold, in a room situated on the following premises, to-wit:

Sixteen and one-half feet off of the south part of inlot No. 61 in said city. Said room is situated on the ground floor of the said building and fronts on Second street in the said city, and is 78 feet in length and 16½ feet in width and has both front and rear openings

CORNELIUS RADEMACKER, Applicant.

Jan. 24, 1901. 46-3

AN ORDINANCE.

An ordinance requiring railroads to keep and maintain flag-men at certain street and railroad crossings in the City of Decatur, Indiana.

SECTION 1. Be it ordained by the common council of the city of Decatur, Indiana that all railroad companies whose track or tracks cross or intersect any of the following named streets in said city, to-wit:

Monroe street and Winchester street [except at the crossing of the Toledo, St. Louis & Western rail road, which crossing is not deemed dangerous] shall station, keep and maintain at all times, at their own expense, at each of said streets and railway crossings, a suitable person over the age of twenty-one years, whose duty it shall be to signal persons traveling in the direction of any or either of the crossings aforesaid, and warn them of the approach of trains on said tracks, or any other impending danger, and to prevent trains standing across said streets so as to prevent the free use and travel upon said streets, and for this purpose said railroad company shall provide such flag-men with a suitable flag.

SEC. 2. The street commissioner is hereby directed to notify all railroad companies whose tracks cross any of the said streets that they are required to station at the crossing of their said tracks on said streets a proper person to perform the duties provided in the first section of this ordinance, and if said companies or either of them, by themselves or agents, refuse, neglect or fail to station at such places as before mentioned, within one week after receiving from the street commissioner such notice, the said companies, or either of them, shall, upon conviction, be fined and liable to pay a penalty of not less than ten nor more than fifty dollars, and for every day after the expiration of the week aforesaid, the said roadroad companies or either of them, so failing, refusing or neglecting to station such watchmen, shall be liable to a penalty of five dollars per diem.

SEC. 3. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

SEC. 4. This ordinance shall be in full force and effect from and after publication for two weeks, consecutively, in a weekly newspaper printed and published in said city as required by law. And the city clerk of said city is hereby directed to cause this ordinance to be published for two weeks, consecutively, in the Decatur Democrat, a weekly newspaper, printed and published in the city of Decatur, Adams county, Indiana.

A. P. BEATTY, Mayor.

D. M. HOWER, City Clerk. 49-2

NOTICE OF SALE OF COUNTY INFIRMARY BONDS.

Notice is hereby given that in accordance with an ordinance of the Adams County Council of Adams county, Indiana, adopted February 18th and 19th, 1901, and an order of the Board of Commissioners of said county entered of record on the 19th day of February 1901, ordering the issue and sale of county bonds in the sum of twenty-eight thousand dollars for the purpose of paying for the construct on of county infirmary buildings for which the contract has already been let, said bonds so ordered, issued and sold are in the denominations of $500 each issued in eight series as follows, to-wit:

Series number one of 12 bonds, due January 15th, 1904.

Series number two of 4 bonds, due January 15th, 1905.

Series number three of 4 bonds, due January 15th, 1906.

Series number four of 4 bonds, due January 15th, 1907.

Series number five of 4 bonds, due January 15th, 1908.

Series number six of 4 bonds, due January 15th, 1909.

Series number seven of 12 bonds, due January 15, 1910.

Series number eight of 12 bonds, due January 15th, 1911.

Each of said bonds bearing four per cent. interest payable semi-annually on the 15th day of July and the 15th day of January of each year evidenced by coupons attached.

Specifications of said bonds and information concerning the same are now on file in the Auditor's office of said county and may be obtained on application. Sealed proposals will be received for the purchase and sale of said bonds by the undersigned at his office in the city of Decatur, Indiana, up to 10 o'clock a. m. on

Wednesday, April 10, 1901.

Contracts will be let to the highest responsible bidder, said bonds will not be sold for less than their par value and interest accrued to date of sale. Each bid shall state the full amount in cash which will be paid by the bidder for the total issue of bonds, and shall be accompanied by a certified check of three per cent. of the par value of the bonds to be sold, drawn against monies deposited in any reliable bank in said county, such check shall be payable to the Board of Commissioners and shall be held as a guaranty for the faithful performance of said bid should the same be accepted. Such check shall be returned to the bidder should his bid be not accepted, but if accepted the bidder shall forefit the amount thereof to the county should he fail to perform his bid.

ABE BOCH, Auditor

Adams County, Indiana.

RESOLUTION FOR CONSTRUCTION OF A PUBLIC SEWER.

To be known as the Elm Street Sewer.

Be it resolved, by the common council of the City of Decatur, Indiana, (two-thirds of all the members thereof concurring) that a public sewer be built and constructed on and along the following route, to-wit:

Commencing at a point in the south gutter line of Elm street, at the east gutter line of Cook street; thence running east along the south gutter line of said Elm street to the west gutter line of Line street; thence south along the west gutter line of Line street to the south gutter line of East Elm street; thence east along the south gutter line of East Elm street to the west gutter line of Niblick street; thence south along the west gutter line of said Niblick street and continuing said line to the center (north and south) of out-lot number one hundred sixty-three; thence south, seventy-four and one-half degrees east, across out-lot number one hundred sixty-three, Russell street and out-lot nuber twenty-four, or 880 feet, thence north, fifty-four degrees east, one hundred and twenty feet to the southwest corner of out-lot number twenty; thence continuing north, fifty-four degrees east, along the line between out-lots number twenty and twenty-one to the intersection with the west end of Stephenson street; thence east along the south side of said Stephenson street to the west line of Cleveland street; thence south along the west gutter line of Cleveland street to the alley running east along the north side of inlots number eight hundred seventy-three and eight hundred ninety; thence east along said alley two hundred and sixty feet, thence south, fifty-nine degrees east, two hundred and forty feet or to the southwest corner of the "Old Catholic Cemetery;" thence south eighty-four and one-half degrees east, one hundred feet; thence north, seventy-four degrees east, four hundred and sixty-six feet; thence north, thirteen degrees east, two hundred and eighty-seven feet to the St. Mary's river, and there to terminate.

Said main sewer from the point of commencement to the west gutter line of Line street shall be built of fifteen-inch, salt-glazed sewer tile, and from the west gutter line of Line street to the south line of East Elm street the same shall be constructed of twenty inch, salt-glazed sewer tile or brick; and from the south gutter line of East Elm street to Russell street the same shall be constructed of twenty-four-inch, salt-glazed sewer tile or brick; and from Russell street to the alley running north and south between Mercer street and Cleveland Street said sewer shall be constructed of thirty-inch, salt-glazed sewer tile or brick; and from thence to the outlet or terminus of said sewer the same shall be constructed of thirty-six-inch, salt-glazed sewer tile or brick as aforesaid.

Be it further resolved, (two-thirds of all the members of the said common council concurring therein) that in connection with the said main sewer above described that there shall be constructed a branch sewer, to be known as "Shamp Branch Sewer," on and along the following route, towit:

Commencing in the center of the alley at the southeast corner of inlot number five hundred and four in D. O. Jackson's subdivision of out-lot number eighty in J. D. Nuttman's southern addition to the town, now city, of Decatur, Indiana; thence north along the center of said alley to the first alley running east and west north of Penn street; thence east along the center of said last mentioned alley to the east gutter line of Nuttman street; thence north along the east gutter line of Nuttman street to the intersection of the same with the east gutter line of Russell street; thence north along the east side of said Russell street to the intersection with said main sewer, at station 20 plus ninety feet and there to terminate.

Length of Shamp Branch Sewer, 1422 feet.

Said branch sewer from point of commencement to Nuttman street shall be constructed of twelve-inch, salt glazed tile and from Nuttman street to the intersection of said branch sewer with said main sewer the same shall be constructed of fifteen-inch, salt-glazed tile.

Be it further resolved, (two-thirds of all the members of the said common council concurring therein) that in connection with said main sewer above described that there shall be constructed a branch sewer, to be known as the "North Line Street Branch Sewer," on and along the following route to-wit:

Commencing at a point eighteen feet east of the northeast corner of out-lot number thirty-nine, Crabb's first western addition to the town, now city, of Decatur, Indiana, running thence south along the west gutter line of Line street in said city of Decatur nine hundred and eighty five feet to the intersection with the main line Elm Street Sewer, and there to terminate.

Length of North Line Street Branch Sewer, 985 feet.

Said branch sewer from the point of commencement for the first four hundred feet shall be constructed of twelve inch salt-glazed sewer tile; and from thence to the intersection with said main sewer, five hundred eighty-five feet, said branch sewer shall be constructed of fifteen inch salt-glazed sewer tile.

Be it futher resolved, (two-thirds of all the members of the said Common Council concurring therein) that in connection with said main sewer above described that there shall be constructed a branch sewer, to be known as "South Line Street Branch Sewer", on and along the following route, to-wit:

Commencing at a point fifteen feet south of the north-east corner of the following described tract of land situated in the City of Decatur, Indiana, the north half of the following description; commencing in the center of the highway running north and south, said center is two hundred and ninety five feet west of the south east corner of the west half of the southwest quarter of section three, township twenty-seven north, range fourteen east, in Adams county, Indiana, running thence west twenty rods and seventeen and one-half links to the east line of the right-of-way of the Grand Rapids & Indiana railroad; thence north one hundred forty-three feet along the east line of the right-of-way of said railroad; thence east twenty-four rods to the center of said highway; thence southwest along the center of said highway to the place of beginning (said described tract of land now belongs to Boyd and Jennie E. Price.) Said sewer to commence at the above described point and in the west gutter line of Chestnut street in said city of Decatur, Indiana, running thence in an northeasterly direction along the said west gutter line of said Chestnut street four hundred fifteen feet to the intersection with the open drain running north and south along the west side of Line street; thence north along the channel of said open drain sixteen hundred and eighty-five feet to the intersection with the main line, Elm Street Sewer, and there to terminate.

Length of South Line Street Branch Sewer, 2100 feet.

Said branch sewer from the point of commencement for the first nine hundred and five feet shall be constructed of twelve-inch, salt glazed sewer tile; and from thence to the intersection with said main sewer, said branch sewer shall be constructed of fifteen-inch, salt-glazed sewer tile.

All of which tile or brick in said main sewer and the tile in said branch sewers shall be laid to such a depth as the city civil engineer shall direct. The more complete plans and specifications for such main sewer and branch sewers to be hereafter prepared by the city civil engineer.

Resolved further, (the common council now hereby declaring a necessity to exist for the construction of said proposed public sewers) that the cost thereof shall be assessed against all the real estate benefitted by said main sewer and by said branch sewers; said assessment if deferred shall be paid in ten annual installments, to each of which shall be added interest at five per centum per annum, payable semi-annually, from the date of the completion of said improvement as found and determined by the common council of said city of Decatur, and collected as provided by law.

A bond or bonds shall be issued in anticipation of the collection of said deferred assessments unless the property owners pay their said assessments before said bonds are issued All as provided for in and by an act of the General Assembly of the State of Indiana approved March 5th, 1889, and in accordance with and agreeable to all subsequent amendments thereto.

Resolved further, that the city civil engineer is hereby directed to set the proper grade stakes and also advertise by publication for three consecutive weeks in the Decatur Democrat, a weekly newspaper printed and published in the city of Decatur, Adams county, Indiana, that sealed proposals for furnishing the material and the execution of said work will be received by the common council of said city until seven o'clock p. m. on the 2nd day of April, 1901, and the clerk of said city is ordered to give the notice required by law to property owners along the line of said sewers that objections, if any there be, to the necessity for said improvements will be heard by the common council of said city in their council chamber at seven o'clock p. m. on the 19th day of March, 1901.

A. P. BEATTY, Mayor.

D. M. HOWER, Clerk. 50-2

DISCRIPTION OF THE KIRKLAND TOWNSHIP CENTRAL MACADAM ROAD.

Commencing on the county line dividing Adams and Wells counties in the state of Indiana at the north west corner of section twenty-one (21) township twenty-seven (27) north, range thirteen (13) east, thence running east on and along the public highway between sections sixteen (16) and twenty-one (21), also sections fifteen (15) and twenty-two (22) also sections fourteen (14) and twenty-three (23) and terminating with the intersection with the "Decatur and Bluffton Macadam Road," at the north-east corner of section twenty-three (23) township twenty-seven (27) north, range thirteen (13) east in Adams county, Indiana, the same being 15,750 feet or 2,983 miles.

To the Honorable Board of County Commissioners, Adams County, Indiana.

We the undersigned viewers and engineer appointed by your honorable board at the January special term, 1901, and in persurance to the within order of said appointment proceeded to lay out and straighten and assess damages of an improvement as prayed for in said petition would most respectfully submit the following report.

In pursurance to said order we John R. Peoples, James M. Willey, as viewers, and G. E. McKean as engineer met at the Auditor's office in the City of Decatur, Adams county, Indiana, and after having been 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 road. Said exhibit is marked "A".

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

We futher find that the construction of the proposed improvement in accordance with the plans and specifications herein set forth would be of public benifit and utility.

We futher find no claims for damages of any kind what ever.

We futher estimate the cost of the proposed improvement to be $12,030.00.

ROADWAY, GRADE, ETC.

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 blasted or grubbed out either in the drains or on the grade.

The right-of-way shall be forty (40) feet in width.

If at any time during the construction of the road, or grade on or before the final acceptance of the same, the grade should settle, the contractor shall fill all depressions caused by the settling thereof and restore the same to the grade indicated on the profile.

The grade shall be of the double track system, and to be of a uniform width of twenty-eight (28) feet from shoulder to shoulder with a slope of three (3) inches from center to either side.

The side drains shall be cut to a depth of not less then eighteen (18) inches below the crown of the grade.

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

All drains shall be constructed in a neat and workmanlike manner with sufficiant fall and outlet that they may carry all the water that may accumulate therein and remove the same from the right-of-way.

The bottom of the drains to be unobstructed and continuous.

The roadbed shall be made in a smooth and workmanlike manner, and to be inspected and excepted by the superintending engineer of of the road in 1,000 feet sections before any materials are placed thereon.

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

CRUSHED-STONE, KIND, ETC.

The crushed-stone shall be placed upon the grade or roadbed to a width of twelve (12) feet and to a depth of ten (10) inches in the center and eight (8) inches at the sides, and in such a manner so that the stone will be placed on the south side of the grade leaving three (3) feet of the grade between the stone and the south edge of the grade-hip, and thirteen (13) feet on the north side of the sub-grade, the same to be used as the traveled earthen track.

All materials shall be placed on the grade in a neat and workmanlike manner.

The subgrade shall be rolled thoroughly with a roller of not less than six (6) tons weight after having been graded in, before the placing thereon of the materials.

The stone shall be graded in and rolled before final acceptance.

All stone must be well crushed so that at least eighty (80) per cen of the coarser particles will pass through a two (2) inch ring.

The contractor shall place the crushed-stone on the sub-grade to a width of twelve (12) feet, and to a depth of eight and one-half (8½) inches in the center and six and one-half (6½) inches at the sides, and to be covered with a layer of screenings to a depth of one and one-half (1½) inches.

When the stone is unloaded at the dump the contractor shall rake the extreme coarser particles to the bottom.

At such points where the double track crosses any bridge, the two shall meet on either side of the bridge and form a graceful compound curve, each resuming their proper positions as heretofore mentioned; intersections to bridges to be stoned to full width or sixteen (16) feet.

Also that the approaches to them shall be stoned to the full width thereof and to extend either way to a distance of fifty (50) feet, gradually sloping to meet the earthen track while the macadam track will remain as mentioned.

All stone must be crushed so that all particles or products are the same as is usually produced by a Gates' gyratory crusher.

Said stone to be of the blue lime stone quality and equal to the products of the Decatur quarries.

STONE, MASONRY, ETC.

All bulk-heads of tiling etc., are to be constructed of limestone equal in quality to the products of the Buena Vista quarries, none of which shall be less than six (6) inches in thickness.

Said stone to be laid up with good Bronson Portland cement and sand mortar made in proportions of one (1) part good cement to two (2) parts good clean sharp sand.

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

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

Said heads at the ends of the tile 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, and all masonry to be pointed up.

TILING, SEWERS, ETC.

The tiling as indicated in said exhibit "B" to be of the size mentioned and to be of 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 on either side of the grade.

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

From station 13 plus 30 feet to station 17 or where the open ditch runs along the south side of the proposed improvement a 12 inch tile shall be placed therein.

From station 65 plus 65 feet to station 67 plus 35 feet or where the open drain runs along the south side of the proposed improvement the contractor shall place therein a 15 inch tile.

The above tile to be of best quality red or soft tile and shall be covered at least 18 inches.

The above lines of tiling to be properly connected with the walls as hereinafter mentioned.

LOCATION OF CULVERTS.

At station 9 plus 35 feet a 10 inch sewer:
" " 9 " 90 " " 10 " "
" " 3 " 70 " " 10 " "
" " 17 " 00 " " 24 " "
" " 32 " 25 " " 10 " "
" " 43 " 65 " " 24 " "
(add 20 feet.)
At station 65 " 65 " " 20 " "
" " 132 " 00 " " 10 " "

The sewers at stations, 17, 43 and 65 plus 65 feet are to be placed to the depth as formerly located in the construction of the drains for which they are intended.

WELLS, CONSTRUCTIONS.

Wells or silt holes are to be placed so that the center of the same will be on the line of the right-of-way on either side.

Said wells to be built of the best hard-burned brick laid flatwise and to extend eighteen (18) inches below the bottom of the tile and to be walled to the surface.

Said wells to be not less than eighteen (18) inches in diameter, also the wells shall be covered with a cast iron grate securely placed thereon.

The contractor shall furnish all soft or red tile needed to make the proper extensions or connections which shall be not less than the outlet already in.

The contractor shall make all necessary excavations and they shall be of proper depth to completely drain the particular points for which they are intended.

WELLS, LOCATIONS, ETC.

At station 17 plus 00 feet, 1 well;
" " 43 " 00 " 1 "
" " 65 " 65 " 1 "
" " 91 " 90 " 2 wells;
" " 99 " 00 " 1 "
" " 112 " 25 " 2 "
" " 128 " 50 " 2 "

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 level down all banks, etc., caused by putting in culverts, or any other agencies.

The materials for the improvements at the various points shall be on the site before the old is removed.

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

All such increase or reductions on 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 the proposed improvement is under construction.

The superintending engineer and County Commissioners reserve the right to inspect the materials used and condemn the same if necessary; and all materials so condemned shall be removed from the right-of-way and not used at any time in the construction of the road.

All sewer-pipe bridge materials as is used in public improvements and are now along the line of the proposed improvement shall become the property of the township in which it is located except the sewer-tile at station 43 and station 65 plus 65 feet.

Corner-stones, land marks, etc., shall be respected by the contractor while making said improvements.

GENERAL STIPULATIONS.

It is expressly understood that the contractor is not compelled to place in any tile, culvert, bridges, grades or approaches at any private lane or road crossing, etc., or if any fence, posts or similar matter that may be within the limits of the right-of-way of the proposed improvement is not removed by the party to whom they belong after having had sufficent notice then the contractor shall remove the same.

Also all telephone companies owning, operating or maintaining any lines or poles on or along the line of the proposed improvement shall remove them to the outer edge of the right-of-way, and to be not nearer than one (1) foot on said right-of-way as laid out by the engineer.

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

PAYMENTS.

All payments for said improvements will be paid for in cash at the Treasurer's office in the City of Decatur, Adams county, Indiana, on estimates of the engineer, he reserving twenty (20) per cent of the estimates until the final acceptance of the improvements.

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

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

ESTIMATES.

Length of proposed improvemen, 15750 feet or 2.983 miles.
No. of yards per mile 1760.
Total No. of yards of stone, 5270.

5270 yds. stone, @, 85c	$4479 50
5270 yds. stone, @ $1.00, hauling	5270 00
5270 yds. stone, @, 15c, spreading	790 50
Grading	600 00
Sewers and heads	200 00
Wells and connections	100 00
Domestic tile, for open ditches	10 00
Engineer, superintendent and hands fees	500 00
Total,	$12030 00

All of which is respectfully submitted.

JOHN R. PEOPLES, Viewer.
J. M. WILLEY, Viewer.
G. E. MCKEAN, Engineer.

Subscribed and sworn to this 4th, day of February, 1901.

ABE BOCH, Auditor.

NOTICE OF GRAVEL ROAD ELECTION.

Notice is hereby given that pursuant to an order of the Board of Commissioners of the county of Adams and state of Indiana made and entered in their regular February session 1901, that there will be a special election held at the regular voting place in Kirkland township, Adams county, Indiana, on

Saturday, March 16th, 1901

for the purpose of determining the question of the building of a macadam road in said township known as the "Kirkland Township Central Macadam Road" on and along the following route towit:

Commencing on the county line dividing Adams and Wells counties in the state of Indiana at the north-west corner of section twenty-one (21) township twenty-seven (27) north, range thirteen (13) east, thence running east on and along the public highway between sections sixteen (16) and twenty-one (21), also section fifteen (15) and twenty-two (22) also section fourteen (14) and twenty-three (23) and terminating with the intersection with the "Decatur and Bluffton Macadam Road" at the north east corner of section twenty-three (23) township twenty-seven (27) north, range thirteen (13) east, in Adams county, Indiana.

The same being 15750 feet, or 2.983 miles.

In witness whereof I, Abe Boch, Auditor of said county have hereunto set my hand and affixed the seal of the said Board of Commissioners, this 7th, day of February 1901.

ABE BOCH, Auditor.

Adams County, Indiana.

SHERIFF'S PROCLAMATION OF SPECIAL GRAVEL ROAD ELECTION IN KIRKLAND TOWNSHIP, ADAMS COUNTY, INDIANA.

I, Daniel N. Erwin, Sheriff of Adams county, state of Indiana do hereby make proclamation to the voters of Kirkland township, Adams county, Indiana, to meet in their respective places of voting as established by the Board of Commissioners of Adams county, Indiana on

Saturday, March 16th, 1901,

to vote on the question of building the "Kirkland Township Central Macadam Road" in said township in said county as described in the Auditor's notice of election to vote for building of said road "Yes". Not building of said road "No".

49-4 DANIEL N. ERWIN, Sheriff,

Feb 7th, 1901. Adams County, Indiana.

DESCRIPTION OF THE PETERSON AND PRAIRIE MACADAM ROAD.

Commencing on the county line dividing Adams and Wells counties in the state of Indiana, at the northwest corner of section nine (9,) township twenty-seven (27) north, range thirteen (13) east, thence running east on and along the public highway between sections four (4) and nine (9;) also sections three (3) and ten (10;) also sections two (2) and eleven (11) and terminating with the intersection of the "Decatur and Bluffton Macadam Road at the northeast corner of section eleven (11) township twenty-seven (27) north, range thirteen (13) east, in Adams county, Indiana.

The same being 15,785 feet in length, or 2.99 miles.

To the Honorable Board of County Commissioners, Adams County, Indiana:

We, the undersigned viewers and engineer, appointed by your honorable board at the January special term, 1901, and in pursurance to the within order of said appointment proceeded to lay out and straighten and assess damages of an improvement as prayed for in said petition, would most respectfully submit the following report:

In pursurance to said order, we, John R. Peoples, James M Willey as viewers, and G. E McKean as engineer, met at the auditor's office in the city of Decatur in 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 description of the route of the proposed improved road, said exhibit is marked "A."

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

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

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

We further estimate the cost of the proposed improvement to be $9988.75.

ROADWAY, GRADE, ETC.

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 blasted or grubbed out, either in the drains or on the grade.

The right-of-way shall be forty (40) feet in width.

If at any time during the construction of the road, or grade, on or before the final acceptance of the same, the grade should settle, the contractor shall fill all depressions, caused by the settling thereof and restore the same to the grade indicated on the profile.

The grade shall be of the single track system, to be of a uniform width of twenty-two (22) feet from shoulder to shoulder with a slope of four (4) inches from center to either side.

The side drains shall be cut to a depth of not less than eighteen (18) inches below the crown of the grade.

All side drains to be made outside of the grade.

All drains shall be constructed in a neat and workmanlike manner, with sufficient fall and outlet that they may carry all the water that may accumulate therein and remove the same from the right-of-way.

The bottom of the drains to be unobstructed and continuous.

The road bed shall be made in a smooth and workmanlike manner, and inspected and accepted by the superintending engineer of the road in 1,000 feet sections before any materials are placed thereon.

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

CRUSHED STONE, KIND, ETC.

The crushed stone shall be placed on the sub-grade or road bed to a width of twelve (12) feet and to a depth of ten (10) inches in the center and eight (8) inches at the sides, the coarser particles are to be placed on the grade and the same covered with a covering or layer of screenings to a depth of one and one-half (1½) inches, and in such a manner that the metal will be placed in the center of the sub-grade.

All materials to be placed on the road in a neat and workmanlike manner.

The sub-grade shall be rolled thoroughly with a roller of not less than six (6) tons weight after having been graded in, before the placing thereon of the materials.

The stone shall be graded in and rolled before final acceptance.

*(From station 53 to station 70, also from station 133 to station 157 plus 85 feet, or that portion already graveled, the stone shall be placed to the width heretofore mentioned but to a depth of eight (8) inches in the center and six (6) inches at the sides; all that portion of the road now graveled shall be remodeled, shifted if necessary, and gravel placed in position for sub-foundation.

All stone must be so crushed that least eighty (80) per cent of the coarser particles will pass through a two (2) inch ring.

When the stone is unloaded at the dump the contractor shall rake the extreme coarser particles to the bottom.

All stone must be crushed so that all particles or products are the same as is usually produced by a Gates gyratory crusher, and to be placed on the grade as heretofore mentioned.

Said stone to be of the blue limestone quality and equal to the Decatur quarries, or products thereof.

STONE, MASONRY, ETC.

All bulk-heads of tiling, etc., are to be constructed of limestone equal in quality to the products of the Buena Vista quarries none of which shall be less than six (6) inches in thickness.

Said stone to be laid up with good Bronson Portland cement and sand mortar made in proportions of one (1) part good cement to two (2) parts of good, clean, sharp sand.

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

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

Said heads at the ends of the tile 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 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, and all masonry to be pointed up.

TILING AND SEWERS, ETC.

The tile indicated in said exhibit "B" to be of the size 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 on either side of the grade.

All culverts to be twenty-four (24) feet in length.

LOCATION OF CULVERTS ETC.

At station 5 plus 60 feet a 10-inch sewer.
At station 23 plus 30 feet a 10-inch sewer.
At station 56 pluss 00 feet a 10-inch sewer.
At station 79 plus 5 feet a 15-inch sewer, (add six feet.
At station 89 plus 00 feet a 10-inch sewer.
At station 106 plus 80 feet a 10-inch sewer.
At station 132 plus 00 feet a 10 inch sewer.
At station 142 plus 30 feet a 10-inch sewer.

WELLS AND CONSTRUCTION.

Wells or silt holes are to be placed so that the center of the same will be on the line of the right-of-way on either side.

Said wells to be built of the best hard-burned brick, laid flatwise and to extend eighteen (18) inches below the bottom of the tile and to be walled to the surface.

Said wells to be not less than eighteen (18) inches in diameter, also the wells shall be covered with a cast-iron grate securely placed thereon.

The contractor shall furnish all soft or red tile needed to make the proper extensions or connections, which shall not be less than the outlet already in.

The contractor shall make all necessary excavations and shall be of proper depth to completely drain the particular points for which they are intended.

WELLS, LOCATIONS.

At station 66 plus 40 feet 2 wells.
At station 79 plus 5 feet 1 well.
At station 106 plus 25 feet 2 wells.
At station 142 plus 30 feet 1 well.

BRIDGES, KIND AND LOCATION.

There shall be a steel bridge at station 39 plus 70 feet, said bridge 18 feet long, 16 feet roadway in the clear, of the steel type and a carrying capacity, per square foot, safety factor of four (4) and to be furnished with latticed girders or railing.

Said bridge to be floored with good sound white or burr oak lumber two and one-half (2½) inches thick, same to be spiked down in the middle and to be fastened at the ends with a 3x5 inch timber securely bolted to the beams or joists.

Said bridge to be painted with a coat of good metallic paint after erection.

Said bridge to be subject to the inspection and approval of the engineer in charge.

STIPULATION.

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

The contractor shall level down all banks, etc., caused by putting in any bridge or culvert or caused by any other agency.

The materials for the improvements at the various points shall be on the site before the old materials are removed.

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

All such increase or reductions on materials used to be estimated by the superintending engineer for which the proper allowance 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 reserve the right to inspect the materials used and condemn the same if necessary, and all materials so condemned shall be removed from the right-of-way and not used at any time in the construction of the road.

All sewer pipe, bridge material, etc., as is used in public improvements and are now along the line of the proposed improvement shall become the property of the township in which it is located.

Corner stones, land marks, etc., shall be respected by the contractor while making said improvements.

GENERAL STIPULATIONS.

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

Also telephone companies owning, operating or maintaining any lines or poles on or along the line of the proposed improvement shall remove them to the outer edge of the right-of-way and to be not nearer than one (1) foot on said right-of-way as laid out by the engineer.

All gas or oil lines or mains owned or 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.

PAYMENTS.

All payments for said improvements will be paid for in cash at the Treasurer's office in the City of Decatur, Adams county, Indiana, on estimates of the engineer, he reserving twenty (20) per cent. of the estimates until the final acceptance of the improvement.

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

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

ESTIMATES.

Length of proposed improvement, 15,785 feet or 2.99 miles.

Number of yards per section, or 2.99 miles is 4,945 yards.

4,945 yards at 85c for stone	$4203 25
4,945 yards at 75c for hauling	3708 75
4,945 yards at 15c for spreading	741 75
Bridging, etc	150 00
Grading	450 00
Sewers and heads, etc	160 00
Well connections	75 00
Engineer and supt's fees, hands	500 00
Total	$9988 75

All of which is respectfully submitted.

JOHN R. PEOPLES, } Viewers.
J. M. WILLEY }
G. E. MCKEAN, Engineer.

Subscribed and sworn to this 4th day of February, 1901.

ABE BOCH, Auditor.

NOTICE OF GRAVEL ROAD ELECTION.

Notice is hereby given that pursuant to an order of the Board of Commissioners of the County of Adams, State of Indiana, made and entered in their regular February session, 1901, that there will be a special election held at the regular voting place in Kirkland township, Adams county, Indiana, on

Saturday, March 16, 1901,

for the purpose of determining the question of the building of a macadamized road in said township known as the Peterson and Prairie Macadam Road on and along the following route to-wit:

Commencing at the county line dividing Adams and Wells counties in the State of Indiana at the northwest corner of section nine (9,) township twenty-seven (27) north, range thirteen (13) east, thence running east on and along the public highway between sections four (4) and nine (9;) also sections three (3) and ten (10;) also sections two (2) and eleven (11) and terminating with the intersection of the Decatur and Bluffton Macadam Road at the northeast corner of section eleven (11,) township twenty-seven (27) north, range thirteen (13) east, in Adams county, Indiana.

The same being 15,785 feet in length, or 2.99 miles.

In witness whereof, I, Abe Boch, Auditor of said county have hereunto set my hand and affixed the seal of the said board of commisioners, this 7th day of February, 1901.

[Seal]

ABE BOCH, Auditor Adams County.

SHERIFF'S PROCLAMATION OF SPECIAL GRAVEL ROAD ELECTION IN KIRKLAND TOWNSHIP, ADAMS COUNTY, INDIANA.

I, Daniel N. Erwin, Sheriff of Adams county, State of Indiana, make proclamation to the voters of Kirkland township, Adams county, Indiana, to meet in their respective places of voting as established by the board of commissoners of Adams county, Indiana, on

Saturday, March 16, 1901,

to vote on the question of building the Peterson and Prarie Macadam Road in said township and said county as described in the auditor's notice. To vote for the building of said road, "Yes." Not building of said road "No."

49-4 DANIEL N. ERWIN, Sheriff

Adams County, Indiana.