

## REJECTS BIDS FOR WORK ON THREE STREETS

Works Boards Acts on Advice of City Engineer, Who Says They're High.

Contending that they were from 25 to 30 cents a square yard too high, Frank C. Linzenfelter, city civil engineer, today recommended to the board of public works that it reject all bids received for the permanent improvement of Tacoma avenue from Michigan to St. Clair street; permanent improvement of Sheridan avenue from Washington street to Lowell avenue; and permanent improvement of Station street from Twenty-First street to Massachusetts avenue.

The board granted the recommendation.

Following a conference with Merle N. Walker, attorney for property owners, who are seeking an injunction to prevent the board from proceeding with a resolution to open and permanently improve Michigan street from Sherman to Highland avenue in order to remove a jog, the board agreed with the city legal department that a demurrer to the complaint be filed and the Superior Court in which it is filed be asked to hold a hearing some time this week. If the demurrer is sustained the board will be free to proceed and if not the matter will have to be settled by argument upon a writ of injunction for injunction.

Mr. Walker contends that the board's procedure is illegal because the resolution provides for both opening and paving. The board now is attempting to collect from property owners in the district assessed under the resolution.

### ADmits IT PROPER

This is the proper time in the case of the mere opening of a street, because it is necessary to have money with which to buy property in the way of the opening but it is not legal for the board to collect money for the paving of the street in advance of the work being done, Mr. Walker says. The board will now provide the paving, excepting intersections, shall be paid for by abutting property owners. The Michigan street improvement is assessed over a district six blocks wide and more than two miles long.

All action was rescinded upon resolutions for the permanent improvement of Spann avenue from Shelby to Laurel streets and the permanent improvement of English avenue from the Big Four railroad to Keyes Avenue.

Readvertisement for bids was ordered on the grading of Ohio street from Gale to Brooklyn avenues.

A contract with Thomas A. Moynahan for the laying of a switch from the Big Four railroad across Pratt street to Pratt street and Senate avenue was approved.

### BIDS RECEIVED

#### FOR STREET WORK.

Bids were received as follows:

Permanent improvement of Hiatt street from Minnesota to Morris streets; Marion County Construction Company, \$10,000 per linear foot and bimetallic concrete, \$5.80.

Permanent improvement of Mansfield street from Eighteenth to Thirty-third streets; American Construction Company, asphalt, \$6.03, and bimetallic concrete, \$5.80; Mansfield Engineering Company, asphalt, \$5.92, and bimetallic concrete, \$5.65.

Grading of Station street from Twenty-eighth to Thirtieth streets; Columbia Construction Company, \$1.82; Frank L. Larson, \$1.80; D. C. Dill, \$1.80.

Permanent improvement of Station street from Twenty-Eighth to Thirtieth streets; Columbia Construction Company, asphalt, \$6.03, and bimetallic concrete, \$5.80; Mansfield Engineering Company, asphalt, \$5.92, and bimetallic concrete, \$5.65.

Permanent improvement of Mansfield street from Eighteenth to Thirty-third streets; American Construction Company, asphalt, \$6.03, and bimetallic concrete, \$5.80; Mansfield Engineering Company, asphalt, \$5.92, and bimetallic concrete, \$5.65.

Permanent improvement of Station street from Cornelius to Rockwood avenues; J. N. Morgan & Son, bimetallic concrete, \$5.27, and asphalt, \$6.00; Mansfield Engineering Company, bimetallic concrete, \$5.28, and asphalt, \$6.03.

Permanent improvement of Emerson avenue, the first street east of Franklin street; Columbia Construction Company, asphalt, \$5.80; J. W. and W. C. Martin, concrete, \$5.80; Mead Construction Company, asphalt, \$6.70, and bimetallic concrete, \$6.42.

Contracts were received for the grading and graveling of Gemmer street from 47 feet west of State avenue to State avenue.

Contracts were awarded as follows:

Side-walks, curbs and graded lawns in Good avenues from J. W. and W. C. Martin on the first block of \$2.97 per linear foot; total, \$1,297.89.

### Opponents of Mayor Fear His Nomination

Special to the Times.

RICHMOND, Ind., June 20.—Withdrawal of several of the eight announced opponents of W. W. Zimmerman, present mayor, who seeks re-election, for the Republican mayoralty nomination, will be urged by anti-Zimmerman party leaders before the primary election, Aug. 23, it was indicated today. A vigorous fight is in prospect and Zimmerman's opponents forecast his nomination unless the field is cut down.

The August date for the primary election was named by the city council in special session Saturday. Attorney General Lesh has given an opinion to the effect that candidates who filed declarations prior to the special election on the city manager plan, which failed, must file candidates within thirty days.

### RECEIVER FILES SUIT.

William H. Hirst, as receiver for the Van Briggle Motor Device Company, today filed suit in the Marion County Circuit Court against the People's State Bank on the grounds that the bank, without authority, cashed certain checks made out to the Van Briggle Motor Device Company and deposited them in its authority by Liburn Howard Van Briggle or caused to be endorsed by Van Briggle. The receiver is asking judgment on checks totaling about \$3,500.

### WOUND CLOSED BY 7 STITCHES.

Seven stitches were taken by Dr. W. Nordin to close a wound in the forearm of Helen McTigue, 18, of North Noble street, early today. Helen told the police she had been enjoying a "white male" arty at Maggie McCoy's home, 2127 Sheldon street, and that Merril Mosby slapped her on the head with a stove poker. Mosby has not been arrested.

### ARMY BILL AGAIN BLOCKED.

WASHINGTON, June 20.—The Army appropriation bill was again held up today when Senator Norris, Republican, Nebraska, blocked consideration of the conference report on it by the Senate. Norris served notice he intended to discuss the report at "considerable length" before it is acted on.

### POOLROOM MAN FINED.

William H. Gill, proprietor of a combined poolroom and grocery at 2402 North Keystone avenue, arrested Saturday afternoon on a charge of allowing minors in his poolroom, was fined \$10 and costs by Judge Walter Pritchard in city court today. John W. Kreges and Owens said they found two 11-year-old boys in Gill's poolroom Saturday.

### Goes to DENVER.

INDIANA DAILY TIMES, Monday, June 20.—Prof. E. C. Cline, for the last two years head of the foreign language department of the Elkhorn High School, has been appointed principal of the David W. Denison High School now under construction in West Richmond, according to an announcement by J. H. Bentley, superintendent of schools. Mr. Cline will attend Columbia University this summer, where he will take teacher training work.

## Perfests Plan to Illuminate Highways



### Some Advantages of Highway Lighting

With an astounding percentage of automobile accidents at night credited to headlight glare—something the many types of reflectors and lenses does not entirely eliminate—a new plan for making the country highways as safe as the well lighted city streets will be welcome news to the thousands who use the highways.

The new plan for banishing the glaring headlight does not call for any change in the automobile or its headlight. There are now hundreds of different kinds of lights and reflectors, all advertised as a cure for this evil which is annually costing so many lives, but still the accidents occur with the same old excuse—blinded by the other fellow's headlight.

A simple economic way for illuminating the highways so there will be no more need for the "dark lights" of the country roads than in the city streets, is the solution of the problem offered by the General Electric Company.

Add to comfort of night driving by reducing eye strain, by assisting in making turns, and by discouraging hold-ups.

Increase night traffic and thereby relieve day congestion.

Decrease running time and increase road capacity.

Will help bring electricity to the farm by providing a pole line.

Will increase real estate values by tending to extend city along highways and by bringing electrical conveniences into the homes.

on either end and by this means the greatest part of the light is directed upward and out to the adjoining fields is collected and cast in either direction upon the road surface.

The rays would escape if only the one reflector was used, but by reflecting off the inner reflectors and directed toward the roadway, at an angle of ten degrees below the horizontal, giving the same effect as an overhead reflector, fifteen feet in diameter.

The white reflecting surface of the unit reduces the glare from the incandescent lamp without the aid of diffusing globes. The fixture also affords a much better protection to the globe than offered by the type of reflector now found on some highways on the outskirts of cities.

The bracket holding the reflectors is adjustable in both vertical and horizontal directions so that the fixture can be mounted on poles close to the edge of the highway or on others which may be back many feet and can also be turned

so as to illuminate curves and hill-sides. In other words the opening in the lower part of the reflector can be kept practically parallel and in line with the road surface under any conditions.

#### ACCIDENT SURVEY IN CLEVELAND TYPICAL.

A survey recently was made in the city of Cleveland of the 3,540 traffic accidents that occurred during one year. This was done to show so far as possible, how many of these were due to the fact that the driver had been drinking.

It was found that 292 accidents, fourteen of which were classed as fatal, were directly attributed to lack of light.

This conclusion was reached by comparing the number of accidents during the hours of the night which are light in the summer and dark in the winter.

The conclusion is considered typical of those in other large cities, all tending to show the need for better illumination of the country highways.

Now that a lighting unit has been developed which appears to have solved the problem so far as illumination is concerned, there remains but one question, how to make the highways safe at night and that is a plan for apportioning the expense of the improvement.

Farmers who own the land adjoining the roads claim their benefit will be but small as compared to what auto's from all parts of the State and country will receive. They feel the installing should be done as same as roads are improved, but this is impractical, traffic just as essential as a smooth road surface. It is a job for the adjoining cities or the State highway departments, or the federal government.

Several communities have already come into existence and plan installations of the new lights for short distances and it is believed that when the decided need is met, the cost of lighting for country roads is actually seen a step forward, helping to keep the cost of the highway to the State highway departments, or the federal government.

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