Legal Advertising

NOTICE OF HEARING OF DITCH PETITION.

In the matter of the petition of Clement L. V. Steele.

Notice is hereby given that a petition has been filed with the auditor of Adams county, state of Indiana, and viewers have been appointed who have viewed and reported and their, which is on file in my office. The hearing of said petition upon its merits will be on

Monday, July 6, 1903,

the same being the first day of the July term, 1903, of the board of commissioners of Adams county, Indiana.

The prayer of said petition is that a ditch be constructed on the following route, to-wit:

Description of Ditch:

Commencing at a point which is sixteen 16 rods north of the southwest corner of section ten 10, township twenty-eight 28 north, range fifteen 15 east, in Adams county, Indiana. Running thence north [illegible] ... and terminating in the Bender ditch at a point thirty 30 rods north of the southeast corner of the ... in Van Wert county, Ohio.

Passing through and affecting the lands of L. H. Bailey, John A. Ehrman, [illegible] ... as shown by the viewers' report.

ABE BOCH,
Auditor Adams county.

NOTICE OF RECEIVING BIDS FOR CONSTRUCTION OF PUBLIC DITCH.

Notice is hereby given that I, Abe Boch, auditor of Adams county, Indiana, pursuant to an order of the board of commissioners for the construction of a ditch known as the Bernard H. Meyers ditch, described as follows:

Main Line.

Commencing at a point which is thirty (30) rods west and thirty-one (31) rods south of the northeast corner of the southwest quarter of the northeast quarter of section eight (8), township twenty-seven (27) north, range fourteen (14) east, in Adams county, Indiana; running thence [illegible] ... and terminating in the W. E. Adams Ditch at a point ... of the northeast corner of the east half of the southwest quarter of section five (5), township twenty-seven (27) north, range fourteen (14) east.

Passing through, also affecting the lands of John H. and Garrett Hessler, Bernard H. Meyer, Joseph Meyer, John & Meyer, and Mary Meyer, Barbara Weber, Frank Weber, John E. Weber, and Catharine Snyder, heirs at law of Simon Weber, deceased; John Lengerich, Mary M. Weber, Charles M. France, Dayton Boerdler, and Maggie Bennett, heirs at law of Elizabeth France, deceased; Washington township for the public highway running north and south between sections five an six; also east and west between sections five and eight. The Toledo, St. Louis & Western Railroad for right of way through sections five and eight in said Washington township.

Branch No. 1.

Commencing at a point that is twenty-four (24) rods south and twenty (20) feet east of the northeast corner of the southeast quarter of the southeast quarter of section (6), township and range heretofore mentioned; running thence north 72 degrees, east 25 rods; thence north 67 degrees, east 31 rods; thence south 62 degrees, east 42 rods; thence east 42 rods; thence north 54 degrees, east 16 rods and 10 feet, to the intersection of the main ditch, at station [illegible], and there to terminate.

Passing through, also affecting the lands of Ann O. and Lucy V. Amspaugh, Charles M. France, Dayton Boerdler, Maggie Bennett, heirs at law of Elizabeth France, deceased; Mary M. Weber, Barbara Weber, Frank Weber, John E. Weber, Catharine Snyder, heirs at law of Simon Weber, deceased; and Washington township for the public highway between sections five and eight; also sections five and six.

Branch No. 2.

Commencing at a point that is fifty-two (52) rods east and one (1) rod south of the northwest corner of the west half of the northwest quarter of section eight (8) township and range heretofore mentioned; running thence north 82 degrees, east [illegible] rods; thence north 6½ degrees, east 12 rods; thence north 29 degrees, east 4 rods; thence north 62 degrees, east 12 rods; thence north [illegible] degrees, east 12 rods; thence north 41 degrees, east 4 rods and 10 feet, to the intersection of the same with Branch No. 1, at Station No. [illegible].

Passing through, also affecting the lands of John Lengerich, Mary Weber, Barbara Weber, Frank Weber, John E. Weber and Catharine Snyder, heirs at law of Simon Weber, deceased; and Washington township for the public highway running east and west between sections five and eight in said Washington township.

Will on

Monday, June 15, 1903,

at ten o'clock a. m. at the auditor's office in the city of Decatur, Indiana, receive sealed bids for the construction of said ditch as follows:

From station [illegible] to station [illegible], section 1.
From station [illegible] to station 0, section 2.
From station 2 plus [illegible] to station 0, branch No. 1.
From station 2 plus [illegible] to station 0, branch No. 2.

All of the above branches will be section 3.

The contract will be let to the lowest responsible bidder.

Bidders will be required to file with their bids affidavits as required by law and successful bidders will be required to enter into a contract with the auditor for the construction of said work and to file a bond with surety to be approved by the auditor.

No bid will be received or considered for more than the estimated cost of said work. Detailed plans and specifications will be found on file in the auditor's office.

ABE BOCH,
22-3 Auditor Adams County.

NOTICE OF RECEIVING BIDS FOR CONSTRUCTION OF PUBLIC DITCH.

Notice is hereby given that I, Abe Boch, auditor of Adams county, Indiana, pursuant to an order of the board of commissioners for the construction of a ditch known as the Andrew Miller ditch, described as follows:

Beginning at a point forty-eight (48) rods north and eight (8) rods west of the southwest corner of the east half of the northeast quarter of section twenty-one (21), township twenty-seven (27) north, range fourteen (14) east, in Adams county, Indiana. Running thence north twelve (12) rods; thence [illegible] ... Terminating in Borum Run at the James Gallen ditch at a point which is sixty-eight (68) rods west and six (6) rods south of the northwest corner of the south half of the southeast quarter of section ten (10), township twenty-seven (27) north, range fourteen (14) east, in Adams county, Indiana.

Passing through and affecting lands of [illegible] ... Grand Rapids & Indiana Railway Company and Washington Township.

DESCRIPTION OF THE BRANCH NO. 1.

Beginning at a point sixty-eight rods north and forty-seven rods east of the southwest corner of the northwest quarter of section twenty-two (22), township and range heretofore mentioned, in Adams county, Indiana. Running thence north 70 degrees east twenty-four (24) rods; thence east twelve (12) rods; thence south 80 degrees east nine (9) rods; thence north 70 degrees east fifteen (15) rods; thence north 65 degrees east eighteen (18) rods; thence north 80 degrees east eighteen (18) rods; thence north 75 degrees east eighteen (18) rods; thence north 56 degrees east thirty-three (33) rods; thence north twenty-one (21) rods; thence north 45 degrees east [illegible] twenty-four (24) rods; thence north 55 degrees east twenty (20) rods and terminating in the main ditch at station 74.

Passing through and affecting the lands of John P. Brown, W. H. Ehlerick, Mathias Miller, Jacob Omlor, Andrew Miller, George D. Brown, Grand Rapids & Indiana Railway Company and Washington township.

Will on

Monday, June 15, 1903,

at ten o'clock a. m. at the auditor's office in the city of Decatur, Indiana, receive sealed bids for the construction of said ditch as follows:

From station 10½ to station 135, section 1.
From station 135 to station 199, section 2.
From station 199 to station 61, section 3.
From station 61 to station 36, section 4.
From station 36 to station 26, section 5.
From station 26 to station 0, section 6.
From station 30½ to station 0, branch, section 7.

The contract will be let to the lowest responsible bidder.

Bidders will be required to file with their bids affidavits as required by law and successful bidders will be required to enter into a contract with the auditor for the construction of said work, and to file a bond with surety to be approved by the auditor.

No bid will be received or considered for more than the estimated cost of said work. Detailed plans and specifications will be found on file in the auditor's office.

ABE BOCH,
22-2 Auditor Adams County.

REPORT OF THE SOUTH ST. MARY'S MACADAM ROAD.

Description of the South St. Marys Macadam Road.

Commencing on the township line between Washington an St. Marys, townships, at a point where the Decatur and Salem Road crosses the same, thence following the said Decatur and Salem road through sections eighteen (18) and nineteen (19) thence east on section line, between sections nineteen (19) and thirty (30) to the section line running south between sections twenty-nine (29) and thirty (30,) thence south on said section line, to the southeast corner of section thirty (30) thence east on section line between sections twenty-nine (29) and thirty-two (32,) to a point where the Decatur and Salem Road runs south, thence south through section thirty-two (32) to the township line, between St Marys and Blue Creek townships, and there to terminate, all of said road being in St. Marys township, Adams county, Indiana.

The same being 21840 feet of 4.055 miles.

To the Honorable Board of Commissioners Adams County Indiana:

We the undersigned viewers and engineer appointed by your honorable board at the May term, 1903, 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 said petition would most respectfully submit the following report.

In pursuance to said order we C. A. Neuenschwander, Philip Baker as viewers and George E. McKean as engineer, met at the Auditors 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 description of the route of the proposed improvement.

Also a profile showing the grade of said improvement 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 Auditor.

We further find that the construction of the proposed improvement in accordance with the 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 $[illegible].

ROADWAY, GRADE, ETC.

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

All stumps must be grubbed or blasted 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 or before the final acceptance of the same the grade shall settle, the contractor shall fill all depressions and restore the same to the original specifications.

The grade shall be of the double track system with 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 ditches shall be cut to a depth of not less than eighteen (18) inches below the tip of the grade.

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

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

From station 17 to station 125 there shall be a six (6) inch tile placed on the west side of the road. Said tiling to put in by the contractor and to a grade hereafter to be given by the engineer.

At the end of the tiling at station 125 there shall be built a stone bulkhead.

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

Grade and line stakes set by the engineer and are 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 ten (10) feet and to a depth of twelve (12) inches in the center and (10) inches at the sides. The coarser particles are to be placed on the grade and the same to be covered with a cover or layer of screenings to a depth of two (2) inches, and in such a manner that the material will be placed on the east and north sides of the subgrade, leaving a space of five (5) feet between the east and north shoulders of the subgrade and the edge of the material placed thereon.

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

The sub-grade shall be rolled by the contractor at such times and places as deemed necessary by the engineer or superintendent with a roller of not less than six (6) tons in weight before placing thereon any of the metals.

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

All stone must be so crushed that at least eighty (80) percent 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 so crushed that all particles or products are the same as is usually produced by a Gates Gyratory Crusher, and to be placed on the ground as heretofore mentioned.

The stone to be used to be limestone and equal in quality to the products of the Decatur or Pleasant Mills quarries.

STONE MASONRY, ETC.

All bulk-heads of tiling, etc., to be constructed of number one limestone, none of which shall be less than six (6) inches in thickness said stone to be laid up with good Bronson Portland Cement or the equivalent & sand mortar made in proportions of one 1 part cement to two 2 parts of clean sharp sand.

Each layer or course to be of regular thickness and the work to be bound every other course and shall extended entirely across except at the points of juncture with the tiling.

The ends of the tiling on either side are to be laid in a 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 are to be built up as high as the road head 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 sub-grade. Said coping to be one solid stone and all masonry to be pointed up.

STONE MASONRY ETC.

At station 61. 35 there shall be repairs made to the abutments and especially the south-west wing. Abutments are to be repointed with cement.

About five 5 perch of stone will approximately be needed in the repairing of this wing.

At station [illegible] the contractor shall [illegible] the bridge [illegible].

At station 174 there shall be two abutments with eighteen 18 feet face and four eight 8 feet wings, said abutments and wings to be built seven 7 feet high, to be three 3 [illegible] thick in lower three 3 feet and battered six 6 inches in upper four 4 feet.

Said abutments to be constructed of limestone not less than six 6 inches thick and every other course to extend through the wall and to be laid up as specified for bulk-heads; coping to be not less than six 6 inches thick and to extend entirely across the wall and project three 3 inches over face of abutments and wings.

SEWERS, TILING, LOCATIONS, ETC.

The tiling indicated in said "exhibit B" to be of the size mentioned and to be sound first-class, salt-glazed vitrified sewer-pipe, laid across the grade at right-angle thereto and at such points as mentioned.

At station 4.75 there shall be a 36 inch cast iron culvert, 36 feet in length and laid angling with the channel of the drain. also the heads for this culvert are to be built as heretofore specified and are to be fifteen 15 feet in length.

At	station	1.50 a	12	inch	sewer	tile.
"	"	15.00 "	10	"	"	"
"	"	28.00 "	10	"	"	"
"	"	42.75 "	10	"	"	"
"	"	5?.25 "	10	"	"	"
"	"	56.50 "	10	"	"	"
"	"	66.75 "	10	"	"	"
"	"	71.00 "	15	"	"	"
"	"	78.25 "	15	"	"	"
"	"	91.75 "	15	"	"	"
"	"	100.50 "	10	"	"	"
"	"	107.00 "	15	"	"	"
"	"	127.00 "	10	"	"	"
"	"	129.25 "	15	"	"	"
"	"	130.00 "	12	"	"	"
"	"	142.50 "	15	"	"	"
"	"	161.00 "	15	"	"	"
"	"	199.30 "	10	"	"	"
"	"	221.90 "	12	"	"	"

Said tiling 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.

WELLS, LOCATIONS, KIND, ETC.

Wells or silt holes are to be placed as hereinafter specified.

Said wells to be built of the best hard burned brick laid flatwise and extended eighteen 18 inches below the bottom of the tile and walled to the surface; the upper twelve 12 inches of these walls to be laid in sand and cement mortar as specified for bulk-heads.

Said walls to be not less than two 2 feet inside at base and to be arched at the top so as to receive an eighteen 18 inch 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 out let already in.

The contractor shall make all necessary excavations and all tiling shall be placed to a proper depth so as to completely drain the particular points for which they are intended.

At Station 61.25, 2 wells.
" " 54.50, 2 "
" " 66.65, 2 "
" " 76.25, 1 " (on west side.)
" " 117.00, 2 "
" " 198.50, 2 "

BRIDGES, KIND, LOCATIONS, ETC.

The bridges at stations 61.35 and 126.67, shall be repainted and refloored, said flooring to be of sound oak, 2½ inches thick, and shall be good sound white or burr-oak lumber.

At station 174 there shall be a 14 feet steel bridge with a 16 feet roadway, said bridge to be floored as above specified, also to be painted with coat of metallic paint after erection.

Said bridges to be subjected to the inspection and approval of the engineer in charge.

The bridge is to be of a steel type "I" beam bridge with latticed railing and of one hundred and fifty 150 pounds carrying capacity per square foot.

STIPULATIONS.

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

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

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

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

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

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

The 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 improvement.

All sewer-pipe bridge materials etc. as is used in public improvements and are now along the line of the proposed improvement shall be carefully removed to either side by the contractor and 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 improvement.

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

All telephone companies owning or operating any lines of 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 oil or gas lines 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, Indiana, on estimates made by the engineer, complying in all respects with the Acts of the General Assembly of the State of Indiana, approved March 11, 1901. (See Acts 1901, page 44).

ESTIMATES.

Length of improvement	21840 feet.
No. yds. stone per mile	1760.
No yds. stone per 4.055 miles	[illegible]
No. yds. stone for approach norm	60.
No. yds. stone for improvement	[illegible]
[illegible] yds. at 90 cents for stone	[illegible]
[illegible] yds. at 80 cents for hauling	[illegible]
[illegible] yds. at 10 cents for spreading	[illegible]
Grading	[illegible]
Wells and connection	[illegible]
Sewers, heads, connections	[illegible]
Cast, Sewer and heads	[illegible]
Masonry, abutments, repairs	[illegible]
Bridges, repairing, etc.	[illegible]
Domestic tiling	[illegible]
Total	[illegible]

All of which is respectfully submitted.

C. A. Neuenschwander, Philip Baker, Viewers.
Geo. E. McKean, Engineer.

Subscribed and sworn to this 22 day of May 1903.

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 June session 1903 that there be an election at the regular voting place in St. Marys township Adams county Indiana, on

Saturday, June 27, 1903,

for the purpose of determining the question of the building of a macadam road in said township known as the South St. Marys macadam road on and along the following route to-wit:

Commencing on the township line between Washington and St. Marys townships at a point where the Decatur and Salem road crosses the same thence following the said Decatur and Salem Road through sections eighteen 18 and nineteen 19 thence east on section line between sections nineteen 19 and thirty 30 to the section line running south between sections twenty-nine 29 and thirty 30 thence south on said section line to the south-east corner of section thirty 30 thence east on section line between sections twenty nine 29 and thirty-two 32 to a point where the Decatur and Salem road runs south thence south through section thirty-two 32 to the township line between St. Marys and Blue Creek townships and there to terminate all of said road being in St. Marys township Adams county Indiana.

The same being 21840 feet or 4.055 miles.

In witness whereof we Samuel Doak, David Werling and Jacob Abnet constituting the board of commissioners of said county have hereunto set our hands and affixed the seal of said board of commissioners this 1st day of June 1903.

SAMUEL DOAK,
DAVID WERLING,
JACOB ABNET,
Board of Commissioners.

Attest: Abe Boch, Auditor.

SHERIFF'S PROCLAMATION OF MACADAM ROAD ELECTION IN ST. MARYS TOWNSHIP ADAMS COUNTY INDIANA.

I, Albert A. Butler sheriff of Adams county state of Indiana do hereby make proclamation to the voters of St. Marys township Adams county Indiana to meet in their respective place of voting as established by the board of commissioners of Adams county Indiana, on

Saturday, June 27, 1903,

to vote on the question of building the South St. Marys macadam road in said township and said county as described in the auditors notice of election to vote for building of said road "Yes" Not building of said road "No."

ALBERT A. BUTLER Sheriff,
June 1 1903. Adams county Indiana.

DESCRIPTION OF NORTH ST. MARY'S MACADAM ROAD.

Commencing at the southwest corner of the northwest quarter of section six 6, township twenty-seven 27 north, range fifteen 15 east, in Adams county, Indiana, on the township line, between Washington and St. Mary's townships; thence running east, on the half section line through center of sections six 6, five 5, four 4 and three 3, and terminating at the State line, at a point where the half section line road intersects with the State line road.

The same being 21380 feet, or 4.05 miles.

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

We, the undersigned viewers and engineers, appointed by your Honorable Board at the May term, 1903, 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 said petition, would most respectfully submit the following report.

In pursuance of said order we, C. A. Neuenschwander, Philip Baker, as viewers and George E. McKean, as engineer, 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 exhibits shows a description of the route of the proposed road.

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

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

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

We further estimate the cost of the proposed improvement to be $[illegible].

ROADWAY, GRADES, 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 grubbed or blasted 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 or before final acceptance of the same, the grade should settle, the contractor shall fill all depressions, and restore the same to the original specifications.

The grade shall be of the "double-track" system, with 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 ditches shall be cut to a depth of not less than eighteen 18 inches below the tip of the grade.

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

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

From Station [illegible] to Station 136.50, the six inch tile now in on the north side of the road shall be taken up by the contractor and relaid to grade, hereafter to be given by the engineer in charge; also at Station 62.25, to Station 68, there shall be a line of eight 8 inch tile placed on the north side of the road.

Also from Station [illegible] to Station 215.50, a six 6 inch line of tiling to be placed on the north side of the road.

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, in 1000 feet sections, before any materials are placed thereon.

From Station [illegible] to Station 196, the open drain on the south side of the road to be reexcavated to outside of the right of way of the proposed improvement.

Grade and line stakes set by the engineer and are 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 ten 10 feet, and to a depth of eleven 11 inches in the center, and nine 9 inches at the sides; the coarser particles are to be placed on the grade, and the same to be covered with a cover or layer of screenings, to a depth of two 2 inches, and in such a manner that the metal will be placed on the north side of the sub-grade, leaving a space of five 5 feet between the north shoulder of the sub-grade and the edge of the metal placed thereon.

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

The sub-grade shall be rolled by the contractor at such times and places as deemed necessary by the engineer or superintendent, with a roller of not less than six 6 tons in weight, before placing them on the metal.

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

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

The stone to be used to be limestone, and equal in quality to the products of the Decatur or Pleasant Mills quarries.

STONE MASONRY, ETC.

All bulk-heads of tiling, etc., to be constructed of number one limestone, none of which shall be less than six 6 inches in thickness; said stone to be laid up with good Bronson Portland cement, or the equivalent, and sand mortar made in proportions of one part cement to two parts 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 juncture of the tile.

The ends of the tile on either side are to be laid in a 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, 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 the side next to the grade.

Said coping to be one solid stone and all masonry to be pointed up.

At Station 36.75, there shall be two abutments, with eighteen 18 feet face, and six 6 feet wings; said abutments to be seven 7 feet high, three 3 feet thick in lower three 3 feet, and battered six 6 inches in upper four 4 feet.

At Station 69.25, there shall be two abutments, with eighteen 18 feet face, with eight 8 feet wings; and eight 8 feet high, and to be three 3 feet thick in lower three 3 feet, and battered six 6 inches in upper five 5 feet.

At Station 128.50, there shall be two abutments, with an eighteen 18 feet face, six 6 feet wings and eight 8 feet high, three 3 feet thick in lower three 3 feet, and battered six 6 inches in upper five 5 feet.

At Station [illegible], there shall be two abutments, with eighteen 18 feet face, with three 3 eight 8 feet wings, and one 1 ten 10 foot wing on southeast corner; said abutments to be nine 9 feet high, to be three 3 feet thick in lower three 3 feet, and battered six 6 inches in upper six 6 feet.

Said abutments to be constructed of limestone not less than six 6 inches thick, and every other course to extend through the wall, and to be laid up as specified for bulk-heads, for sewers. Coping to be not less than six 6 inches thick, and to extend entirely across the wall and project three 3 inches over face of abutments and wings.

SEWERS, TILING, ETC—LOCATIONS.

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

Said tiling 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.

At Station 4, a 10-inch sewer.
At Station 16, a 10-inch sewer.
At Station 22, a 10-inch sewer.
At Station 42.75 a 1?-inch sewer.
At Station 47, a 10-inch sewer.
At Station 69, a 12-inch sewer.
At Station 90.70 a 10-inch sewer.
At Station 95.50 a 10-inch sewer.
At Station 100.50 a 24-inch sewer.
At Station 135.15 a 10-inch sewer.
At Station 165.50 a 24-inch sewer.
At Station 173.75 a 10-inch sewer.
At Station 215.50 a 10-inch sewer.

WELLS—CONSTRUCTION, LOCATION, ETC.

Wells, or silt-holes, are to be placed as hereinafter specified.

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 walled to the surface; upper twelve 12 inches of these walls to be laid in sand and cement mortar, as specified for bulk-heads. Said wells to be not less than two 2 feet inside, at base, and arched at the top, so as to receive an eighteen 18 inch cast grate, securely placed thereon.

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

The contractor shall make all necessary excavations, and all tiling shall be placed to a proper depth, so as to completely drain the particular points for which they are intended.

At Station 4, 2 wells.
At Station 42 2 wells.
At Station 90.70 2 wells.
At Station 135.15 2 wells.
At Station 1?6.67 1 well —on north side.
At Station 132.67 2 wells.
At Station 1?9.50 1 well —on north side.
At Station 165.50 1 well —on north side.
At Station 173.75 2 wells.
At Station 215.50 2 wells.

At Station 165.50, the well shall be three 3 feet in diameter, inside, and arched, so as to receive a two 2 feet cast iron grate.

BRIDGES—KIND, LOCATIONS, ETC.

There shall be a steel bridge at Station 36.75 fourteen 14 feet long, with a sixteen 16 foot roadway; and at Station 69.25, one steel bridge sixteen 16 feet long, with same width of roadway; also at Station [illegible] one steel bridge, ten 10 foot span, with same width of roadway.

At Station [illegible], one twelve 12 foot span with sixteen 16 foot roadway.

All bridges to be of the steel type, with latticed railing, "I" beam bridges with a carrying capacity of one hundred and fifty 150 pounds per square foot.

Said bridges 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 [illegible] inch timber, securely bolted to the beams or joists.

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

Said bridges to be subjected to the inspection and approval of the engineer in charge.

STIPULATIONS.

The work, as it progresses, will be laid out by the 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 engineer and county commissioners reserve the right to increase or diminish the labor or the amount of materials used.

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

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

The 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 improvement.

All sewer-pipe, bridge materials, etc., as is used in public improvements and are now along the line of the proposed improvement, shall be carefully removed to either side by the contractor and 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 improvement.

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

All telephone companies, owning or operating or maintaining any lines of 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 foot on said right of way, as laid out by the engineer.

All oil or gas 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, Indiana, on estimates made by the engineer, complying in all respects with the Acts of the General Assembly, of the State of Indiana, approved March 11, 1901. (See Acts, 1901, page 44).

ESTIMATES.

Length of proposed improvement	[illegible]
Number of yards stone per mile	[illegible]
Number yards stone per 4.05 miles	[illegible]
Number yards stone for bridge purposes	[illegible]
Number yards for improvement	[illegible]
6[illegible] yards, at 90c per yard for stone	[illegible]
6[illegible] yards at 80c per yard for hauling	[illegible]
6[illegible] yards at 10c per yard for spreading	[illegible]
Grading	[illegible]
Wells and connections	[illegible]
Sewers, heads, etc	[illegible]
Masonry, abutments, etc	[illegible]
Bridges	[illegible]
Domestic tiling	[illegible]
Total	[illegible]

All of which is respectfully submitted.

C. A. NUENSCHWANDER, Viewer.
PHILIP BAKER, Viewer.
GEORGE E. McKEAN, Engineer.

Subscribed and sworn to this [illegible] day of April, 1903.

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 June session, 1903, that there be an election at the regular voting places in St. Marys township, Adams county, Indiana, on

Saturday, June 27, 1903,

for the purpose of determining the question of the building, of a macadam road in said township, known as the north St. Marys macadam road, on and along the following route, to-wit:

Commencing at the southwest corner of the northwest quarter of section six 6, township twenty-seven 27 north, range fifteen 15 east, in Adams county, Indiana, on the township line between Washington and St. Marys township, thence running east, on the half section line through center of sections six 6, five 5, four 4 and three 3, and terminating at the State line at a point where the half section line road intersects with the State line road.

The same being 21380 feet, or 4.05 miles.

In witness whereof, we Samuel Doak, David Werling and Jacob Abnet, constituting the board of commissioners of said county, have hereunto set our hands and affixed the seal of the said board of commissioners, this 1st day of June, 1903.

SAMUEL DOAK,
DAVID WERLING,
JACOB ABNET,
Board of Commissioners.

Attest: Abe Boch, Auditor.

SHERIFF'S PROCLAMATION OF MACADAM ROAD ELECTION IN ST. MARYS TOWNSHIP, ADAMS COUNTY, INDIANA.

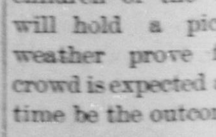
I, Albert A. Butler, sheriff of Adams county, state of Indiana, do hereby make proclamation to the voters of St. Marys township, Adams county, Indiana, to meet in their respective places of voting as established by the board of commissioners of Adams county, Indiana, on

Saturday, June 27, 1903.

to vote on the question of building the North St. Marys macadam road, in said township and 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."

18-3 ALBERT A. BUTLER, Sheriff,
June 1, 1903, Adams County, Indiana.

Next Sunday afternoon at Gratis' grove, near Preble, the school children of the Lutheran church will hold a picnic. Should the weather prove favorable a large crowd is expected and a real pleasant time be the outcome.



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