

## REJECTS BIDS FOR WORK ON THREE STREETS

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

Containing that they were from 25 to 30 cents a square yard too high, Frank C. Lingenfelter, 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 Downman to Highland avenues, in order to remove a jog, the board agreed with the city legal department that a demurrer to the complaint be filed in 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 an argument upon the petition 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. This is proper 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 law likewise provides that paving, excepting intersections, shall be paid for by abutting property owners. The Michigan street improvement is assessed over a district of blocks wide and more than two miles long.

All action was rescinded upon resolution for the permanent improvement of Spann avenue from Shelby to Laurel streets and the permanent improvement of English avenue from the Big Four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 Keystone avenue.

Readvertising for bids was ordered on the grading of Ohio street from Gals to Brookville avenues.

A contract with Thomas A. Moynihan 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 Platt street from Minnesota to Morris streets; Marion County Construction Company, asphalt, \$810 per lineal foot and bituminous concrete, \$5.50.

Permanent improvement of Mansfield street from Eighteenth to Twenty-first streets; American Construction Company, asphalt, \$6.03, and bituminous concrete, \$5.50; Mansfield Engineering Company, bituminous concrete, \$5.92, and bituminous concrete, \$5.63.

Grading of Station street from Twenty-ninth to Thirtieth streets; Columbia Construction Company, concrete, \$4.60.

Permanent improvement of Harvard place from Cornelia to Rockwood avenues; J. N. Morgan & Son, bituminous concrete, \$5.27, and asphalt, \$5.50; Mansfield Engineering Company, bituminous concrete, \$5.53, and asphalt, \$5.63.

Permanent improvement of North street from Emerson avenue to the first alley east of Leland street; Columbia Construction Company, concrete, \$3.30; J. W. and W. C. Martin, concrete, \$3.80; Mead Construction Company, asphalt, \$5.10, and bituminous concrete, \$5.42.

No bids were received on the grading and graveling of Gemmer street from 247 feet west of State avenue to State avenue.

Contracts were awarded as follows:

Sidewalks, curbs and graded lawns in Good avenue from University to Beech avenue to W. and W. C. Martin, concrete, \$3.30 per lineal 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 at the Republican convention, for the Republican majority nomination, will be urged by anti-Zimmerman party leaders before the primary election, Aug. 23, it was indicated today. A vigorous fight in prospect in the event of 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 last week, and C. Martin 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 R. 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 endorsed without authority by Libura Howard Van Briggle or caused to be endorsed by Van Briggle. The receiver is asking judgment on checks totaling about \$5,500.

**WOUND CLOSED BY 7 STITCHES.**

Seven stitches were taken by Dr. J. W. Norrell to close a wound in the forehead of Helen McBain, negroes, 16 North Noble street, early today. Helen told the police she had been enjoying a "vaudeville" party at Maggie McCoy's home, 2127 Sheridan street, and that Merle Mosby slapped her on the head with a stove pipe. 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, of 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.

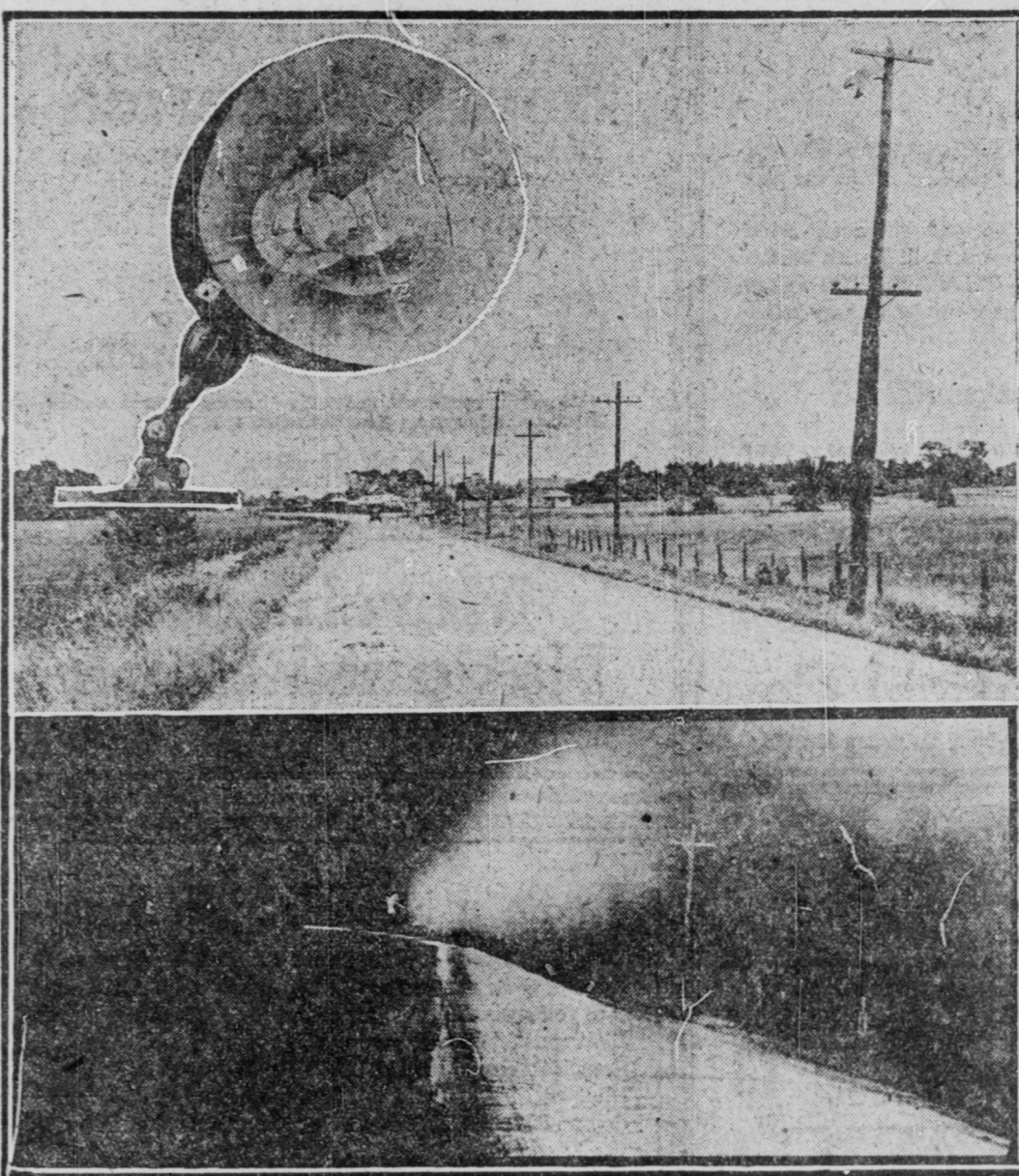
**POOLROOM MAN FINED.**

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. Patrolmen Regreus and Owens said they found two 17-year-old boys in Gill's poolroom Saturday.

**GOES TO DENVER.**

RICHMOND, Ind., June 20.—Prof. E. C. Cline, for the last two years head of the foreign language department of the Richmond High School, has been appointed principal of the David W. Denzler High School now under construction in West Richmond, according to an announcement by J. H. Bentley, superintendent of schools. Mr. Cline will leave Richmond today for Denver, where he will take a teacher training work.

## Perfects Plan to Illuminate Highways



With an astounding percentage of automobile accidents at night credited to headlights, something like 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.

This new plan for banishing the glaring headlights does not call for any change in the automobile or its headlights. There are now hundreds of different kinds of lights and reflectors, all doing feature 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 headlights.

A simple economic way for illuminating the highways so there will be no more need for the glaring lights on the country roads than on the city streets, is the solution of the problem offered by the General Electric Company, which has just completed a new type incandescent lamp reflector after months of study and experimenting by the company's corps of illuminating engineers. A test installation has been made at Swampscott, Mass., which has fulfilled all pledges and predictions of the designers—a well lighted highway without a great waste of illumination on the adjoining fields.

An incandescent lamp of 250 candlepower is all that is needed in these reflectors, placed at a height of thirty feet at distances from 400 to 600 feet apart, to illuminate the roadway so well there is no need for the glaring headlights.

**CALLS PARABOLIC NEST HIGHWAY LIGHTING UNIT.**

This new type of reflector, known as the parabolic nest highway lighting unit, embodies an entirely new and distinct feature for collecting the light rays and casting them only where needed. Engineers have spent years studying schemes to prevent the illumination of fields and adjoining roadways and yet have a light that would properly illuminate the road and do so without glare. A nest of reflectors, or a series of three, one within the other, is the outstanding feature of the new unit. There are similar openings

on either end and by this means the greater part of the light that would be lost under ordinary conditions by reflecting upward and out to the adjoining fields is collected and cast in either direction toward the road surface. The rays that would escape if only the one reflector was used are picked up by 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 surfaces 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 along the highway or on others which may be back many feet and can also be turned

so as to illuminate curves and hillsides. 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.**

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Several communities have already become interested and plan installations for the new lights for short distances and it is believed that the advantages of better light for country roads is actually seen, a step in soliciting the help of the States will be taken, perhaps being aided by the auto clubs and organizations whose members would derive the greatest benefit.

**Some Advantages of Highway Lighting**

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Prevent accidents by showing up dangerous curves, by reducing headlights and by illuminating signs on sides of roads and other obstacles.

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