

CURVE ELIMINATION IN JERSEY STREET ASKED BY BARBUR

At the request of the commission of public docks, City Commissioner A. L. Barbur has recommended that a resolution be adopted by the council Wednesday to eliminate the sharp turn in Jersey street at the intersection of Mohawk.

Jersey is the main traffic artery to Municipal Terminal No. 4 and at the intersection of Mohawk makes such a sharp turn to the right that traffic is menaced.

APPLICATIONS TO INSTALL GASOLINE TANKS ARE MADE

Three applications for permits to install tanks for storage of gasoline will be considered by the city council Wednesday morning. Applications were filed by G. Passmore for East Clay street between Eleventh and Twelfth; Arthur Geisler, Foster road and Ninety-first street southeast; and by A. Amato, fourteenth street between Davis and Everett streets.

The department of public works has recommended the filing of the application of George W. Derr to construct a maternity hospital at 627 Kearney street. The application came before the council two weeks ago, at which time objection was made by the council members because the building was too great a fire hazard for use as a hospital. The filing of the application allows it to die a natural death.

TESTS TO BE MADE OF UNWASHED RIVER GRAVEL

Believing that unwashed river sand and gravel is unfit for use in building, tests of the structural strength of concrete mixed with these materials has been ordered by Commissioner Barbur. A conference was held this morning between building material dealers, Barbur and H. E. Plummer, building inspector. The consensus of opinion was that the materials contained varying mixtures of silt that, unless washed out, weaken concrete made from it.

ORDINANCE IN DESIGNED FOR FENCE OF PARK PARCEL

Prepared by S. C. Pier, commissioner of finance, an ordinance will be presented to the city council authorizing the purchase of two pieces of property owned by Mrs. M. A. Falwey for the proposed playground at East Seventeenth and Belmont streets, it was announced this morning. The playground will cover approximately three and one-half blocks, about one half of which has already been bought. It is to be known as the central east side tract. The price stipulated in the ordinance is \$1800 for two houses and the lots.

PLANS FOR BUILDING ON BROADWAY ARE APPROVED

Members of the city council Monday morning in the office of the department

of public works considered the amended plans for the reconstruction of the Meier & Frank building on Broadway at Taylor street. The revised plans, prepared by H. A. Whitney, provide for small storerooms facing Broadway on the first floor of the building and the use of the remaining four floors as a public garage. The council members approved the plans and it will be formally considered at the meeting held Wednesday.

ADDITIONAL INSPECTOR

Due to rush of work H. E. Plummer, chief of the building bureau, has found it necessary to employ an additional inspector for the electrical division, for 30 days. Plummer states that the receipts of the division are \$300 over the expenses.

SEWER BIDS ASKED

City Auditor George R. Funks is advertising for bids for the sewer to be laid down in East Seventh street from Magnolia street to Alsworth avenue. Plans and specifications are on file in his office and bids will be received until 10 a. m. November 16. The estimated cost is \$2253.

HUMBLE HERO HONORED BY NATION

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as the crowds cheered. Somewhere in France the boy who could not come home lay dead under the foreign sod with board at his head marked, "Unknown."

Then the miracle! Gentle hands broke the monotony of his repose. If the dead were ears to hear, he understood that he was going home. He had been promoted while he slept and was being sent home for duty there so long as the land of his nativity should last. He rode no more in dirty cars nor stogged his way through rain and mud. The officers he had saluted stood at attention as the private train which bore him passed on its way to the port where the old flagship of the nation's greatest naval hero waited to receive him as an honored guest. Across the sea the nation for which he had died made ready to receive him as its most honored son, not with the blare of bands and the sound of cheering, but with the reverent tribute of prayerful silence.

For the boy who had dreamed and served and died unknown was coming home to assume supreme command of a moving force yet greater than the great army in which he had fought and died; he was coming home to be the commanding general of the conscience of the American people. The unknown dead boy was coming home to serve forever as the living identity of the American army in France which made to make war.

We call him today the unknown soldier, and we say that he is dead. He is not unknown. He is every man who fought in France. He is not dead. He is the living symbol of the American army which fought for peace and, having won it, passed it on to the men who command in peace to preserve. He will arrive in Washington Wednesday afternoon, this hero of them all, and be borne to the rotunda of the capitol, where the sanctity of his first night's rest on American soil will be kept solemnly inviolate by an honor guard of his former buddies.

On Thursday the public will be admitted to the capitol to pay due reverence to this single dead private. Representatives of more than 50 organizations in the country and many foreign nations will come there to do him all honor. The world will be admitted to his court from 8 in the morning until 10 at night, after which he will rest again with only a guard of his comrades until

SIX WOUNDED BY BANDITS IN MAIL TRAIN ROBBERY

THREE PROGRAMS WILL BE OFFERED

(Continued From Page One)

bounds. The British and Japanese delegates echo the same feeling.

"We do not intend to go in merely for a better understanding among nations, a scheme of international cooperation of anything nebulous," said one of the leading British statesmen here. "What we want is a reduction of navies. We must keep our irrelevant questions."

The Britisher reflected an attitude which has become increasingly more apparent as the day for opening the conference draws near. "Some of the powers favors discussion of foreign loans, for example. All of them believe the conference should be confined to the Far Eastern questions and navy limitation. The British delegation did not even bring army experts along, because, as one explained, "we assume that reduction of arms in the case of Great Britain and America, the question needs no discussion, for our armies have been reduced to a minimum."

PLAN NAVAL EQUALITY

Perhaps the most striking development to date is the growing indication of close cooperation between the United States and England. There is a spirit of agreement to agree to a virtual naval equality. This has been the hope of American leaders and it apparently is to be satisfied by the British. As one of them stated: "Naturally, the American delegates should be first in the field with their proposal on reducing and limiting sea armament. Once you place your program before the conference, we will set down our program and make an effort toward achieving not only a real equality between the American and British navies, but also an equitable relationship with regard to the Japanese, French and other navies."

"We have prepared a definite set of proposals regarding both naval armaments and Far Eastern problems. The United States and Great Britain can and should agree as to what is best in both instances—and their solutions very likely would prove the best for all concerned."

JAPAN HAS PROPOSALS

Japan, too, has her definite proposals. Prince Tokugawa, one of the leading Japanese delegates, would like to see all proposals "laid out on the table where all can see them."

"I should like," he said, "to see all delegates do the same thing, but in any event revelation of our proposals will be as public as is possible in keeping with the attitude of the other delegates."

LOOT VALUE UNKNOWN

Chicago, Nov. 8.—(I. N. S.)—E. E. Germer, chief postoffice inspector here, said today that the robbers stole four sacks of mail. He said the checkup to determine what the sacks contained may take several days. While the amount of the loot is not known the bandits may have gotten away with "hundreds of thousands of dollars," it was said.

NIGHT SHOOTING EXPENSIVE

Montesano, Wash., Nov. 7.—Shooting ducks after sunset cost William Blanton of Seattle a \$20 fine and costs, here,

SIX WOUNDED BY BANDITS IN MAIL TRAIN ROBBERY

Paxton, Ill., Nov. 8.—(I. N. S.)—One of the greatest man hunts ever held in Central Illinois is in progress today as the result of the daring hold up of an Illinois Central passenger train near here. Seven masked bandits who participated in the robbery are being sought by posse numbering more than 500 deputy sheriffs, railroad detectives and citizen volunteers.

Postal authorities, meanwhile, are endeavoring to learn the amount of loot obtained by the bandits. The robbers shot and slugged five men, set fire to the car and escaped with several sacks of mail.

SIX WOUNDED Early today the robbers had been trapped on a road running west between Paxton and Ludlow. This road would lead them to Bloomington and police of that city have been notified. Chicago police also have been notified to watch roads leading into the city from the south.

Arthur Moon, a porter, who thrust his head out from his car to see what all the excitement was about, drew the fire of the bandits. He has two bullet wounds in his body and may die. The others who were wounded are not seriously hurt. They are: Benj. Bovinetti, Mattoon, Ill., mail clerk, slugged and beaten. W. H. Bangs, Chicago, fireman, shot three times but not seriously hurt. Thomas Baker, Carbondale, Ill., mail clerk, slugged and beaten. J. H. Knowlton, Freeport, Ill., pas-

senger, slightly wounded by bullets. An unidentified baggage man, bullet wounds.

TRAIN IS STOPPED

Two of the robbers were passengers on the train, apparently boarding it at Paxton. As the train pulled out of here they donned masks and climbed over the tender to the engineer's cab. They drew guns and compelled Jack Fogarty, engineer, to stop the train.

As the train reached a bridge south of Paxton the robbers forced the engineer to uncouple the engine and the express and mail cars and drive them a short distance down the track. They then walked to the door of the mail car and commanded the clerks to open it. Two clerks opened the door of the car and saw the masked men with drawn revolvers. They slammed the door.

RANDITS ESCAPE

When the door was opened the robbers compelled Engineer Fogarty to enter the car and throw out the mail sacks. Fogarty switched off the lights in the car, but the bandits gathered a pile of waste from one of the journal boxes, placed it on the floor, ignited it and by this weird light, sack after sack of mail was tossed into the waiting arms of the bandits.

In the meantime Frank M. Williams, conductor, and several others of the train crew had crawled along the bridge from the detached passenger cars, and with drawn revolvers rushed toward the spot where the glare from the ignited mail car was lighting up the night. As the bandits saw them they opened fire. The bandits left in an automobile that had been concealed near the track.

The train, known as the New Orleans Flyer, left Chicago at 6:15 o'clock last night. The robbery occurred about three hours later.

LOOT OBTAINED BY MAIL BANDITS SAID TO BE SMALL

Washington, Nov. 8.—(I. N. S.)—Losses incurred on the mail robbery on the Illinois Central at Paxton, Ill., are small, it was announced at the postoffice department today.

Postmaster General Hays was consid-

erably aroused by this latest attack upon the mails.

"I'm not going to say anything about it now," the postmaster general said, "but I am going to have something to say about it later, and it will be plenty."

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